BOARD OF DIRECTORS MEETING

Thursday, May 7, 2015
5:30 PM

Board of Supervisors’ Chambers
County Government Center
70 West Hedding Street
San Jose, California

ADDENDUM TO AGENDA

9.1.A.X Conference with Legal Counsel – Anticipated Litigation

Initiation of Litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9.

Number of Cases:  2
BOARD OF DIRECTORS MEETING

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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.

70 West Hedding St., San Jose, California is served by bus lines *61, 62, 66, 181, and Light Rail. (*61 Southbound last trip is at 8:55 pm for this location.)

For trip planning information, contact our Customer Service Department at (408) 321-2300 between the hours of 6:00 a.m. to 7:00 p.m. Monday through Friday and 7:30 a.m. to 4:00 p.m. on Saturday. Schedule information is also available on our website, www.vta.org.
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 VTA’s Community Partner - Cristo Rey Jesuit High School in San Jose.

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

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

   ACTION ITEM - Close Hearing and adopt a Resolution of Necessity determining that the public interest and necessity require the acquisition of property interests in property owned by Pacific Gas and Electric Company, a California corporation and located in San Jose, California, for the BART Silicon Valley Berryessa Extension (SVBX) Project.

   **Property ID/Assessor's Parcel Number/Owner**

   B2092A (APN 244-02-003) owned by Pacific Gas and Electric Company, a California corporation.

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

5. REPORTS


   5.3. General Manager Report. (Verbal Report)
5.3.A. Receive updates regarding Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) activities.

5.4. Chairperson's Report. (Verbal Report)

6. CONSENT AGENDA

6.1. Approve the Board of Directors Regular Meeting Minutes of April 2, 2015.

6.2. ACTION ITEM -Adopt a resolution authorizing the filing of an annual claim to the Metropolitan Transportation Commission (MTC) for allocation of FY 2015-2016 Transportation Development Act (TDA) and State Transit Assistance (STA) funds.

6.3. ACTION ITEM -Authorize the General Manager to execute a contract with JJ Nguyen, Inc., the lowest responsible and responsive bidder for I-880/Coleman Avenue Interchange Landscaping in San Jose for an amount not to exceed $509,155.

6.4. ACTION ITEM -Consider Addendum No. 6 to the 2nd Supplemental Environmental Impact Report (EIR) for the BART Silicon Valley Project (Project) and approve the design change that addresses a permanent ingress/egress easement south of Kato Road for utility maintenance.

6.5. ACTION ITEM -Adopt a resolution finding that use of a Project Labor Agreement (PLA) in the C640 Montague Reconstruction contract, to be constructed under a Joint Powers Agreement (JPA) with the County of Santa Clara (County) and the Santa Clara Valley Water District (SCVWD), will ensure the availability and stability of labor resources throughout the duration of the Montague project; and authorize the General Manager to enter into an Amendment to the existing PLA with the Santa Clara & San Benito Counties Building & Construction Trades to include these contracts within the PLA scope.

6.6. ACTION ITEM -Authorize the General Manager to commit an additional $1,200,000 for contract amendments to Contract C828 (13103) with Stacy and Witbeck, Inc. for additional work and acceleration amending the total contract amount to $16,941,901, and amend the FY15 2000 Measure A Transit Improvement Program Fund Capital Budget to add $1,700,000 for the Tasman Drive Pocket Track project.

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

6.7. ACTION ITEM -Authorize the General Manager to purchase insurance coverage for Excess Liability, General and Auto Liability, and Public Officials Errors and Omission Liability; Property/Boiler & Machinery; Inland Marine for Light Rail Vehicles; Inland Marine for Buses, Vans and Mobile Equipment; and Flood exposures for the annual Operations Program Insurance renewal for an amount not to exceed $3,575,000.
6.8. **ACTION ITEM** - Authorize the General Manager to execute a contract with PSI Repair Services, Inc. in the amount of $1,038,800 to supply firing control boards required to refurbish VTA’s Onix Propulsion System in use on VTA’s existing light rail vehicles.

6.9. **ACTION ITEM** - Approve the Priority Development Area (PDA) Planning Grant supplemental program of projects for funding as presented and adopt a Resolution of Local Support for both projects.

6.10. **ACTION ITEM** - Program $310,365 in available Vehicle Registration Fee (VRF) Matching Funds as the local match for three Complete Street Studies.

6.11. **ACTION ITEM** - Amend the Fiscal Year 2015 Congestion Management Program Fund Operating Budget by $642,287 for the operation of the Innovative Delivery Team Program (iTEAM) and completion of funding obligations by Congestion Management Program (CMP).

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

6.12. **ACTION ITEM** - Adopt a resolution authorizing the General Manager or the Chief Operating Officer or the Director of Planning and Program Development or the General Counsel to file and execute grant applications and agreements with the State of California for California Transit Security Grant Program - California Transit Assistance Fund (CTSGP-CTAF) funds.

6.13. **ACTION ITEM** - Adopt a resolution amending the VTA Administrative Code to incorporate minor adjustments.


6.16. **INFORMATION ITEM** - Review the Legislative Update Matrix.


7. **REGULAR AGENDA**

*Transit Planning & Operations Committee*

7.1. **ACTION ITEM** - Adopt the FY2016 and FY2017 Transit Service Plan and the recommended transit service changes.
7.2. INFORMATION ITEM - Receive a report on VTA's Technology Innovation Initiatives.

*SVRT Program Working Committee*

7.3. INFORMATION ITEM - Receive Silicon Valley Rapid Transit (SVRT) Program Update.

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

   Name of Case: Herbert Lyles vs. Santa Clara Valley Transportation Authority
   Case# Workers Compensation Appeals Board: ADJ 2628116; ADJ 2799042; ADJ 7133059; ADJ 1721491

B. Conference with Labor Negotiators
   (Government Code Section 54957.6)

   VTA Designated Representatives
   Bill Lopez, Director of Business Services
   Robert Escobar, Deputy Director, Labor Relations
   Raj Srinath, Chief Financial Officer

   Employee Organization
   Amalgamated Transit Union, Local 265
C. Conference with Labor Negotiators
   (Government Code Section 54957.6)

   VTA Designated Representatives
   Bill Lopez, Director of Business Services
   Robert Escobar, Deputy Director, Labor Relations
   Raj Srinath, Chief Financial Officer

   Employee Organization
   Service Employees International Union, Local 521

9.2. Reconvene to Open Session

9.3. Closed Session Report

10. ADJOURN
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Business Services, Bill Lopez

SUBJECT: Recognition - Cristo Rey Jesuit High School

FOR INFORMATION ONLY

BACKGROUND:

VTA is a committed community partner and actively pursues partnerships that enhance the quality of life in Santa Clara County.

VTA began partnering with the Cristo Rey Jesuit High School in September 2014, for the 2014-2015 school year.

Cristo Rey high school serves disadvantaged inner-city youth from the east side of San Jose, who participate in a full course load of college preparatory courses in addition to a one day per week work assignment, that funds the majority of their annual tuition. 100% of Cristo Rey graduates are accepted into college.

VTA currently has four freshman high school students working one day a week in departments throughout VTA.

Mayor Sam Liccardo was instrumental in connecting VTA with the Cristo Rey program.

Prepared By: Diversity and Inclusion Department
Memo No. 5041
Resolution

ACTION ITEM

RECOMMENDATION:

Adopt a Resolution of Necessity determining that the public interest and necessity require the acquisition of a storm drain easement for the BART Silicon Valley Berryessa Extension (SVBX) Project.

BACKGROUND:

The BART Silicon Valley Program is an extension of the existing BART regional heavy rail system to Milpitas, San Jose and Santa Clara, which will be delivered through a phased approach. The first phase is the Silicon Valley Berryessa Extension (SVBX) Project, a 10-mile, two-station project, which will extend the existing BART system and provide service to the Cities of Milpitas and San Jose in Santa Clara County.

The SVBX Project will begin south of the future BART Warm Springs Station in Fremont and proceed on the WP Milpitas Corridor purchased by VTA from the Union Pacific Railroad in 2002, through Milpitas, and end in the Berryessa area of north San Jose at Las Plumas Avenue (See Project Map attached hereto). Engineering on the SVBX Project is advancing, and major utility relocations and full construction activities have begun. Full and partial property acquisitions are required from approximately 100 property owners in order to construct the SVBX Project.

These acquisitions are being pursued in accordance with state and federal law, and diligent
efforts are being made to acquire them through negotiated settlements. However, negotiated settlements may not be achievable in all instances and some of the acquisitions may need to be acquired through a timely condemnation process, particularly to ensure that the Project can stay on schedule.

A prerequisite to commencement of eminent domain proceedings by a public entity is adoption of a Resolution of Necessity (California Code Civil Procedure section 1245.220). As discussed below, staff is recommending the Board to adopt a Resolution of Necessity to enable commencement of eminent domain proceedings.

DISCUSSION:

Among the approximately 100 property acquisitions required for the Project, staff is recommending that a Resolution of Necessity be adopted for the following property:

Property owned by Pacific Gas and Electric Company, a California corporation

Pacific Gas and Electric Company, a California corporation (“PG&E”) owns property located south of Trade Zone Blvd. in the City of San Jose, which consists of approximately 107,158 square feet and serves as a utility corridor that is encumbered by a Chevron utility easement. VTA seeks to acquire a 397 square foot storm drain easement interest within PG&E’s property in order to install a pipe that will serve as a drain outlet for runoff water from the VTA corridor. The drain pipe will connect to an existing City storm drain pipeline along Trade Zone Boulevard. VTA sought and received the approval of PG&E and Chevron regarding the placement of the storm drain line. The clearance between VTA’s storm drain line and Chevron’s and PG&E’s facilities complies with the utility companies’ standards. As such, VTA’s proposed use will not unreasonably interfere with or impair the continuation of the public use as it exists or may reasonably be expected to exist in the future on this property, and is therefore a compatible public use pursuant to Code of Civil Procedure Section 1240.510

The subject property was appraised and the appraisal was reviewed by a review appraiser, and VTA staff set just compensation. An offer based on the recommended appraisal was made on or about January 20, 2015. To date, negotiations with PG&E have been unsuccessful due to PG&E’s extended timeframe in processing the necessary approval for the acquisition. Because of the project’s schedule, VTA is seeking authority to condemn the property. The team will continue to work with the property owner to reach a negotiated settlement even after adoption of a Resolution of Necessity.

As noted above, a prerequisite to commencement of eminent domain proceedings by a public entity is adoption of a Resolution of Necessity. This statutory requirement is designed to ensure that public entities verify and confirm the validity of their intended use of the power of eminent domain. A resolution of necessity must contain a general statement of the public use for which the property is taken, a reference to the authorizing statutes, a description of property, and a declaration stating that each of the following has been found and determined to be true:
1. The public interest and necessity require the proposed project;

2. The proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;

3. The property described in the resolution is necessary for the proposed project;

4. The offer required by Section 7267.2 of the Government Code, together with the accompanying statement of the amount established as just compensation, has been made to the owner or owners of record, which offer and statement were in a format and contained the information required by Government Code Section 7267.2, or the offer has not been made because the owner cannot be located with reasonable diligence; and

5. The proposed use set forth herein will not unreasonably interfere with or impair the continuation of the public use as it exists or may reasonably be expected to exist in the future, and is therefore a compatible public use pursuant to Code of Civil Procedure Section 1240.510, or, as applicable, constitutes a more necessary public use than the use to which the property is appropriated pursuant to Code of Civil Procedure Section 1240.610.

Further information addressing each of these items and any additional findings that must be made are included in a staff report attached hereto. The staff report also contains specific information on the property being impacted

ALTERNATIVES:

The property that is subject to the Resolution of Necessity before the Board is necessary for the Project and a condemnation action must be initiated in order to obtain possession of this parcel if the Project schedule is to be maintained. The Board may, in its discretion, decide not to adopt the Resolution of Necessity. However, this would necessitate either some delay and/or a possible redesign, which could impact the schedule and, most likely, increase the costs of the Project.

FISCAL IMPACT:

Appropriation for the costs associated with acquisition of this property is included in the FY13 Adopted 2000 Measure A Transit Improvement Program Fund Capital Budget.

Prepared by: Bijal Patel
Memo No. 5025
SVBX Property Acquisition Staff Report

INTRODUCTION

This staff report is submitted for review by the Board of Directors prior to the recommended adoption of a resolution of necessity for the acquisition of property for the BART Silicon Valley Berryessa Extension (SVBX) Project.

For each property interest to be acquired, a resolution of necessity must be adopted prior to the commencement of eminent domain proceedings (Code of Civil Procedure Section 1245.220.). The statutory requirement that a public entity adopt a resolution of necessity before initiating a condemnation action “is designed to ensure that public entities will verify and confirm the validity of their intended use of the power of eminent domain prior to the application of that power in any one particular instance.” San Bernardino County Flood Control Dist. v. Grabowski (1988) 205 Cal.App.3d 885, 897.

Thus, a resolution of necessity must contain a general statement of the public use for which the property is to be taken, a reference to the statute authorizing the exercise of eminent domain, a description of the property, and a declaration stating that each of the following have been found and determined by the Board to be the case:

1. The public interest and necessity require the proposed project;
2. The proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
3. The property described in the resolution is necessary for the proposed project; and,
4. That either the offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record, or the offer has not been made because the owner cannot be located with reasonable diligence.

(Code of Civil Procedure Section 1245.230.)

Further, insofar as any of the property to be acquired has heretofore been dedicated to public use, the resolution of necessity will find that the acquisition of such property by VTA for the Project is for a more necessary public use to which the property has already been appropriated or is a compatible public use pursuant to Code of Civil Procedure Sections 1240.510 and 1240.610. This report provides data and information addressing each of these items. Section 1 generally describes the public use for which the property is to be taken and sets forth the statutory authority for VTA’s exercise of eminent domain. Sections 3, 4, and 5 provide facts pertinent to public interest and necessity (Finding #1) and the planning and location of the SVBX Project (Finding #2). Section 6 also contains a property data sheet and other material discussing the necessity for acquiring the specific property interest that is the subject of the resolutions of
necessity (Finding #3). Section 2 provides information concerning the offers made to the property owners pursuant to Government Code Section 7267.2 (Finding #4).

This evidentiary factual record will assist the Board in determining whether the requirements of Section 1245.230 have been met, and whether the other findings specified above, as applicable, can be made. If the Board determines that all requirements have been met, and that all findings can be made, it is recommended that the Board adopt the resolution of necessity listed on the Board Meeting Agenda. The resolution of necessity scheduled to be heard by the Board is attached to this staff report.

SECTION 1

GENERAL STATEMENT OF PUBLIC USE

The parcel of property that is the subject of the recommended resolution of necessity is to be acquired for the construction of the SVBX Project, a 10-mile, two-station, first phase of the 16-mile BART Silicon Valley Program.

STATUTORY AUTHORIZATION FOR EXERCISE OF EMINENT DOMAIN

Under its enabling legislation, VTA is authorized to acquire property for mass transit purposes by eminent domain. Public Utilities Code Section 100130, which sets forth the general powers of VTA, provides in pertinent part that: “The district may take by grant, purchase, devise, or lease, or condemn in proceedings under eminent domain, or otherwise acquire, and hold and enjoy, real and personal property of every kind within or without the district necessary to the full or convenient exercise of its powers.” One of the main functions of VTA is to provide transit service. (Public Utilities Code Sections 100160, 100161.)

Public Utilities Code Section 100131 provides further authority for the taking of property by VTA through eminent domain. It states in pertinent part that: “The district may exercise the right of eminent domain to take any property necessary or convenient to the exercise of the powers granted in this part.”

In addition, the Eminent Domain Law, Code of Civil Procedure Sections 1230.010 et seq., gives entities authorized by statute the right to use eminent domain to acquire property for public use, and specifies the procedures for the exercise of that right.

SECTION 2

GOVERNMENT CODE OFFERS

The owner of the property that is the subject of the resolution was made an offer by VTA for the purchase of the property unless they could not be located with reasonable diligence as required by Government Code Section 7267.2. Sections 7267.2(a), (b) and (c) state that:
(a) (1) Prior to adopting a resolution of necessity pursuant to Section 1245.230 of the Code of Civil Procedure and initiating negotiations for the acquisition of real property, the public entity shall establish an amount that it believes to be just compensation therefor, and shall make an offer to the owner or owners of record to acquire the property for the full amount so established, unless the owner cannot be located with reasonable diligence. The offer may be conditioned upon the legislative body’s ratification of the offer by execution of a contract of acquisition or adoption of a resolution of necessity or both. The amount shall not be less than the public entity’s approved appraisal of the fair market value of the property. Any increase or decrease in the fair market value of real property to be acquired prior to the date of valuation caused by the public improvement for which the property is acquired, or by the likelihood that the property would be acquired for the improvement, other than that due to physical deterioration within the reasonable control of the owner or occupant, shall be disregarded in determining the compensation for the real property.

(2) At the time of making the offer described in paragraph (1), the public entity shall provide the property owner with an informational pamphlet detailing the process of eminent domain and the property owner’s rights under the Eminent Domain Law.

(b) The public entity shall provide the owner of real property to be acquired with a written statement of, and summary of the basis for, the amount it established as just compensation. The written statement summary shall contain detail sufficient to indicate clearly the basis for the offer, including, but not limited to, all of the following information:

1. The date of valuation, highest and best use, and applicable zoning of property.
2. The principal transactions, reproduction or replacement cost analysis, or capitalization analysis, supporting the determination of value.
3. If appropriate, the just compensation for the real property acquired and for damages to remaining real property shall be separately stated and shall include the calculations and narrative explanation supporting the compensation, including any offsetting benefits.
(c) Where the property involved is owner-occupied residential property and contains no more than four residential units, the homeowner shall, upon request, be allowed to review a copy of the appraisal upon which the offer is based. The public entity may, but is not required to, satisfy the written statement, summary, and review requirements of this section by providing the owner a copy of the appraisal on which the offer is based.

The property owner was presented with a written offer in an amount not less than the approved appraisal for the property, and a statement and summary of the basis of the offer, comprised of an Appraisal Summary Statement. The Appraisal Summary Statement provided the following information: name of owner; property address; parcel and APN number; locale; applicable zoning; date of valuation, present use; highest and best use; total property area; area to be acquired; type of interest to be acquired; improvements and access impacted; damages incurred and, as appropriate, separately stated with calculations and narrative explanation; total payment; and a description of the market value, reproduction or replacement cost analysis, or capitalization analysis, used to determine just compensation; and a summary of comparable sales, including the location, date of sale and sales price of properties used in the appraisal process. The date that the offer was made to the property owner is specified on the Property Fact Sheet contained in Section 6 of this report.

SECTION 3

SVBX PROJECT OVERVIEW, PURPOSE AND NEED

Project Description

BART Silicon Valley is an extension of the existing BART regional heavy rail system to Milpitas, San Jose and Santa Clara. The 16-mile BART Silicon Valley Program will be delivered through a phased approach.

The Silicon Valley Berryessa Extension (SVBX) Project is a 10-mile, two-station, first phase of BART Silicon Valley. SVBX is being implemented in cooperation with the Federal Transit Administration’s (FTA) New Starts Program, and will be a fully operable extension of the existing BART system with service to the cities of Milpitas and San Jose in Santa Clara County.

This extension of the BART system will begin south of the future BART Warm Springs Station in Fremont and proceed on the WP Milpitas Corridor purchased by VTA from the Union Pacific Railroad in 2002, through Milpitas, and end in the Berryessa area of north San Jose at Las Plumas Avenue. Engineering on the project is advancing, construction activities have commenced.
The two SVBX stations will feature:

- Parking structures
- Bus transit centers
- Bike and pedestrian connections
- Convenient access to BART System:
  - Half-mile walk for nearly 30,000 residents
  - Less than 12-minute bike ride for 260,000
  - 15-minutes via public transit or automobiles for more than 1,007,000 local residents

**Purpose of the Project**

The project is intended to achieve the following objectives:

- Improve public transit service and increase ridership in this severely, and ever-increasing, congested corridor by providing expanded transit capacity and faster, convenient access to and from major Santa Clara County employment and activity centers for corridor residents and residents from throughout the Bay Area and portions of the Central Valley of California.

- Enhance regional connectivity by expanding and interconnecting BART rapid transit service with VTA light rail, Amtrak, ACE, Caltrain, and VTA bus services in Santa Clara County; improve intermodal transit hubs where rail, bus, auto, bicycle and pedestrian links meet.

- Expand transportation solutions that will be instrumental in maintaining the economic vitality and continuing development of Silicon Valley.

- Improve mobility options to employment, education, medical, and retail centers for corridor residents, in particular low-income, youth, elderly, disabled, and ethnic minority populations.

- Improve regional air quality by reducing auto emissions.

- Support local and regional land use plans and facilitate corridor cities’ efforts to direct business and residential investments in transit oriented development. More efficient growth and sustainable development patterns are necessary to reduce impacts to the local and global environmental, such as adverse climate change.

Improved transit in the BART Silicon Valley Corridor is consistent with the goals established in prior corridor studies and responds to the long-range *Valley Transportation Plan 2035 (VTP 2035)*, adopted by VTA in January 2009. The primary goal of the long-range plan is to provide
transportation facilities and services that support and enhance Santa Clara County’s high quality of life and vibrant economy.

Need for the Project

The SVBX Project is critical to improving mobility between the East Bay and South Bay regions of the San Francisco Bay Area, as well as between eastern Santa Clara County and San Francisco. The project corridor, including the 1-880 and 1-680 freeways, is already very congested, with roadway conditions projected to steadily worsen as Santa Clara County and the greater Bay Area continue to grow. Travelers on the roadway network experience excessive delays currently and can expect delays on the typical weekday to increase in the absence of the proposed improvements.

SVBX is the initial segment of a planned BART extension to downtown San Jose and Santa Clara. The full extension will complete a major link in a regional high-speed, high capacity transit network that will circle lower San Francisco Bay. Regional connectivity is important to the future of Silicon Valley, the high-technology and venture capital center of the nation and a major provider of biotechnology products and services.

BART is the only modal alternative that produces a better balance between transit and auto modes; significantly facilitates transit-oriented development; and moves large numbers of commuters and discretionary travelers alike quickly and reliably. Other transportation improvement alternatives to the proposed project are not adequate for addressing current and future needs. Transportation system management/baseline improvements in the form of expanded express bus services and preferential treatments for transit do not reduce travel time delays significantly. Although increased higher density, mixed-use developments around light rail stations would increase the viability of a light rail option, it is oriented to intra-county travel. Frequent station stops and at-grade running tend to slow travel speeds, and train capacity will become constrained by the maximum allowable three-car train consists. Existing commuter rail services in the corridor are also capacity constrained due to the limited service frequencies that remain when sharing trackage with freight trains. No other transit modes can match the regional connectivity provided by a BART extension and therefore they perform poorly in accommodating the rapid growth of regional travel in the San Francisco Bay Area.
SECTION 4

PROJECT PLANNING AND IMPLEMENTATION

Alternatives Analysis

A BART extension was selected as the Locally Preferred Alternative (LPA) following completion of the Major Investment Study (MIS)/Alternatives Analysis (MIS/AA) in November 2001. The study evaluated 11 alternatives for the Silicon Valley Rapid Transit Corridor, representing various modes of travel including express bus, bus rapid transit, commuter rail, diesel and electric light rail, and BART. The LPA was chosen after an extensive review process, including technical analysis, 12 public meetings, and more than 15 Community Working Group meetings.

In October 2001, the Policy Advisory Board (PAB) voted unanimously to recommend to the VTA Board that the BART on the UPRR Alignment alternative be carried forward into the EIS/EIR phase along with the FTA-required Baseline Alternative. Since the VTA-BART property negotiations were still unresolved at the time, the PAB also recommended carrying forward a BART-Compatible alternative.

On November 9, 2001, the VTA Board unanimously selected BART on the UPRR Alignment as the Preferred Investment Strategy for the Silicon Valley Rapid Transit Corridor, citing its overall ranking of “High” in comparison to the other alternatives. The Board instructed that, in addition to the BART Alternative, the Baseline (Expanded Bus) Alternative be carried forward into the environmental compliance phase to fulfill FTA project development guidelines. The Board also approved an agreement with BART to identify the terms and conditions for implementing the Preferred Investment Strategy in concert with BART. On November 12, 2001, the BART Board also adopted the terms and conditions for the agreement.

When compared with the other alternatives, the BART Alternative offered:

- Fastest travel times to passenger destinations
- Highest ridership projections
- Greatest congestion relief
- Best access to jobs, education, medical, retail and entertainment centers throughout the Bay Area
- Regional connectivity with no transfers to the BART system
- Opportunities for transit-oriented development in conjunction with local land use planning efforts.
Station Area Planning

Station area planning for the new BART stations is an important element of the SVBX Project. VTA is working with the cities and stakeholders to develop transit-supportive station campuses, access, circulation, and land uses in the station areas that would increase transit ridership, create vibrant communities, ease the housing shortage, and promote multi-modal access to and from the stations.

The City of Milpitas has adopted a specific plan for the area surrounding the proposed BART Milpitas Station. The Milpitas Transit Sub Area Specific Plan, as adopted by the Milpitas City Council, would create mixed land uses near two VTA LRT stations and the future Milpitas BART station at Montague Expressway and Piper Drive.

Station area land use plans are guided, in part, by the Metropolitan Transportation Commission (MTC) Regional Transit Expansion Program policy, Resolution 3434, which includes provisions for transit-oriented development within a half-mile radius of transit stations.

Project Funding

The total SVBX Project cost is estimated at approximately $2.1 billion based on most current engineering cost estimates for project construction. Funding for the SVBX Project will come through multiple revenue streams including the 2000 Measure A, 1/2 cent sales tax and other local sources, the State of California and its Traffic Congestion Relief Program (TCRP), and federal grants including the New Starts Program. VTA requested $900 million in FTA New Starts funding, which it secured through execution of a full Funding Grant Agreement (FFGA) in March, 2012. The FFGA is a multi-year contractual agreement between the FTA and VTA that formally defines the project scope, cost and schedule, and establishes the terms of the $900 million in federal financial assistance.

Engineering design

The engineering and design of BART Silicon Valley is developed in various phases of project development in conjunction with the environmental process. Engineering phases include Conceptual Engineering (10% design), Preliminary Engineering (35% design), 65% design, and Final Engineering (100% design). These design phases represent a progression of engineering throughout project development.

Conceptual Engineering and Preliminary Engineering (PE) phases occur during the development of draft and final environmental documents, and together are generally referred to as the PE phase. The 65% design phase allows for a further refinement to project definition and the design of the facilities and systems.
In December 2006, the technical PE phase was completed. The 65% engineering phase was completed in December 2008. Said engineering designs are hereby incorporated herein by reference. Final design will advance the project development to 100% completion following the selection of a Design-Build contractor as discussed in the section below.

Design-Build Contract Procurement

In May 2010, the VTA Board of Directors authorized VTA’s General Manager to pursue Design-Build as the delivery method for SVBX. The Design-Build method of project delivery involves selecting a contractor to perform both final design and construction under a single contract. Analysis of Design-Build as the delivery method for the project versus the traditional design, bid, build showed potential cost savings of $75 million, a 6 month acceleration of project delivery and reduced risks to VTA. This is VTA’s first Design-Build contract.

VTA issued the Request for Proposals (RFP) for the C700 Line, Track, Stations, and Systems (LTSS) contract in March 2011 to pre-qualified teams. The pre-qualified teams are KSG Constructors, Skanska-Shimmick-Herzog, Tutor Perini and Parsons SVBX, and Walsh/Flatiron/Comstock. On December 8, 2011, the Board awarded the C700 contract to Skanska-Shimmick-Herzog.

SECTION 5

ENVIRONMENTAL CLEARANCE AND REVIEW

Environmental Clearance

The Berryessa Extension Project is defined in the BART Silicon Valley Final Environmental Impact Statement (2010). FTA, in coordination with VTA, circulated an Environmental Impact Statement in accordance with the National Environmental Policy Act (NEPA) in 2009. The Final Environmental Impact Statement was released in March 2010. A Record of Decision was issued in June 2010.

VTA released a Draft Second Supplemental Environmental Impact Report (SEIR) in November 2010 to address proposed project changes since the certification of the last environmental document in 2007 under the California Environmental Quality Act (CEQA). The Final Second SEIR was circulated to the public in February 2011 and certified at the March 2011 VTA Board of Directors meeting.

Environmental Review Summary

Environmental impacts were discussed in detail in the following California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) documents prepared during the planning and environmental review phases of the Project. Said documents are
available for the Board’s review & consideration and are incorporated by reference herein. Many of these documents, and other information concerning the Project, are available through the VTA website, vta.org.

- Major Investment Study Final Report, November 2001 (NEPA)
- 2004 Final Environmental Impact Report (CEQA)
- 2007 Draft Supplemental Environmental Impact Report (CEQA)
- 2007 Final Supplemental Environmental Impact Report (CEQA)
- 2009 Draft Environmental Impact Statement (NEPA)
- 2010 Final Environmental Impact Statement (NEPA)
- 2010 Addendum to the 2007 FSEIR (CEQA)
- 2010 Environmental Determination – Addenda to the Final EIS (NEPA)
- 2010 Draft Second Supplemental Environmental Impact Report (CEQA)
- 2011 Final Second Supplemental Environmental Impact Report (CEQA)
- 2011 Addendum to the 2nd Supplemental Environmental Impact Report (CEQA)
- 2011 Initial Study/Mitigated Negative Declaration (CEQA)
- 2012 Addendum No. 2 to the 2nd Supplemental Environmental Impact Report (CEQA)
- 2012 Addendum No. 3 to the 2nd Supplemental Environmental Impact Report (CEQA)
- 2013 Addendum No. 4 to the 2nd Supplemental Environmental Impact Report (CEQA)
- 2013 Categorical Exemption (CEQA)
- 2014 Addendum No. 5 to the 2nd Supplemental Environmental Impact Report (CEQA)
- 2014 Environmental Re-evaluation (NEPA)
2014 Addendum to Initial Study/Mitigated Negative Declaration (CEQA)

2014 Categorical Exemption (CEQA)

SECTION 6

SPECIFIC PROPERTY ACQUISITION

A detailed property fact sheet and plat map of the parcel required for this Project, and subject to the Resolution of Necessity follows. Overall property requirements and project related costs have been minimized as much as possible. An offer, which included the Required Project Property, was made to Pacific Gas and Electric Company, a California corporation, the owner of the property, on or about January 20, 2015. The offer package is incorporated herein by reference. A Notice of Intention to Adopt Resolution of Necessity, which is incorporated herein by reference, was sent to the owners of the property via first class and overnight mail on April 21, 2015.
BART SILICON VALLEY BERRYESSA EXTENSION PROJECT

PROPERTY FACT SHEET – B2092A

Owner: Pacific Gas and Electric Company, a California corporation

Property Address: South of Trade Zone Blvd, APN 244-02-003

Locale: San Jose, CA

Present Use: Utility corridor

Total Property Area: 2.46 acres

Areas to be Acquired: Storm Drain Easement (B2092A-02) – 397 sq.ft.

Date of Offer: January 20, 2015

The subject property is owned by Pacific Gas and Electric Company, a California corporation, and is located south of Trade Zone Blvd. in the City of San Jose. The larger parcel consists of approximately 2.46 acres and is used as a utility corridor. The corridor is encumbered by a Chevron utility easement.

The proposed acquisition consists of a 397 sq.ft. Storm Drain Easement (B2092A-02) and is needed to install a pipe that will serve as a drain outlet for runoff water from the VTA corridor. The drain pipe will connect to an existing City storm drain pipeline along Trade Zone Boulevard.

VTA sought and received the approval of PG&E and Chevron regarding the placement of the storm drain line. The clearance between VTA’s storm drain line and Chevron’s and PG&E’s facilities complies with the utility companies’ standards. As such, VTA’s proposed use will not unreasonably interfere with or impair the continuation of the public use as it exists or may reasonably be expected to exist in the future on this property, and is therefore a compatible public use pursuant to Code of Civil Procedure Section 1240.510
LEGEND
SDE - STORM DRAIN EASEMENT AREA 02=397± SQFT.
RESOLUTION OF NECESSITY DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT DOMAIN PROCEEDINGS

WHEREAS, the BART Silicon Valley Berryessa Extension Project (the “Project”) is being undertaken for the purpose of easing traffic congestion, improving area-wide mobility, and otherwise furthering the public health, safety and welfare; and

WHEREAS, it is desirable and necessary for the Santa Clara Valley Transportation Authority (“VTA”) to acquire a storm drain easement (B2092A-02) described in Exhibit “A” attached hereto and made a part hereof by this reference, as right of way for the Project and the construction thereof; and

WHEREAS, VTA is authorized to acquire the subject property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code of Civil Procedure Sections 1230.010 et seq., and Sections 100130 and 100131 of the Public Utilities Code; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure of the State of California, notice has been duly given to the owner(s) of the property herein, all of whom have been given a reasonable opportunity to appear and be heard before the Board of Directors of VTA at the time and place set forth in said notice, regarding the matters specified therein.

NOW, THEREFORE, IT IS FOUND, DETERMINED AND ORDERED as follows:

1. The recitals contained herein are true and correct.

2. Upon examination of the alternatives, VTA requires the property for the Project.

3. VTA is authorized to acquire the property and exercise the power of eminent domain pursuant to and in accordance with Article 1, Section 19 of the California Constitution, the California Eminent Domain Law, Code of Civil Procedure Sections 1230.010 et seq., and Sections 100130 and 100131 of the Public Utilities Code.

4. The public interest and necessity require the Project.

5. The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

6. The storm drain easement described in Exhibit “A,” is necessary for the Project.

7. The offer required by Section 7267.2 of the Government Code, together with the accompanying statement of the amount established as just compensation, has been
made to the owner or owners of record, which offer and statement were in a format and contained the information required by Government Code Section 7267.2, or the offer has not been made because the owner cannot be located with reasonable diligence.

8. VTA has complied with all conditions and statutory requirements, including those prescribed by CEQA, NEPA, and that are necessary for approval and adoption of the Project.

9. All conditions and statutory requirements necessary to exercise the power of eminent domain (“the right to take”) to acquire the property described herein have been complied with by VTA.

10. Insofar as the property or the larger parcel of which it is a part has heretofore been appropriated for public use, the proposed use set forth herein will not unreasonably interfere with or impair the continuation of the public use as it exists or may reasonably be expected to exist in the future, and is therefore a compatible public use pursuant to Code of Civil Procedure Section 1240.510, or, as applicable, constitutes a more necessary public use than the use to which the property is appropriated pursuant to Code of Civil Procedure Section 1240.610.

11. General Counsel or General Counsel’s duly authorized designee is hereby authorized and directed to institute and conduct to conclusion eminent domain proceedings to acquire the storm drain easement described in Exhibit “A”, and to take such actions that counsel deems advisable or necessary in connection therewith, and may deposit the probable amount of compensation and obtain an order for prejudgment possession of the subject property.

PASSED AND ADOPTED by the Santa Clara Valley Transportation Authority Board of Directors on May 7, 2015, by the following vote:

AYES: DIRECTORS:

NOES: DIRECTORS:

ABSENT: DIRECTORS:

__________________________________________
PERRY WOODWARD, Chairperson
Board of Directors
I HEREBY CERTIFY AND ATTEST that the foregoing resolution was duly and regularly introduced, passed and adopted by the vote of two-thirds or more of the Board of Directors of the Santa Clara Valley Transportation Authority, California, at a meeting of said Board of Directors on the date indicated, as set forth above.

Dated: ______________________  ______________________________________

ELAINE BALTAO, Secretary
Board of Directors

APPROVED AS TO FORM:

ROBERT FABELA
General Counsel
EXHIBIT “A”

STORM DRAIN EASEMENT

A storm drain easement (the “Storm Drain Easement”) and incidents thereto, for the construction, maintenance, and replacement of a storm drainage structure or structures and appurtenances under, upon, above, or across that certain real property, situated in the City of San Jose, County of Santa Clara, State of California, said Storm Drain Easement being described and depicted as Parcel B2092A-02 on Exhibit “1” attached hereto and made a part hereof.

The herein described easement shall be kept free of buildings, except lawful unsupported roof overhangs, and obstructions that impair the intended use of or are inconsistent with the purposes of the easement.

The provisions hereof shall inure to the benefit of and bind the successors and assigns of the respective parties hereto, and all covenants shall apply to and run with the land.
LEGAL DESCRIPTION
STORM DRAIN EASEMENT
APN 244-02-003

REAL PROPERTY situated in the City of San Jose, County of Santa Clara, State of California, being a portion of the parcel of land described in the Grant Deed recorded March 29, 1949 in Book 1765 at Page 125, Official Records of Santa Clara County, more particularly described as follows:

COMMENCING at the intersection of the northeasterly line of said parcel of land with the southerly line of Trade Zone Boulevard (106.00 wide), as shown on the Record of Survey filed December 7, 2007 in Book 821 of Maps at Page 1, Santa Clara County Records;

Thence along said northeasterly line, South 23°01'35" East, 11.52 feet, to the southerly line of Parcel 'E-2', as shown on the Record of Survey filed April 1, 1975 in Book 353 of Maps at Page 40, Santa Clara County Records, being the southerly line of an easement (10.00 feet wide), described in the Deed recorded March 15, 1976 in Book B917 at page 115, Official Records of Santa Clara County and THE TRUE POINT OF BEGINNING;

Thence continuing along said northeasterly line, South 23°01'35" East, 8.14 feet;

Thence South 66°58'27" West, 40.00 feet, to the southwesterly line of the parcel of land described in said Grant Deed recorded in Book 1765 at page 125;

Thence along said southwesterly line, North 23°01'35" West, 10.00 feet;

Thence North 66°58'27" East, 36.73 feet, to the southerly line of said easement;

Thence along last said southerly line, South 83°20'02" East, 3.76 feet, to THE TRUE POINT OF BEGINNING.

Containing an area of 397 square feet, more or less.

A Plat Map is attached hereto and made part hereof.

This description was prepared by me or under my direction in conformance with the Professional Land Surveyors Act. All bearings and distances are based on the North American Datum of 1983 (NAD83), Zone III, epoch 1998.5. All distances are grid distances. To convert grid distances to ground distances, multiply expressed distances by 1.00005333.
2014-04-01

2014- 04- 01

Date

March 26, 2014
B2092A-02 SDE
Page 2 of 2

Julia MacRory, LS 7871
Survey and Mapping Manager

Licensed Land Surveyor
STATE OF CALIFORNIA
1. CALL TO ORDER AND ROLL CALL

The Regular Meeting of the Santa Clara Valley Transportation Authority’s (VTA) Board of Directors was called to order by Chairperson Woodward at 5:33 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>
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<tbody>
<tr>
<td>Jason Baker</td>
<td>Board Member</td>
<td>Present</td>
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<tr>
<td>Jeannie Bruins</td>
<td>Alternate Board Member</td>
<td>Absent</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>Vice 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>Absent</td>
</tr>
<tr>
<td>Ash Kalra</td>
<td>Board Member</td>
<td>Present</td>
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<tr>
<td>Johnny Khamis</td>
<td>Board Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Rich Larsen</td>
<td>Board Member</td>
<td>Present</td>
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<tr>
<td>Sam Liccardo</td>
<td>Board Member</td>
<td>Present</td>
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<tr>
<td>Jamie Matthews</td>
<td>Alternate Board Member</td>
<td>Absent</td>
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<tr>
<td>Howard Miller</td>
<td>Alternate Board Member</td>
<td>Absent</td>
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<tr>
<td>Raul Peralez</td>
<td>Alternate Board Member</td>
<td>Absent</td>
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<tr>
<td>David Whittum</td>
<td>Board Member</td>
<td>Present</td>
</tr>
<tr>
<td>Perry Woodward</td>
<td>Chairperson</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

Chairperson Woodward indicated the meeting would be adjourned in memory of San Jose Police Officer, Michael Johnson.

Chairperson Woodward noted Board Member Liccardo’s request to move Agenda Item # 6.7., Lifeline Transportation Fourth Cycle Grant Awards, to the Regular Agenda.
Board Member Esteves requested any items with a change of 25 percent or higher in the original contract be placed on the Regular Agenda and not on the Consent Agenda, so the Board can hear the details to better understand the changes.

Board Member Kalra arrived at the meeting and took his seat at 5:37 p.m.

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

<table>
<thead>
<tr>
<th>RESULT:</th>
<th>APPROVED</th>
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<tbody>
<tr>
<td>(Orders of the Day, Consent Agenda Items #: 6.1-6.6; 6.8-6.15)</td>
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<tr>
<td>MOVER:</td>
<td>Rich Larsen, Board Member</td>
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<tr>
<td>SECONDER:</td>
<td>Cindy Chavez, Board Member</td>
</tr>
<tr>
<td>AYES:</td>
<td>Baker, Chavez, Esteves, Kalra, Larsen, Whittum, Woodward, Yeager</td>
</tr>
<tr>
<td>NOES:</td>
<td>None</td>
</tr>
<tr>
<td>ABSENT:</td>
<td>Carrasco, Herrera, Khamis, Liccardo</td>
</tr>
</tbody>
</table>

2. AWARDS AND COMMENDATION

2.1 2014 Employees of the Year

Chairperson Woodward recognized Krishan Sabherwal, Associate Systems Engineer, Guadalupe Division; David Howard, Coach Operator, North Operations; Rick Melatti, Transit Foreperson, North Maintenance, as Employees of the Quarter for the Second (2nd) quarter of 2015; and Cheryl Gonzales, Assistant Superintendent of Service Management, Guadalupe Division, for Supervisor of the Quarter for the Second (2nd) quarter of 2015.

Board Member Carrasco arrived at the meeting and took her seat at 5:40 p.m.

2.2 Resolution of Commendation for Michael J. Scanlon

Chairperson Woodward indicated Mr. Scanlon was unable to attend the meeting. He highlighted several of Mr. Scanlon’s achievements during his tenure and leadership.

M/S/C (Larsen/Chavez) to adopt Resolution No. 2015.04.09 commending Michael J. Scanlon, retired General Manager and Chief Executive Officer of the San Mateo County Transit District, the Executive Director of the Peninsula Corridor Joint Powers Board and as the Executive Director of the San Mateo County Transportation Authority.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.
RESULT: ADOPTED  
MOVER: Rich Larsen, Board Member  
SECONDER: Cindy Chavez, Board Member  
AYES: Baker, Carrasco, Chavez, Esteves, Kalra, Larsen, Whittum, Woodward, Yeager  
NOES: None  
ABSENT: Herrera, Khamis, Liccardo

3. PUBLIC COMMENT

Rob Means, Interested Citizen, expressed concern with global warming and provided a handout and information on Automated Network Stations.

John Rainville, Interested Citizen, expressed concern with bicyclists and skateboarders not following the rules on platforms and delays caused by drivers not leaving on-time.

Kevin Kitilla, Interested Citizen, expressed concern with the removal of the front seats on buses.

Board Member Liccardo arrived at the meeting and took his seat at 5:48 p.m.

4. PUBLIC HEARINGS

There were no Public Hearings.

5. REPORTS

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

There was no Citizens Advisory Committee (CAC)/2000 Measure A Citizens Watchdog Committee (CWC) Chairperson’s Report.

The Agenda was taken out of order.

5.3. General Manager’s Report

Nuria I. Fernandez, General Manager, noted copies of both the security and ridership reports were provided on the dais and the public table.

Ms. Fernandez provided a report, highlighting:

- A video presentation on the successful transit service provided for the San Jose Earthquakes’ first official game at Avaya Stadium.

- Robust transit plan and successful service for WrestleMania 31 at Levi’s Stadium.
• Production of the Explore Silicon Valley brochure, which is being made available to hotels and tourism centers, and highlights places of interest in Santa Clara County and how to get around using the transit system.

• National Association of City Transportation Officials (NACTO) training co-sponsored by VTA, City of San Jose, and Caltrans.

• Human Trafficking press conference at Cerone Bus Operating Division and a training kick-off for more than 2000 VTA employees. Thanked Board Member Chavez who was instrumental in bringing training to VTA.

• Silicon Valley Leadership Group (SVLG) Washington, D.C. trip to discuss many issues relevant to Silicon Valley with leaders of the House, Senate and Congressional Delegation.

• Announced the Stand Up for Transportation local rally on April 9, 2015, at San Jose State University and the regional event at the Transbay Terminal Center site in San Francisco, in support of the Moving Ahead for Progress in the 21st Century Act (MAP-21).

Ms. Fernandez provided a brief overview of the Ridership Growth Plan and the approach and introduced Inez Evans, Chief of Staff.

Ms. Evans provided a brief overview of the outline and a presentation, highlighting: 1) Current environment; 2) Key assumptions; 3) Objective; and 4) First mile-Last mile.

Board Member Liccardo arrived at the meeting and took his seat at 6:14 p.m.

Vice Chairperson Chavez encouraged staff to take advantage of the opportunity to discuss modalities with Board, partners, and labor movement. She urged staff to assess land use along alignments and look at growth opportunities.

Board Member Yeager commended staff on the transportation VTA provided at the memorial service for San Jose Police Officer Johnson. He thanked Ms. Fernandez for the report on WrestleMania and questioned the costs of event services, and if anyone is helping defray those costs.

Ms. Fernandez noted there was a presentation given to Administration and Finance Committee (A&F), and noted the average cost was $145-150 thousand per event in 2014. She noted staff will be providing an update to A&F.

Board Member Liccardo requested staff report back to the full Board on the sharing of the financial burden for future events.

Board Member Whittum expressed enthusiasm on transportation growth and evolution and encouraged staff to continue to look at creativity in delivering service.
Board Member Esteves suggested staff look at local traffic and utilizing shuttle buses to service popular centers and provide transportation to major lines.

Board Member Baker suggested staff look at what is affecting land use and reward good planning. He thanked Ms. Fernandez and staff for going the extra mile to make sure transportation plans work at events.

5.3.A VTA’s Safety Program

Ms. Fernandez introduced the item and noted several key pillars of safety including: 1) Policies, procedures and protocols; 2) training and awareness; and 3) hardening.

Steve Keller, Director of System Safety and Security, provided a brief report, with a presentation, highlighting: 1) Efficient, effective, safe transit system; 2) Status of security plan for VTA’s BART Silicon Valley Project; and 3) Emergency operations and emergency planning.

Vice Chairperson Chavez thanked staff for their work and commented on key components with BART and the basic level of security services to be provided by BART.

Board Member Larsen requested the item be presented to Transit Planning and Operations (TP&O) Committee as well.

5.3.B Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) Activities

Aaron Quigley, Senior Policy Analyst, provided a brief report on the March 25, 2015, MTC meeting, highlighting: 1) elected Rohnert Park Councilmember Jake McKenzie, to serve as vice chairperson of the Commission; 2) approved project list for Cap and Trade Low Carbon Transit Operations Program Population-Based funds; and 3) Commission approved two appointments to MTC Policy Advisory Council including Maria Gabriela Huertas Diaz from Santa Clara County; and 4) MTC will vote on list of projects for lifeline transportation projects.

Board Member Baker expressed concern with the time frame for applying for Cap and Trade funds and the lack of applications from Santa Clara County. He suggested staff discuss what can be done to get more cities to apply in the next phase of the program.

Public Comment

Eugene Bradley, Interested Citizen, expressed concern with transfers and the travel time for Express Buses at Levi’s Stadium events.

5.4. Chairperson’s Report

Chairperson Woodward provided a brief report, highlighting the following: 1) Board Workshop on May 1, 2015, on the proposed Biennial Budget and draft
Environmental Impact Report (EIR) for El Camino Real Bus Rapid Transit (BRT) project; 2) Envision Silicon Valley (ESV) effort and status on the review and adoption of the draft goals and principles; 3) Microsite for ESV, which is an interactive web tool for committee to share goals for the program; 5) Governance and Audit Committee met and defined the Committee work plan, format for standardizing reports made by committee chairs at the Board meetings, and Board self-evaluation process.

Board Member Liccardo noted MTC is conducting work regarding housing and transportation issues in the Bay Area and wanted to ensure staff working on Envision Silicon Valley goals are aware and providing links to MTC’s Vital Signs website.

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

Larry Carr, PAC Chairperson, provided a brief report of the March 12, 2015, PAC Regular Meeting highlighting the following: 1) ESV draft goals and principles; 2) recommended approval of Lifeline Transportation program; 3) status update from MTC; and 4) invitation to constituents to present information on things happening in their city.

6. CONSENT AGENDA

6.1. Board of Directors Regular Meeting Minutes of March 5, 2015

M/S/C (Larsen/Chavez) to approve the Board of Directors Regular Meeting Minutes of March 5, 2015.

6.2. Committee for Transit Accessibility Appointment

M/S/C (Larsen/Chavez) to approve the appointment of Christine Fitzgerald to the Committee for Transit Accessibility, representing persons with disabilities, for the two-year term ending December 31, 2016.

6.3. CAD/AVL Consultant Services Contract Award

M/S/C (Larsen/Chavez) to authorize the General Manager to execute a contract with Intueor Consulting, Inc. in an amount not to exceed $791,200. This contract will provide procurement support, project management, advanced communications system testing and acceptance, staffing plans and training, and intelligent transportation systems integration to support the Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL) system replacement project. The initial term of the contract will be three years with an option to extend an additional year.


M/S/C (Larsen/Chavez) to authorize the General Manager to expend $1.4 million in additional funds under existing agreements for utility relocation construction activities identified on the Santa Clara - Alum Rock Bus Rapid
Transit Project. The revised total estimated cost for such relocation work is $6.3 million.

6.5. SVRT Program: Mission/Warren/Freight Railroad Relocation Contract with RGW Construction, Inc.

M/S/C (Larsen/Chavez) to authorize the General Manager to amend the construction contract with RGW Construction, Inc. for additional work related to the Mission Boulevard/Warren Avenue/Freight Railroad Relocation Program in the amount of $2,800,000 increasing the contract amount to $59,546,318, and to extend the contract completion by 251 days to December 31, 2015.


M/S/C (Larsen/Chavez) to authorize the General Manager to amend the contract with Ghirardelli Associates, Inc. for Construction Management Services in support of the Mission/Warren/Freight Railroad Relocation Program in the amount of $314,000 for a new authorized amount of $8,709,000.

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

Approve the Lifeline Transportation Program, Fourth Cycle program of projects and adopt a Resolution of Local Support; authorize the General Manager to enter into funding agreements with the State of California, Outreach & Escort, and Peninsula Family Services, as needed, to deliver projects.

6.8. Legislative Update Matrix

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


M/S/C (Larsen/Chavez) to receive the Monthly Investment Report for January 2015.


M/S/C (Larsen/Chavez) to receive the Programmed Projects Quarterly Monitoring Report for October-December 2014.

6.11. VTA’s Response to SPUR Report – Freedom to Move

M/S/C (Larsen/Chavez) to receive a report on VTA's response to SPUR's Freedom to Move report.

M/S/C (Larsen/Chavez) to receive the 2000 Measure A Transit Improvement Program Semi-Annual Report (December 2014).

6.13. **Transit Service Changes – April 2015**

M/S/C (Larsen/Chavez) to receive a report on the April 2015 Transit Service Changes.

6.14. **FY16 & FY17 Transit Service Plan**

M/S/C (Larsen/Chavez) to review the FY2016 and FY2017 Transit Service Plan and the recommended transit service changes.

6.15. **SVRT Program Update**

M/S/C (Larsen/Chavez) to receive the Silicon Valley Rapid Transit (SVRT) Program Update.

7. **REGULAR AGENDA**

*Administration and Finance Committee (A&F)*

7.1. **Status Update of VTA-BART Comprehensive Agreement**

Board Member Kalra provided a brief report on the actions taken at the March 19, 2015, Administration and Finance Committee (A&F) meeting and introduced the item.

Dennis Ratcliffe, Deputy Director, SVRT, provided an overview of the staff report.

Members of the Committee discussed costs associated with the Hayward Maintenance Complex and vehicle procurement.

Board Member Yeager left the meeting at 7:00 p.m.

**Public Comment**

Mr. Kitilla expressed opposition with bringing BART to San Jose due to the costs.

Mr. Lebrun expressed concern with the information presented at VTA meetings being different than the information at BART meetings.

Omar Chatty, Interested Citizen, expressed approval of BART to San Jose.

Vice Chairperson Chavez expressed support for a recommendation made at the A&F meeting to have a workshop regarding the BART program, so the Board has a shared understanding.
Board Member Esteves agreed with the need for an additional workshop expressing concern with the financial aspects.

**On order of Chairperson Woodward** and there being no objection, the Board of Directors received the VTA-BART Comprehensive Agreement Status Update.

**Congestion Management Program and Planning Committee (CMPP)**

6.7. **Lifeline Transportation Program Fourth Cycle Grant Awards**

Board Member Whittum provided a brief report on the actions taken at the March 19, 2015, Congestion Management Program and Planning (CMPP) Committee meeting and introduced the item.

The Committee discussed the following: 1) autonomous vehicles, car sharing, and the possible use of other non-standard transit modes for providing additional service; 2) effects on paratransit services; and 3) evaluating new lines of business and growth strategies.

**Public Comment**

Katie Heatley, Outreach Paratransit Inc., provided comment on several transportation and technology services Outreach has already taken advantage of.

**M/S/C (Whittum/Liccardo)** to approve the Lifeline Transportation Program, Fourth Cycle program of projects and adopt a Resolution No. 2015.04.10 of Local Support; authorize the General Manager to enter into funding agreements with the State of California, Outreach & Escort, and Peninsula Family Services, as needed, to deliver projects.

<table>
<thead>
<tr>
<th>RESULT:</th>
<th>ADOPTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOVER:</td>
<td>David Whittum, Board Member</td>
</tr>
<tr>
<td>SECONDER:</td>
<td>Sam Liccardo, Board Member</td>
</tr>
<tr>
<td>AYES:</td>
<td>Baker, Carrasco, Chavez, Esteves, Kalra, Larsen, Liccardo, Whittum, Woodward</td>
</tr>
<tr>
<td>NOES:</td>
<td>None</td>
</tr>
<tr>
<td>ABSENT:</td>
<td>Herrera, Khamis, Yeager</td>
</tr>
</tbody>
</table>

**Transit Planning and Operations Committee (TP&O)**

Board Member Larsen provided a brief report on the actions taken at the March 18, 2015, TP&O meeting.

**Diridon Station Joint Policy Advisory Board**

Board Member Liccardo provided a brief overview of the items heard at the March 20, 2015, Diridon Station Joint PAB meeting.
8. OTHER ITEMS

8.1. ITEMS OF CONCERN AND REFERRAL TO ADMINISTRATION

There were no 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

- Silicon Valley Rapid Transit Program Working Committee (SVRT PWC) – The March 2, 2015 Minutes were accepted as contained in the Agenda Packet.
- Governance and Audit Committee – The March 5, 2015, Minutes were accepted as contained in the Agenda Packet.
- Transit Planning & Operations (TP&O) Committee – The March 18, 2015 Minutes were accepted as contained in the Agenda Packet.
- Congestion Management Program & Planning (CMPP) Committee – The March 19, 2015, Minutes were accepted as contained in the Agenda Packet.
- Administration & Finance (A&F) Committee – The March 19, 2015, Minutes were accepted as contained in the Agenda Packet.

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 March 11, 2015, Minutes were accepted as contained in the Agenda Packet.
- Bicycle & Pedestrian Advisory Committee (BPAC) – The March 11, 2015, Minutes were accepted as contained on the dais.
- Technical Advisory Committee (TAC) – The March 12, 2015, Minutes were accepted as contained in the Agenda Packet.
- Policy Advisory Committee (PAC) – The March 12, 2015, Minutes were accepted as contained on the dais.

8.2.C. VTA Policy Advisory Boards (PAB)

- Downtown East Valley PAB – There was no report.
- Diridon Station Joint Policy Advisory Board – There was no report.
- El Camino Real Rapid Transit PAB – There was no report.

Public Comment

Mr. Lebrun expressed concern with the High Speed Rail Authority.

8.2.D. Joint Powers Boards and Regional Commissions

- Peninsula Corridor JPB – There was no report.
• Capitol Corridor JPB – The April 2, 2015 Summary Notes were accepted as contained on the dais.
• Dumbarton Rail Corridor Policy Committee – There was no report.
• Metropolitan Transportation Commission (MTC) – The March 25, 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.

Public Comment

Mr. Chatty expressed concern with Caltrain and expressed support for BART around the peninsula.

8.3. ANNOUNCEMENTS

There were no Announcements.

9. CLOSED SESSION

9.1. Recessed to Closed Session at 7:32 p.m.

A. Conference with Real Property Negotiators
   [Government Code Section 54956.8]
   Property: Portions of 49000-49026, 49036-49050 and 49070-49090 Milmont Drive, Fremont, California (APNs: 519-1010-112 and -113)
   Agency Negotiator: Bijal Patel, Deputy Director, Property Development & Management
   Negotiating Party: Roger Fields, Manager, Asilomar Partners Milmont, LLC
   Under Negotiation: Price and terms

B. Conference with Legal Counsel- Anticipated Litigation
   Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Section 54956.9.
   Number of Cases: 1

C. Conference with Labor Negotiators
   [Government Code Section 54957.6]
   VTA Designated Representatives
   Bill Lopez, Director of Business Services
   Robert Escobar, Deputy Director, Labor Relations
   Raj Srinath, Chief Financial Officer

   Employee Organization
   Amalgamated Transit Union, Local 265
9.2. Reconvened to Open Session at 8:05 p.m.

9.3. Closed Session Report

A. Conference with Real Property Negotiators
   [Government Code Section 54956.8]
   Property: Portions of 49000-49026, 49036-49050 and 49070-49090 Milmont Drive, Fremont, California (APNs: 519-1010-112 and -113)
   Agency Negotiator: Bijal Patel, Deputy Director, Property Development & Management
   Negotiating Party: Roger Fields, Manager, Asilomar Partners Milmont, LLC
   Under Negotiation: Price and terms

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

B. Conference with Legal Counsel- Anticipated Litigation
   Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Section 54956.9.
   Number of Cases: 1
   Mr. Fabela reported that no reportable action was taken during Closed Session.

C. Conference with Labor Negotiators
   (Government Code Section 54957.6)

   VTA Designated Representatives
   Bill Lopez, Director of Business Services
   Robert Escobar, Deputy Director, Labor Relations
   Raj Srinath, Chief Financial Officer

   Employee Organization
   Amalgamated Transit Union, Local 265
   Service Employees International Union, Local 521

   Mr. Fabela reported that no reportable action was taken during Closed Session.
10. ADJOURNMENT

On order of Chairperson Woodward and there being no objection, the meeting was adjourned at 8:06 p.m. in memory of San Jose Police Officer, Michael Johnson.

Respectfully submitted,

Menominee L. McCarter, 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: Director of Planning and Program Development, John Ristow

SUBJECT: FY 2015-2016 Transportation Development Act (TDA)/State Transit Assistance (STA) Claim

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

Resolution

ACTION ITEM

RECOMMENDATION:

Adopt a resolution authorizing the filing of an annual claim to the Metropolitan Transportation Commission (MTC) for allocation of FY 2015-2016 Transportation Development Act (TDA) and State Transit Assistance (STA) funds.

BACKGROUND:

Transportation Development Act (TDA) funds originate from a statewide 1/4-cent sales tax that is returned to a Local Transportation Fund (LTF) in the county of origin specifically for transit purposes. Since FY 1992-1993, VTA has claimed all available TDA funds to offset annual operating expenses, including funds apportioned according to TDA Article 4.0 (public transit) and Article 4.5 (paratransit) funds.

State Transit Assistance (STA) funds are derived from the statewide sales tax on diesel fuel and appropriated by the Legislature to the State Controller’s Office. That Office then allocates the tax revenue, by formula, to planning agencies (e.g. MTC) and other selected agencies. Statute requires that 50% of STA funds be allocated according to population and 50% be allocated according to operator revenues from the prior fiscal year.

MTC apportions a relatively small amount of STA funds to VTA for paratransit purposes, and a
larger amount for general transit operating or capital purposes. VTA’s combined TDA/STA Claim to MTC is made with the understanding that budgeted funding for the paratransit program will be at least as large as the combined total of TDA Article 4.5 and STA paratransit funds. The FY 2015 budget includes $20,800,000 for paratransit services.

As a result of the passage of Assembly Bill 1951 (Chapter 632, Statutes of 2000), VTA is eligible to claim STA funds on behalf of ACE. AB 1951 amended Sections 99314 and 99314.3 and added Section 99314.1 to provide STA funds for ACE to be allocated to ACE member agencies to help meet their obligations for ACE operating costs. Each member agency now claims a prorated share of the STA funding earned as a result of operating ACE.

DISCUSSION:

VTA is required to file a claim with MTC in order to receive its annual allocations of TDA and STA funding. This year's TDA/STA estimates (net of FY2014-15 adjustments) are:

Source Amount

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>TDA Article 4.0 (Public Transit)</td>
<td>$ 91,430,754</td>
</tr>
<tr>
<td>TDA Article 4.5 (Paratransit)</td>
<td>4,812,145</td>
</tr>
<tr>
<td>Total TDA</td>
<td>$ 96,242,899</td>
</tr>
<tr>
<td>STA VTA Revenue Estimate</td>
<td>$ 11,992,551</td>
</tr>
<tr>
<td>STA Paratransit Revenue Estimate</td>
<td>1,349,597</td>
</tr>
<tr>
<td>STA ACE Revenue Estimate</td>
<td>260,388</td>
</tr>
<tr>
<td>Total STA</td>
<td>$ 13,602,536</td>
</tr>
<tr>
<td><strong>TOTAL TDA/STA</strong></td>
<td><strong>$ 109,845,435</strong></td>
</tr>
</tbody>
</table>

ALTERNATIVES:

There is no alternative to this recommendation if VTA intends to claim the combined TDA and STA revenues.

FISCAL IMPACT:

These TDA and STA funds will be used to support VTA operations, including those associated with paratransit service and VTA’s contribution to ACE operations as included in the Recommended FY 2016 and FY 2017 VTA Transit Fund Operating Budget.

STANDING COMMITTEE REVIEW RECOMMENDATION:

The Administration and Finance (A&F) Committee considered this item on April 16, 2015, as part of their consent agenda. The Committee unanimously recommended approval and placed this item on the consent agenda for the May 7, 2015, Board of Directors’ meeting.

Prepared by: Lorena Bernal-Vidal
Memo No. 4946
Attachment A

Resolution No.__________

RESOLUTION AUTHORIZING THE FILING OF A CLAIM WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT AND STATE TRANSIT ASSISTANCE FUNDS FOR FISCAL YEAR 2015-2016

WHEREAS, a Local Transportation Fund (LTF) has been established by the Board of Supervisors of the County of Santa Clara pursuant to Article 11, Chapter 2, Division 3 of Title 3 of the Government Code, commencing with Section 29530, for the purpose of collecting local sales tax for transit purposes; and

WHEREAS, the Transportation Development Act (TDA), Chapter 4 of Part 11, Division 10 of the Public Utilities Code commencing with Section 99200 provides for the disbursement of funds from the Local Transportation Fund (LTF) of the County of Santa Clara for use by operators and eligible claimants for the support of public transit systems, and community transit (paratransit) services; and

WHEREAS, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations thereunder (21 Cal. Code of Regs. Section 6600 et. seq.), a prospective applicant wishing to receive an allocation from the LTF shall file its claim with the Metropolitan Transportation Commission (MTC); and

WHEREAS, the State Transit Assistance (STA) fund is created pursuant to Public Utilities Code Section 99313.6; and

WHEREAS, STA Fund monies are available for allocation to eligible applicants for public transportation purposes and community transit services; and

WHEREAS, allocations from the Local Transportation Fund of Santa Clara County and the State Transit Assistance Fund will be required by the Santa Clara Valley Transportation Authority (VTA) in Fiscal Year 2015-2016 for the support of public transportation systems; and

WHEREAS, VTA will file a combined claim for TDA Article 4.0 (transit operations) and Article 4.5 (paratransit) funds, and commits to spend an amount at least equal to the total available for paratransit purposes through Public Utilities Code Section 99313, 99313.6 and 99314 to fulfill its commitments toward the implementation of its obligations under the Americans With Disabilities Act (ADA); and

WHEREAS, VTA is an eligible claimant for TDA and STA funds for the purposes set forth in Public Utilities Code Sections 99260(a) and 99275(a) as attested to by the Opinion of Counsel Dated__________.
NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the Santa Clara Valley Transportation Authority, that the General Manager is authorized to execute and file the appropriate TDA, LTF and STA claim with all necessary supporting documents, with the Metropolitan Transportation Commission for an allocation of TDA, LTF and STA funds in Fiscal Year 2015-2016; and

BE IT FURTHER RESOLVED, that the VTA General Manager is designated to furnish such additional information as the Metropolitan Transportation Commission may require in connection with the claim; and

BE IT FURTHER RESOLVED, that a copy of this Resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claim; and the Metropolitan Transportation Commission hereby is requested to grant the allocations of funds as specified herein.

Passed and adopted by the Board of Directors of the Santa Clara Valley Transportation Authority on ________________________ by the following Vote:

AYES:

NOES:

ABSENT:

_______________________
Perry Woodward, Chairperson
Board of Directors

ATTEST:

_______________________
Elaine Baltao, Secretary
Board of Directors

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 Engr. & Trans. Infrastructure Dev., Carolyn M. Gonot

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

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

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to execute a contract with JJ Nguyen, Inc., the lowest responsible and responsive bidder for I-880/Coleman Avenue Interchange Landscaping in San Jose for an amount not to exceed $509,155.

BACKGROUND:

I-880/Coleman Avenue Interchange Landscaping is a VTP (Valley Transportation Plan) project that will enhance the interchange with replacement planting, landscape and ground cover. The project also includes minor streetscape improvements along Coleman Avenue. This is a follow-on project to I-880/Coleman Avenue Interchange that was completed in 2007. Under a cooperative agreement with Caltrans, VTA is implementing the landscaping of the Interchange. The scope includes replacement of planting removed during interchange construction, landscaping, irrigation and three years of maintenance after which City and Caltrans will take over the maintenance. The project will be funded through GARVEE (Grant Anticipation Revenue Vehicle) funds. Exhibit A shows the location of the project.

DISCUSSION:

The I-880/Coleman Avenue Interchange Landscaping contract was advertised on February 13, 2015. Four bids were submitted on March 13, 2015 with the following results:
<table>
<thead>
<tr>
<th>Company Name</th>
<th>Bid Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bortolussi &amp; Watkin, Inc.</td>
<td>$571,382</td>
</tr>
<tr>
<td>JJ Nguyen, Inc.</td>
<td>$509,155</td>
</tr>
<tr>
<td>Empire Landscaping, Inc.</td>
<td>$585,880</td>
</tr>
<tr>
<td>Marina Landscape, Inc.</td>
<td>$798,652</td>
</tr>
</tbody>
</table>

Engineer’s Estimate $ 615,114

JJ Nguyen Inc. is the lowest responsible and responsive bidder. The bid is 17.2% lower than the Engineer’s Estimate.

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

**ALTERNATIVES:**

There are no practical alternatives to the recommended action.

**FISCAL IMPACT:**

This action will authorize up to $509,155 for the I-880/Coleman Avenue Interchange Landscaping construction. Budget appropriation for this contract is included in the FY15 Adopted VTP Highway Improvement Program Fund Capital Budget.

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

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

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

The Administration & Finance Committee considered this item on April 16, 2015. There was a question on type of funding for the maintenance of the planting. The staff reported that there are GARVEE funds for three years of maintenance during plant establishment. After the three years of maintenance, it becomes the responsibility of Caltrans and the City of San Jose. Staff also responded to a question stating that drought tolerant plants will be planted and recycled water will be used on the project. The Committee recommended approval of this item and placed the item to the Board's Consent Agenda for May 7, 2015.

Prepared by: Ven Prasad, Engineering Group Manager
Memo No. 4519

**ATTACHMENTS:**

- 4519 Exhibit A-I-880-Coleman Landscaping Location (PDF)
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: Addendum #6 to 2011 2nd Supplemental Environmental Impact Report - VTA's BART Silicon Valley Berryessa Extension

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

ACTION ITEM

RECOMMENDATION:

Consider Addendum No. 6 to the 2nd Supplemental Environmental Impact Report (EIR) for the BART Silicon Valley Project (Project) and approve the design change that addresses a permanent ingress/egress easement south of Kato Road for utility maintenance.

BACKGROUND:

In December 2004, the VTA Board of Directors certified the Silicon Valley Rapid Transit Corridor BART Extension to Milpitas, San Jose, and Santa Clara Final Environmental Impact Report (FEIR) for the BART Silicon Valley Project. The analysis in the FEIR was based on early (10 percent) design plans prepared during the conceptual engineering design phase of the Project.

In June 2007, after 35 percent design plans were prepared during the preliminary engineering design phase of the Project, the VTA Board of Directors certified the Supplemental Environmental Impact Report (SEIR-1).

In March 2009, VTA and the U.S. Department of Transportation Federal Transit Administration (FTA) released the Draft Environmental Impact Statement (EIS) for the Project under the National Environmental Policy Act (NEPA). The EIS was based on the Project analyzed in the FEIR and the SEIR-1, but also evaluated further design changes based on the 65 percent design plans then available. The FTA issued a Final EIS and a Record of Decision approving the Project on June 24, 2010.
On March 3, 2011, the VTA certified 2nd Supplemental Environmental Impact Report (SEIR-2). The SEIR-2 addressed the Phase 1 Berryessa Extension and updated the information presented in the FEIR and the SEIR-1 when design plans progressed from the 35 percent level to the 65 percent level.

Approved in 2011, the first Addendum to the 2nd SEIR described permanent and temporary easements necessary for project implementation throughout the entire 10-mile project. Addendum No. 2 to the 2nd SEIR described the modifications to, or new connections to, PG&E 115-kV lines in much greater detail than in previous documents and was approved in 2012. Addendum No. 3 to the 2nd SEIR, approved in 2012, described design changes including the modification of the layout of the Systems Facilities located near Railroad Court in Milpitas and additional easements necessary within private properties to support these facilities. Addendum No. 4, approved in 2013, described design changes at the Systems Facility site located near Railroad Court in Milpitas. These changes included adjustments in building locations, the addition of two new 115-kV line PG&E poles near the previously approved High Voltage Substation, and the addition of a new BART maintenance personnel overcrossing to provide long-term maintenance access between the BART tracks and to the Systems Facility site over the existing UPRR tracks. Addendum 5 included a new temporary construction easement and a new permanent maintenance easement to the east of the elevated structure north of Berryessa Road. The temporary construction easement will allow VTA to remove an existing concrete wall encroaching into VTA ROW and to construct the elevated BART structure within VTA ROW. The long-term maintenance easement will allow VTA to maintain the exterior surface of the elevated structure north of Berryessa Road after the Project is in operation.

DISCUSSION:

The design of the Project has progressed since the SEIR-2 was approved in March 2011 and subsequent Addendums were approved in 2011, 2012, 2013 and 2014. The design modifications to the Project discussed in this Addendum include a new permanent ingress/egress easement (IEE) to the east of the alignment and south of Kato Road and Scott Creek. With the Project's grade separation of Kato Road completed in 2014, the previous access to the corridor was eliminated. This easement will allow utilities to perform routine maintenance and inspections of their facilities. The IEE would be accessed from Warm Springs Boulevard and proceed through a housing development on an existing private road (Meadowfaire Common). The easement would proceed westward over a paved fire access road, existing sidewalk and grassy area. The IEE would be graded with an all-weather driving surface. Three mature trees will be removed and replaced. The Addendum concludes that no significant impacts would result from the proposed design modifications described above. All mitigation measures described in the SEIR-2 are still applicable.

ALTERNATIVES:

The Board could decide not to approve the design modifications. This action could impact the schedule, and most likely will increase Project cost.

FISCAL IMPACT:

There is no direct fiscal impact as a result of this action.
STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Administration and Finance Committee reviewed this item at their April 16, 2015 meeting. There was discussion about the removal of three redwood trees and the location of the replacement trees. The Committee unanimously recommended approval of the staff recommendation with the additional request to work with the property owner and give them the option to replace the trees with 24-inch box replacement redwood trees. The Committee further recommended the item be placed on the Board of Directors’ Consent Agenda for May 7, 2015.

Prepared by: Tom Fitzwater
Memo No. 4973

ATTACHMENTS:

- DRAFT_Addendum_#6_Mayfield_I EE_3 24 15tpdf (PDF)
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SECTION 1.0 INTRODUCTION

1.1 Purpose of the Addendum

The California Environmental Quality Act (CEQA) recognizes that between the date a project is approved and the date a project is constructed, one or more of the following changes may occur: 1) the scope of the project may change, 2) the environmental setting in which the project is located may change, 3) certain environmental laws, regulations, or policies may change, and 4) previously unknown information may be identified. CEQA requires that lead agencies evaluate these changes to determine whether or not they are significant.

The mechanism for assessing the significance of these changes is found in CEQA Guidelines Sections 15162 – 15164. Under these Guidelines, a lead agency should prepare a subsequent or supplemental CEQA document if the triggering criteria set forth in CEQA Guidelines Section 15162 and 15163 are met. These criteria include a determination whether any changes to the project, or the circumstances under which the project will be undertaken, involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In addition, a subsequent or supplemental CEQA document may be prepared if “new information” meeting certain standards under Guidelines Section 15162 is presented. If the changes do not meet these criteria, or if no “new information of substantial importance” is presented, then an Addendum per CEQA Guidelines Section 15164 is prepared to document any minor corrections to the Environmental Impact Report (EIR) or Initial Study/Mitigated Negative Declaration (MND). CEQA does not require that an Addendum be circulated for public review.

1.2 Overview of VTA’s BART Silicon Valley Program

VTA’s BART Silicon Valley Program begins at the BART Warm Springs Station in the City of Fremont and proceed on the former Union Pacific railroad (UPRR) right-of-way through the City of Milpitas to near Las Plumas Avenue in the City of San Jose. The Project would then descend into a subway tunnel, continue through downtown San Jose, and terminate at grade in the City of Santa Clara near the Caltrain Station. The total length of the alignment would be 16.1 miles.

This Addendum addresses changes since the VTA Board of Director’s certification of the 2nd Supplemental EIR in March 2011 and approval of five subsequent Addenda to the 2nd SEIR from 2011 to 2014 for Phase I only. Phase I consists of the first 9.9 miles of BART Silicon Valley, which begins at the currently planned terminus at the BART Warm Springs Station in Fremont, through Milpitas, to near Las Plumas Avenue in San Jose, and includes 2 stations: Milpitas Station in the City of Milpitas and Berryessa Station in the City of San Jose as shown in Figure 1.
Figure 1 - BART Silicon Valley - Berryessa Extension
1.3 Previous Environmental Studies


Silicon Valley Rapid Transit Corridor – BART Extension to Milpitas, San Jose, and Santa Clara, Final Environmental Impact Report, November 2004


Silicon Valley Rapid Transit Corridor – BART Extension to Milpitas, San Jose, and Santa Clara, Addendum to the Supplemental Environmental Impact Report, September 2010

BART Silicon Valley, Phase I – Berryessa Extension, Draft 2nd Supplemental Environmental Impact Report, November 2010

BART Silicon Valley, Phase I – Berryessa Extension, Final 2nd Supplemental Environmental Impact Report, March 2011

Silicon Valley Rapid Transit Corridor – BART Extension to Milpitas, San Jose, and Santa Clara, Addendum to the 2nd Supplemental Environmental Impact Report, August 2011

Silicon Valley Rapid Transit Corridor – BART Extension to Milpitas, San Jose, and Santa Clara, Addendum No. 2 to the 2nd Supplemental Environmental Impact Report, May 2012

Silicon Valley Rapid Transit Corridor – BART Extension to Milpitas, San Jose, and Santa Clara, Addendum No. 3 to the 2nd Supplemental Environmental Impact Report, April 2012

Silicon Valley Rapid Transit Corridor – BART Extension to Milpitas, San Jose, and Santa Clara, Addendum No. 4 to the 2nd Supplemental Environmental Impact Report, May 2013

Silicon Valley Rapid Transit Corridor – BART Extension to Milpitas, San Jose, and Santa Clara, Addendum No. 5 to the 2nd Supplemental Environmental Impact Report, March 2014

1.4 Scope of this Addendum

This Addendum is limited in scope to an evaluation of a new permanent ingress and egress easement needed to the east of the Silicon Valley Berryessa Extension (SVBX) Project alignment, south of Kato Road, and immediately south of Scott Creek in the City of Milpitas. This Addendum will also determine whether the new easement would result in any substantial change to the environmental setting, impacts, and mitigation measures as
previously described in the approved EIR, Supplemental EIR, 2nd Supplemental EIR, and subsequent Addenda.

SECTION 2.0 PROPOSED MODIFICATIONS TO THE PROJECT

2.1 New Easement South of Kato Road and Scott Creek

The design of the SVBX Project has progressed since the Final SEIR-2 was approved by the VTA Board of Directors in March 2011 and subsequent Addenda to the 2nd SEIR were approved by the VTA Board of Directors in 2011, 2012, 2013, and 2014. The design modifications to the Project discussed in this Addendum include a new permanent ingress/egress easement near STA 176+80 to the east of the alignment and south of Kato Road and Scott Creek. The background conditions of the project are still substantially the same.

This Addendum discusses a new easement on the following private property:

<table>
<thead>
<tr>
<th>Address</th>
<th>APNs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mayfield Housing Corporation, a California Corporation, Milpitas, CA 95131</td>
<td>519-1728-004 and 519-1728-005</td>
</tr>
</tbody>
</table>

Previous environmental documents, described above, identified an ingress/egress easement for utility company access through an easement located on the property immediately to the north of this property. However, the access required crossing of Scott Creek and could not accommodate the current design vehicle turning radius (a Ford 2014 Super Duty Crew Cab) without extensive reconstruction of the creek and the private property's wall, so a new access point was required.

Ingress/Egress Easement (IEE)

Chevron and MCI require unimpeded access to perform maintenance on their facilities within the SVBX Project corridor. Chevron and MCI would utilize this new IEE on an as-needed basis, typically monthly, to access the SVBX Project corridor and perform routine maintenance and inspections of their facilities as shown in Figure 2. Chevron and MCI previously accessed the SVBX Project corridor at Kato Road. With the Project's grade separation of Kato Road completed in 2014, the access to the corridor was eliminated. The IEE will be a means for the utility companies to enter the corridor at a new access point, which serves to replace the one removed as a result of the Kato Road grade separation. Without the replacement access point, and because the VTA-owned right-of-way is too narrow to accommodate a vehicle turnaround, maintenance vehicles would need to enter the corridor at one access point, inspect the 900 foot long portion of the utilities, and then reverse the vehicle 900 feet in order to exit the corridor at the same access point that it had entered. The new access point would eliminate the need for the vehicles to reverse for long distances.
Figure 2
Ingress/Egress Easement
Vehicles may enter the corridor at this new access point and drive south to exit the alignment at the next access point to the south at Dixon Landing Road, or may enter at Dixon Landing Rd. and drive north to exit the alignment at this new access point.

The utility companies would access the corridor from the eastern side of the alignment immediately south of Scott Creek for maintenance purposes such as utility inspections and repairs as needed. The IEE would be accessed from Warm Springs Boulevard and would proceed through the housing development on a private road (Meadowfaire Common). The IEE would be centered on the existing paved street and would not affect parking. Access would proceed west through the existing removable bollards onto a paved fire access road and then continue onto a second private street (Woodgrove Common). The easement would then narrow to approximately 13 feet for a short distance to maintain existing parking. The IEE would proceed west toward the alignment over an existing sidewalk and grassy area. This same area is currently encumbered by utility easements for Alameda County Flood Control and Water Conservation District and Union Sanitary District. The IEE would be graded, and an all-weather driving surface would be installed to replace the grass in coordination with the utility companies and property owner.

The IEE would widen to approximately 27 feet to accommodate the maintenance truck turning radius as it enters the SVBX corridor as shown in Figure 3. Up to three trees would be removed, and other trees may be trimmed to allow for vehicle access without damage to branches. A new 25-foot-wide rolling gate, or other approximately-sized gate, would be installed to access the alignment near STA 176+80. The rolling gate would be comparable to the existing rolling gate.

**SECTION 3.0 ENVIRONMENTAL EVALUATION**

**3.1 Impacts Discussion**

The discussion below addresses the potential environmental impacts resulting from the new SVBX Project easement needed south of Kato Road and Scott Creek in the City of Milpitas.

**Short-Term/Construction Impacts**

The discussion that follows focuses on short-term, construction related environmental subject areas: noise and socioeconomics. No additional information or changes in other subject areas that include air quality; biological resources and wetlands; community services and facilities; cultural resources, hazardous materials; geology, seismicity, and soils; land use; vibration; transportation; utilities; visual quality and aesthetics; water resources, water quality, and floodplains; cumulative impacts; and growth-inducing impacts are necessary due to the design modifications described in this Addendum. All mitigation measures described in previous environmental documents for this project are still applicable and will be implemented accordingly. The construction-related noise and socioeconomic impacts and environmental evaluation are described below.
Figure 3
Maintenance Truck Access
**Construction - Noise**

Acquisition of the new easement, removal of the old gate, construction of the new gate, and improving the roadway surface along the new IEE would not cause any additional significant noise impacts beyond those previously described. Noise impacts associated with this type of construction activity were previously evaluated in the EIR, SEIR-1 and SEIR-2. Specific construction noise mitigation measures were identified in Section 4.18.5.7 of the SEIR-2. The mitigation measures identified include complying with FTA construction noise guidelines, which include standards for residential as well as industrial uses during daytime and nighttime hours, and complying with local jurisdiction construction hours, where feasible. Construction noise would occur near a residential neighborhood. Therefore, VTA will implement previously identified mitigation measures which were discussed in Section 4.18.5.7 of the SEIR-2 and included implementation of a noise control plan in accordance with FTA criteria. Therefore, no new construction related significant noise impacts would result from this design change, and no additional mitigation is warranted.

**Construction – Socioeconomics**

During construction, the sidewalk and grassy area near the residences closest to the easement may be temporarily restricted. VTA will work with property owners and tenants to schedule the restrictions to minimize inconveniences to property owners and/or tenants. Variations in the width of the IEE may be negotiated with property owners/tenants to allow for flexibility of access to the easement from public ROW. The width of the easement may change during negotiations with property owners and/or tenants. VTA will coordinate with property owners and/or tenants to schedule installation/access/use of the equipment/facilities to minimize disruption during construction and use of the IEE.

As stated in previous environmental documents, appraisal and easement acquisition will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, the California Government Code, and the California Code of Regulations. Therefore, the Project would not have significant socioeconomic impacts to the property owners of the homes affected by construction of the new easement, roadway pavement installation, removal of the existing rolling gate, and construction of the new gate.

**Long-Term/Operational Impacts**

The discussion that follows focuses on the long-term, operational-related environmental subject areas of biological resources and socioeconomics. No additional information or changes in other subject areas that include air quality; community services and facilities; cultural resources; hazardous materials; geology, seismicity, and soils; land use; noise and vibration; transportation; utilities; visual quality/aesthetics; water resources, water quality, and floodplains; cumulative impacts; and growth-inducing impacts are necessary due to the design modification described in this Addendum. All mitigation measures described in previous environmental documents for this project are still applicable and will be implemented accordingly. The long-term biological resources and socioeconomic impacts and environmental evaluation are described below.
**Biological Resources**

Up to three existing decorative landscaping trees may be removed and overhanging limbs of other trees may be trimmed within the footprint of the IEE to allow for necessary construction access to the alignment and to accommodate the maintenance vehicle turning radius once the Project is in operation. Removed trees will be replaced at a 1:1 ratio in accordance with the previously adopted mitigation measure. Prior to removal of any tree, VTA will conduct pre-construction surveys for nesting birds if removal of the trees is scheduled within the nesting season. No riparian areas will be impacted. Therefore, the Project would not cause significant biological impacts to biological resources.

**Socioeconomics**

During maintenance activities within the permanent IEE, access to the sidewalk and grassy areas of the residences closest to the easement may be temporarily restricted. VTA and the utility companies will minimize disruption to property owners and/or tenants when feasible. Variations in the width of this easement may be negotiated with property owners/tenants to allow for flexibility of access to the easement from public ROW. The width of the easement may change during negotiations with property owners.

As stated in previous environmental documents, appraisal and easement acquisition will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, the California Government Code, and the California Code of Regulations. Therefore, the Project would not have significant socioeconomic impacts to the property owners of the homes affected by the new easement.

**3.1 Conclusion**

The final easement and acquisitions that are required may change (i.e., increase or decrease in size, change type, and/or change from permanent to temporary, etc.) during final design while being within the scope of the project and minor in nature. It is the intent of this Addendum and previous environmental documents adopted by VTA to fully disclose the potential environmental impacts of the easements and other acquisitions that are generally indicative of the type of work required, recognizing that some adjustments may be necessary based on final design and/or working with individual property owners during the acquisition process. Should additional modifications beyond the scope of the project trigger the need for additional environmental review pursuant to CEQA Guidelines Section 15162 and other applicable provisions of CEQA, VTA will prepare the necessary additional environmental analyses. In conclusion, no new significant or substantially more severe impacts would result from the new IEE on private property south of Kato Road and Scott Creek and east of the SVBX Project alignment. All mitigation measures described in the SEIR-2 are still applicable.
SECTION 4.0 ENVIRONMENTAL DETERMINATION

Based upon the evaluation of the proposed design modifications to the approved BART Silicon Valley Project, the Addendum No. 6 to the Project has not identified any new significant adverse impacts nor any substantial increase in the severity of any previously identified significant adverse impacts previously documented for the Project, nor has any “new information of substantial importance” been presented pursuant the CEQA Guidelines Section 15162. Therefore, an Addendum to the previous EIR, SEIR-1 and SEIR-2 is the appropriate environmental document.

Thomas W. Fitzwater
Manager, SVRT Environmental Programs
Santa Clara Valley Transportation Authority
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: Project Labor Agreement for Montague Reconstruction Project

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

ACTION ITEM

RECOMMENDATION:

Adopt a resolution finding that use of a Project Labor Agreement (PLA) in the C640 Montague Reconstruction contract, to be constructed under a Joint Powers Agreement (JPA) with the County of Santa Clara (County) and the Santa Clara Valley Water District (SCVWD), will ensure the availability and stability of labor resources throughout the duration of the Montague project; and authorize the General Manager to enter into an Amendment to the existing PLA with the Santa Clara & San Benito Counties Building & Construction Trades to include these contracts within the PLA scope.

BACKGROUND:

On March 7, 2013, the VTA Board authorized the General Manager to enter into a Joint Powers Agreement (JPA) with the County and SCVWD. The Agreement was executed on May 22, 2013. The JPA provides for the partner agencies to jointly construct a new, elevated bridge and roadway widening on Montague Expressway (Montague Reconstruction Project), with VTA acting as the lead agency for construction. VTA intends to implement this construction in conjunction with certain other onsite roadway works associated with BART Silicon Valley Extension (SVBX), under a construction contract referred to as C640.

On September 1, 2011, the VTA Board of Directors adopted a resolution of findings that determined that the use of a Project Labor Agreement for the Line, Track, Stations and Systems Design-Build contract (VTA Contract C700 LTSS) of the SVBX Project would ensure the availability and stability of labor resources throughout the duration of the project. The Board also
authorized the General Manager to enter into a PLA with the Santa Clara & San Benito Counties Building & Construction Trades Council. On December 8, 2011, the VTA Board of Directors awarded the VTA Contract C700-LTSS that incorporates the PLA. Per Board action on June 6, 2013, the PLA was amended to incorporate the C730 SVBX Parking Structures contract, which was awarded on August 7, 2014. On November 6, 2014, the Board approved a further amendment of the PLA, allowing its application to the C740/741/742 Campus and Roadways contracts.

**DISCUSSION:**

Since the execution of the JPA, VTA has continued to work with the partner agencies to advance the Montague Reconstruction project. After discussing various approaches to the contract packaging, the parties agreed to bid the Montague reconstruction work as a combined contract that would also encompass the eastern segment of South Milpitas Blvd., which had previously been planned as part of the C740 (Milpitas Station Campus) contract. The Montague/South Milpitas Blvd. construction contract is now identified as C640. The requested action would amend the PLA to incorporate the C640 contract.

Pursuant to case law, VTA is required to demonstrate objectively that the PLA furthers a legitimate government interest, in this case, to promote efficiency of construction operations for the Montague Reconstruction project. The Montague construction will occur simultaneously and in close coordination with the SVBX contracts. Labor unrest affecting the C640 contract would likely affect the progress of SVBX construction. In addition, C640 requires a complex construction staging sequence in order to raise the grade of Montague Expressway while keeping the arterial roadway in operation. Any disruption of the construction sequence could cause severe impacts to area traffic.

The VTA Board’s adoption of a resolution of findings (Attachment A) will acknowledge the benefits to be derived from including the C640 Montague Reconstruction contract in the PLA. The PLA reduces the risk of significant economic loss to VTA, disruption to the community, and delays to the completion of the SVBX Project.

**ALTERNATIVES:**

The Board could choose not to adopt the required findings to allow amendment of the PLA to incorporate the C640 contract. As a result, VTA and the JPA partners would proceed to advertise, award and construct the Montague Reconstruction project in accordance with the existing JPA, without the protections that would otherwise be secured through the use of a PLA.

**FISCAL IMPACT:**

There are no direct fiscal impacts to approving this recommendation. However, absence of a PLA for the C640 contract poses significant risks to the timely and cost-effective completion of the Montague Reconstruction project.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

The Administration & Finance Committee met on April 16, 2015 and recommended approval of this item. The Committee placed this item on the Consent Agenda for the May 7, 2015, VTA
Board of Directors’ meeting.

Prepared by: John Morris
Memo No. 4604

ATTACHMENTS:

- 4604 Attachment A Resolution_PLA Montague Reconstruction (PDF)
RESOLUTION NO. _____________

RESOLUTION OF THE SANTA CLARA VALLEY
TRANSPORTATION AUTHORITY BOARD OF DIRECTORS
FINDING THAT USE OF A PROJECT LABOR AGREEMENT FOR THE
MONTAGUE RECONSTRUCTION PROJECT WILL RESULT IN ECONOMICAL
AND TIMELY PROJECT COMPLETION

WHEREAS, Public Contract Code Section 2500 authorizes public entities to enter into project labor agreements for construction projects; and

WHEREAS, the United States Supreme Court held in Building & Const. Trades Council of Metropolitan Dist. v. Associated Builders Contractors of Massachusetts/Rhode Island, Inc., 507 U.S. 218 (1993) that state and local governments, when acting as market participants, are permitted under the National Labor Relations Act (NLRA) (29 U.S.C. § 151 et seq.) to enforce bid specifications requiring contractors to abide by project labor agreements with labor organizations for construction projects owned by those state and local governments. The Court also commented that when a state or local governmental agency utilizes bid specifications containing a project labor agreement for a construction project owned by the agency, the agency “does not regulate the workings of market forces” in violation of NLRA pre-emption of such regulation, but is acting as a market participant and “exemplifies” the workings of market forces, and therefore is not prevented from doing so by the NLRA; and

WHEREAS, it is the policy of the Federal Government to encourage agencies receiving federal monies to consider requiring the use of project labor agreements in connection with large-scale construction projects in order to promote economy and efficiency in their procurement process under Executive Order 13502, which provides that the use of a project labor agreement may avoid (i) challenges to efficient and timely procurement; (ii) difficulty in predicting labor costs when bidding on contracts and ensuring a steady supply of labor on contracts being performed; (iii) challenges due to the fact that construction projects typically involve multiple employers at a single location; (iv) labor disputes, and (v) lack of coordination among various employers or uncertainty about the terms and conditions of employment of various groups of workers, thereby promoting the efficient and expeditious completion of Federal construction contracts; and

WHEREAS, the California Supreme Court held in Associated Builders and Contractors v. San Francisco Airports Commission, 21 Cal.4th 352 (1999), that a public agency may use a project labor agreement, concluding that the Commission’s decision to require a project labor agreement was “in furtherance of legitimate government interests. . .these interests include those of preventing costly delays and assuring contractors access to skilled craft workers”;

WHEREAS, on December 8, 2011, the VTA Board of Directors awarded the Line, Track, Stations and Systems Design-Build contract (VTA Contract C700-LTSS) of the Silicon Valley Berryessa Extension Project that incorporated a Project Labor Agreement (PLA) with Santa Clara & San Benito Counties Building & Construction Trades Council and signatory Unions;

WHEREAS, on August 7, 2014, the VTA Board of Directors awarded the C730-Parking Structures contract for the construction of Parking Structures at the Milpitas and
RESOLUTION NO. _____________

Berryessa Stations of the Silicon Valley Berryessa Extension (SVBX) Project that incorporated a Project Labor Agreement (PLA) with Santa Clara & San Benito Counties Building & Construction Trades Council and signatory Unions;

WHEREAS, On November 6, 2014, the Board approved a further amendment of the PLA, allowing its application to the C740/741/742 Campus and Roadways contracts.

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

A. Finds and declares that:

1. The C640 Montague Reconstruction Contract for the modification of Montague Expressway will require significant availability and stability of labor resources over the contract duration;

2. An occurrence of labor disruption during the construction of the C700-LTSS Contract and the C730-Parking Structures Contract would result in economic loss to VTA, disruption to the operations of local municipalities and to the community, and delay to the completion of the SVBX project;

3. Because the C640 Montague Reconstruction Contract will be constructed simultaneously and in close coordination with the C700-LTSS contract, the C730-Parking Structures contract, and the C740-741-742 Campus and Roadways Contracts, labor disruption to the C640 Contract would likely result in disruption to the SVBX contracts;

4. The cost of delay in completing the C740-741-742 Campus and Roadways Contracts is estimated to be in between $4,000 and $10,000 per day;

5. The cost of delay in completing the C730-Parking Structures Contract is estimated to be in excess of $10,000 per day;

6. The cost of delay in completing the C700-LTSS Contract is estimated to be in excess of $75,000 per day;

7. The cost of delay in completing certain milestones defined in the C700-LTSS Contract are estimated to be in excess of $50,000 per day;

8. Time is of the essence for the C700-LTSS Contract, with a stated value of $100,000 per day for early completion, up to a maximum of $15,000,000;

9. The estimated costs of delays and the value of early completion to VTA are evidence of VTA’s compelling interest in having labor disputes in connection
with the SVBX contracts resolved without the disruptions of work stoppages, strikes, lock-outs, slowdowns or similar disruptions, and that entering into a project labor agreement for the C640 Montague Reconstruction Contract will make it possible to legally enforce guarantees that construction under the C700-LTSS Contract, the C730-Parking Structures Contract, and the C740/741/742-Campus and Roadways Contracts will be carried out in an orderly and timely manner, without work stoppages, strikes, lock-outs, slowdowns or similar disruptions, and provide for peaceful, orderly, and mutually binding procedures for resolving disputes;

10. Use of a project labor agreement in connection with the C700-LTSS Contract, the C730-Parking Structures, the C740/741/742-Campus and Roadways Contracts and the C640 Montague Reconstruction Contract will result in reduced project costs and expedited delivery of both the SVBX Project and the Montague Reconstruction Project by (a) establishing the specific terms and conditions that govern the employment of labor; (b) ensuring labor stability by coordinating wages, work rules, mechanisms for resolving grievances, and other terms of employment; (c) ensuring labor availability by enabling the prime contractor and all subcontractors wishing to compete for contracts and subcontracts to do so without regard to whether they are otherwise parties to collective bargaining agreements; and (d) preventing work stoppages by establishing guarantees against strikes, lockouts, and similar job disruptions.

B. Approves the use of a project labor agreement for the C640 Montague Reconstruction Project and authorizes the General Manager to amend the existing Project Labor Agreement for C700-LTSS, C730-Parking Structures and the C740/741/742-Campus and Roadways Contracts with the Santa Clara & San Benito Counties Building & Construction Trades Council to expand its scope to incorporate the C640 Montague Reconstruction Contract.

AYES:
NOES:
ABSENT:

_______________________________
Perry Woodward, Chairperson

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 Engr. & Trans. Infrastructure Dev., Carolyn M. Gonot

SUBJECT: LRT Efficiency Project – Tasman Drive Pocket Track Construction Contract and Project Appropriation Amendment

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

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to commit an additional $1,200,000 for contract amendments to Contract C828 (13103) with Stacy and Witbeck, Inc. for additional work and acceleration amending the total contract amount to $16,941,901, and amend the FY15 2000 Measure A Transit Improvement Program Fund Capital Budget to add $1,700,000 for the Tasman Drive Pocket Track project.

BACKGROUND:

VTA has identified a series of light rail transit (LRT) improvements through the Light Rail Efficiency Program. The LRT Efficiency Program identifies projects that will allow for more efficient operations in the near and long term to serve our future ridership growth anticipated from the BART Silicon Valley extension and population and employment increases in Santa Clara County.

One of the identified projects in the first phase of the Light Rail Efficiency program was to construct a light rail turnback/storage track in the City of Santa Clara (see Exhibit A) to support proposed light rail operations with the extension of BART to Milpitas/San Jose and for stadium events at Levi’s stadium. The project included roadway and light rail median widening, sanitary sewer relocation, parking lot re-configuration, 3rd party utility relocations, installation of new mainline track and special trackwork, street crossing panels, train and traffic signals, overhead contact system, and communications system.
On January 8, 2014, the VTA Board authorized the General Manager to enter into a construction contract (C828) with Stacy and Witbeck, Inc. in the amount of $13,688,609 to construct the light rail turnback/storage track on Tasman Drive near Patrick Henry Drive and Old Ironsides Drive in the City of Santa Clara. A listing of the contractor’s team is included in Exhibit B.

DISCUSSION:

In February 2014, construction started with the goal to accomplish the majority of the work in time to serve the significant increase in riders anticipated for Levi’s Stadium starting in September 2014. The pocket track is a critical infrastructure needed to store and maneuver trains in order to serve stadium events, so the contract included a milestone date of September 2, 2014 for completion of the majority of the contract work.

After contract award unforeseen conditions developed that required a sequencing of the work to meet the goals of the project. During construction, major underground and utility conflicts were encountered, resulting in the need for the contractor to perform extra work outside the scope of the original contract, and the time required to fully design, procure, install, test and integrate certain system design components into existing systems proved to be much longer than planned. To assure that the pocket track would be available in time for events at Levi’s Stadium in September 2014, the work was re-sequenced such that certain critical components (trackwork and overhead power system) were accelerated, and the signals components were rescheduled to be completed later. This re-sequencing allowed the pocket track to be available, under manual operations by VTA staff.

While the trackwork and overhead power system were completed in time to meet intermediate goals, the signals and communications components were delayed past the original construction completion date. This caused the contractor to incur additional costs for extra resources needed to accelerate the critical elements of the work, and also additional cost for extra resources beyond the original contractual milestones to complete the remaining systems work. This included cost to provide extra manpower, equipment, field office rental, insurance, and other costs to maintain an adequate work force to complete the remaining systems work.

The contractor is being compensated through the regular change order process for the direct cost of unanticipated work, and is within the General Manager’s authority to execute change orders up to 15% above the original contract value. The additional cost for acceleration and extended resources will exceed the General Manager’s authority as indicated below:

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<th>Changes: VTA Contract C828 (13103) - Stacy and Witbeck:</th>
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<tr>
<td>Original Contract Value</td>
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<tr>
<td>Prior Contract Changes</td>
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<tr>
<td><strong>Current Contract Value</strong></td>
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<td>Proposed Contract Changes</td>
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<td><strong>Proposed Contract Value</strong></td>
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<td>Current GM Authority</td>
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Contract Summary:

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<tr>
<td>Contract Number:</td>
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<td>Original Contract Term(s):</td>
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The sequencing and extended contract duration also caused VTA to incur additional costs for night-time inspection work and overtime. The changes to Contract C828, additional utility relocation costs, and additional VTA costs have increased the estimated cost of the project by $1,700,000 as indicated below.

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<th>Item</th>
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<td>Total</td>
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<td>$26.8</td>
<td>$1.7</td>
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The recommended action will authorize the General Manager to amend the contract, provide sufficient funds to compensate the contractor for the additional work already performed but not previously covered, and will resolve all costs related to acceleration and delays, and any remaining potential claims from these issues.

The recommended action will also increase the overall project budget by $1,700,000 to $26,861,707.

**ALTERNATIVES:**

There are no practical alternatives to the recommended action.
FISCAL IMPACT:
This action will authorize $1,200,000 in additional contract commitments for the Tasman Drive Pocket Track contract for a new forecasted contract amount of $16,941,900. In addition, this action will add $1,700,000 to the FY15 2000 Measure A Transit Improvement Program Fund Capital Budget. This additional appropriation is funded by 2000 Measure A.

SMALL BUSINESS ENTERPRISE (SBE) PARTICIPATION:
Based on identifiable subcontracting opportunities, a Small Business Enterprise (SBE) goal of 30% was established for this contract. The contractor is forecasted to achieve 31.04% participation at contract completion.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:
The Administration and Finance committee received a brief presentation on this item on April 16, 2015. The presentation highlighted the reasons for the request for additional construction contract and project budget augmentations. The committee asked questions related to specific utilities that contributed to delays and re-sequencing of construction activities. Upon committee request, an advance copy of this item was provided to Board Member Esteves for review.

The committee recommended approval of the item and placed it on the Consent Agenda for approval at the May 7, 2015 Board of Directors meeting.

Prepared by: Mohammed Basma, Program Manager
Memo No. 4923

ATTACHMENTS:
• 4923 Exhibit A - Tasman Pocket Track Aerial   (PDF)
• 4923 - Exhibit B Tasman Pocket Track_ List of Contractors   (PDF)
## EXHIBIT B
LRT Efficiency Project - Tasman Drive Pocket Track Contract
List of Contractor and Subcontractors

<table>
<thead>
<tr>
<th>Contractor Firm</th>
<th>Name</th>
<th>Contractor Role</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stacy &amp; Witbeck, Inc.</td>
<td>George Furnanz</td>
<td>Prime/General</td>
<td>Alameda, CA</td>
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<tr>
<td></td>
<td>510-748-1870</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Archibald Paving</td>
<td>Patrick Collins</td>
<td>AC Paving</td>
<td>Redwood City, CA</td>
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<td>Paul Loukianoff</td>
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<td>Diverging Approach</td>
<td>Joseph Stanko</td>
<td>Signal Design</td>
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<td>F3 &amp; Associates</td>
<td>Todd Tillotson</td>
<td>Survey</td>
<td>Benicia, CA</td>
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<td>Lonestar Landscape, Inc.</td>
<td>Larry North</td>
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<td>Modern Railway Systems</td>
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<td>Signal and Communication Systems</td>
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<td>Rosendin Electric</td>
<td>Mike Labine</td>
<td>Electrical, Traffic, Street Lighting</td>
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<td>James Vergara</td>
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<td>Vanguard Construction</td>
<td>John Marks</td>
<td>Concrete Barrier &amp; Minor Concrete</td>
<td>Livermore, CA</td>
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BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Financial Officer, Raj Srinath

SUBJECT: 2015/16 Annual Renewal of Operations Insurance Coverage

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

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to purchase insurance coverage for Excess Liability, General and Auto Liability, and Public Officials Errors and Omission Liability; Property/Boiler & Machinery; Inland Marine for Light Rail Vehicles; Inland Marine for Buses, Vans and Mobile Equipment; and Flood exposures for the annual Operations Program Insurance renewal for an amount not to exceed $3,575,000.

BACKGROUND:

VTA’s annual Property and Casualty insurance coverage renews with the beginning of the Fiscal Year on July 1, Each Spring VTA’s contract insurance broker, which is currently Alliant Insurance Services, structures VTA’s insurance program by requesting competing premium estimates from various carriers in the insurance market. Carriers that are approached for bids are selected on the basis of their historical premium rates, coverage criteria, and underwriting background. In addition, carriers are required to have experience with public agencies, adequate financial reserves, and a rating by A.M. Best Company of Excellent or better.

Insurers will require VTA to review premium quotes and commit to the purchase of the policies only during a two to three week period immediately prior to the July 1, 2015 inception date. Staff recommends Board Authority to purchase the insurance at this time in order to have the policies in place immediately upon expiration of the current policies, to avoid being uninsured for any period of time.
DISCUSSION:

As detailed above, premium quotes are not yet available for VTA’s July 1, 2015 renewal. The $3,575,000 authority requested represents VTA’s brokerage firm’s estimate of premium cost, based on their knowledge of the current market, and experience with the renewals of other public entity clients. This estimate includes $100,000 in additional premium to add Environmental Impairment Liability (Pollution) coverage and $25,000 for Cyber Liability coverage. VTA’s net expense for last year’s operating insurance was $3,233,873 and the expiring program did not provide coverage for Environmental or Cyber liability.

For the July 1, 2015/2016 renewal term, VTA directed the broker to obtain premium indicators for the same program structure as purchased last year. The recommended program includes General Liability, Auto Liability, Public Officials’ Errors and Omissions Liability’ and Property coverage for all VTA buildings, Buses, Light Rail Vehicles, 237 Express Lane and specialized mobile equipment. In addition it is recommended that Environmental Impairment and Cyber Liability coverage be added to the program. The estimated total program cost is $3,575,000. VTA is fully self-insured for Worker’s Compensation and therefore purchases no insurance for this exposure. Excess coverage was explored and cost is estimated at $650,000 with a self-insured retention at $1,000,000. It was determined that based on VTA’s historical workers compensation performance that this coverage does not make financial sense at time.

The premium estimates for the proposed policies include a 6.0% overall increase from the 2014/2015 total. The increase can be attributed to the addition of Environmental Impairment Liability and Cyber Liability coverages and an overall continued tightening of the insurance market. The insurance cost estimates are as follows: General/Automobile/Public Officials Errors & Omissions Liability ($425,000), Excess Liability ($1,998,000), Property/Boiler & Machinery ($86,000), Buses ($523,000), Light Rail Vehicles ($340,000), Flood Insurance ($53,000) for VTA sites with flood exposure (River Oaks and Cerone Division) and Environmental Impairment Liability ($100,000) and Cyber Liability ($25,000).

The results of the insurance marketing and final purchase pricing will be reported to the Administration & Finance Committee as an Information Item at its September 2015 meeting.

See Attachment “A” for details.

ALTERNATIVES:

The Board can reject this approach and direct staff to solicit different levels of coverage. Staff has considered higher deductibles, but no changes are recommended at this time because the increased risk resulted in only modest savings in insurance cost.
FISCAL IMPACT:

This action will authorize up to $3,575,000 for the FY Operations Insurance coverage. Appropriation for this expenditure is included in the FY16 Draft Recommended VTA Transit Fund Operating Budget.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Administration and Finance Committee reviewed this item at its April 16, 2015 meeting. The Committee recommended approval of this item and placed it on the Consent Agenda for the May 7, 2015 Board of Directors meeting.

Prepared by: Raj Srinath  
Memo No. 5001

ATTACHMENTS:

• Attachment A - 2015-16 Ops Ins Renewal_FINAL (PDF)  
• Attachment B - 2015-16 Ops Insurance Renewal (PDF)
# FY 2015/16 Operations Insurance Program Renewal

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<td>Munich Re / Princeton E&amp;S (A+XV)</td>
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<tr>
<td>- Terrorism Risk Insurance Act (TRIA) included</td>
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<td>$95,000,000 excess of $5,000,000</td>
<td>Lloyds of London (A XV) and others</td>
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<td>- TRIA limited to $25,000,000</td>
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<tr>
<td><strong>Property, Boiler &amp; Machinery (B&amp;M)</strong></td>
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<td>Travelers (A+ XV)</td>
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<td>$100,000 Deductible</td>
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<td>TRIA included</td>
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<tr>
<td><strong>NEW LOCATION:</strong> 2240 Tully Road (Eastridge)</td>
<td>est. prorated cost</td>
<td>$387</td>
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<td><strong>Projected (2015/16)</strong></td>
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<td><strong>Excess Liability</strong></td>
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<td>- Terrorism Risk Insurance Act (TRIA) included</td>
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<tr>
<td>$95,000,000 excess of $5,000,000</td>
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<td>- TRIA limited to $25,000,000</td>
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<td><strong>OPTIONS:</strong></td>
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<td>$25,000,000 Limit excess of $100,000,000</td>
<td>眼泪</td>
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<td>$50,000,000 Limit excess of $100,000,000</td>
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<td>$70,000,000 Total Limits</td>
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<td><strong>NEW LOCATION:</strong> 2240 Tully Road (Eastridge)</td>
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<td>$1,000</td>
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### FY 2015/16 Operations Insurance Program Renewal

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<th>Coverage</th>
<th>Carrier</th>
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<td><strong>Inland Marine – Buses, Vans, Mobile Equipment</strong>&lt;br&gt;NEW BUSES (102)&lt;br&gt;▪ $50,000,000 Maximum Loss Limit&lt;br&gt;▪ $335,000 Standard Bus ($100k ded)&lt;br&gt;▪ $525,000 Articulated Bus ($100k ded)&lt;br&gt;▪ $166,605 Community Buses ($75k ded)&lt;br&gt;▪ $650,000 Hybrid Buses ($150k ded)&lt;br&gt;▪ $725,000 New Hybrid Express Buses ($150k ded)&lt;br&gt;▪ O&amp;R Trucks ($25k ded)&lt;br&gt;▪ Mobile Equipment ($25k ded)&lt;br&gt;▪ LRV Spare Parts ($25k ded)&lt;br&gt;▪ Express Toll Road Eqmt ($25k ded)&lt;br&gt;▪ Quarterly Reporting - Buses</td>
<td>Travelers <em>(A+ XV)</em></td>
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<td><strong>Inland Marine – Buses, Vans, Mobile Equipment</strong>&lt;br&gt;NEW BUSES (102)&lt;br&gt;▪ $50,000,000 Maximum Loss Limit&lt;br&gt;▪ $335,000 Standard Bus ($100k ded)&lt;br&gt;▪ $525,000 Articulated Bus ($100k ded)&lt;br&gt;▪ $166,605 Community Buses ($75k ded)&lt;br&gt;▪ $650,000 Hybrid Buses ($150k ded)&lt;br&gt;▪ $725,000 New Hybrid Express Buses ($150k ded)&lt;br&gt;▪ O&amp;R Trucks ($25k ded)&lt;br&gt;▪ Mobile Equipment ($25k ded)&lt;br&gt;▪ LRV Spare Parts ($25k ded)&lt;br&gt;▪ Express Toll Road Eqmt ($25k ded)&lt;br&gt;▪ Quarterly Reporting - Buses</td>
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<td>$362,000</td>
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<td><strong>Inland Marine – Light Rail Vehicles and Historical Trolleys</strong>&lt;br&gt;$100,000,000 Maximum Loss Limit&lt;br&gt;$4,000,000 each Light Rail Vehicle&lt;br&gt;$500,000 each Trolley&lt;br&gt;$250,000 Ded – Light Rail Vehicle&lt;br&gt;$100k/$25k Ded – Trolley&lt;br&gt;Quarterly Reporting - Light Rail Vehicles</td>
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<td><strong>Inland Marine – Light Rail Vehicles and Historical Trolleys</strong>&lt;br&gt;$50,000,000 Maximum Loss Limit&lt;br&gt;$4,000,000 each Light Rail Vehicle&lt;br&gt;$500,000 each Trolley&lt;br&gt;$250,000 Ded – Light Rail Vehicle&lt;br&gt;$100,000 Ded – Trolley&lt;br&gt;Quarterly Reporting – Light Rail Vehicles</td>
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## FY 2015/16 Operations Insurance Program Renewal

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<td>Total Premiums (2014/15)</td>
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<td>Flood (Primary Layer)</td>
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<td>Total Projected Premiums (2015/16) – same level of coverage including additions in FY 14/15(annualized)</td>
<td>$3,425,000</td>
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**Requested Options:**

**Excess Liability**
- Additional $25,000,000 Liability Coverage Limit + $125,000
- Additional $50,000,000 Liability Coverage Limit + $225,000

**Environmental Impairment Liability (Pollution)**
- $5,000,000 limit, $100,000 ded. + $100,000

**Cyber Risk**
- $1,000,000 limit, $100,000 ded. + $25,000
Risk Management Department
2015/2016 Annual Renewal of Operations Insurance Coverage

Alliant Insurance Services
100 Pine Street, 11th Floor
San Francisco, CA 94111-5101
Phone:   (415) 403-1441
Fax:    (415) 874-4810
Contact:  Robert Leong, Vice President
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Operating Officer, Michael A. Hursh

SUBJECT: Light Rail Vehicle Gate Driver Firing Board Procurement

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

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to execute a contract with PSI Repair Services, Inc. in the amount of $1,038,800 to supply firing control boards required to refurbish VTA’s Onix Propulsion System in use on VTA’s existing light rail vehicles.

BACKGROUND:

VTA operates and maintains a fleet of 99 Light Rail Vehicles (LRV) that were received into service starting in 2003. The expected useful life of these LRVs is a minimum of 30 years; however, major parts and components must be replaced at more frequent intervals to ensure the fleet operates at optimum efficiency. These firing control boards are essential to the efficient operation of each LRV’s propulsion system and many have already reached or exceeded their expected useful lives. This procurement will replace the existing, obsolete gate driver firing boards with new units in order for VTA to ensure all 99 LRVs are available to deploy for regular and special event services.

Replacing the firing control boards offer the following benefits:

• Improved operational efficiency, assuring long trouble free service life using the latest available matched technologies.
• More accurate Phase to Phase Inverter Output, meaning the electric motors will have longer service intervals, due to cleaner power.
DISCUSSION:

Replacement of these firing control boards is critical to maintaining full LRV service availability as stated above. Staff researched cost effective options for replacement boards including the original equipment manufacturer (OEM), Alstom. The OEM does not manufacture firing control boards that meet the current and updated requirements of Kinkisharyo, the original LRV manufacturer. Kinkisharyo’s Engineering Director, Richard Regenthal, states that PSI is their current qualified, preferred vendor, who can provide an equivalent and updated substitute for VTA’s Alstom firing control board, which in fact has been declared an obsolete assembly by its OEM, Alstom. Moreover, Alstom recommends replacing its board with the one produced by PSI.

In order to meet service availability requirements for the upcoming Superbowl 50 at Levi’s Stadium, VTA must initiate this procurement now in order to allow PSI time to produce, test and ship the boards, and allow time for VTA staff to perform the necessary replacement work. PSI will create replacement firing control boards for the obsolete units from Alstom. These new firing boards will be fully compatible with VTA’s propulsion system and will be manufactured with the same form fit and function using the same mounting, wiring and connections. VTA has already purchased and installed a limited supply of PSI boards and staff is satisfied with the quality and performance of these replacement boards.

Negotiated price: $1,038,800

Engineer’s Estimate: $1,060,000

VTA staff recommends purchasing these firing control boards from PSI.

ALTERNATIVES:

These Firing Board modules are a necessity in order to maintain the LRV’s Onix propulsion system for revenue operations. The most reliable source for the purchase of these modules and parts is PSI, as stated above. Given the critical functionality of the Onix propulsion system, and to ensure best service, LRV availability, quality and reliability, purchasing these modules from PSI is the only viable option.

FISCAL IMPACT:

This action will authorize up to $1,038,800, to procure firing control boards required to refurbish the Onix LRV propulsion system. Appropriation for this contract is included in the FY15 Adopted Transit Fund Operating Budget and will be included in the proposed FY16 VTA Transit Fund Operating Budget.

SMALL BUSINESS ENTERPRISE (SBE) PARTICIPATION:

Based on the limited scope of work and no subcontracting opportunities, no specific goal has been established for this contract. Contractor is encouraged to make reasonable efforts to utilize SBEs in its procurement of ancillary services and products associated with the performance of this contract.
STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Administration and Finance reviewed this item at their April 16, 2015 meeting. The Committee recommended approval of this item and placed it on the Board of Directors’ Consent Agenda for May 7, 2015.

Prepared by: Kris Sabherwal
Memo No. 4999

ATTACHMENTS:

- Government Section Code 84308_LRV Firing Boards (PDF)
Attachment A

Light Rail Vehicle Gate Driver Firing Board Procurement
List of Contractor

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<tr>
<th>Firm Name</th>
<th>Name</th>
<th>Role</th>
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<tbody>
<tr>
<td>PSI Repair Services, Inc.</td>
<td>Richard Alderete</td>
<td>Director of Sales</td>
<td>Livonia, MI</td>
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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: PDA Planning Grant Supplemental Program of Projects

Resolution

ACTION ITEM

RECOMMENDATION:

Approve the Priority Development Area (PDA) Planning Grant supplemental program of projects for funding as presented and adopt a Resolution of Local Support for both projects.

BACKGROUND:

On May 22, 2012, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) adopted the OneBayArea Grant (OBAG) program to distribute Federal Surface Transportation Program funds to the nine-county Bay Area.

The OBAG program set aside funding for local agencies to do planning work designed to promote growth within their Priority Development Areas (PDA). These competitive grants are only for planning projects. As the Congestion Management Agency (CMA) in Santa Clara County, VTA is tasked with programming these funds.

MTC directed that each CMA design its PDA planning program to emphasize and support growth in housing, employment, and transportation within its PDAs. In accordance with this direction, VTA staff developed a PDA Planning Grant program by consulting with member agency staff to enable transit-oriented housing and employment growth within Santa Clara County’s PDAs. On February 6, 2014, the VTA Board of Directors approved the program criteria.
VTA staff released a Call-for-Projects on February 11, 2014 to solicit applications. This original call for projects garnered seven applications, yet left the program under-subscribed by $3.2 million. At that time, VTA staff announced tentative plans to release a supplemental Call-for-Projects in 2015.

**DISCUSSION:**

VTA staff released the supplemental Call-for-Projects on December 2, 2014 to solicit additional applications. During the preparation process, VTA Planning staff offered to consult with any local agency requesting assistance. Further, VTA staff announced the Call-for-Projects at the Capital Improvement Program Working Group, Land Use/Transportation Integration Working Group, Technical Advisory Committee and Policy Advisory Committee meetings. VTA staff received two applications: (1) the Bascom Avenue Complete Street Corridor Study and (2) the Tasman Drive Complete Street Corridor Study as shown on Attachment A - Project Recommendations and detailed on Attachment B - Project Descriptions.

The complete street corridor studies are multijurisdictional where VTA will partner with several local jurisdictions. Both studies are part of a larger Great Streets Demonstration Project which aims to advance Complete Streets planning and conceptual design for a number of corridors across Santa Clara County.

For the Bascom Avenue study, VTA will partner with the County of Santa Clara and the cities of San Jose and Campbell. The project’s corridor will encompass 5.9 miles, contains several PDAs and is served by VTA buses and light rail. Attachment B provides additional project details.

For the Tasman Drive study, VTA will partner with the cities of San Jose, Sunnyvale, Santa Clara and Milpitas. The study will cover seven miles of the corridor. Tasman Drive study corridor contains several PDAs and is served by VTA light rail as well as a number of VTA Local, Express, and Limited bus routes, Altamont Commuter Express (ACE) shuttles, and the Great America ACE/Capitol Corridor rail station. Attachment B provides additional project details.

Of note, with the receipt of only these two applications, the program is again under subscribed by approximately $1.2 million. Both of the applications have capacity to add scope which would be determined by the local jurisdictions. Therefore, if the Board directs VTA staff to release a second supplemental call-for-projects, these projects could apply for additional funding.

**ALTERNATIVES:**

The Board may choose to fund all, none, one or the other of the projects listed for the PDA Planning Grant Supplemental Program of Projects, or change the level of funding.

**FISCAL IMPACT:**

This action will provide $1,988,595 Federal Surface Transportation Program funds to VTA to complete both the Bascom Avenue and Tasman Drive Complete Street Corridor studies. Appropriation for these projects will be included in the FY16 & FY17 Recommended VTP Highway Improvement Program Fund Capital Budget.
**ADVISORY COMMITTEE DISCUSSION/RECOMMENDATIONS:**

The Citizens Advisory Committee (CAC) reviewed, discussed, and unanimously recommended the staff recommendation to the VTA Board of Directors for approval at their respective April 8, 2015 meeting.

Technical Advisory Committee (TAC) reviewed, discussed, recommended the staff recommendation to the VTA Board of Directors for approval at their April 9, 2015 with one abstention (County).

Members of the Committee appreciated VTA staff efforts in applying for these grants, stating these studies would not be possible for a smaller city like Campbell without some help.

Policy Advisory Committee (PAC) reviewed, discussed, and unanimously recommended the staff recommendation to the VTA Board of Directors for approval at their April 9, 2015 meeting.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATIONS:**

The Congestion Management Program & Planning Committee (CMPP) reviewed this item at their April 16, 2015 meeting and unanimously recommended approval of this item. The Committee further recommended that this item be placed on the Board of Directors' consent agenda for May 7, 2015.

Prepared by: Celeste Fiore
Memo No. 4924
## Supplemental PDA Planning Grant Program
### Project Recommendations

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<th>Application Name</th>
<th>Total Project Cost</th>
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<td>$1,119,000</td>
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<td>Santa Clara VTA</td>
<td>Tasman Drive Complete Street Corridor Study</td>
<td>$1,128,000</td>
<td>$998,280</td>
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<tr>
<td><strong>Totals</strong></td>
<td></td>
<td>$1,988,595</td>
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</tbody>
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- **Grant $ Available**: $3,177,245
- **Grant $ Recommended**: $1,988,595
- **(Over)/Under**: $1,188,650
Santa Clara VTA – Bascom Avenue Complete Street Corridor Study

VTA will conduct a multijurisdictional Complete Streets Corridor Study to identify and evaluate transportation improvements along Bascom Avenue. The project corridor is 5.9 miles long, which runs north-south from I-880 in Santa Clara to SR 85 in Campbell. The corridor lies within three jurisdictions: San Jose, County of Santa Clara, and Campbell, and is located within several Priority Development Areas (PDA) including Campbell’s Central Redevelopment Area, San Jose’s South Bascom Urban Village and VTA’s Cores, Corridors, and Station Areas. This corridor is served by a number of VTA local bus routes and the Bascom Avenue Light Rail Transit (LRT) Station, which is located just northeast of South Bascom Avenue and Southwest Expressway intersection.

Bascom Avenue is an important commercial and retail corridor, with regionally significant institutions such as Valley Medical Center and San Jose City College in the northern end and the Pruneyard Shopping Center and Good Samaritan Hospital on the southern end of the project corridor. The corridor is characterized by its auto-centric street design with large building setbacks, lack of median landscaping and street trees, and multiple travel lanes in each direction, which at certain points widen to eight travel lanes providing an intimidating and inhospitable travel experience for non-automobile users. Current and anticipated land use changes and Complete Streets improvements along Bascom Avenue should contribute to a more pedestrian-friendly, transit-supportive, and vibrant corridor.

The scope of this planning effort is to establish a multimodal strategy for the corridor, examine existing conditions, identify transportation deficiencies and improvements for bicycle, pedestrian and transit riders, develop and analyze alternatives at a conceptual engineering level (10% design), and identify a preferred alternative and associated cost estimate. The resulting study will help identify Complete Streets projects for the corridor leading to the funding and implementation of projects in the future. This Corridor Study for Bascom Avenue is part of a larger Great Streets Demonstration Project which aims to advance Complete Streets planning and conceptual design for a number of corridors across Santa Clara County, pending funding.

Santa Clara VTA – Tasman Drive Complete Street Corridor Study

VTA will conduct a multijurisdictional planning effort to identify and evaluate transportation improvements along Tasman Drive and a portion of Great Mall Parkway. The study corridor is seven miles long, beginning at the intersection of Tasman Drive and Fair Oaks/Java in Sunnyvale and extending to the intersection of Great Mall Parkway (the continuation of Tasman Drive) and Montague Expressway in Milpitas. The roadway lies within four jurisdictions: Sunnyvale, Santa Clara, San Jose, and Milpitas.

In particular, this corridor is served by VTA light rail as well as a number of VTA Local, Express, and Limited bus routes, Altamont Commuter Express (ACE) shuttles, and the Great America ACE/Capitol Corridor rail station. The corridor is experiencing significant growth at a
number of locations, including the Tasman Crossing PDA in Sunnyvale; nodes within the Santa Clara Tasman Drive PDA such as near Levi’s Stadium; areas within the North San Jose PDA such as the Samsung offices and new residential developments; and areas within the Milpitas Transit Area PDA near the Great Mall light rail station and future Milpitas BART station.

The scope of this effort is to establish a multimodal strategy for the corridor, examine existing conditions, identify transportation deficiencies and improvements for bicyclists, pedestrians and transit riders, develop and analyze alternatives at a conceptual engineering (10% design) level, and identify a preferred alternative and corresponding cost estimate. The resulting study will help identify Complete Streets projects for the corridor leading to the funding and implementation of projects in the future. This Corridor Study for Tasman Drive is part of a larger Great Streets Demonstration Project which aims to advance Complete Streets planning and conceptual design for a number of corridors across Santa Clara County, pending funding.
Resolution of Local Support  
MTC Discretionary Funding  
Resolution No.  

Authorizing the filing of an application for funding assigned to MTC and committing any necessary matching funds and stating the assurance to complete the project

WHEREAS, SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for $1,998,595 in funding assigned to MTC for programming discretion, including but not limited to federal funding administered by the Federal Highway Administration (FHWA) such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding and/or Transportation Alternatives (TA) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the SANTA CLARA COUNTY PDA PLANNING GRANT SUPPLEMENTAL PROGRAM OF PROJECTS (herein referred to as PROJECT) for the PDA PLANNING GRANT PROGRAM (herein referred to as PROGRAM); and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (Public Law 112-141, July 6, 2012) and any extensions or successor legislation for continued funding (collectively, MAP 21) authorize various federal funding programs including, but not limited to the Surface Transportation Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives Program (TA) (23 U.S.C. § 213); and

WHEREAS, state statutes, including California Streets and Highways Code 182.6 and 182.7 provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to MAP-21, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal funds for a project shall submit an application first with the appropriate MPO for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of federal funds; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

1. the commitment of any required matching funds; and

2. that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and

3. that the project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and

4. the assurance of the sponsor to complete the project as described in the application, subject to environmental clearance, and if approved, as included in MTC’s federal Transportation Improvement Program (TIP); and

5. that the project will comply with all project-specific requirements as set forth in the PROGRAM; and

6. that the project (transit only) will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC’s Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region.
NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under MAP-21 for continued funding; and be it further

RESOLVED that the APPLICANT by adopting this resolution does hereby state that:
1. APPLICANT will provide any required matching funds; and
2. APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
3. APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation projects, and has assigned, and will maintain a single point of contact for all FHWA-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans and FHWA on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA-funded transportation projects implemented by APPLICANT; and
4. PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and
5. APPLICANT and the PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and
6. APPLICANT (for a transit project only) agrees to comply with the requirements of MTC’s Transit Coordination Implementation Plan as set forth in MTC Resolution 3866, revised; and therefore be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that MTC is requested to support the application for the PROJECT described in the resolution and to include the PROJECT, if approved, in MTC's federal TIP.
PASSED AND ADOPTED by the Santa Clara Valley Transportation Authority Board of Directors on May 7, 2015, by the following vote:

AYES: Directors:

NOES: Directors:

ABSENT: Directors:

Perry Woodward, Chairperson
Board of Directors

APPROVED AS TO FORM: ATTEST:

Robert Fabela, General Counsel
Santa Clara Valley Transportation Authority

Elaine Baltao, Board Secretary
Santa Clara Valley Transportation Authority
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: Vehicle Registration Fee Matching Funds for VTA Planning Grant Applications

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

ACTION ITEM

RECOMMENDATION:

Program $310,365 in available Vehicle Registration Fee (VRF) Matching Funds as the local match for three Complete Street Studies.

BACKGROUND:

Senate Bill 83 (Hancock) was signed into law in 2009, authorizing countywide transportation agencies such as VTA to implement a VRF of up to $10 on motor vehicles registered within the county for transportation programs and projects.

On June 3, 2010, the VTA Board adopted a resolution to authorize a $10 increase in the fees of motor vehicle registration for transportation-related projects and programs. The Board also adopted an expenditure plan allocating the revenue to transportation-related programs and projects that have a relationship or benefit to the persons who pay the fee, which is shown in Attachment A. On November 2, 2010, the voters of Santa Clara enacted Measure B by majority vote.

The expenditure plan specifies that 80% of the VRF funds are dedicated to the Local Road Improvement and Repair Program, in which the revenue is returned directly to Member Agencies based on each city/town’s population and the County of Santa Clara’s road and expressway lane mileage. Up to 5% of the VRF revenue is reserved for Program Administration and 15% of the revenue and any unused funds from the preceding categories is directed to Countywide programs. On June 7, 2012, the VTA Board of Directors adopted an initial three-year Countywide Program as follows:
1. Devote $2.2 million to Intelligent Transportation System projects.

2. Reserve the remaining funds, estimated to be approximately $3.6 million, for matching funds for regional roadway transportation projects included in the adopted Valley Transportation Plan. Attachment B describes the procedures and process under which VRF Countywide Program funds will be used as local match for transportation projects in Santa Clara County.

The Metropolitan Transportation Commission has directed that each Congestion Management Agency should design a PDA planning program to emphasize and support growth in housing, employment, and transportation within its PDAs. In accordance with this direction, VTA staff has developed a PDA Planning Grant program proposal in consultation with member agency staff with the goal of enabling transit-oriented housing and employment growth in Santa Clara County’s PDAs. The PDA Planning Program is an initiative to fund comprehensive planning in PDAs that will result in intensified land uses around public transit hubs and bus and rail routes in Santa Clara County.

DISCUSSION:

In February 2015, VTA submitted two applications for consideration under the PDA Planning Grant Supplemental Call-for-Projects - Bascom Avenue Complete Street Study and Tasman Drive Complete Street Study. These studies are a multi-jurisdictional planning effort to identify and evaluate transportation improvements along Bascom Avenue (I-880 to SR 85) and Tasman Drive (Fair Oaks/Java to Great Mall Pkwy). VTA, working in partnership with Member Agencies (San Jose, Santa Clara, Sunnyvale, and Milpitas for Tasman Drive; San Jose, Campbell, and the County for Bascom Avenue), will develop conceptual design and programmatic strategies to transform Bascom Avenue and Tasman Drive into multimodal streets that prioritize improvements for bicycle, pedestrians and transit riders while still serving motorists. Improvements which may be considered include bicycle safety and connectivity, access to transit, transit rider amenities and improved transit travel time through signal timing coordination and/or stop improvements. The resulting studies will help identify Complete Streets projects for Bascom Avenue and Tasman Drive leading to the funding and implementation of these projects in the future.

In March 2015, VTA and City of San Jose's Keyes-Story Complete Street Study was selected to receive a Caltrans Sustainable Planning Grant award for $400,000. Similar to the Bascom and Tasman studies, the Keyes-Story planning effort will focus on identifying and evaluating improvements for bicycle, pedestrian and transit riders along Keys Street and Story Road from Highway 87 to Capitol Expressway.

The Complete Streets Studies are part of a larger Great Streets Demonstration Project which aims to advance Complete Streets planning and conceptual design for a number of corridors across Santa Clara County, pending funding.

The total project costs for the Bascom, Tasman and Keyes-Story Complete Street Studies are $1,119,000, $1,128,000, and 451,824 respectively. Staff is requesting to use available VRF funds (15% Countywide portion) to meet the grant program's 11.47% minimum local match.
requirement.

As per the procedures outlined in Attachment B, VTA staff has reviewed the request and finds the following:

- **Eligible projects must be in the current Valley Transportation Plan:** Project is included in VTP 2040 as Complete Streets Corridor Program.

- **Compatibility with VTA’s Vision, Mission, and Goals:** The project supports and implements VTA’s Vision, Mission, and Goals.

- **Countywide Significance:** The project is the first step in improving three major throughfares.

- **Inability to Obtain and/or Use Other Funding Sources:** VTA staff is unable to identify other funding sources to match the federal funds.

VTA staff recommends providing $310,365 of unallocated VRF matching funds to the Bascom, Tasman, and Keyes-Story planning grant projects. If the Board approves this action, there will be approximately $2.89 Million remaining in the Countywide VRF Matching Fund program.

**ALTERNATIVES:**

The VTA Board of Directors may recommend a different fund source for the local match, or they could decline to authorize matching funds to these projects.

**FISCAL IMPACT:**

If approved, the $310,365 in VRF funds will be available for the three Complete Street Studies discussed in this memo. Appropriation for these projects will be included in the FY16 & FY17 Recommended VTP Highway Improvement Program Fund Capital Budget.

**ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:**

The Citizens Advisory (CAC), Technical Advisory (TAC), and Policy Advisory (PAC) Committees reviewed this item at their respective April 8th and April 9, 2015 meetings. The Committees recommended approval of the item at the May 7, 2015 VTA Board of Directors' meeting.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

The Congestion Management Program & Planning Committee (CMPP) unanimously recommended the approval of this item and requested that this item be placed on the Consent Agenda for the May 7, 2015, VTA Board of Directors meeting.
ATTACHMENTS:

- Attachment A-VRF expenditure plan  (PDF)
- Attachment B-VRF matching fund component  (PDF)
Attachment A

“The Local Transportation Investment Fund”
Senate Bill 83 Expenditure Plan
Revised (6.7.10)

1. **80% - Local Road Improvement and Repair Program** (Direct return-to-source based on City population and County of Santa Clara road and expressway lane mileage)
   - Revenue Estimate – $11.2 million (FY 2011)
   - Eligible Project Categories: (includes all expenses for administration, planning, design, construction, procurement and operation of a Complete Streets System)
     - Pavement Rehabilitation/Reconstruction
     - Traffic Control Signals, Traveler Information & Safety Devices
     - Curb & Gutter Rehabilitation/Reconstruction
     - Roadway-Related Facilities to Improve Safety
     - Automobile-Related Environmental Mitigation including Roadway Sweeping & Litter Control

2. **15% - Countywide Program**
   - Revenue Estimate – $2.1 million (FY 2011)
   - Eligible Project Categories: (includes all expenses for administration, planning, design, construction, procurement and operation of a Complete Street System)
     - Intelligent Transportation System Technologies (transportation-related technologies including traffic control signals, safety and traveler information systems)
     - Countywide Environmental Mitigation related to pollution caused by autos and trucks
     - Matching funds for Federal/State/Regional transportation grants applied to any roadway transportation project included in the adopted Valley Transportation Plan

3. **Up to 5% - Program Administration**
   - Revenue Estimate – $0.7 million (FY 2011); (unused funds to be disbursed through Countywide Program)
   - Eligible Expense Categories:
     - Expense directly related to administration, oversight, programming, reporting, surveys, initial election ballot and auditing/accounting of the program.
     - Annual public report of expenditures
Attachment B
Vehicle Registration Fee (VRF): Countywide Program
Matching Fund Component

Objective: This document defines the procedures and process under which VRF Countywide Program funds will be used as local match for transportation projects in Santa Clara County.

1. Matching Funds will be authorized by the VTA Board
2. A project sponsoring agency with an eligible project will send a request for funding to VTA staff.
3. Eligible projects must be in the current Valley Transportation Plan.
4. VTA staff reviews the request, considering the following factors:
   a. Compatibility with VTA’s Vision, Mission, and Goals
   b. Countywide significance
   c. Emergency situation
   d. Inability to obtain and/or use other funding sources
   e. Risk of losing other funding
5. VTA staff makes a recommendation of its merit to the VTA Board.
6. VTA board accepts/rejects fund request.
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: Amend the Fiscal Year 2015 Congestion Management Program Fund Operating Budget

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

ACTION ITEM

RECOMMENDATION:

Amend the Fiscal Year 2015 Congestion Management Program Fund Operating Budget by $642,287 for the operation of the Innovative Delivery Team Program (iTEAM) and completion of funding obligations by Congestion Management Program (CMP).

BACKGROUND:

VTA proposed partnering with Caltrans as a pilot program to provide better service to Santa Clara County and to serve as an innovation test lab to develop Best Practices for Caltrans in late 2011. VTA and Caltrans staff met regularly to discuss facets of the implementation plan, including, but not limited to, a project collaboration list, identifying staffing and staff funding for the proposed model, and improvements and innovations to basic processes, procedures and best practices. VTA staff presented the information to VTA committees, as well as a Bay Area Regional Congestion Management Agency Directors meeting.

The Innovative Delivery Team Program (iTEAM) was developed as a result of many months of discussions. The iTEAM is intended to be a new business model for the cooperative delivery of transportation projects and operations of the State highways and federal aid funding of local streets within Santa Clara County. It will incorporate new positions, new decision-making responsibilities, improved processes, the testing and use of new technologies, and training.

VTA and Caltrans staff executed a Master Agreement that implemented and set in place the details of the operation of the iTEAM in Santa Clara County in September 2013. The Master Agreement empowers the iTEAM through the Executive Steering Committee (ESC) to amend
processes and procedures, to improve the current transportation project delivery system and to utilize and implement innovative and new technologies. This agreement will terminate five years after execution or can be extended through an amendment.

In addition to the Master Agreement, three additional funding agreements were executed for the iTEAM positions of: 1) Regional Project Manager; 2) Caltrans Traffic Operations Engineer; and 3) District Local Assistance Engineer (DLAE). These positions were identified to launch the initial iTEAM efforts in Capital Program and Project Delivery, Transportation Engineering and Operations, and Local Assistance.

On June 6, 2013, the Board of Directors approved the Fiscal Years 2014 and 2015 CMP Work Program and budget which is also included in the VTA Adopted Biennial Budget for Fiscal Years 2014 and 2015.

**DISCUSSION:**

The Approved CMP Work Program for Fiscal Years 2014 and 2015 (FY 2014 and FY 2015) included budget appropriations of $300,000 for each fiscal year for operation of the iTEAM and of $186,500 in total for Contributions to Other Agencies. The total of $186,500 consisted of $170,000 for FY 2014 and the remaining $16,500 for FY 2015.

By the close of FY 2014, Caltrans invoiced a total of $15,761 in FY 2014 iTEAM charges, leaving an unspent balance of $284,239 in budget appropriation. In addition, the total for Contributions to Other Agencies was $68,016, leaving an unspent balance of $101,984 in budget appropriation. When FY 2014 closed in August 2014, the unspent balances were returned to the CMP reserve account. In September 2014, Caltrans invoiced an additional $107,373 of FY 2014 iTEAM charges. Since FY 2014 was closed, these additional FY 2014 charges posted to the FY 2015 budget and detrimentally impacted the iTEAM budget for FY 2015.

During the course of FY 2015, VTA staff determined that the level of operations for iTEAM and Contributions to Other Agencies were higher than anticipated. The trending levels indicate that each iTEAM position will be $230,000, $215,000 and $215,000 per year for the Regional Project Manager, Caltrans Traffic Operations Engineer and DLAE, respectively.

Regarding Contributions to Other Agencies in FY 2015, the level of effort for the existing Upgrade Countywide Travel Demand Model Project was higher than anticipated. Also, two additional projects were approved for funding by the CMP through off-cycle capital project requests. These projects were the Multimodal Trip Data Collector/Planner Application Project and Integrated Land Use/Transportation Model Project. The expenditures for the Upgrade Countywide Travel Demand Model Project are partially funded through a funding agreement in the amount of $75,000 with the City/County Association of Governments of San Mateo County.
Staff requests amending the FY 2015 Congestion Management Program Fund Operating Budget by $642,287 for the continued operation of the Innovative Delivery Team Program (iTEAM) and completion of funding obligations by CMP. The requested amount consists of the following:

<table>
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<tr>
<th>Description</th>
<th>Amount</th>
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<tbody>
<tr>
<td>FY 2014 Invoices for iTEAM that Posted to FY 2015 Budget</td>
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<tr>
<td>FY 2015 Invoices for iTEAM To Date</td>
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<td>Estimated Amount Needed for Remainder of FY 2015</td>
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<td>$767,373</td>
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<td>Less FY 2015 Budget Appropriation for iTEAM</td>
<td>($300,000)</td>
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<tr>
<td>Net Amount for iTEAM</td>
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<td>Contributions to Other Agencies</td>
<td>$174,914</td>
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<td>Request for Budget Amendment for FY 2015</td>
<td>$642,287</td>
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</table>

**ALTERNATIVES:**

The Board of Directors could choose not to approve this request for a budget augmentation to the FY 2015 Congestion Management Program Fund Operating Budget. Without the augmentation, operation of the iTEAM would cease immediately for the remainder of FY 2015 and the aforementioned capital projects would not be successfully delivered.

**FISCAL IMPACT:**

This action will add $642,287 to the FY 2015 Congestion Management Program Fund Operating Budget for iTEAM at VTA's River Oaks campus and completion of funding obligations by CMP. Funding for these expenditures will be from Congestion Management Program Fund reserves.

**ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:**

The Technical Advisory Committee (TAC) considered this item on April 9, 2015. The Committee unanimously recommended approval of this item.

The Policy Advisory Committee (PAC) considered this item on April 9, 2015. The Committee received the staff report which provided explanation of the budget amendment and background on the Caltrans iTEAM, which was the basis of the budgeted amendment. The Committee voted to approve the item with the City of Mountain View opposing.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

The Congestion Management Program & Planning Committee (CMPP) considered this item on April 16, 2015. The Committee unanimously recommended approval of this item.
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: FY14-15 California Transit Security Grant Program-California Transit Assistance Fund (CTSGP-CTAF)

Resolution

ACTION ITEM

RECOMMENDATION:

Adopt a resolution authorizing the General Manager or the Chief Operating Officer or the Director of Planning and Program Development or the General Counsel to file and execute grant applications and agreements with the State of California for California Transit Security Grant Program - California Transit Assistance Fund (CTSGP-CTAF) funds.

BACKGROUND:

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, enacted by California's voters as Proposition 1B on November 7, 2006, authorizes the issuance of nearly $20 billion in general obligation bonds for specified purposes, including grants for transit system safety, security and disaster response projects.

The State of California has appropriated $60 million in Proposition 1B funds to the FY14-15 California Transit Security Grant Program-California Transit Assistance Fund (CTSGP-CTAF). These funds are administered by the California Governor's Office of Emergency Services (Cal OES). Funds are allocated to each eligible transit system based on a formula that considers population and relative fare revenue collections. VTA is eligible to receive $3,344,129 in this cycle.

The FY14-15 CTSGP-CTAF includes a requirement that eligible transit systems applying for
funding adopt a Governing Body Resolution authorizing the submittal and execution of grant applications and agreements, certifications, assurances, and other documents as necessary to obtain financial assistance provided by Cal OES.

**DISCUSSION:**

Cal OES has allocated $3,344,129 to VTA to implement eligible transit security or safety projects. Projects eligible for these funds include the following:

(A) Capital projects that provide increased protection against a security or safety threat, including, but not limited to, the following:

1. Construction or renovation projects that are designed to enhance the security of public transit stations, tunnels, guideways, elevated structures or other transit facilities and equipment.
2. Explosive device mitigation and remediation equipment.
3. Chemical, biological, radiological and nuclear explosives search, rescue or response equipment.
4. Interoperable communications equipment.
5. Physical security enhancement equipment.
6. The installation of fencing, barriers, gates or related security enhancements that are designed to improve the physical security of transit stations, tunnels, guideways, elevated structures or other transit facilities and equipment.
7. Other security and safety related projects approved by Cal OES.

(B) Capital projects that increase the capacity of transit operators to prepare for disaster-response transportation systems that can move people, goods, emergency personnel and equipment in the aftermath of a disaster.

(C) Other allowable costs under California Government Code 16727 (a) include costs directly related to construction or acquisition, including, but not limited to, planning, engineering, construction management, architectural, and other design work, environmental impact reports and assessments, required mitigation expenses, appraisals, legal expenses, site acquisitions, and necessary easements.

VTA has used prior year CTSGP-CTAF funds to make critical equipment and infrastructure enhancements such as: Closed Circuit Television (CCTV) Camera Systems, radio system installation, emergency security telephones, and high security fencing in a variety of locations. VTA has also hardened the Supervisory Control and Data Acquisition (SCADA) system and Global Positioning System (GPS) Interface Equipment allowing VTA's Operations Control Center (OCC) to better track train movements throughout the system.
In January 2015, VTA submitted grant applications to Cal OES for the following projects: (a) CCTV Surveillance Equipment, (b) Computer Aided Dispatch/Automated Vehicle Locator (CAD/AVL) Equipment, (c) Electronic Programmable Locking Systems and (d) Emergency Power Generators. The final approval of funding for these projects is pending Cal OES' receipt of a VTA Board-adopted resolution authorizing the General Manager to execute the grant application and agreement, certifications, assurances, and other necessary documents.

**ALTERNATIVES:**

The Board of Directors could choose not to accept the grant or select other qualifying security and safety projects. Cal OES has final approval authority over the projects.

**FISCAL IMPACT:**

This action will make $3,344,129 in CTSGP-CTAF funds available to VTA for eligible capital transit security or safety projects. Appropriation for these projects is included in the FY15 Adopted VTA Transit Fund Capital Budget.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

The Transit Planning and Operations Committee considered this item as a Committee of the Whole on April 15, 2015. The Committee of the Whole expressed support for this item.

Prepared by: Mike Tasosa
Memo No. 4957
Resolution No. _____________

FY14-15 CALIFORNIA TRANSIT SECURITY GRANT PROGRAM - CALIFORNIA TRANSIT ASSISTANCE FUND (CTSGP-CTAF)

FY 2014-15 Proposition 1B Grant #6761-0002

RESOLUTION AUTHORIZING THE SUBMITTAL AND EXECUTION OF GRANT APPLICATIONS AND AGREEMENTS, CERTIFICATIONS AND ASSURANCES AND OTHER DOCUMENTS AS MAY BE NECESSARY FOR THE PURPOSE OF OBTAINING FINANCIAL ASSISTANCE PROVIDED BY THE STATE OF CALIFORNIA EMERGENCY MANAGEMENT AGENCY

WHEREAS, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorizes the issuance of general obligation bonds for specified purposes, including, but not limited to, funding made available for capital projects that provide increased protection against security and safety threats, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems; and

WHEREAS, the California Governor’s Office of Emergency Services (Cal OES) administers such funds deposited in the Transit System Safety, Security, and Disaster Response Account under the California Transit Security Grant Program – California Transit Assistance Fund (CTSGP-CTAF); and

WHEREAS, the Santa Clara Valley Transportation Authority (VTA) is eligible to receive CTSGP-CTAF funds; and

WHEREAS, VTA will apply for FY14-15 CTSGP-CTAF funds in an amount up to $3,344,129 for a) CCTV Surveillance Equipment, b) Computer Aided Dispatch/Automated Vehicle Locator (CAD/AVL) Equipment, c) Electronic Programmable Locking Systems and d) Emergency Power Generators to provide increased protection against a security or safety threat; and

WHEREAS, VTA recognizes that it is responsible for compliance with all Cal OES CTSGP-CTAF grant assurances, and state and federal laws, including, but not limited to, laws governing the use of bond funds; and

WHEREAS, Cal OES requires VTA to complete and submit a Governing Body Resolution for the purposes of identifying agent(s) authorized to act on behalf of VTA to execute actions necessary to obtain CTSGP-CTAF funds from Cal OES and ensure continued compliance with Cal OES CTSGP-CTAF assurances, and state and federal laws.

THEREFORE, IT IS HEREBY RESOLVED by the Board of Directors of the Santa Clara Valley Transportation Authority that the General Manager or the Chief Operating Officer or the Director of Planning and Program Development or the General Counsel, are hereby authorized to execute for and on behalf of VTA a public entity established under the laws of the State of California, any actions necessary for the purpose of obtaining financial
assistance provided by the California Governor’s Office of Emergency Services under the
CTSGP-CTAF.

PASSED AND ADOPTED by the Santa Clara Valley Transportation Authority
Board of Directors on May 7, 2015 by the following vote:

AYES:

NOES:

ABSENT:

___________________________
Perry Woodward, Chairperson
Board of Directors

I HEREBY CERTIFY AND ATTEST that the foregoing resolution was duly and
regularly introduced, passed and adopted by the vote of the Board of Directors of the
Santa Clara Valley Transportation Authority, California, at a meeting of said Board of
Directors on the date indicated, as set forth above.

Date: ______________

______________________________
Elaine Baltao, Board Secretary

APPROVED AS TO FORM:

______________________________
Robert Fabela, General Counsel
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

FROM: General Manager Fernandez, General Counsel, Fabela

SUBJECT: Minor Amendment to the VTA Administrative Code

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

Resolution

ACTION ITEM

RECOMMENDATION:

Adopt a resolution amending the VTA Administrative Code to incorporate minor adjustments.

BACKGROUND:

The VTA Administrative Code (“Admin Code”) prescribes the governance, administrative and financial provisions of VTA including the powers and duties of officers, the method of appointment of its governing board, committees and employees, and the methods, procedures, and systems for the operation and management of the organization. It is the rulebook established by the Board defining how VTA is structured and how it conducts its business. VTA’s enabling legislation requires that the Board establish an administrative code.

The Admin Code requires that the Governance & Audit Committee review and recommend for Board approval modifications to Admin Code. It also specifies that substantive amendments to that Admin Code require Board adoption of a resolution specifying the changes.

DISCUSSION:

The most recent revision to the Admin Code was approved by the Board in December 2014, to take effect January 1, 2015. Included among the comprehensive changes was revising the General Manager’s purchasing, contracting and rent/lease authority to $500,000. This change addressed the inefficiency of the previous $250,000 limit, which had not been increased in 20
years since VTA’s inception in 1994 and was not indexed for inflation. The previous limit was also suboptimal since it did not accommodate mega projects currently underway such as BART Silicon Valley and Bus Rapid Transit.

However, one provision of the GM’s contracting authority was inadvertently omitted from the December 2014 revision. Now submitted for Board consideration is the minor correction that aligns the omitted section (§9-2(d)) with the other purchasing and contracting limits, so they all are set consistently at $500,000 (deletions are shown in overstrike, additions in red, and current purchasing and contracting limits in blue):

...  

Chapter 9  
PURCHASING AND CONTRACTING  
Article I  
Purchasing Agent  
...

Sec. 9-2. Powers and duties of the purchasing agent.

The powers and duties of the purchasing agent are:

(a) to purchase supplies, materials, equipment or other personal property required by VTA up to the amount of $500,000 per purchase order or contract, and to procure services up to the amount of $500,000 per purchase order or contract so long as the services are procured pursuant to sealed bid. Purchase orders or contracts exceeding such limit shall be approved by the Board of Directors. Notwithstanding the foregoing, the purchasing agent may purchase, through sealed bidding, routine or recurring supplies, materials, equipment, other personal property, and services, where such items have been previously budgeted, regardless of amount.

(b) to contract for the services of independent contractors to perform services for VTA or for VTA to provide services to others on at least a fully cost-reimbursable basis, within excess capacity, for a term up to seven years, and for an amount not to exceed $500,000 over the duration of the contract. Contracts exceeding such limits shall be approved by the Board of Directors.

(c) to rent or lease real property or equipment as lessor lessee, for a term not to exceed three years, for a lease or rental amount not to exceed $500,000 per year. Agreements exceeding these limits shall be approved by the Board of Directors.

(d) to contract for the construction of public facilities and works up to $250,000 per contract, provided that all such contracts exceeding $25,000 shall be let to the lowest responsible bidder following receipt of sealed bids.
If adopted by the Board, this change would take effect immediately.

**ALTERNATIVES:**

The Board could reject or modify the recommended modification.

**FISCAL IMPACT:**

There is no financial impact associated with this modification.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

The Governance & Audit Committee considered this item at its April 2, 2015 meeting as part of its Consent Agenda and without comment unanimously recommended its approval and placement on the Board’s Consent Agenda.

Prepared by: Stephen Flynn, Advisory Committee Coordinator
Memo No. 4988
RESOLUTION OF THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA) BOARD OF DIRECTORS MAKING A MINOR AMENDMENT TO ONE SECTION OF THE VTA ADMINISTRATIVE CODE

WHEREAS, the VTA Administrative Code is the governing document for the organization established by the VTA Board of Directors as required by VTA’s enabling legislation;

WHEREAS, the Administrative Code prescribes the powers and duties of VTA officers and directors, the method of appointment of VTA employees, and the methods, procedures, and systems for the operation and management of the VTA;

WHEREAS, in late 2014 VTA staff completed review of several key provisions of the Administrative Code, resulting in several recommended changes to enhance the clarity of existing provisions or modify others to improve the effectiveness and/or efficiency of the organization;

WHEREAS, the Board of Directors approved these amendments to the Administrative Code on December 14, 2014, to take effect January 1, 2015;

WHEREAS, included among these changes was increasing the General Manager’s purchasing, contracting and rent/lease authority to $500,000;

WHEREAS, one provision of the GM’s contracting authority was inadvertently omitted from the December 2014 revision;

WHEREAS, it is in VTA’s best interest to correct this omission by aligning the overlooked provision with the other purchasing and contracting limits so they all are set consistently at the same amount;

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Santa Clara Valley Transportation Authority does hereby amend the VTA Administrative Code, effective May 7, 2015, modifying Section 9-2(d) to increase the existing limit from $250,000 to $500,000, as indicated in the attached Board memo.
PASSED AND ADOPTED by the Board of Directors of the Santa Clara Valley Transportation Authority on May 7, 2015 by the following vote:

AYES:

NOES:

ABSENT:

______________________________
Perry Woodward, Chairperson
Board of Directors

I HEREBY CERTIFY AND ATTEST that the foregoing resolution was duly and regularly introduced, passed, and adopted by the vote of a majority of the Board of Directors of the Santa Clara Valley Transportation Authority, California, at a meeting of said Board of Directors on the date indicated, as set forth above.

Date: _________________________

______________________________
Elaine Baltao, Secretary
Board of Directors

APPROVED AS TO FORM:

______________________________
Robert Fabela
General Counsel
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

FROM: Auditor General, Patrick J. Hagan

SUBJECT: Timekeeping and Payroll Process Internal Audit

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

ACTION ITEM

RECOMMENDATION:

Review and receive the Auditor General's report on the Timekeeping and Payroll Process Internal Audit.

BACKGROUND:

VTA’s Auditor General is responsible for developing and recommending the annual Internal Audit Work Plan, assigning and managing the resources required to conduct each internal audit or project, and providing project results and progress reports to the Governance & Audit Committee.

One project contained in the FY 2014 & 2015 Internal Audit Work Plans approved by the Board of Directors on November 7, 2013 is the Timekeeping and Payroll Process Internal Audit.

DISCUSSION:

In January 2014, the Auditor General’s Office initiated the Timekeeping and Payroll Process Internal Audit.

The purpose of this audit was to provide an independent assessment of whether appropriate controls are in place related to VTA’s timekeeping and payroll processes to ensure proper payment to employees and to identify opportunities for control and process improvements. The scope was limited to non-ATU staff. This is because the Auditor General’s Trapeze OPS Pre-Implementation Review, completed in 2014, reviewed the timekeeping and payroll processes for
VTA’s other employees, consisting of approximately 1,500 Amalgamated Transit Union (ATU)-represented staff.

Overall, VTA appears to have appropriate and functioning controls in place to ensure proper payment of employees. Based on the scope of our assessment and the work performed, our testing did not result in any material weaknesses. Accordingly, an overall risk exposure rating of Medium was assigned to help management understand our assessment of the overall design and operating effectiveness of VTA’s timekeeping and payroll processes. Our assignment of risk exposure was based on the aggregation of six observations noted: one assessed as High Risk, four as Medium and one as Low Risk.

These six matters, described in detail in the attached report, present opportunities for VTA to either strengthen existing controls or capture time and pay employees in a more efficient manner. VTA’s management responses to address each recommendation are also described in the attached report. VTA concurs with all Auditor General Office’s recommended actions and has committed to implement most by September 2015, with one by the end of December 2015.

Recommendations for improvement or efficiency opportunities contained in this report are presented for the consideration of VTA management, which is responsible for the effective implementation of any action plans.

FISCAL IMPACT:

There is no financial impact associated with acceptance of this report.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Governance & Audit Committee considered this item on March 5, 2015 as part of its Consent Agenda, and without comment unanimously recommended that the Board of Directors accept this item and that it be placed on the Board’s Consent Agenda.

Prepared by: Pat Hagan, Auditor General & Stephen Flynn, Advisory Committee Coordinator Memo No. 4645

ATTACHMENTS:

- A--Timekeeping & Payroll Assessment (PDF)
Timekeeping and Payroll Process Review
Auditor General Report No. 2015-01

February 19, 2015
EXECUTIVE SUMMARY

Background
In 2013, the VTA Board of Directors contracted with McGladrey LLP to serve as its Auditor General’s Office and perform internal audit and consultative functions.

A component project contained in the Board-approved FY 2015 Internal Audit Work Plan is this Timekeeping & Payroll Process Review. The Auditor General’s Office completed this review from August through October 2014. This review, as are all Auditor General audits and reviews, was performed in accordance with the Standards for Consulting Services issued by the American Institute of Certified Public Accountants.

This report was prepared for use by VTA’s Board of Directors, Governance & Audit Committee and management. Recommendations for improvement are presented for management’s consideration, and management is responsible for the effective implementation of corrective action plans.

Objective and Scope
The objective of this review was to obtain an understanding of VTA’s key timekeeping and payroll processes, to assess the design and operating effectiveness of internal controls to ensure proper payment to employees, and identify opportunities for control and process improvements.

Our scope was limited to non-ATU staff and consisted of reviewing existing policies, processes, and procedures; performing staff interviews and process walkthroughs; and completing testing to validate effectiveness of process and controls. The following processes were included in scope:

- Time recording, approval and entry
- Employee pay set-up and change processes
- Payroll processing and associated tasks
- User Access and Segregation of Duties (SOD)
- Financial reconciliations

Overall Report Rating & Observations
(See Appendix A for definitions)

<table>
<thead>
<tr>
<th>Report Rating</th>
<th>Number of Observations by Risk Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>High</td>
</tr>
<tr>
<td>Timekeeping and Payroll Review</td>
<td>Medium</td>
</tr>
</tbody>
</table>

Overall Summary and Review Highlights
We performed testing in the following key areas:

- Employee SAP Pay Data & supporting HR documentation
- Timecard recording, approval, SAP entry, and remuneration
- Manual payroll journal entries and monthly reconciliations

Testing did not result in any material weaknesses. A total of six Observations were noted: One rated High, four rated Medium, and one rated Low. Based on this, an overall report rating of Medium was assigned to help management understand our assessment of the overall design and operating effectiveness of VTA’s Timekeeping and Payroll processes and controls.

The observations, recommendations, and VTA’s management responses to address each are described in the Detailed Observations section of this report. VTA management agrees with all Auditor General Office’s recommended actions and has committed to implement all responses by the end of 2015.

We would like to thank VTA and all those involved in assisting us in connection with the assessment. Questions should be addressed to Patrick Hagan in the VTA Auditor General’s Office at Auditor.General@VTA.org.
**Observations Summary**

Following is a summary of observations noted in the areas reviewed. Definitions of the observation rating scale are included in Appendix A.

<table>
<thead>
<tr>
<th>Observation Title</th>
<th>Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. SAP Governance, Risk, and Compliance (GRC) Process</td>
<td>High</td>
</tr>
<tr>
<td>2. Time Recording, Approval, and Entry</td>
<td>Medium</td>
</tr>
<tr>
<td>3. Process Ownership and Standards for Timekeeping Information and Training</td>
<td>Medium</td>
</tr>
<tr>
<td>4. Policy, Process, and Procedure Documentation</td>
<td>Medium</td>
</tr>
<tr>
<td>5. Record Retention and Electronic Documentation</td>
<td>Medium</td>
</tr>
</tbody>
</table>
## Detailed Observations

### SAP Governance, Risk, and Compliance (GRC) Process

<table>
<thead>
<tr>
<th>Ref. #</th>
<th>Observation</th>
<th>Recommendation</th>
<th>Management’s Action Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>SAP Governance, Risk, and Compliance (GRC) rule sets are not reviewed by management to ensure effective segregation of duties analysis.</td>
<td>Formally assess existing SAP GRC ruleset and update to align with VTA business process and risks.</td>
<td></td>
</tr>
</tbody>
</table>

**Observation Rating: High**

A review of the IT User Access request and approval process revealed that although there is a ticketing system that is tracked by IT which requires management approvals, there is limited evidence that the Governance, Risk, and Compliance (GRC) tool and rule sets are regularly reviewed by management to ensure SAP segregation of duties is effectively analyzed and mitigated appropriately.

After implementation of SAP, the Auditor General issued report 2010-01, which recommended VTA implement a formal SAP GRC process, including an ongoing review of risk rule sets used in the GRC tool, as well as the development of mitigating controls for high risk transactions. At the time of our review, the SAP GRC Analysis tool identified 644 active system users with a significant number of identified control conflicts, including those identified as low, medium, and high risk. Without management review of the rules used to identify conflicts, management cannot effectively mitigate the identified conflicts.

The GRC tool provides risk analysis and identification of conflicts, but an iterative process should exist where management regularly evaluates the rule sets used to identify violations. Effective rule sets within GRC that align with VTA business risks will allow management to remediate conflicts by removing unnecessary access and developing appropriate mitigating controls.

**1.1**

The current GRC tool rule sets are not regularly nor systematically reviewed by management for applicability to VTA. We recommend VTA management, across all key business processes, review the existing GRC rule sets and update as necessary to appropriately align with business risks.

**1.1**

VTA concurs. SAP GRC ruleset will be reviewed and updated. VTA plans to undertake a comprehensive review of the GRC tool rule sets to ensure adequate risk mitigation as well as applicability to VTA, and compatibility with VTA processes and procedures.

**Responsible Party:** VTA Technology and Finance Departments

**Target Date:** 12/31/2015
<table>
<thead>
<tr>
<th>Ref. #</th>
<th>Observation:</th>
<th>Recommendation:</th>
<th>Management’s Action Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Time recording, approval, and entry process is manual and non-standard throughout VTA.</td>
<td>Implement automated timekeeping system.</td>
<td></td>
</tr>
</tbody>
</table>

**Observation Rating: Medium**

Our review of current practices revealed a heavily manual process that frequently requires manual adjustments and causes inconsistencies in documentation across VTA. Interviews with timekeepers and sample-based testing of employee timecards and approvals highlighted various errors that were a result of inconsistent execution of the complex, manual timekeeping process, which includes printed timecards, manual pay code documentation, manual supervisor signature approvals, and review and entry of timesheet data by timekeepers. Although a combination of automated and manual controls exist throughout the process, we identified the following issues during testing:

- Non-standard timecards throughout VTA
- Employee timecards submitted without approval
- Employee leave/time away from work processed without supporting documentation and approval
- Incorrect time codes used by employees and submitted by timekeepers

Potential risks with existing process

- Lack of standard process could result in inaccurate or unauthorized pay
- Manual process results in inefficiencies and inconsistent documentation
- Error correction is time-intensive and inefficient; requires re-work for timekeepers and payroll, including adjustment/issuance of off-cycle checks

2.1 We were made aware that VTA is currently testing automated time entry applications at the time of review. We encourage implementation of an automated timekeeping system and workflow to enhance process efficiencies by:
- Standardizing time entry and approval process
- Automating workflow and approval process
- Eliminating paper records and archival files
- Reduction of manual errors at various process stages

2.1 VTA concurs. An automated timekeeping application has been developed and is currently being tested in the Technology and Payroll Departments. Management plans to roll it out enterprise-wide within the next quarter in a phased manner.

**Responsible Party:** VTA Technology and Finance Departments

**Target Date:** 6/30/2015
Process Ownership and Standards for Timekeeping Information and Training

<table>
<thead>
<tr>
<th>Ref. #</th>
<th>Observation:</th>
<th>Recommendation:</th>
<th>Management’s Action Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>No centralized process owner and standards for timekeeping information and training.</td>
<td>Identify timekeeping process owner and develop standard training processes.</td>
<td></td>
</tr>
</tbody>
</table>

Observation Rating: Medium

During our review, we interviewed nine timekeepers throughout the organization, spread across different sites, to obtain an understanding of the current timekeeping processes and controls. Through our onsite interviews and timecard testing, we identified various errors and incorrect usage of time and pay codes. In some scenarios, errors were detected and corrected by timekeepers; however, some incorrect pay codes were processed that resulted in payroll processing system errors and manual corrections.

Due to the complexity of bargaining union agreements, there are 88 different attendance and absence pay codes used for Non-ATU timekeeping. Each code applies to a unique scenario, and our interviews with various timekeepers illustrated a lack of standard training for timekeepers, employees, and supervisors that sufficiently addresses the complexities of VTA timekeeping.

The inconsistencies observed across many areas resulted in significant re-work by the timekeepers, as well as the payroll department. Payroll processing is time-intensive and frequently results in pay check adjustments to correct errors that could be limited with standard processes, appropriate training and communication of information.

3.1 Because of the complexity of timecard exception pay codes VTA employees, supervisors, and timekeepers frequently have questions on processing timecards. We recommend VTA identify a centralized expert-level function, often referred to as a “center of competence,” that would be responsible for the communication of timekeeping information throughout VTA. Centralized process ownership facilitates:

- Ease of access to information
- Standard implementation of processes
- Consistent communication of information
- Clearly defined roles and responsibilities

3.2 In addition, we recommend VTA identify best practices for timekeeping and develop standard training for employees, timekeepers, and supervisors. Training should include, but not be limited to: a standard breakdown sheet of pay codes and examples for each union; FAQs and common mistakes; training for collective bargaining agreement (CBA) revisions that affect pay codes; refresher courses, etc.

Implementation of standard training would facilitate the following:

- Consistent implementation of pay codes
- Reduction of manual re-work by timekeepers and payroll department
- Increased accuracy of data inputs and remuneration

3.1 VTA concurs. Management will clarify that Payroll is the primary owner of the timekeeping process, and that Human Resources (HR) is responsible for various personnel actions which affect timekeeping. These HR activities include updating personnel systems to reflect new hires, pay rate changes, promotions, transfers, and separations.

The two departments will develop and deploy documentation and training to users in VTA.

**Responsible Party:** Payroll and Human Resources

**Target Date:** 9/30/2015

3.2 VTA concurs. The timekeeping function is affected by Human Resources functions. Adequate internal control is maintained by segregation of duties within the two functions. Each function owner will develop and deploy training to users in a coordinated and integrated manner.

**Responsible Party:** Payroll and Human Resources

**Target Date:** 9/30/2015
### Process and Procedure Documentation

<table>
<thead>
<tr>
<th>Ref. #</th>
<th>Observation:</th>
<th>Recommendation:</th>
<th>Management’s Action Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Documentation provided during review to support processes and procedures was limited or out of date.</td>
<td>Review and enhance existing documentation to ensure alignment with current state.</td>
<td></td>
</tr>
</tbody>
</table>

**Observation Rating: Medium**

Although some documentation exists for the areas reviewed, it was often out of date and/or had not been reviewed by management. For example, the payroll process flows provided were last reviewed on 9/2/2008 and had Fraud and Segregation of Duties considerations listed as TBD, with no evidence further evaluation. Process documentation should be maintained to ensure it adequately captures the management-approved current state of a process.

Although some processes have standard templates and forms that are used for regular execution of tasks, we consistently observed informal processes and procedures that were undocumented in the areas reviewed.

4.1

We recommend that documentation be developed or updated for key processes and procedures.

Developing adequate documentation can support:
- Standardized process execution, yielding process efficiencies
- Clear identification of roles and responsibilities
- Defining of baseline metrics that can be used to monitor and measure process performance
- Employee accountability to defined standards

We recommend primarily focusing on:
- Standard time recording and timekeeping procedures
- Process documentation for Employee Set Up and change processes in SAP, including procedures, as appropriate
- Updated Payroll Process documentation and development of procedures for key tasks

4.1

VTA concurs. The documentation prepared to address Recommendations 3.1 and 3.2 will ensure alignment with the current state.

**Responsible Party:** Payroll and Human Resources

**Target Date:** 9/30/2015
## Record Retention and Electronic Documentation

<table>
<thead>
<tr>
<th>Ref. #</th>
<th>Observation:</th>
<th>Recommendation:</th>
<th>Management’s Action Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Record Retention plan pertaining to timekeeping/payroll processes not adhered to across organization and many key documents are only stored as hard copy.</td>
<td>Review record retention practices and implement automated electronic solutions where possible.</td>
<td></td>
</tr>
</tbody>
</table>

### Observation Rating: Medium

In 2012, the Auditor General’s Office issued its report on the assessment of the Records Management Program. One result of this assessment was the development and deployment throughout the organization of a Records Retention Schedule Procedure.

Per the Retention Schedule, all timesheets and leave requests (a paper form) are required to be kept from date of employment separation plus six years. However, testing and walkthroughs revealed this policy is not consistently adhered to throughout the organization. In addition, because timecards and leave requests are manual, there are significant paper-based files stored across the VTA’s premises, some of which are left unattended during office moves with no clear ownership.

We also observed Human Resources (HR) processes and reviewed employee files during testing. One employee file could not be located during testing. Other key personnel documents were kept as paper files with limited electronic backup.

**5.1**

We recommend that VTA review its document retention practices and ensure appropriate personnel are aware of and trained appropriately on document retention requirement and that ownership of timecard documentation is defined. Implementation of an automated timekeeping system should resolve this issue, but archival documents should be stored appropriately. We recommend consideration of offsite storage for records management (i.e. Iron Mountain) to reduce risk of loss and support compliance with VTA policy.

**5.2**

As also observed in conjunction with the ATU Pension review (reported upon to the Audit Committee in September 2014), we recommend HR review record retention practices and identify critical documents to be stored electronically to reduce reliance on manual/paper processes and ensure compliance with VTA retention policies.

**5.1**

VTA concurs. VTA Technology, working with the General Counsel’s Office, will continue to review its records retention policies. Electronic solutions will be emphasized where appropriate. Training to relevant staff on new and revised policies will be administered by VTA’s Organizational Development and Training (OD&T) Office. Ongoing guidance and support will be provided by VTA’s Records Management Administrator in the Technology Department.

**Responsible Party:** VTA Technology Department, Office of the General Counsel, and OD&T

**Target Date:** 9/30/2015

**5.2**

VTA concurs. Any updates to improve the document retention policy, focusing on timecard records and electronic solutions, will be made. The policy will then be distributed and relevant staff will receive training. As part of the ongoing enterprise-wide effort to update VTA’s Records Management Program, HR will digitize appropriate documents and establish schedules for maintenance and destruction of all documents.

**Responsible Party:** VTA Technology Department, Office of the General Counsel, and Human Resources

**Target Date:** 9/30/2015
### Implement Alternative to Live Payroll Paychecks

<table>
<thead>
<tr>
<th>Ref. #</th>
<th>Observation:</th>
<th>Recommendation:</th>
<th>Management’s Action Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>VTA currently processes live, hard copy payroll paychecks for a significant portion of employees.</td>
<td>Review alternatives to live payroll paychecks and implement a cost-effective alternative.</td>
<td></td>
</tr>
</tbody>
</table>

**Observation Rating: Low**

During our review of the VTA payroll process, we observed that live paychecks represented a significant portion of employees and retirees receiving pay at VTA, which require specific processes and controls, including printing onsite, stuffing of paychecks, etc.

Although there are not significant risks associated with the use of live payroll checks, the process is inefficient due to the manual processes which require a significant amount of time and VTA resources.

6.1 Although VTA can request but not compel its employees to elect direct deposit for payroll, we recommend management evaluate alternatives to live payroll paychecks that are in compliance with all applicable laws and regulations. Implementation of an automated solution, such as employer-sponsored payroll cards, that aligns with the existing direct deposit payroll process could result in the following:

- Enhanced process efficiencies
- Cost reduction to VTA

6.1 VTA concurs. Although 87% of VTA’s employees receive their pay through direct deposit, VTA will continue to work with employee bargaining units to increase this metric. HR will work with employee bargaining units to improve the rate of participation. In addition, HR, as part of new employee “on boarding,” will encourage participation by discussing the advantages to both the employee and VTA.

**Responsible Party:** Human Resources

**Target Date:** 12/31/2015
### Observation Risk Rating Definitions

<table>
<thead>
<tr>
<th>Rating</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td>Process improvements exist but are not in an immediate priority for VTA. Taking advantage of these opportunities would be considered best practice for VTA.</td>
</tr>
<tr>
<td>Medium</td>
<td>Process improvement opportunities exist to help VTA meet or improve its goals, meet or improve its internal control structure, and further protect its brand or public perception. This opportunity should be considered in the near term.</td>
</tr>
<tr>
<td>High</td>
<td>Significant process improvement opportunities exist to help VTA meet or improve its goals, meet or improve its internal control structure, and further protect its brand or public perception presents. This opportunity should be addressed immediately.</td>
</tr>
</tbody>
</table>

### Report Rating Definitions

<table>
<thead>
<tr>
<th>Rating</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td>Adequate internal controls are in place and operating effectively. Few, if any, improvements in the internal control structure are required. Observation should be limited to only low risk observations identified or moderate observations which are not pervasive in nature.</td>
</tr>
</tbody>
</table>
| Medium | Certain internal controls are either:  
  - Not in place or are not operating effectively, which in the aggregate, represent a significant lack of control in one or more of the areas within the scope of the review.  
  - Several moderate control weaknesses in one process, or a combination of high and moderate weaknesses which collectively are not pervasive. |
| High   | Fundamental internal controls are not in place or operating effectively for substantial areas within the scope of the review. Systemic business risks exist which have the potential to create situations that could significantly impact the control environment.  
  - Significant/several control weaknesses (breakdown) in the overall control environment in part of the business or the process being reviewed.  
  - Significant non-compliance with laws and regulations.  
  - High observations which are pervasive in nature. |
| Not Rated | Opportunity to improve efficiency or profitability of operations, but does not indicate an internal control weakness or a material inefficiency. |
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors
FROM: Auditor General, Patrick J. Hagan
SUBJECT: FY 2015 VTA Risk Assessment Refresh

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

ACTION ITEM

RECOMMENDATION:

Review and receive the Auditor General's report on the FY 2015 VTA Risk Assessment Refresh.

BACKGROUND:

VTA’s Auditor General is responsible for developing and recommending the annual Internal Audit Work Plan, assigning and managing the resources required to conduct each internal audit or project, and providing project results and progress reports to the Governance & Audit Committee.

In November 2013, the Board of Directors approved the FY 2014 & 2015 Internal Audit Work Plans. In January 2015, the Auditor General's Office performed the FY 2015 Risk Assessment Refresh from these plans.

DISCUSSION:

To develop its recommended annual internal audit work plans, the Auditor General’s Office annually facilitates a high-level risk assessment of significant current or future potential financial, business or reputation risks to VTA. These risks are derived from a combination of interviews with key management, working knowledge of the organization, and input solicited from the GM/CEO and senior staff. The auditable risks are then identified, prioritized and considered for potential projects in the recommend work plan for the upcoming fiscal year or two.
In January 2015, the Auditor General’s Office completed its FY 2015 Risk Assessment Refresh, the results of which are presented in Attachment A. A theme that continues from previous risk assessments is the significance and ongoing risk of the BART Silicon Valley Extension project, due to its size, complexity, regional and local importance, and high-level public awareness. Other identified high-risk areas include:

- Levi’s Stadium and other special events service
- Succession planning
- Paratransit services
- Real-time Information Systems project and challenges

More detailed observations and explanations are provided in the attached report.

Following review and direction by the Governance & Audit Committee, cost estimates for each potential project will be developed and the proposed plan further adjusted based on input received. This information will be used to develop the Auditor General’s Recommend FY 2016 & FY 2017 Internal Audit Work Plans. It should be noted that based on the complexity and timing of some projects, not all potential projects contained in the Risk Assessment Refresh are assured of being included in the Recommended Internal Audit Work Plans for FY 2016 & FY 2017 and thus may be recommended for future years.

The Auditor General’s Recommended FY 2016 & FY 2017 Internal Audit Work Plans will be submitted for Governance & Audit Committee consideration at its May 2015 meeting, and to the Board for final adoption at its June 2015 meeting.

**FISCAL IMPACT:**

There is no financial impact associated with acceptance of this report.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

The Governance & Audit Committee considered this item on March 5, 2015 as part of its Regular Agenda. Member Cindy Chavez expressed that she would like a system safety review project added as a higher priority. She also provided input on areas she would like to see examined as part of the proposed Paratransit Service Internal Audit.

The Committee unanimously recommended that the Board of Directors accept this item and that it be placed on the Board’s Consent Agenda.

Prepared by: Pat Hagan, Auditor General & Stephen Flynn, Advisory Committee Coordinator Memo No. 4934

**ATTACHMENTS:**

- A--VTA 2015 Risk Refresh(PDF)
Santa Clara Valley Transportation Authority (VTA)

March 5, 2015 Governance & Audit Committee Meeting

Risk Assessment Summary and Potential FY2016 & FY2017 Projects
Auditor General’s Office
In January 2015, the Auditor General’s Office conducted interviews with approximately 20 key personnel to refresh our understanding of new risks, or significant changes to the existing strategic, financial and operational risks within their respective organizations. The impact on risk areas identified are below.
# Potential Future Projects Linked to Identified Risks

As a result of our Risk Refresh, we have identified certain potential new projects that we may recommend be added to future years’ Internal Audit plans. We have included below a brief listing of the projects that would correlate with the highest risks identified during this Risk Refresh. These projects, and others, may be included in our Work Plan to be proposed during the May meeting.

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Type of Project</th>
<th>Risk Area</th>
</tr>
</thead>
</table>
| Succession Planning               | Examine the processes to support the successful replacement of key personnel, with a focus on internal employee development and readiness. Considerations may include:  
• Development of operators and mechanics as the overall VTA workforce ages  
• The impact of SVRT’s use of outside consultants on VTA employee progression  
• Long-term utilization of outside contractors in various departments | Assessment        | Operational/Financial          |
| Special Events/Stadiums           | Examine new risks associated with the servicing of new athletic stadiums in Santa Clara County, and their effect on VTA. Considerations may include:  
• Infrastructure, equipment, staffing, and morale  
• Service connectivity to Stadiums  
• Progress on schedule, budget, safety matters, policies, and roles to-date  
• MOUs and the cost to VTA  
• Operator/Field Supervisor availability  
• Ambassador program and additional potential outsourcing opportunities | Assessment        | Operational/Reputational/Financial |
| RTI Project – CAD/AVL replacement  | Examine current and potential future needs of the RTI project. Considerations may include:  
• Cost/Funding  
• Strategy                                                                                                                                  | Internal Audit or Assessment | Operational                 |
<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Type of Project</th>
<th>Risk Area</th>
</tr>
</thead>
</table>
| Paratransit                    | Examine the VTA processes and controls related to Paratransit operators. Considerations may include:  
• Contract Compliance  
• Liability coverage/ potential VTA exposures  
• Service eligibility diligence requirements                                                                                       | Internal Audit  | Outsourced Activities            |
| Grant Management & Compliance  | Examine the process for applying for, receiving, and tracking of State and Federal Grants. Considerations may include:  
• Compliance with federal spending and reporting requirements  
• Indirect cost allocation  
• Tracking and management of grants                                                                                           | Internal Audit  | Operational/ Compliance/ Financial |
| Network Security               | Examine the controls and processes surrounding VTA's IT network and security. Considerations may include:  
• Penetration testing  
• PCI compliance  
• Data breach policies and protocols                                                                                           | Internal Audit  | Operational                      |
| BART Extension                 | Examine new risks since inception of VTA's involvement in the BART to Silicon Valley Extension. Considerations may include:  
• Phase I completion  
• Phase II funding  
• Community commitments and trust                                                                                               | Assessment      | Operational/ Reputational/ Financial |
## Potential Future Projects Linked to Identified Risks (continued)

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Type of Project</th>
<th>Risk Area</th>
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</thead>
</table>
| **Business Continuity Planning** | Examine and assess VTA’s business continuity needs, including the processes and programs already in place to fill those needs. Considerations may include:  
• Reviewing recovery planning documentation and strategies to determine the extent to which they will facilitate recovery from a disaster and support future business continuity planning efforts  
• Assessing each in-scope entity’s current recovery strategies and capabilities against the corresponding aggregate business continuity planning requirements in order to identify actionable gaps  
• Recommending a roadmap to develop and implement additional processes, programs, or training to address any identified or perceived gaps  | Assessment       | Operational        |
| **Rolling Stock**              | Examine the process related to the purchase, planning, use, and maintenance of VTA’s rolling stock. Considerations may include:  
• Maintenance schedule and productivity  
• Supply chain operations related to parts procurement  
• Equipment shortages  
• Potential impact on the system and riders  | Assessment       | Operational/ Reputational |
## Potential Future Projects Linked to Identified Risks (continued)

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Type of Project</th>
<th>Risk Area</th>
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</thead>
</table>
| **IT Development/Project Management**       | Examine the processes for establishing and tracking VTA’s technology needs. Considerations may include:  
• IT strategic planning  
• Change management and System Development Lifecycle (“SDLC”) policies and processes  
• IT budgeting and allocation  
• Business Process ownership/roles and responsibilities  
• Return-on-Investment analysis and post mortem assessment subsequent to project completion | Assessment       | Operational          |
| **Express Lane Funding & Congestion Management** | Examine the processes and controls in place around ongoing efforts around express lane expansion and congestion management. Considerations may include:  
• Identification of needed changes on area roads  
• Expansion vs. existing capacity  
• Funding sources  
• Revenue reporting | Assessment       | Operational/Reputational       |
| **BART Go-Live**                             | Examine processes and controls around VTA’s planned BART opening to ensure adequate measures are in place to mitigate risks. Considerations may include:  
• Line and mode connectivity  
• Anticipation of service impact  
• Ridership and usage projections  
• Projected transit plan deficits  
• Policy completeness and compliance | Assessment       | Operational/Reputational       |
## Potential Future Projects Linked to Identified Risks (continued)

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Type of Project</th>
<th>Risk Area</th>
</tr>
</thead>
</table>
| Sheriff’s Office Contract     | Examine the processes and controls to ensure both compliance and operational efficiency around VTA’s contract with the Santa Clara County Sheriff for security and law enforcement services. Considerations may include:  
  • Completeness and accuracy of county reimbursement  
  • Adequacy and appropriateness of public safety  
  • Service level review/key performance indicator (KPI) monitoring  
  • Potential amendments                                                                                                                                  | Internal Audit   | Outsourcing/Reputational |
| Fare Policy                   | Review the historical design, current processes and controls, and future forecasting around VTA’s current fare policy. Considerations may include:  
  • Transfer policy, including future BART connections  
  • MTC – Transit sustainability                                                                                                                           | Assessment       | Financial/Reputational |
| VTA Policies                  | Examine the process related to VTA Board policies. Considerations may include:  
  • Implementation and approval process  
  • Board tracking  
  • Staff reporting related to policy compliance  
  • Management and volume of the overall universe of policies  
  • Use of Board Policies vs. Administrative Code changes or functional area policies  
  • Board-mandated reserve levels, for various areas  
  • FTA, GASB and other operating requirements  
  • National trends and best practices, including GFOA recommendations                                                                                     | Internal Audit   | Operational        |
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 key transportation-related bills and other measures of interest that are being considered by the California State Legislature during the 2015-2016 regular session. The matrix indicates the status of these bills and any adopted VTA positions with regard to them.

DISCUSSION:
The purpose of this report is to provide an update on recent developments related to a number of key transportation issues facing lawmakers in Sacramento.

Variable Gas Tax Rate: Recently, the Board of Equalization voted to lower the variable portion of the state’s gas tax by six cents because of the decline in gasoline prices that has occurred over the last 10 months. This action would result in a reduction of more than $800 million in gas tax revenues that otherwise would go to local streets and roads (44 percent), the State Transportation Improvement Program or “STIP” (44 percent), and the State Highway Operation and Protection Program or “SHOPP” (12 percent).

The reason for this adjustment on the part of the Board of Equalization dates back to the complex transportation funding swap that was initially enacted by the Legislature in 2010 and then reaffirmed in 2011 in order to fix a series of problems that resulted from the passage of several ballot measures in November 2010. Under the transportation funding swap, the state’s share of the sales tax on gasoline was eliminated and replaced with a variable excise tax that the Board of Equalization is required to adjust annually to ensure that the same amount of money is being generated as by the former sales tax.
The looming six-cent reduction would be the first time since the enactment of the transportation funding swap that the variable portion of the state’s gas tax would need to be adjusted downward. This situation would present a near-term problem for local streets and roads, the STIP, and the SHOPP, unless the Legislature passes and Gov. Jerry Brown signs a bill to alter the adjustment in some way prior to July 1, 2015, which is when the adjustment is scheduled by law to take effect.

So far, one bill has surfaced in the Legislature to address this situation. SB 321 (Beall) is intended to maintain the revenue-neutrality of the transportation funding swap, but protect against dramatic swings with regard to the annual adjustments to the variable gas tax rate. Specifically, it requires the Board of Equalization to calculate the adjustment based on an average of the current fiscal year and the previous four fiscal years, as opposed to just the upcoming fiscal year. In addition, the legislation allows the Board of Equalization to implement any required adjustment over a three-year period, rather than all at once. While SB 321 would not prevent downward adjustments to the variable gas tax rate, it would substantially “smooth out” the impact. The measure also would provide the Board of Equalization with the flexibility to ensure the revenue-neutrality of the transportation funding swap over multiple fiscal years, as opposed to on a year-by-year basis.

**Transportation Funding:** There has been considerable discussion about transportation funding in Sacramento since January, when Gov. Brown noted in his FY 2016 budget that there is a $59 billion backlog of maintenance projects on the state highway system. While the Governor’s preference is for the California Transportation Infrastructure Priorities (CTIP) Work Group that was set up by Transportation Secretary Brian Kelly in 2013 to take the lead in coming up with a solution to this problem, several key legislators are working on their own ideas. These ideas focus on the following three overarching concepts:

1. Finding a short-term fix, probably covering five years, to buy time to vet longer-term solutions, such as a vehicle miles traveled fee.

2. Generating between $2 billion-$4 billion per year in new revenues through a combination of recapturing vehicle weight fees for transportation purposes, accelerating the repayment of outstanding loans owed by the General Fund to various transportation accounts, and imposing a temporary fee or tax increase.

3. Using the money to chip away at the maintenance backlogs for both state highways and local streets/roads.

In February, Assembly Speaker Toni Atkins (D-San Diego) unveiled a proposal that seeks to increase state investment in transportation by $2 billion per year over the next five years. The money would come from returning revenues generated from vehicle weight fees to transportation, repaying outstanding loans, and imposing a vehicle registration surcharge of $1 per week per car. The Speaker’s plan has not yet surfaced in a bill. The Senate, led by Transportation & Housing Committee Chairman Jim Beall (D-San Jose), is working on its own proposal, though the details have not yet been released.
Meanwhile, three bills that touch on certain aspects of the subject have been introduced. AB 227 (Alejo) overlaps with the Speaker’s plan in that it includes language to permanently recapture vehicle weight fee revenues for transportation purposes and to accelerate transportation loan repayments. However, this measure also would temporarily extend the statutory authority for Caltrans and regional/local agencies to utilize public-private partnerships for transportation projects beyond the current January 1, 2017, expiration date. AB 4 (Linder) also would return vehicle weight fee revenues to transportation, but only temporarily -- until January 1, 2020. Finally, AB 1265 (Perea) seeks to make the statutory authority for transportation-related, public-private partnerships permanent.

Express Lanes: AB 194 (Frazier) calls for reinstating a process that would allow regional and local agencies to submit applications for constructing and operating express lanes on state highway facilities to the California Transportation Commission (CTC) for approval. This process was initially established on a temporary basis through the enactment of legislation in 2006, but it expired at the end of 2011. The purpose of AB 194 is to put in place a way for regional and local agencies to pursue express lanes without having to seek specific authorization through the Legislature on a corridor-by-corridor basis. While the Governor’s FY 2016 budget indicates that the Administration plans to pursue legislation to expand the authority for regional/local agencies and Caltrans to implement express lanes in state highway corridors, AB 194 is actually being sponsored by the Self-Help Counties Coalition. However, it is expected that the Administration will eventually put forth its own proposal in the form of a budget trailer bill. For now, VTA is supporting AB 194 pursuant to the Board-adopted 2015 Legislative Program.

Local Sales Tax Measures: ACA 4 (Frazier) calls for placing before the California electorate a constitutional amendment to lower the vote threshold for approving local transportation special taxes from two-thirds to 55 percent. Meanwhile, AB 464 (Mullin) would raise the cap on local sales tax “add-ons” from 2 percent to 3 percent to avoid potential conflicts between countywide measures and any existing or planned local sales taxes by individual cities. VTA is supporting both ACA 4 and AB 464 pursuant to the Board-adopted 2015 Legislative Program.

Transit and Intercity Rail Capital Program: SB 9 (Beall) seeks to structure the Transit and Intercity Rail Capital Program in a way that would allow the program to accommodate large, transformative, transit expansion projects that would achieve the greatest reductions in greenhouse gas emissions. Administered by the California State Transportation Agency (CalSTA), the Transit and Intercity Rail Capital Program is one of the statewide competitive grant programs that is funded with cap-and-trade auction proceeds.

Under the provisions of SB 9, CalSTA would be required to put together a five-year program of projects for funding under the Transit and Intercity Rail Capital Program. This program of projects would be updated every two years. This approach is the same that is used for the STIP. SB 9 also allows CalSTA to enter into multi-year funding agreements with public transit agencies for their projects, as the Federal Transit Administration (FTA) does with projects funded with New Starts/Small Starts dollars.

Both of these provisions would allow the Transit and Intercity Rail Capital Program to
accommodate large transit expansion projects that are seeking more sizable chunks of cap-and-trade dollars by enabling CalSTA to program, commit and allocate funding over multiple fiscal years. This would not be possible if CalSTA were to initiate a new competitive process for the Transit and Intercity Rail Capital Program every single fiscal year and program only one year’s worth of funding at a time because a public transit agency would have to resubmit an application for the same project and compete year after year in order to obtain the amount of cap-and-trade funding that it needs. In turn, this uncertainty would not allow a public transit agency to use cap-and-trade auction proceeds to leverage federal dollars or to secure financing for its large project. VTA is supporting SB 9 pursuant to the Board-adopted 2015 Legislative Program.

Transit-Related Bills: The California Transit Association is sponsoring three measures this year. The first is AB 1250 (Bloom), which is serving as the legislative vehicle to address the challenges that the state’s 40-year-old, single axle weight limit poses for public transit buses. Discussions are currently taking place with the League of California Cities and the California State Association of Counties (CSAC) to try to reach a consensus on an approach that balances the need for public transit agencies to effectively serve their communities, and the interests of cities and counties when it comes to the condition of their local roadway systems. The second Association-sponsored bill is SB 413 (Wieckowski), which would allow public transit agencies to issue citations to passengers who fail to yield seating reserved for elderly or disabled persons. This legislation also provides more clarity in terms of when a public transit agency can issue a citation for loud noise occurring on its vehicles that is disturbing other passengers. Finally, the California Transit Association is behind SB 508 (Beall), which excludes certain costs that are beyond the reasonable control of a public transit agency, such as liability insurance, fuel, employee pensions and health care, and federal and state mandates, from the definition of operating costs when determining whether an agency meets the farebox recovery requirements for Transportation Development Act (TDA) and State Transit Assistance Program (STA) funding.

Meanwhile, the Los Angeles Metropolitan Transportation Authority (LA Metro) is sponsoring two pieces of legislation related to public transit. AB 318 (Chau) requires a person who finds a lost or unclaimed item worth $100 or more on public transit property to turn it in to the transit agency. The bill also states that if the item remains unclaimed after 30 days, the public transit agency may dispose of it to a charitable organization. The other LA Metro-sponsored bill is SB 319 (Huff), which increases the penalties for assault and battery committed against a public transit employee.

Toll Evasion: The Metropolitan Transportation Commission (MTC) and other agencies that administer tolling facilities are actively pushing AB 516 (Mullin), which requires the Department of Motor Vehicles (DMV) to establish a program to ensure that all new and used vehicles sold in California receive a temporary license plate at the point of sale. California is the only state in the country that allows vehicles to be driven without a license plate for as long as 90 days. However, FasTrak, the state’s electronic toll payment collection system, relies on a photo of a vehicle’s license plate for enforcement. MTC estimates that in the Bay Area, drivers without plates evaded almost $9 million in tolls on the region’s state-owned toll bridges in FY 2014. AB 516 requires new and used auto dealers to install temp tags at the point of sale, so that vehicles are identifiable not only to toll operators, but also to law enforcement when they are purchased.
and leave the dealer’s lot.

**Private Employer Shuttles:** AB 61 (Allen) authorizes a public transit agency to adopt an ordinance or resolution to allow private companies operating shuttles for their employees to use the agency’s bus stops located on property that the agency does not own to load and unload passengers. While a public transit agency may regulate the use of its own property by commuter shuttles being operated by private-sector employers, current state law prohibits this practice when it comes to an agency’s bus stops that are located in the public right-of-way.

Prepared By: Kurt Evans, Government Affairs Manager
Memo No. 4803
### 2015 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 2014 take effect.</td>
<td>5</td>
<td>Last day for bills to be passed out of their house of origin.</td>
</tr>
<tr>
<td>5</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>
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<tr>
<td>30</td>
<td>Last day to submit bill requests to the Legislative Counsel’s Office.</td>
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<tr>
<td>DAY</td>
<td>FEBRUARY</td>
<td>DAY</td>
<td>JULY</td>
</tr>
<tr>
<td>27</td>
<td>Last day for new bills to be introduced.</td>
<td>17</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>
</tr>
<tr>
<td>DAY</td>
<td>MARCH</td>
<td>DAY</td>
<td>AUGUST</td>
</tr>
<tr>
<td>26</td>
<td>Spring Recess begins upon adjournment.</td>
<td>17</td>
<td>Legislature reconvenes from Summer Recess.</td>
</tr>
<tr>
<td>28</td>
<td>Last day for fiscal committees to hear and report to the floor bills introduced in the other house.</td>
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<tr>
<td>DAY</td>
<td>APRIL</td>
<td>DAY</td>
<td>SEPTEMBER</td>
</tr>
<tr>
<td>6</td>
<td>Legislature reconvenes from Spring Recess.</td>
<td>4</td>
<td>Last day to amend bills on the Assembly and Senate floors.</td>
</tr>
<tr>
<td>1</td>
<td>Last day for policy committees to hear and report fiscal bills introduced in their house of origin.</td>
<td>11</td>
<td>Last day for each house to pass bills. Interim Study Recess begins at the end of this day’s session.</td>
</tr>
<tr>
<td>15</td>
<td>Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house of origin.</td>
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<tr>
<td>29</td>
<td>Last day for fiscal committees to hear and report to the floor bills introduced in their house of origin.</td>
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<tr>
<td>DAY</td>
<td>MAY</td>
<td>DAY</td>
<td>OCTOBER</td>
</tr>
<tr>
<td>1</td>
<td>Last day for policy committees to hear and report fiscal bills introduced in their house of origin.</td>
<td>11</td>
<td>Last day for the Governor to sign or veto bills passed by the Legislature before September 11, and in his possession after September 11.</td>
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<tr>
<td>15</td>
<td>Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house of origin.</td>
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<tr>
<td>29</td>
<td>Last day for fiscal committees to hear and report to the floor bills introduced in their house of origin.</td>
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<tr>
<td>DAY</td>
<td>JANUARY 2016</td>
<td>DAY</td>
<td>JUNE</td>
</tr>
<tr>
<td>1</td>
<td>Statutes signed into law in 2015 take effect.</td>
<td>5</td>
<td>Last day for bills to be passed out of their house of origin.</td>
</tr>
<tr>
<td>6</td>
<td>Legislature reconvenes.</td>
<td>15</td>
<td>Budget must be passed by midnight.</td>
</tr>
</tbody>
</table>
## State Assembly Bills

<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><strong>AB 2</strong> (Alejo)</td>
<td>Community Revitalization Authorities</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td></td>
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<tr>
<td></td>
<td>States the intent of the Legislature to enact a bill to allow certain</td>
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<td></td>
<td>local agencies to form a community revitalization authority within</td>
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<td></td>
<td>a community revitalization and investment area for purposes related</td>
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<td></td>
<td>to infrastructure, affordable housing and economic revitalization.</td>
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<tr>
<td><strong>AB 4</strong> (Linder)</td>
<td>Vehicle Weight Fee Revenues</td>
<td>As Introduced</td>
<td>Assembly Transportation</td>
<td>Support</td>
</tr>
<tr>
<td></td>
<td>Until January 1, 2020, prohibits vehicle weight fee revenues from</td>
<td></td>
<td>Committee</td>
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<td></td>
<td>being used to pay debt service for transportation-related, general</td>
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<td></td>
<td>obligation bonds or from being loaned to the General Fund.</td>
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<tr>
<td><strong>AB 6</strong> (Wilk)</td>
<td>High-Speed Rail: Bond Funding</td>
<td>As Introduced</td>
<td>Assembly Transportation</td>
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<tr>
<td></td>
<td>Specifies that no further bonds shall be sold for high-speed rail</td>
<td></td>
<td>Committee</td>
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<td></td>
<td>purposes pursuant to the Safe, Reliable High-Speed Passenger Train</td>
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<td>Bond Act for the 21st Century (Proposition 1A), except as</td>
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<td></td>
<td>specifically provided with respect to an existing appropriation</td>
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<td>for early improvement projects related to the Phase I blended</td>
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<td></td>
<td>system. Upon appropriation by the Legislature, requires the</td>
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<td></td>
<td>unspent proceeds received from outstanding bonds issued and sold</td>
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<td></td>
<td>for high-speed rail purposes prior to the effective date of the</td>
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<tr>
<td></td>
<td>provisions of this bill to be redirected to retiring the debt</td>
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<td>incurred from the issuance and sale of those outstanding bonds.</td>
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<td></td>
<td>Allows the remaining unissued bonds, as of the effective date of</td>
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<td>the provisions of this bill, that were authorized for high-speed</td>
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<td>rail purposes to be issued and sold. Upon appropriation by the</td>
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<td>Legislature, requires the net proceeds from the sale of these</td>
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<td>remaining unissued bonds to be made available to fund the</td>
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<td>construction of school facilities for K-12 and higher education.</td>
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<td>Makes no changes to the authorization under Proposition 1A for</td>
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<td>the issuance of $950 in bonds for rail purposes other than</td>
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<td>high-speed rail.</td>
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<td><strong>AB 12</strong> (Cooley)</td>
<td>State Agency Regulations</td>
<td>As Introduced</td>
<td>Assembly Accountability &amp;</td>
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<td>By January 1, 2018, requires each state agency to do all of the</td>
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<td>Administrative Review</td>
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<td>following: (1) review all provisions of the California Code of</td>
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<td>Committee</td>
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<td>Regulations applicable to, and adopted by, that state agency; (2)</td>
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<td>identify any regulations that are duplicative, overlapping,</td>
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<td>inconsistent, or out-of-date; and (3) adopt, amend or repeal</td>
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<td>regulations to reconcile or eliminate any duplication, overlap,</td>
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<td>inconsistencies, or out-of-date provisions. By January 1, 2017,</td>
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<td>requires each state agency to compile an overview of the statutory</td>
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<td>law that it oversees or administers. Requires this overview to</td>
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<td>include the following: (1) a synopsis of the state agency’s key</td>
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<td>programs; (2) when each program was authorized or instituted;</td>
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<td>(3) when any statute authorizing a program was significantly revised</td>
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<td>to alter, redirect or extend the original program, as well as the</td>
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<td>reason for the revision, if known; and (4) an identification of any</td>
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<td>emerging challenges that the state agency is encountering with</td>
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<td>respect to its programs.</td>
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<td><strong>AB 21</strong> (Perea)</td>
<td>Greenhouse Gas Emissions Reductions: 2030 Target</td>
<td>As Introduced</td>
<td>Assembly Natural Resources</td>
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<td>By January 1, 2018, requires the California Air Resources Board (CARB)</td>
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<td>to recommend to the Governor and the Legislature a specific target</td>
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<td>for reductions in statewide greenhouse gas emissions for 2030 to</td>
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<td>be accomplished in a cost-effective manner.</td>
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<td>AB 23</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>
<td>Assembly Natural Resources Committee</td>
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<td>AB 24</td>
<td>Requires a transportation network company to participate in the Department of Motor Vehicles (DMV) pull-notice system to regularly check the driving records of all participating drivers. Requires a transportation network company to register any vehicle used to transport passengers for compensation with the California Public Utilities Commission (CPUC) and to display the identifying decal issued by the CPUC on the vehicle. Requires a driver of a charter-party carrier of passengers or a transportation network company to submit fingerprint images and related information to the Department of Justice for the purpose of obtaining information as to the existence and content of state convictions and arrests. Requires drivers hired or initially retained by either a charter-party carrier of passengers or a transportation network company on or after January 1, 2016, to be subject to background checks, and mandatory drug and alcohol testing prior to employment or retention. For drivers hired or initially retained before January 1, 2016, requires a background check, and a drug and alcohol test to be completed before January 1, 2017.</td>
<td>3/16/15</td>
<td>Assembly Utilities &amp; Commerce Committee</td>
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<td>AB 28</td>
<td>Requires a bicycle operated during darkness upon a highway, sidewalk or bikeway to be equipped with a rear red flashing light, rather than a red reflector, that is visible from a distance of 500 feet to the rear when the bicycle is directly in front of lawful upper beams of headlamps on a motor vehicle. In lieu of a red flashing light, requires the bicyclist to wear reflective gear.</td>
<td>2/11/15</td>
<td>Assembly Transportation Committee</td>
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<td>AB 33</td>
<td>For purposes of advising the update of its next scoping plan, requires the California Air Resources Board (CARB), by July 1, 2016, to develop a proposed goal for further reducing greenhouse gas emissions by 2030 that includes all of the following: (1) an evaluation of the 2030 goal based on what policies and technologies can be scaled to the rest of the country and the world; (2) an economic assessment using the best available models and data of the various greenhouse gas emissions reduction strategies required to achieve the 2030 goal; (3) an analysis of the benefits to the health, safety and welfare of California residents, as well as to worker safety, the state’s environment and quality of life, and any other benefits associated with the various greenhouse gas emissions reduction strategies required to achieve the 2030 goal; and (4) the establishment of consistent metrics to accurately quantify reductions in greenhouse gas emissions, quantify public health benefits, and measure the cost-effectiveness of various policies and technologies. In addition, requires CARB, for purposes of the next scoping plan update, to develop: (1) a proposed goal that further reduces greenhouse gas emissions by 2040; and (2) a proposed goal that further reduces greenhouse gas emissions beyond the 2040 goal by 2050.</td>
<td>As Introduced</td>
<td>Assembly Natural Resources Committee</td>
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<td>AB 40</td>
<td>Prohibits the Golden Gate Bridge, Highway and Transportation District from fixing or collecting any tolls or access fees for pedestrian and bicyclist use of the Golden Gate Bridge sidewalks.</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
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<td><strong>AB 51</strong>&lt;br&gt;(Quirk)&lt;br&gt;Motorcycles: Lane Splitting</td>
<td>Allows a motorcycle 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 speed of traffic moving in the same direction is 30 miles per hour or less; and (2) the motorcycle is not driven more than 10 miles per hour 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>2/11/15</td>
<td>Assembly Transportation Committee</td>
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<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.</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
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<td><strong>AB 156</strong>&lt;br&gt;(Perea)&lt;br&gt;Cap-and-Trade: Disadvantaged Communities</td>
<td>Requires the Department of Finance to incorporate into its three-year investment plan for cap-and-trade auction proceeds an allocation of funding to provide technical assistance to disadvantaged communities to assist them in proposing projects for inclusion in the plan.</td>
<td>As Introduced</td>
<td>Assembly Natural Resources Committee</td>
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<td><strong>AB 157</strong>&lt;br&gt;(Levine)&lt;br&gt;Richmond-San Rafael Bridge</td>
<td>If the Metropolitan Transportation Commission (MTC) and Caltrans develop a project to open the third lane on the Richmond-San Rafael Bridge to automobile traffic on the eastbound level and to bicycle traffic on the westbound level, requires the lead agency for the project, to the extent feasible, to complete the design work for the project simultaneously with the environmental review conducted pursuant to the California Environmental Quality Act (CEQA).</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
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<td><strong>AB 162</strong>&lt;br&gt;(Rodriguez)&lt;br&gt;State Highways: Wrong-Way Driving</td>
<td>Requires Caltrans, in consultation with the Department of Motor Vehicles (DMV), to initiate a 12-month study on wrong-way driving on state highways and provide recommendations on this subject to the Legislature by January 1, 2017. Requires the study to include proposed solutions to reduce the number of instances of wrong-way driving on state highways, as well as a proposed schedule for implementing those solutions.</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
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<td>AB 194 (Frazier)</td>
<td>Express Lanes</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
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<td>Authorizes the California Transportation Commission (CTC) to approve an unlimited number of project applications submitted to the commission by regional transportation agencies, as defined, for constructing and operating express lanes on state highway facilities. For each application submitted, requires the CTC to conduct at least one public hearing in northern California and one in southern California. Requires a regional transportation agency that submits such an application to the CTC to reimburse the commission for all of its costs and expenses incurred in processing the application. Requires the CTC to establish guidelines for express lanes approved by the commission, subject to the following minimum requirements: (1) the regional transportation agency shall develop and operate the express lanes in cooperation with Caltrans, and with the active participation of the California Highway Patrol (CHP), pursuant to an agreement that addresses all matters related to the design, construction, maintenance, and operation of state highway facilities in connection with the express lanes; (2) the regional transportation agency shall be responsible for establishing, collecting and administering the tolls; (3) the regional transportation agency shall be responsible for paying for the maintenance of the facilities from net toll revenues, pursuant to an agreement with Caltrans; (4) the revenues generated from the operation of the express lanes shall be available to the regional transportation agency for the direct expenses related to the maintenance, administration and operation of the express lanes, including collection and enforcement; and (5) all remaining revenues generated by the express lanes shall be used in the corridor pursuant to an expenditure plan adopted by the regional transportation agency. Authorizes a regional transportation agency to issue bonds to finance the construction of the express lane facilities or any projects included in an expenditure plan specifying how any net revenues generated by the lanes would be used. In addition, includes comparable provisions for express lanes proposed to be constructed and operated by Caltrans. Does not authorize the conversion of any existing non-toll lanes into toll lanes, except in the case where a high-occupancy vehicle (HOV) lane is being converted into an express lane.</td>
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<td>AB 198 (Frazier)</td>
<td>Tow Trucks</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
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<td>In the event of an emergency occurring on a roadway that requires the rapid removal of impediments to traffic or in order to render assistance to a disabled vehicle obstructing the roadway, authorizes a tow truck driver operating under an agreement with the law enforcement agency responsible for investigating traffic collisions on the roadway to utilize the center median or right shoulder of the roadway if certain, specified conditions are met.</td>
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<td>AB 219 (Daly)</td>
<td>Prevailing Wage: Concrete Delivery</td>
<td>As Introduced</td>
<td>Assembly Labor &amp; Employment Committee</td>
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<td>Requires prevailing wages to be paid for public works contracts relating to the delivery of ready-mix concrete.</td>
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<td>AB 227</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. Extends existing statutory authority for Caltrans and regional transportation agencies, as defined, to utilize public-private partnerships for transportation infrastructure projects from January 1, 2017, to an unspecified date.</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
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<td>AB 239</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>
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<td>AB 313</td>
<td>Authorizes an enhanced infrastructure financing district to finance the acquisition, construction or rehabilitation of housing for persons of very low income for rent or purchase. Requires a district’s financing plan to include a series of specified actions if any dwelling units are proposed to be removed or destroyed either in the course of private development financed by the district or by public works construction resulting from the district’s financing plan.</td>
<td>As Introduced</td>
<td>Assembly Local Government Committee</td>
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<td>AB 318</td>
<td>If a lost or unclaimed item worth $100 or more in value is found on public transit property, requires the person who found the item to turn it in to the public transit agency. Provides 30 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 item remains unclaimed after 30 days, allows the public transit agency to dispose of it to a charitable organization.</td>
<td>3/11/15</td>
<td>Assembly Judiciary Committee</td>
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<td>AB 323</td>
<td>Eliminates the January 1, 2016, expiration date and indefinitely extends a California Environmental Quality Act (CEQA) exemption for a project to repair, maintain or make minor alterations to an existing roadway if all of the following conditions are met: (1) the project is carried out by a city or county with a population of less than 100,000 persons; (2) the project will improve public safety; and (3) the project does not cross a waterway.</td>
<td>As Introduced</td>
<td>Assembly Natural Resources Committee</td>
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<td><strong>AB 338</strong>&lt;br&gt;(R. Hernandez)&lt;br&gt;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 an unspecified percentage 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 an unspecified percentage 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>As Introduced</td>
<td>Assembly Desk</td>
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<td><strong>AB 378</strong>&lt;br&gt;(Mullin)&lt;br&gt;US 101 Corridor</td>
<td>States the intent of the Legislature to enact a bill to provide such powers, responsibilities, funding, and financing mechanisms; innovative project delivery authority; and governance structures as may be necessary, convenient and beneficial to enable responsible local, regional and state agencies to substantially improve mobility in the US 101 Corridor in San Francisco, San Mateo and Santa Clara Counties.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
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<td><strong>AB 400</strong>&lt;br&gt;(Alejo)&lt;br&gt;Changeable Message Signs</td>
<td>Prior to June 30, 2016, requires Caltrans to update its internal policies to allow displays of the following types of messages on changeable message signs: (1) safety messages; (2) transportation-related messages; (3) reminders to register to vote; and (4) reminders to vote as elections approach.</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
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<td><strong>AB 422</strong>&lt;br&gt;(McCarty)&lt;br&gt;SacRT: Line of Credit</td>
<td>Authorizes the Sacramento Regional Transit District (SacRT) to seek and obtain a short-term revolving line of credit for operating purposes in anticipation of receipt of operating grants, with the extension of credit evidenced by a note. Allows SacRT to pledge anticipated grants and any other funds available, including fare revenues, as security for repayment of the note, the interest on the note, and the related obligations evidenced by the note. Requires the note to have a maturity date of not more than 60 months from the date of issuance. Authorizes SacRT to pledge anticipated operating grants and other available funds over a multi-year period. Caps the maximum indebtedness under the note at 85 percent of the amount of the anticipated grants and other funds pledged.</td>
<td>3/17/15</td>
<td>Assembly Transportation Committee</td>
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<td>AB 464 (Mullin) Local Sales Tax Add-Ons</td>
<td>Raises the cap on local sales tax “add-ons” that could be enacted within a county from 2 percent to 3 percent.</td>
<td>As Introduced</td>
<td>Assembly Revenue &amp; Taxation Committee</td>
<td>Support</td>
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<td>AB 498 (Levine) Wildlife Corridors</td>
<td>Declares that it is the policy of California and all state agencies, with regard to a project proposed in an area defined as a wildlife corridor, to encourage the project proponent to consult with the Department of Fish and Wildlife and, wherever feasible and practicable, to take steps to protect or restore the functioning of the wildlife corridor through various means. Specifies that those means may include: (1) acquiring or protecting wildlife corridors as open space through conservation easements; (2) installing wildlife-friendly fencing; or (3) providing roadway undercrossings, and oversized culverts and bridges to allow for movement of wildlife between habitat areas.</td>
<td>As Introduced</td>
<td>Assembly Water, Parks &amp; Wildlife Committee</td>
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<td>AB 516 (Mullin) Temporary License Plates</td>
<td>Requires the Department of Motor Vehicles to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to provide such plates at the time of sale of a vehicle. Requires the system to provide real-time electronic access to information identifying a vehicle and its owner only to those entities authorized to access the state’s vehicle registration system. Requires the temporary license plate system to begin operating on January 1, 2017. Beginning January 1, 2017, requires a vehicle dealer or lessor-retailer, at the time of sale, to affix a temporary license plate to a vehicle sold without a permanent license plate.</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
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<td>AB 518 (Frazier) 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>
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<td>AB 528 (Baker) 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 Desk</td>
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<td>AB 604</td>
<td>Makes it an infraction for a person to operate an electrically motorized skateboard on a highway while under the influence of an alcoholic beverage or any drug, or the combined influence of an alcoholic beverage and any drug. Allows an electrically motorized skateboard to be operated on a bikeway, unless the local agency having jurisdiction over the bikeway prohibits that operation by ordinance. Prohibits operating an electrically motorized skateboard: (1) unless it is equipped with a brake or braking function that will enable the operator to make a braked wheel skid on dry, level, clean pavement; (2) on a highway with a speed limit in excess of 25 miles per hour (mph) unless the skateboard is operated within a bikeway; (3) without wearing a properly fitted and fastened bicycle helmet, if the operator is under 18 years of age; (4) with any passengers in addition to the operator; (5) on a sidewalk at a speed in excess of five mph or the pace of pedestrian traffic, whichever is slower; and (6) at a speed in excess of 20 mph. Prohibits the following: (1) leaving or parking an electrically motorized skateboard on any sidewalk in a way that does not allow for an adequate path for pedestrian traffic; and (2) attaching the electrically motorized skateboard or operator, while on the roadway, to any other vehicle. Prohibits a person under 12 years of age from operating an electrically motorized skateboard. Requires an electrically motorized skateboard to be equipped with lamps and reflectors in order to be operated on a highway or bikeway during darkness. Allows a local authority, by ordinance, to regulate the registration, parking and operation of electrically motorized skateboards on sidewalks, bicycle facilities and local streets/roads, if the regulation is not in conflict with the provisions of this bill.</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
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<td>AB 620</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.</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
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<td>AB 692</td>
<td>Beginning January 1, 2017, requires Caltrans, the Department of General Services and any other state agency that is a buyer of transportation fuels to procure an unspecified percentage of the total amount of fuel purchased from very low carbon transportation fuel sources. Requires this percentage to be increased by an unspecified amount each year thereafter. Defines “very low carbon transportation fuel” to mean a liquid or gaseous transportation fuel having no greater than 50 percent of the carbon intensity of the closest comparable petroleum fuel for that year, as measured by the methodology in the California Air Resources Board’s low-carbon fuel standard regulation.</td>
<td>As Introduced</td>
<td>Assembly Natural Resources Committee</td>
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<tr>
<td>AB 754</td>
<td>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.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
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<tr>
<td>AB 828 (Low)</td>
<td>Exlude any motor vehicle operated in connection with a transportation network company from the definition of “commercial vehicle.”</td>
<td>As Introduced</td>
<td>Assembly Utilities &amp; Commerce Committee</td>
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<td>AB 869 (Cooper)</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 dismissed.</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
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<td>AB 875 (Harper)</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>
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<tr>
<td>AB 914 (Brown)</td>
<td>Authorizes the San Bernardino County Transportation Commission to construct and operate toll facilities on I-10 and I-15 within San Bernardino County, as well as within portions of the counties of Los Angeles and Riverside, subject to an agreement with the Los Angeles County Metropolitan Transportation Authority (LA Metro) and the Riverside County Transportation Commission (RCTC), respectively.</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
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<td>AB 1030 (Ridley-Thomas)</td>
<td>Requires a state agency that allocates cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund to prioritize a project that includes any of the following: (1) project labor agreements with targeted hire goals; (2) community workforce agreements that connect local residents to jobs or training opportunities; or (3) partnerships with training entities that have a proven track record of placing disadvantaged workers in career-track jobs.</td>
<td>As Introduced</td>
<td>Assembly Natural Resources Committee</td>
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<tr>
<td>AB 1033 (Garcia)</td>
<td>Enacts the California Economic Development Infrastructure Act of 2015. Authorizes the California Infrastructure and Economic Development Bank to award participation rights to corporations to deliver infrastructure projects for the state that have been determined as appropriate for financing through a public-private partnership. Provides that such participation rights include a commitment by the state to allow a corporation to compete for state public-private partnership infrastructure projects. Provides that eligible infrastructure projects include goods movement, public transit, solid waste collection and disposal, water treatment and distribution, and defense conversion.</td>
<td>As Introduced</td>
<td>Assembly Jobs, Economic Development &amp; the Economy Committee</td>
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<td><strong>AB 1068</strong> (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>
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<tr>
<td><strong>AB 1087</strong> (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 Natural Resources Committee</td>
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<td><strong>AB 1138</strong> (Patterson) 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>
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<td><strong>AB 1160</strong>&lt;br&gt;(Harper)&lt;br&gt;Automated Traffic Enforcement Systems</td>
<td>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 at that intersection. 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, requires the governmental agency to terminate the use of the system at that intersection no later than January 1, 2018.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
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<tr>
<td><strong>AB 1171</strong>&lt;br&gt;(Linder)&lt;br&gt;CMGG Contacting: JPAs and Local Expressways</td>
<td>Authorizes a joint powers authority (JPA) to use the Construction Manager/General Contractor (CMGC) project delivery method to design and construct projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. Requires the entity responsible for the maintenance of local streets and roads within the jurisdiction of the expressway to be responsible for the maintenance of the expressway.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
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<td><strong>AB 1176</strong>&lt;br&gt;(Perea)&lt;br&gt;Advanced Low-Carbon Diesel Fuels Access Program</td>
<td>Establishes the Advanced Low-Carbon Diesel Fuels Access Program to be administered by 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. Appropriates $35 million in cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund for this program. Requires CARB and the State Energy Resources Conservation and Development Commission to allocate not less than 50 percent of the available funds under the Alternative and Renewable Fuel and Vehicle Technology Program to projects that provide direct benefits to, serve or are located in disadvantaged communities.</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
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<td><strong>AB 1236</strong>&lt;br&gt;(Chiu)&lt;br&gt;Electric Vehicle Charging Stations</td>
<td>Require a city or county to administratively approve an application to install an electric vehicle charging station through the issuance of a building permit or similar non-discretionary permit. If a building official of a city or county makes a finding based on substantial evidence that the electric vehicle charging station could have a specific, adverse impact on public health and safety, allows the city or county to require the applicant to apply for a use permit. Prohibits a city or county from denying an application for a use permit to install an electric vehicle charging station unless it makes written findings based on substantial evidence in the record that the proposed station would have a specific, adverse impact on public health and safety, and there is no feasible method to satisfactorily mitigate or avoid that impact. By September 30, 2016, requires every city and county in the state to adopt an ordinance that creates an expedited, streamlined permitting process for electric vehicle charging stations.</td>
<td>As Introduced</td>
<td>Assembly Local Government Committee</td>
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<td><strong>AB 1250</strong>&lt;br&gt;(Bloom)&lt;br&gt;Public Transit Bus Axle Weight Limit</td>
<td>Exempts a public transit bus procured through a solicitation that was issued before January 1, 2016, from the 20,500-pound single axle weight limit.</td>
<td>3/19/15</td>
<td>Assembly Transportation Committee</td>
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<tr>
<td>AB 1265 (Perea)</td>
<td>Eliminates the January 1, 2017, sunset date, and extends existing statutory authority for Caltrans and regional transportation agencies, as defined, to utilize public-private partnerships for transportation infrastructure projects indefinitely.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
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<tr>
<td>AB 1284 (Baker)</td>
<td>Subjects the Toll Bridge Program Oversight Committee, which oversees seismic retrofit and replacement projects related to the seven state-owned toll bridges in the Bay Area, to the open meeting requirements under the Bagley-Keene Open Meeting Act and the Ralph M. Brown Act.</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
<td></td>
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<tr>
<td>AB 1287 (Chiu)</td>
<td>Authorizes the city/county of San Francisco to install forward-facing cameras on San Francisco Municipal Transportation Agency (San Francisco Muni) buses to record parking, high-occupancy lane and intersection obstruction violations.</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
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<tr>
<td>AB 1288 (Atkins)</td>
<td>Deletes language in current state law that limits the applicability of California’s cap-and-trade system to sources or categories of sources that emit greenhouse gas emissions from January 1, 2012, to December 31, 2020.</td>
<td>As Introduced</td>
<td>Assembly Natural Resources Committee</td>
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<td>AB 1364 (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>
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<tr>
<td>AB 1398 (Wilk)</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>As Introduced</td>
<td>Assembly Natural Resources Committee</td>
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<td>AB 1459 (Kim)</td>
<td>Prohibits a toll facility, including an express lane, from being implemented and constructed on a public highway within the boundaries of Orange County unless approved by a two-thirds vote of the electorate in that county.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
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<td><strong>AB 1482</strong></td>
<td>Expands the duties of the Strategic Growth Council to include the following: (1) overseeing and coordinating state agency actions to adapt to climate change; and (2) identifying and pursuing opportunities for state agencies to collaborate with federal or local agencies in their climate adaptation efforts.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
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<td>(Gordon) Strategic Growth Council</td>
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<td><strong>ACA 3</strong></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 service performed on and after the operative date of the enhancement, and not to any service performed prior to that date. Provides that if a change to a public employee’s retirement membership classification or a change in employment results in an enhancement to the retirement formula or benefit applicable to that employee, requires that enhancement to apply only to service performed on or after the operative date of the change, and not to service performed prior to that date. Specifies that an increase to a retiree’s annual cost-of-living adjustment within existing statutory limits is not considered to be an enhancement to a retirement benefit.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
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<td>(Gallagher) Public Employees’ Retirement</td>
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<td><strong>ACA 4</strong></td>
<td>Calls for placing before the voters an amendment to the California Constitution to allow a local agency to impose, extend or increase a special 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 that is submitted at the same election.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td>Support</td>
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<td>(Frazier) Local Transportation Special Taxes</td>
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# State Senate Bills

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<tr>
<td><strong>SB 1</strong>&lt;br&gt;(Gaines)&lt;br&gt;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>
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<tr>
<td><strong>SB 3</strong>&lt;br&gt;(Leno)&lt;br&gt;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>Senate Labor &amp; Industrial Relations Committee</td>
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<td><strong>SB 5</strong>&lt;br&gt;(Vidak)&lt;br&gt;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>
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<tr>
<td><strong>SB 8</strong>&lt;br&gt;(Hertzberg)&lt;br&gt;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>
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<td><strong>SB 9</strong> (Beall)</td>
<td>Cap-and-Trade: Transit and Intercity Rail Capital Program</td>
<td>As Introduced</td>
<td>Senate Environmental Quality Committee</td>
<td>Support</td>
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<td>Clarifies that the Transit and Intercity Rail Capital Program funded with cap-and-trade auction proceeds will be used for large, transformative capital improvements with a total cost exceeding $100 million that will reduce greenhouse gas emissions, and modernize California’s intercity, commuter and urban rail systems. In prioritizing and selecting projects for funding under this program, requires the California State Transportation Agency (CalSTA) to consider the extent to which a project reduces greenhouse gas emissions. In addition, requires CalSTA to consider whether a project: (1) reduces the number of auto trips; (2) improves connectivity, integration and coordination of the state’s various regional and local public transit systems; (3) provides a direct connection to high-speed rail; (4) has supplemental funding committed to it from non-state sources; and (5) increases public transit ridership. By July 1, 2016, requires CalSTA to develop an initial five-year estimate of revenues reasonably expected to be available for the Transit and Intercity Rail Capital Program, with subsequent estimates to be made every other year for additional five-year periods. Requires CalSTA to adopt five-year programs of projects consistent with those fund estimates. Requires CalSTA to enter into and execute a multi-year agreement with an eligible applicant for a project that is proposed to be funded from the Transit and Intercity Rail Capital Program over a period of more than one fiscal year. Allows this agreement to be for a period that extends beyond the five fiscal years covered by the program of projects. Allows for the use of Letters of No Prejudice (LONPs), so that project sponsors can advance their projects with local money and then get reimbursed with Transit and Intercity Rail Capital Program dollars when they become available.</td>
<td>3/2/15</td>
<td>Senate Rules Committee</td>
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<td><strong>SB 16</strong> (Beall)</td>
<td>Caltrans Budget</td>
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<td>By April 1, 2016, and as part of its budget for FY 2017, requires Caltrans to prepare a plan to identify up to $200 million annually in cost savings from its budget. Requires Caltrans to submit this plan to the appropriate policy committees of the Senate and the Assembly.</td>
<td>3/16/15</td>
<td>Senate Environmental Quality Committee</td>
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<tr>
<td><strong>SB 32</strong> (Pavley)</td>
<td>Greenhouse Gas Emissions Limit</td>
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<td>Requires the California Air Resources Board (CARB) to approve a statewide greenhouse gas emissions limit that is equivalent to 80 percent below the 1990 level to be achieved by 2050. Authorizes CARB to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. 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 in California; (2) public health benefits for California residents, particularly in disadvantaged communities; (3) innovation in technology, as well as in energy, water and resources management practices; and (4) regional and international collaboration to adopt similar greenhouse gas emissions reduction policies.</td>
<td>3/16/15</td>
<td>Senate Environmental Quality Committee</td>
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| **SB 34**  
(Hill)  
Automated License Plate Recognition Systems | Requires an operator of an automated license plate recognition (ALPR) system to do all of the following: (1) make sure that ALPR information is protected with reasonable operational, administrative, technical, and physical safeguards to ensure its confidentiality and integrity; (2) implement and maintain reasonable security procedures and practices in order to protect ALPR information from unauthorized access, destruction, use, modification, or disclosure; and (3) implement and maintain a usage and privacy policy in order to ensure that the collection of ALPR information is consistent with respect for individuals’ privacy and civil liberties. If an ALRP operator accesses or provides access to ALPR information, requires the operator to maintain a record of that access. Requires an end-user of ALPR information to implement and maintain a usage and privacy policy in order to ensure that the access and use of ALPR information is consistent with respect for individuals’ privacy and civil liberties. In addition to any other sanctions, penalties or remedies provided under current law, allows an individual who has been harmed by a violation under the provisions of this bill to bring a civil action in any court of competent jurisdiction against a person who knowingly caused that violation. Includes in the definition of “personal information” data collected through the use or operation of an ALPR system, when that information is not encrypted and is used in combination with an individual’s name. | As Introduced | Senate  
Transportation & Housing 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 an unspecified amount. | As Introduced | Senate  
Transportation & Housing Committee | 

**SB 64**  
(Liu)  
California Transportation Plan | Requires the California Transportation Commission (CTC) to: (1) review the update to the California Transportation Plan prepared by Caltrans in 2015 and every five years thereafter; and (2) prepare specific recommendations for statewide integrated multimodal transportation system improvements based on the plan update. Requires the CTC to submit a report containing its specific recommendations to the Governor and the Legislature. | As Introduced | Senate  
Transportation & Housing Committee | 

**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. States the intent of the Legislature to enact a bill that does the following: (1) establishes an electronic database clearinghouse managed by the Office of Planning and Research of notices and documents required to be prepared pursuant to CEQA; (2) establishes a public review period for a final EIR; and (3) establishes a public review period relating to the record of proceedings for a project for which an EIR is prepared. | 3/12/15 | Senate  
Environmental Quality 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>
<tbody>
<tr>
<td>SB 189 (Hueso)</td>
<td>Creates the Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee to be comprised of seven members appointed by the Governor, the Speaker of the Assembly and the Senate Rules Committee. Requires the committee to advise state agencies on the most effective ways to expend funds related to clean energy and the reduction of greenhouse gas emissions, and implement policies in order to maximize California’s economic and employment benefits.</td>
<td>As Introduced</td>
<td>Senate Business, Professions &amp; Economic Development Committee</td>
<td></td>
</tr>
<tr>
<td>SB 192 (Liu)</td>
<td>Requires every person, regardless of age, to wear a bicycle helmet when: (1) operating a bicycle; (2) riding upon a bicycle while in a restraining seat that is attached to the bicycle; or (3) riding in a trailer towed by a bicycle. Requires a person engaged in these activities in the darkness to wear retro-reflective, high-visibility safety apparel.</td>
<td>As Introduced</td>
<td>Senate Transportation &amp; Housing Committee</td>
<td></td>
</tr>
<tr>
<td>SB 231 (Gaines)</td>
<td>Allows water borne transit that serves as the key trunk line within a region to be eligible for cap-and-trade funding under the Low Carbon Transit Operations Program, and the Affordable Housing and Sustainable Communities Program.</td>
<td>As Introduced</td>
<td>Senate Transportation &amp; Housing Committee</td>
<td></td>
</tr>
<tr>
<td>SB 246 (Wieckowski) Climate Action Team</td>
<td>Creates the Climate Action Team, which would be under the direction of the Secretary of Environmental Protection and consist of representatives from specified state agencies. Requires the Climate Action Team to coordinate the climate policy of California to achieve the state’s climate change goals and all of the following: (1) the identification of unavoidable climate change impacts to the state’s natural resources, environmental quality, public health, and infrastructure; (2) the development and implementation of mitigation and adaptation plans to protect the public health, environmental quality, natural resources, and economy of the state; (3) the coordination of climate change polices with state agencies and departments, other states, the federal government, and other nations to identify the most effective strategies and methods to reduce greenhouse gases; adapt to ongoing and future climate change; coordinate climate change research efforts; and facilitate the development of integrated and cost-effective regional, national and international climate change programs; (4) the coordination and efficient use of existing state resources, programs and funds, as well as the recommendation of additional policies and investment strategies; and (5) the identification and dissemination of information to applicable local governments and regional bodies.</td>
<td>As Introduced</td>
<td>Senate Environmental Quality Committee</td>
<td></td>
</tr>
<tr>
<td>SB 272 (Hertzberg) California Public Records Act: Inventory of Data</td>
<td>In implementing the California Public Records Act, requires each local agency to conduct an inventory of data gathered by the agency. Requires the inventory to disclose the data maintained by the agency, by whom, and with what frequency the information is collected. Requires the inventory to be made available to the public.</td>
<td>As Introduced</td>
<td>Senate Governance &amp; Finance Committee</td>
<td></td>
</tr>
<tr>
<td>State Senate Bills</td>
<td>Subject</td>
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</tr>
<tr>
<td>SB 321 (Beall)</td>
<td>Variable Gas Tax Rate</td>
<td>As Introduced</td>
<td>Senate Governance &amp; Finance Committee</td>
<td>SB 321 Variable Gas Tax Rate</td>
</tr>
<tr>
<td></td>
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<td></td>
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</tr>
<tr>
<td>SB 344 (Monning)</td>
<td>Commercial Driver’s License: Education</td>
<td>As Introduced</td>
<td>Senate Transportation &amp; Housing Committee</td>
<td>SB 344 Commercial Driver’s License: Education</td>
</tr>
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<td></td>
<td></td>
</tr>
<tr>
<td>SB 348 (Galgiani)</td>
<td>CEQA: Exemption for Railroad Grade Crossings</td>
<td>As Introduced</td>
<td>Senate Environmental Quality Committee</td>
<td>SB 348 CEQA: Exemption for Railroad Grade Crossings</td>
</tr>
<tr>
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<td></td>
</tr>
<tr>
<td>SB 391 (Huff)</td>
<td>Assault and Battery: Public Transit Employees</td>
<td>As Introduced</td>
<td>Senate Public Safety Committee</td>
<td>SB 391 Assault and Battery: Public Transit Employees</td>
</tr>
</tbody>
</table>

In calculating adjustments to the variable gas tax rate to be made after January 1, 2015, 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, requires the Board of Equalization to use estimates for the next five fiscal years, rather than just for the current year. Allows the Board of Equalization to make partial adjustments over three consecutive years to take into account the net revenue gain or loss of any fiscal year. Specifies that if the Board of Equalization determines that because of clear changes in either fuel prices or consumption that the amount of revenues being generated by the variable gas tax rate will be significantly different from its estimates, then the board may adjust the rate more frequently than annually, but no more frequently than quarterly, in order to reduce the potential volatility of the revenues.

Beginning January 1, 2017, requires a person to successfully complete a course of instruction from a commercial driver training institution with an approved training program that has been certified by the Department of Motor Vehicles (DMV) before he or she is issued a commercial driver’s license. Provides an exemption to this 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; and (2) a commercial motor vehicle driver who presents a valid certificate of driving skill from an approved employer-testing program.

Extends from January 1, 2016, to January 1, 2019, an existing California Environmental Quality Act (CEQA) exemption relating to the closure of a railroad grade crossing by order of the California Public Utilities Commission (CPUC) that is determined to present a threat to public safety.

Requires the amount of electricity generated from renewable sources to be equal to at least 50 percent by December 31, 2030. Requires the California Air Resources Board (CARB) to adopt and implement motor vehicle standards, in-use performance standards and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution that further achieving a reduction in petroleum use in motor vehicles by 50 percent by January 1, 2030, unless preempted by federal law. Establishes a state policy to exploit all practicable and cost-effective conservation and improvements in the efficiency of energy use and distribution, and to achieve energy security, diversity of supply sources and competitiveness of transportation energy markets in furtherance of reducing petroleum use in the transportation sector by 50 percent by January 1, 2030.

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.
<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>SB 413</td>
<td>Public Transit: Prohibited Conduct</td>
<td>As Introduced</td>
<td>Senate Transportation &amp; Housing Committee</td>
<td></td>
</tr>
<tr>
<td>Wieckowski</td>
<td>Allow for a public transit agency to issue citations for the following: (1) failing to comply with the warning of a public transit official related to disturbing another person by loud or unreasonable noise; and (2) failing to yield seating reserved for an elderly or disabled person.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SB 491</td>
<td>Omnibus Transportation Bill</td>
<td>As Introduced</td>
<td>Senate Transportation &amp; Housing Committee</td>
<td></td>
</tr>
<tr>
<td>Transportation Committee</td>
<td>Enacts the annual omnibus bill of non-controversial and technical changes to state statutes pertaining to transportation. Among other things, requires the agency responsible for administering a county’s share of Transportation Fund for Clean Air (TFCA) 40 percent funds to conduct a public meeting to adopt criteria for the expenditure of those funds, if the criteria have been modified from the previous year.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SB 502</td>
<td>BART: Purchase and Delivery of Electricity</td>
<td>As Introduced</td>
<td>Senate Energy, Utilities &amp; Communications Committee</td>
<td></td>
</tr>
<tr>
<td>Leno</td>
<td>Upon request by the Bay Area Rapid Transit District (BART), requires any electrical corporation that owns and operates transmission and distribution facilities that deliver electricity at one or more locations to the BART system to use the same facilities to delivery electricity generated by an eligible renewable energy resource without discrimination or delay.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>SB 516</td>
<td>Service Authority for Freeway Emergencies</td>
<td>As Introduced</td>
<td>Senate Transportation &amp; Housing Committee</td>
<td></td>
</tr>
<tr>
<td>Fuller</td>
<td>Clarifies that funding received by a Service Authority for Freeway Emergencies (SAFE) shall be used for the implementation, maintenance and operation of a motorist aid system, including the following: (1) call boxes; (2) changeable message signs; (3) lighting for call boxes; (4) support for traffic operations centers; (5) contracting with tow truck operators to remove disabled vehicles from the traveled portion of a freeway right-of-way; (6) traveler information systems and other transportation demand management services; (7) litter and debris removal; and (8) intelligent transportation system architecture and infrastructure.</td>
<td></td>
<td></td>
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<tr>
<td>SB 564</td>
<td>Traffic Violations: School Zones</td>
<td>As Introduced</td>
<td>Senate Transportation &amp; Housing Committee</td>
<td></td>
</tr>
<tr>
<td>Cannella</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></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SB 578</td>
<td>Electric Vehicles: Charging Stations</td>
<td>As Introduced</td>
<td>Senate Rules Committee</td>
<td></td>
</tr>
<tr>
<td>Block</td>
<td>States the intent of the Legislature to enact a bill that expands electric vehicle charging stations in California.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SB 599</td>
<td>State Agencies: Public Transit Service Contracts</td>
<td>As Introduced</td>
<td>Senate Labor &amp; Industrial Relations Committee</td>
<td></td>
</tr>
<tr>
<td>Mendoza</td>
<td>Requires a state agency to give a 10 percent preference to any bidder on a contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Senate Bills</td>
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<td>Status</td>
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<tr>
<td>-------------------</td>
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</tr>
</tbody>
</table>
| **SB 627**  
(Galgiani)  
Commuting Miles Tax Credit | For taxable years beginning on or after January 1, 2015, allows a tax credit in an amount computed by multiplying an unspecified dollar figure by the total number of a taxpayer’s commuting miles. | As Introduced | Senate Governance & Finance Committee | |
| **SB 698**  
(Cannella)  
Cap-and-Trade: School Zone Safety Projects | Requires an unspecified amount of cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund to be continuously appropriated to the State Highway Account for purposes of funding school zone safety projects under the state’s Active Transportation Program. | As Introduced | Senate Environmental Quality Committee | |
| **SB 719**  
(E. Hernandez)  
Caltrans: Motor Vehicle Technologies Testing | Authorizes Caltrans, in coordination with the California Highway Patrol (CHP), to conduct testing of technologies that involve motor vehicles being operated with less than 100 feet between each vehicle or combination of vehicles. Requires Caltrans to report its findings from such testing to the Legislature by July 1, 2017. | As Introduced | Senate Transportation & Housing Committee | |
| **SB 757**  
(Wieckowski)  
South Bay Area Public Transit Service | States the intent of the Legislature to enact a bill to do the following: (1) require the Alameda County Transportation Commission to explore the feasibility of a multimodal station in the city of Fremont at a location that can be served by both Bay Area Rapid Transit District (BART) and Altamont Commuter Express (ACE) trains; and (2) require the Santa Clara Valley Transportation Authority (VTA) to explore expansion of light rail service to Levi’s Stadium in the city of Santa Clara. | As Introduced | Senate Rules Committee | |
| **SB 760**  
(Mendoza)  
Disadvantaged Community Enhancement Program | Enacts the Disadvantaged Community Enhancement Act of 2015. Requires the Strategic Growth Council to develop and implement a Disadvantaged Community Enhancement Program to award grants to disadvantaged communities to facilitate projects for community enhancement improvements that reduce greenhouse gas emissions and provide to disadvantaged communities multiple environmental benefits. Specifies that the community enhancement improvements that are eligible for funding under this program include the following: (1) water quality improvements; (2) groundwater, storage, recharge, or remediation; (3) storm water capture; (4) urban greening projects, including urban forestry and landscaping; (5) park development and land protection for passive or active recreation; (6) hardscape conversions; (7) non-motorized trails and other active transportation projects; (8) heat island mitigation; and (9) planning of a sustainable community. Requires the Strategic Growth Council to award grants to applicants through a competitive process. Upon appropriation by the Legislature, authorizes the Strategic Growth Council to expend cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund to implement the program. | As Introduced | Senate Transportation & Housing Committee | |
<table>
<thead>
<tr>
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<th>Last Amended</th>
<th>Status</th>
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</thead>
<tbody>
<tr>
<td><strong>SB 767</strong>&lt;br&gt;(de Leon)&lt;br&gt;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 to be determined by the authority 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 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; and (3) a requirement that the net revenues from the tax, defined to mean the total tax revenues less any refunds, costs of administration by the state Board of Equalization and LA Metro’s administrative costs, be used to fund the transportation projects and programs identified in the expenditure plan. Provides that the ordinance shall become operative if approved by a two-thirds vote of the electorate in Los Angeles County.</td>
<td>As Introduced</td>
<td>Senate Transportation &amp; Housing 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: Chief Financial Officer, Raj Srinath

SUBJECT: Monthly Investment Report for February 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 2.2% in the fourth quarter of 2014 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), declined at a rate of 0.1% year over year as of February 2015 on a seasonally adjusted basis. Core CPI, which excludes volatile food and energy prices increased at a rate of 1.7% year over year as of February 2015, on a seasonally adjusted basis. The Federal Reserve continues to target an inflation rate of 2.0%.

The unemployment rate in the San Jose-Sunnyvale-Santa Clara MSA was 4.5% in February 2015, down from a revised 4.8% in January 2015, and below the year-ago estimate of 6.0%. This compares with an unadjusted unemployment rate of 6.8% for California and 5.8% for the nation during the same period.
Market Watch

The S&P 500 Index returned 5.75% in February 2015. Large cap stocks returned 5.78% and small cap stocks returned 5.94%. Within the large cap space, growth stocks outperformed value stocks, returning 6.67% and 4.84% respectively. The top-performing sectors were consumer discretionary, healthcare, and Producer durables. The worst-performing sectors were financial services, utilities, and energy.

The Barclays Aggregate index returned -0.94% in February 2015. The government related sector returned -0.88% and the treasury sector returned -1.54% for the month. The investment grade corporate bond sector returned -1.01% for the month while high yield returned +2.30% for the month.

VTA Enterprise Funds

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

The Payden & Rygel composite portfolio outperformed its policy benchmark in the current month by 0.11%, and by 0.09% calendar year-to-date. The current yield for the Payden long-term portfolio is 1.44%, the mid-term portfolio is 0.86%, and the short-term portfolio is 0.35%.

The current yield for funds invested in LAIF is 0.27% and VTA’s checking accounts is 0.02%.

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>Feb 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>-0.61%</td>
<td>0.54%</td>
<td>0.79%</td>
<td>2.15%</td>
<td>1.49%</td>
<td>2.76%</td>
<td>3.88%</td>
</tr>
<tr>
<td>Barclays Cap US Govt. Intermediate Index</td>
<td>-0.86%</td>
<td>0.45%</td>
<td>0.72%</td>
<td>2.19%</td>
<td>1.20%</td>
<td>2.59%</td>
<td>3.86%</td>
<td>4.37%</td>
</tr>
<tr>
<td>Mid-Term Fixed Income 1</td>
<td>Payden &amp; Rygel</td>
<td>-0.12%</td>
<td>0.13%</td>
<td>0.35%</td>
<td>0.79%</td>
<td>0.79%</td>
<td>1.16%</td>
<td>-</td>
</tr>
<tr>
<td>Merrill Lynch 1 to 3 Year Treasury Index</td>
<td>-0.22%</td>
<td>0.05%</td>
<td>0.29%</td>
<td>0.66%</td>
<td>0.57%</td>
<td>0.92%</td>
<td>-</td>
<td>1.10%</td>
</tr>
<tr>
<td>Short-Term Fixed Income 2</td>
<td>Payden &amp; Rygel</td>
<td>0.00%</td>
<td>0.08%</td>
<td>0.16%</td>
<td>0.33%</td>
<td>0.42%</td>
<td>0.47%</td>
<td>1.98%</td>
</tr>
<tr>
<td>iMoneynet Money Market Index</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.01%</td>
<td>0.04%</td>
<td>0.04%</td>
<td>1.54%</td>
<td>1.38%</td>
</tr>
<tr>
<td>Composite Portfolio Returns</td>
<td>-0.22%</td>
<td>0.22%</td>
<td>0.42%</td>
<td>1.06%</td>
<td>0.95%</td>
<td>1.72%</td>
<td>2.91%</td>
<td>3.73%</td>
</tr>
<tr>
<td>Policy Benchmark Returns</td>
<td>-0.33%</td>
<td>0.14%</td>
<td>0.33%</td>
<td>0.93%</td>
<td>0.67%</td>
<td>1.47%</td>
<td>2.69%</td>
<td>3.58%</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>38%</td>
</tr>
<tr>
<td>Domestic Large Cap Index</td>
<td>25-60%</td>
<td>50%</td>
<td>62%</td>
</tr>
<tr>
<td>Cash</td>
<td>0-5%</td>
<td>2%</td>
<td>0%</td>
</tr>
</tbody>
</table>

The Retirees’ OPEB composite portfolio outperformed its policy benchmark by 1.02% in the current month, and by 0.19% calendar year-to-date. The current yield for the fixed income portfolio is 3.70%.

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

<table>
<thead>
<tr>
<th>Investment Performance as of February 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asset Class</td>
</tr>
<tr>
<td>Fixed Income</td>
</tr>
<tr>
<td>Barclays Cap US Aggregate Bond Index</td>
</tr>
<tr>
<td>Large Cap Index</td>
</tr>
<tr>
<td>S&amp;P 500 Index</td>
</tr>
<tr>
<td>Composite Portfolio Returns</td>
</tr>
<tr>
<td>Policy Benchmark Returns</td>
</tr>
</tbody>
</table>

DODGE & COX - The Fixed Income portfolio manager outperformed its benchmark in February 2015 by 0.60%, but underperformed its benchmark by 0.06% calendar year-to-date. The main contributors to relative performance included the portfolios’ shorter relative duration, an overweight to corporate bonds, and strong security selection in both corporates and taxable municipal securities.

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>28-38%</td>
<td>33%</td>
<td>33%</td>
</tr>
<tr>
<td>Domestic Large-Cap Value</td>
<td>12-22%</td>
<td>17%</td>
<td>17%</td>
</tr>
<tr>
<td>Domestic Large-Cap Index</td>
<td>8-18%</td>
<td>13%</td>
<td>13%</td>
</tr>
<tr>
<td>Domestic Small-Cap Value</td>
<td>2-12%</td>
<td>7%</td>
<td>7%</td>
</tr>
<tr>
<td>Int’l Equity Developed Markets</td>
<td>9-19%</td>
<td>14%</td>
<td>14%</td>
</tr>
<tr>
<td>Int’l Equity Emerging Markets</td>
<td>2-10%</td>
<td>5%</td>
<td>5%</td>
</tr>
<tr>
<td>US Core Real Estate</td>
<td>5-15%</td>
<td>10%</td>
<td>10%</td>
</tr>
<tr>
<td>Cash</td>
<td>0-5%</td>
<td>1%</td>
<td>1%</td>
</tr>
</tbody>
</table>

The SCVTA-ATU Pension Plan composite portfolio outperformed its policy benchmark in February 2015 by 0.64%, and by 0.44% calendar year-to-date. The current yield of the Dodge & Cox Fixed Income portfolio is 4.30%.

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

<table>
<thead>
<tr>
<th>Asset Class</th>
<th>Fund Manager</th>
<th>Feb</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>-0.35%</td>
<td>1.14%</td>
<td>1.25%</td>
<td>4.88%</td>
<td>4.07%</td>
<td>4.99%</td>
<td>5.63%</td>
<td>6.60%</td>
</tr>
<tr>
<td></td>
<td>Barclays Cap US</td>
<td>-0.94%</td>
<td>1.23%</td>
<td>1.14%</td>
<td>5.03%</td>
<td>2.76%</td>
<td>4.30%</td>
<td>4.83%</td>
<td>5.24%</td>
</tr>
<tr>
<td>Aggregate Bond</td>
<td>Index</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Large-Cap Value</td>
<td>Boston Partners</td>
<td>6.71%</td>
<td>1.66%</td>
<td>1.50%</td>
<td>12.87%</td>
<td>19.43%</td>
<td>16.66%</td>
<td>9.89%</td>
<td>9.94%</td>
</tr>
<tr>
<td>Stocks</td>
<td>Russell 1000 Value</td>
<td>4.84%</td>
<td>1.26%</td>
<td>0.65%</td>
<td>13.49%</td>
<td>18.12%</td>
<td>15.52%</td>
<td>7.26%</td>
<td>6.93%</td>
</tr>
<tr>
<td>Large-Cap Index</td>
<td>State Street</td>
<td>5.73%</td>
<td>2.30%</td>
<td>2.56%</td>
<td>15.45%</td>
<td>17.93%</td>
<td>16.13%</td>
<td>8.01%</td>
<td>6.62%</td>
</tr>
<tr>
<td>S&amp;P 500 Index</td>
<td></td>
<td>5.75%</td>
<td>2.32%</td>
<td>2.58%</td>
<td>15.52%</td>
<td>18.00%</td>
<td>16.18%</td>
<td>7.99%</td>
<td>6.51%</td>
</tr>
<tr>
<td>Small-Cap Value</td>
<td>Wedge</td>
<td>5.61%</td>
<td>4.65%</td>
<td>2.22%</td>
<td>10.74%</td>
<td>17.30%</td>
<td>16.88%</td>
<td>7.10%</td>
<td>10.40%</td>
</tr>
<tr>
<td>Stocks</td>
<td>Russell 2000 Value</td>
<td>4.64%</td>
<td>3.02%</td>
<td>0.29%</td>
<td>3.96%</td>
<td>15.31%</td>
<td>13.96%</td>
<td>7.13%</td>
<td>9.82%</td>
</tr>
<tr>
<td>Int’l Equity</td>
<td>MFS</td>
<td>5.48%</td>
<td>3.18%</td>
<td>6.32%</td>
<td>2.37%</td>
<td>7.94%</td>
<td>9.22%</td>
<td>-</td>
<td>3.33%</td>
</tr>
<tr>
<td>Dev. Markets</td>
<td>MSCI AC World ex-US</td>
<td>5.13%</td>
<td>2.34%</td>
<td>5.92%</td>
<td>2.86%</td>
<td>7.24%</td>
<td>7.40%</td>
<td>-</td>
<td>0.40%</td>
</tr>
<tr>
<td>Growth</td>
<td>Index</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>US Core Real</td>
<td>UBS</td>
<td>3.02%</td>
<td>11.69%</td>
<td>11.69%</td>
<td>10.76%</td>
<td>-</td>
<td>-</td>
<td>12.18%</td>
<td></td>
</tr>
<tr>
<td>Estate</td>
<td>NCREIF NFI-ODCE</td>
<td>3.26%</td>
<td>12.50%</td>
<td>12.50%</td>
<td>12.46%</td>
<td>-</td>
<td>-</td>
<td>14.33%</td>
<td></td>
</tr>
<tr>
<td>Emerging Market</td>
<td>ROBECO E. M.</td>
<td>2.43%</td>
<td>-0.74%</td>
<td>3.47%</td>
<td>6.12%</td>
<td>-0.04%</td>
<td>-</td>
<td>0.16%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MCSI World Emerging</td>
<td>3.10%</td>
<td>-1.06%</td>
<td>3.72%</td>
<td>5.01%</td>
<td>-0.35%</td>
<td>-</td>
<td>0.49%</td>
<td></td>
</tr>
<tr>
<td>Market</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Notes:

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

DODGE & COX - The Fixed Income portfolio manager outperformed its benchmark in February 2015 by 0.59%, and by 0.11% calendar year-to-date. The main contributors to relative performance included the portfolios’ shorter relative duration, an overweight to corporate bonds, and strong security selection in both corporates and taxable municipal securities.

BOSTON PARTNERS - The Domestic Large Cap Value Equity manager outperformed its policy benchmark in February 2015 by 1.87%, and by 0.85% calendar year-to-date. Strong stock selection in the technology sector and an underweight relative to the benchmark in the REIT and utility sectors contributed to relative performance.
WEDGE - The Domestic Small Cap Value Equity manager outperformed its policy benchmark in February 2015 by 0.97%, and by 1.93% calendar year-to-date. Relative performance was impacted by the portfolios’ position in the energy sector and stock selection in both the technology and financial sectors.

MFS - The International Equity manager outperformed its policy benchmark in February 2015 by 0.35%, and by 0.40% calendar year-to-date. An overweight to consumer staples and underweight positions in utilities and financials all contributed to relative performance.

ROBECO - The Emerging Markets Equity manager underperformed its policy benchmark in February 2015 by 0.67%, and by 0.25% calendar year-to-date. The fund’s overweight allocations and stock selection in Korea, India and China detracted from performance during the month.

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>37%</td>
</tr>
<tr>
<td>Domestic Large Cap Index</td>
<td>50-70%</td>
<td>60%</td>
<td>61%</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 0.40%, and by 0.02% calendar year-to-date. The current yield for the fixed income portfolio is 4.30%

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

<table>
<thead>
<tr>
<th>Asset Class</th>
<th>Fund Manager</th>
<th>Feb 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>-0.29%</td>
<td>0.74%</td>
<td>1.02%</td>
<td>4.13%</td>
<td>3.95%</td>
<td>5.11%</td>
<td>5.38%</td>
</tr>
<tr>
<td>Barclays Cap US Aggregate Bond Index</td>
<td>-0.94%</td>
<td>1.23%</td>
<td>1.14%</td>
<td>5.03%</td>
<td>2.76%</td>
<td>4.30%</td>
<td>4.82%</td>
<td>4.72%</td>
</tr>
<tr>
<td>Large-Cap Index</td>
<td>State Street</td>
<td>5.73%</td>
<td>4.94%</td>
<td>13.65%</td>
<td>13.65%</td>
<td>20.34%</td>
<td>15.41%</td>
<td>7.69%</td>
</tr>
<tr>
<td>S&amp;P 500 Index</td>
<td></td>
<td>5.75%</td>
<td>4.93%</td>
<td>13.69%</td>
<td>13.69%</td>
<td>20.41%</td>
<td>15.45%</td>
<td>7.67%</td>
</tr>
<tr>
<td>Composite Portfolio</td>
<td>Returns</td>
<td>3.47%</td>
<td>1.84%</td>
<td>2.10%</td>
<td>11.15%</td>
<td>12.80%</td>
<td>12.25%</td>
<td>7.74%</td>
</tr>
<tr>
<td>Policy Benchmark Returns</td>
<td></td>
<td>3.07%</td>
<td>1.97%</td>
<td>2.08%</td>
<td>11.33%</td>
<td>11.76%</td>
<td>11.52%</td>
<td>6.99%</td>
</tr>
</tbody>
</table>

DODGE & COX - The Fixed Income portfolio manager outperformed its benchmark in February 2015 by 0.65%, but underperformed its benchmark by 0.12% calendar year-to-date. The main contributors to relative performance included the portfolios’ shorter relative duration, an overweight to corporate bonds, and strong security selection in both corporates and taxable municipal securities.

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 August 31, 2015.

Prepared By: Sean Bill, Investment Program Manager
Memo No. 4857
### VTA INVESTMENT COMPOSITE PORTFOLIO PERFORMANCE

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

**SUMMARY:** February 28, 2015

<table>
<thead>
<tr>
<th>Description</th>
<th>Book Value</th>
<th>Change for the Month</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Fixed Income - Long-Term Investment Pool</td>
<td>274,800,892</td>
<td>2,466,102</td>
</tr>
<tr>
<td>2 - Fixed Income - Mid-Term Investment Pool</td>
<td>510,336,186</td>
<td>2,413,120</td>
</tr>
<tr>
<td>3 - Fixed Income - Short-Term Investment Pool</td>
<td>260,772,058</td>
<td>764,441</td>
</tr>
<tr>
<td>4 - Fixed Income - Collateral</td>
<td>2,632,840</td>
<td>2,068</td>
</tr>
<tr>
<td>5 - VTA Bond Funds with Fiscal Agent (2)</td>
<td>177,350,239</td>
<td>290,233</td>
</tr>
<tr>
<td>6 - Funds with LAIF Investment Pool</td>
<td>50,000,000</td>
<td>64,150</td>
</tr>
<tr>
<td>7 - Funds with Union Bank-Congestion Management</td>
<td>4,326,240</td>
<td>3,427</td>
</tr>
<tr>
<td>8 - Funds with Union Bank-Measure B</td>
<td>7,660,254</td>
<td>4,662</td>
</tr>
<tr>
<td>9 - Funds with Union Bank Pooled DDA account</td>
<td>21,357,644</td>
<td>1,109</td>
</tr>
<tr>
<td><strong>Total VTA Funds</strong></td>
<td>1,309,236,353</td>
<td>6,009,312</td>
</tr>
<tr>
<td>1 - Retirees' OPEB -Fixed Income</td>
<td>100,669,864</td>
<td>2,267,663</td>
</tr>
<tr>
<td>2 - Retirees' OPEB -State Street - Index</td>
<td>97,702,619</td>
<td>3,430,985</td>
</tr>
<tr>
<td><strong>Total Retirees' OPEB Funds</strong></td>
<td>198,372,483</td>
<td>6,608,648</td>
</tr>
<tr>
<td>1 - VTA/ATU Pension Fund -Fixed Income</td>
<td>156,251,893</td>
<td>4,959,145</td>
</tr>
<tr>
<td>2 - VTA/ATU Pension Fund -Stock Large Cap Value - BOSTON</td>
<td>64,114,116</td>
<td>6,866,730</td>
</tr>
<tr>
<td>3 - VTA/ATU Pension Fund -State Street - Index</td>
<td>33,782,135</td>
<td>4,314,874</td>
</tr>
<tr>
<td>4 - VTA/ATU Pension Fund -Stock Small Cap Value - WEDGE</td>
<td>23,730,747</td>
<td>1,523,001</td>
</tr>
<tr>
<td>5 - VTA/ATU Pension Fund -Int'l - Equity Growth - MFS</td>
<td>50,574,856</td>
<td>0</td>
</tr>
<tr>
<td>6 - VTA/ATU Pension Fund -Emerging Markets - ROBECO (3)</td>
<td>23,500,000</td>
<td>0</td>
</tr>
<tr>
<td>7 - VTA/ATU Pension Fund -US Core Real Estate - UBS (4)</td>
<td>35,000,000</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total ATU Pension Funds</strong></td>
<td>386,953,747</td>
<td>17,663,750</td>
</tr>
<tr>
<td>1 - ATU Spousal Med Fund -Dodge &amp; Cox - Index</td>
<td>5,927,234</td>
<td>0</td>
</tr>
<tr>
<td>2 - ATU Spousal Med Fund -State Street - Index</td>
<td>7,607,187</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total ATU Spousal Plan Funds</strong></td>
<td>13,534,421</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Investments</strong></td>
<td>1,908,097,004</td>
<td>30,281,710</td>
</tr>
</tbody>
</table>

**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

Attachment Page # 1
### VTA Investment Composite Portfolio Performance

**Money Managers’ Total Market Return - Trade Date**

**For the Month of February 2015**

**Summary:** February 28, 2015

<table>
<thead>
<tr>
<th>Description</th>
<th>Total Market Value</th>
<th>February Total Market Return</th>
<th>Total Market Return</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total VTA Funds</td>
<td>1,314,518,519</td>
<td>1,344,932,782</td>
<td></td>
</tr>
<tr>
<td>1 - Retirees' OPEB - Fixed Income</td>
<td>106,858,459</td>
<td>106,503,607</td>
<td>-354,852</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 - Retirees' OPEB - State Street - Index</td>
<td>165,277,211</td>
<td>174,744,981</td>
<td>9,467,770</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 - VTA/ATU Pension Fund-Fixed Income</td>
<td>166,346,081</td>
<td>165,774,026</td>
<td>-572,055</td>
</tr>
<tr>
<td>4 - VTA/ATU Pension Fund-Stock Large Cap Value</td>
<td>80,331,093</td>
<td>85,724,053</td>
<td>5,392,960</td>
</tr>
<tr>
<td>5 - VTA/ATU Pension Fund-State Street - Index</td>
<td>62,565,789</td>
<td>66,498,820</td>
<td>3,584,031</td>
</tr>
<tr>
<td>6 - VTA/ATU Pension Fund-Stock Small Cap Value</td>
<td>33,798,754</td>
<td>35,694,928</td>
<td>1,896,174</td>
</tr>
<tr>
<td>7 - VTA/ATU Pension Fund-Int'l - Equity Growth</td>
<td>66,656,589</td>
<td>70,308,410</td>
<td>3,651,821</td>
</tr>
<tr>
<td>8 - VTA/ATU Pension Fund-US Core Real Estate (4)</td>
<td>23,390,836</td>
<td>23,953,728</td>
<td>562,892</td>
</tr>
<tr>
<td>Total Investments</td>
<td>2,092,169,302</td>
<td>2,146,946,470</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 - ATU Spousal Med Fund - Dodge &amp; Cox - Index</td>
<td>8,411,663</td>
<td>8,387,561</td>
<td>-24,102</td>
</tr>
<tr>
<td>2 - ATU Spousal Med Fund-State Street - Index</td>
<td>13,236,911</td>
<td>13,983,117</td>
<td>758,266</td>
</tr>
</tbody>
</table>

**Legend:**

(1) Total includes contributions / withdrawals made during current month.
(2) Bonds Reserves for Debt Service Funds and Measure A Project Funds. During February 2015 $5,145,584.29 was drawn from 2010 project fund for Measure A Projects.
(3) 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 Planning and Program Development, John Ristow

SUBJECT: Fiscal Year 2016 & Fiscal Year 2017 Congestion Management Work Program

INFORMATION ITEM

RECOMMENDATION:

Receive the Fiscal Year 2016 and Fiscal Year 2017 Congestion Management Work Program and budget.

BACKGROUND:

Congestion Management Agencies (CMAs) were created in 1990 by Proposition 111 and its accompanying legislation that required that every county with an urbanized population of more than 50,000 establish a CMA. CMAs were designed to meet the goals of increasing the efficiency of existing transit and roadway systems, planning the best capital improvements to these systems, and improving the local land use decision-making process to support and compliment the transportation system investments.

The Congestion Management Program (CMP) must contain five elements: 1) a system definition and traffic level of service standard element; 2) a multimodal performance measures element; 3) a transportation demand management and trip reduction element; 4) a land use impact analysis element; and 5) a capital improvement program. In addition to these five elements, other actions, such as the development of a countywide transportation model and deficiency plans, are necessary to meet the requirements of the CMP legislation.

Along with the requirements mandated by Proposition 111, the CMP Work Program also includes requirements from following:

- 1995 Resolution by Member Agencies for the Transportation Fund for Clean Air Program Manager Fund (TFCA 40%) for management of county level project prioritization and
program management;

- SB45 legislation in 1997 that led to the VTA prioritizing and programming Santa Clara County's Regional Improvement share of State Transportation Improvement Program and assuring compliance with the SB45 Use-It-Or-Lose-It provisions;

- Passage of AB1012 in 1999, which imposed timely-use-of-funds requirements for Federal Highway Administration grant funds;

- SB83 Vehicle Registration fee that collects a $10 registration fee for motor vehicles registered in Santa Clara County;

- SB375 which aligns regional long-range transportation plans and investment policies, regional allocation of the obligation for cities and counties to zone for housing policies and a process to achieve greenhouse gas emissions reductions targets for the transportation sector; and

- Various MTC resolutions that devolved the implementation of programs from MTC to county CMA level

The Fiscal Year 2016 (FY 2016) and Fiscal Year 2017 (FY 2017) CMP Work Program is composed of the following main work areas:

- Programming and Grants

- Congestion Management Program Conformance

- Land Use and Transportation Integration

- Plans, Studies and Traffic Engineering

- iTEAM

**DISCUSSION:**

The proposed FY 2016 and FY 2017 CMP Work Program is a result of inputs including statutory requirements, Board initiated activities, and staff recommended initiatives reacting to federal, state and regional issues. Based on these inputs, the Work Program reflects more focus on tasks and activities related to coordination and advocacy of funding for local projects, capital project initiatives, state/regional advocacy, land use coordination due to new state mandates and member agency assistance.

**CMP Work Program**

The proposed FY 2016 and FY 2017 CMP Work Program is included as Attachment A.

**CMP Budget and Fees**

The proposed FY 2016 and FY 2017 CMP Budget summarized below supports the major tasks outlined in the CMP Work Program for the upcoming year, including the total estimated cost of VTA staff, consultant services, and other goods and services to accomplish each task.
The projected revenue is comprised of the following:

**FY 2016 Projected Revenue**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Member Agency Fees</td>
<td>$2,407,274</td>
</tr>
<tr>
<td>MTC STP Planning Grant</td>
<td>$2,098,000</td>
</tr>
<tr>
<td>STIP Programmed Project Monitoring (PPM) Funds</td>
<td>$628,000</td>
</tr>
<tr>
<td>Vehicle Registration Fee (VRF) Program Administration Fee</td>
<td>$100,000</td>
</tr>
<tr>
<td>Local Partnership Funds</td>
<td>$402,000</td>
</tr>
<tr>
<td>TFCA 40% Local Program Manager Administrator Fee</td>
<td>$115,000</td>
</tr>
<tr>
<td>Investment Earnings</td>
<td>$12,000</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>$5,762,274</strong></td>
</tr>
</tbody>
</table>

**FY 2017 Projected Revenue**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Member Agency Fees</td>
<td>$2,407,274</td>
</tr>
<tr>
<td>MTC STP Planning Grant</td>
<td>$1,765,000</td>
</tr>
<tr>
<td>STIP Programmed Project Monitoring (PPM) Funds</td>
<td>$1,053,000</td>
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<tr>
<td>Vehicle Registration Fee (VRF) Program Administration Fee</td>
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<tr>
<td>Investment Earnings</td>
<td>$12,000</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>$5,572,274</strong></td>
</tr>
</tbody>
</table>

Member Agency fees are based on the fee schedule adopted by the Board in June 2005, which specifies annual increases of 3.5%. However, the fee structure for FY 2016 and FY 2017 remains unchanged from FY 2012.

The projected expenditures are comprised of the following:

**FY 2016 Projected Expenditures**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Programming and Grants</td>
<td>$978,446</td>
</tr>
<tr>
<td>2. Congestion Management Program Conformance</td>
<td>$1,078,944</td>
</tr>
<tr>
<td>3. Land Use and Transportation Integration</td>
<td>$1,757,293</td>
</tr>
<tr>
<td>4. Plans and Studies</td>
<td>$1,413,165</td>
</tr>
<tr>
<td>5. iTEAM</td>
<td>$766,022</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>$5,990,870</strong></td>
</tr>
</tbody>
</table>

The proposed FY 2016 CMP Budget of $5,990,870 is $917,030 more than the adopted FY 2015 CMP Budget of $5,073,840.

**FY 2017 Projected Expenditures**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Programming and Grants</td>
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<td>2. Congestion Management Program Conformance</td>
<td>$906,995</td>
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<td>$1,516,735</td>
</tr>
<tr>
<td>4. Plans and Studies</td>
<td>$1,398,165</td>
</tr>
<tr>
<td>5. iTEAM</td>
<td>$700,000</td>
</tr>
</tbody>
</table>
The proposed FY 2017 CMP Budget of $5,817,587 is $173,283 less than the proposed FY 2016 CMP Budget of $5,990,870. This is primarily due to the decrease in MTC STP funds in FY 2017.

The FY 2016 and FY 2017 CMP Work Program is scheduled as an information item at the Technical Advisory Committee, Policy Advisory Committee and Congestion Management Program & Planning Committee in April and as an action item at these committees in May. In June, it will be scheduled for review and approval by the Board of Directors.

ALTERNATIVES:
The CMP Work Program could be altered through additions, deletions or modifications.

FISCAL IMPACT:
Appropriation for the Recommended FY 2016 and FY 2017 CMP Work Program will be included in Recommended FY 2016 and FY 2017 Congestion Management Program Fund Operating Budgets which will be submitted for approval by the VTA Board of Directors at its June 4, 2015 meeting.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:
The Technical Advisory Committee (TAC) considered this item on April 9, 2015. Since the item was for information only the Committees received the staff report and took no action.

The Policy Advisory Committee (PAC) considered this item on April 9, 2015. The Committee approved the item as information only as part of the Consent agenda.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:
The Congestion Management Program & Planning Committee (CMPP) considered this item on April 16, 2015 and discussed the following: Traffic Impact Fees; Grants and their criteria; technology and its use in the in the CMP Monitoring Report; Complete streets; and Priority Development Areas.

Staff will bring Traffic Impact Fees and Grants and their criteria back to the committee as separate items in the following months. All other discussion items will be incorporated into the FY16/FY17 CMP Work Program. As the item is for information only the CMPP received the staff report and took no action.

Prepared by: John Ristow
Memo No. 4738
ATTACHMENTS:

- Attachment_A_FY16FY17_CMPWorkProgram (PDF)
- Attachment_B_FY16FY17_MA_Contributions (PDF)
- Attachment_C_CMP_Overview (PDF)
- Attachment_A_FY16FY17_CMPWorkProgram_Update (PDF)
EXECUTIVE SUMMARY

Purpose
The Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP) Work Program outlines the major tasks VTA will address during Fiscal Year 2016 and Fiscal Year 2017 (FY16 and FY17) as the CMP. The Work Program includes statutory requirements, Board initiated activities, Member Agency requested activities, and staff recommended initiatives regarding federal, state and regional issues.

The CMP Work Program consists of five main work areas:

- Programming and Grants
- Congestion Management Program Conformance
- Land Use and Transportation Integration
- Plans, Studies and Transportation Engineering
- Innovative Delivery Team Program (iTEAM)

Programming and Grants
Programming and Grants consists of Santa Clara County’s currently programmed projects using CMA-monitored federal, state, regional and local funds and/or included in the first 10 years of the most current Valley Transportation Plan (VTP). The major activities of Programming and Grants are 1) Grant Programming and Policy Development, 2) Programmed Projects Monitoring and 3) Agency Project Delivery Assistance.

Congestion Management Program Conformance
The CMP statutes require biennial monitoring of the freeways, rural highways and designated CMP intersections that comprise the CMP Network to ensure that Member Agencies are conforming to the CMP Level of Service (LOS) standard of LOS E. VTA exceeds this requirement by monitoring nearly all elements of the CMP Network annually. Data collected through the monitoring process is shared with Member Agencies to allow for up-to-date traffic analysis. Member Agencies with facilities found to be out of conformance with the LOS standard risk losing gas tax subventions provided by Proposition 111.

Land Use and Transportation Integration
VTA works with local agencies in land use and transportation integration by providing technical guidance through the Community Design and Transportation Manual of Best Practices, an active Development Review program and a quarterly Land Use / Transportation Integration (LUTI) Working Group to ensure local land use decisions complement VTA’s roadway and transit investments.

Plans, Studies and Transportation Engineering
As part of this work area, VTA staff leads a monthly meeting of the Systems Operations & Management (SOM) Working Group with Member Agency staff on a wide variety of transportation engineering and planning topics and as directed by VTA’s Technical Advisory Committee (TAC). The work in this area includes VTA staff collaboration with local agencies on planning and engineering studies, refining of projects to move forward for funding consideration, regional studies, the Transportation Systems Monitoring Program, applications of Geographic Information Systems (GIS), various corridor planning studies, the organization, use and distribution of CMP information...
Innovative Delivery Team Program (iTEAM)
This work area includes the deployment of iTEAM as a model for partnering with Caltrans with the objective of enhanced transportation service in Santa Clara County and serving as an innovation laboratory to develop best practices for transportation. The iTEAM efforts focus on local assistance, project delivery and traffic engineering/innovative transportation solutions. The local assistance efforts include continued expanded training to local agencies, increased assistance to local agencies on local assistance matters, and coordination leading to expedited payment of invoices by Caltrans accounting. The traffic engineering/innovative transportation solutions efforts include streamlining of the process for conducting traffic operations analysis and closer collaboration with Caltrans on matters related to traffic operations and engineering and the application of technology to address transportation challenges. The project delivery efforts include deployment of new processes to enhance the project delivery process,
Fiscal Impact
The CMP Work Program is funded through the following sources:

- Member Agency Fees
- MTC STP Planning Grant
- STIP Programmed Project Monitoring (PPM) Funds
- Vehicle Registration Fee (VRF) Program Administration Fee
- TFCA 40% Local Program Manager Administrator Fee
- Investment Earnings

The projected expenditures for the CMP Work Program are:

<table>
<thead>
<tr>
<th>Programming and Grants</th>
<th>FY16</th>
<th>FY17</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congestion Management Program Conformance</td>
<td>$1,078,944</td>
<td>$1,157,240</td>
</tr>
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<td>Land Use and Transportation Integration</td>
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<tr>
<td>Innovative Delivery Team Program (iTEAM)</td>
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<td>$770,000</td>
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<tr>
<td><strong>TOTAL:</strong></td>
<td><strong>$5,990,870</strong></td>
<td><strong>$5,817,586</strong></td>
</tr>
</tbody>
</table>

Mandates
The CMP Work Program is comprised of requirements from:

Proposition 111 (1990) – Legislation that created Congestion Management Agencies (CMA)
- Congestion Management Program Plan
- CMP Monitoring and Conformance Program/Report
- Countywide Transportation Demand Model & Database
- Land Use Impact Analysis Program
- Deficiency Plans Assistance/Guidelines
- Capital Improvement Program

Transportation Fund for Clean Air Program Manager Fund (TFCA 40%) (1995) – Resolution by Member Agencies
- Management of county level project prioritization
- Ongoing program management (amendments, information requests, audits, annual reports to BAAQMD, etc.)

SB45 (1997) – Legislation that increased the role of Regional Transportation Planning Agencies (RTPAs) in prioritizing State transportation funding by giving them control of 75% of the State Transportation Improvement Program (STIP)
• Prioritization and programming Santa Clara County’s Regional Improvement (RIP) share of State Transportation Improvement Program (STIP)
• Compliance with SB45 Use-It-Or-Lose-It provisions

AB1012 (1999) – Legislation that imposed timely-use-of-funds requirements for Federal Highway Administration grant funds on the State and RTPAs
• Assuring timely delivery of Federal Highway Administration grant funds (such as STP, CMAQ, HBRR)

SB83 (2010 Measure B VRF) – Collection of $10 registration fee for motor vehicles registered in Santa Clara County for transportation programs and projects within the County.
• Management of subvention program and project prioritization of Countywide program

SB375 (2008) - Aligns three critical policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) a process to achieve greenhouse gas emissions reductions targets for the transportation sector
• Coordination of countywide transportation plan, sustainable communities strategy and implementation of resulting programs

MTC Resolutions – Implementation of programs devolved from MTC to county CMA level
• Res. 3860 – Lifeline Transportation Program
• Res. 875 – TDA Article 3
INTRODUCTION

Congestion Management Agencies (CMA) were created in 1990 by Proposition 111 and its accompanying legislation that required that every county with an urbanized population of more than 50,000 establish a CMA. CMAs were designed to meet the goals of increasing the efficiency of existing transit and roadway systems, planning the best capital improvements to these systems, and improving the local land use decision-making process to support, and compliment transportation system investments.

The Congestion Management Agency (CMA) for Santa Clara County was established in 1991 through a Joint Powers Agreement entered into by the CMA’s Member Agencies, which are the fifteen cities within the county and the County of Santa Clara. The CMA functions in Santa Clara County are referred to collectively as the Congestion Management Program (CMP). In 1994, the Santa Clara County Transit District and the CMA were merged to form Santa Clara Valley Transportation Authority (VTA). The CMP functions previously performed by the CMA are now performed by VTA.

Policy and administrative decisions that affect the CMP are made by the VTA Board of Directors (VTA Board). The members of the VTA Board are comprised of elected officials from throughout Santa Clara County: five members from the city of San Jose, five members from other Santa Clara County cities/towns, and two County of Santa Clara Supervisors.

The Board receives input from five advisory committees, with four of these committees providing direction on CMP-related matters: the Policy Advisory Committee (PAC), the Technical Advisory Committee (TAC), the Citizens Advisory Committee (CAC), and the Bicycle and Pedestrian Advisory Committee (BPAC). The PAC consists of one elected official from each of the county’s 15 cities and one County Supervisor; its mission is to ensure that all jurisdictions within the county have access to the development of VTA’s policies.

The major responsibilities of the CMP include the development, implementation, and administration of the long-range countywide transportation plan for Santa Clara County; promoting land use and transportation integration with Member Agencies; programming of discretionary federal, state, regional and local funds; monitoring projects programmed by the VTA Board; serving as the program manager for certain countywide grant funds; preparation and implementation of the countywide plans and programs; and a range of other planning and programming activities.

The CMP is a distinct program within the Planning & Program Development Division of VTA, under the general direction of the Director, Planning & Program Development. The fiscal resources of the CMP are distinct from those of the VTA Transit Enterprise.
This work program outlines the major tasks that the CMP will address during FY16 and FY17. These tasks, with the total estimated cost of VTA staff, consultant services, and other goods and services for each task shown in brackets, are:

<table>
<thead>
<tr>
<th></th>
<th>FY16</th>
<th>FY17</th>
</tr>
</thead>
<tbody>
<tr>
<td>Programming and Grants</td>
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<td><strong>TOTAL:</strong></td>
<td><strong>$5,990,870</strong></td>
<td><strong>$5,817,586</strong></td>
</tr>
</tbody>
</table>

Each of these activities is discussed in detail in the following text.

1. PROGRAMMING AND GRANTS

1.1. Grant Programming and Policy Development (Policy and Plan Development)

VTA’s authority to provide grants ultimately comes from Article 1, Sections 8 & 9 of the US Constitution. California Government Code Section 65802(b) and California Streets & Highways Code Sections 182.6(d)1 and 182.7(d)2, combined with the Metropolitan Transportation Commission (MTC) policies provide VTA, acting as the CMA for Santa Clara County, with more specific requirements for planning, policy development, and programming transportation capital funds.

VTA has prioritization and funding responsibilities in the following programs:

- **State Transportation Improvement Program (STIP)**
  The STIP is programmed and updated every two years. VTA, as the CMA for Santa Clara County, has the responsibility for prioritizing and programming Santa Clara County’s Regional Improvement Program (RIP) share of the State Transportation Program (STIP). The 2016 STIP programming cycle begins in August 2015, and continues through June 2016.

- **Program Manager for Transportation Fund for Clean Air (TFCA) 40%**
  These funds are programmed annually in the spring. As the Program Manager for these funds in Santa Clara County, VTA staff will continue to work with Member Agencies and the BAAQMD to evaluate local guidelines for future programs. VTA staff will also participate in the development of the regional criteria for the BAAQMD 60% funds. VTA staff will also continue to monitor progress of previously programmed TFCA projects.
**2006 Transportation Infrastructure Bond Programs**

The Highway Safety Traffic Reduction Air Quality and Port Security Bond Act of 2006 (I-Bond) was passed by the voters in November 2006, and the State is now in the final years of the program. VTA continues to have programing and monitoring responsibilities in the following three programs:

- State – Local Partnership Program (SLPP)
- Corridor Mobility Improvement Account Program (CMIA)
- High Speed Rail Crossing Account (HRCSA)

These activities peaked in the middle of FY13, and VTA staff anticipates that FY16 and FY17 will be the last two years.

**Regional Transportation Plan Implementation: Surface Transportation Program/Congestion Mitigation Air Quality (STP/CMAQ) Related Programs**

In FY12, MTC reformulated its’ primary distribution channel for these funds, the Block Grant Program, by adding funding capacity and stronger ties to land use, and renaming it the “One Bay Area Grant” (OBAG). VTA adopted the first programming cycle in June 2013 and VTA staff continue to provide programming and delivery support to the initial program of projects. The second programming cycle is scheduled to begin in late summer 2015. VTA staff anticipates a very high level of activity associated through the spring of 2016.

**Senate Bill 83 (SB 83)**

SB 83 was signed into law in 2009. This legislation authorizes a countywide transportation agency, such as VTA, to implement a vehicle registration fee (VRF) of up to $10 on motor vehicles registered within the county for transportation programs and projects. The statute requires that the fee be approved by a simple majority of voters in the county. The VTA Board placed ballot measure 2010 Measure B before voters of Santa Clara County, and it was approved in November 2010. Staff implemented the Board approved expenditure plan for the VRP program and began disbursements to member agencies in 2012. VTA will be developing a new three-year expenditure program for the Countywide portion of this program in 2016.

**Lifeline Transportation Program**

VTA and the County of Santa Clara are jointly designated as the administrators for Santa Clara County and work under a memorandum of understanding. Staff will continue work with MTC and county staff to update project selection criteria and solicit at least one more programming cycle.

VTA staff serves on numerous regional and statewide committees and associations that help develop funding policies and procedures that impact the CMP and VTA’s capital programs. They have become increasingly important in forging consensus on issues of regional and statewide
significance and creating consistency among congestion management agencies. These activities include:

- Advocacy for state and federal transportation funds with the MTC, California Transportation Commission (CTC), and California Department of Transportation (Caltrans)
- Participation in regional and state agency committees involving the planning and allocation of transportation resources
- Monthly participation in CMA regional meetings and MTC Bay Area Partnership and participation in ad hoc subcommittees on issues of topical interest

Staff will continue to work with the appropriate federal, state and regional agencies and local project sponsors to manage the grant funds and monitor the progress of those projects through the development and implementation process. There will be a particular focus on implementation of programs previously discussed.

### 1.2. Programmed Projects Monitoring (PPM)

Two regional bodies and two state bodies have a significant impact on the CMP’s capital programs and policies: the MTC, the Bay Area Air Quality Management District (BAAQMD), the CTC, and Caltrans.

VTA staff serves on numerous committees and task forces, and working groups organized by these bodies that develop planning and programming policies and procedures affecting VTA’s projects, programs and the interests of VTA’s Member Agencies. Examples include: MTC’s Partnership Technical Advisory Committee (PTAC) and its associated working groups; the Arterial Operations Committee; the Bay Area ITS Architecture Maintenance Committee; the Bay Area ITS Plan Steering Committee; Caltrans’ District 4 Bicycle Advisory Committee; the California Bicycle Advisory Committee; the Regional Bicycle Working Group; and the Regional Pedestrian Committee. In addition, staff serves on numerous committees and working groups associated with the development of the 2013 Regional Transportation Plan (RTP) and the implementation of SB 375 – Sustainable Communities Strategies.

Staff analyzes state and regional issues, develops the appropriate countywide response, and distributes relevant information to Member Agencies. Staff will play key roles on activities through FY16 on the development of the 2017 Regional Transportation Plan (RTP) update and implementation of the 2017 countywide transportation plan update.

### 1.3. Agency Project Delivery Assistance Fund (Program Administration, Project Monitoring and Assistance)

The processes that project sponsors need to follow in order to obtain state and federal funds programmed to their projects are extremely complex. The grant funds are also subject to multiple use-it-or-lose-it deadlines at the regional, state, and federal levels for fund obligation, expenditure, and close-out. MTC is using the congestion management agencies as its agent to communicate
these requirements, monitor project progress, and assist local agencies in meeting these requirements.

The CMP provides active oversight of the delivery of CIP projects. This oversight includes a significant level of direct involvement by VTA staff, utilizing consulting engineering assistance where necessary, on high profile state highway projects managed by Caltrans, and occasionally on local road or bicycle projects as requested by Member Agencies.

VTA staff also prepares the Programmed Projects Quarterly Monitoring Report, which is provided to the VTA Board. This report details the progress of projects funded through programming actions by the Board and identifies projects at risk of losing funds due to delivery difficulties.

Staff will continue to work with the appropriate federal, state and regional agencies and local project sponsors to manage the grant funds and monitor the progress of those projects through development and implementation. In addition, it is anticipated that staff will increase advocacy efforts for new grant funds.

These responsibilities will be carried out in the programs mentioned previously in Section 1.1.

2. CONGESTION MANAGEMENT PROGRAM COMPLIANCE

The CMP statutes require that the CMP system is monitored a minimum of every two years (biennially) for compliance with the CMP Level of Service (LOS) standard. However, to obtain a more accurate and useful understanding of system performance, the VTA Board adopted a policy of annual monitoring. If a Member Agency is found to not conform to the CMP standard, it risks losing its gas tax subventions generated by Proposition 111 (Streets and Highways Code Section 2105) and other funding for its capital improvement projects.

Member Agencies are requested to provide this land-use monitoring data to VTA by October 1st of the monitoring year. The traffic LOS monitoring results and land use impact analyses are summarized by VTA staff in an annual Monitoring and Conformance Report. The 2013 Monitoring and Conformance Report was approved by the VTA Board in June 2014. Work began in FY14 on the 2013 Monitoring and Conformance Report, and the FY14 Monitoring and Conformance Report began in fall 2014.

The land use information is also used as an input to the Countywide Transportation Demand Model database and for coordinating land use information at the regional level with Association of Bay Area Governments (ABAG) Projections. As Countywide Model land use databases are updated, this information is reviewed and checked against other information to ensure that these databases are as accurate as possible. The land use database is emerging as a critical component of work being conducted region-wide in efforts stemming from the implementation of Assembly Bill (AB) 32 and Senate Bill (SB) 375 and the development of related Sustainable Community Strategies (SCS). This process has assigned additional responsibilities to the region’s CMAs, and the VTA CMP Work Program reflects these responsibilities.

Chapter 8 of the 2013 CMP document describes the monitoring program in detail. In summary, the monitoring requirements consist of the following:
2.1. Traffic Level of Service (LOS) Monitoring

Member Agencies previously provided VTA staff with LOS analysis data for CMP intersections. However, in FY16 VTA will collect and analyze LOS data for CMP intersections. Staff, utilizing consultant assistance, collects traffic data on freeways and evaluates the LOS of each freeway segment, including separate evaluations of HOV and mixed flow lanes where applicable. Rural highway data is collected at twelve locations to report vehicle volumes, heavy vehicle percentage, directional split, and LOS. VTA collects bicycle and pedestrian counts at ten locations in the morning, afternoon and mid-day. The CMP Monitoring Program also includes annual monitoring of Multimodal Improvement Plans (Deficiency Plans) and land use approvals in Member Agency jurisdictions.

2.2. Land Use Impact Analysis Program

Member Agencies have two responsibilities as part of the Annual Monitoring and Conformance Report with respect to the Land Use Impact Analysis Program:

- They must certify that they have used the VTA CMP adopted methodology to prepare transportation impact analyses (TIAs) for all appropriate development projects and have submitted these reports to VTA.
- They must submit an annual report documenting all development project approvals and major land use changes during the year.

VTA works with Member Agencies on Development Review and Land Use and Transportation Integration to fulfill its responsibilities under the Land Use Impact Analysis element of the CMP. These efforts are described in Section 2.3 and Section 3 below.

2.3. Development Review Program Reports

One way of improving transportation and land use decision-making is through VTA’s Development Review Program. Under the existing program, VTA staff reviews, on average, over 300 proposed private development projects annually to ensure compatibility with existing and future transit services and transportation projects, as well as a review to assess impacts on the multimodal transportation system. VTA provides written comments to cities recommending project changes, conditions or mitigation measures. The Community Design and Transportation (CDT) Program has an integral role in this process. In addition, at the request of city staff or in relation to VTA projects, VTA staff actively participates in the early review of city projects, including team/committee meetings and field visits.

The CMP Development Review Program includes a monitoring and evaluation program. VTA staff provides a quarterly report that summarizes VTA’s comments and recommendations on development projects reviewed (the Proactive CMP Reviewed and Approved Projects Quarterly Status Report, commonly known as the Proactive CMP Report) to the VTA Board, one Board standing committee and four advisory committees. In addition, VTA staff reports on the responses received from Member Agencies on VTA's recommendations, which provide the VTA Board with critical information on the factors, impacts and trade-offs of their land use decision-making processes.
Staff continues to implement improvements to this program including a feedback loop with cities to track development approvals and a better tracking system for developments utilizing Geographic Information System (GIS).

2.4. Countywide Transportation Model

2.4.1. Countywide Model Update

The following are planned activities for the upcoming years:

- Improve the transit forecasting capabilities of the model using a variety of new data sources to provide more accurate corridor and station-level boarding estimates.
- Include additional traffic analysis zones to the countywide model to improve vehicle and transit forecasting capabilities and conform to proposed changes in census tracts.
- Update the non-work trip models using recent Household Survey Data.
- Improve heavy-duty truck vehicle forecasting capabilities.
- Begin development of Direct Demand Models to better capture the effects of land use changes.
- Establish “testing” components to more efficiently test alternative land use and transportation scenarios.
- Develop model components and improvements necessary to address requirements stemming from SB 375/AB 32.
- Incorporate Roadway Pricing and High Speed Rail (HSR) into the model.

2.4.2. Maintenance of the Countywide Model and Database

Maintaining the countywide model requires continued updating and refinement of socio-economic input. It also requires making refinements to the model itself to develop more accurate transportation forecasts. Specific tasks include the following:

- Revise the countywide model to maintain consistency with MTC and ABAG increments through 2035.
- Complete revisions to the model forecasts based upon results of the current CIP.
- Develop methodology to prepare zone-level estimates of jobs, housing and workers based on and consistent with ABAG’s Projections 2005.
- Update countywide annual land use and transportation conditions based upon approved projects and major land use decisions provided to VTA by Member Agencies.
- Update the model as necessary to address implementation of AB 32/SB 375.

2.4.3. Transportation Modeling Assistance
An additional task will be using the model to assist VTA staff, Member Agencies and other regional partners in developing transportation plans and analyzing the impacts of land use decisions. Specific tasks to be accomplished include:

- Perform Year 2005/10 through 2035/40 model runs with updated land use and transportation parameters and new land use databases to support highway and transit corridor projects performed by the VTA.
- Perform model run and analysis of annual Member Agency land use approvals and transportation system improvements as well as a scenario reflecting adopted General Plans.
- Perform model development and demand forecasting for specific agencies, organizations or projects.
- Function as adjunct staff to other transportation agencies to perform transportation modeling tasks.

2.4.4. Local Transportation Modeling Support

The CMP also provides technical support to Member Agencies on local transportation modeling issues. For example, model input and output data (transportation as well as socio-economic) is produced in electronic format for use by Member Agencies and assistance and resources are provided for agencies preparing their own local transportation models. VTA CMP staff also provides training to Member Agency staff on the application of the new countywide models. Specific tasks include:

- Develop sub-area modeling techniques to allow implementation of an abbreviated version of the full countywide models by Member Agencies,
- Assist Member Agency staff to allow for application of the full countywide models by in-house member agency staff if desired.
- Advise Member Agencies and regional partners on strategies for meeting the requirements of SB 375/AB 32.

2.5. Development Impact Fees/Multimodal Improvement Plans

To ensure that a CMP directly addresses congestion, state law requires mitigation of deficiencies on the CMP roadway system. In Santa Clara County, a deficiency on a facility exists when the traffic level-of-service (LOS) falls below LOS E, when it previously operated at LOS E or better in 1991. If LOS declines to LOS F on a CMP roadway and this decline in LOS cannot be restored to LOS E or better, then the local jurisdiction with the deficient roadway must complete a Multimodal Improvement Plan (MIP) outlining the measures it will take to mitigate the deficiency. (These plans are referred to as Deficiency Plans in the CMP statute, but beginning with the 2013 CMP VTA has begun using the term Multimodal Improvement Plan.) Without a MIP, the local jurisdiction risks non-conformance with the CMP and the potential loss of Prop 111 funds.

With increasing traffic congestion, the need to address deficiencies on the CMP roadway system will remain an annual issue. One approach to addressing deficiencies on the regional system is with the preparation of a MIP. Implementing a MIP provides added flexibility to address:
• Existing LOS policy that conflicts with VTA and Member Agency policies of concentrating development to support transit investments and a multi-modal environment.
• The congestion impacts of new development that may be addressed at a very local level, but exacerbates the traffic conditions on the regional CMP network.
• Fee programs that assist Member Agencies with projects and programs to offset – or mitigate – the impacts of development and improve community livability.

VTA staff will continue to assist Member Agencies in developing local MIPs as needed by providing technical assistance, providing data for use in local MIPs, coordinating and advising on local and countywide modeling efforts, and taking the plans through the VTA approval process. The VTA Deficiency Plan Guidelines were updated in 2010.

Another method of addressing traffic impacts, especially of the freeway system, is by pursuing fair share contributions from developments that generate new trips, and using those funds to support projects or programs that off-set the impacts generated by the development. This method can provide funds for regional improvements such as freeway-based projects that add effective throughput without adding new lane capacity such as Express Lanes, and transit improvements that work to induce mode shifts from Single Occupant Vehicles to transit. Several jurisdictions in Santa Clara County currently seek fair share contributions, and over the past several years VTA has been encouraging jurisdictions to direct contributions to regional improvements on a voluntary basis. VTA will continue to assist those jurisdictions as needed with developing methodologies for these contributions and identifying appropriate regional improvements, and working with developers.

2.6. Update of Congestion Management Program (Documents, Guidelines, etc.)

The activities of the CMP are recognized in certain documents, some of which have already been referred to earlier. The following is a listing of the key CMP documents, including the date of the most recent update and planned updates (if applicable).

• Congestion Management Program document (Last update Nov. 2011, next update Nov. 2013)
• Transportation Impact Analysis Guidelines (Last update October 2014)
• Traffic LOS Analysis Guidelines (Last update June 2003, next update anticipated 2015)
• Local Transportation Model Consistency Guidelines (Last update May 2009)
• Requirements for Local Deficiency Plans (last update November 2010)
• Annual Monitoring and Conformance Requirements (Updated annually)

Each document is reviewed and updated as needed, to respond to emerging trends and policies, changes in technology, or guidance from regional agencies. The Transportation Impact Analysis (TIA) Guidelines were recently updated following a comprehensive outreach process involving Member Agencies and other stakeholders. The TIA Guidelines establish procedures that Member Agencies use when analyzing the transportation impacts of land use & development projects on the CMP transportation system. This update to the TIA Guidelines emphasized ways to make the program more multimodal and more in line with the goals of SB 375, the regional and countywide long-range transportation plans, Complete Streets policies, and local General Plans and policies.
The Goal of the update was to emphasize the reduction of auto trips and take a balanced, multimodal approach to addressing congestion impacts and transportation solutions of development projects. The updated TIA Guidelines were adopted by the VTA Board in October 2014.

The partner document to the TIA Guidelines, the Traffic LOS Analysis Guidelines, will begin undergoing updates in FY17. In addition, the Annual Monitoring and Conformance Requirements are updated each year to meet the needs of the monitoring program.

3. LAND USE AND TRANSPORTATION INTEGRATION

Improved integration of land use and transportation decision-making is a long-standing goal of VTA and is a key element of VTA’s Long-range and Strategic Planning efforts. Various VTA documents frame policies to better integrate land use and transportation. This includes technical tools and assistance, and local incentives for cities to craft and adopt land use policies that encourage alternatives to the single occupant automobile, and that promotes innovative planning and development practices and high-quality project planning and design.

VTA staff is available to answer Member Agency questions about specific CMP requirements and to provide information on a wide array of activities including the Congestion Management Program document, the development of Multimodal Improvement Plans, transportation planning, community/urban design, transit-and-pedestrian oriented design, traffic and transportation engineering, systems engineering, Intelligent Transportation Systems (ITS) engineering and planning, bicycle and pedestrian design, and capital improvement funding programs. VTA staff responds to Member Agencies on these requests for information and advice on a daily basis, and works closely with Member Agency staffs to address local transportation and development issues.

In 2002, VTA Board adopted the CDT Program as its primary program for integrating transportation and land use. This action included the adoption of the CDT Manual of Best Practices for Integrating Transportation and Land Use (CDT Manual) and an implementing resolution (No. 02.11.35) incorporating the concepts, principles, practices and actions set forth in the CDT Program and manual into VTA projects and programs. In 2003, the VTA Board adopted the Pedestrian Technical Guidelines (PTG) to support further development of the CDT Program, and pedestrian projects and environments in general. VTA has also adopted Bicycle Technical Guidelines (BTG) which provide technical guidance on bicycle system planning and design. VTA staff uses the CDT Manual, PTG, and BTG in its Development Review activities, and these documents are available as resources to Member Agency staff, consultants and developers as well. During FY16 and FY17, the CDT Manual will undergo a comprehensive review to update all sections, incorporate guidelines for new State and Federal requirements for developing Complete Streets Programs, and add new sections such as parking practices and design, and high-density mixed use urban design.

3.1. Bicycle Program Planning Activities Format

An update to the Countywide Bicycle Plan was adopted by VTA Board in October 2008 and included a number of new elements designed to improve across barrier connections, the development of integrated countywide bicycle corridors, closing gaps in the existing bicycle network. In 2009, the VTA Board adopted an updated Bicycle Expenditure Plan (BEP) consisting
of approximately $160 million in projects. The BEP will be updated in 2015 as the VTP and RTP planning processes develop, and an update to the Countywide Bicycle Plan will also begin in 2015.

The Bicycle Planning Program develops the Countywide Bicycle Plan, the BEP resulting from the plan, and administers and distributes funds from several different funding sources to Member Agencies to implement and construct the projects in the BEP. The Bicycle Planning Program also identifies new capital projects including an unconstrained master list of bicycle infrastructure needs, contains policies and implementing actions that will improve bicycle facilities and coordination, and describes programs that will promote bicycling and bicycle safety in Santa Clara County.

VTA staff prepares the Bicycle Technical Guidelines (BTG). These documents provide planning guidelines and technical details to Member Agencies to assist them with designing bicycle- and pedestrian-friendly facilities and to ensure consistency in the design and construction of these facilities. The BTG was updated in 2012 with cross-references to both the PTG and the CDT Manual, and was reformatted so that pages can be updated individually, enabling VTA to keep the document more current and relevant.

In FY16 the Bicycle Planning Program will update the Countywide Bike Plan, incorporate new guidance into the BTG as appropriate, continue to promote the use of the BTG and the Countywide Bike Plan among Member Agencies, and deliver training to local planners and engineers. VTA staff will continue to work with Member Agencies to encourage delivery of BEP projects. Staff provides technical assistance to Member Agencies and works with Member Agency Staff to look for funding sources as needed.

The Bicycle Planning Program is also responsible for reviewing planning and design documents to ensure they are consistent with the BTG and BEP policies and procedures, conducting special studies, and developing bike programs. Staff provides technical and policy assistance to the VTA Highway Program regarding the inclusion of bike accommodations in project conceptual development and design. Other services include assisting with the Development Review process to ensure impacts on bicyclists have been addressed and to help identify conditions of approval that can promote bike and pedestrian access to the site. In addition, as part of ongoing bike planning and program development activities, VTA staff participates in various regional and state technical and advisory committees and working groups.

In 2009, the Bicycle Planning Program was charged by the VTA Board to develop and implement a bike share program in Santa Clara County. In 2010, VTA joined efforts with the Bay Area Air Quality Management District and other local agencies to launch bike share as part of a region-wide program using a combination of local, regional and federal grants including MTC’s Climate Initiatives Program and Air District’s Transportation Fund for Clean Air (TFCA) Program. Bay Area Bike Share launched in August 2013 with 700 bicycles in San Jose, Mountain View, Palo Alto, Redwood City and San Francisco, and will expand to 1,000 bicycles in Phase 2. The goal of the program is to continue program operations and expansion following the pilot period.

The Bicycle Planning Program, in conjunction with other VTA departments, administers the bike locker rental program at VTA light rail and Park & Ride lots to facilitate bicycle usage on transit. VTA completed installation of e-lockers at these locations during FY12. The Bicycle Planning
Program is coordinating with VTA’s BART group to advise on bike parking at Milpitas and Berryessa BART stations. These stations will have e-lockers as well as secure indoor bicycle parking.

Bicycle and Pedestrian Program staff also act as the liaison to the VTA Bicycle and Pedestrian Advisory Committee (BPAC). As an advisory committee to the VTA Board of Directors, the VTA BPAC provides expertise and guidance to the Board of Directors on promoting and enhancing non-motorized transportation opportunities through the county and serves as liaison between VTA and the Member Agency bicycle and pedestrian advisory committees.

3.2. Pedestrian Program Planning Activities

In 2001, at the request of the VTA Board, the Bicycle Advisory Committee was re-established as the Bicycle and Pedestrian Advisory Committee (BPAC), and its modified duties included pedestrian issues. The first major product of the Pedestrian Program was the Pedestrian Technical Guidelines (PTG). The PTG was adopted by the VTA Board in October 2003. It is both a companion document to the Community Design and Transportation Program and a standalone technical planning and design document.

VTA assists as needed with pedestrian issues raised by the VTA Board or at BPAC meetings. VTA also assists in Development Review regarding pedestrian impacts and improvements, and provides technical and policy assistance to the Highway Program regarding the inclusion of pedestrian accommodations in each project’s conceptual development and design.

The VTP 2040 update established a Pedestrian Program for $100 Million. As part of this program, VTA staff began the development of a Pedestrian Access to Transit Plan in FY14. This plan will assess development of the assessment study to determine countywide pedestrian issues and needs, with specific emphasis placed on access to transit stops/stations and downtown areas. In addition, staff will explore ways to expand capital project funding for pedestrian projects, including investigating potential funding for county expressways pedestrian projects. The Pedestrian Access to Transit Plan will be completed in FY16.

3.3. Priority Development Area (PDA) Investment and Growth Strategy

As part of the requirement to access the One Bay Area Grant (OBAG), VTA has the responsibility of developing a Priority Development Area (PDA) Investment and Growth Strategy. Since 2013, CMAs will present information related to PDA Investment & Growth Strategy development to MTC. VTA is in the process of developing the third edition of the PDA Investment and Growth Strategy. The purpose of a PDA Investment & Growth Strategy is to ensure that VTA has a transportation project priority-setting process for OBAG funding that supports and encourages development in the region’s PDAs. We will have to provide Regional Agencies with a status report each year for the timeframe of the plan, which is 2016.

The report that VTA is assembling will be done through a collaborative process involving a working group of planners, advocates, and the community. VTA is required to gather information related to housing element objectives and identifying current local housing policies that encourage
affordable housing production and/or community stabilization from our Member Agencies. This will be done through a survey conducted by the Association of Bay Area Governments (ABAG).

VTA staff will continue to work with the working group to define a process to gather new information and/or improve the existing report. The report can be modified based on the input and information we can collect. Based on the feedback we receive, we may also modify our project selection criteria for the next cycle of funds.

3.4. Complete Streets System & Community Design and Transportation Program

A key element of meeting VTA’s Strategic Planning goal of integrating land use and transportation is the continued development of the Community Design & Transportation (CDT) Program and evolution of a land use/transportation investment strategy. The VTA Board approved development of the CDT Program, with the understanding that the Program requires commitment from Member Agencies to address topics that include smart growth, urban design, building and site design, transit station area design, street standards, right-of-way dedication, and parking management when making land use decisions.

VTA staff is available to assist Member Agencies with research, technical and design-related aspects of issues dealing with Smart Growth, Joint Development, Transit-Oriented Development (TOD), and integrating transportation and land use as part of the VTA Board adopted CDT Program. Program assistance may include assisting Member Agencies with review of development proposals, developing technical design guidelines and standards related to buildings, pedestrian environments, and street design, and developing specific plans and urban designs for station areas, corridors and districts.

The El Camino/Grand Boulevard Initiative (GBI) project is a coordinated multi-agency effort involving transportation agencies and cities in Santa Clara and San Mateo counties. VTA is participating in the GBI Project as a funding partner and as a full participant in all committee and steering group activities. This effort is focusing on land use, aesthetic/urban design, and transit opportunities to enhance the El Camino Real Corridor in both counties. Project goals include transforming El Camino Real Corridor into a vibrant corridor of origins and destinations by providing jobs, housing, recreational, shopping, civic, and educational activities that are interconnected by an attractive, transit-oriented, walkable environment. The goals of the GBI are being implemented in Santa Clara County through the development of a Bus Rapid Transit (BRT) project along El Camino Real.

4. PLANS, STUDIES AND TRANSPORTATION ENGINEERING

This work area of the CMP Work Program includes the efforts coordinated with Member Agency staff through the VTA Technical Advisory Committee’s (TAC’s) Systems Operations & Management Working Group (SOMWG), the development of the countywide transportation plan, the development transportation corridor and other special studies, representation of Member Agencies by VTA staff on technical groups led by MTC, Caltrans and other regional organizations (and the subsequent reporting back to Member Agencies and development of work products), the organization, use and distribution
of transportation data related to GIS and the countywide model, and the monitoring of the transportation system through TSMP.

VTA staff leads and/or participates in a range of transportation corridor and special studies. Ongoing and planned studies include: a study of the I-680 corridor; a study of the I-280 corridor; the Transportation Systems Monitoring Program; applications of GIS; the Grand Boulevard Initiative; a study of the process for relinquishment of a State highway to local control using SR 82 (El Camino Real) as the basis for the evaluation; update of countywide transportation plan; and update of the strategic Intelligent Transportation Systems (ITS) plan.

VTA staff participates in efforts led by regional or state agencies. Ongoing efforts in this area include: Caltrans’ annual Project Initiation Document (PID) work planning; continued tracking of Caltrans’ updates to the Highway Design Manual; the ongoing efforts by MTC on the development of a master plan for Bay Area managed lanes; MTC’s coordination of efforts related to arterial operations through its Arterial Operations Committee; and the Bay Area CMAs’ efforts to coordinate on topics related to project delivery. The following sections provide more details on key efforts under this work area:

4.1. Transportation Management Information Systems (TMIS)

TMIS includes the ongoing process to collect and use transportation data and information, and to use this information to measure the performance of the transportation system.

There are four ongoing TMIS efforts:

4.1.1. Countywide Land Use Database

VTA has developed a GIS-based land use database for the county using information from the County Assessor, Member Agencies, and other county and regional agencies. This information allows for allocation of future growth using ABAG projections data aligned with the adopted general plans and development policies of the Member Agencies. This data is also used to improve the countywide demand model and travel demand forecasts for capital projects. This database is provided to Member Agencies for their use in planning and engineering projects. It is updated and expanded as part of the annual CMP monitoring process.

4.1.2. CMP Transportation Model Data Distribution

Member Agencies frequently prepare transportation models for use in their own jurisdictions that provide more detail on local transportation conditions than the countywide model. The CMP statute requires that local transportation models be consistent with the countywide model. A significant amount of data is required to develop local models that are consistent with the countywide model. Data from the transportation model database is upon request electronically provided to Member Agencies.

4.1.3. CMP Transportation System Database
The CMP and Member Agencies are responsible for collecting and evaluating information on the CMP System condition and performance. This data is used to develop capital and operating transportation system improvement programs.

4.1.4. CMP Information via the Internet

VTA has used the Internet and related applications to make the wide array of CMP-related information available to Member Agencies. This information includes the various CMP documents and guidelines, GIS-based information, Countywide Bikeways Map, interactive bike maps, level of service maps, countywide long-range transportation plan (i.e., VTP 2040) documents, and the Programmed Projects Quarterly Monitoring Report.

4.2. Transportation Systems Monitoring Program (TSMP)

The purpose of the TSMP is to provide local jurisdictions, VTA advisory committees, and the VTA Board with information on the health and performance of transportation systems in Santa Clara County in a single, public friendly report format. The TSMP also functions as an asset management tool for Santa Clara County’s transportation system infrastructure. The data collected is useful for transportation planning purposes, identifying areas in the transportation system needing improvements, and building a case for allocating resources to make improvements or correct deficiencies. The most recent version of the TSMP was completed in the fall of 2014, with the next version planned for the fall of 2015.

4.3. Transportation Systems Planning and Project Development Assistance

VTA staff continues to provide support to local agencies and assist in the coordination of planning and project development work related to transportation improvements, especially those on the regional transportation system. The projects range from expressway improvements to interchange improvement to freeway overcrossings to transit improvements and a roundabout on State highways. VTA staff will continue to play a key role in assisting Member Agencies on the development of improvements to the transportation system including ensuring that the transportation system improvements address the needs of all modes of travel supported by the CMP and local agencies.

4.4. Countywide Transportation Plan (VTP 2045) and Follow-up Activities

VTP 2040, adopted by the VTA Board on October 2, 2014, is the countywide long-range transportation plan for Santa Clara County. The VTP drives the overall planning and programming efforts of VTA. VTP includes programs and policies for delivering a multimodal transportation system for Santa Clara County by providing a framework for making key transportation decisions, a plan for investing in our transportation system, and strategic direction for VTA’s involvement in land use and other livability issues. VTP 2040 contains programs that:

- Improve the relationship between land use and transportation decisions, and responds to heightened awareness of the link between transportation and open space preservation, urban design, and in general, the county’s quality of life and economic vitality;
• Focus on maintaining and managing our existing system, while providing the capacity to expand elements of the transportation system;
• Provide multimodal transportation improvements, effectively distribute transportation resources and plans their future use, and effectively upgrades the existing state and local roadway system;
• Address new legislation related to climate protection;
• Provide a Strategic Planning Framework for VTA.

The VTP identifies transportation improvements for transit, roadway, bicycle, and pedestrian systems, and a financial plan for implementing the related projects. The VTP 2045 update is scheduled for adoption by the VTA Board in June 2017, following a schedule similar to that of MTC’s update of the RTP. The significant new legislation change in the RTP indicates significant policy adjustments will continue after the VTP and RTP are adopted. Implementation of the SCS and programs in the VTP will be carried out immediately after the Plan is adopted.

As part of the requirement to access the One Bay Area Grant (OBAG), VTA has the responsibility of developing a Priority Development Area (PDA) Investment and Growth Strategy. In each year, CMAs shall present information related to PDA Investment & Growth Strategy development to MTC. The VTA is in the process of developing the third edition of the PDA Investment and Growth Strategy. The purpose of a PDA Investment & Growth Strategy is to ensure that VTA has a transportation project priority-setting process for OBAG funding that supports and encourages development in the region’s PDAs. We will have to provide Regional Agencies with a status report each year for the timeframe of the plan, which is 2016.

The first report that VTA is assembled was done through a collaborative process involving a working group of planners, advocates, and the community. Within the first year to develop the PDA Growth Strategy, VTA gathered information related to housing element objectives and identifying current local housing policies that encourage affordable housing production and/or community stabilization from our Member Agencies. This was done through a survey conducted by the Association of Bay Area Governments (ABAG). The second edition of the PDA Investment and Growth Strategy highlighted developments in the PDAs. VTA and collected data related to employment and transportation needs within these PDAs throughout the life of the process.

5. INNOVATIVE DELIVERY TEAM PROGRAM (iTEAM)

The iTEAM is a model for partnering with Caltrans District 4 with the objective of enhanced transportation service in Santa Clara County and serving as an innovation laboratory to develop best practices for transportation. The iTEAM efforts focus on local assistance, project delivery and traffic engineering/innovative transportation solutions. The iTEAM Caltrans staff members began holding hours at VTA offices in FY14. The program is expected to continue throughout FY16 and FY17.

The local assistance efforts include continued expanded training to local agencies, increased assistance to local agencies on local assistance matters, and coordination leading to expedited payment of invoices by Caltrans accounting. Caltrans assigned staff to this position in April 2014. As of March 2015, eight training sessions have been provided to local agencies.
The traffic engineering/innovative transportation solutions efforts include streamlining of the process for conducting traffic operations analysis and closer collaboration with Caltrans on matters related to traffic operations and engineering and the application of technology to address transportation challenges. Caltrans assigned staff to this position in March 2014. This staff is primarily dedicated to assisting on matters in Santa Clara County working on items related to capital projects and highway operations topics of local concern. The staff works out of the VTA San Jose office on average two days a week. This arrangement has resulted in immediate enhancements to the decision-making process on topics related to traffic engineering and operations. What would normally be a process typically over weeks involving meetings or conference calls between staff and email exchange of information has been replaced by a process with face-to-face discussions and more immediate decisions on how to take the next step of a process resulting in outcomes in shorter durations.

The capital delivery efforts are to focus on streamlining of capital project delivery. In addition, enhanced efforts to address litter and graffiti issues will be future considerations for the iTTEAM.
Santa Clara Valley Transportation Authority Congestion Management Program

Major Accomplishments in FY 2014 and FY 2015

The summary below details the major accomplishments for the Congestion Management Program in FY 2014 and FY 2015.

Programming & Grants:
- Developed and programmed the first round of the Federal STP/CMAQ funded OBAG PDA Planning program.
- Developed and programmed the FY 2015 TFCA 40% Program.
- Developed and programmed FY 2016 TDA Article 3 Program, which funds the backbone of most member agencies sidewalk and ADA curb ramp programs.
- In partnership with the County, developed and programmed several rounds of Lifeline program funding to support expanded transportation services.

Planning:
- Update of the long-range transportation plan (VTP 2040).
- Updated Annual Monitoring and Conformance Requirements.
- Completed the 2013 CMP Monitoring and Conformance Report.
- Completed the TIA Guidelines update (new Guidelines adopted in October 2014).
- Prepared Proactive CMP reports on a quarterly basis.
- Continued implementation of the 2008 Countywide Bicycle Plan.
- Initiated the Bike Share Pilot Program.
- Initiated update of the CDT Manual.
- Assisted local jurisdictions with transportation planning and programs.

Project Development:
- Continuing SOM working Group liaison activities working with Member Agencies, including assessments of the TIA Guidelines and traffic signal coordination strategies.
- Completed 2013 Transportation System Monitoring Program Report with acceptance by VTA Board on September 5, 2013.
- Implemented new ramp metering for I-280.
- Updated Project Initiation Document (PID) Work Program working with Member Agency staff.
- Continued to represent Member Agencies on various regional and state initiatives and groups.
- Completed review of 54 documents (traffic studies, environmental documents, notices of preparation, etc.) as part of the Proactive CMP process for the period of July 1, 2013 through June 30, 2014.
## Congestion Management Program
**FY 2016 and FY 2017**

### Member Assessments

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**Subtotal:** $2,135,536  $2,135,536  

**VTA – Managing Agency Contribution**

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**TOTAL:** $2,407,274  $2,407,274
EXECUTIVE SUMMARY

Purpose
The Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP) Work Program outlines the major tasks VTA will address during Fiscal Year 2016 and Fiscal Year 2017 (FY16 and FY17) as the CMP. The Work Program includes statutory requirements, Board initiated activities, Member Agency requested activities, and staff recommended initiatives regarding federal, state and regional issues.

The CMP Work Program consists of five main work areas:

- Programming and Grants
- Congestion Management Program Conformance
- Land Use and Transportation Integration
- Plans, Studies and Transportation Engineering
- Innovative Delivery Team Program (iTEAM)

Programming and Grants
Programming and Grants consists of Santa Clara County’s currently programmed projects using CMA-monitored federal, state, regional and local funds and/or included in the first 10 years of the most current Valley Transportation Plan (VTP). The major activities of Programming and Grants are 1) Grant Programming and Policy Development, 2) Programmed Projects Monitoring and 3) Agency Project Delivery Assistance.

Congestion Management Program Conformance
The CMP statutes require biennial monitoring of the freeways, rural highways and designated CMP intersections that comprise the CMP Network to ensure that Member Agencies are conforming to the CMP Level of Service (LOS) standard of LOS E. VTA exceeds this requirement by monitoring nearly all elements of the CMP Network annually. Data collected through the monitoring process is shared with Member Agencies to allow for up-to-date traffic analysis. Member Agencies with facilities found to be out of conformance with the LOS standard risk losing gas tax subventions provided by Proposition 111.

Land Use and Transportation Integration
VTA works with local agencies in land use and transportation integration by providing technical guidance through the Community Design and Transportation Manual of Best Practices, an active Development Review program, and quarterly Land Use / Transportation Integration (LUTI) Working Group meetings to ensure that local land use decisions complement VTA’s roadway and transit investments.

Plans, Studies and Transportation Engineering
As part of this work area, VTA staff leads a monthly meeting of the Systems Operations & Management (SOM) Working Group with Member Agency staff on a wide variety of transportation engineering and planning topics and as directed by VTA’s Technical Advisory Committee (TAC). The work in this area includes VTA staff collaboration with local agencies on planning and engineering studies, refining of projects to move forward for funding consideration, regional studies, the Transportation Systems Monitoring Program, applications of Geographic Information Systems
(GIS), various corridor planning studies, the organization, use and distribution of CMP information (e.g., travel demand model data, GIS information, and other transportation data), coordination on efforts with regional partners such as MTC and Caltrans on behalf of Member Agencies, and general technical assistance to Member Agencies on a wide range of transportation topics.

**Innovative Delivery Team Program (iTEAM)**

This work area includes the deployment of iTEAM as a model for partnering with Caltrans with the objective of enhanced transportation service in Santa Clara County and serving as an innovation laboratory to develop best practices for transportation. The iTEAM efforts focus on local assistance, project delivery and traffic engineering/innovative transportation solutions. The local assistance efforts include continued expanded training to local agencies, increased assistance to local agencies on local assistance matters, and coordination leading to expedited payment of invoices by Caltrans accounting. The traffic engineering/innovative transportation solutions efforts include streamlining of the process for conducting traffic operations analysis and closer collaboration with Caltrans on matters related to traffic operations and engineering and the application of technology to address transportation challenges. The project delivery efforts include deployment of new processes to enhance the project delivery process,
Fiscal Impact
The CMP Work Program is funded through the following sources:

- Member Agency Fees
- MTC STP Planning Grant
- STIP Programmed Project Monitoring (PPM) Funds
- Vehicle Registration Fee (VRF) Program Administration Fee
- TFCA 40% Local Program Manager Administrator Fee
- Investment Earnings

The projected expenditures for the CMP Work Program are:

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<td>Land Use and Transportation Integration</td>
<td>$1,757,293</td>
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<td>Plans, Studies and Transportation Engineering</td>
<td>$1,413,165</td>
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<tr>
<td>Innovative Delivery Team Program (iTEAM)</td>
<td>$766,022</td>
<td>$770,000</td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td><strong>$ 5,990,870</strong></td>
<td><strong>$ 5,817,586</strong></td>
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</tbody>
</table>

Mandates
The CMP Work Program is comprised of requirements from:

Proposition 111 (1990) – Legislation that created Congestion Management Agencies (CMA)
- Congestion Management Program Plan
- CMP Monitoring and Conformance Program/Report
- Countywide Transportation Demand Model & Database
- Land Use Impact Analysis Program
- Deficiency Plans Assistance/Guidelines
- Capital Improvement Program

Transportation Fund for Clean Air Program Manager Fund (TFCA 40%) (1995)– Resolution by Member Agencies
- Management of county level project prioritization
- Ongoing program management (amendments, information requests, audits, annual reports to BAAQMD, etc.)

SB45 (1997) – Legislation that increased the role of Regional Transportation Planning Agencies (RTPAs) in prioritizing State transportation funding by giving them control of 75% of the State Transportation Improvement Program (STIP)
• Prioritization and programming Santa Clara County’s Regional Improvement (RIP) share of State Transportation Improvement Program (STIP)
• Compliance with SB45 Use-It-Or-Lose-It provisions

AB1012 (1999) – Legislation that imposed timely-use-of-funds requirements for Federal Highway Administration grant funds on the State and RTPAs
  • Assuring timely delivery of Federal Highway Administration grant funds (such as STP, CMAQ, HBRR)

SB83 (2010 Measure B VRF) – Collection of $10 registration fee for motor vehicles registered in Santa Clara County for transportation programs and projects within the County.
  • Management of subvention program and project prioritization of Countywide program

SB375 (2008) - Aligns three critical policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) a process to achieve greenhouse gas emissions reductions targets for the transportation sector
  • Coordination of countywide transportation plan, sustainable communities strategy and implementation of resulting programs

MTC Resolutions – Implementation of programs devolved from MTC to county CMA level
  • Res. 3860 – Lifeline Transportation Program
  • Res. 875 – TDA Article 3
INTRODUCTION

Congestion Management Agencies (CMA) were created in 1990 by Proposition 111 and its accompanying legislation that required that every county with an urbanized population of more than 50,000 establish a CMA. CMAs were designed to meet the goals of increasing the efficiency of existing transit and roadway systems, planning the best capital improvements to these systems, and improving the local land use decision-making process to support, and complement transportation system investments.

The Congestion Management Agency (CMA) for Santa Clara County was established in 1991 through a Joint Powers Agreement entered into by the CMA’s Member Agencies, which are the fifteen cities within the county and the County of Santa Clara. The CMA functions in Santa Clara County are referred to collectively as the Congestion Management Program (CMP). In 1994, the Santa Clara County Transit District and the CMA were merged to form Santa Clara Valley Transportation Authority (VTA). The CMP functions previously performed by the CMA are now performed by VTA.

Policy and administrative decisions that affect the CMP are made by the VTA Board of Directors (VTA Board). The members of the VTA Board are comprised of elected officials from throughout Santa Clara County: five members from the city of San Jose, five members from other Santa Clara County cities/towns, and two County of Santa Clara Supervisors.

The Board receives input from five advisory committees, with four of these committees providing direction on CMP-related matters: the Policy Advisory Committee (PAC), the Technical Advisory Committee (TAC), the Citizens Advisory Committee (CAC), and the Bicycle and Pedestrian Advisory Committee (BPAC). The PAC consists of one elected official from each of the county’s 15 cities and one County Supervisor; its mission is to ensure that all jurisdictions within the county have access to the development of VTA’s policies.

The major responsibilities of the CMP include the development, implementation, and administration of the long-range countywide transportation plan for Santa Clara County; promoting land use and transportation integration with Member Agencies; programming of discretionary federal, state, regional and local funds; monitoring projects programmed by the VTA Board; serving as the program manager for certain countywide grant funds; preparation and implementation of the countywide plans and programs; and a range of other planning and programming activities.

The CMP is a distinct program within the Planning & Program Development Division of VTA, under the general direction of the Director, Planning & Program Development. The fiscal resources of the CMP are distinct from those of the VTA Transit Enterprise.
This work program outlines the major tasks that the CMP will address during FY16 and FY17. These tasks, with the total estimated cost of VTA staff, consultant services, and other goods and services for each task shown in brackets, are:

<table>
<thead>
<tr>
<th>Task</th>
<th>FY16</th>
<th>FY17</th>
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</thead>
<tbody>
<tr>
<td>Programming and Grants</td>
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Each of these activities is discussed in detail in the following text.

1. PROGRAMMING AND GRANTS

1.1. Grant Programming and Policy Development (Policy and Plan Development)

VTA’s authority to provide grants ultimately comes from Article 1, Sections 8 & 9 of the US Constitution. California Government Code Section 65802(b) and California Streets & Highways Code Sections 182.6(d)1 and 182.7(d)2, combined with the Metropolitan Transportation Commission (MTC) policies provide VTA, acting as the CMA for Santa Clara County, with more specific requirements for planning, policy development, and programming transportation capital funds.

VTA has prioritization and funding responsibilities in the following programs:

- **State Transportation Improvement Program (STIP)**
  The STIP is programmed and updated every two years. VTA, as the CMA for Santa Clara County, has the responsibility for prioritizing and programming Santa Clara County’s Regional Improvement Program (RIP) share of the State Transportation Program (STIP). The 2016 STIP programming cycle begins in August 2015, and continues through June 2016.

- **Program Manager for Transportation Fund for Clean Air (TFCA) 40%**
  These funds are programmed annually in the spring. As the Program Manager for these funds in Santa Clara County, VTA staff will continue to work with Member Agencies and the BAAQMD to evaluate local guidelines for future programs. VTA staff will also participate in the development of the regional criteria for the BAAQMD 60% funds. VTA staff will also continue to monitor progress of previously programmed TFCA projects.
• 2006 Transportation Infrastructure Bond Programs

The Highway Safety Traffic Reduction Air Quality and Port Security Bond Act of 2006 (I-Bond) was passed by the voters in November 2006, and the State is now in the final years of the program. VTA continues to have programing and monitoring responsibilities in the following three programs:
  - State – Local Partnership Program (SLPP)
  - Corridor Mobility Improvement Account Program (CMIA)
  - High Speed Rail Crossing Account (HRCSA)

These activities peaked in the middle of FY13, and VTA staff anticipates that FY16 and FY17 will be the last two years.

• Regional Transportation Plan Implementation: Surface Transportation Program/Congestion Mitigation Air Quality (STP/CMAQ) Related Programs

In FY12, MTC reformulated its’ primary distribution channel for these funds, the Block Grant Program, by adding funding capacity and stronger ties to land use, and renaming it the “One Bay Area Grant” (OBAG). VTA adopted the first programming cycle in June 2013 and VTA staff continue to provide programming and delivery support to the initial program of projects. The second programming cycle is scheduled to begin in late summer 2015. VTA staff anticipates a very high level of activity associated through the spring of 2016.

• Senate Bill 83 (SB 83)

SB 83 was signed into law in 2009. This legislation authorizes a countywide transportation agency, such as VTA, to implement a vehicle registration fee (VRF) of up to $10 on motor vehicles registered within the county for transportation programs and projects. The statute requires that the fee be approved by a simple majority of voters in the county. The VTA Board placed ballot measure 2010 Measure B before voters of Santa Clara County, and it was approved in November 2010. Staff implemented the Board approved expenditure plan for the VRP program and began disbursements to member agencies in 2012. VTA will be developing a new three-year expenditure program for the Countywide portion of this program in 2016.

• Lifeline Transportation Program

VTA and the County of Santa Clara are jointly designated as the administrators for Santa Clara County and work under a memorandum of understanding. Staff will continue work with MTC and county staff to update project selection criteria and solicit at least one more programming cycle.

VTA staff serves on numerous regional and statewide committees and associations that help develop funding policies and procedures that impact the CMP and VTA’s capital programs. They have become increasingly important in forging consensus on issues of regional and statewide...
significance and creating consistency among congestion management agencies. These activities include:

- Advocacy for state and federal transportation funds with the MTC, California Transportation Commission (CTC), and California Department of Transportation (Caltrans)
- Participation in regional and state agency committees involving the planning and allocation of transportation resources
- Monthly participation in CMA regional meetings and MTC Bay Area Partnership and participation in ad hoc subcommittees on issues of topical interest

Staff will continue to work with the appropriate federal, state and regional agencies and local project sponsors to manage the grant funds and monitor the progress of those projects through the development and implementation process. There will be a particular focus on implementation of programs previously discussed.

1.2. Programmed Projects Monitoring (PPM)

Two regional bodies and two state bodies have a significant impact on the CMP’s capital programs and policies: the MTC, the Bay Area Air Quality Management District (BAAQMD), the CTC, and Caltrans.

VTA staff serves on numerous committees and task forces, and working groups organized by these bodies that develop planning and programming policies and procedures affecting VTA’s projects, programs and the interests of VTA’s Member Agencies. Examples include: MTC’s Partnership Technical Advisory Committee (PTAC) and its associated working groups; the Arterial Operations Committee; the Bay Area ITS Architecture Maintenance Committee; the Bay Area ITS Plan Steering Committee; Caltrans’ District 4 Bicycle Advisory Committee; Regional Active Transportation Working Group. In addition, staff serves on numerous committees and working groups associated with the development of the Regional Transportation Plan (RTP) and the implementation of SB 375 – Sustainable Communities Strategies.

Staff analyzes state and regional issues, develops the appropriate countywide response, and distributes relevant information to Member Agencies. Staff will play key roles on activities through FY16 on the development of the 2017 Regional Transportation Plan (RTP) update and implementation of the 2017 countywide transportation plan update.

1.3. Agency Project Delivery Assistance Fund (Program Administration, Project Monitoring and Assistance)

The processes that project sponsors need to follow in order to obtain state and federal funds programmed to their projects are extremely complex. The grant funds are also subject to multiple use-it-or-lose-it deadlines at the regional, state, and federal levels for fund obligation, expenditure, and close-out. MTC is using the congestion management agencies as its agent to communicate these requirements, monitor project progress, and assist local agencies in meeting these requirements.
The CMP provides active oversight of the delivery of CIP projects. This oversight includes a
significant level of direct involvement by VTA staff, utilizing consulting engineering assistance
where necessary, on high profile state highway projects managed by Caltrans, and occasionally on
local road or bicycle projects as requested by Member Agencies.

VTA staff also prepares the Programmed Projects Quarterly Monitoring Report, which is provided
to the VTA Board. This report details the progress of projects funded through programming
actions by the Board and identifies projects at risk of losing funds due to delivery difficulties.

Staff will continue to work with the appropriate federal, state and regional agencies and local
project sponsors to manage the grant funds and monitor the progress of those projects through
development and implementation. In addition, it is anticipated that staff will increase advocacy
efforts for new grant funds.

These responsibilities will be carried out in the programs mentioned previously in Section 1.1.

2. CONGESTION MANAGEMENT PROGRAM COMPLIANCE

The CMP statutes require that the CMP system is monitored a minimum of every two years
(biennially) for compliance with the CMP Auto Level of Service (LOS) standard. However, to obtain
a more accurate and useful understanding of system performance, the VTA Board adopted a policy of
annual monitoring. If a Member Agency is found to not conform to the CMP standard, it risks losing
its gas tax subventions generated by Proposition 111 (Streets and Highways Code Section 2105) and
other funding for its capital improvement projects.

Member Agencies are requested to provide land-use monitoring data to VTA by October 1st of the
monitoring year. The traffic LOS monitoring results and land use impact analyses are summarized by
VTA staff in an annual Monitoring and Conformance Report. The 2013 Monitoring and Conformance
Report was approved by the VTA Board in June 2014. Work began in FY14 on the 2013 Monitoring

The land use information is also used as an input to the Countywide Transportation Demand Model
database and for coordinating land use information at the regional level with Association of Bay Area
Governments (ABAG) Projections. As Countywide Model land use databases are updated, this
information is reviewed and checked against other information to ensure that these databases are as
accurate as possible. The land use database is emerging as a critical component of work being
carried out region-wide in efforts stemming from the implementation of Assembly Bill (AB) 32 and
Senate Bill (SB) 375 and the development of related Sustainable Community Strategies (SCS). This
process has assigned additional responsibilities to the region’s CMAs, and the VTA CMP Work
Program reflects these responsibilities.

In September 2013, the California Legislature passed Senate Bill (SB) 743, which makes a number of
changes to California Environmental Quality Act (CEQA) transportation analysis practices. One of the
major changes is a shift away from the use of performance measures based on automobile delay (such
as Auto LOS) and towards measures such as Vehicle-Miles-Traveled (VMT). While SB 743 addresses
CEQA practices and does not directly address the use of Auto LOS for Congestion Management
Program or local purposes, SB 743 will still have significant implications for VTA and Member Agencies. VTA staff is actively tracking the implementation of SB 743 and will provide education and technical assistance to Member Agencies to assist in the transition over the next few years.

Chapter 8 of the 2013 CMP document describes the monitoring program in detail. In summary, the monitoring requirements consist of the following:

2.1. Traffic Level of Service (LOS) Monitoring

Member Agencies previously provided VTA staff with LOS analysis data for CMP intersections. However, in FY16 VTA will collect and analyze LOS data for CMP intersections. Staff, utilizing consultant assistance, collects traffic data on freeways and evaluates the LOS of each freeway segment, including separate evaluations of HOV and mixed flow lanes where applicable. Rural highway data is collected at twelve locations to report vehicle volumes, heavy vehicle percentage, directional split, and LOS. Beginning in 2014, VTA collects and reports weekday afternoon peak bicycle and pedestrian counts at all CMP intersections and weekday 12-hour bicycle and pedestrian counts at twenty additional locations selected to represent a variety of land use types. The CMP Monitoring Program also includes biennial monitoring of Multimodal Improvement Plans (Deficiency Plans) adopted by VTA’s Member Agencies.

In the past VTA used aerial photography to gather freeway data. Beginning in FY 16, VTA will explore using Big Data methods to decipher freeway data. Big Data is large data sets that may be analyzed computationally to reveal patterns, trends, and associations. In this case, that data may be used to identify deficient freeway segments. VTA will compare aerial photography and Big Data to determine which method is better suited for this monitoring activity.

2.2. Land Use Impact Analysis Program

Member Agencies have two responsibilities as part of the Annual Monitoring and Conformance Report with respect to the Land Use Impact Analysis Program:

- They must certify that they have used the VTA CMP adopted methodology to prepare transportation impact analyses (TIAs) for all appropriate development projects and have submitted these reports to VTA.
- They must submit an annual report documenting all development project approvals and major land use changes during the year.

VTA works with Member Agencies on Development Review and Land Use and Transportation Integration to fulfill its responsibilities under the Land Use Impact Analysis element of the CMP. These efforts are described in Section 2.3 and Section 3 below.

2.3. Development Review Program Reports

One way of improving transportation and land use decision-making is through VTA’s Development Review Program. Under the existing program, VTA staff reviews, on average, over 100 proposed private development projects annually to ensure compatibility with existing and future transit services and transportation projects, as well as a review to assess impacts on the
multimodal transportation system. VTA provides written comments to cities recommending project changes, conditions or mitigation measures. The Community Design and Transportation (CDT) Program has an integral role in this process. In addition, at the request of city staff or in relation to VTA projects, VTA staff actively participates in the early review of city projects, including team/committee meetings and field visits.

The CMP Development Review Program includes a monitoring and evaluation program. VTA staff provides a quarterly report that summarizes VTA’s comments and recommendations on development projects reviewed (the Development Review Quarterly Report) to the VTA Board, one Board standing committee and four advisory committees. In addition, VTA staff reports on the responses received from Member Agencies on VTA’s recommendations, which provide the VTA Board with critical information on the factors, impacts and trade-offs of their land use decision-making processes. Starting with the 2014 calendar year, VTA staff has also introduced a Development Review Annual Report that summarizes VTA’s Development Review activity for the entire year and provides observations on broader trends in development, land use planning and transportation.

Staff continues to implement improvements to this program including a feedback loop with cities to track development approvals and a better tracking system for developments utilizing Geographic Information System (GIS).

2.4. Countywide Transportation Model

2.4.1. Countywide Model Update

The following are planned activities for the upcoming years:

- Improve the highway and transit forecasting capabilities of the model using a variety of new data sources to provide more accurate corridor and station-level boarding estimates.
- Include additional traffic analysis zones in the countywide model to improve vehicle and transit forecasting capabilities and conform to proposed changes in census tracts.
- Update the work non-work trip models using recent data from the California Statewide Travel Survey.
- Begin development of Direct Demand Ridership Models to better capture the effects of land use changes.
- Establish “testing” components to more efficiently test alternative land use and transportation scenarios.
- Develop model components and improvements necessary to address requirements stemming from SB 375 and SB 743.
- Begin development of an integrated land use/transportation model to estimate development impacts and economic benefits caused by changes in transportation system accessibility due to major capital improvements.
2.4.2. **Maintenance of the Countywide Model and Database**

Maintaining the countywide model requires continued updating and refinement of socio-economic input. It also requires making refinements to the model itself to develop more accurate transportation forecasts. Specific tasks include the following:

- Begin development of an activity-based version of the countywide model to maintain consistency with MTC activity-based models.
- Prepare zone-level estimates of jobs, housing and workers based on and consistent with ABAG’s Projections 2013 Plan Bay Area data sets.
- Update countywide annual land use and transportation system based on approved projects and land use policies resulting from the recently adopted Plan Bay Area.
- Update the model as necessary to address implementation of SB 375 and SB 743.

2.4.3. **Transportation Modeling Assistance**

An additional task will be using the model to assist VTA staff, Member Agencies and other regional partners in developing transportation plans and analyzing the impacts of land use decisions. Specific tasks to be accomplished include:

- Perform Year 2013 through 2040 model runs with updated land use and transportation parameters to support highway and transit corridor projects performed by the VTA.
- Perform model development and demand forecasting for VTA Member Agencies, and other agencies, organizations or projects.
- Function as adjunct staff to other transportation agencies (San Mateo C/CAG and Alameda County Transportation Commission) to perform transportation modeling tasks.

2.4.4. **Local Transportation Modeling Support**

The CMP also provides technical support to Member Agencies on local transportation modeling issues. For example, model input and output data (transportation as well as socio-economic) is produced in electronic format for use by Member Agencies and assistance and resources are provided for agencies preparing their own local transportation models. VTA CMP staff also provides training to Member Agency staff on the application of the new countywide models. Specific tasks include:

- Assist Member Agency staff to allow for application of the full countywide models by in-house member agency staff if desired.
- Advise Member Agencies and regional partners on strategies for meeting the requirements of SB 375 and SB 743, including the provision of model generated outputs such as vehicle-miles-traveled (VMT).

2.4.5. **Land Use Development Data Collection and Tracking**

Land Use development data provides a foundation for VTA and Member Agencies in understanding the travel patterns in the County and region. The data is input to the VTA Countywide Travel Demand model to assist in decision making about transit investment improvements in the County. Therefore, it is important that VTA collaborate with Member
Agencies to collect and track timely and accurate data about potential, approved, under construction, and recently completed projects. This effort will centralize and greatly improve the existing land use data collection efforts. The key improvements will include:

- Streamline and improve current development data collection and tracking methods, including better questions and improved data quality
- Combine several existing land use databases into one comprehensive geographic database to manage and track development activity in Santa Clara County
- Provide value-added web portal of land use and transportation data for use member agencies and VTA staff
- Improve internal workflows and reporting by Member Agencies
- Create a comprehensive picture of future travel demand to help make transportation investment decisions

2.5. Development Impact Fees/Multimodal Improvement Plans

To ensure that a CMP directly addresses congestion, state law requires mitigation of deficiencies on the CMP roadway system. In Santa Clara County, a deficiency on a facility exists when the traffic level-of-service (LOS) falls below LOS E, when it previously operated at LOS E or better in 1991. If LOS declines to LOS F on a CMP roadway and this decline in LOS cannot be restored to LOS E or better, then the local jurisdiction with the deficient roadway must complete a Multimodal Improvement Plan (MIP) outlining the measures it will take to mitigate the deficiency. (These plans are referred to as Deficiency Plans in the CMP statute, but beginning with the 2013 CMP VTA has begun using the term Multimodal Improvement Plan.) Without a MIP, the local jurisdiction risks non-conformance with the CMP and the potential loss of Prop 111 funds.

With increasing traffic congestion, the need to address deficiencies on the CMP roadway system will remain an annual issue. One approach to addressing deficiencies on the regional system is with the preparation of a MIP. Implementing a MIP provides added flexibility to address:

- Existing LOS policy that conflicts with VTA and Member Agency policies of concentrating development to support transit investments and a multi-modal environment.
- The congestion impacts of new development that may be addressed at a very local level, but which exacerbate the traffic conditions on the regional CMP network.
- Fee programs that assist Member Agencies with projects and programs to offset – or mitigate – the impacts of development and improve community livability.

VTA staff will continue to assist Member Agencies in developing local MIPs as needed by providing technical assistance, providing data for use in local MIPs, reviewing local MIPs, coordinating and advising on local and countywide modeling efforts, and taking the plans through the VTA approval process. The VTA Deficiency Plan Guidelines were updated in 2010.

Another method of addressing traffic impacts, especially of the freeway system, is by pursuing fair share contributions from developments that generate new trips, and using those funds to support projects or programs that off-set the impacts generated by the development. This method can
provide funds for regional improvements such as freeway-based projects that add effective throughput without adding new lane capacity such as Express Lanes, and transit improvements that work to induce mode shifts from Single Occupant Vehicles to transit. Several jurisdictions in Santa Clara County currently seek fair share contributions, and over the past several years VTA has been encouraging jurisdictions to direct contributions to regional improvements on a voluntary basis. VTA will continue to assist those jurisdictions as needed with developing methodologies for these contributions and identifying appropriate regional improvements, and working with developers.

2.6. Update of Congestion Management Program (Documents, Guidelines, etc.)

The activities of the CMP are recognized in certain documents, some of which have already been referred to earlier. The following is a listing of the key CMP documents, including the date of the most recent update and planned updates (if applicable).

- *Transportation Impact Analysis Guidelines* (Last update October 2014)
- *Local Transportation Model Consistency Guidelines* (Last update May 2009)
- *Requirements for Local Deficiency Plans* (last update November 2010)
- *Annual Monitoring and Conformance Requirements* (Updated annually)

Each document is reviewed and updated as needed, to respond to emerging trends and policies, changes in technology, or guidance from regional agencies. The *Transportation Impact Analysis (TIA) Guidelines* were recently updated following a comprehensive outreach process involving Member Agencies and other stakeholders. The *TIA Guidelines* establish procedures that Member Agencies use when analyzing the transportation impacts of land use & development projects on the CMP transportation system. This update to the *TIA Guidelines* emphasized ways to make the program more multimodal and more in line with the goals of SB 375, the regional and countywide long-range transportation plans, Complete Streets policies, and local General Plans and policies. The Goal of the update was to emphasize the reduction of auto trips and take a balanced, multimodal approach to addressing congestion impacts and transportation solutions of development projects. The updated *TIA Guidelines* were adopted by the VTA Board in October 2014.

The partner document to the *TIA Guidelines*, the *Traffic LOS Analysis Guidelines*, will begin undergoing updates in FY17. In addition, the *Annual Monitoring and Conformance Requirements* are updated each year to meet the needs of the monitoring program.

3. LAND USE AND TRANSPORTATION INTEGRATION

Improved integration of land use and transportation decision-making is a long-standing goal of VTA and is a key element of VTA’s Long-range and Strategic Planning efforts. Various VTA documents frame policies to better integrate land use and transportation. This includes technical tools and assistance, and local incentives for cities to craft and adopt land use policies that encourage alternatives
to the single occupant automobile and that promote innovative planning and development practices and high-quality project planning and design.

VTA staff is available to answer Member Agency questions about specific CMP requirements and to provide information on a wide array of activities including the Congestion Management Program document, the development of Multimodal Improvement Plans, transportation planning, community/urban design, transit-and-pedestrian oriented design, traffic and transportation engineering, systems engineering, Intelligent Transportation Systems (ITS) engineering and planning, bicycle and pedestrian design, and capital improvement funding programs. VTA staff responds to Member Agencies on these requests for information and advice on a daily basis, and works closely with Member Agency staffs to address local transportation and development issues.

In 2002, VTA Board adopted the CDT Program as its primary program for integrating transportation and land use. This action included the adoption of the *CDT Manual of Best Practices for Integrating Transportation and Land Use (CDT Manual)* and an implementing resolution (No. 02.11.35) incorporating the concepts, principles, practices and actions set forth in the CDT Program and manual into VTA projects and programs. In 2003, the VTA Board adopted the *Pedestrian Technical Guidelines (PTG)* to support further development of the CDT Program, and pedestrian projects and environments in general. VTA has also adopted *Bicycle Technical Guidelines (BTG)* which provide technical guidance on bicycle system planning and design. VTA staff uses the CDT Manual, PTG, and BTG in its Development Review activities, and these documents are available as resources to Member Agency staff, consultants and developers as well. During FY16 and FY17, the *CDT Manual* will undergo a comprehensive review to update all sections, incorporate guidelines for new State and Federal requirements for developing Complete Streets Programs, and add new sections such as parking practices and design, and high-density mixed use urban design.

### 3.1. Bicycle Program Planning Activities

VTA’s Bicycle and Pedestrian Program staff work with VTA staff, member agencies, and members of the public to develop guidelines, provide advice and offer resources related to integrating walking and bicycling into all aspects of transportation planning, programming, and project delivery. The Bicycle Planning Program also identifies new capital projects including an unconstrained master list of bicycle infrastructure needs, contains policies and implementing actions that will improve bicycle facilities and coordination, and describes programs that will promote bicycling and bicycle safety in Santa Clara County.

Key elements of the Bicycle Program include:

- The *Countywide Bicycle Plan*, adopted by VTA Board in October 2008, which included a number of new elements designed to improve across barrier connections, the development of integrated countywide bicycle corridors, closing gaps in the existing bicycle network. VTA staff will begin the update of the *Countywide Bicycle Plan* in calendar year 2015. The update will include an examination of bikeways that can serve as transportation corridors for bicyclists of all abilities. During plan development, VTA staff will explore the feasibility of VTA taking a lead role in delivering these corridors.
The Bicycle Expenditure Program (BEP), which serves as the bicycle element of VTA’s long-range transportation plan, the Valley Transportation Plan. In 2013, the VTA Board adopted the 2040 Bicycle Expenditure Plan (BEP) consisting of approximately $300 million in projects. The BEP will be updated in calendar year 2015 as the VTP and RTP planning processes develop.

The Bicycle Technical Guidelines (BTG) provide planning guidelines and technical details to Member Agencies to assist them with designing bicycle- and pedestrian-friendly facilities and to ensure consistency in the design and construction of these facilities. The last update of the BTG in 2012 added cross-references to both the PTG and the CDT Manual, and reformatte the document so that pages can be updated individually. VTA staff will continue to update the BTG to reflect new advances in bicycle design guidance, and to address new concerns that arise as more bicycle infrastructure is built in Santa Clara County.

In addition to the items listed above, in FY16/17 the Bicycle Planning Program will continue to promote the use of the BTG and the Countywide Bike Plan among Member Agencies, and deliver training to local planners and engineers, and implement education and encouragement programming for bicyclists. VTA staff will continue to work with Member Agencies to encourage delivery of BEP projects, provide technical assistance, and look for funding sources as needed.

The Bicycle Planning Program is also responsible for reviewing planning and design documents to ensure they are consistent with the BTG and Countywide Bicycle Plan, conducting special studies, and developing bike programs. Staff provides technical and policy assistance to the VTA Highway Program and VTA Operations regarding the inclusion of bike accommodations in project conceptual development and design. Other services include assisting with the Development Review process to ensure impacts on bicyclists have been addressed and to help identify conditions of approval that can promote bike and pedestrian access to the site. In addition, as part of ongoing bike planning and program development activities, VTA staff participates in various regional and state technical and advisory committees and working groups.

In 2009, the Bicycle Planning Program was charged by the VTA Board to develop and implement a bike share program in Santa Clara County. In 2010, VTA joined efforts with the Bay Area Air Quality Management District and other local agencies to launch bike share as part of a region-wide program using a combination of local, regional and federal grants including MTC’s Climate Initiatives Program and Air District’s Transportation Fund for Clean Air (TFCA) Program. Bay Area Bike Share launched in August 2013 with 700 bicycles in San Jose, Mountain View, Palo Alto, Redwood City and San Francisco. VTA will be exploring options for continuing program operations and expansion following the pilot period.

The Bicycle Planning Program provides planning assistance for the bike locker rental program at VTA light rail and Park & Ride lots to facilitate bicycle usage on transit. VTA completed installation of e-lockers at these locations during FY12. The Bicycle Planning Program is coordinating with VTA’s BART group to advise on bike parking at Milpitas and Berryessa BART stations. These stations will have e-lockers as well as secure indoor bicycle parking.

Bicycle and Pedestrian Program staff also act as the liaison to the VTA Bicycle and Pedestrian Advisory Committee (BPAC). As an advisory committee to the VTA Board of Directors, the VTA BPAC provides expertise and guidance to the Board of Directors on promoting and enhancing non-
motorized transportation opportunities through the county and serves as liaison between VTA and the Member Agency bicycle and pedestrian advisory committees.

3.2. Pedestrian Program Planning Activities

VTA’s Pedestrian Program was established in 2001, at the request of the VTA Board. The first major product of the Pedestrian Program was the Pedestrian Technical Guidelines (PTG). The PTG was adopted by the VTA Board in October 2003. It is both a companion document to the Community Design and Transportation Program and a standalone technical planning and design document.

VTA assists as needed with pedestrian issues raised by the VTA Board or at BPAC meetings. VTA also assists in Development Review regarding pedestrian impacts and improvements, and provides technical and policy assistance to the Highway Program regarding the inclusion of pedestrian accommodations in each project’s conceptual development and design.

The VTP 2040 update established a Pedestrian Program for $100 Million. As part of this program, VTA staff began the development of a Pedestrian Access to Transit Plan in FY14. This plan will assess development of the assessment study to determine countywide pedestrian issues and needs, with specific emphasis placed on access to transit stops/stations and downtown areas. In addition, staff will explore ways to expand capital project funding for pedestrian projects, including investigating potential funding for county expressways pedestrian projects. The Pedestrian Access to Transit Plan will be completed in FY16.

In July 2013, the Pedestrian Program received a Highway Safety Improvement Program Grant to construct a sidewalk, signalized crossing, and median fence along Capitol Expressway to provide access to the Eastridge Transit Center and to prevent jaywalking. This project was identified by planning efforts led by VTA during the development of the Eastridge Transit Center Improvement and Access Plan (2009). VTA is the project sponsor for the capital project, with Pedestrian Program staff consulting as the project moves through design and construction.

3.3. Priority Development Area (PDA) Investment and Growth Strategy

As part of the requirement to access One Bay Area Grant (OBAG) program funds, VTA has the responsibility of developing a Priority Development Area (PDA) Investment and Growth Strategy. Since 2013, CMAs have presented information related to PDA Investment & Growth Strategy development to MTC. VTA is in the process of developing the third edition of the PDA Investment and Growth Strategy. The purpose of a PDA Investment & Growth Strategy is to ensure that VTA has a transportation project priority-setting process for OBAG funding that supports and encourages development in the region’s PDAs. VTA will have to provide Regional Agencies with a status report each year for the timeframe of the plan, which is 2016.

The report that VTA is assembling will be done through a collaborative process involving a working group of planners, advocates, and the community. VTA is required to gather information related to housing element objectives and identifying current local housing policies that encourage affordable housing production and/or community stabilization from our Member Agencies. This will be done through a survey conducted by the Association of Bay Area Governments (ABAG).
VTA staff will continue to work with the working group to define a process to gather new information and/or improve the existing report. The report can be modified based on the input and information we can collect. Based on the feedback we receive, we may also modify our project selection criteria for the next cycle of funds. In addition, VTA staff plans to pursue the possibility of designating employment-focused areas in Santa Clara County as PDAs as part of the next update of the RTP/SCS, working with interested Member Agencies.

3.4. Complete Streets Program & Community Design and Transportation Program

A key element of meeting VTA’s Strategic Planning goal of integrating land use and transportation is the continued development of the Complete Streets Program and the Community Design and Transportation (CDT) Program and evolution of a land use/transportation investment strategy. The VTA Board approved development of the CDT Program, with the understanding that the Program requires commitment from Member Agencies to address topics that include smart growth, urban design, building and site design, transit station area design, street standards, right-of-way dedication, and parking management when making land use decisions.

The VTA Complete Streets program provides Member Agencies with education, technical assistance and funding for improving the connection of street networks, using technology to improve traffic flow and making streets safer to accommodate all users of all abilities of the roadways. In March 2015, VTA sponsored a two-day training workshop on National Association of City Transportation Officials (NACTO) Urban Street Design and Bikeway Design Guides for Member Agency staff and their council members. In FY16/17, VTA staff will continue to follow up the NACTO training. Two efforts currently underway and planned for FY16 include:

- Offering technical design assistance on NACTO guides to member agencies in partnership with the Santa Clara County Public Health Department
- Facilitating a discussion around legal issues and liability related to Member Agencies adopting, endorsing, or using the NACTO guides when designing projects.

In January 2015, VTA staff initiated the Great Streets Corridor Study, which is a partnership between VTA and Member Agencies to transform select roadways into high-quality, multimodal streets that prioritize bicycle, pedestrian and transit travel while still serving motorists. This broad effort will lead to individual corridor studies that will include planning and conceptual design work, and provide Member Agencies with a completed plan that can be implemented as capital funding becomes available or as land development occurs. In Spring 2015, VTA secured three separate grants to pursue Complete Streets studies as a part of this overall effort: PDA Planning Grants for the Tasman Drive corridor (covering Sunnyvale, Santa Clara, San Jose and Milpitas) and Bascom Avenue corridor (covering San Jose, Campbell, and Santa Clara County), and a Caltrans grant for the Story/Keyes corridor in San Jose. VTA staff will lead these efforts, in close partnership with Member Agency staff and with consultant assistance, over the next two to three years.

VTA staff is available to assist Member Agencies with research, technical and design-related aspects of issues dealing with Smart Growth, Joint Development, Transit-Oriented Development (TOD), and integrating transportation and land use as part of the VTA Board adopted CDT
Program. Program assistance may include assisting Member Agencies with review of development proposals, developing technical design guidelines and standards related to buildings, pedestrian environments, and street design, and developing specific plans and urban designs for station areas, corridors and districts.

The El Camino/Grand Boulevard Initiative (GBI) project is a coordinated multi-agency effort involving transportation agencies and cities in Santa Clara and San Mateo counties. VTA is participating in the GBI Project as a funding partner and as a full participant in committee and steering group activities. This effort is focusing on land use, aesthetics/urban design, and transit opportunities to enhance the El Camino Real Corridor in both counties. Project goals include transforming El Camino Real Corridor into a vibrant corridor of origins and destinations by providing jobs, housing, recreational, shopping, civic, and educational activities that are interconnected by an attractive, transit-oriented, walkable environment. The goals of the GBI are being implemented in Santa Clara County through the development of a Bus Rapid Transit (BRT) project along El Camino Real.

4. PLANS, STUDIES AND TRANSPORTATION ENGINEERING

This work area of the CMP Work Program includes the efforts coordinated with Member Agency staff through the VTA Technical Advisory Committee’s (TAC’s) Systems Operations & Management Working Group (SOMWG), the development of the countywide transportation plan, the development transportation corridor and other special studies, representation of Member Agencies by VTA staff on technical groups led by MTC, Caltrans and other regional organizations (and the subsequent reporting back to Member Agencies and development of work products), the organization, use and distribution of transportation data related to GIS and the countywide model, and the monitoring of the transportation system through TSMP.

VTA staff leads and/or participates in a range of transportation corridor and special studies. Ongoing and planned studies include: a study of the I-680 corridor; a study of the I-280 corridor; the Transportation Systems Monitoring Program; applications of GIS; the Grand Boulevard Initiative; a study of the process for relinquishment of a State highway to local control using SR 82 (El Camino Real) as the basis for the evaluation; update of countywide transportation plan; and update of the strategic Intelligent Transportation Systems (ITS) plan.

VTA staff participates in efforts led by regional or state agencies. Ongoing efforts in this area include: Caltrans’ annual Project Initiation Document (PID) work planning; continued tracking of Caltrans’ updates to the Highway Design Manual; the ongoing efforts by MTC on the development of a master plan for Bay Area managed lanes; MTC’s coordination of efforts related to arterial operations through its Arterial Operations Committee; and the Bay Area CMAs’ efforts to coordinate on topics related to project delivery. The following sections provide more details on key efforts under this work area:

4.1. Transportation Management Information Systems (TMIS)

TMIS includes the ongoing process to collect and use transportation data and information, and to use this information to measure the performance of the transportation system.

There are four ongoing TMIS efforts:
4.1.1. **Countywide Land Use Database**

VTA has developed a GIS-based land use database for the county using information from the County Assessor, Member Agencies, and other county and regional agencies. This information allows for allocation of future growth using ABAG projections data aligned with the adopted general plans and development policies of the Member Agencies. This data is also used to improve the countywide demand model and travel demand forecasts for capital projects. This database is provided to Member Agencies for their use in planning and engineering projects. It is updated and expanded as part of the annual CMP monitoring process.

4.1.2. **CMP Transportation Model Data Distribution**

Member Agencies frequently prepare transportation models for use in their own jurisdictions that provide more detail on local transportation conditions than the countywide model. The CMP statute requires that local transportation models be consistent with the countywide model. A significant amount of data is required to develop local models that are consistent with the countywide model. Data from the transportation model database is upon request electronically provided to Member Agencies.

4.1.3. **CMP Transportation System Database**

The CMP and Member Agencies are responsible for collecting and evaluating information on the CMP System condition and performance. This data is used to develop capital and operating transportation system improvement programs.

4.1.4. **CMP Information via the Internet**

VTA has used the Internet and related applications to make the wide array of CMP-related information available to Member Agencies. This information includes the various CMP documents and guidelines, GIS-based information, Countywide Bikeways Map, interactive bike maps, level of service maps, countywide long-range transportation plan (i.e., VTP 2040) documents, and the Programmed Projects Quarterly Monitoring Report.

4.2. **Transportation Systems Monitoring Program (TSMP)**

The purpose of the TSMP is to provide local jurisdictions, VTA advisory committees, and the VTA Board with information on the health and performance of transportation systems in Santa Clara County in a single, public friendly report format. The TSMP also functions as an asset management tool for Santa Clara County’s transportation system infrastructure. The data collected is useful for transportation planning purposes, identifying areas in the transportation system needing improvements, and building a case for allocating resources to make improvements or correct deficiencies. The most recent version of the TSMP was completed in the fall of 2014, with the next version planned for the fall of 2015.

As part of TSMP, VTA staff will also initiate focused studies on anti-litter and graffiti along Santa Clara County’s roadways. The studies will examine exiting programs in Santa Clara County, how...
other agencies in the Bay Area and California are approaching these issues, and evaluate potential solutions that can be implemented countywide.

4.3. Transportation Systems Planning and Project Development Assistance

VTA staff continues to provide support to local agencies and assist in the coordination of planning and project development work related to transportation improvements, especially those on the regional transportation system. The projects range from expressway improvements to interchange improvement to freeway overcrossings to transit improvements and a roundabout on State highways. VTA staff will continue to play a key role in assisting Member Agencies on the development of improvements to the transportation system including ensuring that the transportation system improvements address the needs of all modes of travel supported by the CMP and local agencies.

4.4. Countywide Transportation Plan (VTP 2045) and Follow-up Activities

VTP 2040, adopted by the VTA Board on October 2, 2014, is the countywide long-range transportation plan for Santa Clara County. The VTP drives the overall planning and programming efforts of VTA. VTP includes programs and policies for delivering a multimodal transportation system for Santa Clara County by providing a framework for making key transportation decisions, a plan for investing in our transportation system, and strategic direction for VTA’s involvement in land use and other livability issues. VTP 2040 contains programs that:

- Improve the relationship between land use and transportation decisions, and responds to heightened awareness of the link between transportation and open space preservation, urban design, and in general, the county’s quality of life and economic vitality;
- Focus on maintaining and managing our existing system, while providing the capacity to expand elements of the transportation system;
- Provide multimodal transportation improvements, effectively distribute transportation resources and plans their future use, and effectively upgrades the existing state and local roadway system;
- Address new legislation related to climate protection;
- Provide a Strategic Planning Framework for VTA.

The VTP identifies transportation improvements for transit, roadway, bicycle, and pedestrian systems, and a financial plan for implementing the related projects. The VTP 2045 update is scheduled for adoption by the VTA Board in June 2017, following a schedule similar to that of MTC’s update of the RTP. The significant new legislation change in the RTP indicates significant policy adjustments will continue after the VTP and RTP are adopted. Implementation of the SCS and programs in the VTP will be carried out immediately after the Plan is adopted.

As part of the requirement to access the One Bay Area Grant (OBAG), VTA has the responsibility of developing a Priority Development Area (PDA) Investment and Growth Strategy. In each year, CMAs shall present information related to PDA Investment & Growth Strategy development to MTC. The VTA is in the process of developing the third edition of the
PDA Investment and Growth Strategy. The purpose of a PDA Investment & Growth Strategy is to ensure that VTA has a transportation project priority-setting process for OBAG funding that supports and encourages development in the region’s PDAs. We will have to provide Regional Agencies with a status report each year for the timeframe of the plan, which is 2016.

The first report that VTA is assembled was done through a collaborative process involving a working group of planners, advocates, and the community. Within the first year to develop the PDA Growth Strategy, VTA gathered information related to housing element objectives and identifying current local housing policies that encourage affordable housing production and/or community stabilization from our Member Agencies. This was done through a survey conducted by the Association of Bay Area Governments (ABAG). The second edition of the PDA Investment and Growth Strategy highlighted developments in the PDAs. VTA and collected data related to employment and transportation needs within these PDAs throughout the life of the process.

5. **INNOVATIVE DELIVERY TEAM PROGRAM (iTEAM)**

The iTEAM is a model for partnering with Caltrans District 4 with the objective of enhanced transportation service in Santa Clara County and serving as an innovation laboratory to develop best practices for transportation. The iTEAM efforts focus on local assistance, project delivery and traffic engineering/innovative transportation solutions. The iTEAM Caltrans staff members began holding hours at VTA offices in FY14. The program is expected to continue throughout FY16 and FY17.

The local assistance efforts include continued expanded training to local agencies, increased assistance to local agencies on local assistance matters, and coordination leading to expedited payment of invoices by Caltrans accounting. Caltrans assigned staff to this position in April 2014. As of March 2015, eight training sessions have been provided to local agencies.

The traffic engineering/innovative transportation solutions efforts include streamlining of the process for conducting traffic operations analysis and closer collaboration with Caltrans on matters related to traffic operations and engineering and the application of technology to address transportation challenges. Caltrans assigned staff to this position in March 2014. This staff is primarily dedicated to assisting on matters in Santa Clara County working on items related to capital projects and highway operations topics of local concern. The staff works out of the VTA San Jose office on average two days a week. This arrangement has resulted in immediate enhancements to the decision-making process on topics related to traffic engineering and operations. What would normally be a process typically over weeks involving meetings or conference calls between staff and email exchange of information has been replaced by a process with face-to-face discussions and more immediate decisions on how to take the next step of a process resulting in outcomes in shorter durations.

The capital delivery efforts are to focus on streamlining of capital project delivery. In addition, enhanced efforts to address litter and graffiti issues will be future considerations for the iTEAM.
Santa Clara Valley Transportation Authority Congestion Management Program

Major Accomplishments in FY 2014 and FY 2015

The summary below details the major accomplishments for the Congestion Management Program in FY 2014 and FY 2015.

Programming & Grants:
- Developed and programmed the first round of the Federal STP/CMAQ funded OBAG PDA Planning program.
- Developed and programmed the FY 2015 TFCA 40% Program.
- Developed and programmed FY 2016 TDA Article 3 Program, which funds the backbone of most member agencies sidewalk and ADA curb ramp programs.
- In partnership with the County, developed and programmed several rounds of Lifeline program funding to support expanded transportation services.

Planning:
- Update of the long-range transportation plan (VTP 2040).
- Updated Annual Monitoring and Conformance Requirements.
- Completed the 2013 CMP Monitoring and Conformance Report.
- Completed the TIA Guidelines update (new Guidelines adopted in October 2014).
- Prepared Proactive CMP reports on a quarterly basis.
- Continued implementation of the 2008 Countywide Bicycle Plan.
- Initiated the Bike Share Pilot Program.
- Initiated update of the CDT Manual.
- Assisted local jurisdictions with transportation planning and programs.
- Sponsored a two-day training workshop on National Association of City Transportation Officials (NACTO) Urban Street Design and Bikeway Design Guides for Member Agency staff and their council members.
- Initiated the Great Streets Corridor Study and secured three grants to pursue Complete Streets studies (on the Tasman Drive, Bascom Avenue, and Story/Keyes corridors).
- Received approximately $1.5 M in grant funding to construct a sidewalk, signalized crossing, and median fence along Capitol Expressway to provide safe pedestrian access to Eastridge Transit Center.
- Began the development of the Pedestrian Access to Transit Plan, which is funded in part by a $100,000 Safe Routes to Transit grant.
- Received a $500,000 Active Transportation Program Grant for update of the Countywide Bicycle Plan, and began development of that plan.
- Initiated hosting a monthly Bicycle and Pedestrian webinar series for Member Agencies, VTA employees, and members of the public.

Project Development:
- Continuing SOM working Group liaison activities working with Member Agencies, including assessments of the TIA Guidelines and traffic signal coordination strategies.
- Completed 2013 Transportation System Monitoring Program Report with acceptance by VTA Board on September 5, 2013.
• Implemented new ramp metering for I-280.
• Updated Project Initiation Document (PID) Work Program working with Member Agency staff.
• Continued to represent Member Agencies on various regional and state initiatives and groups.
• Reviewed and commented on 134 individual development projects and plans through the Development Review Program for the period of July 1, 2013 through March 31, 2015.
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: 2014 Sustainability Report

FOR INFORMATION ONLY

BACKGROUND:

On February 7, 2008, Santa Clara Valley Transportation Authority (VTA) Board of Directors formally approved the VTA Sustainability Program. The Program goal is "To proactively reduce the consumption of natural resources, the creation of greenhouse gases, and the generation of pollution in the provision of public transportation services." Annual reporting was adopted as one of the Program Strategies and included: "Establish benchmarks to measure the progress and performance of VTA’s Sustainability Program and report back to the VTA Board of Directors on an annual basis."

The 2014 Sustainability Report documents VTA’s progress in achieving this goal and implementing these strategies with an approved two-year budget of $1.2 million. Sustainability performance is measured against the 2007 baseline year and compared to the previous reporting year. The scope of this report is limited to VTA’s main operating divisions including three bus facilities, one light rail facility, and one administrative facility. The Sustainability Program is in the process of implementing a utility management system that will allow VTA to report on usage at all facilities, including park-and-ride lots, transit centers, and stations.

DISCUSSION:

In comparison to the previous reporting year (2013), VTA reduced electricity usage by two percent, natural gas usage by 23 percent, and hazardous waste by 37 percent. The rate of solid waste generation stayed about the same. Water use increased by four percent primarily due to leaks and higher levels of irrigation as a result of ongoing drought conditions.

2014 was marked with several achievements including:
• A recycled water connection to the bus wash facility at Chaboya Bus Division.
• A new Sustainable Fleet Policy to reduce emissions and pollutants from vehicle operations and maintenance.
• Utilization of a new utility management software to monitor usage and costs at our facilities.
• Replacement of fluorescent and High Pressure Sodium light fixtures with LEDs at light rail stations and operating divisions.
• Initiation of a project to manage toner and printing supplies and optimize the utilization of Ricoh Multi-Functional Devices.
• Participation in a Federal Transit Administration program designed to train agencies on ISO 14001 and develop an Environmental Management System.
• Continuation of an electric vehicle charging station pilot program at the River Oaks campus.
• Initiation of a pilot program to replace open-air trash cans with solar powered trash and recycling compactors at transit centers.
• Extensive coordination to meet sustainability design and construction goals for the BART Silicon Valley Berryessa Extension Project.

In 2015, VTA will continue to make progress on ongoing projects to promote sustainability. Since water use has increased over the past year, particular attention will be focused on reducing irrigation use, enforcing our existing Sustainable Landscaping Policy, and studying opportunities for other recycled water connections. Other future projects include conducting an inventory of greenhouse gas emissions and expanding lighting retrofit projects to additional facilities.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Transit Planning and Operations (TP&O) Committee reviewed this item at their April 15, 2015 meeting. Chairperson Rich Larsen asked questions related to hybrid bus batteries and electric vehicle charging stations which were responded to by staff. Since there was no quorum in attendance for this item, the Committee was unable to take formal action on this item, but expressed general support for the Sustainability Program Annual Report.

Prepared By: Keelikolani Ho
Memo No. 4895
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Executive Summary

Annual reporting was adopted as part of VTA’s Sustainability Program in February 2008. This is VTA’s seventh annual sustainability report. The report documents our progress toward meeting sustainability objectives and targets.

In comparison to the previous reporting year (2013), VTA reduced electricity usage by 2 percent, natural gas usage by 23 percent, and hazardous waste by 37 percent. Solid waste generation stayed consistent. Water use increased by 4 percent primarily due to higher levels of irrigation as a result of ongoing dry conditions.

2014 is marked with several achievements including:

- A recycled water connection to the bus wash facility at Chaboya Bus Division
- A new Sustainable Fleet Policy to reduce emissions and pollutants from vehicle operations and maintenance
- Utilization of a new utility management software to monitor usage and costs at our facilities
- Replacement of fluorescent and High Pressure Sodium light fixtures with LEDs at light rail station platforms and operating divisions
- Initiation of a partner project with Information Technology to manage toner and printing supplies, reduce office paper use, and remove underutilized equipment
- Participation in a Federal Transit Administration Program designed to help agencies implement an Environmental Management System, using the 14001 Standard of the International Organization for Standardization
- Electric vehicle charging station pilot program at River Oaks
- Initiation of a pilot program to replace traditional open-air trash cans with solar-powered trash and recycling compacters
- Extensive coordination to meet sustainability design and construction goals for VTA’s BART Silicon Valley Berryessa Extension Project.

Future projects include conducting an inventory of greenhouse gas emissions and expanding lighting retrofit projects to additional facilities.

To learn more about VTA’s Sustainability Program, visit www.vta.org/sustainability.
About VTA

The Santa Clara Valley Transportation Authority (VTA) is an independent special district that provides bus, light rail, and paratransit services, as well as participates as a funding partner in regional rail service. As Santa Clara County’s congestion management agency, VTA is responsible for countywide transportation planning, including congestion management, design and construction of specific highway, pedestrian, and bicycle improvement projects, as well as promotion of transit-oriented development.

VTA Facts

Total Ridership FY’14 ................. 43,428,492
Service Area .......................... 346 square miles
Total County Population ...............1.8 million
Bus Ridership (avg weekday FY’14) ...........105,969
Light Rail Ridership (avg weekday FY’14) ........35,012
# of Buses .............................. 505
# of Light Rail Cars ..................... 99
Bus Routes .............................. 70
Bus Stops ............................... 3,832
Light Rail Lines ...........................3
Light Rail Stations ........................62
Miles of Bus Routes (round trip) ............ 1,236
Miles of Light Rail Track ..................42.2
Total Operating Budget ..................... $380 million
Total Capital Program Budget ..............$4.5 billion
# of Employees ....................... 2,100 (70% are in Operations)
On Time Performance ...............86% (Bus), 85% (Light Rail)
Purpose

The purpose of this report is to measure, track, and effectively manage current and future sustainability program initiatives. Annual reporting was adopted as part of VTA’s Sustainability Program in February 2008. The strategy is stated as follows: “Establish benchmarks to measure the progress and performance of VTA’s Sustainability Program and report back to the VTA Board of Directors on an annual basis. Among other actions, this report will involve reassessing VTA’s fuel, electrical, and water usage on a regular basis.”

Scope

The scope of this report is limited to the following main facilities: Cerone Bus Division (North San Jose), Chaboya Bus Division (South San Jose), North Bus Division (Mountain View), Guadalupe Light Rail Division (Downtown San Jose), and River Oaks Administrative Division (North San Jose).

VTA’s Cerone facility includes the Cerone Bus Operating Division, the Overhaul and Repair (O&R) Division, and the Distribution Center. Cerone Minor Maintenance serves as a base for operations, fueling, servicing, detailing, running repair, and preventive maintenance. The O&R facility provides a centralized major maintenance program for the entire VTA bus fleet, including paint and body repair, upholstery, farebox repair, transmission and small component rebuild, engine overhaul, and heavy repair and maintenance associated with major component removal. This facility also supports steam cleaning and a water treatment plant to treat wastewater from cleaning operations. The Distribution Center is responsible for the distribution of parts to support all bus operating divisions.

Chaboya Division is VTA’s largest-capacity bus operations and maintenance facility. The facility includes a maintenance shop, fueling facility, two bus washers, transit operations, bus operator training, a maintenance training building, a facilities maintenance building, steam cleaning equipment, and a water treatment plant to treat wastewater from cleaning operations.

North Division is the smallest of VTA’s bus operating facilities and includes a maintenance shop, fueling facility, bus wash, transit operations, steam cleaning equipment, and a water treatment plant.

Guadalupe Division is responsible for all light rail operations and maintenance functions, including major vehicle overhaul, historic trolley maintenance, and light rail operator and maintenance training. This facility is also home to the Way, Power and Signal Department, which is responsible for preventive maintenance and repair of wayside facilities including substations and overhead contact systems, light rail signals, tracks, stations, and park & ride lots. The Operations Control Center, a communication and emergency response hub for coordinating and directing all Bus and Light Rail Transit Operations, is also located here.

River Oaks Division includes VTA’s administrative offices and Office of the General Manager.
Introduction
The Sustainability Program was approved by the VTA Board of Directors in February 2008. The goal of the Sustainability Program is to strengthen VTA’s commitment to the environment by reducing the consumption of natural resources, the creation of greenhouse gases, and the generation of pollution in the provision of public transportation services. The strategies to achieve this goal include educational programs and outreach, transit-oriented development, increasing sustainability at existing facilities, incorporating green building practices in new facilities, developing environmental preferable procurement strategies, and establishing a means of measuring the progress of the Sustainability Program.

Sustainability Commitment
Our sustainability mission is inherently linked to providing the public with a safe and efficient countywide transportation system. Those who choose to ride public transportation reduce their carbon footprint and conserve energy by eliminating travel that would have otherwise been made in a private vehicle. The result is fewer vehicle miles of travel and reduced emissions. According to a 2010 report by the Federal Transit Administration (FTA), public transportation reduces U.S. travel by an estimated 102.2 billion in vehicle miles traveled each year.

In 2009, VTA became a founding signatory of the American Public Transportation Association (APTA) Sustainability Commitment. The Commitment sets out common sustainability principles, an action plan, and a course for progress. VTA is currently at the Bronze level, but could move up to Silver, Gold or Platinum as we achieve our goals. Under Bronze, VTA is committed to reduction targets of 2 percent over the baseline within two years. These reduction targets have been met for VTA’s five main operating divisions and are being explored for other facilities.

There is no dedicated source of funds for the Sustainability Program. Funding is dependent on the two-year budget process. In FY 14/15, VTA budgeted $1.2 million for the program. Future funding would enable VTA to continue current and planned projects.

Sustainability Team
A Sustainability Team of 8-12 employees meets bimonthly to plan projects and monitor the progress of VTA’s Sustainability Program. Members of the Sustainability Team represent VTA’s diverse array of responsibilities and functions including Operations, Facilities Maintenance, Engineering, Construction, Fiscal Resources, and Planning and Program Development. In addition, approximately five employees allocate a portion of their time to support the program.
Environmental Performance

Fuel

Most of the bus fleet uses ultra-low sulfur diesel fuel (15 parts per million). Community buses and non-revenue vehicles use gasoline. Community buses began revenue service in 2007. In 2009, VTA introduced biodiesel and started to replace older buses with diesel-electric hybrids. The vehicle fleet breakdown by fuel type in 2014 is 91 percent diesel, 3 percent biodiesel, and 6 percent gasoline.

In 2014, VTA spent approximately $13.9 million and used 4.3 million gallons of fuel. Graph 1 shows the change in fuel economy of the diesel bus fleet. Miles per gallon was calculated using the total service miles driven and diesel fuel consumed for each fiscal year. Fuel economy increased by 12 percent since the baseline year. In 2014, diesel-electric hybrids made up 18 percent of the total fleet.

Energy

VTA’s electricity and natural gas is supplied by Pacific Gas and Electric (PG&E), City of Palo Alto, Silicon Valley Power (City of Santa Clara), and Solar Star. At Cerone Division, VTA uses propane for heating.

Electricity Usage and Costs

In 2014, total electricity use for our main divisions and traction power, which operates the light rail system, was 30.1 million kilowatt hours (kWh), enough to power 2,500 homes. This is approximately 5 percent lower than the previous year and 22 percent lower than the 2007 baseline year. The reduction in usage since the baseline year is primarily a result of implementing best practices for traction power, which is the largest user of electricity. These practices include optimizing the number of cars per train and turning off auxiliary power systems for trains parked at the light rail division.

The electricity use at VTA’s main divisions, excluding light rail, is shown in Graph 2. Electricity use is lower at Chaboya North, and Cerone where solar panels are installed. Since the 2007 baseline year, VTA’s electricity use has decreased by 10 percent. Usage decreased by 2 percent compared to the previous year. Despite the reduction in usage, electrical costs increased by 11 percent. In 2014, VTA spent $1.2 million on electricity, excluding traction power.

The total cost of electricity in 2014 with traction power was $4.57 million.
Solar Production

In 2011, solar panels were installed at Cerone, Chaboya, and North Bus Divisions. Solar electricity is procured through a Power Purchase Agreement (PPA). Under a PPA, VTA purchases 100% of the energy that is generated by solar panels operated and maintained by SunPower. By using solar energy generated onsite, VTA is able to reduce the necessity for grid-provided energy and reduce greenhouse gas emissions. Excess electricity generated during summer months is fed back into the grid through net energy metering. This allows VTA to accumulate credit with PG&E to apply towards high summer rates and offset electricity purchases at night or cloudy days.

Graph 3 shows the annual solar energy generation in kWh from 2012, the first year of production, to 2014. Solar energy generation at Chaboya Division increased after the first year of production, but decreased at Cerone and North. Solar energy generation decreased at all locations compared to 2013, but especially at North Division, due to two periods of equipment failure.

Graph 4 shows the electricity usage by source. In 2014, the ratio of electricity usage offset by solar was approximately 60 percent at Cerone, 69 percent at Chaboya, and 67 percent at North.

Cerone and North Divisions are underperforming relative to original forecasts. Underlying causes for system underperformance are attributed to (1) production losses during the summer months due to inverter outages and soiling of the panels and (2) lower-than-expected increases in utility rates. Despite underperforming, overall the VTA solar installations saved money and reduced greenhouse gas emissions.

Natural Gas Usage and Costs

In 2014, VTA spent $104,657 on natural gas and used 109,015 therms. Natural Gas is used primarily at Chaboya, North, and Guadalupe Divisions for heating. River Oaks Division uses a small amount of natural gas for heating water.

The natural gas use at VTA’s main operating divisions, excluding Cerone Division which uses propane, is shown in Graph 5. Since the 2007 baseline year, our natural gas use decreased by 18 percent. Usage decreased by 23 percent compared to the previous year, resulting in a cost savings of $3,800.

Water

VTA’s water is supplied from Great Oaks Water Company, San Jose Water Company, and the cities of San Jose, Santa Clara, Sunnyvale, Milpitas, Morgan Hill, Mountain View, and Palo Alto.
Waste

VTA’s solid waste and recycling providers are Republic Services and the City of Mountain View. Graph 7 shows the annual waste and recycling generation at VTA’s main operating divisions. Waste and recycling fluctuates seasonally and from year-to-year based on operations. In 2014, approximately 530 tons of materials (mixed paper, plastic, aluminum, glass, wood, and metal) were recycled and 1,193 tons of waste were collected by VTA’s solid waste providers, representing a waste diversion rate of 31 percent. Overall, waste has been reduced 40 percent since 2007. Waste levels have stayed consistent compared to the previous year.

Hazardous waste is generated at Chaboya, North, Cerone, and Guadalupe Divisions. Waste streams include steam cleaner and bus wash sump interceptor waste and absorbent pads used to remove oil and grease and clean small spills. In comparison to the 2006 baseline year (attributed to a four year reporting cycle), hazardous waste decreased by 184 tons. In 2014, we generated 81 tons of waste, a 37 percent reduction compared to the previous year. The reduction in waste results from fluctuations in maintenance activities, improvements in waste management, and increased employee education and awareness.
Current and Ongoing Projects

This section describes current and completed projects supported by the Sustainability Program.

Recycled Water Connection

Using recycled water helps conserve drinking water supplies, provides a dependable, locally-controlled water supply, and reduces dependency on imported water and groundwater.

A project to provide recycled water to the bus wash facility at the Chaboya Bus Division was initiated in 2014 and completed in January 2015 at no cost to VTA. The project was constructed by San Jose Water Company in partnership with the City of San Jose and South Bay Water Recycling. The use of recycled water to wash buses is estimated to reduce VTA’s water bill by $4,000 per year.

In addition to Chaboya, recycled water is also used for irrigation at North Bus Division. Potential recycled water connections are being investigated at other facilities.

Vehicle Replacement

VTA continues to replace revenue and non-revenue vehicles that have exceeded their useful lifespan with fuel efficient hybrids. In December 2014, VTA adopted a Sustainable Fleet Policy, which aims to reduce emissions and pollutants from both vehicle operations and maintenance. All revenue and non-revenue vehicles (excluding light rail vehicles) will be subject to minimum MPG requirements and maintenance guidelines, as well as goals to adopt cleaner technologies. A Green Fleet Team will be responsible for guiding implementation and keeping a vehicle inventory.

Utility Management Software

In 2014, VTA started using a utility management software to monitor utility usage and costs at our facilities. Historical data is currently being uploaded and verified. The software will enable VTA to identify opportunities for efficiency improvements, catch mistakes on invoices, and identify leaks. Once the software is fully integrated, VTA will develop a GIS program to improve monitoring and locating of utility meters.
Lighting Retrofits

Fluorescent and High Pressure Sodium light fixtures are being replaced with LED fixtures. The LED fixtures contain no hazardous material and are manufactured in the USA. The benefits of LED lighting include: lower wattage and energy use, better quality lighting, and lower maintenance costs.

In 2014, VTA retrofitted 139 light fixtures at the following light rail station platforms: Civic Center, Children's Discovery Museum, Gish, Metro, Karina, Component, Bonaventura, Orchard, River Oaks, and Tasman. The light rail station retrofits are estimated to save $11,000 per year with a return on investment period of less than 3 years. The lighting retrofits conserve enough energy to power 5 homes for one year and reduce greenhouse gas emissions by 39.6 metric tons. Light fixtures at VTA’s main operating divisions are being retrofitted on an ongoing basis. To date, over 3,200 fixtures have been replaced mostly at Cerone, Chaboya, Guadalupe, and North Divisions. There are opportunities to conserve energy at the River Oaks Division through additional lighting retrofits and converting to natural gas for heating.

Office Paper Reduction and Document Management

In 2014, VTA initiated a Managed Document Services (MDS) project with Ricoh USA, Inc. to manage toner and printing supplies, reduce office paper use, and remove underutilized equipment (e.g. printers, scanners, fax machines). The MDS team, comprised of Information Technology, Sustainability Program, and Ricoh, meets monthly to evaluate usage and implement solutions to optimize the office print environment.

A full inventory and asset tagging of networked printers and multi-functional (print, copy, scan) devices was performed and a monitoring software was installed in late 2014. January 2015 was the first full month of data collected. As shown in Graph 8, the majority of documents at VTA are printed rather than scanned. The total print volume in January 2015 is equivalent to approximately 119 reams of paper. Less than 20 percent of the total volume was printed double-sided. There are nearly 200 networked printers installed and 88 multi-functional devices. To date, 15 percent of the networked printer fleet has been reduced to encourage the use of multi-functional devices and electronic scanning.
Environmental Management System Institute

In 2013, VTA was accepted into the Federal Transit Administration’s (FTA) fourth round of Environmental Management Systems (EMS) training and technical assistance for public transportation agencies. FTA’s 18-month program is designed to help agencies develop and implement an EMS, using the 14001 Standard of the International Organization for Standardization (ISO).

In 2014, a pilot EMS was implemented at Cerone Bus Division. The primary benefits include improved employee awareness of potential environmental impacts of work activities and improved record keeping of corrective actions. VTA’s EMS Core Team meets monthly and engages management in its progress towards continual improvement and pollution prevention.

Electric Vehicle Charging Stations

In 2013, VTA received a free electric vehicle (EV) charging station from ChargePoint and purchased a second charging station, which were installed at River Oaks Division under an initial pilot program. The pair of stations provide the ability to charge four EVs simultaneously and are open to the public and employees for a cost of $1.25 per hour. Graph 9 shows the usage from 2013 to date. The average number of sessions was 120 per month, at an average length of 2.5 hours per session. Given the high demand, we are evaluating the feasibility of installing charging stations at other facilities.

Waste Reduction and Recycling

Continual improvements have been made to VTA’s recycling programs and services to reduce waste. In 2008, battery recycling was expanded to administrative offices. In 2009, compost containers were added to the employee cafeteria to collect food scraps. Between 2010 and 2013, recycling posters and containers were updated to reflect changes in our waste contract.

In 2014, we began a pilot program to replace traditional open-air trash cans with solar-powered trash and recycling compacters. The high-tech trash eaters, called Big Belly trash cans, hold 5 times the amount of waste thanks to the on-site

Graph 9: EV Charger Usage
compaction. The compactor, sensors, and wire-
less card are powered by a solar panel on the
roof of the unit. When the trash reaches the
height level of the sensor, the compactor acti-
vates. Those sensors also track the unit’s fullness
level and identify mechanical problems—send-
ing status updates wirelessly to our Bus Stop
Maintenance Department. The extra capacity
has the potential to reduce pickups from 7 to 2
times per week, thus saving VTA money in labor
and fuel. The pilot program is currently in place
at Great Mall Transit Center with estimated cost
savings of $3,000 per month.

**Silicon Valley Berryessa Extension**

Sustainability is a key component for VTA’s
10-mile BART Silicon Valley Berryessa Extension
Project. Aggressive waste diversion goals, pota-
ble water reduction, recycled content in concrete,
and a project-wide “carbon footprint” analysis
are required during construction. Sustainable
design features include using LED lighting, sky-
lights, photovoltaics in parking structures, native
and/or drought-tolerant plants, reclaimed water
for landscaping, and low-flow fixtures, when
possible.

Stations are designed with amenities such as
pedestrian walkways, bike paths, bicycle storage
rooms, bus-only lanes, bus transfer centers, pri-
ivate shuttle areas, and a direct connection to the
existing Montague Light Rail Station in Milpitas
to encourage station access by modes other than
single-occupant vehicles. Projected daily BART
ridership for the Project will reduce regional traf-
fic congestion and greenhouse gas emissions by

over 3,400 tons per year. This is equivalent to
over 1,100 full-grown elephants weighing an aver-
age of 3 tons each, or 1,700 households’ annual
municipal garbage.

**Outreach and Education**

One of VTA’s ongoing goals is to increase envi-
ronmental awareness and promote environ-
mental stewardship in the workplace and in the
local community. Ongoing outreach and educa-
tion to employees include introduction of the
Sustainability Program at each New Employee
Orientation, Bike to Work Day competitions,
Spare the Air Alert messages when a Bay Area
Spare the Air Day is issued, and annual Earth Day
events.

In addition, VTA’s Sustainability Program works
collaboratively with Sustainable Silicon Valley,
Joint Venture Silicon Valley, and local agencies
to combat climate change and promote environ-
mental stewardship. For example, VTA is a task
force member for the Silicon Valley 2.0 Project,
a regional effort, managed by the Santa Clara
County Office of Sustainability and funded by the
Strategic Growth Council, to minimize the antici-
pated impacts of climate change and reduce the
generation of local greenhouse gas emissions.
Completed Projects
Prior to the implementation of a formal sustainability program, VTA made ongoing improvements to improve operations and reduce costs. Examples include: Energy Management System upgrades (2004); replacing HVAC equipment with more efficient models (1997 to 2006); and installing cool roofing materials (2005).

In 2008, when the Sustainability Program was adopted, audits were completed to analyze operations and identify improvements, including formal audits by PG&E and the Santa Clara Valley Water District. The Sustainability Team focused on “low-hanging fruit” items first and was able to accomplish over $800,000 in annual savings. Past accomplishments since the adoption of VTA’s Sustainability Program are described below.

Energy Conservation
In 2011, 5,070 SunPower high-efficiency solar panels, totaling 2.1 megawatts, were installed over parking areas at the Cerone, Chaboya, and North Divisions. The solar panels will save $2.7 million in electricity costs over the next 20 years and reduce carbon dioxide levels by an estimated 2,000 metric tons each year, which is equivalent to removing more than 9,000 cars from California’s roads over the next 20 years.

In 2009, VTA implemented several initiatives to conserve energy and reduce costs. First, we optimized the peak and non-peak hour number of cars per light rail train and began turning off auxiliary power systems for parked light rail trains. PG&E estimates these measures achieved an annual electricity savings of approximately six million kilowatt hours, avoided three million pounds of greenhouse gases, and resulted in annual cost savings of approximately $723,000. Second, a submeter was installed at the Guadalupe Light Rail Division, which helped identify $107,000 in overcharges in PG&E’s billing. Third, modifications were completed at the River Oaks Division to enable participation in PG&E’s Automated Demand Response Program to reduce electricity usage during periods of high demand. VTA received $35,000 to help fund the modifications. Finally, VTA partnered with a local technology company to install a pilot 27-kilowatt High Gain Solar Plant at the Cerone Division at no cost.

In 2008, VTA partnered with PG&E to complete Integrated Energy Audits of our main operating divisions. The audits recommended retrofitting existing fluorescent and metal halide lighting fixtures with energy efficient models. To date, VTA has replaced over 3,000 lighting fixtures. Occupancy sensors have also been installed in conference and break rooms per audit recommendations.

Water Conservation
In 2010, VTA replaced most of the bottled water coolers (some retained for emergency supply) at our main operating divisions and administrative offices with new filtration units. The switch results in 75 percent cost savings and reduced environmental impacts associated with transport, delivery, and bottling of water.
In 2008, Water Use Surveys were conducted in partnership with the Santa Clara Valley Water District to identify indoor and outdoor water use savings. As a result, VTA installed over 90 bathroom fixtures with low-flow equipment, including High Efficiency Toilets that use one third less water per flush. The following improvements were also made to irrigation systems:

- Installed automatic shut-off flow sensors on backflow preventers at five park-and-ride lots (Great Mall, Penitencia, I-880 Milpitas, Evelyn and Hostetter) to monitor abnormally high or low flows and automatically shut off flow to avoid unnecessary water usage.

- Installed weather-based irrigation controllers at 21 facilities to manage irrigation and configure watering schedules remotely, which results in potential savings of 12 million gallons of water and $37,000 per year.

- Replaced sprinkler nozzles with more efficient MP Rotators at 4 park-and-ride lots (Penitencia Creek, Hostetter, Great Mall, and River Oaks).

**Other Completed Projects**

In 2009, VTA's Sustainability Program funded projects to update bike lockers and purchase fuel efficient non-revenue vehicles. The funding assisted with the conversion of 110 bike lockers across 12 transit centers, to utilize BikeLink smart cards. The BikeLink smart cards enable on-demand bike parking to facilitate a greater number of users. In addition, 15 fuel-efficient hybrids were purchased to retire older vehicles in the non-revenue fleet.

Cerone Division was grazed by a herd of goats and sheep between 2009 and 2012. The animals were managed by Living Systems Land Management and offered a natural and cost-effective solution to weed and grass mowing. However, the grazing was discontinued due to potential impact to burrowing owls.

**Future Projects and Goals**

In 2015, VTA will continue to make progress on current projects including implementing a utility management software, installing additional EV charging stations, reducing waste, and others as described above. Since water use has increased over the past year, particular attention will be focused on reducing irrigation use, enforcing our existing Sustainable Landscaping Policy, and studying opportunities for recycled water connections.

Future projects include conducting an inventory of greenhouse gas emissions and expanding lighting retrofit projects to additional facilities. Conducting a greenhouse gas (GHG) inventory is important to VTA because public transportation is part of the solution to the growing problem of climate change. Transportation is the single largest consumer of energy in the United States, accounting for nearly one-third of total U.S. GHG emissions. For VTA, GHG emissions produced by buses, light rail trains, and the operation of facilities is offset by the displacement of GHG emissions by taking cars off the road, reducing congestion, and supporting transit-oriented development. VTA seeks to quantify its emissions using APTA methodology. Finally, VTA will explore opportunities to retrofit existing light fixtures at little or no cost. While we have already made significant progress in reducing our energy use, additional retrofits are needed to completely convert our lighting to LED technology.
ACTION ITEM

RECOMMENDATION:

Adopt the FY2016 and FY2017 Transit Service Plan and the recommended transit service changes.

SUMMARY:

This memorandum outlines the final recommendations of the FY2016-2017 Transit Service Plan, which would be implemented from July 2015 through April 2017. The net increase in annualized bus service hours associated with these proposals is 7.5 percent over two years. As shown in Table 1 below, this represents incremental increases in actual bus service hours of 2.2% in FY 2016 and 4.8% in FY 2017. No major changes to light rail service are proposed.

<table>
<thead>
<tr>
<th>FY 2015 (Current)</th>
<th>FY 2016 (Prop.)</th>
<th>FY 2017 (Prop.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Actual Hours</td>
<td>Original Hours</td>
<td>Percent Change</td>
</tr>
<tr>
<td>Bus</td>
<td>1,479,814</td>
<td>384</td>
</tr>
<tr>
<td>Light Rail</td>
<td>154,277</td>
<td>59</td>
</tr>
</tbody>
</table>

Over the last six months, staff has developed a set of preliminary recommendations based on a comprehensive review of existing transit service, analysis of potential service modifications, recent and future development activity, related VTA studies and previous public feedback. The preliminary service change proposals were released to the public on March 2, 2015 and...
presented at seven public meetings throughout the service area from March 16, 2015 to March 23, 2015. Based on the feedback received during this period, the recommendations were re-evaluated and revised as part of the final FY 2016 – FY 2017 Transit Service Plan.

The final recommendations included in this memorandum will be presented at the Transit Planning & Operations Committee meeting in April and the Board of Directors meeting in May. A full list of the revised recommendations is included in Attachment I and by city in Attachment II.

BACKGROUND:

The Transit Service Plan is the byproduct of VTA’s ongoing effort to assess current system performance, identify potential service modifications, and develop specific recommendations that promote the goals and core principles of VTA’s Transit Sustainability Policy. This process includes a comprehensive evaluation of existing transit service based on the performance standards from the Service Design Guidelines, a review of potential new services, and an assessment of opportunities for service refinement, resource reallocation, and route-specific changes. All major service change proposals are also subject to a Service Equity Analysis to ensure compliance with FTA Title VI regulations.

This resulting Transit Service Plan corresponds to the FY2016 and FY2017 budget cycle and contains service changes to be implemented from July 2015 to April 2017. The preliminary plan was developed by VTA staff and released for public comment in early March. After a series of community meetings in late March, the preliminary recommendations were revisited and revised to incorporate the feedback and included in the final Transit Service Plan recommendations. This memo presents the revised plan, which is subject to review by the Transit Planning & Operations Committee and the VTA Board of Directors.

Additionally, as presented at the April 2, 2015 VTA Board of Directors meeting, the VTA is embarking on the development of the Ridership Growth Plan, a comprehensive strategy for increasing transit ridership in a sustainable manner. This plan will identify additional areas for VTA service improvements, such as to the core network, more express services and an overall first/last mile service plan. These improvements could result in the need for additional resources including operators and buses and would be presented to VTA Board for their consideration.

MAJOR SERVICE CHANGE POLICY:

VTA implements service changes on a quarterly schedule in January, April, July, and October. Major changes are typically planned for January and July, while minor changes are implemented in April and October. Proposed “major” service changes that meet any of the criteria listed below are submitted to the VTA Board of Directors for review and approval. Changes requiring formal approval include:

- The establishment of a new transit line or service;
- The elimination of a transit line or service;
- A route change that impacts 25% or more of a line’s route miles;
- Service span or frequency changes affecting 25% or more of a line’s revenue vehicle
hours;
• A series of changes on a single route which are included in the two year Transit Service Plan and cumulatively meet any of the above criteria;
• Proposed changes that are anticipated to be controversial with a particular community or interested parties based on public feedback; and
• A system-wide changed concurrently affecting 5 percent or more of the total system revenue hours

Service change proposals not meeting the criteria for formal approvals described above are considered “minor” but are still subject to an appropriate level of public review and comment.

PUBLIC OUTREACH:

A comprehensive community outreach plan was developed and implemented to provide the public with multiple opportunities to learn about the proposed service changes and provide feedback. As shown below, VTA staff held seven public meetings in March throughout the county and in areas that would be most impacted by the proposed service plan changes.

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 16, 2015</td>
<td>San Jose</td>
<td>2:00 PM</td>
</tr>
<tr>
<td>March 16, 2015</td>
<td>Campbell</td>
<td>6:30 PM</td>
</tr>
<tr>
<td>March 17, 2015</td>
<td>Fremont</td>
<td>7:00 PM</td>
</tr>
<tr>
<td>March 18, 2015</td>
<td>Sunnyvale</td>
<td>6:30 PM</td>
</tr>
<tr>
<td>March 19, 2015</td>
<td>Gilroy</td>
<td>2:00 PM</td>
</tr>
<tr>
<td>March 19, 2015</td>
<td>North San Jose</td>
<td>6:30 PM</td>
</tr>
<tr>
<td>March 23, 2015</td>
<td>Downtown San Jose</td>
<td>6:30 PM</td>
</tr>
</tbody>
</table>

Additional marketing efforts were utilized to inform the public of the proposed service changes and the schedule of public meetings. These included special brochures translated into five different languages, an article in VTA’s “Take-One” passenger newsletter, route-specific flyers for services affected by major changes, informational car cards posted inside the bus and light rail vehicles, print advertisements in local and multilingual newspapers, press releases, information advisories through the GOV Delivery communication system, e-mail blast messages sent to community organizations and other stakeholders, information displays at VTA Customer Service Centers, and a blog post on the VTA website homepage that links to a landing page with additional information. Individuals who are unable to attend the public meetings were encouraged to submit feedback via telephone, mail, e-mail, or VTA’s online customer service system.

The public comment period was largely successful in soliciting a variety of feedback on the proposed service changes. The community meetings drew roughly 50 total attendees, while an additional 102 individuals provided comments via e-mail, telephone or the online customer service system. Staff reviewed each comment and ultimately revised ten different recommendations based specifically on feedback. Although most proposals were well-received, the recommendation to reduce Line 10 weekday service to offset the cost of Line 11 proved to be
widely controversial. Likewise, staff received negative feedback on the proposed realignments of Lines 32 and 58. The most popular changes were the new services – Line 11, Line 354 and the BRT 522 – and the improvements to Lines 66, 68, 89, 101, 102, 103 & 168.

Additional marketing and outreach efforts that will be implemented in support of the revised FY16-17 Transit Service Plan proposals and several low-performing routes that are not addressed specifically in the plan is included in the final plan document.

REVISED RECOMMENDATIONS:

The following section summarizes the major revisions to the bus service changes proposed in the FY 2016 – FY 2017 Transit Service Plan. No revisions were made to the light rail proposals. A full list of the proposed changes – including several minor revisions – is included as Attachment I and by city in Attachment II.

NEW Line 11 (San Jose Diridon - San Jose International Airport via Downtown San Jose)
The planned implementation date of Line 11 service would be delayed from October 2015 to July 2016 due to a shortage of available vehicles and the elimination of the proposal to reduce weekday Line 10 service from 15 to 30 minute headways.

NEW Line 56 (Sunnyvale Transit Center – Component LR Station)
The planned implementation date of Line 56 service would be delayed from January 2016 to April 2016 due to a shortage of available vehicles and the delayed completion of the BRT 522. Several of the original proposals – including Line 56 – require additional peak vehicles that are not available under the current fleet deployment. These changes are contingent upon additional standard vehicles becoming available when the Rapid 522 becomes the BRT 522.

NEW BRT 522 (Palo Alto Transit Center – Eastridge Transit Center)
The planned implementation of the new bus rapid transit service to replace the existing Rapid 522 will be implemented as early as January 2016 and no later than April 2016 based on construction progress. It is possible that the new service could open in January 2016 while some stations are under final construction. In conjunction with the introduction of Line 354 service on Mathilda Avenue, the existing Rapid 522 stop would need to be relocated from El Camino Real & Hollenbeck Avenue to El Camino & Mathilda Avenue in July 2016. Several bus stop improvements and a minor right-of-way acquisition will be required to complete this relocation.

Line 10 (Santa Clara Caltrain – Airport/Metro LR Station via San Jose International Airport)
Based on public feedback and additional analyses, staff is no longer proposing to reduce Line 10 weekday headways from 15 to 30 minutes.

Line 22 (Palo Alto Transit Center – Eastridge Transit Center)
Staff is proposing to partially reallocate service from Line 22 to the new, faster BRT 522 service. Although Line 22 would only run every 15 minutes during weekdays, the combined number of buses on the Line 22/BRT 522 corridor would increase from nine to ten buses per hour. This proposal would be implemented when BRT 522 service begins.
Line 32 (San Antonio Shopping Center – Santa Clara Caltrain)
Due to public feedback and additional ridership analyses, staff is no longer proposing to re-route Line 32 from Central Expressway to Maude Avenue between Logue Avenue and Mathilda Avenue. The proposed change would have had a negative service impact on roughly 40 passengers per day that board Line 32 at Central Expressway & Mary Avenue. Many of these passengers are residents of the Meadows Apartment complex and would have been forced to walk one-half mile or longer to the nearest VTA stop. As a result of this revision, weekday midday headways would be increased from 45 to 30 minutes to improve schedule reliability. The proposal to change the route designation from “Community Bus” to “Local” has also been removed.

Line 51 (Moffett Field – DeAnza College)
The planned implementation date of the proposed consolidation of Lines 51 and 81 as the new “Line 81” would be delayed from July 2015 to January 2016.

Line 54 (De Anza College – Lockheed Martin)
In conjunction with the relocation of the BRT 522 stop to El Camino Real & Mathilda Avenue and the new Line 354 proposal, Line 54 would be realigned for 0.4 miles between Hollenbeck Avenue and Mathilda Avenue in July 2016. As shown in the map at right, the route would operate on El Camino Real instead of Olive Avenue on this segment to facilitate transfers at the relocated BRT 522 stop. As noted in the BRT 522 section, additional stop improvements at El Camino Real and Mathilda Avenue would be required as part of the implementation of this recommendation.

Line 57 (West Valley College – Great America)
The planned implementation date of the Line 57 weekday service improvements would be delayed from January 2016 to April 2016.

Line 58 (West Valley College – Alviso)
Based on public feedback and additional analyses, staff is no longer proposing to shorten Line 58 along a new alignment to the Santa Clara Caltrain. Instead, Line 58 weekday midday service would be extended in July 2015 along the current routing from Alviso to Kiely Boulevard & El Camino Real with 60 minute headways. The midday routing to El Camino Real is shown in the map at right.

Staff is also planning to evaluate a new Line 58 “north-south connector” concept that would provide all-day weekday and Saturday service between Alviso and Stevens
Creek Boulevard. This new proposal has not yet been fully developed and would be subject to an additional public review process.

**Lines 61 & 62 (Good Samaritan Hospital – Sierra & Piedmont)**
The planned implementation date of the proposed improvement of weekday service on Lines 61 and 62 would be delayed from April 2016 to July 2016 due to a shortage of available peak vehicles.

**Line 81 (Vallco Shopping Mall – San Jose State University)**
The planned implementation date of the proposed consolidation of Lines 51 and 81 as the new “Line 81” would be delayed from July 2015 to January 2016.

**Line 89 (California Avenue Caltrain – Palo Alto Veteran’s Hospital)**
Due to public feedback, the proposed implementation date of the new midday Line 89 service will be moved up from October 2015 to July 2015.

**Line 140 (Fremont BART – Mission College & Montague)**
Based on customer feedback and additional analyses, staff has modified the proposed routing for Line 140 so that it no longer deviates to the Great Mall via Interstate 680. The route would still follow a new deviation to the Warm Springs BART, but would then return to its current routing along Mission Boulevard and Interstate 880. The revised routing is expected to be roughly 15 minutes faster than the originally proposed routing.

**Line 180 (Warm Springs BART – Great Mall Transit Center)**
Based on additional analyses, staff is no longer proposing to coordinate Line 140 and 180 trips. Line 140 will continue to operate on Interstate 880 and will not serve the Great Mall Transit Center as was originally proposed.

**Line 181 (San Jose Diridon Transit Center – Fremont BART)**
Based on rapidly increasing ridership loads on Line 181, staff is moving up the planned implementation date for the weekday midday and Sunday service improvements from January 2016 to July 2015.

**Line 323 (DeAnza College – Downtown San Jose)**
The planned implementation date of the Sunday improvements on Line 323 – which include 15 minute daytime headways and 30 minute headways from 8:00 a.m. to 9:00 a.m. and from 6:00 p.m. to 9:00 p.m. – would be moved up from January 2017 to January 2016. The weekday improvements for Line 323 would still be implemented in January 2017 as originally proposed.

**ADA PARATRANSIT IMPACTS**

The Americans with Disabilities Act of 1990 (ADA) requires VTA to provide paratransit service at a level that is comparable to its bus and light rail service for individuals with functional disabilities who are unable to use VTA bus and rail service for some or all of their trips. VTA contracts with OUTREACH, a non-profit organization, to provide nearly 800,000 annual trips.
VTA provides paratransit service within a ¾ mile corridor around the service area boundary of VTA bus routes and light rail during the same hours of the day and days per week that bus and light rail trains are running on those routes. Additional “premium” service is available within 1.75 miles of all fixed routes. This approach provides equity between the fixed bus and rail service network and the paratransit service, but as bus routes are changed or service hours are reduced, existing paratransit users may be negatively impacted.

In collaboration with OUTREACH staff, VTA staff used existing paratransit trip data to prepare a detailed analysis of the impact of the FY 2016 - FY 2017 Transit Service Plan proposals on paratransit service. Although the service area would be slightly modified by several of the proposed changes in Fremont, Gilroy and Palo Alto, no major adverse effects are anticipated. A full summary of the impact of the proposed changes is included in the final Transit Service Plan document.

**TITLE VI - SERVICE EQUITY ANALYSIS:**

In accordance with the Final Federal Title VI Circular (FTA Circular 4702.1B), a Title VI Service Equity Analysis must be completed for VTA’s FY2016 - FY2017 Transit Service Plan. The primary purpose of the Service Equity Analysis is to assess the effects of proposed major service changes on minority and low-income populations.

Staff has conducted a Service Equity Analysis on the revised major service changes included in the final FY 2016 – FY 2017 Transit Service Plan. Based on this analysis, the proposed changes are not anticipated to create a “disparate impact” on minority passengers or a “disproportionate burden” on low-income riders. A full summary of the findings of the Service Equity Analysis is included in the final Transit Service Plan document.

**FISCAL IMPACT:**

Sufficient funds to operate and maintain the proposed service levels will be included in the Recommended FY2016 and FY2017 VTA Transit Fund Operating Budget. The annualized expenses of the two years service changes combine to $14,000,000. The actual expenses in the first two years will be less as the new services are phased in over the two year period.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

The Transit Planning and Operations (TP&O) committee reviewed this item at its April 15, 2015 meeting. Staff responded to several questions from committee members to clarify transit plan details, and some of the proposed service changes. The Committee acting as a Committee of the Whole endorsed the item and recommended placing it on the Board of Directors’ Consent Agenda for May 7, 2015.

Prepared by: Martin Barna
Memo No. 4790

**ATTACHMENTS:**

- Attachment I - Revised Recommendation with Mark Ups_FINAL (PDF)
- Attachment II - Recommendations by City_FINAL (PDF)
ATTACHMENT I
FY2016 – FY2017 TRANSIT SERVICE PLAN
PROPOSED BUS CHANGES

The following changes are scheduled to be implemented between July 2015 and January 2017. The planned implementation date for each proposed change is shown in parentheses. Revisions to the preliminary staff recommendations are shown in red.

NEW Line 11 (San Jose Diridon Transit Center – San Jose Airport) This new route would provide a direct connection between Mineta San Jose International Airport and downtown San Jose. The route would include stops at San Jose Diridon Station, Convention Center LR Station, and multiple downtown hotels. It would operate every 30 minutes from 5 a.m. to 11 p.m., seven days a week. Regular fares would apply on this new route. Planned implementation date delayed to July 2016 in conjunction with the revised Line 10 proposal. (Oct. 2015) (July 2016)

NEW Line 56 (Sunnyvale Transit Center – Component LR Station) This new weekday peak hour route would provide service from Sunnyvale Caltrain to the Component LR Station via Arques, Scott, Central Expwy & Trimble. It would operate from 6:30 – 9:30 a.m. and from 3:30 – 7 p.m. Planned implementation date delayed to April 2016. (Jan. 2016) (April 2016)

NEW Line 354 (De Anza College – Lockheed Martin) This new weekday peak hour route would provide limited-stop service every 30 minutes between De Anza College and Lockheed Martin via Sunnyvale Transit Center. It would operate primarily on De Anza Blvd, Sunnyvale-Saratoga and Mathilda. (July 2016)

Line 10 (Santa Clara Transit Center – Metro LR Station) Weekday service frequency would be reduced from every 15 to every 30 minutes in conjunction with the establishment of the new Line 11 service. No changes are proposed for Line 10 service. (Oct. 2015)

Line 13 (Almaden Expwy. & McKean – Ohlone/Chynoweth LR Station) The afternoon schedule would be changed so that the last four southbound buses would leave Ohlone/Chynoweth at approximately 3:47 p.m., 4:47 p.m., 5:47 p.m. and 6:47 p.m. The 4:02 p.m. southbound trip would be shifted 15 minutes earlier and one additional southbound trip would be added at 7:02 p.m. (July 2015)

Line 14 (Gilroy Transit Center – St. Louise Hospital) Line 14 buses would continue south as Line 17 at St. Louise Hospital. (Oct. 2015)

Line 17 (Gilroy Transit Center – St. Louise Hospital) Line 17 would be extended north to St. Louise Hospital at which point the buses would continue south as Line 14. Weekday buses would continue to serve the Social Services office on Tomkins Ct. Line 17 would operate seven days a week. (Oct. 2015)

Line 18 (Gilroy Transit Center – Gavilan College) On weekdays, service would be extended to 9:30 p.m. Weekend service on Line 18 would be discontinued in order to provide better service on Lines 14 & 17. (Oct. 2015)

Line 19 (Gilroy Transit Center – Wren & Mantelli) On weekdays, the 6:11 a.m. southbound and 6:32 a.m. northbound trips would be discontinued. (Oct. 2015)

Line 22 (Palo Alto Transit Center – Eastridge Transit Center) On weekdays, Line 22 service would be partially reallocated to improve headways on the new BRT 522 when that service begins. As a result, Line 22 would operate every 15 minutes on weekdays (see Rapid 522 for related changes). (January/April 2016)

On Saturdays, an extra eastbound trip would be added between 10:00 p.m. and 11:15 p.m. and also between 11:36 p.m. and 12:37 a.m. Extra westbound trips would also be added on Saturdays between 5:00 a.m. and 6:00 a.m. and between 12:15 a.m. and 1:14 a.m. On Sundays, an extra eastbound trip would be added between 6:15 p.m. and 7:45
p.m. and also between 10:50 p.m. and 11:39 p.m. In the westbound direction on Sundays, a trip would be added between 10:28 p.m. and 11:31 p.m. (July 2015)

**Line 23 (De Anza College – Alum Rock Transit Center)** On Saturdays, an extra eastbound trip would be added at approx. 6:30 a.m. from De Anza College, and an extra westbound trip would be added between 6:14 a.m. and 7:57 a.m. On Sundays, an extra eastbound trip would be added at approx. 6:40 a.m. from De Anza College, and the 6:53 a.m. eastbound trip would be moved 20 minutes later. In the westbound direction on Sundays, a trip would be added at approximately 5:35 a.m. (July 2015)

**Line 32 (San Antonio Transit Center – Santa Clara Transit Center)** This line would be re-routed off of Central Expwy onto Maude. Line 32 would also be converted to a local route instead of a community bus line, using larger buses and charging regular fares. The proposed re-route to Maude Ave. is no longer being considered. Weekday midday service headways would be improved from 45 to 30 minutes. A new eastbound weekday trip would be added at approx. 7:30 p.m., and a new westbound trip would be added at approx. 6:25 p.m. (Jan. 2016)

**Line 35 (Mountain View - Stanford Shopping Center)** Saturday service would be improved to operate every 45 minutes from approximately 9:30 a.m. to 6:00 p.m. The 10:03 p.m. southbound weekday trip would be discontinued and the 9:10 p.m. northbound weekday trip would terminate at the Palo Alto Transit Center. (July 2015)

**Line 42 (Kaiser San Jose – Evergreen Valley College)** The 7:03 p.m. northbound weekday trip would be discontinued and the 6:18 p.m. northbound weekday trip would terminate at Monterey & Senter. The 6:35 a.m. southbound weekday trip would start at Silver Creek & Daniel Maloney. (July 2015)

**Line 46 (Great Mall Transit Center – Milpitas High School)** The 6:13 p.m. southbound weekday trip would be discontinued. (July 2015)

**Line 47 (Great Mall Transit Center – McCarthy Ranch)** The 8:54 p.m. southbound weekday trip would be discontinued and the 8:27 p.m. northbound weekday trip would terminate at Calaveras & Hillview Main & Calaveras. (July 2015)

**Line 48 (Los Gatos Civic Center – Winchester Transit Center)** On weekdays, peak hour service would operate every 45 minutes, and service would end at approx. 7 p.m. (July 2015)

**Line 49 (Los Gatos Civic Center – Winchester Transit Center)** On weekdays, peak hour service would operate every 45 minutes. The 5:52 p.m. northbound Sunday trip would be discontinued. (July 2015)

**Line 51 (Moffett Field – De Anza College)** This line would be re-routed in Cupertino and merged with Line 81 to operate one continuous line – “Line 81” – from Moffett Field to San Jose State University. It would provide new service on Homestead Rd. between Stelling and Wolfe. It would operate every 30 minutes on weekdays from 6:00 a.m. to 7:30 p.m., and hourly on Saturdays from 9:30 a.m. to 5:30 p.m. Planned implementation date delayed to January 2016. (July 2015) (Jan. 2016)

**Line 54 (De Anza College – Lockheed Martin)** In conjunction with the relocation of the BRT 522 stop to El Camino Real & Mathilda Ave. and the new Line 354 proposal, Line 54 would be realigned for 0.4 miles between Hollenbeck Ave. and Mathilda Ave. The route would operate on El Camino Real instead of Olive Ave. to facilitate transfers with the planned BRT 522. (July 2016)

**Line 55 (De Anza College – Great America)** New express trips (Line 55X) would provide faster, more direct service from Lakewood Village and north Sunnyvale to Fremont High School. These buses would operate on school days and travel on Fair Oaks Ave. instead of Maude Ave, Sunnyvale Ave and Old San Francisco Rd. On Saturdays, the 8:08 a.m. northbound trip would be split into two new trips leaving Stelling and Stevens Creek at approx. 7:40 a.m. & 8:40 a.m. (July 2015)
**Line 57 (West Valley College – Great America)**  The weekday peak hour frequency would be improved to every 15 minutes in conjunction with a routing change to Line 58.  Planned implementation date delayed until April 2016.  
(Jan. 2016) (April 2016)

Sunday service would be improved to operate every 30 minutes between 9:30 a.m. and 5:30 p.m.  
(July 2015)

**Line 58 (West Valley College – Alviso)**  This line would be realigned to serve Lafayette St. and terminate at the Santa Clara Transit Center (see Lines 56 & 57 for related changes).  Weekday service would operate from 6:00 a.m. to 7:30 p.m. with buses running every 30 minutes during peak hours and every 45 minutes during the midday.  New Saturday service would operate hourly from 9:30 a.m. to 5:30 p.m.  Service would no longer be provided on Saratoga Ave. between Fruitvale and Quito Rd.  
(Jan. 2016)

Weekday midday service would be extended along the current routing from Alviso to Kiely Blvd. & El Camino Real and run every 60 minutes.  
(July 2015)

Based on public feedback and additional staff analyses, a new Line 58 concept is being developed that would provide all-day service between Alviso and Stevens Creek Blvd.  This proposal will require additional staff evaluation and would be subject to an additional public review process.  
(Apr. 2016)

**Line 60 (Winchester Transit Center – Great America)**  Sunday service would be improved to operate every 30 minutes between 9:30 a.m. and 5:30 p.m.  
(July 2015)

**Line 61 (Good Samaritan Hospital – Sierra & Piedmont)**  On weekdays, the 9:38 p.m. northbound and 9:16 p.m. southbound trips would be discontinued.  The 5:40 a.m. southbound trip would start at the Penitencia Creek Transit Center.  
(July 2015)

Weekday service would be improved to operate a true 15 minute frequency.  Planned implementation date delayed until July 2016.  
(April 2016) (July 2016)

**Line 62 (Good Samaritan Hospital – Sierra & Piedmont)**  Weekday service would be improved to operate a true 15 minute frequency.  Planned implementation date delayed until July 2016.  
(April 2016) (July 2016)

**Line 66 (Kaiser San Jose – Milpitas)**  The Saturday and Sunday schedules would be improved to operate every 20 minutes between 10:00 a.m. and 6:00 p.m.  
(Oct. 2015)

**Line 68 (Gilroy Transit Center – San Jose Diridon Transit Center)**  The Saturday and Sunday schedules would be improved to operate every 20 minutes between 10:00 a.m. and 6:00 p.m.  
(Oct. 2015)

**Line 70 (Capitol LRT Station – Great Mall Transit Center)**  On Saturdays, the 6:26 a.m. southbound trip would be split into two new trips leaving Great Mall at approx. 6:10 a.m. and 6:50 a.m.  
(July 2015)

**Line 72 (Senter & Monterey – Downtown San Jose)**  On weekdays, an extra northbound trip would be added between 8:30-9:30 a.m. to improve the frequency.  Similarly, an extra southbound trip would be added between 6:30-7:30 p.m.  On Sundays, a new 6:15 a.m. northbound trip would be added.  
(July 2015)

**Line 81 (Moffett Field – San Jose State Univ.)**  This line would be extended from Vallco to serve Wolfe Rd., Homestead Rd. and Stelling Rd. and merged with Line 51 to provide one continuous line from Moffett Field to San Jose State University.  It would operate every 30 minutes on weekdays from 6:00 a.m. to 7:30 p.m., and hourly on Saturdays from 9:30 a.m. to 5:30 p.m.  Planned implementation date delayed to January 2016.  
(July 2015) (Jan. 2016)

**Line 82 (Westgate – Downtown San Jose)**  Sunday service would start one hour earlier at approx. 8 a.m. and end one hour later at approx. 6:30 p.m.  Planned implementation date moved to July 2015.  
(July 2016) (July 2015)
**Line 89 (California Ave Caltrain – Palo Alto Veteran’s Hospital)**  New bi-directional midday service would be introduced on weekdays, operating every 40-45 minutes. Planned implementation date moved to July 2015. (Oct. 2015) (July 2015)

**Line 101 (Camden & Hwy 85 – Palo Alto)**  This line would be extended on a trial basis to provide service to the main Stanford Campus. (July 2015)

**Line 102 (South San Jose – Palo Alto)**  Selected trips would be extended on a trial basis to provide service to the main Stanford Campus. (July 2015)

A new, later northbound a.m. trip would be added, as well as an additional southbound p.m. trip. (Trip times and effective date to be determined)

**Line 103 (Eastridge – Palo Alto)**  Selected trips would be extended on a trial basis to provide express service to the main Stanford Campus. (July 2015)

A new, later northbound a.m. trip would be added, as well as an additional southbound p.m. trip. (Trip times and effective date to be determined)

**Line 120 (Fremont BART – Lockheed Martin)**  This line would continue to start at Fremont BART, but it would be rerouted to serve the Warm Springs BART Station instead of stopping at Mission Blvd. & Paseo Padre. The route would access the Warm Springs BART from Mission Blvd. via Durham Rd., Paseo Padre and Grimmer Blvd. with a stop at Paseo Padre & Grimmer Blvd. A new southbound a.m. trip would be added between the first two trips, and an extra northbound p.m. trip would be added (Trip times to be determined). Current service to the Shoreline area in Mountain View would be discontinued. These changes are proposed in conjunction with the BART extension to Warm Springs. Additional changes will be proposed as BART extends further south. (Jan. 2016)

**Line 140 (Fremont BART – Mission College & Montague)**  This line would continue to start at Fremont BART, but it would be rerouted to serve the Warm Springs BART Station instead of stopping at Mission Blvd. & Paseo Padre, and it would also stop at Great Mall. The route would access the Warm Springs BART from Mission Blvd. via Durham Rd., Paseo Padre and Grimmer Blvd. with a stop at Paseo Padre & Grimmer Blvd. From the Warm Springs BART Station, the route would travel south on Warm Springs Blvd. to Mission Blvd. where it would resume the current routing on Mission Blvd., Interstate 880 and Tasman Dr. These changes are proposed in conjunction with the BART extension to Warm Springs. Additional changes will be proposed as BART extends further south. (Jan. 2016)

**Line 168 (Gilroy Transit Center – San Jose Diridon Transit Center)**  An additional northbound a.m. trip and southbound p.m. trip would be added. (Trip times and effective date to be determined)

**Line 180 (Great Mall Transit Center – Warm Springs BART)**  Line 180 would operate from Warm Springs BART to Great Mall and no longer serve Fremont BART. Line 180 would operate every 30 minutes during peak hours, and hourly during the midday and evening. The scheduled trips to and from Aborn & White would be discontinued. These changes are proposed in conjunction with the BART extension to Warm Springs. Additional changes will be proposed as BART extends further south. (Jan. 2016)

**Line 181 (San Jose Diridon Transit Center – Fremont BART)**  On weekdays, midday service would be improved to operate every 15 minutes. On Sundays, all trips would operate to downtown San Jose every 20 minutes, similar to Saturday service. The routing would not change at this time, but additional changes will be proposed as BART extends further south. Planned implementation date moved to July 2015. (Jan. 2016) (July 2015)

**Line 182 (Palo Alto – IBM Bailey)**  The routing would be modified to remain on Santa Teresa Blvd. instead of operating on Via Del Oro, San Ignacio and Bernal. A stop would be maintained at Santa Teresa & Bernal. (July 2015)

**Line 323 (DeAnza College – Downtown San Jose)**  On weekdays, service would operate every 12 minutes. Weekday and Saturday evening service would be improved to operate every 20 minutes. (Jan. 2017)
On Sundays, service will be improved to operate every 15 minutes during the day and every 30 minutes from 8:00 a.m. – 9:00 a.m. and 6:00 p.m. – 9:00 p.m. Planned implementation date moved to January 2016. (Jan. 2016)

**Line 328 (Almaden Expwy & Via Valente – Lockheed Martin)** An additional northbound morning trip and one southbound afternoon trip would be added between the existing trips. (Oct. 2016)

**Rapid 522 (Palo Alto Transit Center – Eastridge Transit Center)** The Rapid 522 would be converted to “BRT 522” bus rapid transit service with new BRT articulated vehicles, upgraded stop amenities, improved headways and longer spans. On weekdays, service would operate every 10 minutes during the day and every 20 minutes in the early morning (5:00 a.m. – 6:00 a.m.) and late evenings (8:00 p.m. – 11:00 p.m.). On Saturdays, service would be expanded to operate from 6:00 a.m. to 10:30 p.m. with buses running every 15 minutes during the day, and every 20 minutes in the early morning (6:00 a.m. – 8 a.m.) and evening (7:00 p.m. – 10:30 p.m.). On Sundays, service would be expanded to operate from 7:00 a.m. to 9:00 p.m. with buses running every 15 minutes during the day (9:00 a.m. – 6:30 p.m.), and every 20 minutes in the early morning (7:00 a.m. – 9:00 a.m.) and evening (6:30 – 9:00 p.m.). Planned implementation date delayed to April 2016, but could be moved back to January 2016 depending on when the construction of median lanes on Alum Rock Avenue is completed. (Jan. 2016) (January/April 2016)

The current Rapid 522 stop at El Camino Real and Hollenbeck Ave. would be relocated to El Camino Real and Mathilda Ave. in conjunction with the new Line 354 proposal. This would facilitate transfers between the BRT 522 and the new Line 354. (July 2016)

**LIGHT RAIL**

**(Santa Teresa – Alum Rock)** On weekends, the 7:30 a.m. and 8:03 a.m. southbound trips would be extended to start at Baypointe instead of Civic Center. (Jan. 2016)

**Winchester – Mountain View** On weekdays, a 10:06 a.m. southbound trip would be added from Mountain View to Gish. On weekends, the 7:10 a.m. southbound trip would be extended to start at Mountain View instead of Civic Center. (Jan. 2016)
ATTACHMENT II
FY2016 – FY2017 TRANSIT SERVICE PLAN
PROPOSED SERVICE CHANGES BY CITY

CAMPBELL

**Line 48 (Los Gatos Civic Center – Winchester Transit Center)**  On weekdays, peak hour service would operate every 45 minutes, and service would end at approx. 7 p.m. *(July 2015)*

**Line 49 (Los Gatos Civic Center – Winchester Transit Center)**  On weekdays, peak hour service would operate every 45 minutes. The 5:52 p.m. northbound Sunday trip would be discontinued. *(July 2015)*

**Line 60 (Winchester Transit Center – Great America)**  Sunday service would be improved to operate every 30 minutes between 9:30 a.m. and 5:30 p.m. *(July 2015)*

**Line 61 (Good Samaritan Hospital – Sierra & Piedmont)**  On weekdays, the 9:38 p.m. northbound and 9:16 p.m. southbound trips would be discontinued. The 5:40 a.m. southbound trip would start at the Penitencia Creek Transit Center. *(July 2015)*

Weekday service would be improved to operate a true 15 minute frequency. *(July 2016)*

**Line 62 (Good Samaritan Hospital – Sierra & Piedmont)**  Weekday service would be improved to operate a true 15 minute frequency. *(July 2016)*

**Line 82 (Westgate – Downtown San Jose)**  Sunday service would start one hour earlier at approx. 8 a.m. and end one hour later at approx. 6:30 p.m. *(July 2015)*

**Line 101 (Camden & Hwy 85 – Palo Alto)**  This line would be extended on a trial basis to provide service to the main Stanford Campus. *(July 2015)*

**Line 328 (Almaden Expy & Via Valente – Lockheed Martin)**  An additional northbound morning trip and one southbound afternoon trip would be added between the existing trips. *(Oct. 2016)*

**Light Rail (Winchester – Mountain View)**  On weekdays, a 10:06 a.m. southbound trip would be added from Mountain View to Gish. On weekends, the 7:10 a.m. southbound trip would be extended to start at Mountain View instead of Civic Center. *(Jan. 2016)*

CUPERTINO

**Line 23 (De Anza College – Alum Rock Transit Center)**  On Saturdays, an extra eastbound trip would be added at approx. 6:30 a.m. from De Anza College, and an extra westbound trip would be added between 6:14 a.m. and 7:57 a.m. On Sundays, an extra eastbound trip would be added at approx. 6:40 a.m. from De Anza College, and the 6:53 a.m. eastbound trip would be moved 20 minutes later. In the westbound direction on Sundays, a trip would be added at approximately 5:35 a.m. *(July 2015)*

**Line 51 (Moffett Field – De Anza College)**  This line would be re-routed in Cupertino and merged with Line 81 to operate one continuous line – “Line 81” – from Moffett Field to San Jose State University. It would provide new service on Homestead Rd. between Stelling and Wolfe. It would operate every 30 minutes on weekdays from 6:00 a.m. to 7:30 p.m., and hourly on Saturdays from 9:30 a.m. to 5:30 p.m. *(Jan. 2016)*

**Line 54 (De Anza College – Lockheed Martin)**  In conjunction with the relocation of the BRT 522 stop to El Camino Real & Mathilda Ave. and the new Line 354 proposal, Line 54 would be realigned for 0.4 miles between Hollenbeck Ave. and Mathilda Ave. The route would operate on El Camino Real instead of Olive Ave. to facilitate transfers with the planned BRT 522. *(July 2016)*
**De Anza College – Great America**  New express trips (Line 55X) would provide faster, more direct service from Lakewood Village and north Sunnyvale to Fremont High School. These buses would operate on school days and travel on Fair Oaks Ave. instead of Maude Ave, Sunnyvale Ave and Old San Francisco Rd. On Saturdays, the 8:08 a.m. northbound trip would be split into two new trips leaving Stelling and Stevens Creek at approx. 7:40 a.m. & 8:40 a.m.  *(July 2015)*

**Moffett Field – San Jose State Univ.**  This line would be extended from Vallco to serve Wolfe Rd., Homestead Rd. and Stelling Rd. and merged with Line 51 to provide one continuous line from Moffett Field to San Jose State University. It would operate every 30 minutes on weekdays from 6:00 a.m. to 7:30 p.m., and hourly on Saturdays from 9:30 a.m. to 5:30 p.m.  *(Jan. 2016)*

**Camden & Hwy 85 – Palo Alto**  This line would be extended on a trial basis to provide service to the main Stanford Campus.  *(July 2015)*

**DeAnza College – Downtown San Jose** – On weekdays, service would operate every 12 minutes. Weekday and Saturday evening service would be improved to operate every 20 minutes.  *(Jan. 2017)*

**New Line 354 (De Anza College – Lockheed Martin)** This new weekday peak hour route would provide limited-stop service every 30 minutes between De Anza College and Lockheed Martin via Sunnyvale Transit Center. It would operate primarily on De Anza Blvd, Sunnyvale-Saratoga and Mathilda.  *(July 2016)*

**Fremont**

**Fremont BART – Lockheart Martin**  This line would continue to start at Fremont BART, but it would be rerouted to serve the Warm Springs BART Station instead of stopping at Mission Blvd. & Paseo Padre. The route would access the Warm Springs BART from Mission Blvd. via Durham Rd., Paseo Padre and Grimmer Blvd. with a stop at Paseo Padre & Grimmer Blvd. A new southbound a.m. trip would be added between the first two trips, and an extra northbound p.m. trip would be added (Trip times to be determined). Current service to the Shoreline area in Mountain View would be discontinued. These changes are proposed in conjunction with the BART extension to Warm Springs. Additional changes will be proposed as BART extends further south.  *(Jan. 2016)*

**Fremont BART – Mission College & Montague**  This line would continue to start at Fremont BART, but it would be rerouted to serve the Warm Springs BART Station instead of stopping at Mission Blvd. & Paseo Padre. The route would access the Warm Springs BART from Mission Blvd. via Durham Rd., Paseo Padre and Grimmer Blvd. from the Warm Springs BART Station, the route would travel south on Warm Springs Blvd. to Mission Blvd. where it would resume the current routing on Mission Blvd., Interstate 880 and Tasman Dr. These changes are proposed in conjunction with the BART extension to Warm Springs. Additional changes will be proposed as BART extends further south.  *(Jan. 2016)*

**Great Mall Transit Center – Warm Springs BART**  Line 180 would operate from Warm Springs BART to Great Mall and no longer serve Fremont BART. Line 180 would operate every 30 minutes during peak hours, and hourly during the midday and evening. The scheduled trips to and from Aborn & White would be discontinued. These changes are proposed in conjunction with the BART extension to Warm Springs. Additional changes will be proposed as BART extends further south.  *(Jan. 2016)*

**San Jose Diridon Transit Center – Fremont BART**  On weekdays, midday service would be improved to operate every 15 minutes. On Sundays, all trips would operate to downtown San Jose every 20 minutes, similar to Saturday service. The routing would not change at this time, but additional changes will be proposed as BART extends further south.  *(July 2015)*

**Gilroy**

**Gilroy Transit Center – St. Louise Hospital**  Line 14 buses would continue south as Line 17 at St. Louise Hospital.  *(Oct. 2015)*
**Line 17 (Gilroy Transit Center – St. Louise Hospital)** Line 17 would be extended north to St. Louise Hospital at which point the buses would continue south as Line 14. Weekday buses would continue to serve the Social Services office on Tomkins Ct. Line 17 would operate seven days a week. (Oct. 2015)

**Line 18 (Gilroy Transit Center – Gavilan College)** On weekdays, service would be extended to 9:30 p.m. Weekend service on Line 18 would be discontinued in order to provide better service on Lines 14 & 17. (Oct. 2015)

**Line 19 (Gilroy Transit Center – Wren & Mantelli)** On weekdays, the 6:11 a.m. southbound and 6:32 a.m. northbound trips would be discontinued. (Oct. 2015)

**Line 68 (Gilroy Transit Center – San Jose Diridon Transit Center)** The Saturday and Sunday schedules would be improved to operate every 20 minutes between 10:00 a.m. and 6:00 p.m. (Oct. 2015)

**Line 168 (Gilroy Transit Center – San Jose Diridon Transit Center)** An additional northbound a.m. trip and southbound p.m. trip would be added. (Trip times and effective date to be determined)

**LOS ALTOS**

**Line 22 (Palo Alto Transit Center – Eastridge Transit Center)** On weekdays, Line 22 service would be partially reallocated to improve headways on the new BRT 522 when that service begins. As a result, Line 22 would operate every 15 minutes on weekdays (see Rapid 522 for related changes). (January/April 2016)

On Saturdays, an extra eastbound trip would be added between 10:00 p.m. and 11:15 p.m. and also between 11:36 p.m. and 12:37 a.m. Extra westbound trips would also be added on Saturdays between 5:00 a.m. and 6:00 a.m. and between 12:15 a.m. and 1:14 a.m. On Sundays, an extra eastbound trip would be added between 6:15 p.m. and 7:45 p.m. and also between 10:50 p.m. and 11:39 p.m. In the westbound direction on Sundays, a trip would be added between 10:28 p.m. and 11:31 p.m. (July 2015)

**Line 35 (Mountain View - Stanford Shopping Center)** Saturday service would be improved to operate every 45 minutes from approximately 9:30 a.m. to 6:00 p.m. The 10:03 p.m. southbound weekday trip would be discontinued and the 9:10 p.m. northbound weekday trip would terminate at the Palo Alto Transit Center. (July 2015)

**Line 51 (Moffett Field – De Anza College)** This line would be re-routed in Cupertino and merged with Line 81 to operate one continuous line – “Line 81” – from Moffett Field to San Jose State University. It would provide new service on Homestead Rd. between Stelling and Wolfe. It would operate every 30 minutes on weekdays from 6:00 a.m. to 7:30 p.m., and hourly on Saturdays from 9:30 a.m. to 5:30 p.m. (Jan. 2016)

**Rapid 522 (Palo Alto Transit Center – Eastridge Transit Center)** The Rapid 522 would be converted to “BRT 522” bus rapid transit service with new BRT articulated vehicles, upgraded stop amenities, improved headways and longer spans. On weekdays, service would operate every 10 minutes during the day and every 20 minutes in the early morning (5:00 a.m. – 6:00 a.m.) and late evenings (8:00 p.m. – 11:00 p.m.). On Saturdays, service would be expanded to operate from 6:00 a.m. to 10:30 p.m. with buses running every 15 minutes during the day, and every 20 minutes in the early morning (6:00 a.m. – 8 a.m.) and evening (7:00 p.m. – 10:30 p.m.). On Sundays, service would be expanded to operate from 7:00 a.m. to 9:00 p.m. with buses running every 15 minutes during the day (9:00 a.m. – 6:30 p.m.), and every 20 minutes in the early morning (7:00 a.m. – 9:00 a.m.) and evening (6:30 – 9:00 p.m.). The proposed changes are tentatively scheduled for April 2016, but could be implemented as early as January 2016 depending on when construction of the median lanes on Alum Rock Avenue are completed. (January/April 2016)

The current Rapid 522 stop at El Camino Real and Hollenbeck Ave. would be relocated to El Camino Real and Mathilda Ave. in conjunction with the new Line 354 proposal. This would facilitate transfers between the BRT 522 and the new Line 354. (July 2016)

**LOS ALTOS HILLS**

None of the proposed changes would impact the existing VTA routes in Los Altos Hills.
MILPITAS

**Line 46 (Great Mall Transit Center – Milpitas High School)**  The 6:13 p.m. southbound weekday trip would be discontinued. *(July 2015)*

**Line 47 (Great Mall Transit Center – McCarthy Ranch)**  The 8:54 p.m. southbound weekday trip would be discontinued and the 8:27 p.m. northbound weekday trip would terminate at Main & Calaveras. *(July 2015)*

**Line 66 (Kaiser San Jose – Milpitas)**  The Saturday and Sunday schedules would be improved to operate every 20 minutes between 10:00 a.m. and 6:00 p.m. *(Oct. 2015)*

**Line 70 (Capitol LRT Station – Great Mall Transit Center)**  On Saturdays, the 6:26 a.m. southbound trip would be split into two new trips leaving Great Mall at approx. 6:10 a.m. and 6:50 a.m. *(July 2015)*

**Line 140 (Fremont BART – Mission College & Montague)**  This line would continue to start at Fremont BART, but it would be rerouted to serve the Warm Springs BART Station instead of stopping at Mission Blvd. & Paseo Padre. The route would access the Warm Springs BART from Mission Blvd. via Durham Rd., Paseo Padre and Grimmer Blvd. with a stop at Paseo Padre & Grimmer Blvd. From the Warm Springs BART Station, the route would travel south on Warm Springs Blvd. to Mission Blvd. where it would resume the current routing on Mission Blvd., Interstate 880 and Tasman Dr. These changes are proposed in conjunction with the BART extension to Warm Springs. Additional changes will be proposed as BART extends further south. *(Jan. 2016)*

**Line 180 (Great Mall Transit Center – Warm Springs BART)**  Line 180 would operate from Warm Springs BART to Great Mall and no longer serve Fremont BART. Line 180 would operate every 30 minutes during peak hours, and hourly during the midday and evening. The scheduled trips to and from Aborn & White would be discontinued. These changes are proposed in conjunction with the BART extension to Warm Springs. Additional changes will be proposed as BART extends further south. *(Jan. 2016)*

**Line 181 (San Jose Diridon Transit Center – Fremont BART)**  On weekdays, midday service would be improved to operate every 15 minutes. On Sundays, all trips would operate to downtown San Jose every 20 minutes, similar to Saturday service. The routing would not change at this time, but additional changes will be proposed as BART extends further south. *(July 2015)*

**Light Rail (Santa Teresa – Alum Rock)**  On weekends, the 7:30 a.m. and 8:03 a.m. southbound trips would be extended to start at Baypointe instead of Civic Center. *(Jan. 2016)*

MORGAN HILL

**Line 68 (Gilroy Transit Center – San Jose Diridon Transit Center)**  The Saturday and Sunday schedules would be improved to operate every 20 minutes between 10:00 a.m. and 6:00 p.m. *(Oct. 2015)*

**Line 168 (Gilroy Transit Center – San Jose Diridon Transit Center)**  An additional northbound a.m. trip and southbound p.m. trip would be added. *(Trip times and effective date to be determined)*

MOUNTAIN VIEW

**Line 22 (Palo Alto Transit Center – Eastridge Transit Center)**  On weekdays, Line 22 service would be partially reallocated to improve headways on the new BRT 522 when that service begins. As a result, Line 22 would operate every 15 minutes on weekdays *(see Rapid 522 for related changes). *(January/April 2016)*

On Saturdays, an extra eastbound trip would be added between 10:00 p.m. and 11:15 p.m. and also between 11:36 p.m. and 12:37 a.m. Extra westbound trips would also be added on Saturdays between 5:00 a.m. and 6:00 a.m. and between 12:15 a.m. and 1:14 a.m. On Sundays, an extra eastbound trip would be added between 6:15 p.m. and 7:45 p.m. and also between 10:50 p.m. and 11:39 p.m. In the westbound direction on Sundays, a trip would be added between 10:28 p.m. and 11:31 p.m. *(July 2015)*
**Line 32 (San Antonio Transit Center – Santa Clara Transit Center)**  Weekday midday service headways would be improved from 45 to 30 minutes. A new eastbound weekday trip would be added at approx. 7:30 p.m., and a new westbound trip would be added at approx. 6:25 p.m. *(Jan. 2016)*

**Line 35 (Mountain View - Stanford Shopping Center)**  Saturday service would be improved to operate every 45 minutes from approximately 9:30 a.m. to 6:00 p.m. The 10:03 p.m. southbound weekday trip would be discontinued and the 9:10 p.m. northbound weekday trip would terminate at the Palo Alto Transit Center. *(July 2015)*

**Line 51 (Moffett Field – De Anza College)**  This line would be re-routed in Cupertino and merged with Line 81 to operate one continuous line – “Line 81” – from Moffett Field to San Jose State University. It would provide new service on Homestead Rd. between Stelling and Wolfe. It would operate every 30 minutes on weekdays from 6:00 a.m. to 7:30 p.m., and hourly on Saturdays from 9:30 a.m. to 5:30 p.m. *(Jan. 2016)*

**Rapid 522 (Palo Alto Transit Center – Eastridge Transit Center)**  The Rapid 522 would be converted to “BRT 522” bus rapid transit service with new BRT articulated vehicles, upgraded stop amenities, improved headways and longer spans. On weekdays, service would operate every 10 minutes during the day and every 20 minutes in the early morning (5:00 a.m. – 6:00 a.m.) and late evenings (8:00 p.m. – 11:00 p.m.). On Saturdays, service would be expanded to operate from 6:00 a.m. to 10:30 p.m. with buses running every 15 minutes during the day, and every 20 minutes in the early morning (6:00 a.m. – 8:00 a.m.) and evening (7:00 p.m. – 10:30 p.m.). On Sundays, service would be expanded to operate from 7:00 a.m. to 9:00 p.m. with buses running every 15 minutes during the day (9:00 a.m. – 6:30 p.m.), and every 20 minutes in the early morning (7:00 a.m. – 9:00 a.m.) and evening (6:30 – 9:00 p.m.). The proposed changes are tentatively scheduled for April 2016, but could be implemented as early as January 2016 depending on when construction of the median lanes on Alum Rock Avenue are completed. *(January/April 2016)*

The current Rapid 522 stop at El Camino Real and Hollenbeck Ave. would be relocated to El Camino Real and Mathilda Ave. in conjunction with the new Line 354 proposal. This would facilitate transfers between the BRT 522 and the new Line 354. *(July 2016)*

**Light Rail (Winchester – Mountain View)**  On weekdays, a 10:06 a.m. southbound trip would be added from Mountain View to Gish. On weekends, the 7:10 a.m. southbound trip would be extended to start at Mountain View instead of Civic Center. *(Jan. 2016)*

**Palo Alto**

**Line 22 (Palo Alto Transit Center – Eastridge Transit Center)**  On weekdays, Line 22 service would be partially reallocated to improve headways on the new BRT 522 when that service begins. As a result, Line 22 would operate every 15 minutes on weekdays *(see Rapid 522 for related changes).* *(January/April 2016)*

On Saturdays, an extra eastbound trip would be added between 10:00 p.m. and 11:15 p.m. and also between 11:36 p.m. and 12:37 a.m. Extra westbound trips would also be added on Saturdays between 5:00 a.m. and 6:00 a.m. and between 12:15 a.m. and 1:14 a.m. On Sundays, an extra eastbound trip would be added between 6:15 p.m. and 7:45 p.m. and also between 10:50 p.m. and 11:39 p.m. In the westbound direction on Sundays, a trip would be added between 10:28 p.m. and 11:31 p.m. *(July 2015)*

**Line 32 (San Antonio Transit Center – Santa Clara Transit Center)**  Weekday midday service headways would be improved from 45 to 30 minutes. A new eastbound weekday trip would be added at approx. 7:30 p.m., and a new westbound trip would be added at approx. 6:25 p.m. *(Jan. 2016)*

**Line 35 (Mountain View - Stanford Shopping Center)**  Saturday service would be improved to operate every 45 minutes from approximately 9:30 a.m. to 6:00 p.m. The 10:03 p.m. southbound weekday trip would be discontinued and the 9:10 p.m. northbound weekday trip would terminate at the Palo Alto Transit Center. *(July 2015)*

**Line 89 (California Ave Caltrain – Palo Alto Veteran’s Hospital)**  New bi-directional midday service would be introduced on weekdays, operating every 40-45 minutes. *(July 2015)*

**Line 101 (Camden & Hwy 85 – Palo Alto)**  This line would be extended on a trial basis to provide service to the main Stanford Campus. *(July 2015)*
**Line 102 (South San Jose – Palo Alto)**  Selected trips would be extended on a trial basis to provide service to the main Stanford Campus. (July 2015)

A new, later northbound a.m. trip would be added, as well as an additional southbound p.m. trip. (Trip times and effective date to be determined)

**Line 103 (Eastridge – Palo Alto)**  Selected trips would be extended on a trial basis to provide express service to the main Stanford Campus. (July 2015)

A new, later northbound a.m. trip would be added, as well as an additional southbound p.m. trip. (Trip times and effective date to be determined)

**Line 182 (Palo Alto – IBM Bailey)**  The routing would be modified to remain on Santa Teresa Blvd. instead of operating on Via Del Oro, San Ignacio and Bernal. A stop would be maintained at Santa Teresa & Bernal. (July 2015)

**Rapid 522 (Palo Alto Transit Center – Eastridge Transit Center)**  The Rapid 522 would be converted to “BRT 522” bus rapid transit service with new BRT articulated vehicles, upgraded stop amenities, improved headways and longer spans. On weekdays, service would operate every 10 minutes during the day and every 20 minutes in the early morning (5:00 a.m. – 6:00 a.m.) and late evenings (8:00 p.m. – 11:00 p.m.). On Saturdays, service would be expanded to operate from 6:00 a.m. to 10:30 p.m. with buses running every 15 minutes during the day, and every 20 minutes in the early morning (6:00 a.m. – 8:00 a.m.) and evening (7:00 p.m. – 10:30 p.m.). On Sundays, service would be expanded to operate from 7:00 a.m. to 9:00 p.m. with buses running every 15 minutes during the day (9:00 a.m. – 6:30 p.m.), and every 20 minutes in the early morning (7:00 a.m. – 9:00 a.m.) and evening (6:30 – 9:00 p.m.). The proposed changes are tentatively scheduled for April 2016, but could be implemented as early as January 2016 depending on when construction of the median lanes on Alum Rock Avenue are completed. (January/April 2016)

The current Rapid 522 stop at El Camino Real and Hollenbeck Ave. would be relocated to El Camino Real and Mathilda Ave. in conjunction with the new Line 354 proposal. This would facilitate transfers between the BRT 522 and the new Line 354. (July 2016)

**SAN JOSE**

**NEW Line 11 (San Jose Diridon Transit Center – San Jose Airport)**  This new route would provide a direct connection between Mineta San Jose International Airport and downtown San Jose. The route would include stops at San Jose Diridon Station, Convention Center LR Station, and multiple downtown hotels. It would operate every 30 minutes from 5 a.m. to 11 p.m., seven days a week. Regular fares would apply on this new route. (July 2016)

**Line 13 (Almaden Expwy. & McKean – Ohlone/Chynoweth LR Station)**  The 4:02 p.m. southbound trip would be shifted 15 minutes earlier and one additional southbound trip would be added at 7:02 p.m.  (July 2015)

**Line 22 (Palo Alto Transit Center – Eastridge Transit Center)**  On weekdays, Line 22 service would be partially reallocated to improve headways on the new BRT 522 when that service begins. As a result, Line 22 would operate every 15 minutes on weekdays (see Rapid 522 for related changes). (January/April 2016)

On Saturdays, an extra eastbound trip would be added between 10:00 p.m. and 11:15 p.m. and also between 11:36 p.m. and 12:37 a.m. Extra westbound trips would also be added on Saturdays between 5:00 a.m. and 6:00 a.m. and between 12:15 a.m. and 1:14 a.m. On Sundays, an extra eastbound trip would be added between 6:15 p.m. and 7:45 p.m. and also between 10:50 p.m. and 11:39 p.m. In the westbound direction on Sundays, a trip would be added between 10:28 p.m. and 11:31 p.m. (July 2015)

**Line 23 (De Anza College – Alum Rock Transit Center)**  On Saturdays, an extra eastbound trip would be added at approx. 6:30 a.m. from De Anza College, and an extra westbound trip would be added between 6:14 a.m. and 7:57 a.m. On Sundays, an extra eastbound trip would be added at approx. 6:40 a.m. from De Anza College, and the 6:53 a.m. eastbound trip would be moved 20 minutes later. In the westbound direction on Sundays, a trip would be added at approximately 5:35 a.m. (July 2015)
**Line 42** (Kaiser San Jose – Evergreen Valley College) The 6:18 p.m. northbound weekday trip would terminate at Monterey & Senter. The 6:35 a.m. southbound weekday trip would start at Silver Creek & Daniel Maloney.  
(July 2015)

**NEW Line 56** (Sunnyvale Transit Center – Component LR Station) This new weekday peak hour route would provide service from Sunnyvale Caltrain to the Component LR Station via Arques, Scott, Central Expwy & Trimble. It would operate from 6:30 – 9:30 a.m. and from 3:30 – 7 p.m.  
(April 2016)

**Line 57** (West Valley College – Great America) The weekday peak hour frequency would be improved to every 15 minutes in conjunction with a routing change to Line 58.  
(April 2016)

Sunday service would be improved to operate every 30 minutes between 9:30 a.m. and 5:30 p.m.  
(July 2015)

**Line 58** (West Valley College – Alviso) Weekday midday service would be extended along the current routing from Alviso to Kiely Blvd. & El Camino Real and run every 60 minutes.  
(July 2015)

Based on public feedback and additional staff analyses, a new Line 58 concept is being developed that would provide all-day service between Alviso and Stevens Creek Blvd. This proposal will require additional staff evaluation and would be subject to an additional public review process.  
(Apr. 2016)

**Line 61** (Good Samaritan Hospital – Sierra & Piedmont) On weekdays, the 9:38 p.m. northbound and 9:16 p.m. southbound trips would be discontinued. The 5:40 a.m. southbound trip would start at the Penitencia Creek Transit Center. 
(July 2015)

Weekday service would be improved to operate a true 15 minute frequency.  
(July 2016)

**Line 62** (Good Samaritan Hospital – Sierra & Piedmont) Weekday service would be improved to operate a true 15 minute frequency.  
(July 2016)

**Line 66** (Kaiser San Jose – Milpitas) The Saturday and Sunday schedules would be improved to operate every 20 minutes between 10:00 a.m. and 6:00 p.m.  
(Oct. 2015)

**Line 68** (Gilroy Transit Center – San Jose Diridon Transit Center) The Saturday and Sunday schedules would be improved to operate every 20 minutes between 10:00 a.m. and 6:00 p.m.  
(Oct. 2015)

**Line 70** (Capitol LRT Station – Great Mall Transit Center) On Saturdays, the 6:26 a.m. southbound trip would be split into two new trips leaving Great Mall at approx. 6:10 a.m. and 6:50 a.m.  
(July 2015)

**Line 72** (Senter & Monterey – Downtown San Jose) On weekdays, an extra northbound trip would be added between 8:30-9:30 a.m. to improve the frequency. Similarly, an extra southbound trip would be added between 6:30-7:30 p.m. On Sundays, a new 6:15 a.m. northbound trip would be added.  
(July 2015)

**Line 81** (Moffett Field – San Jose State Univ.) This line would be extended from Vallco to serve Wolfe Rd., Homestead Rd. and Stelling Rd. and merged with Line 51 to provide one continuous line from Moffett Field to San Jose State University. It would operate every 30 minutes on weekdays from 6:00 a.m. to 7:30 p.m., and hourly on Saturdays from 9:30 a.m. to 5:30 p.m.  
(Jan. 2016)

**Line 82** (Westgate – Downtown San Jose) Sunday service would start one hour earlier at approx. 8 a.m. and end one hour later at approx. 6:30 p.m.  
(July 2015)

**Line 101** (Camden & Hwv 85 – Palo Alto) This line would be extended on a trial basis to provide service to the main Stanford Campus.  
(July 2015)

**Line 102** (South San Jose – Palo Alto) Selected trips would be extended on a trial basis to provide service to the main Stanford Campus.  
(July 2015)

A new, later northbound a.m. trip would be added, as well as an additional southbound p.m. trip.  
(Trip times and effective date to be determined)
Line 103 (Eastridge – Palo Alto)  Selected trips would be extended on a trial basis to provide express service to the main Stanford Campus. (July 2015)

A new, later northbound a.m. trip would be added, as well as an additional southbound p.m. trip. (Trip times and effective date to be determined)

Line 168 (Gilroy Transit Center – San Jose Diridon Transit Center)  An additional northbound a.m. trip and southbound p.m. trip would be added. (Trip times and effective date to be determined)

Line 180 (Great Mall Transit Center – Warm Springs BART)  Line 180 would operate from Warm Springs BART to Great Mall and no longer serve Fremont BART. Line 180 would operate every 30 minutes during peak hours, and hourly during the midday and evening. The scheduled trips to and from Aborn & White would be discontinued. These changes are proposed in conjunction with the BART extension to Warm Springs. Additional changes will be proposed as BART extends further south. (Jan. 2016)

Line 181 (San Jose Diridon Transit Center – Fremont BART)  On weekdays, midday service would be improved to operate every 15 minutes. On Sundays, all trips would operate to downtown San Jose every 20 minutes, similar to Saturday service. The routing would not change at this time, but additional changes will be proposed as BART extends further south. (July 2015)

Line 182 (Palo Alto – IBM Bailey)  The routing would be modified to remain on Santa Teresa Blvd. instead of operating on Via Del Oro, San Ignacio and Bernal. A stop would be maintained at Santa Teresa & Bernal. (July 2015)

Line 323 (DeAnza College – Downtown San Jose) – On weekdays, service would operate every 12 minutes. Weekday and Saturday evening service would be improved to operate every 20 minutes. (Jan. 2017)

On Sundays, service will be improved to operate every 15 minutes during the day and every 30 minutes from 8:00 a.m. – 9:00 a.m. and 6:00 p.m. – 9:00 p.m.  (Jan. 2016)

Line 328 (Almaden Expy & Via Valente – Lockheed Martin)  An additional northbound morning trip and one southbound afternoon trip would be added between the existing trips. (Oct. 2016)

Rapid 522 (Palo Alto Transit Center – Eastridge Transit Center)  The Rapid 522 would be converted to “BRT 522” bus rapid transit service with new BRT articulated vehicles, upgraded stop amenities, improved headways and longer spans. On weekdays, service would operate every 10 minutes during the day and every 20 minutes in the early morning (5:00 a.m. – 6:00 a.m.) and late evenings (8:00 p.m. – 11:00 p.m.). On Saturdays, service would be expanded to operate from 6:00 a.m. to 10:30 p.m. with buses running every 15 minutes during the day, and every 20 minutes in the early morning (6:00 a.m. – 8 a.m.) and evening (7:00 p.m. – 10:30 p.m.). On Sundays, service would be expanded to operate from 7:00 a.m. to 9:00 p.m. with buses running every 15 minutes during the day (9:00 a.m. – 6:30 p.m.), and every 20 minutes in the early morning (7:00 a.m. – 9:00 a.m.) and evening (6:30 – 9:00 p.m.). The proposed changes are tentatively scheduled for April 2016, but could be implemented as early as January 2016 depending on when construction of the median lanes on Alum Rock Avenue are completed. (January/April 2016)

The current Rapid 522 stop at El Camino Real and Hollenbeck Ave. would be relocated to El Camino Real and Mathilda Ave. in conjunction with the new Line 354 proposal. This would facilitate transfers between the BRT 522 and the new Line 354. (July 2016)

Light Rail (Santa Teresa – Alum Rock)  On weekends, the 7:30 a.m. and 8:03 a.m. southbound trips would be extended to start at Baypointe instead of Civic Center. (Jan. 2016)

Light Rail (Winchester – Mountain View)  On weekdays, a 10:06 a.m. southbound trip would be added from Mountain View to Gish. On weekends, the 7:10 a.m. southbound trip would be extended to start at Mountain View instead of Civic Center. (Jan. 2016)
SAN MARTIN

**Line 68 (Gilroy Transit Center – San Jose Diridon Transit Center)** The Saturday and Sunday schedules would be improved to operate every 20 minutes between 10:00 a.m. and 6:00 p.m.  **(Oct. 2015)**

**Line 168 (Gilroy Transit Center – San Jose Diridon Transit Center)** An additional northbound a.m. trip and southbound p.m. trip would be added. **(Trip times and effective date to be determined)**

SANTA CLARA

**Line 22 (Palo Alto Transit Center – Eastridge Transit Center)** On weekdays, Line 22 service would be partially reallocated to improve headways on the new BRT 522 when that service begins. As a result, Line 22 would operate every 15 minutes on weekdays **(see Rapid 522 for related changes).** **(January/April 2016)**

On Saturdays, an extra eastbound trip would be added between 10:00 p.m. and 11:15 p.m. and also between 11:36 p.m. and 12:37 a.m. Extra westbound trips would also be added on Saturdays between 5:00 a.m. and 6:00 a.m. and between 12:15 a.m. and 1:14 a.m. On Sundays, an extra eastbound trip would be added between 6:15 p.m. and 7:45 p.m. and also between 10:50 p.m. and 11:39 p.m. In the westbound direction on Sundays, a trip would be added between 10:28 p.m. and 11:31 p.m. **(July 2015)**

**Line 23 (De Anza College – Alum Rock Transit Center)** On Saturdays, an extra eastbound trip would be added at approx. 6:30 a.m. from De Anza College, and an extra westbound trip would be added between 6:14 a.m. and 7:57 a.m. On Sundays, an extra eastbound trip would be added at approx. 6:40 a.m. from De Anza College, and the 6:53 a.m. eastbound trip would be moved 20 minutes later. In the westbound direction on Sundays, a trip would be added at approximately 5:35 a.m. **(July 2015)**

**Line 32 (San Antonio Transit Center – Santa Clara Transit Center)** Weekday midday service headways would be improved from 45 to 30 minutes. A new eastbound weekday trip would be added at approx. 7:30 p.m., and a new westbound trip would be added at approx. 6:25 p.m. **(Jan. 2016)**

**Line 55 (De Anza College – Great America)** New express trips (Line 55X) would provide faster, more direct service from Lakewood Village and north Sunnyvale to Fremont High School. These buses would operate on school days and travel on Fair Oaks Ave. instead of Maude Ave, Sunnyvale Ave and Old San Francisco Rd. On Saturdays, the 8:08 a.m. northbound trip would be split into two new trips leaving Stelling and Stevens Creek at approx. 7:40 a.m. & 8:40 a.m. **(July 2015)**

**NEW Line 56 (Sunnyvale Transit Center – Component LR Station)** This *new* weekday peak hour route would provide service from Sunnyvale Caltrain to the Component LR Station via Arques, Scott, Central Expwy & Trimble. It would operate from 6:30 – 9:30 a.m. and from 3:30 – 7 p.m. **(April 2016)**

**Line 57 (West Valley College – Great America)** The weekday peak hour frequency would be improved to every 15 minutes in conjunction with a routing change to Line 58. **(April 2016)**

Sunday service would be improved to operate every 30 minutes between 9:30 a.m. and 5:30 p.m. **(July 2015)**

**Line 58 (West Valley College – Alviso)** Weekday midday service would be extended along the current routing from Alviso to Kiely Blvd. & El Camino Real and run every 60 minutes. **(July 2015)**

Based on public feedback and additional staff analyses, a new Line 58 concept is being developed that would provide all-day service between Alviso and Stevens Creek Blvd. This proposal will require additional staff evaluation and would be subject to an additional public review process. **(Apr. 2016)**

**Line 60 (Winchester Transit Center – Great America)** Sunday service would be improved to operate every 30 minutes between 9:30 a.m. and 5:30 p.m. **(July 2015)**

**Line 81 (Moffett Field – San Jose State Univ.** This line would be extended from Vallco to serve Wolfe Rd., Homestead Rd. and Stelling Rd. and merged with Line 51 to provide one continuous line from Moffett Field to San Jose State University.
It would operate every 30 minutes on weekdays from 6:00 a.m. to 7:30 p.m., and hourly on Saturdays from 9:30 a.m. to 5:30 p.m. (Jan. 2016)

**Line 140 (Fremont BART – Mission College & Montague)**  This line would continue to start at Fremont BART, but it would be rerouted to serve the Warm Springs BART Station instead of stopping at Mission Blvd. & Paseo Padre. The route would access the Warm Springs BART from Mission Blvd. via Durham Rd., Paseo Padre and Grimmer Blvd. with a stop at Paseo Padre & Grimmer Blvd. From the Warm Springs BART Station, the route would travel south on Warm Springs Blvd. to Mission Blvd. where it would resume the current routing on Mission Blvd., Interstate 880 and Tasman Dr. These changes are proposed in conjunction with the BART extension to Warm Springs. Additional changes will be proposed as BART extends further south. (Jan. 2016)

**Line 328 (Almaden Expy & Via Valente – Lockheed Martin)**  An additional northbound morning trip and one southbound afternoon trip would be added between the existing trips. (Oct. 2016)

**Rapid 522 (Palo Alto Transit Center – Eastridge Transit Center)**  The Rapid 522 would be converted to “BRT 522” bus rapid transit service with new BRT articulated vehicles, upgraded stop amenities, improved headways and longer spans. On weekdays, service would operate every 10 minutes during the day and every 20 minutes in the early morning (5:00 a.m. – 6:00 a.m.) and late evenings (8:00 p.m. – 11:00 p.m.). On Saturdays, service would be expanded to operate from 6:00 a.m. to 10:30 p.m. with buses running every 15 minutes during the day, and every 20 minutes in the early morning (6:00 a.m. – 8 a.m.) and evening (7:00 p.m. – 10:30 p.m.). On Sundays, service would be expanded to operate from 7:00 a.m. to 9:00 p.m. with buses running every 15 minutes during the day (9:00 a.m. – 6:30 p.m.), and every 20 minutes in the early morning (7:00 a.m. – 9:00 a.m.) and evening (6:30 – 9:00 p.m.). The proposed changes are tentatively scheduled for April 2016, but could be implemented as early as January 2016 depending on when construction of the median lanes on Alum Rock Avenue are completed. (January/April 2016)

The current Rapid 522 stop at El Camino Real and Hollenbeck Ave. would be relocated to El Camino Real and Mathilda Ave. in conjunction with the new Line 354 proposal. This would facilitate transfers between the BRT 522 and the new Line 354. (July 2016)

**Light Rail (Winchester – Mountain View)**  On weekdays, a 10:06 a.m. southbound trip would be added from Mountain View to Gish. On weekends, the 7:10 a.m. southbound trip would be extended to start at Mountain View instead of Civic Center. (Jan. 2016)

**SARATOGA**

**Line 57 (West Valley College – Great America)**  The weekday peak hour frequency would be improved to every 15 minutes in conjunction with a routing change to Line 58. (April 2016)

Sunday service would be improved to operate every 30 minutes between 9:30 a.m. and 5:30 p.m. (July 2015)

**Line 58 (West Valley College – Alviso)**  Weekday midday service would be extended along the current routing from Alviso to Kiely Blvd. & El Camino Real and run every 60 minutes. (July 2015)

Based on public feedback and additional staff analyses, a new Line 58 concept is being developed that would provide all-day service between Alviso and Stevens Creek Blvd. This proposal will require additional staff evaluation and would be subject to an additional public review process. (Apr. 2016)

**STANFORD**

**Line 22 (Palo Alto Transit Center – Eastridge Transit Center)**  On weekdays, Line 22 service would be partially reallocated to improve headways on the new BRT 522 when that service begins. As a result, Line 22 would operate every 15 minutes on weekdays (see Rapid 522 for related changes). (January/April 2016)

On Saturdays, an extra eastbound trip would be added between 10:00 p.m. and 11:15 p.m. and also between 11:36 p.m. and 12:37 a.m. Extra westbound trips would also be added on Saturdays between 5:00 a.m. and 6:00 a.m. and between 12:15 a.m. and 1:14 a.m. On Sundays, an extra eastbound trip would be added between 6:15 p.m. and 7:45 p.m. and also between 10:50
p.m. and 11:39 p.m. In the westbound direction on Sundays, a trip would be added between 10:28 p.m. and 11:31 p.m. **(July 2015)**

**Line 35 (Mountain View - Stanford Shopping Center)** Saturday service would be improved to operate every 45 minutes from approximately 9:30 a.m. to 6:00 p.m. The 10:03 p.m. southbound weekday trip would be discontinued and the 9:10 p.m. northbound weekday trip would terminate at the Palo Alto Transit Center. **(July 2015)**

**Line 101 (Camden & Hwy 85 – Palo Alto)** This line would be extended on a trial basis to provide service to the main Stanford Campus. **(July 2015)**

**Line 102 (South San Jose – Palo Alto)** Selected trips would be extended on a trial basis to provide service to the main Stanford Campus. **(July 2015)**

A new, later northbound a.m. trip would be added, as well as an additional southbound p.m. trip. **(Trip times and effective date to be determined)**

**Line 103 (Eastridge – Palo Alto)** Selected trips would be extended on a trial basis to provide express service to the main Stanford Campus. **(July 2015)**

A new, later northbound a.m. trip would be added, as well as an additional southbound p.m. trip. **(Trip times and effective date to be determined)**

**Rapid 522 (Palo Alto Transit Center – Eastridge Transit Center)** The Rapid 522 would be converted to “BRT 522” bus rapid transit service with new BRT articulated vehicles, upgraded stop amenities, improved headways and longer spans. On weekdays, service would operate every 10 minutes during the day and every 20 minutes in the early morning (5:00 a.m. – 6:00 a.m.) and late evenings (8:00 p.m. – 11:00 p.m.). On Saturdays, service would be expanded to operate from 6:00 a.m. to 10:30 p.m. with buses running every 15 minutes during the day, and every 20 minutes in the early morning (6:00 a.m. – 8 a.m.) and evening (7:00 p.m. – 10:30 p.m.). On Sundays, service would be expanded to operate from 7:00 a.m. to 9:00 p.m. with buses running every 15 minutes during the day (9:00 a.m. – 6:30 p.m.), and every 20 minutes in the early morning (7:00 a.m. – 9:00 a.m.) and evening (6:30 – 9:00 p.m.). The proposed changes are tentatively scheduled for April 2016, but could be implemented as early as January 2016 depending on when construction of the median lanes on Alum Rock Avenue are completed. **(January/April 2016)**

The current Rapid 522 stop at El Camino Real and Hollenbeck Ave. would be relocated to El Camino Real and Mathilda Ave. in conjunction with the new Line 354 proposal. This would facilitate transfers between the BRT 522 and the new Line 354. **(July 2016)**

**SUNNYVALE**

**Line 22 (Palo Alto Transit Center – Eastridge Transit Center)** On weekdays, Line 22 service would be partially reallocated to improve headways on the new BRT 522 when that service begins. As a result, Line 22 would operate every 15 minutes on weekdays (see Rapid 522 for related changes). **(January/April 2016)**

On Saturdays, an extra eastbound trip would be added between 10:00 p.m. and 11:15 p.m. and also between 11:36 p.m. and 12:37 a.m. Extra westbound trips would also be added on Saturdays between 5:00 a.m. and 6:00 a.m. and between 12:15 a.m. and 1:14 a.m. On Sundays, an extra eastbound trip would be added between 6:15 p.m. and 7:45 p.m. and also between 10:50 p.m. and 11:39 p.m. In the westbound direction on Sundays, a trip would be added between 10:28 p.m. and 11:31 p.m. **(July 2015)**

**Line 32 (San Antonio Transit Center – Santa Clara Transit Center)** Weekday midday service headways would be improved from 45 to 30 minutes. A new eastbound weekday trip would be added at approx. 7:30 p.m., and a new westbound trip would be added at approx. 6:25 p.m. **(Jan. 2016)**

**Line 54 (De Anza College – Lockheed Martin)** In conjunction with the relocation of the BRT 522 stop to El Camino Real & Mathilda Ave. and the new Line 354 proposal, Line 54 would be realigned for 0.4 miles between Hollenbeck Ave. and Mathilda Ave. The route would operate on El Camino Real instead of Olive Ave. to facilitate transfers with the planned BRT 522. **(July 2016)**
**Line 55 (De Anza College – Great America)**  New express trips (Line 55X) would provide faster, more direct service from Lakewood Village and north Sunnyvale to Fremont High School. These buses would operate on school days and travel on Fair Oaks Ave. instead of Maude Ave, Sunnyvale Ave and Old San Francisco Rd. On Saturdays, the 8:08 a.m. northbound trip would be split into two new trips leaving Stelling and Stevens Creek at approx. 7:40 a.m. & 8:40 a.m. **(July 2015)**

**NEW Line 56 (Sunnyvale Transit Center – Component LR Station)**  This new weekday peak hour route would provide service from Sunnyvale Caltrain to the Component LR Station via Arques, Scott, Central Expwy & Trimble. It would operate from 6:30 – 9:30 a.m. and from 3:30 – 7 p.m. **(April 2016)**

**Line 120 (Fremont BART – Lockheed Martin)**  This line would continue to start at Fremont BART, but it would be rerouted to serve the Warm Springs BART Station instead of stopping at Mission Blvd. & Paseo Padre. The route would access the Warm Springs BART from Mission Blvd. via Durham Rd., Paseo Padre and Grimmer Blvd. with a stop at Paseo Padre & Grimmer Blvd. A new southbound a.m. trip would be added between the first two trips, and an extra northbound p.m. trip would be added (Trip times to be determined). Current service to the Shoreline area in Mountain View would be discontinued. These changes are proposed in conjunction with the BART extension to Warm Springs. Additional changes will be proposed as BART extends further south. **(Jan. 2016)**

**Line 328 (Almaden Expwy & Via Valente – Lockheed Martin)**  An additional northbound morning trip and one southbound afternoon trip would be added between the existing trips. **(Oct. 2016)**

**NEW Line 354 (De Anza College – Lockheed Martin)**  This new weekday peak hour route would provide limited-stop service every 30 minutes between De Anza College and Lockheed Martin via Sunnyvale Transit Center. It would operate primarily on De Anza Blvd, Sunnyvale-Saratoga and Mathilda. **(July 2016)**

**Rapid 522 (Palo Alto Transit Center – Eastridge Transit Center)**  The Rapid 522 would be converted to “BRT 522” bus rapid transit service with new BRT articulated vehicles, upgraded stop amenities, improved headways and longer spans. On weekdays, service would operate every 10 minutes during the day and every 20 minutes in the early morning (5:00 a.m. – 6:00 a.m.) and late evenings (8:00 p.m. – 11:00 p.m.). On Saturdays, service would be expanded to operate from 6:00 a.m. to 10:30 p.m. with buses running every 15 minutes during the day, and every 20 minutes in the early morning (6:00 a.m. – 8 a.m.) and evening (7:00 p.m. – 10:30 p.m.). On Sundays, service would be expanded to operate from 7:00 a.m. to 9:00 p.m. with buses running every 15 minutes during the day (9:00 a.m. – 6:30 p.m.), and every 20 minutes in the early morning (7:00 a.m. – 9:00 a.m.) and evening (6:30 – 9:00 p.m.). The proposed changes are tentatively scheduled for April 2016, but could be implemented as early as January 2016 depending on when construction of the median lanes on Alum Rock Avenue are completed. **(January/April 2016)**

The current Rapid 522 stop at El Camino Real and Hollenbeck Ave. would be relocated to El Camino Real and Mathilda Ave. in conjunction with the new Line 354 proposal. This would facilitate transfers between the BRT 522 and the new Line 354. **(July 2016)**

**Light Rail (Winchester – Mountain View)**  On weekdays, a 10:06 a.m. southbound trip would be added from Mountain View to Gish. On weekends, the 7:10 a.m. southbound trip would be extended to start at Mountain View instead of Civic Center. **(Jan. 2016)**
FY 2016 - FY 2017
Transit Service Plan

VTA Service & Operations Planning
May 7, 2015
TRANSIT SERVICE PLAN
FY 2016 – FY 2017

Submitted for Consideration to the
VTA Board of Directors on May 7, 2015

Prepared by:
VTA Service & Operations Planning
James Unites, Deputy Director, Service & Operations Planning
Kermit Cuff, Transit Service Development Supervisor
Lalitha Konanur, Operations Systems Supervisor
David Ledwitz, Management Analyst
Steve McClain, Management Analyst
Joonie Tolosa, Manager, Operations Analysis, Reporting & Systems
Martin Barna, Transit Service Development Specialist
Ramez Qare, Transit Service Planning Intern
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EXECUTIVE SUMMARY

Every two years as part of VTA’s biennial budget cycle, VTA staff develops a Transit Service Plan, which outlines the proposed service changes for the next two years. The Transit Service Plan process includes a comprehensive review of existing transit service, recent and future development activity, related VTA studies, and public feedback. The final result of the Transit Service Plan is a list of major and minor service change recommendations that will be implemented during the two-year plan cycle.

This Transit Service Plan corresponds to the FY 2016 – FY 2017 budget cycle and includes service changes that will be implemented beginning in July 2015. Major projects which are included during this budget cycle include the Warm Springs BART Extension and the Santa Clara – Alum Rock Bus Rapid Transit (BRT) project.

As shown in Table 1-1, the final recommendations of the FY 2016 – FY 2017 Transit Service Plan represent a 7.5 percent increase in bus service over the next two years. In terms of actual bus hours, service would increase by 2.2 percent in FY 2016 and 4.8 percent in FY 2017. The plan proposes no major light rail changes; however, several major changes related to the BART Extension to Berryessa – including a new “T-Line” with direct service from Mountain View to Alum Rock – are anticipated in early FY 2018.

<table>
<thead>
<tr>
<th>Table 1-1 – FY16 – FY17 Transit Service Plan Hours &amp; Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bus</strong></td>
</tr>
<tr>
<td>Actual Hours</td>
</tr>
<tr>
<td>FY 2015 (Current)</td>
</tr>
<tr>
<td>FY 2016 (Proposed)</td>
</tr>
<tr>
<td>FY 2017 (Proposed)</td>
</tr>
</tbody>
</table>

The FY 2016 – FY 2017 Transit Service Plan proposes changes that will affect nearly two-thirds of the existing bus routes in the VTA system. The plan includes:

- Four new routes/services:
  - **Line 11** – daily service from Downtown to Mineta San Jose Airport;
  - **Line 56** – peak service from Sunnyvale Caltrain to North San Jose;
  - **Line 354** – peak limited-stop service between DeAnza College and Lockheed Martin via the Sunnyvale Caltrain Station;
  - **BRT 522** – upgrade existing Rapid 522 service with 10 minute headways, new BRT vehicles, extended hours, median lanes and improved amenities;

- Routing improvements on 11 different routes;
- Frequency or span improvements on 17 different routes;
- Minor improvements to improve route capacity or service reliability; and
- Service reductions to reallocate resources from substandard services.

A complete list of FY 2016 – FY 2017 Transit Service Plan proposals is provided by route in the “Findings & Recommendations” section and Appendix A, and by city in Appendix B.
2.0 POLICY BACKGROUND

The Transit Service Plan is a byproduct of VTA’s ongoing effort to assess current system performance, identify potential service modifications, and develop specific recommendations that promote the goals and core principles of the Transit Sustainability Policy. This Transit Service Plan corresponds to the FY2016 and FY2017 budget cycle and contains service changes to be implemented as early as July 2015. The plan is developed by VTA staff and subsequently released for public comment. After conducting a series of community meetings, the plan is revised to incorporate public feedback. The revised plan is then subject to review by the Transit Planning & Operations Committee, and the VTA Board of Directors.

The Quarterly Transit Operations Performance Report provides the Board of Directors with a report card on the performance of every line in the VTA transit system. Based on these quarterly ridership updates, passenger input and detailed ridership data, the Transit Service Plan proposes modifications to VTA’s bus and rail service. These include measures to increase or decrease service hours or frequency, change routing or service span, add new service and increase marketing. The Plan also considers studies for future service options such as the recent North Central County Bus Improvement Plan (NCCBIP) and the upcoming BART Integration Plan (BIP). The ultimate alternative for underperforming lines is deletion and reinvestment of those resources into stronger transit markets.

2.1 Transit Sustainability Policy

The Transit Sustainability Policy (TSP) and its accompanying Service Design Guidelines (SDG) were adopted by the Board of Directors in February 2007 and subsequently updated in March 2010. The main purpose of these documents is to refine and strengthen the service review process. The TSP provides a policy framework for the efficient and effective expenditure of funds in order to achieve the highest return on transit investments. Its procedures guide the implementation of new transit services as well as the evaluation and improvement of existing services.

The main goals and core principles of the TSP are as follows:

Goals
- Improve system ridership, productivity, and efficiency;
- Improve farebox recovery;
- Improve VTA’s role as a viable alternative mode of transportation; and
- Use transit investments and resources more effectively.

Core Principles
- Develop a financially sustainable transit system;
- Match capital investment with quantifiable service needs and local participation and commitments;
• Improve customer focus;
• Target markets where transit can compete; and
• Improve system integration and efficiency.

In accordance with the Transit Sustainability Policy, all transit services are subject to regular evaluation of ridership and operating efficiency, based on the performance standards from the Service Design Guidelines.

2.2 Service Performance Standards

The Service Design Guidelines and Service Performance Standards are the primary criteria for the Transit Service Plan evaluation and recommendation process and are applied to service changes, new lines and capital projects. These standards apply to both existing and new services. In the case of existing services, the standards are used to identify any underperforming lines and develop recommendations for improvement. For new service, the standards are used as a basis for any recommendations for service refinements, modal alterations, or implementation.

The following is a summary of the Service Performance Standards:

Primary Standard. The primary standard is average boardings per revenue hour. This standard applies to Community Bus, Local Bus, BRT and Light Rail (LRT). For evaluation purposes, the standard is calculated for all time periods on weekdays, Saturdays and Sundays. This standard is recalculated quarterly and may be modified as warranted.

Secondary Standards. The secondary standards are: average daily boardings per station for BRT, LRT, Commuter Rail and Heavy Rail; and average boardings per mile applied to BRT and LRT modes.

Express Bus Standard. The express bus standard is 60% of the seated vehicle loading capacity, which equates to approximately 22 passengers. This singular standard is needed due to the special characteristics of express bus lines where seat turnover is low.

Minimum Standard. The categorical minimum standard for any bus transit service is 15 boardings per revenue hour. Bus lines that consistently operate below this threshold, and are unresponsive to marketing, restructuring, and operational refinements shall be discontinued. There is no minimum standard for existing rail lines since the capital investments in these lines have already been made.
It is important to note that new transit services are also subject to the annual review. However, these services are typically provided with a 24 month “growth” period to enable ridership to mature to expected levels.

### 2.3 Service Change Approval Process

Service changes are implemented on a quarterly basis in January, April, July and October. Major service changes are typically planned for January and July, while the April and October sign-ups are usually limited to minor service changes and schedule maintenance. Proposed changes that meet any of the criteria listed below are considered “Major Service Changes” and must be submitted to the VTA Board of Directors for review and approval:

- The establishment of a new transit line or service;
- The elimination of a transit line or service;
- A route change that impacts 25% or more of a line’s route miles;
- Service span or frequency changes affecting 25% or more of a line’s revenue vehicle hours;
- A series of changes on a single route which are included in the two year Transit Service Plan and cumulatively meet any of the above criteria;
- Proposed changes that are anticipated to be controversial with a particular community or interested parties based on public feedback; and
- A system-wide change concurrently affecting 5 percent or more of the total system revenue hours.

Service change proposals that do not meet the above criteria are handled by VTA staff. These proposals are still subject to an appropriate level of public and community review and comment.

### 2.4 ADA Paratransit Impacts

As mandated by the Americans with Disabilities Act of 1990 (ADA), VTA provides paratransit service at a level that is comparable to its fixed bus and light rail service for individuals with functional disabilities who are unable to use VTA service for some or all of
their trips. VTA contracts with OUTREACH, a non-profit organization, to provide nearly 800,000 annual paratransit trips.

VTA provides paratransit service within a ¾ mile corridor around the service area boundary of VTA bus routes and light rail during the same hours of the day and days per week that bus and light rail trains are running on those routes. Additional “premium” service is available in areas that from 0.75 miles to 1.75 miles of all fixed routes. This approach provides equity between the fixed bus and rail service network and the paratransit service, but as bus routes are changed or service hours are reduced, existing paratransit users may be negatively impacted. Accordingly, VTA staff prepared a detailed analysis of the impact of the FY 2016 – FY 2017 Transit Service Plan on existing paratransit service. Based on this analysis, staff determined that the proposed service changes would have a negligible impact on existing paratransit service.

2.5 Title VI Requirements

Finally, in order to comply with Federal Transit Administration’s Title VI Circular 4702.1B and Environmental Justice Circular 4703.1 requirements, recipients of financial assistance from the Federal Transit Administration (FTA) shall evaluate significant system-wide service changes and proposed improvements at the planning and programming stages to determine whether the changes would have a discriminatory impact on minority and low income populations.

In accordance with the October 1, 2012 Title VI Circular, a Title VI Service Equity Analysis was completed for the bus and light rail service changes proposed in the 2016-2017 Transit Service Plan. This analysis determined that the proposed service changes would not represent a disparate impact to minority passengers or a disproportionate burden to low income passengers. No changes to the agency’s fare structure are proposed in this plan.
3.0  BUS SYSTEM OVERVIEW

VTA operates an active fleet of 426 buses on 70 routes throughout its 346-square-mile service area in Santa Clara County. Route numbers and categories are reflected below in Tables 3-1 and 3-2. Bus routes directly operated by VTA are separated into the following service categories: core network buses, local network buses, community buses, express buses and limited-stop buses. Figure 3-1 depicts annual bus service hours by route type, while Figure 3-1 is a map of all bus routes in the VTA system.

Table 3-1: Number of Bus Routes by Route Type

<table>
<thead>
<tr>
<th>Bus Type</th>
<th>Weekday</th>
<th>Saturday</th>
<th>Sunday</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core</td>
<td>18</td>
<td>18</td>
<td>18</td>
</tr>
<tr>
<td>Local</td>
<td>17</td>
<td>13</td>
<td>11</td>
</tr>
<tr>
<td>Community</td>
<td>18</td>
<td>9</td>
<td>7</td>
</tr>
<tr>
<td>Express</td>
<td>12</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Limited</td>
<td>4</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>69</strong></td>
<td><strong>41</strong></td>
<td><strong>37</strong></td>
</tr>
</tbody>
</table>

3.1  Core Bus Network

The Core Network is defined as bus routes or shared corridors that feature weekday service frequencies of 15 minutes or less during peak and midday periods and/or have service that spans at least 18 hours per day. Core routes operate seven days per week and typically travel on long corridors. They connect major trip generators such as universities, regional shopping malls, and high-density housing and employment areas. As shown in Figure 3-1, core routes account for roughly 67 percent of current bus service hours. A map displaying the Core Network is included as Figure 3-3.
Table 3-2 – VTA Bus Routes by Route Category (April 2015)

<table>
<thead>
<tr>
<th>Core</th>
<th>Local</th>
<th>Community Bus</th>
<th>Express</th>
<th>Limited</th>
<th>Light Rail</th>
</tr>
</thead>
<tbody>
<tr>
<td>22</td>
<td>10</td>
<td>13 w</td>
<td>101 w</td>
<td>304 w</td>
<td>900</td>
</tr>
<tr>
<td>23</td>
<td>12 nw</td>
<td>14</td>
<td>102 w</td>
<td>321 w</td>
<td>901</td>
</tr>
<tr>
<td>25</td>
<td>27</td>
<td>16 w</td>
<td>103 w</td>
<td>328 w</td>
<td>902</td>
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<tr>
<td>26</td>
<td>31</td>
<td>17 w</td>
<td>104 w</td>
<td>330 w</td>
<td>Total routes: 3</td>
</tr>
<tr>
<td>55</td>
<td>35</td>
<td>18</td>
<td>120 w</td>
<td></td>
<td>Total routes: 4</td>
</tr>
<tr>
<td>60</td>
<td>40</td>
<td>19</td>
<td>121 w</td>
<td></td>
<td></td>
</tr>
<tr>
<td>61</td>
<td>46 ns</td>
<td>32 ns</td>
<td>122 w</td>
<td></td>
<td></td>
</tr>
<tr>
<td>62</td>
<td>47</td>
<td>34 w</td>
<td>140 w</td>
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<tr>
<td>64</td>
<td>51 w</td>
<td>37 w</td>
<td>168 w</td>
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<td>66</td>
<td>52 w</td>
<td>39</td>
<td>180 w</td>
<td></td>
<td></td>
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<tr>
<td>68</td>
<td>53 w</td>
<td>42 ns</td>
<td>181</td>
<td></td>
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<tr>
<td>70</td>
<td>54</td>
<td>45 w</td>
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<td></td>
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<tr>
<td>71</td>
<td>57</td>
<td>48</td>
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<td></td>
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<td>49</td>
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<td>65 w</td>
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<td></td>
<td></td>
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<td>77</td>
<td>81 ns</td>
<td>88 w</td>
<td></td>
<td></td>
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<tr>
<td>323 ns</td>
<td>82</td>
<td>200</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>522</td>
<td>89 w</td>
<td>201 w</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total routes: 70

Legend:
- ns  No Sunday Service
- nw  No Weekday Service
- w   Weekday only service
3.2 Local Bus Network

The Local Network is generally defined as bus routes or corridors that feature weekday service frequencies of 30 minutes or more during the peak and midday periods and/or have service spans of less than 18 hours per day. Local routes may operate up to seven days per week and typically travel on medium-length corridors. They typically serve minor trip generators such as schools, hospitals and medium-density housing and employment sites. A map of the Local Network is included as Figure 3-4.

3.3 Community Bus Lines

Community Bus service is comprised of routes with weekday frequencies of 30 minutes or more during both the peak and midday periods. Service spans for these routes are usually 12 hours for weekdays, and only about half of the Community Bus routes provide weekend service. As shown on Figure 3-5, these routes are usually neighborhood-based and travel within a limited area connecting small-scale trip generators to light rail stations, transit centers, and destination points via the core transit system.

3.4 Express and Limited Stop Routes

Express and Limited Stop routes are intended to provide quicker, more direct service along major corridors or between large commuting centers. They are separated into two service types: Limited Stop and Express. Both types are shown in Figure 3-6.

- Limited Stop: Long routes operating through major corridors, generally on arterials and expressways: they serve major transfer points and operate during weekday peak hours.

- Express: Long distances commute specific lines, usually over 20 miles in length. They typically provide direct service between park and rides or residential areas and major employment centers via major freeways and/or expressways.

3.5 First/Last Mile Connections

As part of the Ridership Growth Plan described in Section 3.12, VTA will be working to add new connections between major rail stations and their surrounding residential and commercial areas. These “First/Last Mile” services provide passengers with direct links to and from the core transit network, which will allow VTA to better leverage their existing routes and resources. Some of the existing “First/Last Mile” services in Santa Clara County include the VTA community bus routes, ACE shuttles, Caltrain shuttles, the Airport Flyer and the Downtown Area Shuttle (DASH) service. A map of VTA’s existing first/last mile services is included as Figure 3-7. Additional information on existing first/mile services is provided in Section 3.10.
Figure 3-2: VTA Bus System Map
Figure 3-3: Core Bus Map
Figure 3-5: Community Bus Map
Figure 3-7: Existing VTA First/Last Mile Connections
3.6 Bus Fleet

VTA’s current active fleet of 461 buses consists of 40 60-foot articulated diesel-powered buses, 263 standard 40-foot diesel-powered buses, 38 30 or 35-foot diesel-powered buses, 80 40-foot hybrid-powered buses, and 40 40-foot, hybrid-powered Express buses. A breakdown of the active bus fleet by bus type and division is included as Table 3-3. VTA also has 14 buses in its inactive fleet for emergency situations. The average age of VTA’s active bus fleet is approximately 10.5 years. Buses in the active fleet operate an average of 39,000 scheduled miles annually.

Table 3-3: Active VTA Bus Fleet by Type and Division

<table>
<thead>
<tr>
<th>Bus Type</th>
<th>Cerone</th>
<th>Chaboya</th>
<th>North</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Articulated (60’)</td>
<td>0</td>
<td>0</td>
<td>40</td>
<td>40</td>
</tr>
<tr>
<td>Standard</td>
<td>96</td>
<td>117</td>
<td>50</td>
<td>263</td>
</tr>
<tr>
<td>Community Buses</td>
<td>0</td>
<td>28</td>
<td>10</td>
<td>38</td>
</tr>
<tr>
<td>Hybrid (40’)</td>
<td>23</td>
<td>40</td>
<td>17</td>
<td>80</td>
</tr>
<tr>
<td>Express Hybrid</td>
<td>20</td>
<td>0</td>
<td>20</td>
<td>40</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>139</td>
<td>185</td>
<td>137</td>
<td>461</td>
</tr>
</tbody>
</table>

Over the past year, VTA has completed several bus procurements; the new vehicles include 20 express buses, 15 standard 40’ buses, and 38 low-floor community buses. VTA also recently purchased 29 special bus rapid transit vehicles that will be put into service as part of the Santa Clara – Alum Rock BRT in early 2016. Although these procurements have allowed VTA to expand service, additional standard and express vehicles are needed to meet increasing ridership demand.

Buses are operated and maintained from three operating divisions and an Overhaul and Repair (O&R) facility: Cerone Bus Operating Division and O&R Facility (North San Jose), Don Pedro Chaboya Bus Operating Division (South San Jose) and the North Bus Operating Division (Mountain View).

3.7 Bus Passenger Facilities

VTA currently maintains 3,832 bus stops in its system, including 800 sheltered stops and nearly 2,000 benches. Roughly 68 percent of all VTA stops are fully compliant with ADA accessibility standards, but ADA-compliant stops account for almost 85% of the total system boardings.

As shown on Figure 3-8, VTA utilizes 23 transit centers throughout Santa Clara County. Transit centers provide safe, convenient facilities for bus-to-bus and intermodal passenger transfers. As shown in Figure 3-9, VTA also operates 37 Park and Ride lots throughout Santa Clara County with approximately 11,269 total parking spaces.
In February 2015, construction was completed on a new, reconfigured Eastridge Transit Center in southeast San Jose. The transit center was redesigned and modernized to better serve riders at one of the most heavily-used transit facilities in the VTA system. The new transit center features additional bus bays, pedestrian improvements and upgrades for security, lighting, signs, and other stop amenities.

Figure 3-8: Transit Center Map
Figure 3-9: Park and Ride Lots
3.8 Interagency Services and Shuttles

In addition to operating regular bus service, VTA partners with other transit agencies and organizations to provide service to specific markets. These services include regional express buses, rail services, and shuttles that provide connections to light rail, ACE and Caltrain. Ridership and performance reviews of these services are conducted in accordance with the unique partnerships and agreements for each service and are not addressed in this plan.

- **Altamont Corridor Express (ACE) rail service** is administered under a cooperative agreement between VTA, Alameda County Transportation Commission and the San Joaquin Regional Rail Commission (SJRRC). ACE Rail service provides four peak hour round trips each weekday morning and afternoon. The rail line includes stops in Stockton, Lathrop/Manteca, Tracy, Livermore (2), Pleasanton, Fremont, Great America, Santa Clara and San Jose Diridon Station. Pursuant to the ACE agreement, the distribution of operating costs is based on FY 2003 contributions, escalated annually by CPI. Based on this, VTA will provide approximately $3.3 million in funding for ACE rail services for FY 2017. Based on FY 2015 Q2 data, ACE ridership is up nearly 14 percent from last year.

- **Caltrain rail service** is provided by the Peninsula Corridor Joint Powers Board (JPB), which is composed of three member agencies – VTA, SamTrans and the City and County of San Francisco. Caltrain operates 92 trains, including 22 Baby Bullet Express trains, between San Jose Diridon Station and San Francisco each weekday. 40 of these trains also provide service to the Tamien station in south San Jose, and six peak-hour weekday trains extend further south to Gilroy. Hourly weekend service, complemented by four Baby Bullet Express trains, operates between San Jose Diridon Station and San Francisco. Caltrain operating costs are shared between the three member agencies based on morning peak period boardings. In FY 2017, VTA will contribute approximately $9 million towards Caltrain operating expenses and an additional $3 million to provide local match for Caltrain capital projects. VTA also has its own program of Caltrain
capital improvements which is supported by Measure A funds. Based on FY 2015 Q2 data, weekday Caltrain ridership is up by over 11 percent from last year.

- **Capitol Corridor Intercity** rail service operates 30 weekday trains between Oakland and Sacramento, with 14 continuing to San Jose. Stops are located at train stations in Auburn/Conheim, Rocklin, Roseville, Sacramento, Davis, Suisun/Fairfield, Martinez, Richmond, Berkeley, Emeryville, Oakland (2), Hayward, Fremont, Santa Clara (2) and San Jose. Weekend service is also provided. The Capitol Corridor Joint Powers Authority (JPA) operates the service and is comprised of 16 members, two of which represent VTA. Under contract with the JPA, BART manages the service and Amtrak operates the trains on tracks owned by Union Pacific Railroad. The service is supported by state funds and fare revenues, and does not receive contributions from member agencies.

### 3.9 Regional Express Bus Service

The **Highway 17 Express** bus service operates between Santa Cruz, Scotts Valley, and downtown San Jose on weekdays and weekends. This inter-county bus service is provided through an agreement between VTA, the Santa Cruz Metropolitan Transit District (Santa Cruz Metro), the Capitol Corridor JPA and Caltrans. Santa Cruz Metro is responsible for the management and operation of the service. VTA’s share of expenses for FY2015 is expected to be $355,000 in FY 2016 and $370,000 in FY 2017.

The **Dumbarton Express** is a transbay bus service operating between Union City and Stanford University/Stanford Research Park in Palo Alto. This weekday-only service is operated by a contractor and managed by AC Transit. A consortium comprised of representatives from AC Transit, BART, Union City Transit, SamTrans and VTA maintains a Cooperative Agreement, which formalizes the service. VTA currently does not provide any funding for the service as RM2 funds are used to pay for all operating expenses.
The San Jose-Monterey Express operates a morning, mid-day and late afternoon roundtrip between Monterey and San Jose with additional stops in Prunedale, Gilroy and Morgan Hill. The service operates seven days a week and is provided through an agreement between Monterey/Salinas Transit (MST), CCJPA and VTA. MST operates and maintains the service, and VTA’s share of the annual expenses for FY 201 is fixed at approximately $35,000.

3.10 Rail Shuttles

Rail Shuttles are one of the most common “first/last mile” services used to increase the number of potential riders with access to the core transit network. These services are generally provided through partnership between VTA and employers or other interested parties. In most instances, these free shuttle services provide connections to commuter rail and light rail stations. Operating costs are traditionally covered with combined funding from the local partners served by the shuttles, the Bay Area Air Quality Management District’s (BAAQMD) Transportation Fund for Clean Air, and VTA.

Two other examples of current “first/last mile” rail shuttles that are operated by VTA include the Downtown Area Shuttle (DASH) and the Airport Flyer. The DASH operates on weekdays between San Jose Diridon Station and downtown San Jose. Funding for the DASH service is provided by BAAQMD and San Jose State University. VTA also operates the free Airport Flyer bus service (Line 10) connecting the Norman Y. Mineta San Jose International Airport with the Metro/Airport Light Rail Station and the Santa Clara Caltrain Station. The City of San Jose contributes approximately 20% to the net operating costs for the Airport Flyer service with VTA funding the remainder.

Altamont Commuter Express (ACE) Shuttles operate during the morning and afternoon commute peak periods to provide convenient connections between the Great America ACE rail station and major employment sites. The eight ACE shuttle routes are operated by contractors, managed by VTA, and funded by BAAQMD, the San Joaquin Regional Rail Commission (SJRRC) and various regional employers.

Caltrain Shuttles operate between train stations and major employment sites in San Francisco, San Mateo, and Santa Clara counties. A total of 13 additional Caltrain shuttle services currently operate in Santa Clara County. These shuttles are operated by local cities or private contractors with funding from the JPB, BAAQD, Transportation Fund for Clean Air (TFCA) regional grant funds, local cities, and/or local employers. Based on FY 2015 Q2 data, Caltrain shuttle ridership is up by more than 30 percent from FY2014.
3.11 Bus Ridership Summary

The average weekday ridership of a bus route represents the average number of passengers that ride the bus on a typical weekday. The bus ridership statistics identified in this section are based on averages recorded during the first six months of FY 2015, from July 2014 to December 2014. Since the majority of transit use occurs during the week, weekday boardings are used to quantify system performance. Weekend ridership averages are factored into bus service change analyses and are included in overall system ridership calculations.

VTA bus ridership is driven primarily by the performance of its core bus network. As shown in Figure 3-10, the 18 core bus routes account for 73 percent of the system’s daily bus ridership. The next busiest route category, local routes, includes 17 bus lines but accounts for just 15 percent of VTA’s average weekday bus ridership.

**Figure 3-10 – Weekday Bus Ridership by Route Type**

![Pie chart showing the distribution of ridership by route type.](image)

Source: VTA Ridership Data, July - December 2014

As shown in Figure 3-11, overall bus ridership in the VTA system has been stagnant over the last two years. Although several core routes have shown significant gains – Lines 66, 68 and 323 – overall core ridership has fallen three percent since 2012. Ridership on express and limited stop routes has increased 16 percent during that same period, but those routes account for only a small percentage of overall system boardings.
The average weekday ridership of each of VTA’s 69 weekday bus routes is displayed in Figure 3-12 and listed in Table 3-4. It should be noted that Route 12 is excluded from these calculations because it only runs on weekends.

As shown in Figure 3-12, Line 22 is by far the busiest route in the bus system. It accounts for nearly 13 percent of the total weekday bus system ridership with an average of 12,929 boardings per day. The Rapid 522, which operates limited-stop service along the Line 22 route, averages 5,228 daily boardings. Together, these two routes account for nearly 18 percent of the total weekday ridership. Lines 23 and 25 are also highly productive with average weekday boardings of 8,527 and 7,056, respectively.

Not surprisingly, 16 of the 18 busiest routes are part of the core network. Each of the core routes typically register between 1,500 and 13,000 daily boardings. Line 323, the newest core route, averages approximately 1,900 boardings per weekday, but is expected to continue to increase in the next few years. The busiest non-core route is Line 181, which offers express bus service between the Fremont BART, Great Mall/Main Transit Center and downtown San Jose and averages 2,700 boardings per weekday.

A more detailed analysis of ridership statistics for individual routes is presented in the Service Evaluation section of this plan.

### 3.12 VTA Ridership Growth Plan

In order to address some of the trends described above, VTA is embarking on the development of the “Ridership Growth Plan”, a comprehensive strategy for increasing transit ridership in a sustainable manner. This plan will identify additional areas for VTA service improvements, such as to the core network, express services and an overall first/last mile service plan. These improvements could result in the need for additional resources including operators and buses and would be presented to VTA Board of Directors for their consideration.
### Table 3-4: Average Weekday Bus Ridership by Route Type and Route

<table>
<thead>
<tr>
<th>Core Routes</th>
<th>Weekday Ridership</th>
<th>Percentage of All Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td>22</td>
<td>12,929</td>
<td>12.46%</td>
</tr>
<tr>
<td>23</td>
<td>8,527</td>
<td>8.22%</td>
</tr>
<tr>
<td>25</td>
<td>7,056</td>
<td>6.80%</td>
</tr>
<tr>
<td>26</td>
<td>3,045</td>
<td>2.93%</td>
</tr>
<tr>
<td>22</td>
<td>2,887</td>
<td>2.78%</td>
</tr>
<tr>
<td>60</td>
<td>2,455</td>
<td>2.36%</td>
</tr>
<tr>
<td>61</td>
<td>1,686</td>
<td>1.62%</td>
</tr>
<tr>
<td>62</td>
<td>1,540</td>
<td>1.48%</td>
</tr>
<tr>
<td>64</td>
<td>3,581</td>
<td>3.45%</td>
</tr>
<tr>
<td>66</td>
<td>6,479</td>
<td>6.24%</td>
</tr>
<tr>
<td>68</td>
<td>5,690</td>
<td>5.48%</td>
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<td>70</td>
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<td>2.30%</td>
</tr>
<tr>
<td>73</td>
<td>2,684</td>
<td>2.59%</td>
</tr>
<tr>
<td>77</td>
<td>1,735</td>
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</tr>
<tr>
<td>323</td>
<td>1,899</td>
<td>1.83%</td>
</tr>
<tr>
<td>522</td>
<td>5,228</td>
<td>5.04%</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>75,999</strong></td>
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<table>
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<tbody>
<tr>
<td>10</td>
<td>1,319</td>
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</tr>
<tr>
<td>27</td>
<td>816</td>
<td>0.79%</td>
</tr>
<tr>
<td>31</td>
<td>502</td>
<td>0.48%</td>
</tr>
<tr>
<td>35</td>
<td>1,068</td>
<td>1.03%</td>
</tr>
<tr>
<td>40</td>
<td>1,193</td>
<td>1.15%</td>
</tr>
<tr>
<td>46</td>
<td>658</td>
<td>0.63%</td>
</tr>
<tr>
<td>47</td>
<td>809</td>
<td>0.78%</td>
</tr>
<tr>
<td>51</td>
<td>1,079</td>
<td>1.04%</td>
</tr>
<tr>
<td>52</td>
<td>422</td>
<td>0.41%</td>
</tr>
<tr>
<td>53</td>
<td>818</td>
<td>0.79%</td>
</tr>
<tr>
<td>54</td>
<td>1,087</td>
<td>1.05%</td>
</tr>
<tr>
<td>57</td>
<td>1,618</td>
<td>1.56%</td>
</tr>
<tr>
<td>58</td>
<td>715</td>
<td>0.69%</td>
</tr>
<tr>
<td>63</td>
<td>863</td>
<td>0.83%</td>
</tr>
<tr>
<td>81</td>
<td>994</td>
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</tr>
<tr>
<td>82</td>
<td>1,509</td>
<td>1.45%</td>
</tr>
<tr>
<td>89</td>
<td>130</td>
<td>0.12%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>15,599</strong></td>
<td><strong>15.03%</strong></td>
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<table>
<thead>
<tr>
<th>Core Routes</th>
<th>Weekday Ridership</th>
<th>Percentage of All Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>153</td>
<td>0.15%</td>
</tr>
<tr>
<td>14</td>
<td>165</td>
<td>0.16%</td>
</tr>
<tr>
<td>16</td>
<td>95</td>
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</tr>
<tr>
<td>17</td>
<td>67</td>
<td>0.06%</td>
</tr>
<tr>
<td>18</td>
<td>187</td>
<td>0.18%</td>
</tr>
<tr>
<td>19</td>
<td>213</td>
<td>0.21%</td>
</tr>
<tr>
<td>32</td>
<td>1,021</td>
<td>0.98%</td>
</tr>
<tr>
<td>34</td>
<td>69</td>
<td>0.07%</td>
</tr>
<tr>
<td>37</td>
<td>614</td>
<td>0.59%</td>
</tr>
<tr>
<td>39</td>
<td>422</td>
<td>0.41%</td>
</tr>
<tr>
<td>42</td>
<td>515</td>
<td>0.50%</td>
</tr>
<tr>
<td>45</td>
<td>195</td>
<td>0.19%</td>
</tr>
<tr>
<td>48</td>
<td>347</td>
<td>0.33%</td>
</tr>
<tr>
<td>49</td>
<td>266</td>
<td>0.26%</td>
</tr>
<tr>
<td>65</td>
<td>575</td>
<td>0.55%</td>
</tr>
<tr>
<td>88</td>
<td>207</td>
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</tr>
<tr>
<td>200</td>
<td>11</td>
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</tr>
<tr>
<td>201</td>
<td>994</td>
<td>0.96%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>6,116</strong></td>
<td><strong>5.89%</strong></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Express and Limited</th>
<th>Weekday Ridership</th>
<th>Percentage of All Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td>101</td>
<td>77</td>
<td>0.07%</td>
</tr>
<tr>
<td>102</td>
<td>314</td>
<td>0.30%</td>
</tr>
<tr>
<td>103</td>
<td>198</td>
<td>0.19%</td>
</tr>
<tr>
<td>104</td>
<td>90</td>
<td>0.09%</td>
</tr>
<tr>
<td>120</td>
<td>293</td>
<td>0.28%</td>
</tr>
<tr>
<td>121</td>
<td>430</td>
<td>0.41%</td>
</tr>
<tr>
<td>122</td>
<td>45</td>
<td>0.04%</td>
</tr>
<tr>
<td>140</td>
<td>250</td>
<td>0.24%</td>
</tr>
<tr>
<td>168</td>
<td>358</td>
<td>0.34%</td>
</tr>
<tr>
<td>180</td>
<td>634</td>
<td>0.61%</td>
</tr>
<tr>
<td>181</td>
<td>2,693</td>
<td>2.59%</td>
</tr>
<tr>
<td>182</td>
<td>28</td>
<td>0.03%</td>
</tr>
<tr>
<td>304</td>
<td>306</td>
<td>0.29%</td>
</tr>
<tr>
<td>321</td>
<td>17</td>
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</tr>
<tr>
<td>328</td>
<td>93</td>
<td>0.09%</td>
</tr>
<tr>
<td>330</td>
<td>251</td>
<td>0.24%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>6,077</strong></td>
<td><strong>5.86%</strong></td>
</tr>
</tbody>
</table>
3.13 Special Event Bus Services

Levi’s Stadium

The summer of 2014 marked the opening of Levi’s Stadium in Santa Clara as the new home of the National Football League’s San Francisco 49ers. The stadium is immediately adjacent to VTA’s Great America Light Rail station and within walking distance of two other bus and rail transfer stations – VTA’s Old Ironsides Light Rail Station and the Great America Amtrak/ACE Station. Stadium capacity for most events is roughly 69,000 attendees, but the seating arrangements can be reconfigured to accommodate over 75,000 attendees at special events and concerts.

As shown in Figure 3-13, VTA operates a network of six event-day express buses for fans and employees traveling to and from Levi’s Stadium from locations throughout the county. Special game-day buses provide direct service from the Fremont BART Station, Vallco Shopping Mall, Morgan Hill/Gilroy, Eastridge Transit Center, Almaden & Camden Park & Ride, and Ohlone/Chynoweth Light Rail station. Additional buses are also deployed to supplement light rail service and on the regular routes – Lines 55, 57 and 60 – that operate near the stadium.

In the eight months since the Levi’s Stadium opened, VTA has provided service for over 20 events, including 10 professional football games, three college football games, two professional soccer matches, an outdoor professional hockey game and WrestleMania 31. Ridership figures vary by event, but a typical event will draw 10,000 passengers riding VTA to and from the stadium, with the majority traveling via light rail. This represents a 15-20 percent modesplit for most stadium events. Future events include several major concerts in the summer of 2015 and Super Bowl 50 in February 2016.
Avaya Stadium

VTA has also begun providing special bus service to events at Avaya Stadium in San Jose, the new home of Major League Soccer’s San Jose Earthquakes. As shown in Figure 3-14, the stadium is located immediately south of Mineta San Jose International Airport and about one-half mile east of the Santa Clara Caltrain Station. With a seating capacity of 18,000 attendees, Avaya Stadium is specifically designed for soccer and rugby matches.

To help fans traveling to and from the new stadium, VTA has introduced Line 231 – shown below in Figure 3-14 – which runs between downtown San Jose and Avaya Stadium. Line 231 operates every 15 minutes for approximately 2 hours before and one hour after each match. Additionally, extra match-day service is also provided on Line 10, which operates between the Santa Clara Caltrain and Metro/Airport Light Rail Station with a stop next to the stadium.

In the first two months since it opened, VTA has provided service to Avaya Stadium for four professional soccer matches. Based on this limited sample, VTA expects to carry roughly 1,000 passengers per match with its special match-day bus services.

Figure 3-14: VTA Service to Avaya Stadium
3.14 Future Bus Considerations for BART Extension to Milpitas/Berryessa

By the end of 2015, BART is expected to extend service from its current terminus in Fremont to the newly-constructed station at Warm Springs. To accommodate this change, the FY16-FY17 Transit Service Plan includes several recommendations for modifications to VTA’s existing Fremont bus service. The one-station, 5.4-mile Warm Springs extension is part of the first phase of the larger Silicon Valley BART Extension that will ultimately bring BART to downtown San Jose. As shown in Figure 3-15, the next phase of the extension includes two additional stations – Milpitas and Berryessa – and is expected to be completed in late 2017.

In preparation for the arrival of BART in Santa Clara County, VTA is developing a BART Integration Plan (BTIP), which will identify service changes that should be implemented in conjunction with each phase of the proposed extension. The BTIP will focus primarily on bus and light rail lines that will directly serve the new BART stations, either because they currently serve the Fremont BART station or because they serve areas near the future Milpitas and Berryessa BART stations. The BTIP outreach process is scheduled to begin in mid-2016.

In order to accommodate the upcoming extension of BART to Warm Springs, VTA is proposing changes to three of the four express bus lines. Since the Warm Station is scheduled to open in January 2016, all changes and proposals regarding the BART extensions in the FY 2016 – FY 2017 Transit Service Plan are focused on the Warm Springs phase of the extension.

Although the BART Extension to Milpitas and Berryessa will not occur during the FY16 – FY17 Transit Service Plan cycle, its long-term implications were a major consideration in near-term staff analyses.
4.0 LIGHT RAIL SYSTEM OVERVIEW

VTA operates over 42 miles of light rail service in Santa Clara County, and serves 61 stations. As shown in Figure 4-1, service is provided along three primary lines: Alum Rock/Santa Teresa, Mountain View/Winchester, and Ohlone/Chynoweth/Almaden. Special commuter express services are also operated on weekdays between the Santa Teresa and Baypointe stations.

Figure 4-1: VTA Light Rail System

4.1 Alum Rock – Santa Teresa Line

The Alum Rock – Santa Teresa Line operates between the Santa Teresa Station in South San Jose and the Alum Rock Transit Center in East San Jose. The line is approximately 27 miles in length and provides service to 38 stations on its route. It operates every 15 minutes on both weekdays and weekends. The areas served by this route include the West Valley Freeway (Route 85) and Guadalupe Parkway (Route 87) corridors in south San Jose, downtown San Jose, and the North First Street, East Tasman Drive, and Capitol Avenue corridors in north and east San Jose.
4.2 Mountain View – Winchester Line

The Mountain View – Winchester Line operates between the Mountain View Transit Center in downtown Mountain View and the Winchester Transit Center in Campbell. The line measures 22 miles in length and makes stops at 37 stations. It operates every 15 minutes during weekday peak periods, and every 30 minutes on mid-day weekdays and weekends. Major service areas include downtown San Jose, the North First Street and West Tasman Drive corridors, Levi’s Stadium, and several large tech sector employers in Santa Clara, Sunnyvale, and Mountain View.

The segment of the line between the Convention Center in Downtown San Jose and the Tasman Station in North San Jose is served in conjunction by both the Mountain View – Winchester and Alum Rock – Santa Teresa light rail lines.

4.3 Ohlone/Chynoweth – Almaden Line

The Ohlone/Chynoweth-Almaden Line operates between the Almaden Station and the Ohlone/Chynoweth Station in South San Jose. This line is slightly over one mile in length serving 3 stations and operates every 15 minutes on weekdays and weekends.

4.4 Light Rail Commuter Express Service

In 2010, VTA began operating a new, weekday, peak-hour express light rail service between the Santa Teresa and Baypointe light rail stations. The Commuter Express service provides a faster, more frequent light rail service during the peak commuting periods in the most heavily-traveled light rail corridor. The service is comprised of three northbound morning trains and three southbound afternoon trains in the afternoon. Commuter Express trains make all stops between Santa Teresa and Ohlone/Chynoweth, then operate non-stop between Ohlone/Chynoweth and Convention Center. The trains then resume all-stop service between Convention Center and Baypointe.

4.5 Light Rail Ridership Summary

Light rail ridership is also typically measured each month based on average weekday boardings. A summary of VTA light rail system ridership by route is shown in Table 4-1. These figures represent the average weekday boardings for the first six months of FY 2015, which includes data recorded from July to December 2014.

As shown in Table 4-1, the Alum Rock – Santa Teresa line is the busiest of the three routes with almost 21,000 average daily boardings. This line accounts for almost 60 percent of VTA’s average daily light rail ridership. The Mountain View – Winchester line is the second most popular route with over 14,000 daily boardings. The Almaden Spur includes only three stations and accounts for less than 1,000 boardings each weekday.
Table 4-1: Light Rail Ridership by Line and Time of Day

<table>
<thead>
<tr>
<th>Line</th>
<th>Peak (5-9am/3-7pm)</th>
<th>Midday (9am-3pm)</th>
<th>Off Peak (7pm-5am)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alum Rock - Santa Teresa</td>
<td>9,832</td>
<td>8,134</td>
<td>2,846</td>
<td>20,813</td>
</tr>
<tr>
<td>Mountain View - Winchester</td>
<td>8,030</td>
<td>4,071</td>
<td>1,915</td>
<td>14,015</td>
</tr>
<tr>
<td>Almaden Spur</td>
<td>386</td>
<td>345</td>
<td>134</td>
<td>865</td>
</tr>
<tr>
<td><strong>Total Ridership</strong></td>
<td><strong>18,248</strong></td>
<td><strong>12,550</strong></td>
<td><strong>4,895</strong></td>
<td><strong>35,693</strong></td>
</tr>
</tbody>
</table>

As shown in Figure 4-2, total weekday light rail ridership has increased steadily over the last five years with annual gains of 2 to 4 percent. Average weekday boardings on the Alum Rock-Santa Teresa and Mountain View-Winchester lines have increased over the last two years by 3.9 percent and 6.6 percent, respectively. Total light rail ridership has increased by 5.1 percent during peak periods, 0.4 percent during middays and 13.9 percent during off-peak hours during the last two years.

**Figure 4-2: Average Weekday Light Rail Ridership (FY 2011 – FY2015, Q2 YTD)**

VTA’s Light Rail Commuter Express service is also performing relatively well. Ridership data taken from July 2014 through December 2014 shows that the three express trips draw a combined total of 600 passengers per day; this represents an 8 percent increase over the same period from the previous year, and a 30 percent increase when compared to the same months in 2011, its first full year of service.

Figure 4-3 presents more detailed information on light rail ridership by station from July 2014 to December 2014. A full analysis of light rail ridership productivity is included in the Service Evaluation section of this plan.
Figure 4-3: Average Weekday Light Rail Ridership by Station

<table>
<thead>
<tr>
<th>Station</th>
<th>Average Boardings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Almaden</td>
<td>192</td>
</tr>
<tr>
<td>Alum Rock</td>
<td>490</td>
</tr>
<tr>
<td>Bascom</td>
<td>274</td>
</tr>
<tr>
<td>Bayshore NASA</td>
<td>75</td>
</tr>
<tr>
<td>Berryessa</td>
<td>381</td>
</tr>
<tr>
<td>Blossom Hill</td>
<td>412</td>
</tr>
<tr>
<td>Bonaventura</td>
<td>261</td>
</tr>
<tr>
<td>Bonaventura</td>
<td>154</td>
</tr>
<tr>
<td>Borregas</td>
<td>144</td>
</tr>
<tr>
<td>Brannham</td>
<td>297</td>
</tr>
<tr>
<td>Campbell</td>
<td>432</td>
</tr>
<tr>
<td>Capitol</td>
<td>748</td>
</tr>
<tr>
<td>Champion</td>
<td>208</td>
</tr>
<tr>
<td>Childrens Discovery Museum</td>
<td>334</td>
</tr>
<tr>
<td>Cisco</td>
<td>292</td>
</tr>
<tr>
<td>Civic Center Component</td>
<td>288</td>
</tr>
<tr>
<td>Convention Center</td>
<td>1,276</td>
</tr>
<tr>
<td>Cottle</td>
<td>454</td>
</tr>
<tr>
<td>Cropley</td>
<td>469</td>
</tr>
<tr>
<td>Crossman</td>
<td>122</td>
</tr>
<tr>
<td>Curtner</td>
<td>616</td>
</tr>
<tr>
<td>Diridon</td>
<td>694</td>
</tr>
<tr>
<td>Fair Oaks</td>
<td>344</td>
</tr>
<tr>
<td>Fruitdale</td>
<td>519</td>
</tr>
<tr>
<td>Gish</td>
<td>972</td>
</tr>
<tr>
<td>Great America</td>
<td>419</td>
</tr>
<tr>
<td>Great Mall</td>
<td>1,393</td>
</tr>
<tr>
<td>Hamilton</td>
<td>228</td>
</tr>
<tr>
<td>Hostetter</td>
<td>400</td>
</tr>
<tr>
<td>I-880</td>
<td>392</td>
</tr>
<tr>
<td>Japantown/Ayer</td>
<td>626</td>
</tr>
<tr>
<td>Karina Court</td>
<td>587</td>
</tr>
<tr>
<td>Lick Mill</td>
<td>338</td>
</tr>
<tr>
<td>Lockheed Martin</td>
<td>319</td>
</tr>
<tr>
<td>Mckee</td>
<td>611</td>
</tr>
<tr>
<td>Metro Airport</td>
<td>606</td>
</tr>
<tr>
<td>Middlefield</td>
<td>276</td>
</tr>
<tr>
<td>Moffett Park</td>
<td>146</td>
</tr>
<tr>
<td>Montague</td>
<td>215</td>
</tr>
<tr>
<td>Mountain View</td>
<td>1,244</td>
</tr>
<tr>
<td>Oakridge</td>
<td>251</td>
</tr>
<tr>
<td>Ohlone-Chynoweth</td>
<td>1,722</td>
</tr>
<tr>
<td>Old Ironsides</td>
<td>452</td>
</tr>
<tr>
<td>Orchard</td>
<td>197</td>
</tr>
<tr>
<td>Penitencia Creek</td>
<td>255</td>
</tr>
<tr>
<td>Race</td>
<td>322</td>
</tr>
<tr>
<td>Remwood</td>
<td>155</td>
</tr>
<tr>
<td>River Oaks</td>
<td>521</td>
</tr>
<tr>
<td>San Antonio</td>
<td>205</td>
</tr>
<tr>
<td>San Fernando</td>
<td>2,723</td>
</tr>
<tr>
<td>Santa Clara</td>
<td>1,148</td>
</tr>
<tr>
<td>Santa Teresa</td>
<td>2,554</td>
</tr>
<tr>
<td>Snell</td>
<td>479</td>
</tr>
<tr>
<td>St James</td>
<td>679</td>
</tr>
<tr>
<td>Tamien</td>
<td>699</td>
</tr>
<tr>
<td>Tasman</td>
<td>2,403</td>
</tr>
<tr>
<td>Vienna</td>
<td>130</td>
</tr>
<tr>
<td>Virginia</td>
<td>209</td>
</tr>
<tr>
<td>Whisman</td>
<td>124</td>
</tr>
<tr>
<td>Winchester</td>
<td>869</td>
</tr>
</tbody>
</table>
4.6  Light Rail Fleet

The light rail system operates with an active fleet of 99 light rail cars that run throughout the year, and 4 historic trolleys that operate during the winter holiday season. The number of light rail cars in operation fluctuates throughout the course of the day, but the total number of trains that are running remains the same. A summary of the light rail fleet deployment is included as Table 4-2.

Throughout the year, the number of cars in operation on a daily basis remains relatively consistent; however, four less cars are required on weekdays when San Jose State University (SJSU) is not in session.

Table 4-2 – Light Rail Fleet Deployment Summary

<table>
<thead>
<tr>
<th>Day</th>
<th>Number of Trains</th>
<th>Number of Cars</th>
<th>Daily Service Hours</th>
<th>Annual Service Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday</td>
<td>-</td>
<td>-</td>
<td>442:44</td>
<td>112,896</td>
</tr>
<tr>
<td>AM Peak</td>
<td>29</td>
<td>55/59*</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Midday</td>
<td>20</td>
<td>40</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>PM Peak</td>
<td>29</td>
<td>58</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Saturday</td>
<td>19</td>
<td>19</td>
<td>322:04</td>
<td>16,747</td>
</tr>
<tr>
<td>Sunday</td>
<td>19</td>
<td>19</td>
<td>319:41</td>
<td>18,541</td>
</tr>
</tbody>
</table>

*Minimum/Maximum deployments vary based on whether or not SJSU is in session.

4.7  Special Event Light Rail Services

As noted in Section 3.13, VTA has begun providing extra light rail service for most events at the new Levi’s Stadium in Santa Clara. In addition to regular service and supplemental buses, VTA runs extra trains from Mountain View and direct service from Santa Teresa, Alum Rock and Winchester. A map of the light rail service to Levi’s Stadium is included as Figure 4-3. Additional information on VTA service to Levi’s Stadium is provided in Section 3.13.
4.8 Future Light Rail Consideration for BART Extension to Milpitas/Berryessa

As noted in Section 3.14, the BART Extension to Milpitas and Berryessa in Santa Clara County is tentatively scheduled to open in late 2017. VTA is currently evaluating light rail operations and ridership to determine how the light rail system should be modified to best complement the new BART extension. The results of this analysis will be coordinated with the BART Integration Plan and will be implemented concurrently with the opening of the BART Extension to Milpitas and Berryessa. VTA is also currently building a second track between the Mountain View and Whisman stations that will facilitate direct “T-Line” service between Mountain View and Alum Rock and other operational improvements. It should also be noted that the planned addition of “T-Line” service will require a substantial increase in the number of light rail vehicles that will be deployed on a typical weekday. Accordingly, VTA will need to ensure that it has the necessary facilities, staff and procedures in place to consistently deploy a significantly higher number of light rail vehicles than are currently provided for daily light rail operations.

The initial BART Extension to Warm Springs in late 2015 is not anticipated to impact VTA existing light rail operations, and therefore no major changes to light rail operations are included in the FY16 - FY17 Transit Service Plan.
5.0 PARATRANSPORT OVERVIEW

The American’s with Disabilities Act of 1990 (ADA) is a civil rights law that protects the rights of persons with disabilities to access public services, accommodation, and employment. The ADA requires the provision of accessible fixed route transit service and paratransit service. VTA’s bus and light rail service is fully accessible.

Paratransit is required to complement a fixed route system and provide an equivalent level transportation service for passengers with disabilities who are unable to use fixed route services. The Americans with Disabilities Act (ADA) at Title 49, Code of Federal Regulations Part 37, 49 CFR sec 37.131 (a - f) requires paratransit to comply with the following criteria:

- Service available between origins and destinations within ¾ of a mile of VTA’s fixed route system; ADA paratransit eligible customers are able to schedule trips for the following day;
- The fare for a paratransit trip is twice the fare that would be charged for a trip of similar length, at a similar time of day, on VTA’s fixed route system;
- There are no trip purpose restrictions or priorities;
- Service is available during the same hours and days as the entity’s fixed route service; and
- The availability of complementary paratransit service to ADA paratransit eligible customers is not limited.

VTA paratransit service meets these federal service criteria requirements.

VTA’s paratransit service is administrated and operated through a contract with Outreach and Escort, Inc. (OUTREACH). OUTREACH is a San Jose-based social service non-profit agency with 35 years of experience as an Intelligent Transportation System (ITS) brokerage offering specialized accessible transportation to seniors and persons with disabilities. The program’s administrative tasks performed by OUTREACH include conducting eligibility certifications for all customers, scheduling and monitoring customer trips, managing a debit fare payment accounting system, addressing customer concerns, and reporting financial and operating details to VTA. The net operating cost of paratransit service in FY 2015 is estimated to be $18 million with 750,000 trips provided.

5.1 Ridership

Current paratransit ridership figures for July 2014 through December 2014 have been between relatively consistent with the same months in the previous years. Total FY 2015 ridership year-to-date is 0.8% less than the ridership recorded through December last year. Average weekday ridership from July 2014 to December 2014 has ranged between 2.8% less and 0.5% greater than the same first six months of FY 14.
5.2 Fleet

As of December 2014, the OUTREACH paratransit fleet includes 223 vehicles – 187 of which were purchased by VTA and 36 of which were purchased by OUTREACH. The fleet is comprised of 102 hybrid sedans, 80 minivans, 28 cutaway vans, and 13 specially-modified vans.

5.3 Performance Measures

Based on its agreement with VTA, OUTREACH is required to meet certain performance goals. These performance indicators are designed to ensure high-quality, cost efficient, customer-oriented, ADA-compliant service. As shown in Table 5-3, OUTREACH has successfully met all seven of its performance measures in FY 2014 and FY 2015.

<table>
<thead>
<tr>
<th>Performance Indicators</th>
<th>Goal</th>
<th>2nd QTR FY14/15 Actual</th>
<th>YTD FY14/15 Actual YTD</th>
<th>Met Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-Time Performance</td>
<td>&gt;= 92.0%</td>
<td>96.5%</td>
<td>96.6%</td>
<td>Yes</td>
</tr>
<tr>
<td>Passengers per Revenue Hour</td>
<td>&gt;= 2.4</td>
<td>2.6</td>
<td>2.6</td>
<td>Yes</td>
</tr>
<tr>
<td>Complaints per 1,000 Passenger Trips</td>
<td>&lt;= 1.0</td>
<td>0.40</td>
<td>0.50</td>
<td>Yes</td>
</tr>
<tr>
<td>Schedule Calls Response Time (minutes)</td>
<td>&lt;= 2.0</td>
<td>1.81</td>
<td>1.66</td>
<td>Yes</td>
</tr>
<tr>
<td>Day of Service Calls Response Time (minutes)</td>
<td>&lt;= 2.0</td>
<td>1.68</td>
<td>1.34</td>
<td>Yes</td>
</tr>
<tr>
<td>ADA Eligibility Certification within 21 Days</td>
<td>= 100%</td>
<td>100%</td>
<td>100%</td>
<td>Yes</td>
</tr>
<tr>
<td>Preventative Maintenance Inspections On-Time</td>
<td>&gt;= 95%</td>
<td>100%</td>
<td>100%</td>
<td>Yes</td>
</tr>
</tbody>
</table>

5.4 Paratransit Impacts of Service Change Proposals

OUTREACH is authorized to provide paratransit service within 1.75 miles – 0.75 miles for regular paratransit service and another mile for “premium service” of VTA’s current fixed bus and light rail routes during the same hours of the day and days per week that bus and light rail trains are running on those routes. This approach provides equity between the bus/rail service network and the paratransit service. However, as bus routes are changed or service hours are reduced, paratransit clients could be impacted.

The FY 2016 – FY 2017 Transit Service Plan includes several recommendations that will affect service for a small number of paratransit users. A full summary of the impact of the proposed changes on paratransit service is included in Section 9.0.
6.0 SERVICE EVALUATION

The Service Performance Standards outlined in the Transit Sustainability Policy are the primary criteria for the evaluation process of the Transit Service Plan. These standards apply to both existing and new services. In the case of existing services, the standards are used to identify under-performing or over-crowded lines that may be the subject of recommendations for improvement or elimination. For new services, the standards are used to develop recommendations for service refinements, modal alterations, or other potential improvements. The Service Performance Standards are described in detail in the “Policy Background” section of this plan.

6.1 Bus Performance Evaluation Overview

The charts on the following pages summarize the performance of each route by route category and day type as measured by the Service Performance Standards. The main performance standard referenced in this section is the **average number of boardings per revenue hour** for each type of service. Since the standard is an average, there will always be routes that operate below the standard; therefore, the standard is not intended as a cut-off line, but instead is an indicator of which routes need to be improved or reallocated. Different standards are calculated for weekdays, Saturdays, and Sundays. **The minimum standard for all lines, however, is 15 boardings per revenue hour.**

The data for this section was collected during the first and second quarters of FY2015, and represents bus service performance from July to December 2014. Ridership data for each route is provided during the weekday peak, midday and off peak periods. Line 12 is the exception to this rule, since it only operates on Saturdays and Sundays. Table 6-1 provides the service hour definition time ranges by day type and time of day.

<table>
<thead>
<tr>
<th>Day Type</th>
<th>Time of Day</th>
<th>Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday</td>
<td>Peak</td>
<td>5:00 a.m. - 9:00 a.m. &amp; 3:00 p.m. - 7:00 p.m.</td>
</tr>
<tr>
<td></td>
<td>Midday</td>
<td>9:00 a.m. - 3:00 p.m.</td>
</tr>
<tr>
<td></td>
<td>Off Peak</td>
<td>7:00 p.m. - 5:00 a.m.</td>
</tr>
<tr>
<td>Weekend</td>
<td>Morning</td>
<td>5:00 a.m. - 9:00 a.m.</td>
</tr>
<tr>
<td></td>
<td>Base</td>
<td>9:00 a.m. - 6:00 p.m.</td>
</tr>
<tr>
<td></td>
<td>Night</td>
<td>6:00 p.m. - 5:00 a.m.</td>
</tr>
</tbody>
</table>

Table 6-2 (below) shows the number of buses and average service hours broken down by day type and time of day. The sections that follow provide service evaluations based on route category.
Table 6-2: Summary of Bus Service by Day Type and Time of Day

<table>
<thead>
<tr>
<th></th>
<th>Number of Buses</th>
<th>Daily Service Hours</th>
<th>Annual Service Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday</td>
<td>-</td>
<td>4,584:58</td>
<td>1,169,162</td>
</tr>
<tr>
<td>AM Peak</td>
<td>363</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Midday</td>
<td>268</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>PM Peak</td>
<td>384</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Saturday</td>
<td>188</td>
<td>2,494:45</td>
<td>129,727</td>
</tr>
<tr>
<td>Sunday</td>
<td>159</td>
<td>2,021:43</td>
<td>117,259</td>
</tr>
</tbody>
</table>

6.2 Core Routes

As shown in Figure 6-1, 9 of the 18 core routes meet or exceed the performance standard for weekday boardings per revenue hour. Figures 6-2 and 6-3 show that approximately half of the core routes experience ridership above the performance standards on Saturdays and Sundays, respectively. It should be noted that core route ridership standards are significantly higher than those of the other route types.

As expected, Lines 22 and 23 exceed the ridership standard on both weekdays and weekends. Lines 25, 64, 66 and 73 also perform well on weekdays with 28-35 boardings per hour. Lines 66, 68, 70, 73 and 77 perform well on Saturdays, while Lines 25, 60, 66, 68, 70, 72 and 73 all exceed the standard for core routes on Sundays.

The core routes with the fewest weekday boardings per revenue hour are Lines 26, 61, 62, 71, 77 and 323. Lines 55, 60, 61, 62, 64 and the Rapid 522 operate well below the Saturday ridership standard, while Lines 26, 55, 61, 62, 64, 71, 72, 77 and Rapid 522 perform poorly on Sundays. Recommendations for service changes are marketing efforts to address some of the underperforming routes are included in the following section.

As shown in Table 6-3 and Figure 6-4, the most popular routes throughout the course of a typical weekday are Lines 22, 23, 25, 66, 68 and 73. In fact, Figure 6-4 shows that many core routes carry nearly as many passengers during midday hours as they do during the peak periods. This demonstrates that the core routes serve a healthy ridership base with diverse travel needs.
Table 6-3: Weekday Core Ridership by Time of Day

<table>
<thead>
<tr>
<th>Line</th>
<th>Peak</th>
<th>Midday</th>
<th>Off Peak</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>22</td>
<td>5,385</td>
<td>5,435</td>
<td>2,109</td>
<td>12,929</td>
</tr>
<tr>
<td>23</td>
<td>3,573</td>
<td>3,999</td>
<td>955</td>
<td>8,527</td>
</tr>
<tr>
<td>25</td>
<td>3,193</td>
<td>3,427</td>
<td>437</td>
<td>7,056</td>
</tr>
<tr>
<td>26</td>
<td>1,497</td>
<td>1,299</td>
<td>249</td>
<td>3,045</td>
</tr>
<tr>
<td>55</td>
<td>1,601</td>
<td>1,086</td>
<td>200</td>
<td>2,887</td>
</tr>
<tr>
<td>60</td>
<td>1,127</td>
<td>1,103</td>
<td>225</td>
<td>2,455</td>
</tr>
<tr>
<td>61</td>
<td>761</td>
<td>817</td>
<td>108</td>
<td>1,686</td>
</tr>
<tr>
<td>62</td>
<td>685</td>
<td>768</td>
<td>87</td>
<td>1,540</td>
</tr>
<tr>
<td>64</td>
<td>1,544</td>
<td>1,821</td>
<td>216</td>
<td>3,581</td>
</tr>
<tr>
<td>66</td>
<td>2,978</td>
<td>2,929</td>
<td>572</td>
<td>6,479</td>
</tr>
<tr>
<td>68</td>
<td>2,607</td>
<td>2,455</td>
<td>628</td>
<td>5,690</td>
</tr>
<tr>
<td>70</td>
<td>2,129</td>
<td>2,180</td>
<td>377</td>
<td>4,686</td>
</tr>
<tr>
<td>71</td>
<td>769</td>
<td>587</td>
<td>146</td>
<td>1,502</td>
</tr>
<tr>
<td>72</td>
<td>1,105</td>
<td>1,067</td>
<td>218</td>
<td>2,390</td>
</tr>
<tr>
<td>73</td>
<td>1,169</td>
<td>1,374</td>
<td>141</td>
<td>2,684</td>
</tr>
<tr>
<td>77</td>
<td>942</td>
<td>724</td>
<td>69</td>
<td>1,735</td>
</tr>
<tr>
<td>323</td>
<td>903</td>
<td>997</td>
<td>N/A</td>
<td>1,899</td>
</tr>
<tr>
<td>522</td>
<td>2,557</td>
<td>2,082</td>
<td>589</td>
<td>5,228</td>
</tr>
<tr>
<td>Total</td>
<td>34,523</td>
<td>34,151</td>
<td>7,325</td>
<td>75,999</td>
</tr>
</tbody>
</table>
Figure 6-4 Weekday Core Ridership by Time of Day
6.3  Local Routes

As shown in Figure 6-5, 10 of the 17 local routes meet or exceed the performance standard for weekday boardings per revenue hour. Figures 6-6 and 6-7 show that more than half of the local routes do not meet the performance standards on Saturdays and Sundays, respectively.

The local routes with the highest number of weekday boardings per revenue hour are Lines 10, 40, 46, 47, 51, 53, 54, 57, 82 and 89. On Saturdays, Lines 10 and 12 typically draw the highest ridership among the local routes, while lines 27, 35, 54 and 82 also perform above the local route standard. Lines 10, 47, 57 exceed the local standard on Sundays with Line 10 averaging nearly 30 boardings per revenue hour.

The local routes that attract the fewest weekday riders per revenue hour are Lines 27, 31, 35, 52, 58, 63 and 81. On Saturdays, Lines 31, 40, 46, 47, 57, 63 and 81 operate below the minimum ridership standard. Similarly, Lines 27, 31, 35, 40, 54, 63 and 82 have poor ridership performance on Sundays. Several of these underperforming routes are addressed in the “Findings & Recommendations” section.

As shown in Table 6-4 and Figure 6-8, local routes attract far fewer passengers than the core routes. The most heavily-used local services, Lines 57 and 82, average 1,600 and 1,600 passengers per day respectively. Most local routes attract fairly strong midday ridership, but provide little service during off peak periods. Line 12 only operates on weekends to serve the San Jose Flea Market and is therefore not shown in the following tables and graphs.

<table>
<thead>
<tr>
<th>Line</th>
<th>Peak</th>
<th>Midday</th>
<th>Off Peak</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>584</td>
<td>540</td>
<td>195</td>
<td>1,319</td>
</tr>
<tr>
<td>27</td>
<td>409</td>
<td>380</td>
<td>26</td>
<td>816</td>
</tr>
<tr>
<td>31</td>
<td>216</td>
<td>246</td>
<td>40</td>
<td>502</td>
</tr>
<tr>
<td>35</td>
<td>506</td>
<td>490</td>
<td>72</td>
<td>1,068</td>
</tr>
<tr>
<td>40</td>
<td>522</td>
<td>580</td>
<td>91</td>
<td>1,193</td>
</tr>
<tr>
<td>46</td>
<td>420</td>
<td>238</td>
<td>N/A</td>
<td>658</td>
</tr>
<tr>
<td>47</td>
<td>332</td>
<td>412</td>
<td>64</td>
<td>809</td>
</tr>
<tr>
<td>51</td>
<td>612</td>
<td>467</td>
<td>N/A</td>
<td>1,079</td>
</tr>
<tr>
<td>52</td>
<td>168</td>
<td>245</td>
<td>9</td>
<td>422</td>
</tr>
<tr>
<td>53</td>
<td>400</td>
<td>419</td>
<td>N/A</td>
<td>818</td>
</tr>
<tr>
<td>54</td>
<td>559</td>
<td>445</td>
<td>83</td>
<td>1,087</td>
</tr>
<tr>
<td>57</td>
<td>580</td>
<td>876</td>
<td>163</td>
<td>1,618</td>
</tr>
<tr>
<td>58</td>
<td>608</td>
<td>85</td>
<td>22</td>
<td>715</td>
</tr>
<tr>
<td>63</td>
<td>450</td>
<td>384</td>
<td>29</td>
<td>863</td>
</tr>
<tr>
<td>81</td>
<td>491</td>
<td>471</td>
<td>33</td>
<td>994</td>
</tr>
<tr>
<td>82</td>
<td>706</td>
<td>738</td>
<td>65</td>
<td>1,509</td>
</tr>
<tr>
<td>89</td>
<td>110</td>
<td>20</td>
<td>N/A</td>
<td>130</td>
</tr>
<tr>
<td>Total</td>
<td>7,672</td>
<td>7,035</td>
<td>892</td>
<td>15,599</td>
</tr>
</tbody>
</table>
Figure 6-8 Weekday Local Ridership by time and day

- **Peak**
- **Midday**

![Weekday Local Ridership by time and day](chart)
6.4 Community Bus Routes

As shown in Figure 6-9, only 5 of the 18 community bus routes meet or exceed the performance standard for weekday boardings per revenue hour. Figures 6-10 and 6-11 demonstrate that most community bus routes that operate on weekends fail to meet the minimum ridership performance standard of 15 boardings per hour.

The community bus routes that exceed the weekday ridership standards are Lines 18, 19, 32, 39, 45, 65, and the DASH (Line 201). On Saturdays, Lines 19, 32, and 39 draw the most boardings per revenue hour among community bus routes. On Sundays, no lines exceeds the ridership standard.

The community bus routes that attract the fewest weekday riders per revenue hour are Lines 13, 14, 16, 17, 34, 37, 42, 49, 88 and 200. On Saturdays, Line 18 typically operate with less than five boardings per hour. On Sundays, all of the community lines exhibit poor ridership performance. Many of these underperforming routes are addressed with proposed service changes or marketing efforts that are identified in this plan.

As shown in Table 6-5 and Figure 6-12, community bus routes operate with less trips and smaller vehicles and consequently draw far fewer passengers that core or local routes. These routes usually serve smaller areas with only a few major trip generators. Lines 18, 32, 39, and the DASH (Line 201) represent the most popular community bus routes and perform moderately well during both the peak and midday periods. Community buses typically do not operate during off peak hours and attract minimal ridership on weekends.

Table 6-5: Weekday Community Bus Ridership by Time of Day

<table>
<thead>
<tr>
<th>Line</th>
<th>Peak</th>
<th>Midday</th>
<th>Off Peak</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>77</td>
<td>76</td>
<td>N/A</td>
<td>153</td>
</tr>
<tr>
<td>14</td>
<td>56</td>
<td>109</td>
<td>N/A</td>
<td>165</td>
</tr>
<tr>
<td>16</td>
<td>84</td>
<td>11</td>
<td>N/A</td>
<td>95</td>
</tr>
<tr>
<td>17</td>
<td>25</td>
<td>42</td>
<td>N/A</td>
<td>67</td>
</tr>
<tr>
<td>18</td>
<td>86</td>
<td>101</td>
<td>N/A</td>
<td>187</td>
</tr>
<tr>
<td>19</td>
<td>101</td>
<td>109</td>
<td>4</td>
<td>213</td>
</tr>
<tr>
<td>32</td>
<td>627</td>
<td>378</td>
<td>16</td>
<td>1,021</td>
</tr>
<tr>
<td>34</td>
<td>N/A</td>
<td>69</td>
<td>N/A</td>
<td>69</td>
</tr>
<tr>
<td>37</td>
<td>341</td>
<td>270</td>
<td>3</td>
<td>614</td>
</tr>
<tr>
<td>39</td>
<td>168</td>
<td>245</td>
<td>9</td>
<td>422</td>
</tr>
<tr>
<td>42</td>
<td>238</td>
<td>277</td>
<td>N/A</td>
<td>515</td>
</tr>
<tr>
<td>45</td>
<td>115</td>
<td>79</td>
<td>N/A</td>
<td>195</td>
</tr>
<tr>
<td>48</td>
<td>199</td>
<td>141</td>
<td>7</td>
<td>347</td>
</tr>
<tr>
<td>49</td>
<td>146</td>
<td>113</td>
<td>7</td>
<td>266</td>
</tr>
<tr>
<td>65</td>
<td>270</td>
<td>305</td>
<td>N/A</td>
<td>575</td>
</tr>
<tr>
<td>88</td>
<td>107</td>
<td>100</td>
<td>N/A</td>
<td>207</td>
</tr>
<tr>
<td>200*</td>
<td>N/A</td>
<td>N/A</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td>201</td>
<td>589</td>
<td>344</td>
<td>60</td>
<td>994</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>3,229</strong></td>
<td><strong>2,769</strong></td>
<td><strong>118</strong></td>
<td><strong>6,116</strong></td>
</tr>
</tbody>
</table>

*Line 200 is a light rail replacement route that provides two late-night northbound trips from Baypointe to Mountain View.*
Figure 6-9: Weekday Boardings Per Revenue Hour on Community Bus Routes

Figure 6-10: Saturday Boardings Per Revenue Hour on Community Bus Routes

Figure 6-11: Sunday Boardings Per Revenue Hour on Community Bus Routes
Figure 6-12 Weekday Community Ridership by time and day
6.5 Express & Limited Stop Routes

Figure 6-13 shows that only 2 of the 12 express buses- Line 140 and Line 181-meet or exceed the 60 percent average weekday peak load factor that is used as the performance standard for express routes. On a typical 37-seat express vehicle, a peak load factor of 60 percent equates to a load of 22 passengers. The only express bus that operates on weekends, Line 181, performs slightly below this standard on Sundays, but exceeds it by over 12 percent on Saturdays. Overall, Line 181 is one of the most productive weekend bus routes with 27.6 boarding per revenue hour on Saturday and 21.6 boarding per revenue hour on Sunday.

As shown in Figure 6-14, 2 of the 4 limited stop routes meet the weekday ridership-based performance standards; Lines 304 and 330 both exceed the minimum, but Lines 321 and 328 do not. These services typically only provide a handful of peak-direction commuter trips during the morning and afternoon peak periods and therefore have limited ridership potential. No weekend limited stop service is provided.

Table 6-6 summarizes the weekday boarding statistics for the twelve express lines and four limited stop routes, most of which only operate a few peak hour commuter trips.

Table 6-6: Weekday Express & Limited Stop Ridership by Time of Day

<table>
<thead>
<tr>
<th>Line</th>
<th>Trips Per Direction</th>
<th>Total</th>
<th>Per Trip</th>
</tr>
</thead>
<tbody>
<tr>
<td>101</td>
<td>2</td>
<td>77</td>
<td>19.3</td>
</tr>
<tr>
<td>102</td>
<td>7</td>
<td>314</td>
<td>22.4</td>
</tr>
<tr>
<td>103</td>
<td>4</td>
<td>198</td>
<td>24.8</td>
</tr>
<tr>
<td>104</td>
<td>2</td>
<td>90</td>
<td>22.5</td>
</tr>
<tr>
<td>120</td>
<td>6</td>
<td>293</td>
<td>24.4</td>
</tr>
<tr>
<td>121</td>
<td>9</td>
<td>430</td>
<td>23.9</td>
</tr>
<tr>
<td>122</td>
<td>1</td>
<td>45</td>
<td>22.5</td>
</tr>
<tr>
<td>140</td>
<td>3</td>
<td>250</td>
<td>41.7</td>
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<tr>
<td>168</td>
<td>6</td>
<td>358</td>
<td>29.8</td>
</tr>
<tr>
<td>180</td>
<td>30</td>
<td>634</td>
<td>10.6</td>
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<tr>
<td>181</td>
<td>49</td>
<td>2693</td>
<td>27.5</td>
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<tr>
<td>182</td>
<td>1</td>
<td>28</td>
<td>14.0</td>
</tr>
<tr>
<td>304</td>
<td>4</td>
<td>306</td>
<td>38.3</td>
</tr>
<tr>
<td>321</td>
<td>1</td>
<td>17</td>
<td>8.5</td>
</tr>
<tr>
<td>328</td>
<td>2</td>
<td>93</td>
<td>23.3</td>
</tr>
<tr>
<td>330</td>
<td>4</td>
<td>251</td>
<td>31.4</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>131</strong></td>
<td><strong>6,077</strong></td>
<td><strong>24.0</strong></td>
</tr>
</tbody>
</table>

7.1.c
6.6 Light Rail Ridership Performance

Light rail service performs consistently well and the two main lines carry the largest number of passengers during the peak hours of any service in the system. As shown on Table 6-7, the three light rail lines register over 18,000 peak boardings during a typical weekday. The Alum Rock – Santa Teresa line performs particularly well during both the peak and midday periods, as depicted by Figure 6-16. Peak service between Alum Rock and Santa Teresa includes the popular Light Rail Commuter Express Service.

The performance standards for light rail service are significantly higher than those for bus service. The ridership standards for light rail service are currently 75.6 boardings per revenue hour for weekdays, 59.4 boardings per revenue hour on Saturdays, and 64.4 boardings per revenue hour on Sundays. As shown in Figures 6-17, 6-18, 6-19, the Alum Rock – Santa Teresa and Mountain View – Winchester lines exceeds this standard on weekdays, Saturdays and Sundays. The Almaden Spur does not meet the Light Rail ridership standard, mostly due to its unique operating characteristics.

Table 6-7: Light Rail Ridership

<table>
<thead>
<tr>
<th>Line</th>
<th>Peak (5-9am/3-7pm)</th>
<th>Midday (9am-3pm)</th>
<th>Off Peak (7pm-5am)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alum Rock - Santa Teresa</td>
<td>9,832</td>
<td>8,134</td>
<td>2,846</td>
<td>20,813</td>
</tr>
<tr>
<td>Mountain View - Winchester</td>
<td>8,030</td>
<td>4,071</td>
<td>1,915</td>
<td>14,015</td>
</tr>
<tr>
<td>Almaden Spur</td>
<td>386</td>
<td>345</td>
<td>134</td>
<td>865</td>
</tr>
<tr>
<td><strong>Total Ridership</strong></td>
<td><strong>18,248</strong></td>
<td><strong>12,550</strong></td>
<td><strong>4,895</strong></td>
<td><strong>35,693</strong></td>
</tr>
</tbody>
</table>
Figure 6-17: Weekday Light Rail Boardings Per Revenue Hour

- Line 900: Almaden Spur (Almaden-Ohlone/Chynoweth) - 53.1 boardings per revenue train hour
- Line 901: Santa Teresa – Alum Rock - 95.2 boardings per revenue train hour
- Line 902: Mountain View – Winchester - 78.6 boardings per revenue train hour

Figure 6-18: Saturday Light Rail Boardings Per Revenue Hour

- Line 900: Almaden Spur (Almaden-Ohlone/Chynoweth) - 57 boardings per revenue train hour
- Line 901: Santa Teresa – Alum Rock - 60.3 boardings per revenue train hour
- Line 902: Mountain View – Winchester - 60.9 boardings per revenue train hour

Figure 6-19 Sunday Light Rail Boardings Per Revenue Hour

- Line 900: Almaden Spur (Almaden-Ohlone/Chynoweth) - 39.7 boardings per revenue train hour
- Line 901: Santa Teresa – Alum Rock - 72.5 boardings per revenue train hour
- Line 902: Mountain View – Winchester - 81.3 boardings per revenue train hour

*Line 900: Almaden Spur (Almaden-Ohlone/Chynoweth)
*Line 901: Santa Teresa – Alum Rock
*Line 902: Mountain View – Winchester
7.0 FINDINGS & RECOMMENDATIONS

Based on the preceding review of existing transit service, a detailed staff analysis of potential service modifications, recent and planned development activity, related VTA studies, and public feedback, VTA staff developed a set of preliminary service change recommendations. These preliminary service change proposals were presented to the public through an extensive public outreach process and seven community meetings at locations throughout the county (A full description of the public outreach efforts is included in Section 7.0). Based on the feedback received, staff made numerous revisions to the preliminary recommendations. A summary of these revisions is included as Appendix A. The final FY16 – FY17 Transit Service Plan recommendations are outlined in the following sections and listed by city in Appendix B.

The final recommendations of the FY 2016 – FY 2017 Transit Service Plan represent a 7.5 percent increase in annual bus service hours over the next two years. In terms of actual annual bus hours, service will increase by 2.2 percent in FY 2016 and 4.8 percent in FY 2017. The two-year plan period includes no major changes to light rail service.

<table>
<thead>
<tr>
<th></th>
<th>FY 2015 (Current)</th>
<th>FY 2016 (Prop.)</th>
<th>FY 2017 (Prop.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>Actual Hours</td>
<td>Peak Vehicles</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1,479,814</td>
<td>384</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1,523,117 (+2.2%)</td>
<td>392 (+8)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1,596,025 (+4.8%)</td>
<td>408 (+16)</td>
<td></td>
</tr>
</tbody>
</table>

The FY 2016 – FY 2017 Transit Service Plan proposes changes that will affect nearly two-thirds of the existing bus routes in the VTA system. The plan includes:

- Four new routes/services:
  - **Line 11** – daily service from Downtown to Mineta San Jose Airport;
  - **Line 56** – peak service from Sunnyvale Caltrain to North San Jose;
  - **Line 354** – peak limited-stop service between DeAnza College and Lockheed Martin via the Sunnyvale Caltrain;
  - **BRT 522** – upgrade existing Rapid 522 service to 10 minute headways with new BRT vehicles, extended hours, median lanes and improved amenities;

- Routing improvements on 11 different routes;
- Frequency or span improvements on 17 different routes;
- Minor improvements to improve route capacity or service reliability; and
- Service reductions to reallocate resources from substandard services.

Figure 7-1 depicts the proposed increases in annual service hours by type of improvement. The chart shows that improvements to the core network account for nearly half of the total increase in service. Improved first-last mile connections were another major point of emphasis for the plan with 21 percent of the total increase in annualized service hours. Lastly, routing improvements on non-core bus routes and upgrades to the express system also accounted for a significant portion of the improvements with 12 percent and 11 percent, respectively.
7.1   Bus Service Change Recommendations

The following section includes all of the proposed bus service changes to be implemented from July 2015 through April 2017. The final recommendations are sorted by route number with the exception of the three new bus routes, which are listed first.

NEW Line 11 (San Jose Diridon Transit Center – San Jose Airport)

Staff proposes to introduce a new local “Line 11” bus route with a direct connection between Mineta San Jose International Airport, downtown San Jose and San Jose Diridon Station. The route would run every 30 minutes from 5:00 a.m. to 11:00 p.m., seven days a week, and would be implemented in July 2016. As a local route operating with standard 40-foot vehicles, Line 11 passengers would be subject to standard fares.

Over the last few years, staff has received numerous customer requests for a direct connection from downtown San Jose and Mineta International Airport. Passengers traveling to the airport from downtown San Jose must currently take the light rail to the Metro/Airport station and transfer to Line 10. With the new Line 11 service, this trip will be at least 10-15 minutes faster and passengers will enjoy a direct one-seat ride.

As shown in Figure 7-2, the proposed route would begin at the regional transit hub, San Jose Diridon Station, continue east to San Carlos Street past the Convention Center and adjacent hotels, turn north on North First Street to collect passengers transferring from light rail and the numerous other downtown routes, and then take the Guadalupe Expressway north to the airport with stops at both terminals. Although staff reviewed several different routing options and received extensive public feedback suggesting alternative routings, the above route was selected based on ridership projections and other operational considerations. The ridership models indicate that roughly 85 percent of passengers would be coming from the stops in downtown San Jose, while only 13 percent would be boarding at San Jose Diridon. Therefore, the proposed routing provides the most direct trip for the vast majority of potential riders.
In the preliminary recommendations, staff proposed to reduce the weekday frequency of Line 10 from 15 minutes to 30 minutes; this reduction was intended to help offset the cost of the additional hours and peak vehicles required to operate Line 11. Based on extensive public feedback, staff is no longer proposing to reduce Line 10 service; consequently, the planned implementation of Line 11 would be postponed from October 2015 to July 2016 when the necessary vehicles will become available.

One additional consideration for Line 11 service is funding. The City of San Jose currently helps cover a portion of the operating cost of Line 10 service. VTA is working with Airport staff to develop a similar agreement for the new Line 11 service.

**NEW Line 56 (Sunnyvale Transit Center – Component LR Station)**

Based on customer feedback, recent development activity, and VTA’s recent North Central County Bus Improvement Plan (NCCBIP), staff is recommending that a new “Line 56” route be introduced to provide weekday peak service from the Sunnyvale Caltrain Station to the Component Light Rail Station.
As shown in Figure 7-3, this east-west local service would be routed on Arques Avenue, Scott Boulevard, Central Expressway and Trimble Road. The service would operate on weekdays from 6:30 a.m. to 9:30 a.m. and from 3:30 p.m. to 7:00 p.m. with 30 minute headways. The planned implementation date is April 2016.

The primary reasons for creating this new route are the new and planned developments in the Arques-Scott corridor and the future east-west connection to the Milpitas BART Station. Over the last two years, a series of major office developments have been constructed in the Arques-Scott corridor, and a major mixed-use development on Scott Boulevard at Bowers Avenue – Santa Clara Square – is currently under construction. In the short term, VTA would operate Line 56 in this corridor as a peak-only service for commuters transferring from Caltrain or light rail; in the long term, this route would likely be extended east to the planned Milpitas BART Station via Montague Expressway with frequent, all-day service. By introducing a shorter version of Line 56 in the near term, VTA is hoping to establish a presence in the corridor that will translate into healthier long term ridership when it connects with the Milpitas BART.
NEW Line 354 (De Anza College – Lockheed Martin)

In an effort to provide improved north-south connections in Sunnyvale and Cupertino, staff proposes to implement “Line 354”, a new limited-stop service running every 30 minutes during weekday peak hours between De Anza College and Lockheed Martin via Sunnyvale Transit Center. The route would operate on De Anza Boulevard, Sunnyvale-Saratoga Road and Mathilda Avenue, as shown in Figure 7-4. The route would not be implemented until July 2016 to allow time for VTA to make several required bus stop improvements at the intersection of El Camino Real and Mathilda Avenue and for additional vehicles to become available.

Figure 7-4: Proposed Line 354 Service

Line 354 was another major recommendation that resulted from the recent NCCBIP study. One of the study’s main objectives was to improve north-south connections between the residential areas south Sunnyvale and Cupertino, the busy El Camino Real bus rapid transit corridor, and the major employment centers surrounding the Lockheed Martin Transit Center. As a bidirectional limited-stop service, Line 354 would likely appeal to students traveling to DeAnza College or Fremont High School, employees commuting to Moffett Park, and other passengers making regional transfers at El Camino Real or the Sunnyvale Caltrain Station.
As noted previously, the implementation of Line 354 would have a significant impact on two other routes. First, it would require the relocation of an existing Rapid 522 stop on El Camino Real from Hollenbeck Avenue to Mathilda Avenue so that passengers could transfer between the two routes. In order to accommodate the additional Rapid 522 buses stopping at Mathilda Avenue, VTA would need to acquire additional right-of-way on the northeast corner of the intersection of El Camino Real and Mathilda Avenue from the City of Sunnyvale so that the existing stop could be extended. Second, the existing Line 54 routing would also need to be adjusted to facilitate passenger transfers to the Line 354 and the Rapid 522. As shown in Figure 7-5, the route would be realigned from Olive Avenue to El Camino Real for roughly 0.4 miles between Hollenbeck Avenue and Mathilda Avenue. This change would create a minor inconvenience for passengers traveling to and from the Sunnyvale Public Library.

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Line 13 (Almaden Expy & McKean – Ohlone/Chynoweth LR Station)

Staff proposes to shift the 4:02 p.m. southbound trip 15 minutes earlier and add one new southbound trip at 7:02 p.m. in July 2015. The original recommendation included a more significant schedule change that was designed to provide consistent hourly service on the last four southbound trips; based on public feedback regarding the impact of the proposal on light rail connections, however, staff modified its proposal as described above.

Line 14 (Gilroy Transit Center – St. Louise Hospital)

In conjunction with the extension of Line 17 described below, staff proposes to reconfigure Line 14 service in October 2015 so that it connects with Line 17 in a loop routing configuration. The proposed change would have no negative impact on existing Line 14 passengers. Northbound Line 14 buses would arrive at St. Louise Hospital following the Line 14 alignment and depart the hospital as a southbound Line 17 trip. Conversely, Line 17 buses would continue north to the hospital, where they would become a Line 14 southbound trip. As shown in Figure 7-6, this loop routing would
provide a one-seat ride for passengers traveling between the residential areas on the west side of Interstate 101 and the hospital and shopping centers to the east.

**Line 17 (Gilroy Transit Center – St. Louise Hospital)**

Based on extensive analyses, staff proposes to extend Line 17 north to St. Louise Hospital in October 2014 to create a loop route configuration with Line 14. As part of the proposal, weekend Line 17 service would also be extended to operate seven days a week with a modified weekend route that bypasses the Social Services Center at Murray Avenue and Tompkins Court.

Over the last few years, Line 17 has consistently ranked among the least productive routes in the VTA system. Its main trip generator, a Social Services Center, draws less than 10 passengers per day. After developing and evaluating several cost-neutral proposals, staff opted to extend the route to St. Louise Hospital, interline with Line 14, and add weekend service. As described in the Line 14 section and shown in Figure 7-6, this loop routing proposal provides additional connections between downtown Gilroy, St. Louise Hospital, the Gilroy Outlets and the low density residential areas to the west of Interstate 101.

In order to offset the cost of the new weekend Line 17 service, Line 18 weekend service would be discontinued due to low ridership. As described below, the vehicles and service hours currently required to operate Line 18 weekend service would be reallocated to Line 17.

**Line 18 (Gilroy Transit Center – Gavilan College)**

In response to public feedback regarding additional evening classes at Gavilan College, staff proposes to extend Line 18 weekday evening hours from 6:00 p.m. to 9:30 p.m. in October 2015.
As noted above, **staff is proposing to eliminate Line 18 weekend service as part of the effort to improve service on Line 17 in October 2015.** Line 18 draws less than five boardings per hour on weekends, which is well below VTA’s minimum ridership standards. The weekend buses that are currently running on Line 18 would be reallocated to Lines 14 and 17 to provide the loop routing configuration shown in Figure 7-6.

**Line 19 (Gilroy Transit Center – Wren & Mantelli)**

**Staff proposes to discontinue the 6:11 a.m. southbound and 6:32 a.m. northbound trips on weekdays in October 2015.** On a typical weekday, these two trips draw less than five totals boardings, which is well below VTA’s minimum ridership standard of 15 boardings per revenue hour.

**Line 22 (Palo Alto Transit Center – Eastridge Transit Center)**

As part of the implementation of BRT 522 service, staff proposes to partially reallocate Line 22 weekday service to the faster, more direct BRT service. **Line 22 would operate every 15 minutes on weekdays instead of the current 12 minute headways**, but the new BRT 522 would run every 10 minutes with new articulated buses, expanded service hours, improved stop amenities and a dedicated bus lane on Alum Rock Avenue. Despite this reallocation, overall service in VTA’s most productive transit corridor would be improved from nine total buses per hour to ten total buses per hour. This proposed reallocation is tentatively scheduled to occur in April 2016, but could be moved up to January 2016 if the BRT 522 project is completed ahead of schedule.

Line 22 weekday ridership has been relatively stagnant over the last two years. This is likely due to a combination of factors, including the ongoing improvements to the Rapid 522 service. Based on the latest Line 22 and Rapid 522 passenger load data, staff determined that the reallocation of service to the newer, faster, more direct BRT 522 service would be appropriate. The segment of Line 22 along King Road and Tully Road not directly served by the Rapid 522 would be served by one fewer bus per hour, but the loads in that area are relatively low and it is served by several other major routes.

In addition to the April 2016 weekday changes described above, **staff proposes several minor service improvements to Line 22 weekend service that would be implemented in July 2015.** On Saturdays, an extra eastbound trip would be added between 10:00 p.m. and 11:15 p.m. and also between 11:36 p.m. and 12:37 a.m. Extra westbound trips would also be added on Saturdays between 5:00 a.m. and 6:00 a.m. and between 12:15 a.m. and 1:14 a.m. On Sundays, an extra eastbound trip would be added between 6:15 p.m. and 7:45 p.m. and also between 10:50 p.m. and 11:39 p.m. In the westbound direction on Sundays, a trip would be added between 10:28 p.m. and 11:31 p.m.
**Line 23 (De Anza College – Alum Rock Transit Center)**

Based the increasing weekend ridership on Line 23, **staff proposes to add several new morning trips on Saturdays and Sundays in July 2015.** On Saturdays, an extra eastbound trip would be added at approximately 6:30 a.m. from De Anza College, and an extra westbound trip would be added between 6:14 a.m. and 7:57 a.m. On Sundays, an extra eastbound trip would be added at approximately 6:40 a.m. from De Anza College, and the 6:53 a.m. eastbound trip would be moved 20 minutes later. In the westbound direction on Sundays, a trip would be added at approximately 5:35 a.m.

**Line 32 (San Antonio Transit Center – Santa Clara Transit Center)**

Based on the increasing weekday ridership on Line 32, **staff proposes to improve weekday midday headways from 45 minutes to 30 minutes and to add two new trips - a westbound trip at approximately 6:25 p.m. and eastbound trip at approximately 7:30 p.m. – in January 2016.**

The preliminary plan recommendations included several more significant changes to Line 32 service. Staff originally proposed to realign the route from Central Expressway to Maude Avenue, between Logue Avenue and Mathilda Avenue to serve the new office developments west of Mathilda Avenue. After releasing the proposals to the public, staff received comments from several concerned passengers who live in a nearby 330-unit apartment complex – “The Meadows” – and typically board Line 32 on Central Expressway at Mary Avenue. Based on this feedback, staff conducted additional ridership analyses and determined that the proposed re-route would cut service for roughly 50-60 daily passengers at two existing stops. This includes 35-40 passengers who board at Central Expressway and Mary Avenue each day, along with another 15-20 passengers, presumably Symantec employees, who board at Middlefield Road and Bernando Avenue. As a result of this finding and other considerations, staff looked at several alternative routings, but ultimately decided that the existing Line 32 routing should be maintained so as to avoid impacting the existing riders.

In the near future, staff will be looking for alternative ways of providing peak “First/Last Mile” service to the Maude Avenue corridor, the new LinkedIn headquarters and other planned developments in the Peery Park area. For the time being, this area will still be served by nearby routes like Line 54, Line 354 and the Mary-Moffett Caltrain shuttle.

Another major part of the preliminary recommendation for Line 32 was that the route would be converted from a community bus route to a local bus route with bigger vehicles and standard fares. Based on the changes to the original proposal described above and the current shortage of standard 40-foot buses, **staff is withdrawing the proposal to upgrade Line 32 service from a “community bus” route to a “local bus” route at this time.**
**Line 35 (Mountain View - Stanford Shopping Center)**

Based on the review of Line 35 ridership data, **staff is proposing to improve Saturday service to operate every 45 minutes from approximately 9:30 a.m. to 6:00 p.m. in July 2015**. Conversely, **staff is also proposing to reduce weekday evening service by eliminating the 10:03 p.m. southbound trip and shortening the 9:10 p.m. northbound trip so that it terminates at the Palo Alto Transit Center**. On a typical weekday, these trips carry less than five passengers, which is well below VTA’s minimum ridership standard. Although several passengers provided comments on the proposed reduction, staff determined that the ridership on the trips was too low to continue to operate them.

**Line 42 (Kaiser San Jose – Evergreen Valley College)**

Due to low ridership, **staff is proposing to shorten the 6:18 p.m. northbound weekday trip so that it terminates at Monterey Street and Senter Road, as well as the 6:35 a.m. southbound weekday trip, which would now start at Silver Creek Road and Daniel Mahoney Drive in July 2015**. These two trips both draw fewer than five boardings per trip and are well below the minimum ridership standard. The original staff proposal also recommended that the 7:03 p.m. should be discontinued, but after reviewing the most recent ridership data, staff removed this proposal from the final plan.

**Line 46 (Great Mall Transit Center – Milpitas High School)**

Based on the review of Line 46 ridership data, **staff is proposing to discontinue the 6:13 p.m. southbound weekday trip in July 2015**. This trip draws about six boardings per day and therefore does not meet VTA’s minimum ridership standards of 15 boardings per revenue hour.

**Line 47 (Great Mall Transit Center – McCarthy Ranch)**

Based on the review of Line 47 ridership data, **staff is proposing to discontinue the 8:54 p.m. southbound weekday trip and shorten the 8:27 p.m. northbound weekday trip so that it ends at Main Street and Calaveras Boulevard in July 2015**. These trips draw fewer than five boardings per hour and are well below VTA’s minimum ridership standards.

The original staff proposal for Line 47 was to terminate the 8:27 p.m. northbound trip at Calaveras Boulevard and Hillview Drive. Based on public feedback, staff modified the proposal so that the 8:27 p.m. trip would make one additional stop – at Main Street and Calaveras Boulevard – before going out of service.

**Line 48 (Los Gatos Civic Center – Winchester Transit Center)**

Based on a review of Line 48 ridership data, **staff is proposing to reduce weekday peak headways from 30 minutes to 45 minutes and terminate weekday evening service at approximately 7:00 p.m. in July 2015**. Currently, Line 48 has relatively low passenger loads and draws approximately 13.1 boardings per revenue hour during
weekday peak hours. By this metric, it is one of the poorest performing routes in the entire system. As a result, staff is recommending that peak hour service be reduced to operate every 45 minutes and that evening service hours would be shortened to end at approximately 7:00 p.m.

**Line 49 (Los Gatos Civic Center – Winchester Transit Center)**

Based on a review of Line 49 ridership data, staff is proposing to reduce weekday peak headways from 30 minutes to 45 minutes and to discontinue the 5:52 northbound Sunday trip in July 2015. Currently, Line 49 has relatively low passenger loads and draws approximately 10.4 boardings per revenue hour during weekday peak hours. By this metric, it is one of the poorest performing routes in the entire system. As a result, staff is recommending that peak hour service be reduced to operate every 45 minutes and that the 5:52 p.m. northbound Sunday trip be eliminated. Trips would still be scheduled to provide convenient service for students riding to and from Los Gatos High School.

**Line 51 (Moffett Field – De Anza College)**

As recommended in VTA’s recent NCCBIP study, Line 51 would be extended from De Anza College to Vallco Shopping Mall via Homestead Avenue and consolidated with Line 81 as the new “Line 81” service between Moffett Field and San Jose State University. The new route, shown below as Figure 7-8, would run every 30 minutes on weekdays from 6:00 a.m. to 7:30 p.m., and hourly on Saturdays from 9:30 a.m. to 5:30 p.m. The proposed change would have no negative impact on existing Line 51 passengers. Implementation of the new “Line 81” is tentatively scheduled for January 2016.

The main reasons for consolidating Line 51 and 81 are to provide new service on Homestead Road between Stelling Road and Wolfe Road, create a direct connection between Cupertino and Santa Clara, and to improve some of the issues with the current Line 51 schedule. VTA staff has received a number of requests over the last few years to add service along Homestead Road between Stelling Road and Wolfe Road. Potential trip generators in this area include Homestead High School, the new Apple Headquarters, three shopping centers and several pockets of medium- and high-density apartment complexes. After the proposed consolidation, passengers in this corridor would enjoy one-seat rides to DeAnza College, Vallco Shopping Mall, Kaiser Hospital, the Stevens Creek Boulevard corridor, downtown Santa Clara, and downtown Mountain View. The consolidation would also improve the current Line 51 weekday schedule, which includes very uneven headways on account of the short trips to Mountain View High School that only serve the northern half of the route.

The new “Line 81” service would also represent marked improvements for current Line 51 passengers during weekday middays and Saturdays. Line 51 runs once per hour under the current midday schedule, but operate every 30 minutes during middays as the new “Line 81”. Similarly, Line 51 only operates on weekdays, but the new “Line 81” would run on Saturdays along the entire length of the consolidated routing.
In conjunction with the relocation of the BRT 522 stop to El Camino Real & Mathilda Avenue and the new Line 354, **Line 54 would be realigned for 0.4 miles between Hollenbeck Avenue and Mathilda Avenue in July 2016.** The route would operate on El Camino Real instead of Olive Ave. to facilitate transfers with the planned BRT 522. The only negative impact of this re-route is that some passengers – including those patronizing the Sunnyvale Public Library – would have a slightly longer walk to the near Line 54 stops. A map showing this minor re-route proposal is included in the previous “Line 354” section.

**Line 55 (De Anza College – Great America)**

As originally recommended in the recent NCCBIP study, **staff proposes to convert several of the existing Line 55 school trips to new express trips (Line 55X) in July 2015 to provide faster, more direct service for students coming from Lakewood Village and north Sunnyvale to Fremont High School.** This proposal will not affect any
of the current regular service trips on Line 55, and only a few of the 17 existing trippers would be converted to express trips.

Line 55 currently carries roughly 300 students to and from Fremont High School each day. Due to this high ridership volume, a number of special supplemental school day buses – “school trippers” – have been added for increased capacity. Based on customer requests and ridership analysis, staff identified the Line 55X proposal as a way to provide faster, more convenient service for students from Lakewood Village and other north Sunnyvale neighborhoods.

As shown in Figure 7-9, the new Line 55X trippers would begin near Tasman Drive and Lawrence Expressway. After following the normal Line 55 routing through Lakewood Village and Duane Avenue, the express trippers would stay on Fair Oaks Avenue and bypass downtown Sunnyvale before continuing south to Fremont High School. This routing would save up to 10 minutes per trip for many students and actually represents a minor cost savings for VTA.

In addition to the Line 55X proposal described above, staff also proposes to add one more Line 55 northbound Saturday trip in July 2015 due to high ridership. **On Saturdays, the 8:08 a.m. northbound trip would be split into two new trips leaving Stelling Boulevard and Stevens Creek Boulevard at approximately 7:40 a.m. and 8:40 a.m.**

**Line 57 (West Valley College – Great America)**

Based on a review of Line 57 weekend ridership and its importance in helping VTA provide service to events at Levi’s Stadium, **staff recommends that Line 57 Sunday service be improved in July 2015 to operate once every 30 minutes from instead of the current hourly service from 9:30 a.m to 5:30 p.m.** Line 57 draws nearly 23 boardings per revenue hour on Sundays, which ranks it among the most productive of the local routes. Moreover, by improving Sunday headways on this route, VTA will require fewer special event-day buses for service to Levi’s Stadium.
In conjunction with the proposed Line 58 reconfiguration concept, staff proposes to improve Line 57 weekday peak hour frequency from 30 minutes to 15 minutes. This improvement is tentatively scheduled to be implemented in April 2016. Additional information is included in the following “Line 58” section.

**Line 58 (West Valley College – Alviso)**

Based on a review of recent ridership data, staff recommends that weekday midday service be extended in July 2015 along the current routing from Alviso to Kiely Boulevard and El Camino Real with 60 minute headways. A map of the proposed midday routing is included as Figure 7-10.

VTA introduced a shorter version of weekday midday service on Line 58 between Alviso and De La Cruz Boulevard in October 2014, but very little ridership has materialized. By extending the route to El Camino Real and reducing the headways to 60 minutes, the service will provide additional connections and more accurately reflect current ridership demand. This is a cost-neutral proposal that could increase ridership for the relatively new service.

The main Line 58 proposal that was included in the original recommendations was a more drastic realignment that would have provided direct service between Alviso, North San Jose and the Santa Clara Caltrain Station. Based on public feedback and additional ridership analyses that showed the full impact of the change on current Line 58 passengers, staff is re-evaluating this proposal and considering several new concepts that would provide an all-day “north-south connector” service between Alviso, El Camino Real and Stevens Creek Boulevard. If staff decides to move forward with this or any other new Line 58 concept, at least one additional public meeting would be required to collect public feedback on the proposed change.

**Line 60 (Winchester Transit Center – Great America)**

Based on a review of Line 60 weekend ridership and its importance in helping VTA provide service to events at Levi’s Stadium, staff recommends that Line 60 Sunday service be improved in July 2015 to operate once every 30 minutes from instead of the current 45 minute service from 9:30 a.m to 5:30 p.m. Line 60 currently attracts nearly 27 boardings per revenue hour on Sundays, which is above the core ridership...
standard for Sunday service. Moreover, by improving Sunday headways on this route, VTA will require fewer special event-day buses for providing service to Levi’s Stadium.

**Line 61 (Good Samaritan Hospital – Sierra & Piedmont)**

Based on a review of Line 61 weekday ridership, staff proposes to discontinue the 9:16 p.m. southbound and 9:38 p.m. northbound weekday trips in July 2016 due to low ridership. Staff also recommends that the 5:40 a.m. southbound weekday trip be shortened to start at the Penitencia Creek Transit Center in July 2016. Each of the three impacted trips carries no more than 5 passengers per hour and therefore does not meet the minimum ridership standards.

Although the above Line 61 trips are being reduced, overall weekday ridership on Line 61 is relatively high. As a result, staff proposes to improve weekday service on both Lines 61 and 62 in July 2016 so that the two routes operate with true 15 minute combined headways throughout the day. Due to increasing traffic delays, the combined weekday headways on the two routes have been stretched from 15 minutes to 17-20 minutes. The proposed improvement would provide the additional vehicles needed to restore consistent 15 minute headways and provide improved service reliability. Although this proposal was originally scheduled for April 2016, it was delayed until July 2016 due to peak vehicle availability.

**Line 62 (Good Samaritan Hospital – Sierra & Piedmont)**

As noted above, staff proposes to improve weekday service on both Lines 61 and 62 in July 2016 so that the two routes operate with true 15 minute combined headways throughout the day. Due to increasing traffic delays, the combined weekday headways on the two routes have been stretched from 15 minutes to 17-20 minutes. The proposed improvement would provide the additional vehicles needed to restore consistent 15 minute headways and provide improved service reliability. Although this proposal was originally scheduled for April 2016, it was delayed until July 2016 due to peak vehicle availability.

**Line 66 (Kaiser San Jose – Milpitas)**

Based on recent increases in weekend ridership, staff proposes to improve Line 66 weekend service frequencies in October 2015 to operate every 20 minutes between 10:00 a.m. and 6:00 p.m. on both Saturdays and Sundays.

Line 66 is one of the most productive weekend routes in the entire system with 32.9 and 30.4 boardings per revenue hour on Saturday and Sunday, respectively. Based on this performance, staff recommends improving weekend headways to run every 20 minutes instead of the 30-minute service that is currently provided. Since Line 66 service is coordinated with Line 68, Line 68 would also be improved with 20 minute headways on both Saturday and Sunday.
**Line 68 (Gilroy Transit Center – San Jose Diridon Transit Center)**

Based on recent increases in weekend ridership, **staff proposes to improve Line 68 weekend service frequencies in October 2015 to operate every 20 minutes between 10:00 a.m. and 6:00 p.m. on both Saturdays and Sundays.**

Despite operating along long stretches of rural areas in Gilroy and Morgan Hill, Line 68 is one of the more productive weekend routes in the entire system with 32.2 and 27.9 boardings per revenue hour on Saturday and Sunday, respectively. Based on this performance, staff recommends improving weekend headways to run every 20 minutes instead of the 30-minute service that is currently provided. Since Line 68 service is coordinated with Line 66, Line 66 would also be improved with 20 minute headways on both Saturday and Sunday, as noted above.

**Line 70 (Capitol LRT Station – Great Mall Transit Center)**

Based on a review of Line 70 ridership data, **staff proposes to add a new southbound trip on Saturday mornings in July 2015.** More specifically, the existing 6:26 a.m. southbound trip would be split into two new trips leaving Great Mall at approximately 6:10 a.m. and 6:50 a.m.

**Line 72 (Senter & Monterey – Downtown San Jose)**

Based on a review of Line 72 ridership data, **staff proposes to add one new northbound morning trip and one new southbound evening trip on weekdays in July 2015.** The new northbound trip would be added between 8:30 a.m. and 9:30 a.m., while the new southbound trip would begin between 6:30 p.m. and 7:30 p.m. **An extra northbound trip would also be added at 6:15 a.m. on Sundays.** All three new trips are designed to provide more frequent service during periods with high passenger loads.

**Line 81 (Moffett Field – San Jose State University)**

As noted under “Line 51”, **Line 81 would be extended from Vallco Shopping Mall to serve Wolfe Road, Homestead Road, and Stelling Road and merged with Line 51 to provide one continuous line from Moffett Field to San Jose State University.** The new “Line 81” would operate every 30 minutes on weekdays from 6:00 a.m. to 7:30 p.m., and hourly on Saturdays from 9:30 a.m. to 5:30 p.m. No existing Line 81 riders would be negatively impacted by this proposal.

In addition to the positive service impacts described in the “Line 51” section, the new “Line 81” also represents an improvement to the existing Line 81 Saturday service. The current Line 81 Saturday routing only operates between Vallco Shopping Mall and the Santa Clara Caltrain Station; the proposed new Line 81 Saturday routing would provide service to downtown San Jose and the rest of the new routing from Vallco Shopping Mall.
to Moffett Field. Additional details on the proposed consolidation of Lines 51 and 81 are included in the “Line 51” section, and a map of the new route is shown as Figure 7-8.

**Line 82 (Westgate – Downtown San Jose)**

Based on a review of Line 82 ridership, **staff proposes to extend the current Sunday service hours in one hour earlier in the morning and one hour later in the evening in July 2015.** In order to address the increasing passenger loads observed during these periods, service on Sunday morning would begin at approximately 8:00 a.m. instead of 9:00 a.m. and would be extended on Sunday evening from approximately 5:30 p.m. to 6:30 p.m.

**Line 89 (California Avenue Caltrain – Palo Alto Veteran’s Hospital)**

In response to customer requests, **staff proposes to introduce a new bidirectional Line 89 weekday midday service for passengers traveling between the California Avenue Caltrain and the Palo Alto Veteran’s Hospital.** The route would operate every 40-45 minutes and would be introduced in July 2015.

Line 89 currently operates with limited peak direction service during the peak commute hours. It is designed to transport passengers from the California Avenue Caltrain to the Stanford Research Park and Veteran’s Hospital during the morning peak and then back during the afternoon peak. As currently configured, Line 89 is relatively inconvenient for transit-dependent hospital patrons. The addition of bidirectional service will allow patients to travel back and forth between Caltrain and the hospital throughout the day.

The proposal to improve Line 89 has been widely lauded during the public feedback process. In response to this input, staff revised the original proposal to implement the change in October 2015 and moved it up to July 2015.

**Line 101 (Camden & Highway 85 – Palo Alto)**

As part of a pilot program to provide express bus service to the Stanford University campus in Palo Alto, **staff recommends that both Line 101 trips be extended from the current terminus at Stanford Research Park to Stanford University and the Stanford Hospital.** As shown in Figure 7-11, the route would be extended north to Stanford via El Camino Real with stops at the Stanford Oval, Stanford Hospital and Stanford Shopping Center. The proposed pilot program – which includes extensions on Lines 101, 102 and 103 – would last for one year; however, the extended service could become permanent if it draws a significant number of passengers.

Over the last few months, VTA has worked with Stanford University transportation officials to develop the proposed concept described above. Based on these discussions and an analysis of Stanford employee trip origin data, staff identified Lines 101, 102 and 103 as routes that could be extended to best serve the Stanford community. In response, Stanford University transportation officials have tentatively agreed to cover the incremental different in operating cost that will be required to extend the trips to their campus.
Figure 7-11: Proposed Extensions of Lines 101, 102 & 103

Line 102 (South San Jose – Palo Alto)

As noted above, **staff is proposing to extend three of the seven Line 102 trips from the Stanford Research Park to the main Stanford campus on a one-year trial basis beginning in July 2015.** The proposed extension, shown in Figure 7-11, would provide express service from south San Jose to the Stanford Oval, Stanford Hospital and Stanford Shopping Center. If the service gains a substantial ridership base, the pilot project could become permanent and additional trips could be extended.

In addition to the pilot program described above, **staff is also proposing to add two additional Line 102 trips – one new, later northbound morning trip and one additional southbound trip.** The scheduled start times for the new trips have not yet been determined and the exact implementation date will be determined based on staff analysis of Line 102 passenger loads over the next year.

Line 103 (Eastridge Transit Center – Palo Alto)

As noted above, **staff is proposing to extend three of the four existing Line 103 trips from the Stanford Research Park to the main Stanford campus on a one-year trial basis beginning in July 2015.** The proposed extension, shown in Figure 7-11, would provide express service from Eastridge to the Stanford Oval, Stanford Hospital and...
Stanford Shopping Center. If the service gains popularity, the pilot program would likely become permanent and additional trips could be extended.

In addition to the pilot program described above, staff is also proposing to add two additional Line 103 trips – one new, later northbound morning trip and one additional southbound trip. The scheduled start times for the new trips have not yet been determined and the exact implementation date will be determined based on staff analysis of Line 103 passenger loads over the next year.

**Line 120 (Fremont BART – Lockheed Martin)**

In conjunction with the upcoming BART extension to Warm Springs, staff recommends that Line 120 deviate from its existing route on Mission Boulevard to serve the new Warm Springs BART Station beginning in January 2016. The proposed new routing is shown in Figure 7-12. Additional changes to Line 120 service will be recommended in the next Transit Service Plan for late 2017 when BART service is extended to Milpitas and Berryessa.

Despite the extension of BART service to the new Warm Springs Station, the new station may not be the interim major regional transit hub that many transportation officials had envisioned. Due to a shortage of available cars in the existing BART fleet, BART officials have advised VTA staff that only one of the two lines – either Daly City or Richmond – will be extended. As a result, VTA staff determined that most of the existing VTA express routes originating at the Fremont BART Station should continue to start at that location so that no additional transfers would be required. This recommendation also allows the 70 current Line 120 passengers who board along Mission Boulevard to continue using the service. The proposed deviation to the Warm Springs BART is designed to provide a convenient transfer at Warm Springs; BART passengers riding the train that is extended to Warm Springs will be able to transfer to Line 120 further south and avoid the additional time required to ride the bus along Mission Boulevard. Several passengers who board Line 120 at Mission Boulevard and Paseo Padre Parkway would be negatively impacted, but a new stop would be added nearby at Grimmer Boulevard and Paseo Padre Parkway.

Staff originally proposed that Lines 120 and 140 would deviate to the Warm Springs BART Station from Mission Boulevard via Grimmer Boulevard and Warm Springs Boulevard. Based on public feedback, staff modified this routing so that the deviation would follow Durham Road, Paseo Padre Parkway, Grimmer Boulevard and Warm Springs Boulevard, as shown in Figure 7-12. This revised routing avoids a section of Grimmer Boulevard in front of Weibel Elementary School that would have created additional delays and safety issues. A new stop at Paseo Padre Parkway and Grimmer Boulevard would also be added.
Figure 7-12: Proposed VTA Service to Fremont & Warm Springs
In addition to the routing changes described above, staff also proposes to add two new trips – a new southbound trip between the first two trips in the morning and a new northbound trip in the afternoon – and to discontinue the current service to the Shoreline area in Mountain View. Both modifications were identified based on passenger load and ridership data analyses and would be implemented in January 2016. Staff proposes to add the two new trips based on increasingly heavy passenger loads on the trips to the Lockheed Martin Transit Center. Despite this strong overall ridership, the two trips that extend from Lockheed Martin to the Shoreline area of Mountain View are drawing fewer than five passengers per trip along that segment. The elimination of Line 120 service to the Shoreline area was included in the original recommendations in VTA’s FY14 – FY15 Transit Service Plan, but the proposal was removed from the final recommendations due to public feedback and the hope that ridership would improve. Despite prolonged marketing and outreach efforts, ridership on the Shoreline segment has remained well below VTA’s minimum ridership standards of 15 boardings per hour.

**Line 140 (Fremont BART – Mission College & Montague)**

In conjunction with the BART extension to Warm Springs described in previous sections, Line 140 would deviate from its current alignment to serve the new Warm Springs BART Station via Durham Road, Paseo Padre Parkway, Grimmer Boulevard and Warm Springs Boulevard. The proposed re-route is shown in Figure 7-12 and would be implemented in January 2016. Additional changes to Line 140 will be proposed as BART is extended further south to Milpitas and Berryessa in late 2017.

The proposed Line 140 re-route is identical to the proposed re-route for Line 120 that was described in the previous section. As with the Line 120 proposal, the Line 140 re-route provides convenient transfers for BART passengers at both Fremont and Warm Springs while maintaining existing Line 140 service along Mission Boulevard. As a result of the proposed deviation to Warm Springs, passengers using the current Line 140 stop at Mission Boulevard and Paseo Padre Parkway would be negatively impacted, but a new stop would be added nearby at Grimmer Boulevard and Paseo Padre Parkway.

The preliminary staff recommendation for Line 140 included a second, longer deviation to the Great Mall Transit Center via Interstate 680. This re-route would have allowed the Line 140 and 180 schedules to be coordinated for cost savings, but also would have added 10-15 minutes travel time for Line 140 passengers riding to Tasman Drive and Mission College. Based on public feedback from several concerned passengers and additional review of the costs and vehicle requirements, staff has reconsidered the deviation to Great Mall and is no longer including it in the final proposal. As with the Line 120 proposal, staff also modified the proposed routing based on public input about potential congestion on Grimmer Boulevard.

**Line 168 (Gilroy Transit Center – San Jose Diridon Transit Center)**

Based on a review of Line 168 passenger load data, staff proposes to add two new trips – one northbound morning trip and one southbound afternoon trip. Staff will
continue to monitor passenger load data to determine when the trips should be implemented and what the exact departure times should be.

**Line 180 (Great Mall Transit Center – Warm Springs BART)**

In conjunction with the BART extension to Warm Springs, **staff proposes to relocate Line 180 from the Fremont BART Station to Warm Springs BART Station and reduce midday service headways from 30 to 60 minutes in January 2016.** Staff also proposes to discontinue Line 180 service to Eastridge Transit Center and Aborn Road and White Road in January 2016 due to low ridership. The new Line 180 route is depicted on Figure 7-12 and all three changes would be implemented in January 2016. Additional changes to Line 180 service are anticipated when BART extends to Milpitas and Berryessa in late 2017.

Based on ridership analyses and supplemental passenger surveys, staff is proposing to relocate the northern terminus of Line 180 service from the Fremont BART Station to the new Warm Springs BART Station. Of the four VTA express routes that serve the Fremont BART, Line 180 draws the highest percentage of passengers that transfer from BART. Unlike Lines 120, 140 and 181, the vast majority of Line 180 passengers takes the BART to Fremont and would therefore be able to ride the train one stop further south to the new Warm Springs BART. Some passengers would be required to switch trains at the Fremont BART due to the BART service limitations that are described in the “Line 120” section above.

Line 180 ridership and passenger loads have shown a marked decrease in recent years. Midday ridership, in particular, has become less and less productive with many buses operating well below the 60 percent minimum passenger load capacity standard. Based on this trend, staff proposes to reduce the midday headways from 30 minutes to 60 minutes.

Similarly, the three Line 180 trips that extend to southeast San Jose have been largely unproductive on that segment of the route. On average, the Line 180 service to Eastridge and Aborn and White draws roughly six passengers per trip, which is well below the minimum ridership standard. These three peak direction trips were carried over from the old Line 183 service that was discontinued in 2013 due to low ridership. The three trips were maintained in response to public input as an extension of Line 180, but the continued low ridership has led staff to now recommend elimination.

**Line 181 (San Jose Diridon Transit Center – Fremont BART)**

Based on a recent surge in Line 181 ridership, **staff proposes to improve weekday midday service to operate every 15 minutes and Sunday service to run every 20 minutes for the entire route length between the Fremont BART and San Jose Diridon.** These changes would be implemented in July 2015. As shown in Figure 7-12, no changes to Line 181 service are proposed in conjunction with the opening of the Warm Springs BART Station.
Line 181 is currently one of the fastest-growing routes in the entire VTA system. Average weekday ridership for the first half of FY 2015 is up 27 percent compared to the same period from the previous year. Staff recently added several additional trips on weekdays and Saturdays in April 2015, but further improvements are needed to keep up with the increasing loads. Based on a detailed review of passenger load data, staff recommends frequency improvements for both weekday middays and Sunday to alleviate overcrowded buses. During the midday period, Line 181 buses would run every 15 minutes instead of the current 30-minute service. On Sundays, current Line 181 service runs every 20 minutes from Fremont to Great Mall, but only every 40 minutes from Great Mall to downtown San Jose. Based on high passenger loads throughout the day, staff proposes to extend the 20-minute Sunday headways to downtown San Jose similar to the current Saturday service.

Staff evaluated several potential Line 181 changes in coordination with the BART extension to Warm Springs, including three scenarios where the route no longer served the Fremont BART. Based on detailed ridership analysis and data collected from onboard surveys, staff determined that only 60 percent of Line 181 passengers in Fremont board at the Fremont BART Station. If Line 181 was relocated to Warm Springs, approximately 450 passengers who currently board west of the Fremont BART at stops along Stevenson Boulevard, would have been negatively impacted. Staff also considered a deviation to Warm Springs, but ultimately decided to maintain the current Line 181 routing to avoid additional delays for the route’s 2,700 daily passengers. Despite this decision to maintain the current Line 181 routing after the opening of the Warm Springs BART Station, staff anticipates that additional changes will be proposed to this route in late 2017 as BART extends further south to Milpitas and Berryessa.

**Line 182 (Palo Alto – IBM Bailey)**

Based on public feedback and ridership analyses, staff proposes a minor change to the current Line 182 routing in south San Jose in July 2015. The proposed realignment would change the route so that it remains on Santa Teresa Boulevard instead of operating on Via Del Oro, San Ignacio and Bernal. A stop would be maintained at Santa Teresa & Bernal to accommodate existing riders in that area. This proposal is designed to create a faster, more direct routing for the 15-20 existing Line 182 passengers and is not expected to inconvenience more than one passenger per day.

**Line 251 (Warm Springs BART – Levi’s Stadium)**

In conjunction with the BART extension to Warm Springs, staff proposes to relocate Line 251 from the Fremont BART to the new Warm Springs BART in January 2016. Line 251 is a special event-day service that provides direct service from Fremont to Levi’s Stadium. This route does not operate regularly and only provides service for major events at Levi’s Stadium.
Line 323 (DeAnza College – Downtown San Jose)

As part of an ongoing effort to build up service in the highly-productive Stevens Creek Boulevard corridor, staff is proposing to improve Line 323 service frequencies on weekdays, Saturday evenings, and Sundays. Weekday Line 323 headways would be improved to run every 12 minutes during the daytime and every 20 minutes in the evening in January 2017. Saturday evening headways would also be improved to operate every 20 minutes in January 2017. Lastly, the Sunday headways would be increased to 15 minutes during the day and every 30 minutes from 8:00 a.m. – 9:00 a.m. and 6:00 p.m. – 9:00 p.m. in January 2016.

Running east-west from De Anza College in Cupertino to downtown San Jose, Stevens Creek Boulevard is one of the busiest transit corridors in Santa Clara County. Local service in the corridor is provided by Line 23, which boasts the second-highest ridership among all VTA routes. Line 323 was introduced in 2012 to supplement Line 23 with faster, limited-stop service, and as a result, overall ridership in the corridor has continued to grow. In the long-term, staff is planning to convert Line 323 into a “Rapid 523” service, similar to the current Rapid 522, and extend the route east of downtown San Jose to the planned Berryessa BART Station. As an intermediate step towards this long-term concept, staff is proposing to improve Line 323 service headways as described above to further bolster ridership in the corridor.

Line 328 (Almaden Expressway & Via Valiente – Lockheed Martin)

Based on the recommendations from VTA’s recent NCCBIP study, staff proposes to add two Line 328 trips – one northbound morning trip and one southbound evening trip between the two existing trips. The proposal is designed provide improved service frequency on the route, which currently offers just two peak direction trips. The proposed third trip would be added in October 2016 when additional peak vehicles become available.

BRT 522 (Palo Alto Transit Center – Eastridge Transit Center)

In early 2016, VTA is planning to introduce its first bus rapid transit service when it upgrades the existing Rapid 522 as the new “BRT 522”. This change will include new specialized BRT vehicles, 10-minute weekday headways, expanded service on weekends, Saturdays and Sundays, upgraded stop amenities, and new median bus lanes along Alum Rock Avenue. A map of the new BRT 522 routing is included as Figure 7-13. The tentative implementation date for BRT 522 service is April 2016, but it could be moved up to as early as January 2016 if construction is completed ahead of schedule.

The upgrade to BRT 522 represents the most significant change of terms of annualized hours in the entire FY16-FY17 Transit Service Plan. On weekdays, the route would be improved to operate every 10 minutes instead of the current 15-minute headways. The buses would also run every 20 minutes in the early morning from 5:00 a.m. to 6:00 a.m.
and late evenings from 8:00 p.m. to 11:00 p.m. On Saturdays, service would be expanded to operate from 6:00 a.m. to 10:30 p.m. with buses running every 15 minutes during the day, and every 20 minutes in the early morning (6:00 a.m. – 8:00 a.m.) and evening (7:00 p.m. – 10:30 p.m.). On Sundays, service would be expanded to operate from 7:00 a.m. to 9:00 p.m. with buses running every 15 minutes during the day (9:00 a.m. – 6:30 p.m.), and every 20 minutes in the early morning (7:00 a.m. – 9:00 a.m.) and evening (6:30 – 9:00 p.m.).

In order to offset some of the cost of these service increases, Line 22 weekday headways would be reduced from 12 minutes to 15 minutes so that service could be reallocated to the new BRT 522. However, even with the reallocation of Line 22 service, the total number of buses on the corridor would increase from nine to ten buses per hour with the new BRT 522 service. Additional information on the proposed change to Line 22 service can be found above in the “Line 22” section.

Lastly, in conjunction with the proposed new Line 354 service, the current Rapid 522 stop at El Camino Real and Hollenbeck Avenue would be relocated to El Camino Real and Mathilda Avenue. This relocation would facilitate transfers between the BRT 522 and the new Line 354, but would require a right-of-way acquisition and several stop improvements. Additional information on the stop relocation proposal is included in the “Line 354” section.

Figure 7-13: Proposed BRT 522 Service
7.2 Light Rail Service Change Recommendations

The FY16 – FY17 Transit Service Plan includes no major changes to VTA’s existing light rail service. As described in Section 4.7, VTA is currently evaluating its light rail system in preparation for the BART extension to Milpitas and Berryessa. The light rail recommendations from this study will be implemented in conjunction with the BART extension to Milpitas and Berryessa in late 2017 and are therefore not included in this plan cycle.

Although no major changes are proposed, several minor light rail proposals that would be implemented in January 2016 are summarized below.

**Line 901 (Santa Teresa – Alum Rock)**

Staff proposes to extend two southbound trips on Saturday morning so that they would start at Baypointe instead of Civic Center. The two trips that would be extended are the 7:30 a.m. and 8:03 a.m. southbound trips. This proposal would provide additional weekend capacity that will be helpful for downtown events like the Rock ‘N Roll Marathon.

**Line 902 (Winchester – Mountain View)**

Based on customer requests, staff recommends the addition of a 10:06 a.m. southbound weekday trip that would start at Mountain View and end at Gish. A train currently deadheads from Mountain View to Gish at this time, so staff is recommending that the same train continue to operate in revenue service instead of turning into a deadhead. On weekends, the 7:10 a.m. southbound trip would be extended to start at Mountain View instead of Civic Center. This proposal would increase weekend capacity and provide additional service for special downtown events.
8.0 PUBLIC OUTREACH

8.1 Schedule and Process

A comprehensive community outreach plan was developed and implemented to provide the public with multiple opportunities to learn about the proposed service changes and provide feedback. Public comments and suggestions were instrumental in shaping the final FY2016 – FY2017 Transit Service Plan recommendations summarized in the previous section. A summary of the marketing and outreach efforts that will be implemented in support of the proposed service changes, and several low-performing routes that are not addressed specifically in the plan, is included in the “Marketing” section of this plan.

As shown in Table 8-1, VTA staff held seven public meetings in March throughout the county and in areas that would be most impacted by the proposed service plan changes.

Table 8-1: Public Meetings Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 16</td>
<td>San Jose</td>
<td>2:00 PM</td>
</tr>
<tr>
<td>March 16</td>
<td>Campbell</td>
<td>6:30 PM</td>
</tr>
<tr>
<td>March 17</td>
<td>Fremont</td>
<td>7:00 PM</td>
</tr>
<tr>
<td>March 18</td>
<td>Sunnyvale</td>
<td>6:30 PM</td>
</tr>
<tr>
<td>March 19</td>
<td>Gilroy</td>
<td>2:00 PM</td>
</tr>
<tr>
<td>March 19</td>
<td>North San Jose</td>
<td>6:30 PM</td>
</tr>
<tr>
<td>March 23</td>
<td>Downtown San Jose</td>
<td>6:30 PM</td>
</tr>
</tbody>
</table>

The following marketing efforts were utilized to inform the public of the proposed service changes and the schedule of public meetings:

- **Special Brochure.** A detailed brochure with descriptions of the proposed changes, maps, and a meeting schedule was distributed to customers onboard all buses and light rail vehicles. Brochures were also distributed at the Downtown Customer Service Center and VTA’s River Oaks office location. Two versions of the brochure were released which included translations in the following languages: Spanish, Mandarin Chinese, Vietnamese, Korean and Tagalog.

- **VTA Take-One.** This passenger newsletter is a monthly publication that is distributed on board all VTA vehicles. The March 2015 issue featured an article about the upcoming public meetings to discuss the FY2016 – FY2017 Transit Service Plan. The text advised passengers to look for additional details on the changes in the special brochure and on the VTA website.

- **Route-Specific Flyers.** Flyers with specific information were distributed on bus routes affected by the major route change proposals. These included Lines 14, 17, 18, 120, 140, 180 and 181.
• **Interior Carcards.** These special information cards were posted inside all VTA buses and light rail vehicles approximately two weeks prior to the meetings. These interior carcards informed customers of the proposed service changes and meeting schedule. Three separate versions of the carcards were displayed in each vehicle in the following languages: English/Spanish, Mandarin/Vietnamese, and Korean/Tagalog.

• **Print Ads.** A complete list of meeting locations and times was published in the San Jose Mercury News as well as several multilingual publications. The ad was also translated into Spanish, Vietnamese, Chinese, Korean and Tagalog and placed into the appropriate community newspaper.

• **Press Releases.** Media releases sent to newspapers, broadcast media, multilingual media and daily publications.

• **Website.** A banner advertisement was posted to the important topics area of our VTA home page with a link to the FY16 – FY17 Transit Service Plan landing page. The service plan landing page included meeting information and specific route-by-route descriptions and maps of the recommended changes. Information on ways that customers could provide feedback on the proposed changes via e-mail, telephone, or mail was also included on this page.

• **VTA Blog.** A specific blog post on VTA’s blog “Headways” was dedicated to preliminary service plan recommendations. The post included meeting information, a summary of the preliminary service proposals and a link to the service plan landing page on the VTA website. It also provided information on how public comments could be submitted.

• **GOV Delivery.** Information advisories on the meetings were also distributed to customers who subscribe to VTA’s Gov Delivery communication system.

• **E-mail Blast.** E-mails were sent to community organizations including those on the Title VI organization list and other stakeholders. This included the detailed service plan, maps and meeting information.

• **Information Displays at VTA Customer Service Centers.** Information on service change proposals and public meeting schedule made available at the Downtown Customer Service Center and in the River Oaks customer service lobby.

Individuals who are unable to attend the public meetings were encouraged to submit feedback via telephone, mail, e-mail, or VTA’s online customer service system.
8.2 Community Feedback

The public comment period was largely successful in soliciting a variety of feedback on the proposed service changes. The community meetings drew roughly 50 total attendees, while an additional 102 individuals provided comments via e-mail, telephone or the online customer service system. “Day After Reports” were produced to summarize each of the community meetings and a specific database was maintained to track the public comments that were related to the service plan proposals.

Staff reviewed each comment and ultimately revised ten different recommendations based specifically on feedback. Although most proposals were well-received, the recommendation to reduce Line 10 weekday service to offset the cost of Line 11 proved to be widely controversial. Likewise, staff received negative feedback on the proposed realignments of Lines 32 and 58. All three proposals were withdrawn or modified based on this feedback. The most popular changes were the new services – Line 11, Line 354 and the BRT 522 – and the improvements to Lines 66, 68, 89, 101, 102, 103 & 168. These proposals were all included in the final recommendations, and in several instances, staff was able to move up the implementation dates of the more popular changes.

Additional information on specific feedback that was used by staff in the development of the final recommendations is included in the “Findings & Recommendations” section.
9.0 ADA PARATRANSIT IMPACTS

The Americans with Disabilities Act of 1990 (ADA) requires VTA to provide paratransit service at a level that is comparable to its bus and light rail service for individuals with functional disabilities who are unable to use VTA bus and rail service for some or all of their trips. VTA contracts with OUTREACH, a non-profit organization, to provide nearly 800,000 annual trips.

VTA provides paratransit service within a ¾ mile corridor around the service area boundary of VTA bus routes and light rail during the same hours of the day and days per week that bus and light rail trains are running on those routes. Additional “premium” service is available within 1.75 miles of all fixed routes for an additional cost. This approach provides equity between the fixed bus and rail service network and the paratransit service, but as bus routes are changed or service hours are reduced, existing paratransit users may be negatively impacted.

In collaboration with OUTREACH staff, VTA staff used existing paratransit trip data to calculate the impact of the FY 2016 - FY 2017 Transit Service Plan proposals on paratransit service. Although the service area would be slightly modified by several of the proposed changes in Fremont, Gilroy and Palo Alto, no major impacts are anticipated and less than five existing paratransit trips will be affected.

The biggest impact of the plan recommendations on paratransit would be generated by the proposed discontinuation of Line 18 weekend service. Since paratransit service is only provided during similar hours and days as regular fixed service, two current paratransit users would no longer be able to use the service during weekends. Based on further research by OUTREACH staff, however, it was determined that both of the individuals who would be affected by this change are qualified for the non-ADA Senior Transportation and Resources (STAR) Program. This OUTREACH program provides qualified seniors with door-to-door transportation, shared ride incentives (gas cards), taxi vouchers (taxi gift cards), subsidized monthly transit passes and paratransit rider fares, volunteer driver provided transportation, older adult bicycles/tricycles, safe walking groups, and other alternative mobility options.

VTA will forward proposed service alignments and schedules to OUTREACH to allow the paratransit mapping sets and service time information to remain current once the service plan is adopted by the Board of Directors.
10.0 TITLE VI SERVICE EQUITY ANALYSIS

In accordance with FTA Title VI requirements (Title VI Circular 4702.1B and Environmental Justice Circular 4703.1), VTA is required to perform a Service Equity Analysis to evaluate the impacts of all major service changes on minority and low income passengers. The Service Equity Analysis must be conducted in accordance with the VTA Major Service Change, Disparate Impact, and Disproportionate Burden policies, which were adopted by the VTA Board of Directors on November 7, 2013. The Major Service Change policy determines which proposed service changes need to be evaluated; the Disparate Impact and Disproportionate Burden policies provide guidance to staff as to how each of those analyses should be performed.

The FY16-FY17 Transit Service Plan includes several recommendations related to the Warm Springs BART Extension, which is scheduled to open in late 2015. VTA and BART staff members have been meeting regularly to coordinate the various aspects of the Silicon Valley BART Extension, including outreach efforts and Title VI considerations. For the Title VI requirements, BART staff will conduct the necessary analyses of the BART service extension, while VTA staff is responsible for preparing the service equity analyses of the corresponding changes to VTA bus service. Staff will continue to work with BART to complete all Title VI requirements and ensure that the public is involved early and often in the process throughout the planning of the Silicon Valley BART Extension.

10.1 Major Service Changes

All major service changes – both improvements and reductions – are subject to a Title VI Service Equity Analysis. As approved by the VTA Board of Directors on November 7, 2013, VTA now defines the following modifications as “major” service changes:

- The establishment of a new transit line or service;
- The elimination of a transit line or service;
- A route change that impacts 25 percent or more of a line’s route miles;
- Span of service or frequency changes affecting 25 percent or more of a line’s revenue vehicle hours;
- A series of changes on a single route which are included in the two-year Transit Service Plan and cumulatively meet any of the above criteria;
- Proposed changes that are anticipated to be controversial with a particular community or interested parties based on public feedback; and
- A system-wide change concurrently affecting 5 percent or more of the total system revenue hours.

Based on these criteria, staff determined that the FY 2016 – FY 2017 Transit Service Plan includes 26 major service changes on existing or future routes that would be implemented over the next two years. Of the 26 major changes, four propose the addition of a new or upgraded service (Line 11, Line 56, Line 354, BRT 522), sixteen represent changes to route service hours that exceeded the 25 percent standard (Lines 17, 22, 35, 48, 49, 57,
60, 66, 68, 89, 101, 102, 103, 180, 323 & 328), three are routing changes affecting more than 25 percent of the line’s route miles (Lines 51, 58 & 81), one represents an elimination of weekend service (Line 18), and two did not meet the quantitative standards but are included due to potential controversy (Line 120 & 140).

10.2 Benefits and Adverse Effects

FTA guidelines require that staff evaluate the specific benefits and adverse effects of each major service change as part of the Service Equity Analysis. A summary of the potential benefits and adverse effects of each major service change is included below:

- **Line 11 (New Service)** is a new service that would provide a faster, more convenient option for passengers traveling between the San Jose Airport and Downtown San Jose. This new route would provide a direct connection for passengers traveling to the airport from the south, who currently must take the light rail north to the Metro/Airport and transfer to Line 10. No adverse effects are anticipated.

- **Line 17 (Improvement)** - Line 17 service will be extended to St. Louise Hospital and interline with Line 14 to provide additional mobility and access for Gilroy passengers. Passengers traveling north on Line 17 will be able to continue south on Line 14 and vice versa. Line 17 weekend service would also be introduced, which would further increase the mobility of current and future riders. No existing Line 17 passengers would be negatively impacted.

- **Line 18 (Reduction)** – In conjunction with the Line 17 changes described above, weekend service on Line 18 would be discontinued due to low ridership. Based on recent ridership data, Line 18 draws roughly 15 passengers per day on Saturdays and Sundays. Weekend trips in the affected area would take longer to complete and may require additional walking. Some weekend trips, including those to Gavilan College, would no longer be possible.

- **Line 22 (Reduction)** – In conjunction with introduction of BRT 522 service, Line 22 headways would be reduced from 12 to 15 minutes. Most Line 22 passengers would benefit from the improved BRT 522 service since the two routes operate along the same corridor for the majority of their routes. In fact, the proposed reallocation results in a net increase in the number of buses per hour in the corridor. Although the proposal represents a net improvement, some existing Line 22 passengers who cannot use the BRT 522 to complete their trips would experience longer wait times. More specifically, Line 22 passengers who only use the service for short, local trips or those who board along King Road or Tully Road could be adversely impacted. The King Road corridor is also serviced by two other core routes – Lines 70 and 77 – which both operate every 15 minutes, so the reduction from 13 buses per hour to 12 buses per hour will not be as significant as it otherwise might have been.
• **Line 48 & 49 (Reduction)** - Line 48 and Line 49 weekday headways would be reduced from 30 to 45 minutes during peak hours and evening service hours would be reduced due to low ridership. These changes would result in longer passenger wait times during peak and evening hours for affected riders, who would need to modify their schedules or find an alternate route that may be less convenient.

• **Line 51 & 81 (Improvement)** - Weekday service on Lines 51 and 81 would be consolidated as the new “Line 81”. The new service would provide direct service from Moffett Field, Mountain View and De Anza College to Valco Mall, Kaiser Hospital, Santa Clara and downtown San Jose. It would also provide service on a new section of Homestead Road that is not currently served. The new “Line 81” would also represent an increase in weekday midday frequency for existing Line 51 passengers, and the new Saturday service from Moffett Field to downtown San Jose would further increase schedule flexibility and convenience for current and future riders. No negative impacts are anticipated for existing Line 51 and 81 passengers.

• **Line 56 (New Service)** - A new east-west route would be introduced from Sunnyvale Caltrain to the Component Light Rail Station. This will provide a faster, more convenient option for passengers traveling between Sunnyvale, Santa Clara, and North San Jose. No adverse impacts are anticipated.

• **Line 57 (Improvement)** - Weekday and weekend headways would be improved resulting in shorter passenger wait times and more convenient service. No adverse impacts are anticipated from this proposal.

• **Line 58 (Route Change)** - Line 58 would be shortened and realigned to operate between Alviso and Stevens Creek Boulevard with new Saturday service. A segment of Saratoga Avenue near West Valley College, which serves about 12 passengers per day, would also be discontinued. This concept is still under development and would require additional staff analyses and public input prior to implementation. If the concept were implemented, many Line 58 passengers would benefit from a faster, more convenient service, but other riders on the southern half of the route would be forced to make additional transfers with longer wait times. Passengers along the discontinued section of Saratoga Avenue would also be required to walk further to reach Lines 53 or 57 which is an additional adverse effect.

• **Line 60 (Improvement)** - Sunday headways will be improved from 45 to 30 minutes resulting in shorter passenger wait times, less crowded buses, and an overall increase in convenience and schedule flexibility. No adverse impacts are anticipated.
• **Line 66 (Improvement)** - Weekday headways will be improved from 30 to 20 minutes resulting in shorter passenger wait times, less crowded buses, and an overall increase in convenience and schedule flexibility. No adverse impacts are anticipated.

• **Line 68 (Improvement)** - Weekend headways will be improved from 30 to 20 minutes resulting in shorter passenger wait times, less crowded buses, and an overall increase in convenience and schedule flexibility. No adverse impacts are anticipated.

• **Line 89 (Improvement)** - Weekday bidirectional midday service will be added increasing convenience and schedule flexibility for passengers. This proposal would be particularly beneficial to many passengers traveling to and from the Palo Alto Veteran’s Hospital. No adverse impacts are anticipated from this change.

• **Line 101 & 102 & 103 (Improvement)** - Selected trips on each route would be extended from Stanford Research Park to Stanford University and Stanford Hospital. These newly-extended trips would provide a convenient alternative for hundreds of Stanford employees who live in south San Jose and currently have no practical means of using public transit to get to work. Other than the potential for increased passenger loads, no adverse impacts are anticipated for existing passengers on these routes. If the new service causes overcrowding, additional trips would be extended to accommodate the new riders.

• **Line 120 (Improvement)** – Line 120 would continue to serve Fremont with a deviation to the new Warm Springs BART Station and one additional trip in each direction, but existing service to the Shoreline area would be eliminated causing trips. The proposed deviation to Warm Springs would provide a more convenient transfer for some passengers but will result in 8-10 minutes of additional travel time for others. The additional trips would provide increased convenience and schedule flexibility for existing passengers. The elimination of the Shoreline service would have a negative impact on the 8-10 passengers that currently ride Line 120 west of Lockheed Martin. These passengers would have to find another, less convenient alternative for getting to work or may no longer be able to complete the trip using transit.

• **Line 140 (Improvement)** - Line 140 would continue to serve Fremont with a deviation to the new Warm Springs BART Station. The proposed deviation to Warm Springs would provide a more convenient transfer for some passengers but will result in 8-10 minutes of additional travel time for roughly 30 passengers who currently board the route on Mission Boulevard.

• **Line 168 (Improvement)** – One northbound morning trip and one southbound afternoon trip would be added as warranted by ridership demand. This change would benefit existing passengers with shorter wait times, increased
conveniences and greater schedule flexibility. No adverse impacts are anticipated from the proposed improvements.

- **Line 180 (Routing Change)** – Line 180 would be relocated from the Fremont BART Station to the new Warm Springs BART with reduced weekday midday headways. This modification would provide a more direct trip for most passengers who transfer from BART, but would have a negative impact on existing Line 180 riders who board on Mission Boulevard in Fremont. These 15 passengers would be required to find another way to get to the Warms Springs BART – either using Lines 120 or 140, AC Transit, or driving and parking. The reduction to midday frequency would also mean longer wait times and less convenient service for existing midday riders.

  Staff is also proposing to discontinue Line 180 service to Eastridge Transit Center and southeast San Jose. Currently, three Line 180 trips are extended in the peak direction to provide service between Great Mall, Eastridge Transit Center and southeast San Jose. This service draws less than 10 passengers per trip, so roughly 30 passengers would be negatively impacted by this change. Affected passengers would have to use Lines 70, 71 or 77 and transfer to Line 180 at the Great Mall Transit Center. This would result in additional waiting, longer travel times, and less overall convenience.

- **Line 323 (Improvement)** - Weekday headways would be improved from 15 to 12 minutes along with additional frequency and span improvements on evenings and weekends. These changes would provide faster trip times, added convenience and greater schedule flexibility for passengers traveling on the Stevens Creek Boulevard corridor. No adverse impacts are anticipated from the proposed improvements.

- **Line 328 (Improvement)** - One new northbound morning trip and one new southbound afternoon trip would be added. These new trips would increase the convenience of Line 328 service by providing another departure time for greater schedule flexibility.

- **Line 354 (New Service)** - This new limited-stop service would operate during weekday peak hours with 30 minute headways. This will provide a faster, more direct option for passengers traveling between De Anza College, downtown Sunnyvale, and Lockheed Martin. Currently, the only north-south connection in the area is provided by local routes such as Lines 53, 54 and 55; the new Line 354, which would skip many of the local stops, would represent a much more convenient option for existing and future passengers. No adverse impacts are anticipated from this proposal.

- **Line 522 (Improvement)** – The new BRT 522 would replace the current Rapid 522 with improved headways, extended spans, new specialized BRT vehicles, upgraded stop amenities, and median bus lanes along Alum Rock Avenue.
Passengers using this new service would greatly benefit from the faster, more convenient service with shorter waits, reduced travel times and increased schedule flexibility. The new vehicles and upgraded passenger waiting environments will also improve the overall passenger experience.

10.3 Disparate Impact Analysis

In accordance with FTA regulations and VTA Title VI policies, a disparate impact analysis was conducted to determine if minority passengers would be more negatively – or less positively – affected by the 26 major service changes than VTA riders as a whole. VTA’s board-adopted disparate impact threshold is set at 10 percent.

As shown in Table 10-1, the 26 major changes from the Transit Service Plan were aggregated based on the net change in annualized service hours (+76,393.3 hours), the estimated net change in annual boardings (+1.75M boardings), and the minority percent of each route using ethnicity data from the 2013 VTA ridership survey. These calculations yielded the net change in annual minority boardings (+1.27M minority boardings), and consequently, the minority percent of passengers affected by the proposed changes (72.3%).

The minority percent of the passengers affected by the proposed changes (72.3%) was then compared to the overall minority percents among all VTA riders (73.5%) using a 10 percent threshold to determine if the changes would create a disparate impact on minority riders. As depicted in Table 10-1, the proposed changes represent a cumulative service impact of 1.2 percent, which does not meet the 10 percent threshold. Therefore, no disparate impact will result from VTA’s FY 2016 – FY 2017 Transit Service Plan and no additional analyses are required.

10.4 Disproportionate Burden Analysis

A Disproportionate Burden Analysis was also prepared in accordance with the VTA’s Title VI policies to determine if low income passengers would be more negatively – or less positively – affected by the 26 proposed major service changes than VTA riders as a whole. VTA’s board-adopted disproportionate burden threshold is set at 10 percent. To adjust for the relatively high cost of living in Santa Clara County, low income passengers are defined as those earning less than twice the federal poverty threshold.

As shown in Table 10-2, the 26 major changes from the Transit Service Plan were aggregated based on the net change in annualized service hours (+76,393.3 hours), the estimated net change in annual boardings (+1.75M boardings), and the low income percent of each route based on income data from the 2013 VTA Ridership Survey. These calculations yielded the net change in annual low income boardings (+974,000 low income boardings), and consequently, the low income percent of passengers affected by the proposed changes (55.4%).
The low income percent of the passengers affected by the proposed changes (55.4%) was then compared to the overall low income percents among all VTA riders (64.6%) using a 10 percent threshold to determine if the changes would create a disparate impact on low income riders. As depicted in Table 10-2, the proposed changes represent a cumulative service impact of 9.2 percent, which does not meet the 10 percent threshold. Therefore, no disproportionate burden will be created from VTA’s FY 2016 – FY 2017 Transit Service Plan and no additional analyses are required.

Although the proposed changes do not meet the disproportionate burden threshold of 10 percent, the impact comes fairly close to it at 9.2 percent. One contributing factor to this is that the proposal to reallocate Line 22 service to the new BRT 522 was classified as a major service reduction; in reality, the service hours would be reinvested in the BRT 522 on the same corridor and would represent a net increase in service for most Line 22 riders. If the Line 22 proposal was not included in the calculations, the disproportionate burden calculation would be at least three percent lower.

10.5 Implementation

To ensure that all passengers are informed of these changes and to assist them in using the new services, VTA has planned an extensive outreach and marketing campaign. This campaign will also help offset any of the adverse effects of the proposed changes on passengers described in this section. Additional information on marketing plans are included in the following section.
<table>
<thead>
<tr>
<th>Route</th>
<th>Description of Change</th>
<th>Implementation Date</th>
<th>Net Service Hours</th>
<th>Net Impact on Annual Boardings (+/-)</th>
<th>Minority Percent of Affected Route</th>
<th>Impact on Annual Minority Boardings (+/-)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Weekday</td>
<td>Saturday</td>
<td>Sunday</td>
<td>Annual</td>
</tr>
<tr>
<td>11</td>
<td>Introduce new direct, daily service from downtown San Jose to Mineta Int'l Airport</td>
<td>July 2016</td>
<td>43.5</td>
<td>36.5</td>
<td>36.5</td>
<td>15,107.5</td>
</tr>
<tr>
<td>17</td>
<td>Extend to St. Louise Hospital, interline with Line 14 to create loop route, and introduce weekend service.</td>
<td>Oct 2015</td>
<td>0.0</td>
<td>3.3</td>
<td>3.3</td>
<td>363.0</td>
</tr>
<tr>
<td>18</td>
<td>Extend weekday evening hours; eliminate weekend service.</td>
<td>Oct 2015</td>
<td>3.3</td>
<td>-3.3</td>
<td>-3.3</td>
<td>478.5</td>
</tr>
<tr>
<td>22</td>
<td>Reallocate service to BRT 522 begins; Line 22 would operate with 15 minute weekday headways</td>
<td>April 2016</td>
<td>-70.0</td>
<td>0.0</td>
<td>0.0</td>
<td>-17,850.0</td>
</tr>
<tr>
<td>35</td>
<td>Improve Saturday headways from 60 to 45 minutes; on weeknights, discontinue last SB trip and end last NB trip at Palo Alto</td>
<td>July 2015</td>
<td>-0.7</td>
<td>8.8</td>
<td>0.0</td>
<td>279.1</td>
</tr>
<tr>
<td>48</td>
<td>Reduce peak weekday headways from 30 to 45 minutes and reduce evening hours.</td>
<td>July 2015</td>
<td>-8.0</td>
<td>0.0</td>
<td>0.0</td>
<td>-2,040.0</td>
</tr>
<tr>
<td>49</td>
<td>Reduce peak weekday headways from 30 to 45 minutes.</td>
<td>July 2015</td>
<td>-7.0</td>
<td>0.0</td>
<td>-0.2</td>
<td>-1,796.6</td>
</tr>
<tr>
<td>51</td>
<td>Consolidate Lines 51 &amp; 81 as one route (&quot;Line 81&quot;) on weekdays; extend Line 81 Saturday service to entire 51/81 route.</td>
<td>Jan 2016</td>
<td>8.0</td>
<td>20.0</td>
<td>0.0</td>
<td>3,080.0</td>
</tr>
<tr>
<td>56</td>
<td>Introduce new route from Sunnyvale to Component LRT during peak hours</td>
<td>April 2016</td>
<td>31.5</td>
<td>0.0</td>
<td>0.0</td>
<td>8,032.5</td>
</tr>
<tr>
<td>57</td>
<td>Improve weekday peak headways from 30 to 15 minutes; Improve Sunday headways from 60 to 30 minutes.</td>
<td>Apr 2016/July 2015</td>
<td>40.0</td>
<td>0.0</td>
<td>0.0</td>
<td>10,722.0</td>
</tr>
<tr>
<td>58</td>
<td>Shorten/re-route Line 58 to Saratoga/Stevens Creek; add hourly Saturday service.</td>
<td>April 2016</td>
<td>-4.5</td>
<td>24.0</td>
<td>0.0</td>
<td>100.5</td>
</tr>
<tr>
<td>60</td>
<td>Improve Sunday headways from 45 to 30 minutes.</td>
<td>July 2015</td>
<td>0.0</td>
<td>0.0</td>
<td>18.0</td>
<td>1,044.0</td>
</tr>
<tr>
<td>66</td>
<td>Improve weekend headway from 30 to 20 minutes.</td>
<td>Oct 2015</td>
<td>0.0</td>
<td>36.0</td>
<td>36.0</td>
<td>3,960.0</td>
</tr>
<tr>
<td>68</td>
<td>Improve weekend headways from 30 to 20 minutes.</td>
<td>Oct 2015</td>
<td>0.0</td>
<td>36.0</td>
<td>36.0</td>
<td>3,960.0</td>
</tr>
<tr>
<td>81</td>
<td>Consolidate Lines 51 &amp; 81 as one route (&quot;Line 81&quot;) on weekdays; extend Line 81 Saturday service to entire 51/81 route.</td>
<td>Jan 2016</td>
<td>0.0</td>
<td>8.9</td>
<td>0.0</td>
<td>462.8</td>
</tr>
<tr>
<td>89</td>
<td>Introduce bi-directional midday service on weekdays with 40-45 minute headways.</td>
<td>July 2015</td>
<td>5.6</td>
<td>0.0</td>
<td>0.0</td>
<td>1,428.0</td>
</tr>
<tr>
<td>101</td>
<td>Extend both trips to Stanford University.</td>
<td>July 2015</td>
<td>2.2</td>
<td>0.0</td>
<td>0.0</td>
<td>561.0</td>
</tr>
<tr>
<td>102</td>
<td>Extend three trips from Stanford Research Park to Stanford University; add one trip in each direction</td>
<td>July 2015/TBD</td>
<td>8.0</td>
<td>0.0</td>
<td>0.0</td>
<td>2,040.0</td>
</tr>
<tr>
<td>103</td>
<td>Extend three trips from Stanford Research Park to Stanford University; add one trip in each direction</td>
<td>July 2015/TBD</td>
<td>7.9</td>
<td>0.0</td>
<td>0.0</td>
<td>2,014.5</td>
</tr>
<tr>
<td>120</td>
<td>Change routing to deviate to Warm Springs BART, eliminate Shoreline service, and add 1 AM &amp; 1 PM trip</td>
<td>Jan 2016</td>
<td>2.1</td>
<td>0.0</td>
<td>0.0</td>
<td>535.5</td>
</tr>
<tr>
<td>140</td>
<td>Change routing to deviate to Warm Springs BART</td>
<td>Jan 2016</td>
<td>1.5</td>
<td>0.0</td>
<td>0.0</td>
<td>382.5</td>
</tr>
<tr>
<td>180</td>
<td>Move to Warm Springs and reduce midday service to hourly</td>
<td>Jan 2016</td>
<td>-21.1</td>
<td>0.0</td>
<td>0.0</td>
<td>-5,380.5</td>
</tr>
<tr>
<td>323</td>
<td>Improve weekday headways from 15 to 12 minutes; expand evening spans and headways for both weekdays and weekends</td>
<td>Jan 2017/Jan 2016</td>
<td>12.0</td>
<td>10.0</td>
<td>15.0</td>
<td>9,550.0</td>
</tr>
<tr>
<td>328</td>
<td>Add one AM northbound trip and one PM southbound trip.</td>
<td>Oct 2016</td>
<td>5.0</td>
<td>0.0</td>
<td>0.0</td>
<td>1,275.0</td>
</tr>
<tr>
<td>354</td>
<td>Introduce new limited-stop service during peak hours.</td>
<td>July 2016</td>
<td>27.0</td>
<td>0.0</td>
<td>0.0</td>
<td>6,885.0</td>
</tr>
<tr>
<td>522</td>
<td>Implement new BRT service with new vehicles, 10 minute headways, upgraded stop amenities, etc to replace Rapid 522.</td>
<td>April 2016</td>
<td>107.0</td>
<td>34.0</td>
<td>37.0</td>
<td>31,199.0</td>
</tr>
</tbody>
</table>

**Table 10-1: Disparate Impact Analysis (Minority Passengers)**

<table>
<thead>
<tr>
<th>NET ANNUAL CHANGES</th>
<th>213.3</th>
<th>214.2</th>
<th>187.3</th>
<th>76,393.3</th>
<th>1,757,792 (Overall Improvement)</th>
</tr>
</thead>
</table>

**NET WEEKLY BOARDINGS IMPACT ON AFFECTED ROUTES (+/-)** 1,271,142

**MINORITY PERCENT OF AFFECTED PASSENGERS** 72.3%

**MINORITY PERCENT AMONG ALL VTA RIDERS** 73.5%

**PERCENT DIFFERENCE FROM VTA SYSTEMWIDE AVERAGE** 1.2%

**MEETS 10% DISPARATE IMPACT THRESHOLD?** NO

**NOTE(S):** (1) Ethnicity data based on latest VTA Onboard Survey results. VTA defines minority riders as those who identify themselves with any ethnicity other than "White" alone.
### Table 10-2: Disproportionate Burden Analysis (Low Income Passengers)

<table>
<thead>
<tr>
<th>Route</th>
<th>Description of Change</th>
<th>Implementation Date</th>
<th>Net Service Hours</th>
<th>Net Impact on Annual Boardings (v+c)</th>
<th>Low Income Percent of Affected Route</th>
<th>Impact on Annual Low Income Boardings (v+c)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Weekday</td>
<td>Saturday</td>
<td>Sunday</td>
<td>Annual</td>
</tr>
<tr>
<td>11</td>
<td>Introduce new direct, daily service from downtown San Jose to Mineta Int'l Airport</td>
<td>July 2016</td>
<td>43.5</td>
<td>36.5</td>
<td>36.5</td>
<td>15,107.5</td>
</tr>
<tr>
<td>17</td>
<td>Extend to St. Louise Hospital, interline with Line 14 to create loop route, and introduce weekend service.</td>
<td>Oct 2015</td>
<td>0.0</td>
<td>33.3</td>
<td>3.3</td>
<td>363.0</td>
</tr>
<tr>
<td>18</td>
<td>Extend weekday evening hours; eliminate weekend service.</td>
<td>Oct 2015</td>
<td>3.3</td>
<td>-3.3</td>
<td>-3.3</td>
<td>478.5</td>
</tr>
<tr>
<td>22</td>
<td>Reallocate service to BRT 522 begins; replace Lines 22/23 with Route 522.</td>
<td>Apr 2016</td>
<td>-17,050</td>
<td>-382,500</td>
<td>72.5%</td>
<td>-277,313</td>
</tr>
<tr>
<td>25</td>
<td>Improve Saturday headways from 60 to 45 minutes; on weekdays, discontinue last NB trip and last NB trip at Palo Alto</td>
<td>Jul 2015</td>
<td>-0.7</td>
<td>8.8</td>
<td>0.0</td>
<td>279.1</td>
</tr>
<tr>
<td>48</td>
<td>Reduce peak weekday headways from 30 to 45 minutes and reduce evening hours.</td>
<td>Jul 2015</td>
<td>-8.0</td>
<td>0.0</td>
<td>0.0</td>
<td>-2,040.0</td>
</tr>
<tr>
<td>49</td>
<td>Reduce peak weekday headways from 30 to 45 minutes.</td>
<td>Jul 2015</td>
<td>-7.0</td>
<td>0.0</td>
<td>-0.2</td>
<td>-1,796.6</td>
</tr>
<tr>
<td>51</td>
<td>Consolidate Lines 51 &amp; 81 as one route (&quot;Line B1&quot;) on weekdays; extend Line B1 Saturday service to entire 51/81 route.</td>
<td>Jan 2016</td>
<td>8.0</td>
<td>20.0</td>
<td>0.0</td>
<td>3,080.0</td>
</tr>
<tr>
<td>56</td>
<td>Introduce new route from Sunnyvale to Component LRT during peak hours.</td>
<td>Apr 2016</td>
<td>31.5</td>
<td>0.0</td>
<td>0.0</td>
<td>8,032.5</td>
</tr>
<tr>
<td>57</td>
<td>Improve weekday peak headways from 30 to 15 minutes; improve Sunday headways from 60 to 30 minutes.</td>
<td>Apr 2016</td>
<td>40.0</td>
<td>0.0</td>
<td>9.0</td>
<td>10,722.0</td>
</tr>
<tr>
<td>58</td>
<td>Shorten/re-route Line 58 to Saratoga/Steven Creek; add hourly Saturday service.</td>
<td>Apr 2016</td>
<td>-4.5</td>
<td>24.0</td>
<td>0.0</td>
<td>100.5</td>
</tr>
<tr>
<td>60</td>
<td>Improve Sunday headways from 40 to 30 minutes.</td>
<td>Jul 2015</td>
<td>0.0</td>
<td>0.0</td>
<td>18.0</td>
<td>1,044.0</td>
</tr>
<tr>
<td>65</td>
<td>Improve weekend headway from 30 to 20 minutes.</td>
<td>Oct 2015</td>
<td>0.0</td>
<td>36.0</td>
<td>36.0</td>
<td>3,960.0</td>
</tr>
<tr>
<td>68</td>
<td>Improve weekend headway from 30 to 20 minutes.</td>
<td>Oct 2015</td>
<td>0.0</td>
<td>36.0</td>
<td>36.0</td>
<td>3,960.0</td>
</tr>
<tr>
<td>81</td>
<td>Consolidate Lines 51 &amp; 81 as one route (&quot;Line B1&quot;) on weekdays; extend Line B1 Saturday service to entire 51/81 route.</td>
<td>Jan 2016</td>
<td>0.0</td>
<td>8.9</td>
<td>0.0</td>
<td>462.8</td>
</tr>
<tr>
<td>89</td>
<td>Introduce bi-directional midday service on weekdays with 40-45 minute headways.</td>
<td>Jul 2015</td>
<td>5.6</td>
<td>0.0</td>
<td>0.0</td>
<td>1,428.0</td>
</tr>
<tr>
<td>101</td>
<td>Extend both trips to Stanford University.</td>
<td>July 2015</td>
<td>2.2</td>
<td>0.0</td>
<td>0.0</td>
<td>561.0</td>
</tr>
<tr>
<td>103</td>
<td>Extend three trips from Stanford Research Park to Stanford University; add one trip in each direction.</td>
<td>July 2015/Jan 2016</td>
<td>1.5</td>
<td>20.0</td>
<td>0.0</td>
<td>535.5</td>
</tr>
<tr>
<td>120</td>
<td>Change routing to deviate to Warm Springs BRT, eliminate Shoreline service, and add one AM &amp; 1 PM trip.</td>
<td>Jan 2016</td>
<td>2.1</td>
<td>0.0</td>
<td>0.0</td>
<td>535.5</td>
</tr>
<tr>
<td>180</td>
<td>Move to Warm Springs and reduce midday service to hourly</td>
<td>Jan 2016</td>
<td>-21.1</td>
<td>0.0</td>
<td>0.0</td>
<td>5,180.0</td>
</tr>
<tr>
<td>323</td>
<td>Improve weekday headways from 15 to 12 minutes; expand evening spans and headways for both weekdays and weekends.</td>
<td>Jan 2016</td>
<td>32.0</td>
<td>10.0</td>
<td>15.0</td>
<td>9,550.0</td>
</tr>
<tr>
<td>328</td>
<td>Add one AM northbound trip and one PM southbound trip.</td>
<td>Oct 2016</td>
<td>5.0</td>
<td>0.0</td>
<td>0.0</td>
<td>1,275.0</td>
</tr>
<tr>
<td>354</td>
<td>Introduce new limited-stop service during peak hours.</td>
<td>July 2016</td>
<td>27.0</td>
<td>0.0</td>
<td>0.0</td>
<td>6,885.0</td>
</tr>
<tr>
<td>522</td>
<td>Implement new BRT service with new vehicles, 10 minute headways, upgraded stop amenities, etc to replace Rapid 522.</td>
<td>Apr 2016</td>
<td>10.7</td>
<td>34.0</td>
<td>37.0</td>
<td>31,199.0</td>
</tr>
</tbody>
</table>

**Note:** (1) Income data based on latest VTA Onboard Survey results. VTA defines low income riders as those with household incomes that are less than twice the federal poverty threshold.
11.0 MARKETING

The main objectives of VTA’s Marketing Department are to increase the ridership habits of existing customers, to attract new riders to existing VTA services, and to promote the usage of new, modified or underperforming routes. In support of the final recommendations of the FY16 – FY 17 Transit Service Plan, the marketing department has developed a preliminary marketing plan for the next years. The plan includes multiple marketing initiatives for most of the major service changes as well as some of the underperforming routes that are not directly addressed in the plan.

The following section outlines the marketing programs that would be implemented in support of the various FY16 – FY17 Transit Service Plan recommendations:

**NEW Line 11 (San Jose Diridon Transit Center – San Jose Airport)**

A full marketing campaign to support Line 11 that would include:

- Partnership with Team San Jose, the San Jose Airport and the San Jose Downtown Association to promote the new line
- Out of Home ads that may include billboards, bus shelter ads and transit vehicle ads
- Printed collateral to be distributed through the chambers of commerce, hotels and the hotel concierge association
- Digital ads inside the San Jose Mineta International Airport
- Online ads Santa Clara County wide
- Print advertisements in local publications
- Utilize VTA Transitrons for the campaign (HyBryd)

**NEW Line 56 (Sunnyvale Transit Center – Component LR Station)**

To support the new service, the following elements would be utilized:

- Geo-targeted (zip code) online ads
- Email campaign/Outreach to employers along the route
- Partnership with Caltrain to promote the service
- Transit shelter/Bus bench ads

**NEW Line 354 (De Anza College – Lockheed Martin)**

Line 354 would be promoted through the following channels:

- Print/Online ads in the De Anza College paper and online publication
- Email campaign/Outreach to employers in the Moffett Park Business Transportation Association
- Outreach to Eco Pass employers along route
- Bus shelter/bus bench ads
Line 10 (Santa Clara Transit Center – Metro LR Station)

Line 10 promotion will be included as part of the campaign to promote transit ridership to Avaya Stadium. This effort could include digital sign advertisements in the San Jose Airport terminals to support the pre-purchasing of fare prior to travel to Avaya Stadium.

Line 13 (Almaden Expwy. & McKean – Ohlone/Chynoweth LR Station)

Information about this change would be included in VTA’s Take One monthly publication.

Line 14 (Gilroy Transit Center – St. Louise Hospital)

Information about this change would be included in VTA’s Take One monthly publication and to affected customers and institutions. Additionally, information about the Line 14/17 would be provided to organizations along the route via email and printed collateral.

Line 17 (Gilroy Transit Center – St. Louise Hospital)

Information about this change would be included in VTA’s Take One monthly publication and to affected customers and institutions. Additionally, information about the Line 14/17 would be provided to organizations along the route via email and printed collateral.

Line 18 (Gilroy Transit Center – Gavilan College)

Information about this change would be included in VTA’s Take One monthly publication and to affected customers and institutions. To promote the extended service, print and online ads would be featured in Gavilan College’s publication, the Gavilan press. Bus shelter ads along the route, and kiosk ads in the Gavilan campus would also be installed.

Line 19 (Gilroy Transit Center – Wren & Mantelli)

Information about this change would be included in VTA’s Take One monthly publication and to affected customers and institutions.

Line 22 (Palo Alto Transit Center – Eastridge Transit Center)

Information about this change would be included in VTA’s Take One monthly publication and to affected customers and institutions. Information would also be included onboard vehicles such as special Take Ones and car cards.

Line 23 (De Anza College – Alum Rock Transit Center)

Information about the change would be included in VTA’s Take One monthly publication. Information would also be placed in the De Anza College newspaper and also the Alum Rock Transit Center.
**Line 32 (San Antonio Transit Center – Santa Clara Transit Center)**

Information about the change would be included in VTA’s Take One monthly publication. The frequency improvement would also be promoted at the San Antonio Shopping Center, Wilcox High School and Crittenden Middle School.

**Line 35 (Mountain View - Stanford Shopping Center)**

Information about the change would be included in VTA’s Take One monthly publication. VTA would also partner with Stanford Shopping Center to promote the increased frequency of Line 35.

**Line 42 (Kaiser San Jose – Evergreen Valley College)**

Information about the change would be included in VTA’s Take One monthly publication. Additional information about the changes to the route would be distributed to affected customers at Kaiser Hospital and Evergreen Valley College.

**Line 46 (Great Mall Transit Center – Milpitas High School)**

Information about the change would be included in VTA’s Take One monthly publication.

**Line 47 (Great Mall Transit Center – McCarthy Ranch)**

Information about the change would be included in VTA’s Take One monthly publication.

**Line 48 (Los Gatos Civic Center – Winchester Transit Center)**

Information about the change would be included in VTA’s Take One monthly publication.

**Line 49 (Los Gatos Civic Center – Winchester Transit Center)**

Information about the change would be included in VTA’s Take One monthly publication.

**Line 51 (Moffett Field – De Anza College)**

Information about the change would be included in VTA’s Take One monthly publication. Additional information about the changes to the route would also be distributed to affected customers on the two lines.

**Line 54 (De Anza College – Lockheed Martin)**

Information about the change would be included in VTA’s Take One monthly publication.
**Line 55 (De Anza College – Great America)**

Information about the new Line 55X express trips would be targeted to residents of Lakewood village and students at Fremont High School and may include ads in the high school newspaper and De Anza college newspaper, flyers at Lakewood village and bus bench ads.

**Line 57 (West Valley College – Great America)**

Information about the change would be included in VTA’s Take One monthly publication.

**Line 58 (West Valley College – Alviso)**

Information about the proposed midday change would be included in VTA’s Take One monthly publication. Additional marketing efforts would be developed after staff finalizes the realignment concept to Stevens Creek Boulevard.

**Line 60 (Winchester Transit Center – Great America)**

Information about the change would be included in VTA’s Take One monthly publication.

**Line 61 (Good Samaritan Hospital – Sierra & Piedmont)**

Information about the change would be included in VTA’s Take One monthly publication.

**Line 62 (Good Samaritan Hospital – Sierra & Piedmont)**

Information about the change would be included in VTA’s Take One monthly publication.

**Line 66 (Kaiser San Jose – Milpitas)**

Information about the change would be included in VTA’s Take One monthly publication.

**Line 68 (Gilroy Transit Center – San Jose Diridon Transit Center)**

Information about the change would be included in VTA’s Take One monthly publication.

**Line 70 (Capitol LRT Station – Great Mall Transit Center)**

Information about the change would be included in VTA’s Take One monthly publication.

**Line 72 (Senter & Monterey – Downtown San Jose)**

Information about the change would be included in VTA’s Take One monthly publication.
Line 81 (Moffett Field – San Jose State Univ.)

Information about the change would be included in VTA’s Take One monthly publication. Additional information about the changes to the route would also be distributed to affected customers on the two lines.

Line 82 (Westgate – Downtown San Jose)

Information about the change would be included in VTA’s Take One monthly publication.

Line 89 (California Ave Caltrain – Palo Alto Veteran’s Hospital)

Information about the change would be included in VTA’s Take One monthly publication. Additional information on the service would also be provided to existing passengers.

Line 101 (Camden & Hwy 85 – Palo Alto)

A direct email/outreach campaign would be initiated to support the effort to extend Lines 101, 102 and 103 to Stanford. VTA staff is already coordinating with Stanford transportation staff on other marketing efforts for these proposals. Information about the change would also be included in VTA’s Take One monthly publication.

Line 102 (South San Jose – Palo Alto)

See marketing efforts described under Line 101.

Line 103 (Eastridge – Palo Alto)

See marketing efforts described under Line 101.

Line 120 (Fremont BART – Lockheed Martin)

Information about the change would be included in VTA’s Take One monthly publication. VTA would also partner with BART to promote the change. Finally, communications and outreach activities to Lockheed Martin and the Moffett Park Business & Transportation Association would also be planned.

Line 140 (Fremont BART – Mission College & Montague)

Information about the change would be included in VTA’s Take One monthly publication. VTA would also partner with BART to promote the change to Line 140.

Line 168 (Gilroy Transit Center – San Jose Diridon Transit Center)

Information about the change would be included in VTA’s Take One monthly publication.
Line 180 (Great Mall Transit Center – Warm Springs BART)

Information about the change would be included in VTA’s Take One monthly publication.

Line 181 (San Jose Diridon Transit Center – Fremont BART)

Marketing efforts in support of the Line 181 improvements would include information in VTA’s Take One monthly publication, an e-mail campaign to the targeted audience (San Jose State University community and other nearby EcoPass employers), and bus shelter ads along the route.

Line 182 (Palo Alto – IBM Bailey)

Information about this change would be included in VTA’s Take One publication in addition to sending information to institutions (IBM) located near the affected stops.

Line 323 (DeAnza College – Downtown San Jose)

A comprehensive marketing campaign would be implemented that would include the following elements:
  o “Out-of-Home” media (billboards, bus shelters and transit advertisements)
  o Digital media
  o Cable TV commercials
  o Radio commercials
  o Print media
  o Email campaign

Line 328 (Almaden Expy & Via Valente – Lockheed Martin)

A direct email campaign would support this effort, targeting employers (Lockheed Martin) that are served by this line.

BRT 522 (Palo Alto Transit Center – Eastridge Transit Center)

A comprehensive marketing campaign would be implemented that would include the following elements:
  o “Out-of-Home” media (billboards, bus shelters and transit advertisements)
  o Digital media
  o Cable TV commercials
  o Radio commercials
  o Print media
  o Email campaign
  o Utilize VTA Transitron (R523) in the campaign
**Line 901 (Santa Teresa – Alum Rock)**

Marketing efforts would continue to promote overall light rail service with some messaging dedicated to pre-purchasing fare prior to attending events at Levi’s Stadium.

**Line 902 (Winchester – Mountain View)**

Marketing efforts would continue to promote overall light rail service with some messaging dedicated to pre-purchasing fare prior to attending events at Levi's Stadium.

Marketing efforts for several additional lines that were not specifically addressed in the plan have also been included to improve low ridership:

**Line 34 (Mountain View – San Antonio Shopping Center)**

Line 34 will be promoted with “Out-of-Home” display ads (i.e. bus bench/shelter ads). VTA will also partner with the San Antonio Shopping Center to promote the bus line.

**Line 37 (West Valley College to Capitol LR Station)**

VTA will partner with West Valley College to promote the bus line. Other partnerships will be pursued with the El Camino Hospital and the Central County Occupational Center. Additional “Out-of-Home” display ads (i.e. bus bench/shelter ads) will be used to promote the service.

**Line 45 (Alum Rock – Penitencia Creek)**

Line 45 will be promoted with “Out-of-Home” display ads (i.e. bus bench/shelter ads).

**Line 52 (Mountain View – Foothill College)**

Line 52 will be promoted with “Out-of-Home” display ads (i.e. bus bench/shelter ads). VTA will also partner with Foothill Community College to promote the route and will place digital/print ads in the Foothill College newspaper.

**Line 104 (Penitencia Creek – Palo Alto)**

A digital online campaign promoting the service that is geo- and behavioral-targeted will be used to attract potential Line 104 riders. The criteria for behavioral targeting would include the following lifestyles – transit user, healthy/active lifestyle, conservation and environmental concerns, living in Santa Clara County. VTA will also partner with employers in the Palo Alto area to promote the route in addition to the VA hospital and other EcoPass employers in the vicinity. Other partnerships with Rideshare 511 and other transportation solution coordinators will be utilized to further promote Line 104 service.
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Business Services, Bill Lopez

SUBJECT: Technology Update

FOR INFORMATION ONLY

BACKGROUND:

VTA began a new emphasis on building and embracing new developments in transportation technology commonly referred to as Smart Transportation and Smart Transit in early 2014. To achieve this goal of re-positioning VTA as a leader in transportation technology, VTA embraced an Open data philosophy, set up a machine readable external site to share data, and started building a complete connected vehicle fleet using the “Internet of Things” (IoT) technology and US Depart of Transportation's Dedicated Short Range Communication DSRC concepts. VTA started to research and identify potential industry partners such as Prospect Silicon Valley, Siemens, Cisco, City of San Jose and the City of Santa Clara in mid-2014.

DISCUSSION:

VTA built and deployed an Innovation Center to further foster the IoT concept with a focus on solving Transportation and transit problems in February 2015. VTA also worked with Siemens and Prospect Silicon Valley to publish a call for Innovators, and issued a Request for Quotes (RFQ) to build a mobile and web application supporting a new "On Demand and Flexible" transit model.

There are currently over 15 Innovators working with VTA to deploy or pilot a variety of transit enhancements such as improved Information Customer Messaging Boards (iCMB), way-finding beacons, customer interactive Smart Stops, LiDAR Safety Improvements, improved multi model trip planning solutions, connected bus (Vehicle 2 Infrastructure V2I) for system monitoring, Close Circuit TV connections to the Internet, and developing new safety/security sensors and applications.

VTA plans to complete the following by mid-2016: 1) connect the entire VTA fleet through a high speed mobile network; 2) update Light Rail platform messaging signs; 3) deploy next-
generation of transit center interactive customer messaging stations; 4) complete a Hack-a-thon/Application Challenge using new way finding beacons; and 5) pilot On-Demand or Flexible subscription based transit models.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

The Transit Planning and Operation received this report at its April 15, 2015, meeting. The committee recommended that this Information item be placed on the Board’s regular agenda for May 7, 2015.

Prepared By: Gary Miskell
Memo No. 5010
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: SVRT Program Update

FOR INFORMATION ONLY

Silicon Valley Berryessa Extension Project
Significant activities and progress on VTA’s BART Silicon Valley Berryessa Extension Project continued during April 2015. Key activities that occurred throughout the 10-mile extension construction include the following:

- **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 corridor retaining walls which are nearly complete. They are also installing the electrical duct bank for the guideway, which will eventually power the trains.

- **Dixon Landing Road.** The trench foundation slab south of Dixon Landing Road has been completed and the steel installation for the trench walls is currently underway. North of Dixon Landing Road, installation of materials for support of excavation is complete and mass excavation has begun.

- **Montague Expressway.** SSH has completed the trench walls beneath the roadway.

- **Milpitas Station.** The concourse slab in the main section of the station is complete and SSH continues with construction of the slab on both sides of the main concourse. The structural steel for the station building has been delivered and installation will begin in May. Construction of the support columns for the future pedestrian bridge to VTA’s Montague Light Rail Station is currently underway.

- **Capitol Avenue.** SSH is continuing to complete utility relocation work near the BART trench beneath the roadway.
• **Trade Zone Boulevard.** Installation of support of excavation materials and excavation activities began between Capitol Avenue and Trade Zone Boulevard in April. Mass concrete pours for the trench inverts in this area started in mid-April.

• **Sierra/Lundy intersection.** Soil impacted by the petroleum plume from a past non-VTA project at the Sierra/Lundy intersection has been completely excavated and disposed of, and mass excavation in the intersection was completed in April. Rebar and trench structural work began in late April, and work hours within the Sierra/Lundy trench will be extended to 10:00 p.m. pending City of San Jose approval of the site-specific noise control plan. All support of excavation activities south of Sierra/Lundy will be in place by the end of the month.

• **Berryessa Station Area.** Concrete pours for the abutment and aerial structure above Berryessa Road were completed in late March. The Berryessa Station elevator systems are currently under construction, and installation of the station’s architectural steel canopy began in late March.

• **Mabury Road.** Final reconstruction of Mabury Road is scheduled to take place throughout the month.

• **Station Parking Structures.** The Berryessa Station Parking Structure construction area has been environmentally stabilized and prepared for construction by McCarthy Building Companies, Inc, the parking structure contractor. Construction of the foundations will begin by May.

**Communications and Outreach**

Staff prepared and distributed a notice regarding the opening of the new Kato Road on-and-off ramps and the widening of Mission Boulevard from two to three lanes in each direction between Kato Road and Warm Springs Boulevard in Fremont. Door-to-door outreach was conducted to local residents and businesses regarding mass excavation activities north of Dixon Landing Road in Milpitas. A notice was also distributed to neighborhood groups regarding the construction of a flood wall near the Berryessa Creek Trail in Milpitas.

In San Jose, efforts included door-to-door outreach for support of excavation construction activities in the areas of Hostetter Road and the Sierra/Lundy intersection, as well as mass excavation in the Sierra/Lundy intersection area. Staff also prepared and distributed notices for Berryessa Station parking garage construction, upcoming extended work hours at the Sierra/Lundy intersection, and nighttime closures of Mabury Road for roadway reconstruction.

The outreach team provided tours of the project for the National Engineering Association Joint Rail Conference, VTA board members and United States Senate staffers in March and April. In addition, the team participated in planning and execution for national Stand Up for Transit advocacy day and arranged a visit from MTC professional photographer Noah Berger.
SVBX Schedule

<table>
<thead>
<tr>
<th></th>
<th>FFGA Date</th>
<th>Forecast Date</th>
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<tbody>
<tr>
<td>Revenue Service</td>
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<td>August 2017</td>
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SVBX Budget

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<tr>
<th></th>
<th>Estimate</th>
<th>Forecast at Completion</th>
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<tr>
<td>SVBX New Starts Project</td>
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<td>$2,330.0</td>
<td>$975.7</td>
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<tr>
<td>Concurrent Non-Project Activities)</td>
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<td>$91.3</td>
<td>$28.8</td>
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<tr>
<td>SVBX Total</td>
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<td>$2,421.3</td>
<td>$1,004.5</td>
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$Millions - Year of Expenditure

Phase II Activities

Staff has initiated the development of Community Working Groups (CWGs), which will include members of community and business organizations within the Phase II corridor. The role of the CWGs will be to gain a strong understanding about technical project topics such as funding, travel demand modeling, construction methodology, land-use planning and station area development. Through the understanding of these technical topics and the receipt of regular project updates, the CWGs will act as communicators of accurate project information to the community at large, thereby assisting VTA in successfully delivering this project.

The CWG work plan that has been developed is scheduled to run through the environmental process and while VTA develops a funding plan for the Phase II project. Later this month, VTA will hold a project orientation meeting and follow on with bi-monthly meetings throughout 2015, with future meetings planned for 2016. VTA will have a primary point of contact for each CWG and has engaged a third-party facilitator to assist with the development and management of the groups.

Staff has engaged VTA Board members and elected officials to identify community and business organizations and other key stakeholders that best represent the geographic areas of the Phase II Project corridor. The CWGs represent three distinct areas around the planned Alum Rock Station, Downtown San Jose and Diridon stations, and the Santa Clara Station. Organizations and representatives are listed in Attachment A.

Prepared By: Kevin Kurimoto
Memo No. 4900
## Alum Rock Community Working Group

<table>
<thead>
<tr>
<th>Organization</th>
<th>Representative</th>
</tr>
</thead>
<tbody>
<tr>
<td>CommUniverCity</td>
<td>Terry Christensen</td>
</tr>
<tr>
<td>Cristo Rey San José Jesuit High School</td>
<td>Matt Bell</td>
</tr>
<tr>
<td>Five Wounds/Brookwood Terrace Neighborhood Action Coalition</td>
<td>Bob Van Cleef</td>
</tr>
<tr>
<td>Five Wounds Church</td>
<td>Davide Vieira</td>
</tr>
<tr>
<td>Friends of Five Wounds Trail</td>
<td>Joan Rivas Cosby</td>
</tr>
<tr>
<td>James Lick High School</td>
<td>Kelly Daugherty</td>
</tr>
<tr>
<td>Julian St. James Neighborhood Association</td>
<td>Craig Chivatero</td>
</tr>
<tr>
<td>McKinley/Bonita Neighborhood Association</td>
<td>Dario Lerma</td>
</tr>
<tr>
<td>Portuguese Organization for Social Services and Opportunities</td>
<td>Davide Vieira</td>
</tr>
<tr>
<td>Ride East Side San Jose (Ride ESSJ)</td>
<td>Justin Triano</td>
</tr>
<tr>
<td>Roosevelt Park Neighborhood Association</td>
<td>Geoffrey Hatchard</td>
</tr>
<tr>
<td>Somos Mayfair</td>
<td>Kathy Ericksen</td>
</tr>
<tr>
<td>Story Road Business Association</td>
<td>RJ Castro</td>
</tr>
<tr>
<td>Working Partnerships USA</td>
<td>Charisse Lebron</td>
</tr>
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</table>

## Downtown San Jose/Diridon Community Working Group

<table>
<thead>
<tr>
<th>Organization</th>
<th>Representative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Campus Community Association (Naglee Park)</td>
<td>Alan Williams</td>
</tr>
<tr>
<td>Diridon Good Neighbor Committee</td>
<td>Bert Weaver</td>
</tr>
<tr>
<td>Friends of Caltrain</td>
<td>Adina Levin</td>
</tr>
<tr>
<td>Saint James Park Association</td>
<td>Bruce Friesen</td>
</tr>
<tr>
<td>San Jose Chamber of Commerce</td>
<td>Jonathan Padilla</td>
</tr>
<tr>
<td>San Jose Downtown Association</td>
<td>Scott Knies</td>
</tr>
<tr>
<td>San Jose State University</td>
<td>Eyedin Zonobi</td>
</tr>
<tr>
<td>Sharks Sports &amp; Entertainment</td>
<td>Jim Goddard</td>
</tr>
<tr>
<td>Shasta/Hanchett Park Neighborhood Association</td>
<td>Deborah Arant</td>
</tr>
<tr>
<td>SPUR</td>
<td>Ratna Amin</td>
</tr>
<tr>
<td>Working Partnerships USA</td>
<td>Charisse Lebron</td>
</tr>
</tbody>
</table>

## Santa Clara Community Working Group

<table>
<thead>
<tr>
<th>Organization</th>
<th>Representative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bellarmine College Preparatory</td>
<td>Ron Miller</td>
</tr>
<tr>
<td>Newhall Neighborhood Association</td>
<td>John Urban</td>
</tr>
<tr>
<td>Old Quad Residents’ Association</td>
<td>Sudhanshu Jain</td>
</tr>
<tr>
<td>San Francisco Forty Niners</td>
<td>Rahul Chandhok</td>
</tr>
<tr>
<td>San Jose Earthquakes</td>
<td>Dave Kavel</td>
</tr>
<tr>
<td>Santa Clara Chamber of Commerce</td>
<td>Denise Harris</td>
</tr>
<tr>
<td>Santa Clara Police Department</td>
<td>Steve Buress</td>
</tr>
<tr>
<td>Santa Clara University</td>
<td>Chris Shay</td>
</tr>
<tr>
<td>South Bay Historic Railroad Society</td>
<td>Jack Morash</td>
</tr>
<tr>
<td>Transform</td>
<td>Chris Lepe</td>
</tr>
</tbody>
</table>
GOVERNANCE AND AUDIT COMMITTEE
Thursday, April 2, 2015

MINUTES

CALL TO ORDER
The Regular Meeting of the Audit Committee was called to order at 4:03 p.m. by Chairperson Woodward 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>Cindy Chavez</td>
<td>Vice Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>Rose Herrera</td>
<td>Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Ash Kalra</td>
<td>Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Rich Larsen</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Perry Woodward</td>
<td>Chairperson</td>
<td>Present</td>
</tr>
</tbody>
</table>

A quorum was present.

2. PUBLIC PRESENTATIONS
There were no Public Presentations.

3. ORDERS OF THE DAY
Nuria I. Fernandez, General Manager, called attention to Consent Agenda Item #6. Minor Amendment to the VTA Administrative Code. She noted a provision of the General Manager’s contracting authority needs to be corrected as it was inadvertently omitted from the last revision of the Administrative Code. The recommended contracting limit for (§9-2(d)) is consistent with the General Manager’s other purchasing and contracting limits.

M/S/C (Chavez/Larsen) to approve the Orders of the Day.

CONSENT AGENDA

4. Regular Meeting Minutes of March 5, 2015
M/S/C (Chavez/Larsen) to approve the Regular Meeting Minutes of March 5, 2015.

5. 2015 Governance & Audit Committee Meeting Schedule
M/S/C (Chavez/Larsen) to approve the 2015 Governance & Audit Committee Meeting Schedule.

6. Minor Amendment to the VTA Administrative Code
M/S/C (Chavez/Larsen) to recommend that the VTA Board of Directors adopt a resolution amending the VTA Administrative Code to incorporate minor adjustments.

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

7. Governance and Audit Committee Topics for Committee Work Plan.

Jim Lawson, Director of Government Affairs and Executive Policy Advisor, provided an overview of the staff report.

Discussion ensued about the following: 1) adding marketing and communication back into the work plan; 2) assessing new lines of business, and 3) external feedback mechanisms and building partnerships with other organizations such as Innovation, Design Engineering Organization (IDEO).

M/S/C (Chavez/Larsen) to request VTA staff determine the best approach for the Committee Work Plan as it relates to communication and marketing.

8. Standing Committee Reports to Board Meetings

Mr. Lawson provided the staff report.

Chairperson Woodward noted the Governance Committee format recommendation for Standing Committee Reports to the Board of Directors would be communicated to the Chairs.

M/S/C (Chavez/Larsen) to review and approve the format for Standing Committee Reports.

9. Board of Directors the Board Member Position Description

Mr. Lawson provided an overview of the staff report.

Discussion ensued regarding the board member position description, city grouping appointment process, and communication mechanism between VTA and Member Agencies. The Committee also discussed the difficulty for part-time Board Members to manage their time and expectations from VTA, their respective cities, and their professional careers.

Members of the Committee offered the following comments: 1) ensure that appointing authorities are aware that these are guidelines and recommendations only; 2) suggest Board Members be interested in or have experience in transportation; 3) recommend the appointing authority appoint someone who has served on the Policy Advisory Committee (PAC); 4) work with PAC and Technical Advisory Committee (TAC) to develop a job description and the best method to improve communication between VTA and Member Agencies; 5) importance of mentoring new members; and 6) formalize regular meetings with City groupings.

Chairperson Chavez recommended the Staff Report be accepted with the following changes: 1) include “guideline or recommendation” in the verbiage; 2) work with PAC and TAC Committees to develop job descriptions that focus on communication components, and 3) request VTA staff recommend tools to enhance Members’ abilities to meet these goals.

On order of Chairperson Woodward and there being no objection, the Committee deferred Review and Recommend to the Board of Directors the Board Member position description.
10. **Board Effectiveness Assessment Process**

Mr. Lawson provided the report and a handout entitled “VTA Board of Directors Self-Assessment.”

Members of the Committee expressed support for the Board Effectiveness Assessment, noting that it is an important element of the overall governance. The Committee requested General Counsel to evaluate if the Board Effectiveness Assessment can be discussed at Closed Session.

**On order of Chairperson Woodward** and there being no objection, the Committee discussed the Board Effectiveness Assessment Process.

11. **VTA’s Strategic Plan Process Update**

Scott Haywood, Policy and Community Relations Manager, provided the report and noted the following: 1) staff is working through the Strategic Plan Process and will be looking to the Governance and Audit Committee for feedback; 2) staff reviewed current status including next steps and schedule.

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

**OTHER ITEMS**

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

There were no items of Concern and Referral to Administration.

Vice Chairperson Chavez left her seat at 5:03 p.m.

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

There was no Governance & Audit Committee Work Plan.

14. **Committee Staff Report**

Ms. Fernandez welcomed Board Member Larsen to the Committee.

Ms. Fernandez reported on the following: 1) the Governance and Audit Committee meets monthly prior to the Board of Directors Meeting, noting that four of those meetings will have designated time appropriate for audit functions; 2) The month of May will be the next Audit Committee meeting in addition to Governance; and 3) the work plan is in the process of being prioritized and finalized and will return to this committee for approval.

**On order of Chairperson Woodward** and there being no objection, the Committee received the Committee Staff Report.

15. **Chairperson’s Report**

There was no Chairperson’s Report.

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

**CONSENT:**

**Agenda Item # 6.** Minor Amendment to the VTA Administrative Code.

**Agenda Item # 9.** VTA Board Member Position Description.

**REGULAR:** None

Vice Chairperson Chavez returned to her seat at 5:06 p.m.
17. **ANNOUNCEMENTS**
   There were no announcements.

18. **ADJOURNMENT**
   On order of Chairperson Woodward and there being no objection, the Committee was adjourned at 5:07 p.m.

   Respectfully submitted,

   Anita McGraw, Board Assistant
   VTA Office of the Board Secretary
CALL TO ORDER

The Regular Meeting of the Transit Planning and Operations (TP&O) Committee was called to order at 11:00 a.m. by Chairperson Larsen 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>Johnny Khamis</td>
<td>Vice Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>Rich Larsen</td>
<td>Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>Sam Liccardo</td>
<td>Member</td>
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<tr>
<td>Ken Yeager</td>
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</tr>
<tr>
<td>Jeannie Bruins</td>
<td>Alternate Member</td>
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<tr>
<td>Dave Cortese</td>
<td>Alternate Member</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, expressed concern on the following: 1) overflow parking at Tamien that was fenced off, and 2) impacts of the High Speed Rail Blended System on the Caltrain vehicle procurement.

3. ORDERS OF THE DAY

On order of Chairperson Larsen and there being no objection, the Committee of the Whole accepted the Orders of the Day, and deferred the Consent Agenda.

CONSENT AGENDA


On order of Chairperson Larsen and there being no objection, the Committee of the Whole deferred approval of the Regular Meeting Minutes of March 18, 2015 to the May 20, 2015 meeting.
5. **2015 TP&O Committee Meeting Schedule.**

On order of Chairperson Larsen and there being no objection, the Committee of the Whole deferred approval of the 2015 Transit Planning and Operations (TP&O) Committee Meeting Schedule to the May 20, 2015 meeting.

**REGULAR AGENDA**

6. **FY 14-15 California Transit Security Grant Program – California Transit Assistance Fund (CTSGP-CTAF).**

Marcella Rensi, Transportation Planning Manager – Planning and Grants, provided a brief overview of the staff report.

Discussion ensued regarding how monies are allocated. The Committee of the Whole expressed support for the grant application and the security projects.

On order of Chairperson Larsen and there being no objection, the Committee of the Whole approved submitting a recommendation to the Board of Directors to adopt a resolution authorizing the General Manager or the Chief Operation Officer or the Director of Planning and Program Development or the General Counsel to file and execute grant applications and agreements with the State of California for California Transit Security Grant Program – California Transit Assistance Fund (CTSGP-CTAF) funds.

7. **FY16/FY17 Transit Service Plan.**


Upon inquiry of Committee Members, Mr. Unites responded using smaller buses does not mean cost savings due to the following reasons: 1) labor cost is the same, 2) vehicle cost is mostly in the systems so smaller buses are not cheaper than regular 40-foot buses, 3) standard bus provides operational flexibility; and 4) gas mileage between smaller and standard buses are not significantly higher.

Staff and Members of the Committee discussed West Valley cities’ request about north/south bus service, integration of VTA service when BART Warm Springs becomes operational, VTA’s BART vehicle procurement, and ridership increases. Nuria I. Fernandez, General Manager, noted the new BART cars will be integrated in the system; therefore, BART cannot guarantee that every train to Santa Clara County will be a new train.

Members of the Committee expressed support of the FY 16- FY 17 Service Plan.
Public Comment

Mr. LeBrun made the following comments: 1) operational inquiries regarding passenger pick up on proposed median stations for Bus Rapid Transit; 2) passenger counters are needed for Caltrain; and 3) better transit connections will make public transportation successful.

On order of Chairperson Larsen and there being no objection, the Committee of the Whole approved submitting a recommendation to the Board of Directors to adopt the FY 2016 and FY 2017 Transit Service Plan and the recommended transit service changes.

The Agenda was taken out of order.

9. Technology Update

Gary Miske ll, Chief Information Officer, provided a technology update, highlighting: 1) Innovation Efforts at VTA; 2) Using Technology to make Public Transit Better; 3) Various Innovation Projects such as: a) On-Demand and Subscription Based Process, b) Smart Stop, Interactive Customer Messaging Board (iCMB), Customer Messaging signs, c) MaaS (Mobile as a Service) for Transit, d) Safety and Security, and e) US Department of Transportation (DOT) Connected Vehicles; and 4) Way Finding at Levi’s Stadium.

Vice Chairperson Khamis left the meeting at 12:09 p.m.

Chairperson Larsen referred to the iCMB’s and suggested staff obtains usage data from other transit agencies.

Public Comment

Mr. LeBrun suggested development of an integrated regional app for all of the Bay Area transit systems.

On order of Chairperson Larsen and there being no objection, the Committee of the Whole received a report on VTA’s Technology Innovation Initiatives.

8. 2014 Sustainability Report

Lani Ho, Environmental Planner, provided an overview of the 2014 Sustainability Report.

Discussion ensued regarding the following: 1) process for recycling/handling used batteries for hybrid buses; 2) electric vehicle (EV) charging stations at VTA River Oaks campus; and 3) EV charging station maps.

On order of Chairperson Larsen and there being no objection, the Committee of the Whole received a report on the 2014 VTA Sustainability Program.
OTHER ITEMS

10. Stadium Events

Michael Hursh, Chief Operating Officer and Staff Liaison, provided a brief overview, highlighting the successful transit service for the following: 1) WrestleMania; and 2) concurrent events at Levi’s Stadium and Avaya Stadium.

On order of Chairperson Larsen and there being no objection, the Committee of the Whole received a report on Stadium Events.

14. Committee Staff Report

Mr. Hursh provided the staff report, highlighting: 1) Super Bowl 50 Planning; and 2) April 9, 2015, Stand Up 4 Transportation.

Discussion ensued regarding the cost of service to Levi’s Stadium and the options being considered.

On order of Chairperson Larsen and there being no objection, the Committee of the Whole received the Committee Staff Report.

11. Ridership Report

Joonie Tolosa, Manager, Operations Analysis, provided a brief overview of the March 2015 Monthly Ridership and Fare Revenue Performance, clarifying that 1) ridership has not decreased but has been flat; and 2) March saw an increase in ridership.

On order of Chairperson Larsen and there being no objection, the Committee of the Whole received the Ridership Report and Fare Revenue Performance.

12. Items of Concern and Referral to Administration

Chairperson Larsen expressed interest in the system’s capacity versus actual ridership.

13. Review Committee Work Plan

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

15. Determine Consent Agenda for the May 7, 2015, Board of Directors Meeting

CONSENT:

Agenda Item #6. Adopt a resolution authorizing the General Manager or the Chief Operating Officer or the Director of Planning and Program Development or the General Counsel to file and execute grant applications and agreements with the State of California for California Transit Security Grant Program - California Transit Assistance Fund (CTSGP-CTAF) funds.

Agenda Item #7. Adopt the FY2016 and FY2017 Transit Service Plan and the recommended transit service changes.
Agenda Item #8. Receive report on 2014 VTA Sustainability Program.

REGULAR:

Agenda Item #9. Receive a report on VTA's Technology Innovation Initiatives.

16. Chairperson's Report

There was no Chairperson’s report.

17. Announcements

There were no Announcements.

18. ADJOURNMENT

On order of Chairperson Larsen and there being no objection, the meeting was adjourned at 12:35 p.m.

Respectfully submitted,

Thalia Young, Board Assistant
VTA Office of the Board Secretary
CALL TO ORDER

The Regular Meeting of the Congestion Management Program & Planning Committee (CMPP) was called to order at 10:01 a.m. by Chairperson Herrera in the VTA Conference Room B-104, 3331 North First Street, San Jose, California.

1. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
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<tbody>
<tr>
<td>Rose Herrera</td>
<td>Chairperson</td>
<td>Present</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>Vice Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>Jamie Matthews</td>
<td>Alternate Member</td>
<td>N/A</td>
</tr>
<tr>
<td>Raul Peralez</td>
<td>Alternate Member</td>
<td>N/A</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, provided a comment on Caltrain ridership, capacity issues, and platform configuration issues as it relates to High Speed Rail.

Chairperson Herrera requested an update on High Speed Rail activities at a future Committee meeting.

Member Carrasco arrived at the meeting and took her seat at 10:05 a.m. and a quorum was established.

3. ORDERS OF THE DAY

Chairperson Herrera noted that the Committee may vote to approve the Consent Agenda under Agenda Item #3, Orders of the Day.

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

CONSENT AGENDA

4. Regular Meeting Minutes of March 19, 2015

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

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

5. **PDA Planning Grant Supplemental Program of Projects**

   M/S/C (Whittum/Carrasco) to recommend that the VTA Board of Directors approve the Priority Development Area (PDA) Planning Grant supplemental program of projects for funding as presented and adopt a Resolution of Local Support for both projects.

6. **Vehicle Registration Fee Matching Funds for VTA Planning Grant Applications**

   M/S/C (Whittum/Carrasco) to recommend that the VTA Board of Directors program $310,365 in available Vehicle Registration Fee (VRF) Matching Funds as the local match for three Complete Street Studies.

7. **Amend the Fiscal Year 2015 Congestion Management Program Fund Operating Budget**

   John Ristow, Director of Planning and Program Development and Staff Liaison, provided a brief overview of the staff report.

   M/S/C (Whittum/Carrasco) to recommend that the VTA Board of Directors amend the Fiscal Year 2015 Congestion Management Program Fund Operating Budget by $642,287 for the operation of the Innovative Delivery Team Program (iTEAM) and completion of funding obligations by Congestion Management Program (CMP).

8. **Fiscal Year 2016 & Fiscal Year 2017 Congestion Management Work Program**

   Mr. Ristow provided an overview of the Congestion Management Work Program, noting projected funding sources and expenditures.

   Member Whittum asked if there are more efficient ways of gathering data to analyze level of service (LOS), and whether VTA has considered transitioning to using newer technology.

   Member Esteves arrived at the meeting and took his seat at 10:15 a.m.

   Chris Augenstein, Deputy Director of Planning, provided an overview of “big data” and noted VTA collaboration efforts with high-technology companies and research organizations to improve VTA’s Congestion Management Program (CMP). Staff further noted other uses for data collected, such as enhancing VTA’s travel demand model, identifying deficiencies in the transportation system, and developing transportation/transit-related smartphone applications.

   Upon query of Chairperson Herrera, Nuria I. Fernandez, General Manager and CEO, offered to have Gary Miskell, Chief Information Officer, present at a future Committee meeting to highlight VTA technological innovation activities.

   Members of the Committee and staff engaged in a brief discussion concerning Complete Streets, emphasizing safety for pedestrians and all road users. The Committee requested staff provide an updated presentation regarding Complete Streets studies that are underway or forthcoming. Chairperson Herrera noted the importance of having VTA assist local agencies with Complete Streets concepts.

   Member Whittum suggested that future CMP Work Program development include information on traffic impact fees and best practices from each Member Agency.
Chairperson Herrera suggested that the Committee could benefit from a presentation by the business/development community to gain perspective on their experiences regarding development projects and transportation impacts.

Upon query of Member Esteves, staff noted that they could forward a list of grant and revenue programs with corresponding criteria for funding allocation to the Committee.

Members of the Committee provided additional comments and requests, highlighting: 1) performance report update on State Route (SR) 237; 2) priority development areas (PDAs) should consider employment centers to better understand commute patterns; and 3) expressed concern on the impacts of Senate Bill (SB) 743, and asked if VTA could be of technical assistance to local agencies as needed.

Mr. Miskell provided a brief summary of VTA innovation activities and status on call for innovators. He indicated that a more detailed report and presentation will be presented to the Committee at a future meeting.

Member Carrasco left the meeting at 11:01 a.m.

**Public Comment**

Mr. Lebrun commented on the following: 1) commute patterns on VTA’s light rail system in conjunction with Caltrain; and 2) data collection efforts by the City of Berkeley and the Metropolitan Transportation Commission (MTC).

Bruce McHenry, Interested Citizen, commented on an idea regarding integration of tolling and smartphone technology.

**On order of Chairperson Herrera** and there being no objection, the Committee received the Fiscal Year 2016 and Fiscal Year 2017 Congestion Management Work Program.

**OTHER ITEMS**

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

Member Whittum made the following requests and comments: 1) asked to share an opinion piece from the Institute of Electrical and Electronics Engineers (IEEE) Spectrum magazine regarding networked vehicles and future traffic congestion with the Committee; 2) noted that before-and-after illustrations of information could help the public better understand project impacts; and 3) expressed concern on traffic congestion on SR 85 and Fremont Avenue in the City of Sunnyvale and requested more information on the impacts of express lanes on local streets.

**10. Committee Work Plan**

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

**11. Committee Staff Report**

Mr. Ristow provided a written report to the Committee containing information on Local Events; MTC, State and Federal; and VTA Congestion Management Agency (CMA).

Mr. Ristow noted the following: 1) upcoming meetings regarding El Camino Real Bus Rapid Transit (BRT) project; and 2) brief overview of proposed Senate Bill 16 (Beall).
On order of Chairperson Herrera and there being no objection, the Committee received the Committee Staff Report.

12. **Chairperson’s Report**

Chairperson Herrera provided a brief summary of SB 16 (Beall), Transportation Funding. This bill will generate approximately $3 billion per year from various sources. Chairperson Herrera noted it could be a good source of funding for roads as the bill proposes that revenues can only be used for roads, street, bridge repairs, and improving freight mobility at ports.

13. **Determine Consent Agenda for the May 7, 2015 Board of Directors Meeting**

**CONSENT:**

**Agenda Item #5.** Approve the Priority Development Area (PDA) Planning Grant supplemental program of projects for funding as presented and adopt a Resolution of Local Support for both projects.

**Agenda Item #6.** Program $310,365 in available Vehicle Registration Fee (VRF) Matching Funds as the local match for three Complete Street Studies.

**Agenda Item #7.** Amend the Fiscal Year 2015 Congestion Management Program Fund Operating Budget by $642,287 for the operation of the Innovative Delivery Team Program (iTEAM) and completion of funding obligations by Congestion Management Program (CMP).

**Agenda Item #8.** Receive the Fiscal Year 2016 and Fiscal Year 2017 Congestion Management Work Program.

**REGULAR:**

None.

14. **ANNOUNCEMENTS**

There were no Announcements.

15. **ADJOURNMENT**

On order of Chairperson Herrera and there being no objection, the meeting was adjourned at 11:15 a.m.

Respectfully submitted,

Michelle Oblena, Board Assistant
VTA Office of the Board Secretary
CALL TO ORDER

The Regular Meeting of the Administration and Finance Committee (A&F) was called to order at 12:05 p.m. by Vice Chairperson Baker in Conference Room B-104, VTA River Oaks Campus, 3331 North First Street, San Jose, California.

1. ROLL

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<tr>
<th>Attendee Name</th>
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<tr>
<td>Cindy Chavez</td>
<td>Board Member</td>
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<tr>
<td>Jason Baker</td>
<td>Vice Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>Ash Kalra</td>
<td>Chairperson</td>
<td>Absent</td>
</tr>
<tr>
<td>Perry Woodward</td>
<td>Board Member</td>
<td>Present</td>
</tr>
<tr>
<td>Larry Carr</td>
<td>Alternate Board Member</td>
<td>NA</td>
</tr>
<tr>
<td>David Cortese</td>
<td>Alternate Board Member</td>
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</tr>
<tr>
<td>Raul Peralez</td>
<td>Alternate Board Member</td>
<td>Absent</td>
</tr>
<tr>
<td>Howard Miller</td>
<td>Alternate Board Member</td>
<td>NA</td>
</tr>
</tbody>
</table>

* Alternates do not serve unless participating as a Member.

A quorum was present.

2. PUBLIC PRESENTATIONS

Roland Lebrun, Interested Citizen, commented on High-speed Rail’s Blended System and expressed concern about not changing the vehicle specifications, which may result in seat shortage for Caltrain.

3. ORDERS OF THE DAY

Vice Chairperson Baker requested the following item be removed from the Agenda: **Agenda Item #8.** VTA’s BART Silicon Valley Extension Project Labor Agreement Amendments.

Vice Chairperson Baker requested the following item be removed from the Regular Agenda and placed on the Consent Agenda: **Agenda Item #13.** Quarterly Purchasing Report January 1 through March 31, 2015.

Member Chavez thanked staff for the Quarterly Purchasing Report and noted she was able to review the report.
Member Chavez referred to Agenda Item #6 – I-880/Coleman Avenue Interchange Landscaping construction contract, and asked clarifying questions regarding maintenance responsibility and type of plants. Ven Prasad, Engineering Group Manager, reported that VTA will be responsible for maintaining the interchange for three years and then it will be turned over to the City of San Jose and Caltrans. He further noted drought tolerant plants will be planted and recycled water will be used.

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

CONSENT AGENDA

4. **Regular Meeting Minutes of March 19, 2015**

M/S/C (Chavez/Woodward) to approve the Regular Meeting Minutes of March 19, 2015.

5. **FY 2015-2016 Transportation Development Act (TDA)/State Transit Assistance (STA) Claim**

M/S/C (Chavez/Woodward) to approve submitting a recommendation to the Board of Directors to adopt a resolution authorizing the filing of an annual claim to the Metropolitan Transportation Commission (MTC) for allocation of FY 2015-2016 Transportation Development Act (TDA) and State Transit Assistance (STA) funds.

6. **I-880/Coleman Avenue Interchange Landscaping - Construction Contract Award**

M/S/C (Chavez/Woodward) to approve submitting a recommendation to the Board of Directors to authorize the General Manager to execute a contract with JJ Nguyen, Inc., the lowest responsible and responsive bidder for I-880/Coleman Avenue Interchange Landscaping in San Jose for an amount not to exceed $509,155.

13. **Quarterly Purchasing Report January 1 through March 31, 2015**

On Order of Vice Chairperson Baker and there being no objection, the Committee reviewed the Quarterly Purchasing Report for January 1 through March 31, 2015.

REGULAR AGENDA

7. **Addendum #6 to 2011 2nd Supplemental Environmental Impact Report - VTA's BART Silicon Valley Berryessa Extension**

Samantha Swan, Senior Environmental Planner, provided a brief overview of the staff report.

**NOTE:** M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.
Member Chavez inquired about the removal of the trees and requested staff to work with the property owners and provide them the option to receive 24-inch box trees as the replacement trees.

M/S/C (Chavez/Woodward) to approve submitting a recommendation to the Board of Directors to consider Addendum No. 6 to the 2nd Supplemental Environmental Impact Report (EIR) for the BART Silicon Valley Project (Project) and approve the design change that addresses a permanent ingress/egress easement south of Kato Road for utility maintenance.

8. **(Removed from the Agenda.)**

Authorize the General Manager to enter into amendments to the existing Project Labor Agreement (PLA) with the Santa Clara & San Benito Counties Building & Construction Trades Council (Trades Council) and affiliated unions to enable additional trade unions and labor organizations (Trades) to become signatories to the PLA, thereby providing effective jurisdictional coordination between represented Trades.

9. **Project Labor Agreement for Montague Reconstruction Project**

Dennis Ratcliffe, Deputy Director, provided an overview of the staff report.

M/S/C (Chavez/Woodward) to approve submitting a recommendation to the Board of Directors to adopt a resolution finding that use of a Project Labor Agreement (PLA) in the C640 Montague Reconstruction contract, to be constructed under a Joint Powers Agreement (JPA) with the County of Santa Clara (County) and the Santa Clara Valley Water District (SCVWD), will ensure the availability and stability of labor resources throughout the duration of the Montague project; and authorize the General Manager to enter into an Amendment to the existing PLA with the Santa Clara & San Benito Counties Building & Construction Trades to include these contracts within the PLA scope.

10. **LRT Efficiency Project – Tasman Drive Pocket Track Construction Contract and Project Appropriation Amendment**

Carolyn Gonot, Director of Engineering and Transportation Infrastructure Development, provided an overview of the staff report. Ms. Gonot introduced Mohammed Basma, VTA Consultant Project Manager.

Discussion ensued regarding the following: 1) reasons for amendments; 2) the underground and utility conflicts; 3) VTA’s leverage when utility companies provide inaccurate information; and 4) the utility costs.

Member Chavez requested staff and the Committee further discuss the possibility of an Underground Authority and Memorandum of Understanding (MOU) with utilities. Member Chavez further noted the importance of understanding costs to VTA, making safety a priority, and having accurate information to prevent any incidents.

Nuria I. Fernandez, General Manager, reported that staff provides the utility company with a time frame to complete and the utility companies determine the work schedule based on urgency and need.
Member Woodward requested staff to provide Board Member Esteves the staff memo and to follow up with any questions he might have.

**Public Comment**

Mr. Lebrun referred to comments made by the Committee and suggested the Santa Clara County Board of Supervisors undertake the Underground Authority.

**M/S/C (Chavez/Woodward)** to approve submitting a recommendation to the Board of Directors to authorize the General Manager to commit an additional $1,200,000 for contract amendments to Contract C828 (13103) with Stacy and Witbeck, Inc. for additional work and acceleration amending the total contract amount to $16,941,901, and amend the FY15 2000 Measure A Transit Improvement Program Fund Capital Budget to add $1,700,000 for the Tasman Drive Pocket Track project.

11. **2015/16 Annual Renewal of Operations Insurance Coverage**

Raj Srinath, Chief Financial Officer, provided an overview of the staff report.

Vice Chairperson Baker commended staff for looking into and addressing cyber risks.

**M/S/C (Woodward/Chavez)** to approve submitting a recommendation to the Board of Directors to authorize the General Manager to purchase insurance coverage for Excess Liability, General and Auto Liability, and Public Officials Errors and Omission Liability; Property/Boiler & Machinery; Inland Marine for Light Rail Vehicles; Inland Marine for Buses, Vans and Mobile Equipment; and Flood exposures for the annual Operations Program Insurance renewal for an amount not to exceed $3,575,000.

12. **Light Rail Vehicle Gate Driver Firing Board Procurement**

Michael Hursh, Chief Operating Officer, provided an overview of the staff report.

**M/S/C (Woodward/Chavez)** to approve submitting a recommendation to the Board of Directors to authorize the General Manager to execute a contract with PSI Repair Services, Inc. in the amount of $1,038,800 to supply firing control boards required to refurbish VTA’s Onix Propulsion System in use on VTA’s existing light rail vehicles.

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


14. **Legislative Update Matrix**

Kurt Evans, Government Affairs Manager, provided an overview of the staff report. He discussed the proposed short term gap fix, SB 16 (Beall), Roads Maintenance and Rehab Program. He further noted this proposal can be reauthorized after 2020 until a long-term solution is identified.
Mr. Evans reported that the Bill as proposed will generate approximately $3 billion per year from six sources: 1) 10 cents gas tax; 2) 12 cents diesel excise tax; 3) $35 vehicle registration; 4) additional $100 registration fee for zero emission vehicles; 5) gradual repayment of the $1.8 billion General Fund loans to transportation; and 6) gradual recapture of vehicle weight fee.

Mr. Evans continued that the Bill specifies that money can only be used for roads. Five percent will be set aside for counties that do not have local sales tax; remaining funds will be split 50/50 for State Highway Operation and Protection Program (SHOPP) and the same methodology as Proposition 1B for distribution to county/cities for local road repairs. California Transportation Commission (CTC) will have a robust oversight role.

Ms. Fernandez noted that the proposed Bill would provide funds to County of Santa Clara.

On Order of Vice Chairperson Baker and there being no objection, the Committee reviewed the Legislative Update Matrix.


On Order of Vice Chairperson Baker and there being no objection, the Committee received the Monthly Investment Report for February 2015.

OTHER ITEMS

16. Items of Concern and Referral to Administration

There were no Items of Concern and Referral to Administration.

17. Committee Work Plan

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

18. Committee Staff Report

There was no Committee Staff Report.

19. Chairperson’s Report

There was no Chairperson’s Report.
Determine Consent Agenda for the May 7, 2015, Board of Directors Meeting

CONSENT:

Agenda Item #5. Adopt a resolution authorizing the filing of an annual claim to the Metropolitan Transportation Commission (MTC) for allocation of FY 2015-2016 Transportation Development Act (TDA) and State Transit Assistance (STA) funds.

Agenda Item #6. Authorize the General Manager to execute a contract with JJ Nguyen, Inc., the lowest responsible and responsive bidder for I-880/Coleman Avenue Interchange Landscaping in San Jose for an amount not to exceed $509,155.

Agenda Item #7. Consider Addendum No. 6 to the 2nd Supplemental Environmental Impact Report (EIR) for the BART Silicon Valley Project (Project) and approve the design change that addresses a permanent ingress/egress easement south of Kato Road for utility maintenance.

Agenda Item #9. Adopt a resolution finding that use of a Project Labor Agreement (PLA) in the C640 Montague Reconstruction contract, to be constructed under a Joint Powers Agreement (JPA) with the County of Santa Clara (County) and the Santa Clara Valley Water District (SCVWD), will ensure the availability and stability of labor resources throughout the duration of the Montague project; and authorize the General Manager to enter into an Amendment to the existing PLA with the Santa Clara & San Benito Counties Building & Construction Trades to include these contracts within the PLA scope.

Agenda Item #10. Authorize the General Manager to commit an additional $1,200,000 for contract amendments to Contract C828 (13103) with Stacy and Witbeck, Inc. for additional work and acceleration amending the total contract amount to $16,941,901, and amend the FY15 2000 Measure A Transit Improvement Program Fund Capital Budget to add $1,700,000 for the Tasman Drive Pocket Track project.

Agenda Item #11. Authorize the General Manager to purchase insurance coverage for Excess Liability, General and Auto Liability, and Public Officials Errors and Omission Liability; Property/Boiler & Machinery; Inland Marine for Light Rail Vehicles; Inland Marine for Buses, Vans and Mobile Equipment; and Flood exposures for the annual Operations Program Insurance renewal for an amount not to exceed $3,575,000.

Agenda Item #12. Authorize the General Manager to execute a contract with PSI Repair Services, Inc. in the amount of $1,038,800 to supply firing control boards required to refurbish VTA’s Onix Propulsion System in use on VTA’s existing light rail vehicles.


Agenda Item #14. Review the Legislative Update Matrix.

REGULAR:

None.

20. Announcements

There were no Announcements.

21. ADJOURNMENT

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

Respectfully submitted,

Theadora Travers, Board Assistant
VTA Office of the Board Secretary
COMMITTEE FOR TRANSIT ACCESSIBILITY  
Wednesday, April 8, 2015  
1:00 PM  

MINUTES

CALL TO ORDER

The Regular Meeting of the Committee for Transit Accessibility (CTA) was called to order at 1:04 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

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<tr>
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<tbody>
<tr>
<td>Cam Acker</td>
<td>Member</td>
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<td>Roseryn Bhudsabourg</td>
<td>Representative/ Board Member Kalra CTA Ex-Officio</td>
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<td>Kathy Bonilla</td>
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<td>Christine Fitzgerald</td>
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<td>Katie Heatley</td>
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<td>Troy Hernandez</td>
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<tr>
<td>Jeffery Jokinen</td>
<td>First Vice Chairperson</td>
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<td>Lupe Medrano</td>
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<td>Laura Michels</td>
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<tr>
<td>Aaron Morrow</td>
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<td>Lechi Nguyen</td>
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<td>David Robinson</td>
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<td>Barbara Stahl</td>
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<td>Chaitanya Vaidya</td>
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<tr>
<td>Lori Williamson</td>
<td>Member</td>
<td>Present</td>
</tr>
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A quorum was present.

2. ORDERS OF THE DAY – Approve the Consent Agenda.

Chairperson Morrow noted staff’s request to move Item #16, VTA's Americans with Disabilities Act (ADA) Self-evaluation, to the beginning of the Regular Agenda and his request to remove Agenda Item #12, Transit Operations Performance Report - FY2015 2nd Quarter, from the Consent Agenda and place it on the Regular Agenda.

M/S/C (Medrano/Bonilla) to approve the Orders of the Day and the Consent Agenda, as amended.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.
3. **INTRODUCTION OF AUDIENCE MEMBERS**
Camille Williams, Accessible Services Manager; Suzy Choi-Lee, HR Analyst; Heba Tawadross, HR Analyst; Elaine Baltao, Board Secretary; Stephen Flynn, Advisory Committee Coordinator; Mohamed Basma, Consultant - Deputy Project Manager-Transit; Patrick Griffin, Manager, Public Affairs and Customer Information; Jolene Bradford, Public Communications Specialist; Scott Haywood, Transportation Planning Manager; Martin Barna, Transit Services Development Supervisor; and David Ledwitz, Management Analyst.

Chairperson Morrow introduced new Committee member, Christine Fitzgerald and welcomed her to the Committee.

4. **PUBLIC PRESENTATIONS**
There were no Public Presentations.

3. **Election of Committee's Chairperson, First Vice Chairperson and Second Vice Chairperson**
Stephen Flynn, Advisory Committee Coordinator, provided a brief overview of the voting process.

Member Vaidya provided a brief report from the nominations subcommittee noting that Members Morrow, Jokinen, and Vaidya expressed interest in serving.

M/S/C (Vaidya/Morrow) to close nominations and elect Aaron Morrow to serve as Committee Chairperson for 2015.

M/S/C (Vaidya/Morrow) to close nominations and elect Jeffery Jokinen to serve as Committee First Vice Chairperson for 2015.

M/S/C (Vaidya/Morrow) to close nominations and elect Chaitanaya Vaidya to serve as Committee Second Vice Chairperson for 2015.

6. **Board of Directors Report**
There was no report from the Board of Directors.

**General Manager’s Report**
Nuria I. Fernandez, General Manager, provided a report highlighting: 1) successful service to Avaya Stadium for the first official San Jose Earthquakes soccer game; 2) successful service to Levi’s Stadium for WrestleMania 31; 3) production of “Your Silicon Valley Transit Guide”, which highlights areas in Silicon Valley and how to visit them using the transportation system; 4) Distribution of the “Your Silicon Valley Transit Guide” to local hotels and tourism centers and; 4) Human Trafficking Awareness Training at Cerone yard; 5) American Public Transportation Association (APTA) trip to Washington, DC; 6) April 9, 2015, Stand Up 4 Transportation Rally to support transportation funding; 7) Ridership Growth Plan; 8) announced the April 22, 2015, Joint Advisory Committee Workshop on the Draft Environmental Impact Report for the El Camino Bus Rapid Transit (BRT); and 9) announced the May 12, 2015, Draft Biennial Budget Joint Advisory Committee Workshop.
The Committee discussed the following: 1) Human Trafficking at Superbowl 50; 2) contributions to Moving Ahead for Progress in the 21st Century Act (MAP-21) funds; 3) Outreach facility tour; and 4) suggested VTA staff research a low-income pass program.

Chairperson Morrow noted VTA offers the Low Income Flexible Transportation (LIFT) program but requested staff research providing a pass benefitting the whole population.

Ex-Officio Member Heatley thanked staff for providing assistance to Outreach at the WrestleMania event.

Member Shah requested additional bus service be provided to hospitals and suggested lowering the requirement age for senior passes to 58.

Member Nguyen requested more information on Human Trafficking be given to the community.

Ms. Fernandez indicated she would reach out to Santa Clara County (County) to make the information readily available.

7. **Envision Silicon Valley Update**

Scott Haywood, Transportation Planning Manager, reviewed the draft goals and principles provided to the Committee.

Member Romoser commented that disabled persons are listed in the principles but not in the goals.

Ex-Officio Member Heatley provided a fact sheet regarding senior and disabled transportation that were a part of the measures in the last few years, noting what has been popular and what has made sense.

**CONSENT AGENDA**

8. **Regular Meeting Minutes of June 11, 2014**

M/S/C (Medrano/Bonilla) to approve the Regular Meeting Minutes of June 11, 2014.

9. **Regular Meeting Minutes of October 8, 2014**

M/S/C (Medrano/Bonilla) to approve the Regular Meeting Minutes of October 8, 2014.

10. **Regular Meeting Minutes of January 14, 2015**

M/S/C (Medrano/Bonilla) to approve the Regular Meeting Minutes of January 14, 2015.

11. **Chief Operating Officer's Report**

M/S/C (Medrano/Bonilla) to receive the Chief Operating Officer’s Report.

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

REGULAR AGENDA

The Agenda was taken out of order.

16. **VTA's Americans with Disabilities Act (ADA) Self-evaluation**

Camille Williams, Accessible Services Program Manager, provided a brief report on the Americans with Disabilities Act (ADA) Survey. Ms. Williams introduced Susie Choi-Lee, HR Analyst, who briefly discussed the survey.

The Committee discussed the following: 1) how the surveys will help; 2) bus stop maintenance and other information missing from the survey; 3) availability of the survey in different languages; 4) getting the word out that the survey is available; 5) limited internet access and making the survey available in other formats; and 6) survey deadline.

Jim Unites, Deputy Director, Operations and Committee Staff Liaison, noted staff will return to the Committee to share the outcome of the survey.

Member Romoser requested staff reach out to Silicon Valley Independent Living Center and other agencies in the community to let them know the survey is available.

**On order of Chairperson Morrow** and there being no objection, the Committee received information on VTA's Americans with Disabilities Act (ADA) Self-evaluation.

13. **Bus Priority Seating**

Patrick Griffin, Manager, Public Affairs and Customer Information, provided a brief overview of the report and a presentation, highlighting: 1) old Priority Seating Signage; new Priority Seating Signage; and 3) communicating priority seating.

Mr. Unites provided context on how the item was forwarded to the Committee and noted the San Jose Senior Commission expressed concern to the Board of Directors and the Board requested the Committee look at the signage submitted by staff and provide suggestions.

The Committee discussed the following: 1) problems with the issue of persons refusing to give up their seats; 2) putting signs but not being able to police riders; 3) expressed appreciation for bus and light rail drivers who assist riders with seats; and 4) types of outreach to schools.

**On order of Chairperson Morrow** and there being no objection, the Committee received a report on Bus Priority Seating.

14. **April 2015 Transit Service Changes**

Mr. Unites provided a brief overview of the staff report.

**On order of Chairperson Morrow** and there being no objection, the Committee received a report on the April 2015 Transit Service Changes.

15. **FY2016 and FY2017 Transit Service Plan**

Martin Barna, Transit Services Development Supervisor, provided a brief overview of the staff report and a presentation, highlighting: 1) FY 2016 and FY2017 Transit Service plan; 2) New “Line 11”; 3) New “Line 56”; 4) Lines 101, 102 and 103 – Stanford
Extension; 5) New “Line 354”; 6) New BRT 522 Service; and 7) FY16-FY17 Transit Service Plan Timeline.

The Committee discussed the following: 1) impact to paratransit services in Gilroy; 2) changes in Line 51; and 3) bus frequency and how headways are calculated.

Mr. Unites indicated information on how transfers work and bus frequency will be addressed at a future meeting.

On order of Chairperson Morrow and there being no objection, the Committee reviewed the FY2016 and FY2017 Transit Service Plan and the recommended transit service changes.

17. Eastridge Transit Center Update
Mohamed Basma, Consultant - Deputy Project Manager, and Andrew Ho, Associate Transportation Engineer, provided a brief overview of the Eastridge Transit Center and a presentation, highlighting: 1) Site plan; 2) Typical bus stop shelter and stop; 3) Decision and directional tile; 4) ADA curb ramp; 5) Braille sign at each stop; 6) Windscreen/display case; 7) Bus layover area; 8) Drop off area; and 9) Emergency phone.

Member Fitzgerald questioned if the dynamic signage will be verbalized. Mr. Basma indicated he will get the information and provide it to the Committee.

The Committee discussed the following; 1) where paratransit vehicles will be able to park and drop-off/pick-up passengers; 2) protection from inclement weather; and 3) sufficient lighting.

Mr. Unites requested staff invite Outreach do a walk-through of the site.

Mr. Ho announced the official opening ceremony, scheduled for May 22, 2015.

On order of Chairperson Morrow and there being no objection, the Committee received Eastridge Transit Center update.

18. Work Plan Update
Mr. Unites provided a brief overview of the workplan and encouraged attendance at the Joint Advisory Committee Workshops.

On order of Chairperson Morrow and there being no objection, the Committee received the Work Plan update.

12. (Deferred)

REPORTS

19. Committee Staff Report
There was no Committee Staff Report.
20. **Citizens Advisory Committee (CAC)/Citizens Watchdog Committee (CWC) Report**

There was no Citizens Advisory Committee (CAC)/Citizens Watchdog Committee (CWC) Report.

21. **Chairperson's Report**

Chairperson Morrow noted the following: 1) he would not be in attendance at the April Joint Advisory Committee Workshop and requested the vice chairpersons attend in his stead; 2) a subcommittee is being formed to take a look at the Committee’s quorum issues and probable solutions will be presented to the committee; and 3) requested the Ridership Report be included on a future agenda.

Ex-Officio Member Heatley suggested focusing on what is and is not working and noticing what is outstanding on another system.

Member Romoser expressed interest in having a rider’s guide for direction to places of interest using transit.

**OTHER**

22. **ANNOUNCEMENTS**

There were no Announcements.

23. **ADJOURNMENT**

**On order of Chairperson Morrow** and there being no objection, the meeting was adjourned at 2:57 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) was called to order at 4:06 p.m. by Chairperson Hadaya 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>
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<tbody>
<tr>
<td>Stephen Blaylock</td>
<td>Member</td>
<td>Absent</td>
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<tr>
<td>Clinton Brownley</td>
<td>Member</td>
<td>Present</td>
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<tr>
<td>Bena Chang</td>
<td>Member</td>
<td>Present</td>
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<tr>
<td>Chris Elias</td>
<td>Member</td>
<td>Absent</td>
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<tr>
<td>Sharon Fredlund</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>William Hadaya</td>
<td>Chairperson</td>
<td>Present</td>
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<tr>
<td>Ray Hashimoto</td>
<td>Member</td>
<td>Present</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>
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<tr>
<td>Lucas Ramirez</td>
<td>Member</td>
<td>Present</td>
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<tr>
<td>Connie Rogers</td>
<td>Member</td>
<td>Present</td>
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<tr>
<td>Stephen Schmoll</td>
<td>Member</td>
<td>Present</td>
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<tr>
<td>Martin Schulter</td>
<td>Member</td>
<td>Absent</td>
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<tr>
<td>Noel Tebo</td>
<td>Member</td>
<td>Present</td>
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<tr>
<td>Herman Wadler</td>
<td>Vice Chairperson</td>
<td>Present</td>
</tr>
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</table>

A quorum was present.

2. ORDERS OF THE DAY

Scott Haywood, Transportation Planning Manager, noted that Nuria I. Fernandez, General Manager, was attending a prior meeting and would be arriving shortly. Mr. Haywood requested that Agenda Item # 4, Committee Staff Report, Report from the General Manager, be heard upon her arrival.

M/S/C (Powers/Hashimoto) 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.
3. **PUBLIC PRESENTATIONS**

Robert Kirby, Interested Citizen, requested collaboration with VTA staff to develop a policy facilitating the integration of northbound trains and bus service. Mr. Kirby expressed dissatisfaction with the current timing, noting poor transit connection between VTA and Caltrain.

The Agenda was taken out of order.

5. **Envision Silicon Valley Update**

Mr. Haywood introduced Melissa Cerezo, Senior Transportation Planner, who provided a verbal report, highlighting: 1) introduction of Envision Silicon Valley (ESV); 2) proposed metrics performance standards for ESV; 3) quantitative and qualitative measures; 4) category rating system; 5) committee input; and 6) next steps.

The Committee discussed the following: 1) gap closure and the integration of routes and different transit systems; 2) market share; 3) reverse analysis; 4) traffic relief and congestion across all modes; and 5) the importance of linking land use patterns for housing and job placement.

**Public Comment**

Mr. Kirby noted the following metrics are helpful: 1) measures that are oriented by trips of the customer; 2) time of trip compared to other modes of travel; and 3) suggest each measure is done as a percentage or a rank ordering with other cities.

On order of Chairperson Hadaya and there being no objection, the Committee received the Envision Silicon Valley Update.

6. **Chairperson’s Report**

There was no Chairperson’s Report.

7. **Committee for Transit Accessibility (CTA) Report**

Member Morrow reported a working group has been established to study quorum issues taking place within Committee for Transit Accessibility (CTA).

4. **Committee Staff Report**

- **Report from the General Manager**

  Ms. Fernandez provided a report highlighting: 1) Ridership; 2) Transit Service to Avaya Stadium; 3) WrestleMania 31; 4) Explore Silicon Valley brochure; 5) Human Trafficking Press Conference; 6) Human Trafficking Awareness Training; 7) Silicon Valley Leadership Group annual trip to Washington D.C.; 8) April 9, 2015, Stand Up for Transportation Rally; 9) Inez Evans, VTA Chief of Staff, appointed to lead internal Public Transportation Ridership Study; and 10) Joint Advisory Committee Workshops.

The Committee discussed the following: 1) pedestrian overcrossing at Levi’s Stadium is needed; 2) overcrowded trains from Mountain View to Levi’s Stadium; 3) indexing; 4) pricing structure; 5) commended the technology being introduced at the newly opened VTA Innovation Center; and 6) adding additional Light Rail and Bus Rapid Transit (BRT).
On order of Chairperson Hadaya and there being no objection, the Committee received the Committee Staff Report.

8. **Bicycle and Pedestrian Advisory Committee (BPAC) Report**

There was no Bicycle and Pedestrian Advisory Committee (BPAC) report.

**COMBINED CAC AND 2000 MEASURE A CITIZENS WATCHDOG COMMITTEE CONSENT AGENDAS**

9. **Regular Meeting Minutes of March 11, 2015**

M/S/C (Powers/Hashimoto) to approve the Regular Meeting Minutes of March 11, 2015.

10. **Citizens Advisory Committee (CAC) Quarterly Attendance Report**

M/S/C (Powers/Hashimoto) to receive the Citizens Advisory Committee Quarterly Attendance Report.

11. **Legislative Update Matrix**

M/S/C (Powers/Hashimoto) to review the Legislative Update Matrix.

**2000 MEASURE A CITIZENS WATCHDOG COMMITTEE REGULAR AGENDA**

12. **Compliance Audit Report on 2000 Measure A Program Revenues and Expenditures for FY14**

Stephen Flynn, Advisory Committee Coordinator, reported that Macias, Gini & O'Connell (MGO) was unable to attend today’s meeting, but issued an opinion in the report stating VTA complied with the requirements that are applicable to the 2000 Measure A Program for the fiscal year ended June 30, 2014.

Member Chang requested a change to the Program Summaries language for projects that have been completed in 2000 Measure A. “Project Status” should note “completed” rather than “closed”. This change will provide a better understanding of the report.

Mr. Flynn suggested Committee members bring their recommendedchanges to the May 2015, meeting when MGO will be present for discussion and revision.

Member Hashimoto left the meeting at 5:21 p.m.

M/S/C (Tebo/Ramirez) to conditionally receive and accept the 2000 Measure A Transit Improvement Program Semi-Annual Report (December 2014) as submitted, subject to MGO presenting the report at the May meeting to provide further explanation and address any Committee questions.

13. **Determine Date and Location of CWC Public Hearing**

Mr. Flynn provided the staff report.

The Committee confirmed the following: 1) CAC/CWC meeting would be held on Tuesday, May 12, 2015, following the Joint Advisory Committee Workshop, at 6:00 p.m. in the Auditorium at the VTA River Oaks Campus; 2) the first item on the Agenda will...
be the MGO report; 3) at 6:30 p.m. the CWC public hearing will take place; and 4) the CAC/CWC general meeting will resume at the conclusion of the CWC public hearing.

M/S/C (Rogers/Wadler) to determine the specific date, time and location to conduct the 2000 Measure A Citizens Watchdog Committee’s public hearing on FY 2014 Measure A expenditures.


Mr. Flynn and Maria Cambra, Sales and Promotion Supervisor, provided the staff report. Members of the Committee made the following comments: 1) commended the Public Hearing Notice design; and 2) suggested creating and sharing a VTA hashtag.

M/S/C (Chang/Morrow) to approve the combination public notice and publication strategy announcing the 2000 Measure A Citizens Watchdog Committee’s public hearing and the results of the independent compliance audit on FY 2014 Measure A revenues and expenditures.

CITIZENS ADVISORY COMMITTEE REGULAR AGENDA

15. PDA Planning Grant Supplemental Program of Projects

Celeste Fiore, Transportation Planner III, provided an overview of the staff report.

Members of the Committee discussed the following: 1) queried about matching funds; and 2) program being under-subscribed.

M/S/C (Powers/Fredlund) to recommend that the VTA Board of Directors approve the Priority Development Area (PDA) Planning Grant supplemental program of projects for funding as presented and adopt a Resolution of Local Support for both projects.

16. Vehicle Registration Fee Matching Funds for VTA Planning Grant Application

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

M/S/C (Ramirez/Tebo) to recommend that the VTA Board of Directors program $310,365 in available Vehicle Registration Fee (VRF) Matching Funds as the local match for three Complete Street Studies.

17. Marketing Transit Service to High Density Housing Corridors

Ms. Cambra provided the staff report and a brochure packet handout entitled “VTA Wants To Be Your Transportation Choice.”

Members of the Committee discussed the following: 1) expansion of the marketing area; and 2) commended the marketing packet and suggested that the “Explore Silicon Valley” brochure would be a good complement.

On order of Chairperson Hadaya and there being no objection, the Committee received the report on Marketing Transit Service to High Density Housing Corridors.
COMBINED CAC AND CITIZENS WATCHDOG COMMITTEE ITEMS

18. Citizens Advisory Committee and Citizens Watchdog Committee Work Plans

On order of Chairperson Hadaya and there being no objection, the Committee reviewed the Citizens Advisory Committee and Citizens Watchdog Committee Work Plans.

OTHER

19. ANNOUNCEMENTS

Mr. Wadler announced the 1st Annual Silicon Valley Bikes Festival & Bicycle Show to be held on Sunday, May 3, 2015, located at History Park on Phelan Avenue, San Jose.

20. ADJOURNMENT

On order of Chairperson Hadaya and there being no objection, the meeting was adjourned at 5:52 p.m.

Respectfully submitted,

Anita McGraw, Board Assistant
VTA Office of the Board Secretary
NOTICE OF CANCELLATION

NOTICE IS HEREBY GIVEN that the Santa Clara Valley Transportation Authority Bicycle and Pedestrian Advisory Committee Meeting scheduled for Wednesday, April 8, 2015, at 6:30 p.m. has been cancelled.

The next meeting of the Santa Clara Valley Transportation Authority Bicycle and Pedestrian Advisory Committee Meeting is scheduled for May 13, 2015, at 6:30 p.m. at Conference Room B-104, Building B, 3331 North First Street, San Jose, California.

Thalia Young, Board Assistant
VTA Office of the Board Secretary
TECHNICAL ADVISORY COMMITTEE
Thursday, April 9, 2015

MINUTES

CALL TO ORDER

The Regular Meeting of the Technical Advisory Committee (TAC) was called to order at 1:31 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

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<tr>
<th>Attendee Name</th>
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<tbody>
<tr>
<td>Shahid Abbas</td>
<td>Member</td>
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<tr>
<td>Carol Shariat</td>
<td>Alternate Member</td>
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<tr>
<td>Rajeev Batra</td>
<td>Member</td>
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<tr>
<td>Kevin Riley</td>
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<td>Absent</td>
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<tr>
<td>Karl Bjarke</td>
<td>Member</td>
<td>Absent</td>
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<tr>
<td>Scott Creer</td>
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<tr>
<td>Timm Borden</td>
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<tr>
<td>David Stillman</td>
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<tr>
<td>Todd Capurso</td>
<td>Member</td>
<td>Present</td>
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<tr>
<td>Michelle Quinney</td>
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<tr>
<td>John Cherbone</td>
<td>Vice Chairperson</td>
<td>Present</td>
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<tr>
<td>Macedonia Nunez</td>
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<td>Absent</td>
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<tr>
<td>Richard Chiu</td>
<td>Member</td>
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<tr>
<td>Tina Tseng</td>
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<tr>
<td>Dan Collen</td>
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<td>Dawn Cameron</td>
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<tr>
<td>Helen Kim</td>
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<tr>
<td>Linda Forsberg</td>
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<tr>
<td>Steve Chan</td>
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<tr>
<td>Matt Morley</td>
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<tr>
<td>Lisa Petersen</td>
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<tr>
<td>Cedric Novenario</td>
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<tr>
<td>Jim Gustafson</td>
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<tr>
<td>Shahla Yazdy</td>
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<tr>
<td>Ray Salvano</td>
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<tr>
<td>Jim Orthal</td>
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<tr>
<td>Henry Servín</td>
<td>Chairperson</td>
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<tr>
<td>Teresa Mack</td>
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<tr>
<td>Mo Sharma</td>
<td>Member</td>
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</tr>
<tr>
<td>Nick Saleh</td>
<td>Ex-Officio Alternate Member</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

Nick Saleh, Caltrans Program District Division Chief – South Region, made a change to the March minutes on page 5 of 6, Agenda Item 16, second sentence to read “from the Sacramento office” instead of “to the Sacramento office”.

M/S/C (Batra/Capurso) to accept the Orders of the Day, and approve the Consent Agenda.

4. Committee Staff Report

John Ristow, Director of Planning and Program Development and Staff Liaison, provided the staff report highlighting: 1) Active Transportation Program (ATP) grants are back on for another cycle; and 2) peer review of draft applications for the current round of ATP grants is being offered.

Member Chiu took his seat at 1:34 p.m.

Aiko Cuenco, Transportation Planner III, reported on the Bike Share Program highlighting: 1) Motivate, the new program operator, has an expansion proposal to five cities (Berkeley, Emeryville, Oakland, San Francisco, and San Jose); 2) the proposal includes two of the original pilot cities, San Francisco and San Jose; and 3) two of the original pilot cities (Mountain View and Palo Alto) were excluded from the proposal.

Members of the Committee noted the following: 1) disappointment in how the news was delivered; 2) queried what is going to happen with the existing infrastructure and remaining build out for phase two for the excluded pilot cities; and 3) Member Abbas is willing to help as he ran the bike share program in Washington, DC.

- Light Rail Enhancement Program

Ying Smith, Transportation Planning Manager, provided a report highlighting: 1) Light Rail enhancement projects; 2) Light Rail enhancement scope; 3) employing a third party consultant to prioritize projects; and 4) redesigning the transit service plan now and when BART opens.

Aaron Quigley, Senior Policy Analyst, provided a brief update on Senate Bill 321 (Bell) highlighting: 1) calculation of adjustments to the variable tax rate; 2) proposed changes to

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.
the annual adjustment to a five year average and a three year implementation plan; 3) the bill is an emergency bill, meaning it goes into effect immediately, if passed; 4) VTA has taken an action to support the bill.

On order of Chairperson Servín and there being no objection, the Committee received the Committee Staff Report.

5. Envision Silicon Valley Update

Scott Haywood, Policy & Community Relations Manager, provided a brief update on Envision Silicon Valley highlighting: 1) the goals and principles are set for approval at the May Board meeting; 2) the Committee is in the early stages of creating metrics; and 3) call for projects scheduled in the summer of 2015.

Mr. Haywood introduced Melissa Cerezo, Senior Planner, who spoke on the metrics, highlighting: 1) metrics will be refined once the goals and principles are finalized; 2) metrics will be quantitative and qualitative; and 3) staff welcomes input on metrics to compile the most comprehensive list possible.

Members of the Committee noted the following: 1) formation of an ad hoc committee with Caltrans to explore possible projects; 2) adding definition of what terms mean; 3) geographical equity for all communities; and 4) each member on the ad hoc will have their own work to do specific to the city they represent.

On order of Chairperson Servín and there being no objection, the Committee received an update on Envision Silicon Valley.

6. Chairperson’s Report

Chairperson Servín gave a report which included: 1) AB 1098 will explore how to revisit congestion management agencies; 2) strategizing how to respond to National Association of City Transportation Officials (NACTO) guideline workshop held last month and how to move forward with workshop ideas; and 3) graffiti and increasing litter on state highway systems are being noticed by the driving public and how to best address it.

7. TAC Working Groups Report

- Capital Improvement Program (CIP) Working Group

  Celeste Fiore, Transportation Planner III, provided a brief report from the March 24, 2015 meeting, highlighting the following: 1) Crossroads program and database; 2) Active Transportation Program (ATP) Cycle 2; 3) Transportation Development Act (TDA) Article 3; and 4) regional pavement conditions summary report.

  The next meeting of the CIP Working Group is scheduled for April 28, 2015.

- Systems Operations & Management (SOM) Working Group

  Eugene Maeda, Senior Transportation Planner, and David Kobayashi, Senior Transportation Planner, provided a brief report from the March 25, 2015 meeting, highlighting discussions on the following: 1) Crossroads database; 2) 2014
Congestion Management Program (CMP) monitoring report received; 3) Metropolitan Transportation Commission (MTC) funding cuts; 4) criteria for matching funds on grants; 5) iTEAM program workshop; and 6) informational report on status for El Camino Real exploration study.

The next meeting of the SOM Working Group is tentatively scheduled for April 22, 2015.

- Land Use/Transportation Integration (LUTI) Working Group

Robert Swierk, Senior Transportation Planner, reported that the LUTI did not meet in March and the next meeting of the LUTI Working Group is scheduled for May 13, 2015.

On order of Chairperson Servín and there being no objection, the Committee received reports from TAC Working Groups.

CONSENT AGENDA

8. Regular Meeting Minutes of March 12, 2015

M/S/C (Batra/Capurso) to approve the Regular Meeting Minutes of March 12, 2015.

9. Legislative Update Matrix

M/S/C (Batra/Capurso) to review the Legislative Update Matrix.

REGULAR AGENDA

10. PDA Planning Grant Supplemental Program of Projects

Ms. Fiore provided an overview highlighting: 1) receipt of two strong internal applications; and 2) money will still be available after the recent project applications and likely to have another round of supplemental program projects.

M/S/C (Batra/Novenario) on a vote of 9 ayes to 0 noes to 1 abstention to recommend that the VTA Board of Directors approve the Priority Development Area (PDA) Planning Grant supplemental program of projects for funding as presented and adopt a Resolution of Local Support for both projects. Member Collen abstained.

11. Vehicle Registration Fee Matching Funds for VTA PDA Planning Grant Applications

Amin Surani, Principal Transportation Planner – Programming & Grants, provided a report highlighting: 1) eligible projects for matching funds; and 2) consistency between cities but willing to work with the cities to do what works for each city.

Member Capurso thanked VTA staff for putting together the projects and working collaboratively with cities. These projects give smaller cities the opportunity to execute projects they would not be able to do otherwise.
M/S/C (Batra/Capurso) to recommend that the VTA Board of Directors program $310,365 in available Vehicle Registration Fee (VRF) Matching Funds as the local match for three Complete Street Studies.

12. **Amend the Fiscal Year 2015 Congestion Management Program Fund Operating Budget**

Mr. Ristow provided an overview of the budget amendment.

M/S/C (Capurso/Collen) to recommend that the VTA Board of Directors amend the Fiscal Year 2015 Congestion Management Program Fun Operating Budget by $467,373 for the operation of the Innovative Delivery Team Program (iTEAM).

13. **Fiscal Year 2016 & Fiscal Year 2017 Congestion Management Work Program**

Mr. Ristow provided an overview of the program noting the member agency assessments will remain the same.

Member Batra would like to thank VTA for giving his city their money’s worth if not more than what their assessment amounts to.

**On order of Chairperson Servín** and there being no objection, the Committee received the Fiscal Year 2016 and Fiscal Year 2017 Congestion Management Work Program.

**OTHER**

14. **Metropolitan Transportation Commission (MTC) Activities and Initiatives**

Mike Reilly, Metropolitan Transportation Commission (MTC), provided a report, noting: 1) VTA has been recommended for an award of $4 million to replace vehicles as part of Cycle 4 of the Lifeline Transportation Program; and 2) Gilroy’s Safe Routes to School program has moved up on the list of projects and is recommended for funding.

Members of the Committee noted signal optimization and synchronization requires a lot of fieldwork to ensure that everything is working properly.

**On order of Chairperson Servín** and there being no objection, the Committee received an update on MTC Activities and Initiatives.

15. **Caltrans Activities and Initiatives**

Mr. Saleh and Dina El-Tawansy, Caltrans Regional Project Manager iTEAM, provided the report, highlighting: 1) the NACTO workshop last month; 2) solicited suggestions for future trainings; 3) opportunities for training on specific areas of interest; 4) ramp metering; and 5) highway signage.

Members of the Committee inquired about the E76 processing time.

**On order of Chairperson Servín** and there being no objection, the Committee received an update on Caltrans Activities and Initiatives.
16. **TAC Committee Work Plan**

Mr. Ristow provided a brief overview of the Committee Work Plan.

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

17. **ANNOUNCEMENTS**

Member Batra announced that Hans Larsen is retiring as the Director of Transportation for the City of San José and will be taking a job in Fremont.

Member Collen attended the opening of Traffic Management Center in San José. It appears to be a smaller replication of Oakland’s Caltrans Center. The opening was well attended by VTA, city, and county staff.

18. **ADJOURNMENT**

**On order of Chairperson Servín**, and there being no objection, the meeting was adjourned at 2:48 p.m.

Respectfully submitted,

Thalia Young, Board Assistant
VTA Office of the Board Secretary
CALL TO ORDER
The Regular Meeting of the Policy Advisory Committee (PAC) was called to order at 4:04 p.m. by Chairperson Carr 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 Vaidhyanathan</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>Absent</td>
</tr>
<tr>
<td><em>Vacant (Alternate)</em></td>
<td><em>City of Gilroy</em></td>
<td></td>
</tr>
<tr>
<td>Jeannie Bruins</td>
<td>City of Los Altos</td>
<td>Absent</td>
</tr>
<tr>
<td>Mary Prochnow (Alternate)</td>
<td>City of Los Altos</td>
<td>Absent</td>
</tr>
<tr>
<td>John Harpootlian</td>
<td>Town of Los Altos Hills</td>
<td>Present</td>
</tr>
<tr>
<td><em>Vacant (Alternate)</em></td>
<td><em>Town of Los Altos Hills</em></td>
<td></td>
</tr>
<tr>
<td>Marcia Jensen</td>
<td>Town of Los Gatos</td>
<td>Present</td>
</tr>
<tr>
<td>Rob Rennie (Alternate)</td>
<td>Town of Los Gatos</td>
<td>NA</td>
</tr>
<tr>
<td>Carmen Montano</td>
<td>City of Milpitas</td>
<td>Absent</td>
</tr>
<tr>
<td>Garry Barbadillo (Alternate)</td>
<td>City of Milpitas</td>
<td>Absent</td>
</tr>
<tr>
<td>Susan Garner</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>Absent</td>
</tr>
<tr>
<td>Cory Wolbach (Alternate)</td>
<td>City of Palo Alto</td>
<td>Present</td>
</tr>
<tr>
<td>Charles “Chappie” Jones</td>
<td>City of San Jose</td>
<td>Present</td>
</tr>
<tr>
<td><em>Vacant (Alternate)</em></td>
<td><em>City of San Jose</em></td>
<td></td>
</tr>
<tr>
<td>Teresa O’Neill</td>
<td>City of Santa Clara</td>
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</tr>
<tr>
<td>Jerry Marsalli (Alternate)</td>
<td>City of Santa Clara</td>
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<tr>
<td>Howard Miller</td>
<td>City of Saratoga</td>
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</tr>
<tr>
<td>Rishi Kumar (Alternate)</td>
<td>City of Saratoga</td>
<td>Present</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>Present</td>
</tr>
</tbody>
</table>

A quorum was present.

2. ORDERS OF THE DAY

Chairperson Carr noted staff’s request to defer the General Manager’s report.
Member Kumar arrived and took his seat at 4:08 p.m.

Member Wasserman referred to Agenda Item #7. Regular Meeting Minutes of March 12, 2015, page 2 of 5, Item #5, second paragraph, last line that reads “6) expressed support for a sales tax measure,” noting some Committee Members expressed conditional support regarding the sales tax measure. The conditional support was based on the streets and expressways being included.

Chairperson Carr noted that Agenda Item #7. Regular Meeting Minutes of March 12, 2015, page 2 of 5, Item #5, second paragraph, last line will be stricken from the minutes.

M/S/C (Wasserman/Davis) to receive the Orders of the Day.

3. PUBLIC PRESENTATIONS

Robert Kirby, Interested Citizen, advocated for a policy change to improve the transit connection between Caltrain and VTA.

Jim Lawson, Director of Government Affairs and Executive Policy Advisor and Staff Liaison, reported that VTA does its best to connect with Caltrain and staff is continuing to find ways to better improve connection times.

4. Committee Staff Report

Mr. Lawson provided a report highlighting the following: 1) the Board of Directors received and announced the following at the April 2, 2015, Meeting: a) a status update of the VTA-BART Comprehensive Agreement; b) the opening of Avaya Stadium and noted that transit service for the first game on March 22, 2015 was a success; and c) VTA received positive feedback regarding transit service to and from the Wrestlemania event held at Levi’s Stadium on March 29, 2015; and 2) announced VTA participated in the Stand Up 4 Transportation earlier today.

On order of Chairperson Carr and there being no objection, the Committee received the Committee Staff Report.

Alternate Member Wolbach arrived and took his seat at 4:15 p.m.

The Agenda was taken out of order.

6. Chairperson’s Report

Chairperson Carr provided a brief report, noting: 1) A Board Workshop will be held on May 1, 2015 at 9:00 a.m. to discuss the draft Biennial Budget for FY16/17 and the draft Environmental Information Report (EIR) on El Camino Real Bus Rapid Transit (BRT); and 3) encouraged city representatives to volunteer to discuss the different transportation issues for their jurisdiction.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.
5. **Envision Silicon Valley**

Scott Haywood, Policy and Community Relations Manager, provided a brief report noting the draft goals, principles and next steps. Mr. Haywood introduced Melissa Cerezo, Senior Transportation Planner.

Ms. Cerezo discussed the various qualitative and quantitative metrics that were presented at the stakeholders meetings and solicited feedback from the Committee.

Members of the Committee suggested the following topics be added to the metrics: 1) Farebox Recovery; 2) Gap closures, first and last mile connection; 3) mode split, specifically vehicle miles traveled (VMT); 4) expressways; and 5) addressing the areas not well serviced.

Mr. Haywood thanked the Committee for their input and noted the following: 1) a Facilitator Role is included in the draft goals 2) the goals are more general based; and 3) the draft goals is scheduled for the Board Agenda in May 2015.

On order of Chairperson Carr and there being no objection, the Committee received an update on Envision Silicon Valley.

**CONSENT AGENDA**

7. **Regular Meeting Minutes of March 12, 2015**

M/S/C (Wasserman/Davis) to approve the Regular Meeting Minutes of March 12, 2015.

8. **Fiscal Year 2016 & Fiscal Year 2017 Congestion Management Work Program 3331**

M/S/C (Wasserman/Davis) to receive the Fiscal Year 2016 and Fiscal Year 2017 Congestion Management Work Program.

9. **Legislative Update Matrix**

M/S/C (Wasserman/Davis) to review the Legislative Update Matrix.

**REGULAR AGENDA**

Chairperson Carr requested the following items be heard together: Agenda Item #10. PDA Planning Grant Supplemental Program of Projects and Agenda Item #11. Vehicle Registration Fee Matching Funds for VTA Planning Grant Applications.

10. **PDA Planning Grant Supplemental Program of Projects**

Ven Prasad, Engineering Group Manager, provided an overview of the staff report.

**Public Comment**

Roland Lebrun, Interested Citizen, inquired about Diridon qualifying for a Priority Development Areas (PDA) grant.
Mr. Lawson noted that the Diridon Station would qualify and staff would be looking at that in the future.

**M/S/C (Wasserman/Davis)** to recommend that the VTA Board of Directors approve the Priority Development Area (PDA) Planning Grant supplemental program of projects for funding as presented and adopt a Resolution of Local Support for both projects.

### 11. Vehicle Registration Fee Matching Funds for VTA Planning Grant Applications

Mr. Prasad provided an overview of the staff report.

Upon inquiry of Chairperson Carr, Mr. Prasad responded that there must be Vehicle Registration Fee (VRF) Matching Funds for the grant applications.

**M/S/C (Wasserman/Jones)** to recommend that the VTA Board of Directors program $310,365 in available Vehicle Registration Fee (VRF) Matching Funds as the local match for three Complete Street Studies.

### 12. Amend the Fiscal Year 2015 Congestion Management Program Fund Operating Budget

John Ristow, Director of Planning and Program Development, provided an overview of the staff report.

Members of the Committee inquired about the following: 1) Caltrans invoices; 2) paying the salaries for the contracted employees; 3) the geographical area of work; and 4) the scope of work.

Mr. Ristow made the following comments: 1) reported that VTA pays the salaries through state and federal funds; 2) noted that bringing Caltrans staff to VTA helped focus their attention on VTA’s needs; and 3) clarified that there are two part-time and one full-time employees.

Member Wasserman referred to a time when the Board and Committee supported the idea of bringing Caltrans staff to VTA due to the lack of attention VTA received with Caltrans staff being 45 miles away. He further noted the importance of measuring the results of a project and whether it is cost effective to continue.

**M/S/C (O’Neil/Davis)** to recommend that the VTA Board of Directors amend the Fiscal Year 2015 Congestion Management Program Fund Operating Budget by $467,373 for the operation of the Innovative Delivery Team Program (iTEAM). McAlsiter opposes.

### 13. (Deferred)

Receive a report on marketing VTA transit service to high-density housing corridors.
14. **Update on Regional Reports**

**A. Metropolitan Transportation Commission (MTC)**

Aaron Quigley, Senior Policy Analyst, provided a brief report, highlighting the following actions taken at the March 25, 2015 MTC meeting: 1) elected Jake McKenzie, Sonoma County representative, to serve as Vice Chair of the Commission; 2) approved the project list for the Cap & Trade Low Carbon Transit Operations Program Population-Based funds; 3) approved two appointments to the MTC Policy Advisory Council; and 4) discussed a list of projects for the fourth cycle of the Lifeline Transportation Program.

Mr. Quigley further reported about the Bike Share Program, noting MTC is moving forward with a private company called Motivate. Mr. Quigley discussed the proposed plan provided by Motivate to eliminate some cities that were part of the original pilot program.

Upon Member McAlister’s inquiry, Mr. Lawson responded noting the initial company that provided the equipment and management for the Bike Share Program had severe financial problems, including bankruptcy. He stated that MTC received a proposal from the private company Motivate, who determined where the program would be most successful. He also stated that various VTA staff and Committee Members encouraged MTC staff to look at all options in order to maintain the cities that were part of the original pilot program. Mr. Lawson noted according to the metrics used two rides, per bike, per day, was considered a success and Mountain View was measured at .48 per bike, per day.

**B. California Transportation Commission (CTC)**

Mr. Quigley provided a brief report noting that CTC met on March 26, 2015, and approved the Allocation for the Active Transportation Program funds which would allocate $443,000 to the central and south county bike corridor plan.

**On order of Chairperson Carr** and there being no objection, the Committee received an update on the Regional Reports.

**OTHER**

15. **Committee Work Plan**

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

16. **ANNOUNCEMENTS**

Chairperson Carr noted that City of Sunnyvale representatives volunteered to speak at the May 14, 2015 meeting.
17. ADJOURNMENT

On order of Chairperson Carr and there being no objection, the Committee meeting was adjourned at 4:58 p.m.

Respectfully submitted,

Theadora Travers, Board Assistant
VTA Office of the Board Secretary
El Camino Real Rapid Transit
Policy Advisory Board

Regular Meeting Minutes of
April 24, 2015

WILL BE FORWARDED UNDER SEPARATE COVER