SANTA CLARA
Valley Transportation Authority

BOARD OF DIRECTORS MEETING

Thursday, December 10, 2015

9:00 AM

NOTE CHANGE IN MEETING TIME

Board of Supervisors' Chambers

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

AGENDA

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

- Persons wishing to address the Board of Directors on any item on the agenda or not on the agenda should complete a blue card located at the public information table and hand it to the Board Secretary staff prior to the meeting or **before the item is heard**.
- Speakers will be called to address the Board when their agenda item(s) arise during the meeting and are asked to limit their comments to 2 minutes. The amount of time allocated to speakers may vary at the Chairperson's discretion depending on the number of speakers and length of the agenda. **If presenting handout materials, please provide 25 copies to the Board Secretary for distribution to the Board of Directors.**
- The Consent Agenda items may be voted on in one motion at the beginning of the meeting under Orders of the Day. If you wish to discuss any of these items, please request the item be removed from the Consent Agenda by completing a blue card at the public information table and handing it to the Board Secretary staff prior to Orders of the Day, Agenda Item #1.3.

- 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. ACTION ITEM - Conduct separate elections to determine the Board's chairperson and vice chairperson for calendar year 2016.

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

2. AWARDS AND COMMENDATION

2.1. INFORMATION ITEM - Recognize VTA Community Partner - Second Harvest Food Bank in Santa Clara County.

3. PUBLIC COMMENT

This portion of the meeting is reserved for persons desiring to address the Board of Directors on any item within the Board's jurisdiction. Speakers are **limited to 2 minutes**. The law does not permit Board action or extended discussion of any item not on the agenda except under special circumstances. If Board action is requested, the matter can be placed on a subsequent agenda. All statements that require a response will be referred to staff for reply in writing.

4. PUBLIC HEARINGS

There are no public hearings.

5. REPORTS

5.1. Citizens Advisory Committee (CAC) Chairperson's Report. (Verbal Report) (Hadaya)

5.2. Policy Advisory Committee (PAC) Chairperson's Report. (Verbal Report) (Carr)

5.3. General Manager Report. (Verbal Report)

5.3.A. Receive Government Affairs Update.

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

5.4. Chairperson's Report. (Verbal Report)

5.4.A. ACTION ITEM - Approve the VTA Board of Directors Meeting Schedule for calendar year 2016.

5.4.B. ACTION ITEM - Approve Board Member appointments to Board standing committees, Board ad hoc committees, and joint powers boards.

6. CONSENT AGENDA

6.1. Approve the Board of Directors Regular Meeting Minutes of November 5, 2015.

6.2. ACTION ITEM - Ratify an appointment to the State Route 85 Corridor Policy Advisory Board.

6.3. ACTION ITEM - (1) Receive a report on the substantial completion of work done pursuant to an emergency, non-competitive paving procurement authorized by the VTA Board of Directors at its November 5, 2015 meeting; (2) authorize an amendment to the contract with Granite Rock Company (Granite Rock) for this work, increasing the total contract price from $499,785 to a sum not to exceed $600,000 based on the Board's previous finding that an emergency existed requiring the non-competitive procurement of this work; and (3) adopt a resolution authorizing an amendment to the contract and terminating the emergency.

Note: Motion must be approved by at least 4/5 of the Board (10 members).

6.4. ACTION ITEM - Authorize the General Manager to amend the existing contract with Xerox Corporation to cover the remainder of the five year contract for document copy and printing equipment, software, consumables, and support, in the amount of $170,000. This amendment will increase the aggregated spending authorization up to $845,000.

6.5. ACTION ITEM - Review and accept the Fiscal Year 2016 Quarterly Statement of Revenues and Expenses for the period ending September 30, 2015.

6.6. ACTION ITEM - Authorize the General Manager to amend the contract with RSM US LLP (RSM) for Auditor General and internal audit services to reflect increased Board and administration usage. This action will increase the current $1,050,000 maximum contract amount by $225,000, resulting in a revised maximum of $1,275,000. The current term of this contract ends June 30, 2016.

6.7. ACTION ITEM - Authorize the General Manager to execute a sole source contract with Kinkisharyo, Inc., in the amount up to $866,358 to procure the components needed for the first year of a three-year overhaul program of the light rail vehicle primary and secondary suspension systems.

6.8. ACTION ITEM - Authorize the General Manager to execute a three-year sole source contract with Dellner, Inc., the original equipment manufacturer (OEM), of the coupler system in the amount up to $818,387 to refurbish, test, and certify buffer tube assemblies on VTA's Light Rail Vehicles (LRV), as necessary, to meet the original Dellner coupler specifications.

6.9. ACTION ITEM - Authorize the General Manager to negotiate and execute agreements with the City of Cupertino (City) to receive voluntary contributions to conduct project planning, environmental, design, right of way, and construction activities for the I-280/Wolfe Road Interchange Project and to enter into agreements with the California Department of Transportation (Caltrans) covering planning, preliminary engineering/environmental, design, right-of-way, and construction phases for the I-280/Wolfe Road Interchange Project.

6.10. ACTION ITEM - Approve the Priority Development Area (PDA) Planning Grant second supplemental program of projects for funding.

6.11. INFORMATION ITEM - Review the status of ongoing Santa Clara County Vehicle Registration Fee activity.

6.12. ACTION ITEM - Adopt a three-year plan for Vehicle Registration Fee (VRF) Countywide Program funds, approve scoring criteria for evaluating VRF-funded Intelligent Transportation System (ITS) projects and authorize the General Manager to execute funding agreements with Member Agencies as necessary to implement the VRF-ITS program.

6.13. ACTION ITEM - Approve the programming of $82,000 of Vehicle Registration Fee (VRF) Countywide Program Intelligent Transportation System (ITS) funds for the City of Sunnyvale's traffic signal upgrade at the intersection of Mathilda Avenue and Olive Avenue.

6.14. INFORMATION ITEM - Review the status of ongoing Santa Clara County Transportation Fund for Clean Air (TFCA) Program Manager Fund projects.

6.15. INFORMATION ITEM - Receive an update on the 2015 Transportation Systems Monitoring Report.

6.16. INFORMATION ITEM - Receive a presentation on findings from SR 82 El Camino Real Relinquishment Exploration Study.

6.17. INFORMATION ITEM - Receive the Semi-Annual Update of Bicycle Expenditure Program (BEP) projects.

6.18. INFORMATION ITEM - Receive an update on VTA Complete Streets Program activities.

6.19. INFORMATION ITEM - Receive the Development Review Quarterly Report for July - September 2015.

6.20. INFORMATION ITEM - Receive a report on the VTA/ATU Pension Plan Actuarial Valuation as of January 1, 2015.

6.21. INFORMATION ITEM - Review the Final Legislative Update Matrix for 2015.

6.22. INFORMATION ITEM - Receive the Monthly Investment Report for September 2015.

6.23. INFORMATION ITEM - Receive update on Transit Ridership Improvement Program.

7. REGULAR AGENDA

Governance and Audit Committee

7.1. ACTION ITEM - Review and receive the audited CAFR for VTA, and the Financial Reports for ATU Pension Plan and Retirees' OPEB Trust (both referred to as Trusts) for Fiscal Year 2015.

Board of Directors

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

Transit Planning and Operations Committee

7.3. INFORMATION ITEM - Receive and discuss information about land use and transportation pertaining to the proposed City Place development in the City of Santa Clara.

7.4. INFORMATION ITEM - Receive an update on Compressed Natural Gas (CNG) analysis. *(Deferred from the November 5, 2015, VTA Board of Directors' meeting.)*

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. Threat to Public Services or Facilities - Security Sensitive Procurement

Consultation with: Steven Keller, Director of Systems Safety & Security.

B. Anticipated Litigation - Conference with Legal Counsel

Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Section 54946.9.

Number of potential cases: 1

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

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

9.2. Reconvene to Open Session

9.3. Closed Session Report

10. ADJOURN

SANTA CLARA
Valley Transportation Authority

Date: December 1, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Board Secretary, Elaine Baltao

SUBJECT: Elect Board Chairperson and Vice Chairperson for 2016

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

ACTION ITEM

RECOMMENDATION:

Conduct separate elections to determine the Board's chairperson and vice chairperson for calendar year 2016.

BACKGROUND:

The VTA Administrative Code requires the Board of Directors to annually elect from its voting membership a chairperson and vice chairperson to serve as its officers for the upcoming year. Only directors, not alternates or ex-officio members, are eligible to serve in these positions. The term of office for both positions is one year, coinciding with the calendar year. Elections are conducted during the last meeting of the calendar year, where practical.

Per the Administrative Code, the primary duties of the chairperson are to:

- Preside at all meetings of the Board.
- Establish the Board's agenda in consultation with the General Manager.
- Regulate the order of presentations to the Board consistent with the Board Rules of Procedure.
- Sign all ordinances, resolutions and legal instruments approved or authorized by the Board whenever not otherwise delegated to the General Manager or staff.

The vice chairperson performs the duties of the chairperson in the event of the chairperson's absence or inability to act, and while so acting has all the authority of the chairperson.

The Administrative Code specifies that the chairperson and vice chairperson positions are rotated annually according to the permanent rotational schedule established by the Board in 1997 to ensure that Board leadership is balanced between the smaller city groups (Groups 2, 3, 4 and 5), the City of San Jose and the County of Santa Clara. (The smaller cities groups are: Group 2 -- Northwest County Cities; Group 3 -- West Valley Cities; Group 4 -- South County Cities; and Group 5 -- Northeast County Cities.) The rotational pattern is:

Chairperson	Vice Chairperson
County of Santa Clara	Smaller city groups
Smaller city groups	City of San Jose
City of San Jose	Smaller city groups
Smaller city groups	County of Santa Clara

At the meeting immediately preceding the final meeting of the year (typically November), the Board Chairperson notifies members of the upcoming election process. This includes instructing any members interested in being considered for the board chairperson or vice chairperson positions from the designated city/county grouping per the rotational schedule to submit a letter of interest to the VTA Board Secretary by the end of that month, for consideration in the elections to be held the following meeting (usually December). Nominations from the floor will also be accepted at that meeting.

DISCUSSION:

Based on the rotational schedule, for 2016 the chairperson position will be elected from the County of Santa Clara group and the vice chairperson position from the smaller city groups. Only directors from the designated city/county grouping per the rotational schedule are eligible for nomination to or to indicate interest in serving in the designated chairperson or vice chairperson position.

At the last meeting of the year (typically December), the Board will accept eligible nominations from the floor and consider letters of intent previously received to elect its chairperson and vice chairperson for the next year. Each position is elected separately and independently. The affirmative vote of a majority of the total authorized Board membership, which is seven members, is required to elect each position. The term of office for the newly elected officers begins January 1 of the year following the scheduled election.

FISCAL IMPACT:

There is no financial impact.

Prepared by: Stephen Flynn, Advisory Committee Coordinator
Memo No. 5313

SANTA CLARA
Valley Transportation Authority

Date: December 2, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Business Services, Alberto Lara

SUBJECT: Recognition - Second Harvest Food Bank

FOR INFORMATION ONLY

BACKGROUND:

VTA remains a committed community partner and actively continues to pursue valued partnerships that enhance the quality of life in Santa Clara County.

Second Harvest Food Bank of Santa Clara and San Mateo Counties is a trusted leader dedicated to ending local hunger. Since 1974, they have become one of the largest food banks in the nation, providing food to nearly a quarter of a million people each month. Second Harvest Food Bank makes it its mission to mobilize individuals, companies, and community partners in order to connect people to the food they need. More than half of the food distributed is fresh produce. Second Harvest also plays a leading role in promoting federal nutrition programs and educating families on how to make healthier food choices.

VTA sponsored a company-wide food drive in partnership with Second Harvest Food Bank this past October in order to honor and support World Food Day. By partnering with Second Harvest Food Bank, VTA staff was able to provide 633 meals for our Santa Clara and San Mateo Counties families in need this holiday season. We would like to take this time and recognize Second Harvest Food Bank for being a valued community partner to not only VTA but to the communities in Santa Clara and San Mateo Counties.

Prepared By: Diversity and Inclusion Department
Memo No. 5321

SANTA CLARA
Valley Transportation Authority

Date: November 19, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 2015

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: Silicon Valley Rapid Transit (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 November 2015. Key activities that occurred throughout the 10-mile extension construction include the following:

Construction Updates

- *Fremont and central Milpitas*. Skanska, Shimmick, Herzog (SSH), the major contractor for the Berryessa Extension line, track, stations and systems work, continued to work on key elements of systems facilities in the Fremont/central Milpitas area. Installation of the electrical duct bank and electrical cable, which will power the trains continues. The construction of the flood wall near Berryessa Creek Trail on behalf of the Santa Clara Valley Water District is nearly complete. Installation of fencing, ballast, concrete ties, rail, floating slab tubs, cable trough and track crossover work continued along the guideway.

- *Dixon Landing Road*. North of the roadway, crews continued removing support of excavation materials and completed the trench walls. South of the roadway, construction of the trench emergency/maintenance walkways are underway.

- *Montague Expressway*. North of the roadway, the installation of cable troughs at the trench structure and the placement of AT&T's conduit for utilities entering the Milpitas Station are complete. Installation of utilities for street and path lighting at Piper Drive is ongoing. Construction of curb, gutter and sidewalk on the south side of the roadway is in progress.

- *Milpitas Station*. Placement of roof gutters, waterproofing materials and the membrane roofing system for station continues. Installation of the future pedestrian overcrossing bridge between the station building and VTA's Montague Light Rail Station is complete. Work also continues on the station's ancillary buildings and station platform features, including the concrete stairs, elevator slab, electrical duct banks and lighting duct banks. Placement of concrete columns for the transit center bus bay canopy shelters continues and creation of bio-retention areas is currently underway.

- *Capitol Avenue*. Installation of new PG&E service and relocation of existing utility lines is complete. The contractor also completed the placement of traffic signals, concrete curbs, pedestrian crosswalk and roadway pavement for the new intersection of Capitol Avenue and South Milpitas Boulevard.

- *Trade Zone Boulevard.* Trench work between Capitol Avenue and Trade Zone Boulevard is ongoing. South of Trade Zone Boulevard, the contractor has completed the trench walls and the emergency/maintenance walkways are currently underway.

- *Sierra/Lundy intersection*. Placement of rebar and concrete for the trench walls and deck, as well as the tunnel structure continues. Installation of electrical and mechanical duct banks for the center wall of the trench structure is also ongoing. The center of the intersection has been backfilled and the tunnel structure is complete. The installation of utilities in the area is ongoing.

- *Berryessa Station Area.* In the ground level station concourse building, installation of plumbing, electrical and mechanical duct banks, utility and concrete slab work continues. Concrete placement for the stairs between the concourse level and the passenger boarding area on the aerial guideway is underway. Crews continued placing and welding steel for the canopy structure. Placing concrete for the floating slab sections of guideway on the north Berryessa Aerial Structure continues. Installation of the traffic signals at Berryessa Road is complete.

- *Station Parking Structures.* McCarthy Building Companies, Inc., the project's design-build contractor for parking structures, continued construction on the third deck of the Berryessa Station parking structure. At the Milpitas Station, the pour of the garage's first floor slab was completed. The installation of site electrical and underground plumbing for the retail spaces continues.

Communications and Outreach

In the City of Milpitas, outreach staff conducted door-to-door outreach to businesses and residential stakeholders on Dixon Landing Road regarding the removal of metal sheets temporarily installed to support the excavation of the BART trench. Door-to-door outreach continued to Gladding Court businesses during the phased demolition of three buildings to make way for the extension of South Milpitas Boulevard. Staff continued its community engagement efforts to Milpitas BART Station area stakeholders regarding early morning work on the parking garage near Montague Expressway.

In the City of San Jose, staff conducted door-to-door outreach to businesses and residents regarding the removal of support of excavation materials near Hostetter Road. Staff also provided ongoing support to residents located near the Sierra Road/Lundy Avenue intersection as the removal of support of excavation materials continued. Door-to-door outreach continued to the residential communities adjacent to the Berryessa BART Station as work activities continue to increase on the parking garage, campus roadways, surface parking lot and police facility.

Tours of the Berryessa Extension project were arranged for San Jose Police Department staff and San Jose State University's Construction Engineering and Management Program students.

SVBX Budget

	Estimate	Forecast at Completion	Incurred to Date (Through 10/31/15)
SVBX New Starts Project	$2,330.0	$2,330.0	$1,196.4
Concurrent Non-Project Activities)	$ 91.3	$ 91.3	$ 43.0
SVBX Total	$2,421.3	$2,421.3	$1,239.3

$Millions - Year of Expenditure

Phase II Activities

New Start Project Development

The agenda for the December 7, 2015 SVRT Program Working Committee included an item discussing staff's request for concurrence from the Board of Directors to submit an application letter and documentation to FTA to request entry into New Starts Project Development for the BART Silicon Valley Phase II, 6-mile, 4-station project in mid-December 2015.

Through the Moving Ahead for Progress in the 21st Century Act's (MAP-21) *Final Interim Policy Guidance*, the New Starts process begins with the submittal of a Project Development application, which demonstrates VTA's ability to fund and complete the Project Development phase, the first step of the New Starts funding program. The FY 2016/17 budget adopted by the Board of Directors includes committed funding for Project Development.

In addition to environmental document update activities that have taken place throughout 2015, staff has been engaged in community and financial planning activities that fortify VTA's goal to move the Phase II extension forward. VTA is now in a strong position to initiate the pursuit of federal funding through the Federal Transit Administration's (FTA) New Starts funding program. Staff continues to believe the timing is right to pursue federal funding because future funding availability and requirements remain uncertain, and are currently based on favorable interim policy guidance established by FTA under MAP-21. In addition to this uncertainty, building on the momentum of the Phase I progress, active downtown San Jose development, and increased costs by delaying the project remain critical decision factors.

Environmental Activities

Technical analysis and document development continued for the combined *Supplemental Environmental Impact Statement/3rd Supplemental Environmental Impact Report*. Anticipated circulation of the draft document remains on schedule for the second quarter of 2016.

Community Working Groups
The BART Silicon Valley Phase II Downtown/Diridon, Alum Rock and Santa Clara Community Working Groups last scheduled meetings were December 1-3, 2015. The agenda included an overview of the New Starts Project Development process, with the rest of the meeting focused on discussing construction methods that are included in the environmental document for the Phase II extension. Future meetings have been scheduled through the beginning of 2017. The 2016 meetings are scheduled to occur in February, April, June, September, and November.

Prepared By: Kevin Kurimoto
Memo No. 4906

SANTA CLARA
Valley Transportation Authority

Date: November 25, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Board Secretary, Elaine Baltao

SUBJECT: VTA Board of Directors Meeting Schedule for Calendar Year 2016

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

ACTION ITEM

RECOMMENDATION:

Approve the VTA Board of Directors Meeting Schedule for calendar year 2016.

BACKGROUND:

The VTA Board of Directors generally meets on the first Thursday of the month at 5:30 p.m. in the Board of Supervisors' Chambers, County Government Center, 70 West Hedding Street, San Jose, or as otherwise posted.

DISCUSSION:

Staff proposes the following schedule for 2016. The exceptions to the regular schedule in 2016 are as follows:

- Two Workshop Meetings are proposed to be held on Friday, April 22, 2016, and September 23, 2016, at 9:00 a.m.
- A Regular Board Meeting is proposed for Friday, June 24, 2016, at 9:00 a.m. to hear urgent items only.
- The Regular Board Meeting proposed for December 8, 2016, will be held at 9:00 a.m.

DATE	TIME	PURPOSE
Thursday, January 7	5:30 p.m.	Regular Board Meeting
Thursday, February 4	5:30 p.m.	Regular Board Meeting
Thursday, March 3	5:30 p.m.	Regular Board Meeting
Thursday, April 7	5:30 p.m.	Regular Board Meeting
Friday, April 22	9:00 a.m.	Board Workshop Meeting
Thursday, May 5	5:30 p.m.	Regular Board Meeting
Thursday, June 2	5:30 p.m.	Regular Board Meeting
Friday, June 24	9:00 a.m.	*Regular Board Meeting
Thursday, August 4	5:30 p.m.	Regular Board Meeting
Thursday, September 1	5:30 p.m.	Regular Board Meeting
Friday, September 23	9:00 a.m.	Board Workshop Meeting
Thursday, October 6	5:30 p.m.	Regular Board Meeting
Thursday, November 3	5:30 p.m.	Regular Board Meeting
Thursday, December 8	9:00 a.m.	Regular Board Meeting *(2nd Thurs.)*

*To hear urgent items only.

FISCAL IMPACT:

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

Prepared by: Tracene Y. Crenshaw
Memo No. 5241

SANTA CLARA
Valley Transportation Authority

Date: December 3, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Board Secretary, Elaine Baltao

SUBJECT: Appoint Board Members to Vacant Committee Positions

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

ACTION ITEM

RECOMMENDATION:

Approve Board Member appointments to Board standing committees, Board ad hoc committees, and joint powers boards.

BACKGROUND:

The VTA Administrative Code and Board Rules of Procedure specify that the Board of Directors approves, based on recommendations from the Governance & Audit Committee, the assignment of VTA Directors to Board standing committees, joint powers boards (JPB), policy advisory boards and ad hoc committees, as well as the chairpersons for certain Board standing committees.

The term of appointment for most of these positions is one year, coinciding with the calendar year. Only directors, not alternates, are eligible to serve as chairpersons. The Administrative Code also specifies that the chairperson of certain Board standing committees, including Administration & Finance (A&F), serve on an additional Board standing committee, Governance & Audit.

Director Ash Kalra, after seven years of dedicated service, resigned from the VTA Board effective the end of November 2015. Director Kalra represented Group 1 (the City of San José). For 2015, he served on A&F and was that committee's chairperson. Due to being the A&F chairperson, he also served on the Governance & Audit Committee. Furthermore, he served on the Peninsula Corridor (Caltrain) Joint Powers Board (JPB) as one of VTA's three representatives. As a result of his resignation, the A&F chairperson position, one A&F

membership position, and one of VTA's seats on the Caltrain JPB are now vacant and therefore require Board appointment of a replacement.

DISCUSSION:

The public interest is best served by filling vacant Board standing committee positions, especially chairpersons, as soon as is reasonably possible. Given this, submitted for Board consideration are recommendations to fill certain vacant assignments resulting from the resignation of Director Kalra:

- Appoint Director Jason Baker, current A&F vice chairperson, to serve as A&F chairperson
- Appoint Board Alternate Member Raul Peralez to serve on the Peninsula Corridor (Caltrain) Joint Powers Board
- Appoint Manh Nguyen to serve on A&F (contingent on his appointment to the VTA Board of Directors by the City of San Jose)

These assignments would be effective immediately and continue until the Board approves 2016 Board member committee assignments, which is scheduled for the January 7, 2016 Board of Directors' meeting.

Although the VTA Board Rules of Procedure states that the Governance & Audit Committee provides recommendations on standing committee appointments for Board approval, it is not feasible nor in the public's best interest to do so for these specific appointments. This is due to the non-standard meeting times for December 2015 where the Board meets prior to, instead of the normal following, Governance & Audit. Also, since at its December and/or January meetings the Governance and Audit Committee will be reviewing and developing recommendations for Board approval on 2016 Board member committee assignments, it is important that the A&F chairperson participate in this process to help represent both the best interests of VTA and the needs of their committee.

ALTERNATIVES:

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

FISCAL IMPACT:

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

Prepared by: Stephen Flynn, Advisory Committee Coordinator
Memo No. 5303

SANTA CLARA
Valley Transportation Authority

BOARD OF DIRECTORS MEETING

Thursday, November 5, 2015

MINUTES

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 5:01 p.m. in the Board of Supervisors' Chambers, County Government Center, 70 West Hedding Street, San José, California.

1.1. ROLL CALL

Attendee Name	Title	Status
Jason Baker	Board Member	Present
Jeannie Bruins	Board Member	Present
Larry Carr	Alternate Board Member	Absent
Magdalena Carrasco	Board Member	Present
Cindy Chavez	Vice Chairperson	Present
Dave Cortese	Alternate Board Member	Absent
Jose Esteves	Board Member	Present
Rose Herrera	Board Member	Present
Ash Kalra	Board Member	Present
Johnny Khamis	Board Member	Present
Sam Liccardo	Board Member	Present
Jamie Matthews	Alternate Board Member	Absent
Howard Miller	Alternate Board Member	Absent
Raul Peralez	Alternate Board Member	Absent
David Whittum	Board Member	Present
Perry Woodward	Chairperson	Present
Ken Yeager	Board Member	Present

* Alternates do not serve unless participating as a Member.

A quorum was present.

Board Member Kalra took his seat at 5:02 p.m.

Chairperson Woodward noted **Closed Session Item 2.1.B. –** Anticipated Litigation – Conference with Legal Counsel will be removed from the agenda.

Robert Fabela, General Counsel, noted **Closed Session Item 2.1.A.** – Anticipated Litigation – Conference with Legal Counsel pertains to the Alum Rock/Santa Clara business owners.

2. CLOSED SESSION

2.1. Recessed to Closed Session at 5:02 p.m.

Board Member Yeager arrived at the meeting at 5:09 p.m.
Board Member Liccardo arrived at the meeting at 5:22 p.m.
Board Member Bruins arrived at the meeting at 5:28 p.m.

A. Anticipated Litigation - Conference with Legal Counsel

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

Number of Cases: 1

B. **(Removed from the Agenda)**

Anticipated Litigation - Conference with Legal Counsel

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

Number of Cases: 1

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

Name of Case: Rai v. Santa Clara Valley Transportation Authority

(United States District Court, N.D. California, San Jose Division: CV-004344-PSG)

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

Title: General Counsel

2.2. Reconvened to Open Session at 5:34 p.m.

2.3. Closed Session Report

Chairperson Woodward noted that the Board did not finish all Closed Session items. The Board will recess to Closed Session again towards the end of the agenda to consider **Closed Session Item 2.1.C.** – Existing Litigation – Conference with Legal Counsel and **Closed Session Item 2.1.D. –** Public Employee Performance Evaluation.

Mr. Fabela noted that a Closed Session Report will be provided after all Closed Session items have been considered.

3. Orders of the Day - approve Consent Agenda (Item #8)

Chairperson Woodward noted the Addendum to the Agenda: **Agenda Item #9.3.X. –** Emergency Non-Competitive Paving Procurement Request Alum Rock-Santa Clara Bus Rapid Transit Project. He noted that the item required a 4/5's vote (10 affirmative votes) to pass, noting the importance for all Board Members to stay for the duration of the meeting.

Chairperson Woodward proposed the following changes to the order of the Agenda: 1) hear **Agenda Item #9.1. –** Construction Contract Award Contract C640 (15014) Montague Expressway and South Milpitas Boulevard Improvements, **Agenda Item #9.2. –** Silicon Valley Berryessa Extension (SVBX) Project Construction Management Services Contract No. S12015F Amendment with PGH Wong Engineering,

Inc., **Agenda Item #9.3. –** Process for Mitigating Impacts Due to Construction Interruption of the Alum Rock/Santa Clara (AR/SC) Bus Rapid Transit Project, and **Agenda Item #9.3.X. –** Emergency Non-Competitive Paving Procurement Request Alum Rock-Santa Clara Bus Rapid Transit Project, be heard immediately after **Agenda Item #6 –** Public Hearings; and 2) defer **Agenda Item #9.4. –** Update on Compressed Natural Gas (CNG) analysis to a future meeting.

Chairperson Woodward noted for the record that **Agenda Item #8.6 –** Additional Envision Silicon Valley Projects, asked the Board to include two projects from the Town of Los Gatos and two projects from Caltrain to the List of Projects for Envision Silicon Valley.

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

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

4. AWARDS AND COMMENDATION

4.1. Resolution of Appreciation for Outgoing VTA Board Member Ash Kalra

Chairperson Woodward announced Board Member Kalra's resignation from his position as a VTA Board Member, effective November 30, 2015.

Board Member Kalra expressed his appreciation to the community for their engagement, his colleagues on the San Jose City Council, and his fellow VTA Board Members. He expressed his appreciation of the work done by VTA and thanked VTA staff.

M/S/C (Herrera/Liccardo) to adopt a **Resolution of Appreciation No. 2015.11.42** for outgoing VTA Board Member Ash Kalra.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Rose Herrera, Board Member
SECONDER:	Sam Liccardo, Board Member
AYES:	Baker, Bruins, Carrasco, Chavez, Esteves, Herrera, Kalra, Khamis, Liccardo, Whittum, Woodward, Yeager
NOES:	None
ABSENT:	None

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

4.2. Retirement Commendation

Chairperson Woodward recognized David Collura, Transportation Supervisor – Fare Inspection, for 35 years of service and Mark Evans, Information Services Representative, for 36 years of service.

M/S/C (Chavez/Baker) to adopt a Retirement Commendation recognizing David Collura, Transportation Supervisor – Fare Inspection, for 35 years of service and Mark Evans, Information Services Representative, for 36 years of service.

5. PUBLIC COMMENT

John Rainville, Interested Citizen, congratulated Board Member Kalra and noted the following comments: 1) asked if fare machines for printed day passes will be removed after full Clipper card implementation; and 2) noted overcrowding issue on bus line 522 when 40-foot buses are being used and asked when the new Bus Rapid Transit (BRT) buses will be deployed.

Andy Radowick, Interested Citizen, asked about VTA's contracting and procurement process with regards to Assembly Bill (AB) 1678 and expressed interest in the opportunity to do business with VTA.

Eugene Bradley, Silicon Valley Transit Users, asked about VTA's personal conduct policy that may apply to VTA employees when they are not in the workplace.

6. PUBLIC HEARINGS

6.1. HEARING - NOTICE OF INTENTION TO ADOPT RESOLUTIONS OF NECESSITY

Kathy Bradley, Acting Deputy Director of Real Estate, provided a brief background and a presentation of the Resolutions of Necessity, highlighting project needs from the three properties noted.

Mr. Fabela noted objection to the adoption of the Resolution of Necessity for Property ID B3000 (APN 254-02-014) from Union Pacific Railroad Company (Union Pacific) via letter dated November 2, 2015. Mr. Fabela provided statements in response to Union Pacific's grounds for objection.

Public Comment

James Wightman, Interested Citizen, asked when the opening dates are for VTA's BART Silicon Valley Extension and the AR/SC Bus Rapid Transit Project.

M/S/C (Chavez/Liccardo) to close the public hearing and to adopt **Resolution of Necessity No. 2015.11.43**; **Resolution of Necessity No. 2015.11.44**; and **Resolution of Necessity No. 2015.11.45** determining that the public interest and necessity requires the acquisition of property interests from three properties owned by: (1) 221 Warren Avenue, LLC, a California limited liability company, located in Fremont, California; and (2) Tito L. de La Rosa or The heirs or devisees of Tito L. de la Rosa, located in Milpitas, California; and (3) Union Pacific Railroad Company, a Delaware corporation, located in San Jose, California, for the BART Silicon Valley Berryessa Extension (SVBX) Project.

Resolution No. 2015.11.43

Property ID/Assessor's Parcel Number/Owner

B2158 (APN 519-0950-014 & -015) owned by 221 Warren Avenue, LLC, a California limited liability company.

Resolution No. 2015.11.44

Property ID/Assessor's Parcel Number/Owner

B2220B (Vacated Industrial Way- No APN) owned by Tito L. de La Rosa or the heirs or devisees of Tito L. de la Rosa.

Resolution No. 2015.11.45

Property ID/Assessor's Parcel Number/Owner

B3000 (APN 254-02-014) owned by Union Pacific Railroad Company, a Delaware corporation.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Cindy Chavez, Vice Chairperson
SECONDER:	Sam Liccardo, Board Member
AYES:	Baker, Bruins, Carrasco, Chavez, Esteves, Herrera, Kalra, Khamis, Liccardo, Whittum, Woodward, Yeager
NOES:	None
ABSENT:	None

8. CONSENT AGENDA

8.1. Board of Directors Workshop Meeting Minutes of September 25, 2015

M/S/C (Herrera/Bruins) to approve the Board of Directors Meeting Minutes of September 25, 2015.

8.2. Board of Directors Regular Meeting Minutes of October 1, 2015

M/S/C (Herrera/Bruins) to approve the Board of Directors Meeting Minutes of October 1, 2015.

8.3. Appointments to the State Route (SR) 85 Corridor Policy Advisory Board

M/S/C (Herrera/Bruins) to approve the appointments to the State Route 85 Corridor Policy Advisory Board.

8.4. I-880/Coleman Avenue Interchange Landscaping - Construction Contract Amendment

M/S/C (Herrera/Bruins) to authorize the General Manager to amend the construction contract with JJ Nguyen, Inc. from the existing Board authorized contract value of $509,155 to $689,155 for I-880/Coleman Interchange Landscaping in San Jose.

8.5. Fiscal Year 2015 Statement of Revenues and Expenses for the Period Ending June 30, 2015

M/S/C (Herrera/Bruins) to review and accept the Fiscal Year 2015 Statement of Revenues and Expenses for the period ending June 30, 2015.

8.6. Additional Envision Projects

M/S/C (Herrera/Bruins) to approve the inclusion of two projects from the Town of Los Gatos and two projects from Caltrain to the List of Projects for Envision Silicon Valley.

8.7. FY15/16 Transportation Development Act Article 3 Funding Program

M/S/C (Herrera/Bruins) to adopt **Resolution No. 2015.11.46** authorizing the General Manager to execute a funding agreement with the Metropolitan Transportation Commission (MTC) in order to receive Transportation Development Act (TDA) funds.

8.8. Adopt the 2015 VTA Congestion Management Program (CMP)

M/S/C (Herrera/Bruins) to adopt the 2015 VTA Congestion Management Program (CMP).

8.9. Vehicle Registration Fee Funds for I-680 Soundwall Plans, Specifications & Estimates

M/S/C (Herrera/Bruins) to program $502,000 in Vehicle Registration Fee (VRF) Countywide Matching funds for the Plans, Specifications, and Estimates and Right of Way phases of the soundwall project on I-680 between Capitol Expressway and Mueller Avenue in San Jose.

8.10. Memorandum of Understanding between Council of San Benito County Governments and Santa Clara Valley

M/S/C (Herrera/Bruins) to authorize General Manager to execute a Memorandum of Understanding with the Council of San Benito County Governments to formalize a partnership, referred to as the Mobility Partnership, to provide direction on the development of the SR 152 Trade Corridor and appoint three members from Santa Clara County to serve on the Mobility Partnership.

8.11. One Bay Area Grant Cycle 2 - Program Structure

M/S/C (Herrera/Bruins) to approve the One Bay Area Grant (OBAG) Cycle 2 program structure.

8.12. BART Silicon Valley Comprehensive Agreement Assessment

M/S/C (Herrera/Bruins) to review and receive the Auditor General's report on the BART Silicon Valley Comprehensive Agreement Assessment.

8.13. Third-Party Fare Reporting Process Assessment

M/S/C (Herrera/Bruins) to review and receive the Auditor General's report on the Third-Party Fare Reporting Process Assessment.

8.14. Legislative Update Matrix

M/S/C (Herrera/Bruins) to review the Legislative Update Matrix.

8.15. Monthly Investment Report for August 2015

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

8.16. 2000 Measure A Semi-Annual Report Ending June 30, 2015

M/S/C (Herrera/Bruins) to receive the 2000 Measure A Transit Improvement Program Semi-Annual Report ending June 30, 2015.

8.17. Technology Update

M/S/C (Herrera/Bruins) to receive a report on VTA's Technology Innovation Initiatives.

9. REGULAR AGENDA

Administration and Finance Committee

9.1. Construction Contract Award Contract C640 (15014) Montague Expressway and South Milpitas Boulevard Improvements

Board Member Kalra provided a brief overview of the staff recommendation.

M/S/C (Chavez/Kalra) to authorize the General Manager to execute a contract with O.C. Jones & Sons, Inc., the lowest responsible and responsive bidder, in the amount of $19,892,991 for the construction of Montague Expressway and South Milpitas Boulevard Improvements.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Cindy Chavez, Vice Chairperson
SECONDER:	Ash Kalra, Board Member
AYES:	Baker, Bruins, Carrasco, Chavez, Esteves, Herrera, Kalra, Khamis, Liccardo, Whittum, Woodward, Yeager
NOES:	None
ABSENT:	None

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

Board Member Kalra provided a brief overview of the staff recommendation and summary of the Administration and Finance Committee discussion.

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

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Cindy Chavez, Vice Chairperson
SECONDER:	Rose Herrera, Board Member
AYES:	Baker, Bruins, Carrasco, Chavez, Esteves, Herrera, Kalra, Khamis, Liccardo, Whittum, Woodward, Yeager
NOES:	None
ABSENT:	None

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

Board Member Kalra provided a brief overview of the item and introduced Jim Lawson, Director of Public Affairs and Executive Policy Advisor.

Mr. Lawson provided a staff report, highlighting: 1) project background; 2) overview of the Small Business Sustainability Program (SBSP); 3) overview of staff recommendations and financial assistance program for impacted businesses in the affected area; and 4) reviewed the differences between the staff recommendation and the recommendation from Board Members Carrasco, Chavez, Liccardo, and Woodward.

Public Comment

Luis Lourenco, Interested Citizen and business owner, made the following comments: 1) expressed his appreciation for the increased security in the area; and 2) expressed concern on eligibility criteria for the SBSP process.

Jesus Flores, President of the Alum Rock Santa Clara Street Business Association (ARSCSBA), provided a letter of introduction from ARSCSBA dated November 5, 2015, and noted requests by the business association as follows: 1) that VTA and ARSCSBA work collaboratively moving forward; 2) correct error on page 2 of **Agenda Item #9.3.c** – Strategic Communications Plan: Deliverables/Tactics to list ARSCSBA as a stakeholder in place of "Story Road Business Association"; and 3) that the SBSP claim process be user-friendly.

Board Member Khamis left the meeting at 6:14 p.m.

Joel Neri, Interested Citizen and business owner, showed a video that depicted conditions on 24th Street and Santa Clara Street, noting five businesses are located at this intersection.

Carlos Diaz, Vice President of ARSCSBA, expressed business association members' concern regarding construction impacts to shoppers for the holiday season and urged for a quick resolution. He suggested that Tier I applicants for the SBSP should not be excluded from participating in Tier II.

Brandi Madison, Interested Citizen, expressed her support of the business owners in the affected area and expressed concern with parking issue and construction impacts to the businesses.

Romesh Vidanage, Interested Citizen and business owner, made the following comments: 1) expressed his appreciation to Members Liccardo and Carrasco for their support and to VTA for the increase in security patrol; 2) expressed concern on reduction in employee work hours due to decrease in customers; and 3) requested that marketing assistance extend beyond the upcoming holiday season.

Gary Wesley, Interested Citizen, expressed concern about construction and traffic impacts to businesses with the proposed bus rapid transit project on El Camino Real.

Ken Cortez, Sr., Interested Citizen and business owner, commented about his financial situation and asked for assistance "to get back on track."

Carlos Carreira, Interested Citizen and business owner, commented on his family's plan to open a restaurant on Alum Rock Avenue, noting he may not qualify for financial assistance under the SBSP and asked the Board to consider exceptions to the program requirements.

Davide Viera, Interested Citizen and Chairperson of VTA's BART Silicon Valley Phase II Extension Community Working Group, requested that VTA allow for the provision to appoint a member of ARSCSBA to VTA's BART Silicon Valley Phase II Extension Community Working Group.

Cheriel Jensen, Interested Citizen, expressed concern on project's impacts to businesses.

Members of the Board and staff engaged in a discussion regarding the following: 1) application process, requirements, and timelines, noting SBSP forms would be available beginning November 11, 2015, and businesses would be notified in-person, door-to-door; 2) the California Environmental Quality Act (CEQA), Request for Proposal (RFP), and Resolution of Necessity processes should identify significant impacts and mitigations required; 3) noted a request by the VTA Governance and Audit Committee that the Auditor General conduct an assessment of the AR/SC Bus Rapid Transit Project to determine what went wrong and how to improve the process moving forward; 4) marketing and advertising strategies; 5) importance of making the application process user-friendly; and 6) requested that the Independent Administrator provide a report on the status of applications to the Board at the December 10, 2015, Regular Meeting.

Board Members Baker, Bruins and Whittum noted general support for the SBSP but expressed concern on increasing the maximum amount for Tier II claims without knowing the full scope of requests and the financial impact. They suggested alternatives related to the amount and the disbursement process.

Members of the Board expressed support for an expedient process to provide urgent assistance to the businesses in the impacted area, noting forthcoming report from Independent Administrator should provide additional insight on scope of the program.

M/S/C (Chavez/Carrasco) on a vote of 8 ayes, 3 noes, and 0 abstention to authorize the General Manager to establish a process for mitigating impacts to small businesses due to the construction interruption of the Alum Rock/Santa Clara Bus Rapid Transit Project and to negotiate and execute agreements necessary for that purpose; augment the FY 2016 Santa Clara Valley Transportation Authority's (VTA) Transit Fund Capital Budget by $1.5 million modified by the memorandum to the Administration and Finance Committee dated October 13, 2015 signed by Board Members Carrasco, Chavez, Liccardo and Woodward; explicitly note in the Communications Plan that the Marketing Support Program will be extended through the next year; explicitly note applying for Tier I does not preclude anyone from applying to Tier II; clarify that both Tier I and Tier II applicants must sign a waiver and release as a condition of receipt of funds through the program; add the Alum Rock Santa Clara Street Business Association to VTA's BART Silicon Valley Phase II Extension Community Working Group; and have the Independent Administrator report back to the VTA Board of Directors on December 10, 2015, to present the status of applications including the aggregate amount of the requests and any payments made. Board Members Baker, Bruins, and Whittum opposed.

RESULT:	**APPROVED**
MOVER:	Cindy Chavez, Vice Chairperson
SECONDER:	Magdalena Carrasco, Board Member
AYES:	Carrasco, Chavez, Esteves, Herrera, Kalra, Liccardo, Woodward, Yeager
NOES:	Baker, Bruins, Whittum
ABSENT:	Khamis

9.3.X. Emergency Non-Competitive Paving Procurement Request Alum Rock-Santa Clara Bus Rapid Transit Project

Public Comment

Mr. Wesley expressed concern on the procurement of construction services without the need for competitive bidding.

M/S/C (Chavez/Herrera) to adopt **Resolution No. 2015.11.47** finding and declaring and determining that (1) public interest and necessity demand the immediate expenditure of public money to contract for construction services for the completion of the westbound lanes of Alum Rock Avenue between U.S. 101 and Jackson Street in San José (westbound lanes) in the month of November to safeguard life, health, or property; (2) the high likelihood of substantial winter rains means a high likelihood of flooding and dangerous conditions in the westbound lanes constituting an emergency; (3) the emergency will not permit a delay resulting from a competitive solicitation for bids for construction services to finalize construction in the westbound lanes; and (4) the immediate contracting for such construction services is necessary to respond to the emergency; (5) authorizing and directing the General Manager or her designee to contract for the procurement of such construction services without the need for competitive bidding; and (6) directing the General Manager or her designee to report to the Board at its next regularly scheduled meeting on the status of the contracting authorized and directed herein and on whether an emergency continues to exist with respect to such contracted work.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Cindy Chavez, Vice Chairperson
SECONDER:	Rose Herrera, Board Member
AYES:	Baker, Bruins, Carrasco, Chavez, Esteves, Herrera, Kalra, Liccardo, Whittum, Woodward, Yeager
NOES:	None
ABSENT:	Khamis

Transit Planning and Operations Committee

9.4. (Deferred)

Receive an update on Compressed Natural Gas (CNG) analysis.

7. REPORTS

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

Chairperson Woodward noted the CAC/CWC Chairperson's Report was contained on the dais and the public table.

7.2. Policy Advisory Committee (PAC) Chairperson's Report

Chairperson Woodward noted the PAC Report was contained on the dais and the public table.

7.3. General Manager's Report

Nuria I. Fernandez, General Manager, provided a report, highlighting:

- Total system ridership, bus ridership, and light rail ridership increased for September 2015 compared to August 2015;
- Decrease in number of safety and security incidents reported for October 2015 compared to September 2015;
- VTA and Google, Inc. partnership to prepare a transportation access study into the City of Mountain View's North Bayshore area; Google, Inc. will provide funding to VTA for the study;
- Hack My Ride 2.0 application challenge winners were announced on November 3, 2015, and awarded cash prizes provided by sponsors Microsoft Corporation and the John S. and James L. Knight Foundation; the top winner was a mobile application called "Departures SF Bay;"
- VTA and Mission College partnership on the Transit Apprenticeship for Professional Career Advancement (TAPCA) initiative; and
- VTA's Veteran's Day Event at VTA River Oaks Campus in the Auditorium on November 9, 2015, at 9:00 a.m.

7.3.A. Government Affairs Update

Kurt Evans, Government Affairs Manager, provided a brief presentation, noting the following: 1) overview of the Bipartisan Budget Agreement of 2015; 2) three-week extension of the Moving Ahead for Progress in the 21st Century Act (MAP-21); 3) passage of the Surface Transportation Reauthorization and Reform (STRR) Act of 2015; and 4) hearings of the Conference Committee on transportation funding proposals.

Aaron Quigley, Senior Policy Analyst, provided a brief overview and update of the Association of Bay Area Governments – Metropolitan Transportation Commission (ABAG-MTC) proposed merger.

7.3.B. Silicon Valley Rapid Transit (SVRT) Program Update

Carolyn Gonot, Director of Engineering and Transportation Infrastructure Development, gave a brief presentation, highlighting: 1) construction progress on the Montague Light Rail Station pedestrian overcrossing connecting to the Milpitas BART station; 2) construction progress on the Milpitas and Berryessa BART Silicon Valley Stations; 3) overview of

schedule and cost summary; and 4) next steps for VTA's BART Silicon Valley Phase II Extension.

Public Comment

Mr. Bradley referenced the El Camino Real Rapid Transit Policy Advisory Board meeting minutes of September 30, 2015, and provided written materials and photos that highlight 2000 Measure A ballot text regarding bus service improvement in major bus corridors and bus queue jumping lanes.

7.4. Chairperson's Report

Chairperson Woodward provided a brief overview of the 2016 VTA Board of Directors Chairperson and Vice Chairperson election process, noting eligible Board Members who wish to serve may submit a letter of interest to him. Chairperson Woodward will announce those who are interested in serving at the December 10, 2015, Board of Directors meeting, as well as additional nominations from the floor.

Chairperson Woodward introduced Scott Haywood, Transportation Planning Manager.

Mr. Haywood provided a brief update of the Envision Silicon Valley process noting the following: 1) launch of Envision Silicon Valley Transportation Challenge online budget tool; 2) summary of ongoing open house meetings; and 3) summary of next steps.

Mr. Haywood noted the next Envision Silicon Valley Stakeholder Group meeting is scheduled for November 10, 2015, at 1:30 p.m., in VTA's Auditorium, 3331 North First Street, San José, California.

10. OTHER ITEMS

10.1. ITEMS OF CONCERN AND REFERRAL TO ADMINISTRATION

There were no Items of Concern and Referral to Administration.

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

10.2.A. VTA Standing Committees

- Governance and Audit Committee – The October 1, 2015, Minutes were accepted as contained in the Agenda Packet.
- Silicon Valley Rapid Transit Program Working Committee (SVRT PWC) – The October 5, 2015, Minutes were accepted as contained in the Agenda Packet.
- Transit Planning & Operations (TP&O) Committee – The October 14, 2015, Minutes were accepted as contained in the Agenda Packet.
- Congestion Management Program & Planning (CMPP) Committee – The October 15, 2015, Minutes were accepted as contained in the Agenda Packet.

- Administration & Finance (A&F) Committee –The October 15, 2015, Minutes were accepted as contained on the dais.

10.2.B. VTA Advisory Committees

- Committee for Transit Accessibility (CTA) – The October 7, 2015, Minutes were accepted as contained in the Agenda Packet.
- Citizens Advisory Committee (CAC) and 2000 Measure A Citizens Watchdog Committee (CWC) – The October 7, 2015, Minutes were accepted as contained in the Agenda Packet.
- Bicycle & Pedestrian Advisory Committee (BPAC) – The October 7, 2015, Minutes were accepted as contained in the Agenda Packet.
- Technical Advisory Committee (TAC) – The October 8, 2015, Minutes were accepted as contained in the Agenda Packet.
- Policy Advisory Committee (PAC) – The October 8, 2015, Minutes were accepted as contained in the Agenda Packet.

10.2.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 – The September 30, 2015, Minutes were accepted as contained in the Agenda Packet.

10.2.D. Joint Powers Boards and Regional Commissions

- Peninsula Corridor JPB – The November 5, 2015, Summary Notes were accepted as contained on the dais.
- Capitol Corridor JPB – There was no report.
- Dumbarton Rail Corridor Policy Committee – There was no report.
- Metropolitan Transportation Commission (MTC) – The October 28, 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.

10.3. ANNOUNCEMENTS

There were no Announcements.

2. CLOSED SESSION (continued)

2.1. Recessed to Closed Session at 8:07 p.m.

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

Name of Case: Rai v. Santa Clara Valley Transportation Authority

(United States District Court, N.D. California, San Jose Division: CV-004344-PSG)

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

Title: General Counsel

2.2. Reconvened to Open Session at 8:29 p.m.

2.3. Closed Session Report

A. Anticipated Litigation - Conference with Legal Counsel

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

Number of Cases: 1

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

B. (Removed from the Agenda)

Anticipated Litigation - Conference with Legal Counsel

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

Number of Cases: 1

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

Name of Case: Rai v. Santa Clara Valley Transportation Authority

(United States District Court, N.D. California, San Jose Division: CV-004344-PSG)

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

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

Title: General Counsel

Chairperson Woodward noted 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 8:30 p.m.

Respectfully submitted,

Michelle Oblena, Board Assistant
VTA Office of the Board Secretary

SANTA CLARA
Valley Transportation Authority

Date: December 1, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Board Secretary, Elaine Baltao

SUBJECT: Appointments to the State Route (SR) 85 Corridor Policy Advisory Board

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

ACTION ITEM

RECOMMENDATION:

Ratify an appointment to the State Route 85 Corridor Policy Advisory Board.

BACKGROUND:

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

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

The VTA Administrative Code provides that each of these voting positions, jurisdictions may appoint governing board members to serve as its representative and alternate member. All appointments by external bodies to VTA PABs require ratification by the Board of Directors.

DISCUSSION:

Submitted for Board ratification is one appointment to the SR 85 Corridor PAB made by a member jurisdiction:

- Chappie Jones, representing the City of San José (Member)

This individual meets the requirement for voting positions of being a current governing board member from the appointing jurisdiction.

ALTERNATIVES:

The Board could choose to not ratify this appointment.

FISCAL IMPACT:

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

Prepared by: Stephen Flynn, Advisory Committee Coordinator
Memo No. 5298

SANTA CLARA
Valley Transportation Authority

Date: December 3, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 2015

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: Report on Substantial Completion of Emergency Non-Competitive Paving Work for Alum Rock-Santa Clara Bus Rapid Transit Project and Request for Approval to Amend Contract Amount for Work

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

ACTION ITEM

RECOMMENDATION:

(1) Receive a report on the substantial completion of work done pursuant to an emergency, non-competitive paving procurement authorized by the VTA Board of Directors at its November 5, 2015 meeting; (2) authorize an amendment to the contract with Granite Rock Company (Granite Rock) for this work, increasing the total contract price from $499,785 to a sum not to exceed $600,000 based on the Board's previous finding that an emergency existed requiring the non-competitive procurement of this work; and (3) adopt a resolution authorizing an amendment to the contract and terminating the emergency.

This action requires a four-fifths vote.

BACKGROUND:

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

VTA awarded the main civil/stations construction contract (C830) for the BRT Project to Goodfellow Top Grade Construction (GTGC) in late 2013. After a series of events, on September 10, 2015, VTA and GTGC entered into a Closeout Agreement for the resolution of disputes between VTA and GTGC and the prompt and orderly closeout and demobilization of

GTGC from the Project.

On November 5, 2015, the Board adopted a resolution finding, declaring, and determining that (1) public interest and necessity demanded the immediate expenditure of public money to contract for construction services for the completion of the westbound lanes of Alum Rock Avenue between U.S. 101 and Jackson Street in San José (Westbound Lanes) in the month of November to safeguard life, health, or property; (2) the high likelihood of substantial winter rains meant a high likelihood of flooding and dangerous conditions in the Westbound Lanes constituting an emergency; (3) the emergency did not permit a delay resulting from a competitive solicitation for bids for construction services to finalize construction in the Westbound Lanes; and (4) the immediate contracting for such construction services was necessary to respond to the emergency; (5) authorizing and directing the General Manager or her designee to contract for the procurement of such construction services without the need for competitive bidding; and (6) directing the General Manager or her designee to report to the Board at its next regularly scheduled meeting on the status of the contracting authorized and directed therein and on whether an emergency continues to exist with respect to such contracted work.

DISCUSSION:

Pursuant to the adoption of the resolution at the November 5, 2015 Board meeting, an emergency contract was executed with Granite Rock for the paving of the final lift of the westbound lanes along Alum Rock Avenue from Jackson Avenue to US101 (see Exhibit B Contractor List). Three contractors were contacted to determine availability to perform the work on short notice. After discussions, Granite Rock was the only contractor with the resources (labor, equipment and management) to perform the work within the two to three week timeframe.

For community notification, a paving notice was posted on the VTA website and sent via Gov Delivery and stakeholders email on Friday, November 6, 2015 to inform the community of the upcoming nighttime paving activities. On Monday, November 10, 2015, approximately 1000 notices were hand-delivered to residences and businesses along the corridor with the same message.

Granite Rock started construction of the westbound lanes the night of Wednesday, November 11, 2015. The work was significantly completed the morning of Saturday, November 14, 2015, over a period of three nights. Construction commenced nightly at 8:00 p.m. and lasted until 6:00 a.m. the next morning, except on Saturday morning, when it lasted until 8:00 a.m. The contractor used a "paving train" that included up to 30 construction equipment and trucks. This allowed for a successful completion of the work ahead of schedule. During the first night of construction, paving of the outside westbound lane from Jackson Avenue to US101 was completed. Similarly, the inside lane was completed during the second night. During the last night of construction, the side streets and pavement conforms were completed (see Exhibit C for construction photos). Minor completion items such as manhole adjustments are being scheduled and will be done over the next few weeks at a non-critical pace. Test results for in-place pavement material as required by the contract have since been submitted and are acceptable.

With the paving of the westbound lanes complete, the emergency of potential flooding and dangerous conditions for motorists along the westbound lanes no longer exists. Rain water can

now flow into the drainage inlets as originally designed thereby eliminating the likelihood of flooding in the roadway.

The cost for the work was originally estimated at $500,000, and the original contract value was set at $499,785.00. This was based on theoretical estimates of asphalt quantities needed for the work. The actual quantities of asphalt used were higher than the original quantity estimates. The final cost of the work is being calculated, but is expected to be between $550,000 and $600,000.

ALTERNATIVES:

Going through the competitive solicitation for bid process would have resulted in delays to paving the westbound lanes which would have presented more opportunities for rain events to cause ponding along the roadway. Without any paving adjustments, VTA would have been required to shut down the outside lane during any rain event and shut down both westbound lanes during a significant rain event.

FISCAL IMPACT:

This action will authorize up to $600,000 in contract commitments for the paving of the Westbound Lanes. Appropriation for this expenditure is available in the FY16 Adopted 2000 Measure A Transit Improvement Program Capital Budget. This contract is funded with 2010 State Transportation Improvement Program and 2000 Measure A funds.

SMALL BUSINESS ENTERPRISE (SBE) PARTICIPATION:

Based on the limited scope of work and no subcontracting opportunities, no specific goal has been established for this work.

Prepared by: Mohamed Basma, Program Manager
Memo No. 5339

ATTACHMENTS:

- 5339 Exhibit A_Alum Rock-Santa Clara BRT Project Location (PDF)
- 5339 Exhibit C Construction Photos_Alum Rock-Santa Clara BRT (PDF)
- 6780 - Resolution (PDF)
- 5339 Exhibit B_Non-Competitive Paving Work for Alum Rock-SC BRT_ Contractor List (PDF)

Exhibit A – Alum Rock/Santa Clara Bus Rapid Transit Project

Project Map – Limits of Emergency Paving



Exhibit C – Alum Rock/Santa Clara Bus Rapid Transit Project

Construction Photos



Asphalt Grinding/Removal near 33rd Street



Asphalt Grinding/Removal at McCreery Avenue



Asphalt Paving at Checkers Drive



Asphalt Paving at Sunset Avenue Left Turn Pocket



Asphalt Paving at 34th Street



Temporary Striping/Floppies Installation near King Road



Finished Pavement near Eastgate Avenue (Looking West)



Finished Pavement near Eastgate Avenue (Looking East)

Resolution No. _____

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SANTA CLARA VALLEY TRANSPORATION AUTHORITY RATIFYING THE EXPENDITURE OF PUBLIC FUNDS FOR THE PAVING OF THE WESTBOUND LANES OF ALUM ROCK AVENUE BETWEEN U.S. HIGHWAY 101 AND JACKSON STREET IN SAN JOSÉ

WHEREAS, in December 2008, the VTA Board of Directors approved the Alum Rock-Santa Clara Bus Rapid Transit (BRT) Project Environmental Impact Report, defining the 7.2 mile project in the City of San José; and

WHEREAS, VTA awarded the main civil/stations construction contract (C830) for the BRT to Goodfellow Top Grade Construction (GTGC) in late 2013; and

WHEREAS, after a series of events, on September 10, 2015, VTA and GTGC entered into a Closeout Agreement for the resolution of disputes between VTA and GTGC and the prompt and orderly closeout and demobilization of GTGC from the Project; and

WHEREAS, under the original C830 contract, the main scope of work on Alum Rock Avenue included installing a concrete busway in the median and reconstructing the asphalt roadway adjacent to the busway in both westbound and eastbound directions over a length of 1.7 miles; and

WHEREAS, the westbound lanes of Alum Rock Avenue between U.S. 101 and Jackson Street in San José (Westbound Lanes) were, as of early November 2015, in a state of partial completion and not yet set to finished grade; and

WHEREAS, at its November 5, 2015 the VTA Board of Directors adopted a resolution finding, declaring, and determining that (1) public interest and necessity demanded the immediate expenditure of public money to contract for construction services for the completion of the westbound lanes of Alum Rock Avenue between U.S. 101 and Jackson Street in San José (Westbound Lanes) in the month of November to safeguard life, health, or property; (2) the high likelihood of substantial winter rains meant a high likelihood of flooding and dangerous conditions in the Westbound Lanes constituting an emergency; (3) the emergency did not permit a delay resulting from a competitive solicitation for bids for construction services to finalize construction in the Westbound Lanes; and (4) the immediate contracting for such construction services was necessary to respond to the emergency; (5) authorizing and directing the General Manager or her designee to contract for the procurement of such construction services without the need for competitive bidding; and (6) directing the General Manager or her designee to report to the Board at its next regularly scheduled meeting on the status of the contracting authorized and directed therein and on whether an emergency continues to exist with respect to such contracted work; and

WHEREAS, pursuant to this authorization, VTA contracted with Granite Rock Company (Granite Rock) to perform the paving of the Westbound Lanes for the total contract price of $499,785; and

WHEREAS, Granite Rock substantially completed this work on or about November 14, 2015; and

WHEREAS, the total cost for Granite Rock to complete this work is expected to range between $550,000 and $600,000;

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

Section 1. Resolution No. 2015.11.47, adopted by the VTA Board of Directors at its November 5, 2015 meeting, finding, declaring, and determining that (1) public interest and necessity demanded the immediate expenditure of public money to contract for construction services for the completion of the westbound lanes of Alum Rock Avenue between U.S. 101 and Jackson Street in San José (Westbound Lanes) in the month of November to safeguard life, health, or property; (2) the high likelihood of substantial winter rains meant a high likelihood of flooding and dangerous conditions in the Westbound Lanes constituting an emergency; (3) the emergency did not permit a delay resulting from a competitive solicitation for bids for construction services to finalize construction in the Westbound Lanes; and (4) the immediate contracting for such construction services was necessary to respond to the emergency; (5) authorizing and directing the General Manager or her designee to contract for the procurement of such construction services without the need for competitive bidding; and (6) directing the General Manager or her designee to report to the Board at its next regularly scheduled meeting on the status of the contracting authorized and directed therein and on whether an emergency continues to exist with respect to such contracted work is hereby incorporated into this resolution by reference;

Section 2. The General Manager or her designee is authorized to execute an amendment to the contract with Granite Rock Company for the paving of the Westbound Lanes increasing the contract amount to a sum not to exceed $600,000.

Section 3. The emergency declared in Resolution No. 2015.11.47 is hereby terminated.

PASSED AND ADOPTED by the Santa Clara Valley Transportation Authority Board of Directors on November 5, 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 four-fifths 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 B

Completion of Emergency Non-Competitive Paving Work for Alum Rock-Santa Clara Bus Trapid Transit Project

Contractor List

Contractor Firm	Telephone	Contractor Role	Location
Granite Rock Company	408-574-1400	**Prime**	120 Granite Rock Way, Unit 1, San Jose, CA

SANTA CLARA
Valley Transportation Authority

Date: November 24, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Business Services, Alberto Lara

SUBJECT: Copy Center Equipment

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

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to amend the existing contract with Xerox Corporation to cover the remainder of the five year contract for document copy and printing equipment, software, consumables, and support, in the amount of $170,000. This amendment will increase the aggregated spending authorization up to $845,000.

BACKGROUND:

There is an increasing enterprise-wide need to provide printed materials to VTA customers to support our goal of delivering sustainable and accessible transportation solutions while maintaining a high level of quality, dependability, safety, and integrity. In addition, there is a strong focus on customer outreach with the goal to improve ridership. Furthermore, the Copy Center has an initiative to shift large local print jobs from costlier department printers to the Copy Center. Therefore, there is a critical need for in-house copy services to support VTA business activities.

DISCUSSION:

In 2011 VTA moved the Copy Center to improve efficiency and replace the old 15 to 18 year old production copier, duplication and secondary operation equipment. The Board approved $675,000 for Xerox equipment and services for five years (from September 30, 2011 to September 29, 2016). Due to an unforeseen rise in usage, the $675,000 is expected to be spent by the end of 2015. Incremental usage has been driven by special events, doing more in house duplication needs, along with initiatives to improve ridership and transit customer outreach. The

current agreement covers software and three production copiers

The detail of the additional funds needed for the initial five-year term is as follows:

For the first 5 years	Equipment Lease	Usage (Click) Charge	Total
Original Contract	$431,325	$243,675	$675,000
Updated Amount	$431,325	$413,675	$845,000
Net Difference	$ 0	$170,000	$170,000

As an alternative to updating the current lease contract, VTA looked at bringing in other contractors and making some improvements to the current equipment. Staff requested and received responses from Canon, Konica, as well as the current vendor Xerox. After a detailed requirement review, Konica's price was on par with Xerox, but lacks some of the functionalities of the current lease. Staff decided to wait until the current lease expires, then complete a new procurement.

Staff recommends the Board authorize the General Manager to amend the existing contract with Xerox Corporation to cover the remainder of the five year contract for document copy and printing equipment, software, consumables, and support, in the amount of $170,000 for an aggregated spending authorization up to $845,000.

ALTERNATIVES:

Staff could generate a Request for Lease for the copy center replacement equipment. Other alternatives considered by staff included outsourcing all production work, however this was not considered a viable alternative given the lack of control over confidential material and the delivery of time sensitive materials.

FISCAL IMPACT:

This action will amend the five year lease term with Xerox Corporation and will authorize an additional $170,000 for production copying equipment, software and support services. Budget appropriation for the contract through June 30, 2017 is available in the FY16 & FY 17 Adopted VTA Transit Fund Operating Budget.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Administration and Finance Committee did not consider this item due to the cancellation of its November 19, 2015 meeting.

Prepared by: Gary Miskell
Memo No. 5234

ATTACHMENTS:

- Attachment A Copy Equipment (PDF)

Attachment 1
Production Copier Lease

Contractor Firm	Contractor Role	Name	Location
Xerox Corporation	Region Vice President	Julie Hogan	San Francisco
Xerox Corporation	Solutions Analyst	Jane Key	Pleasanton
Xerox Corporation	Solutions Analyst	Larry Brickell	San Francisco
Xerox Corporation	Customer Service Engineer	Bob Walker	San Jose
Xerox Corporation	Customer Service Engineer	Ray Costa	San Jose
Xerox Corporation	Customer Service Engineer	Jeff Sanchez	San Jose
Xerox Corporation	Customer Service Engineer	Dan Mendez	San Jose
Xerox Corporation	Technical Specialist	Charles Urbonas	San Francisco
Xerox Corporation	Systems Trainer	Jane Key	Pleasanton
Xerox Corporation	Systems Trainer	Larry Brickell	San Francisco

SANTA CLARA
Valley Transportation Authority

Date: November 25, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Financial Officer, Raj Srinath

SUBJECT: Fiscal Year 2016 Quarterly Statement of Revenues and Expenses for the Period Ending September 30, 2015

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

ACTION ITEM

RECOMMENDATION:

Review and accept the Fiscal Year 2016 Quarterly Statement of Revenues and Expenses for the period ending September 30, 2015.

DISCUSSION:

This memorandum provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through September 30, 2015. The schedule has been designed to follow the same company-wide line item rollup as included in the adopted budget. The columns have been designed to provide easy comparison of actual to budget activities for the current fiscal year including year-to-date dollar and percentage variances from budget. The current staff projections of Revenues and Expenses for Fiscal Year 2016 are also included.

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

Revenues

Fiscal year-to-date Total Revenues (line 14) are above budget estimates by $438K, primarily due to favorable variances in Sales Tax based accounts, including 1976 Half-Cent Sales Tax (line 2) and Measure A Sales Tax Operating Assistance (line 4). This positive variance was partially offset by an unfavorable variance in Fares (line 1).

Sales Tax based revenues, including 1976 Half-Cent Sales Tax (line 2), TDA (line 3), and Measure A Sales Tax Operating Assistance (line 4), accounted for a collective surplus of $1.2M over budget estimates. Current projections for these three revenue sources for FY 2016 reflect a 4.7% increase from FY 2015 versus a budgeted increase of 4.9%. While the growth projection has declined slightly, FY 2015 actual receipts were higher than those anticipated during the budget process resulting in a higher FY 2016 projection than budgeted. Based on current projections, there would be no year-end transfer to or from the Sales Tax Stabilization Fund as the Fund is currently at its maximum limit of $35M.

Fares (line 1) shows a negative variance of $0.5M. While overall system ridership year-to-date has increased by 1.2% over first quarter FY 2015 and is tracking closely with budgeted ridership, fare revenues are approximately 1% lower than the first quarter of FY 2015 and 5.3% lower than budgeted. This seeming inconsistency indicates an increase in the number of riders using pre-paid fare media such as monthly passes, day passes, and Eco-Pass.

Expenses

Overall, Fiscal year-to-date Total Expenses (line 43) were $467K over budget driven primarily by unfavorable variances in Labor (line 15) and Materials & Supplies (line 16) offset somewhat by savings in Professional & Special Services (line 18) and Fuel (line 20).

Labor (line 15) shows an unfavorable variance of $0.9M due primarily to the timing of savings anticipated from recently negotiated bargaining unit contracts.

Materials & Supplies (line 16) reflects an unfavorable variance of $0.6M due primarily to increased preventive maintenance costs on an aging Light Rail Vehicle fleet.

Professional & Special Services (line 18) has a positive variance of $0.7M due to timing of planned activities.

Fuel (line 20) reflects a favorable variance of $0.9M due to lower per gallon costs than budgeted. Average diesel price per gallon paid year-to-date through September was $2.00 versus a budgeted price of $2.75.

Projections

Current staff projections for the fiscal year reflect a positive Operating Balance (line 44) of $1.9M. This increase over the budgeted Operating Balance is due primarily to an increased projection of sales tax based revenues and projected savings in fuel offset somewhat by higher than budgeted labor and materials & supplies.

SUMMARY:

Through the first three months of the year, revenues exceeded budgeted projections by $438K while expenses were $467K above budget estimates, for an overall negative variance of revenues over expenses (line 44) of $29K. Current staff projections for the fiscal year reflect a positive

Operating Balance of $1.9M. Given that the various sources of the positive Operating Balance may not be recurring, it is best suited to fund one-time expenditures. Historically the Operating Balance has been used to fund capital projects or special initiatives.

FISCAL IMPACT:

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

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Administration and Finance Committee did not consider this item due to the cancellation of its November 19, 2015 meeting.

Prepared by: Carol Lawson, Fiscal Resources Manager
Memo No. 5225

ATTACHMENTS:

- FY16 1Q Rev Exp Attachment (PDF)

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENSES
Fiscal Year 2016
through September 30, 2015
(Dollars in Thousands)

Line	Category	Fiscal Year-to-Date Actual	Fiscal Year-to-Date Budget	Year-to-Date Variance	% Variance	FY 2016 Current Budget[1]	FY 2016 Projection[2]
1	Fares	9,753	10,296	(544)	-5.3%	40,618	40,618
2	1976 Half-Cent Sales Tax	52,891	51,906	985	1.9%	207,439	208,511
3	TDA	24,417	24,396	22	0.1%	97,496	97,496
4	Measure A Sales Tax-Oper Asst	9,729	9,580	148	1.5%	38,287	38,485
5	STA	3,401	3,690	(289)	-7.8%	14,765	14,765
6	Federal Operating Grants	950	926	24	2.6%	11,704	3,704
7	State Operating Grants	463	555	(93)	-16.7%	2,223	2,223
8	Investment Earnings	526	356	170	47.7%	1,425	1,425
9	Advertising Income	459	529	(70)	-13.2%	2,115	2,115
10	Measure A Repayment Obligation	1,266	1,285	(20)	-1.5%	15,306	15,306
11	Other Income	715	611	104	17.0%	2,446	2,446
12	Transfer for Capital	(8,400)	(8,400)	0	0.0%	(33,600)	(33,600)
13	Debt Reduction Fund Contribution	4,991	4,991	0	0.0%	19,965	19,965
14	**Total Revenues**	**101,160**	**100,721**	**438**	**0.4%**	**420,189**	**413,458**
15	Labor Costs	78,123	77,264	(859)	-1.1%	308,673	310,073
16	Materials & Supplies	5,699	4,850	(849)	-17.5%	19,408	21,408
17	Security	3,052	3,117	65	2.1%	12,473	12,473
18	Professional & Special Services	957	1,691	734	43.4%	7,620	7,620
19	Other Services	1,808	1,793	(15)	-0.8%	7,693	7,693
20	Fuel	2,329	3,193	864	27.1%	12,573	9,129
21	Traction Power	1,431	1,174	(257)	-21.9%	3,819	3,819
22	Tires	493	537	44	8.3%	2,114	2,114
23	Utilities	764	723	(41)	-5.7%	2,895	2,895
24	Insurance	1,541	1,429	(112)	-7.9%	5,716	5,716
25	Data Processing	1,008	1,143	135	11.8%	4,779	4,779
26	Office Expense	93	93	(0)	-0.4%	426	426
27	Communications	369	330	(40)	-12.1%	1,606	1,606
28	Employee Related Expense	147	257	111	43.0%	1,027	1,027
29	Leases & Rents	206	147	(59)	-39.9%	776	776
30	Miscellaneous	139	180	41	22.6%	709	709
31	Reimbursements	(9,217)	(9,710)	(493)	5.1%	(38,838)	(38,838)
32	**Subtotal Operating Expense**	**88,942**	**88,211**	**(731)**	**-0.8%**	**353,468**	**353,424**
33	Paratransit	4,793	4,952	159	3.2%	19,817	19,817
34	Caltrain	2,103	2,097	(7)	-0.3%	8,390	8,390
35	Altamont Commuter Express	1,201	1,255	54	4.3%	5,023	5,023
36	Highway 17 Express	92	91	(0)	-0.5%	366	366
37	Monterey-San Jose Express Service	9	9	(0)	-0.1%	35	35
38	Contribution to Other Agencies	211	242	31	12.7%	8,967	967
39	Debt Service	1,819	1,846	26	1.4%	21,668	21,668
40	**Subtotal Other Expense**	**10,228**	**10,492**	**263**	**2.5%**	**64,266**	**56,266**
41	**Operating & Other Expenses**	**99,170**	**98,703**	**(467)**	**-0.5%**	**417,734**	**409,690**
42	Contingency	0	0	0	N/A	1,845	1,845
43	**Total Expenses**	**99,170**	**98,703**	**(467)**	**-0.5%**	**419,579**	**411,535**
44	**Operating Balance**	***1,990***	***2,019***	***(29)***		***610***	***1,923***

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

[1] Reflects Adopted Budget approved by the Board on June 4, 2015
[2] Reflects current staff projection as of October 23, 2015

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
SOURCES AND USES OF FUNDS SUMMARY
Fiscal Year 2016
through September 30, 2015
(Dollar in Thousands)

Line	Description	FY16 Adopted Budget[1]	FY16 Current Budget	FY16 Projected Actual[2]
Operating Balance				
1	Total Operating Revenues	420,189	420,189	413,458
2	Total Operating Expenses	(419,579)	(419,579)	(411,535)
3	Operating Balance	610	610	1,923
Operating Balance Transfers				
4	Operating Balance	610	610	1,923
5	Transfer From/(To) Sales Tax Stabilization Fund	0	0	0
6	Transfer From/(To) Operating Reserve	(610)	(610)	(610)
7	Transfer to Debt Reduction Fund for Future Capital	0	0	1,313
Operating Reserve				
8	Beginning Operating Reserve	62,937	62,937	62,937
9	Transfer From/(To) Operating Balance	610	610	610
10	Ending Operating Reserves	63,547	63,547	63,547
11	Operating Reserve %[3]	15.0%	15.0%	15.0%

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

[1] Adopted Budget approved by the Board on June 4, 2015
[2] Staff Projection as of October 23, 2015
[3] Line 18 divided by Budgeted Operating Expenses

SANTA CLARA
Valley Transportation Authority

Date: December 3, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

FROM: General Manager, Nuria Fernandez

SUBJECT: Amend Contract with RSM US LLP for Auditor General and Internal Audit Services to Increase the Maximum Amount for FY 2016

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

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to amend the contract with RSM US LLP (RSM) for Auditor General and internal audit services to reflect increased Board and administration usage. This action will increase the current $1,050,000 maximum contract amount by $225,000, resulting in a revised maximum of $1,275,000. The current term of this contract ends June 30, 2016.

BACKGROUND:

VTA's Auditor General program is responsible for assisting the Board of Directors in fulfilling its fiduciary responsibilities of overseeing risks and controls in financial reporting, financial integrity, reputation and public perception of the organization, and program activities. The Auditor General reports directly to Board of Directors, is overseen by the Governance & Audit Committee, and has an administrative reporting relationship to the General Manager.

In January 2013, the Board of Directors awarded a contract to McGladrey LLP (now known as RSM US LLP) to provide Auditor General and internal audit services. This task order contract was for a 29-month base term (through June 30, 2015) and included four additional one-year options, to be exercised at the sole discretion of VTA. The base term was for a maximum of $800,000 and each one-year option was specified at a maximum of $250,000 per year.

On March 5, 2015 the Governance & Audit Committee, utilizing its Board-delegated authority, exercised the first one-year renewal of the RSM contact. This action extended the contract through June 30, 2016 and increased the maximum contract value by $250,000 from $800,000 to

$1,050,000. With this one year extension to June of 2016, there remains three additional one year options available under this contract.

DISCUSSION:

The issue is that the requested Auditor General services for this current one year extension significantly exceed the contract limit of $250,000.

The Board-approved FY 2016 Internal Audit Work Plan anticipates the maximum amount for Auditor General projects and tasks at $398,000, whereas the one-year extension projected the amount of services at $250,000. Without the recommended increase, RSM will not be able to complete all Auditor General projects and tasks contained in the current Board-approved Work Plan, and most likely affect completion of three or more major projects.

Staff recommends that the Board approve amending the RSM contract to increase the $250,000 amount of the first option year (FY 2016) by $225,000, thus resulting in a revised contract maximum amount of $1,275,000.

Original Contract	$800,000
One Year Extension (FY2016)	$250,000
Requested Addition (FY2016)	$225,000
Revised Contract Total	$1,275,000

The $250,000 amount for each option-year renewal was an estimate based on an assumed work level. Because of the additional need for audit services as approved by the Board of Directors, this estimate is insufficient to meet the Board's objectives. Examples of increased utilization of Auditor General services from contract inception to the present that necessitate the contract amendment are:

- Paratransit Operations Assessment
- Public Safety Process Assessment
- Special Events and Stadium Review
- BART Silicon Valley Program (specific project TBD)
- Ethics Hotline Support

ALTERNATIVES:

There are no reasonable alternatives if the Board wants to undertake all the projects contained in the FY 2016 Internal Audit Work Plan during the current fiscal year. If the contract is not amended, RSM will not be able to undertake several major projects contained in that plan.

FISCAL IMPACT:

This action will authorize an additional $225,000 of Auditor General and internal audit services during FY 2016. Sufficient appropriation to complete this work is contained in the Adopted FY 2016 VTA Transit Fund Operating Budget and in the Adopted FY 2016 2000 Measure A Transit Improvement Program Fund Capital Budget.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Governance & Audit Committee considered this item on November 5, 2015 as part of its Consent Agenda, and without major comment unanimously recommended Board of Directors approval and that this item be placed on the Board's Consent Agenda.

Prepared by: Stephen Flynn, Advisory Committee Coordinator
Memo No. 5273

ATTACHMENTS:

- A--RSM 84308 Listing_NOV2015 (PDF)

Attachment A

Contract with RSM US LLP for VTA Auditor General Services

November 1, 2015

Firm & Location	Contact Name	Role
RSM US LLP One S. Wacker Drive, Suite 800 Chicago, Illinois 60606	Patrick Hagan, CPA	National Managing Partner, State and Local Government
RSM US LLP One Union Square 600 University Street, Suite 1100 Seattle, WA 98101	Corey Saunders, CPA	Director, Risk Advisory Services
RSM US LLP 100 W. San Fernando Street San Jose, CA 95113	Bill Eggert, CPA	Director, Risk Advisory Services

SANTA CLARA
Valley Transportation Authority

Date: December 3, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Operating Officer, Inez Evans

SUBJECT: Procurement for Light Rail Vehicle Primary and Secondary Suspension Overhaul Project

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

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to execute a sole source contract with Kinkisharyo, Inc., in the amount up to $866,358 to procure the components needed for the first year of a three-year overhaul program of the light rail vehicle primary and secondary suspension systems.

BACKGROUND:

In 2002 and 2003, VTA received into service 100 Kinkisharyo low floor light rail vehicles (LRV). Many of these LRVs have now been in service for almost 13 years and are approaching 480,000 miles of service. The manufacturer provided a detailed preventive maintenance schedule, which includes a list of parts that need to be replaced at set intervals as part of its general preventive maintenance program, including major overhauls. The list of components includes parts for the suspension systems, braking systems, couplers, and propulsion systems.

The manufacturer recommends that the LRV suspension parts be replaced at 480,000 miles. This year-one procurement will enable VTA to rehab the suspension system on 33 LRVs.

The suspension components in this contract include bushings, bearings, and other specialized rubber components and are only available through Kinkisharyo, the Original Equipment Manufacturer (OEM) of the light rail vehicles.

DISCUSSION:

The overhaul program is required to protect the large investment VTA has made in the light rail

vehicles so that we may continue to provide safe and reliable transportation to our patrons. We are also required to have a comprehensive maintenance program as directed by the California Public Utilities Commission (CPUC).

All light rail transit systems in the state of California are required to operate their LRVs in properly maintained and in safe working condition as documented in the systems' approved operating rules and procedures, which includes processes for mid-life rehabilitation of the LRV fleet. These suspension parts are included in the mid-life overhaul rehabilitation program.

VTA has adopted the manufacturers recommended maintenance program into our internal procedures. Replacing the key components of our LRV's suspension systems ensure that these vehicles will operate in optimal condition for the remaining years of their expected useful lives.

VTA's Kinkisharyo's LRVs were built to VTA's specifications, and replacement parts, such as these suspension parts, are only available through Kinkisharyo. Therefore, staff recommends awarding this contract to Kinkisharyo.

ALTERNATIVES:

As these parts are only available through Kinkisharyo there are no practical alternatives to purchasing these components from Kinkisharyo.

FISCAL IMPACT:

This action will authorize up to $866,358 to procure primary and secondary suspension components required to refurbish the LRV suspension system. Appropriation for this contract is included in the FY16 Adopted VTA Transit Fund Capital Budget.

SMALL BUSINESS ENTERPRISE (SBE) PARTICIPATION:

There is no opportunity for SBE participation as Kinkisharyo is the sole supplier and is not a SBE.

STANDING COMMITTEE COMMENTS:

The Transit Planning and Operations (TP&O) Committee reviewed this item at the November 18, 2015 meeting. The Committee recommended approval of this item and placed it on the Board of Directors' Consent Agenda for December 10, 2015.

Prepared by: George Sandoval
Memo No. 5138

ATTACHMENTS:

- GSC 84308 - Kinkisharyo Suspension Parts (PDF)

Attachment A

Light Rail Vehicle Suspension Parts
Kinkisharyo, Inc.

Firm Name	Name	Role	Location
Kinkisharyo	William Covino	Vice President	80 River Street, Suite 4 Hoboken, NJ 07030 201.7005.4319
Kinkisharyo	Melissa Rath	Sr. Purchasing Manager	300 N. Continental Blvd, Suite 300 El Segundo, CA 90245 424.276.1823

SANTA CLARA
Valley Transportation Authority

Date: December 3, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Operating Officer, Inez Evans

SUBJECT: Refurbishment of Buffer Tube Assemblies for LRV Coupler

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

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to execute a three-year sole source contract with Dellner, Inc., the original equipment manufacturer (OEM), of the coupler system in the amount up to $818,387 to refurbish, test, and certify buffer tube assemblies on VTA's Light Rail Vehicles (LRV), as necessary, to meet the original Dellner coupler specifications.

BACKGROUND:

VTA's light rail fleet is reaching its half-life and the buffer tube assemblies, which form a critical part of the coupler system on LRVs, need to be refurbished in accordance with the OEM's requirements. The buffer tube assembly provides proper shock absorption during the coupling of trains as well as in general operation of the trains. The refurbishing includes the disassembly, cleaning, inspection for wear and other damage, repair, reassembly, testing and certification of the buffer tube assembly. There is one coupler on each end of each LRV.

These assemblies are safety-critical items and their refurbishment involves an operation that can only be performed by trained operators at a Dellner authorized facility. There is only one such facility in North America and Dellner provides the Certificate of Conformance and warrants the part to the end user.

DISCUSSION:

Maintenance of the LRVs includes the periodic refurbishing of the coupler. There is one coupler at both ends of each LRV; one of the major coupler components is the buffer tube assembly. As part of the mid-life overhaul program, couplers and the associated buffer tube assembly must be

refurbished. This includes specific testing of the tube to assure that the coupler has the proper buffer capacity. Incorrectly refurbished buffer tube assemblies could cause excessive loads on the coupler and/or the LRV, which could potentially cause coupler failures. Refurbishment of these buffer tubes requires specific equipment which VTA does not own.

There is only one facility in North America that performs this critical refurbishment work. Staff negotiated directly with Dellner, the coupler OEM, to refurbish these critical assemblies. Staff is satisfied with the agreed upon price for this work as it is in line with our historic costs associated with buffer tube refurbishment work performed by Dellner, and costs incurred for similar work by other transit agencies. As there are no other practical alternatives, staff recommends awarding this contract to Dellner.

FISCAL IMPACT:

This action will authorize up to $818,387 to procure and refurbish (material and labor) the LRV coupler buffer tube assemblies, for a term of three-years. Appropriation for this contract is included in the FY16 Adopted VTA Transit Fund Capital Budget.

SMALL BUSINESS ENTERPRISE (SBE) PARTICIPATION:

There is no opportunity for SBE participation as Dellner is the sole supplier and is not a SBE.

STANDING COMMITTEE COMMENTS:

The Transit Planning and Operations (TP&O) Committee reviewed this item at the November 18, 2015 meeting. Member Bruins asked what the compelling reason was for going with Dellner and its subcontractor. David Hill, Deputy Director, Operations Transportation, replied that Dellner assumes liability for the tubes manufactured to their specifications. The Committee recommended approval of this item and placed it on the Board of Directors' Consent Agenda for December 10, 2015.

Prepared by: Manjit Khalsa
Memo No. 5187

ATTACHMENTS:

- Government Section Code 84308_LRV Buffer Tube Assemblies (PDF)

Attachment A
Refurbishment of Buffer Tube Assemblies for LRV Coupler
List of Contractor(s)

Firm Name	Name	Role	Location
Dellner, Inc	**Jerone Cain**	**President**	**8334 Arrowridge Blvd. (704) 527-2121 Charlotte, NC 28273-6511**
	Mark Lane	**Sales Manager, After Sales**	**8334 Arrowridge Blvd. (704) 527-2121 Charlotte, NC 28273-6511**

SANTA CLARA Valley Transportation Authority

Date: January 21, 2016
Current Meeting: December 10, 2015
Board Meeting: December 10, 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: I-280/Wolfe Road Interchange

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

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to negotiate and execute agreements with the City of Cupertino (City) to receive voluntary contributions to conduct project planning, environmental, design, right of way, and construction activities for the I-280/Wolfe Road Interchange Project and to enter into agreements with the California Department of Transportation (Caltrans) covering planning, preliminary engineering/environmental, design, right-of-way, and construction phases for the I-280/Wolfe Road Interchange Project.

BACKGROUND:

The next update of the countywide transportation plan is in early development and includes 93 highway and roadway projects that would be funded through a variety of sources over the next 25 years. The proposed I-280/Wolfe Road Interchange Project (Project) was submitted by the City of Cupertino and is identified as Project No. H280-05 in the draft plan.

In 2013, the City approved a contract with URS Corporation to conduct a Conceptual Alternative Analysis Study for the I-280/Wolfe Road interchange. The study included four possible alternatives that provide operational improvement to the interchange, an assessment of the right-of-way, utility and environmental impacts, and a cost estimate for each of the alternatives. This study was completed in September 2013.

The I-280/Wolfe Road Interchange Improvements Project proposes to widen the existing Wolfe Road structure and/or construct a new structure over I-280 in the City of Cupertino. The conceptual alternatives identified in the City's study were to complement the transportation mitigation improvements for the areas that were identified in the Environmental Impact Report

mitigation improvements for the areas that were identified in the Environmental Impact Report for the Apple Campus 2 Project. The more immediate improvements underway by the City are limited to on- and off-ramps at the I/280/Wolfe Road interchange.

DISCUSSION:

The agreements that are authorized through this memorandum would allow for the development of a new project that would evaluate a more complete improvement of the I-280/Wolfe Road interchange. The City is proposing to contribute available funding from developer fees for VTA to lead project development activities. VTA working with the City and Caltrans would begin the necessary preliminary engineering studies for the completion of a Project Study Report-Project Development Support (PSR-PDS), which is a scoping document that is a prerequisite for the project to move forward to the Project Approval/Environmental Documentation (PA/ED) phase that is part of Caltrans' highway project development process. The remaining project development phases for the Project, i.e., final design, construction, and project close-out are also anticipated once additional funding is identified and secured from the City. The estimated cost of the preliminary engineering study and PSR-PDS work is being prepared and reviewed with City staff.

Execution of the agreements for the I-280/Wolfe Road Interchange Improvements Project allows VTA to receive voluntary contributions from the City towards the project development work. In addition, the agreements would help solidify cooperation on the Project between VTA, City, Caltrans, and private entities.

VTA has also been working with Caltrans to amend the approved Project Initiation Document (PID) Work Plan to include this Project. The purpose of the approved PID Work Plan is to allow Caltrans to allocate staff resources to assist local agencies in reviewing and approving the PSR-PDS through a reimbursement program. Caltrans' support cost for the development of the PSR-PDS would be negotiated and funded by the voluntary contributions from the City.

This action by the Board of Directors would grant authority to the General Manager to negotiate and execute the needed agreements with the City and Caltrans without the need to return to the Board for approval of each agreement.

As funding becomes available, staff would return to the Board of Directors for the award of contracts to selected consultant teams for the various project development phases including planning, preliminary engineering, environmental clearance, right-of-way, and final design as required.

ALTERNATIVES:

The Board could decide to forgo voluntary contributions from the City of Cupertino for the I-280/Wolfe Road Interchange Improvements Project. In this case, VTA would not be able to commence this important highway improvement project as requested by City.

FISCAL IMPACT:

VTA will receive funds from City of Cupertino towards the project study efforts and completion of the PSR-PDS document for the I-280/Wolfe Road Interchange Project. Future City's voluntary contributions towards environmental clearance, final design, and construction phases will be negotiated with the City as additional funds become available. Appropriation for this expenditure is available in the FY16 Adopted VTP Highway Improvement Program Fund Capital Budget.

STANDING COMMITTEE DISCUSSION/RECOMMENDATIONS:

The Congestion Management Program & Planning Committee met, but did not have a quorum; therefore, this item is forwarded to the Board without any recommendation or discussion.

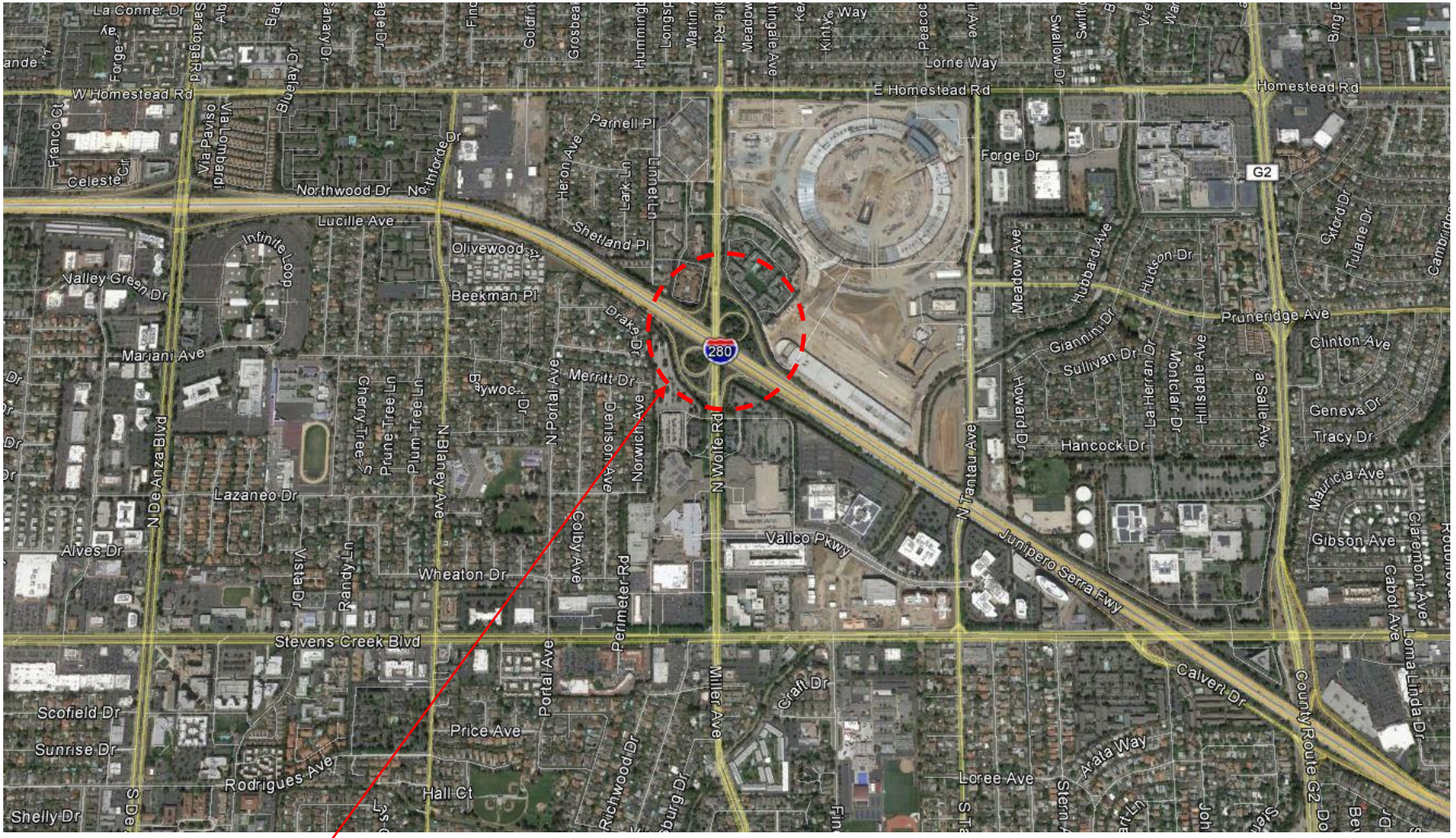
Prepared by: Gene Gonzalo
Memo No. 5291

ATTACHMENTS:

- Attachment A - Project Location Map (PDF)

Attachment A

I-280/Wolfe Road Interchange Improvements Project



Project Location Map

SANTA CLARA
Valley Transportation Authority

Date: November 23, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 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: Priority Development Area Program of Projects - Second Supplemental

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

ACTION ITEM

RECOMMENDATION:

Approve the Priority Development Area (PDA) Planning Grant second supplemental program of projects for funding.

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, but left the program under-subscribed by $3.2

million. VTA staff released the supplemental Call-for-Projects on December 2, 2014 to solicit additional applications and received two qualified applications. Yet again the program was under-subscribed by $1.2 million.

DISCUSSION:

As in previous calls for projects, 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.

Following the July 21, 2015 second supplemental Call-for-Projects, VTA staff received three applications: (1) El Camino Real Streetscape Plan; (2) Berryessa BART Urban Village Plan; and 3) North 1st Street Urban Village Plan as shown on Attachment A - Project Recommendations and detailed in Attachment B - Project Descriptions and Attachment C - Maps.

With the El Camino Real Streetscape Plan, the City of Mountain View will build on the El Camino Real Precise Plan which was based on the General Plan's land use and transportation policies. The Streetscape Plan will provide location specific design for public infrastructure, including but not limited to curbs, sidewalks, bicycle lanes, street furniture, landscaping, crosswalks, medians, lighting, and way-finding signage. The plan will provide detailed direction for the City and private developers to implement the long-term vision of El Camino Real as a walkable, transit-rich and bicycle-friendly area.

The City of San Jose adopted Envision San Jose 2040 General Plan, which provides a policy framework to facilitate a variety of housing and employment opportunities within new, vibrant urban districts (Urban Villages). Both Berryessa BART and North 1st Street were identified as Urban Village growth areas to accommodate significant new employment and jobs growth. As a means to reduce greenhouse gas emissions and to create a healthier community, the General Plan maintains a goal to reduce the number of vehicles miles travelled in the city by 40%. The City achieves this goal by integrating land use and transportation, providing significant parking reduction of up to 50% for areas located in Urban Villages and providing Transportation Demand Management Strategies (TDM).

The Berryessa BART Urban Village planning process will identify key infill opportunity areas to create a higher-density, mixed-used, urban district or "Urban Village". This Plan will integrate commercial uses and public services in close proximity to residential and employee populations to increase existing transit ridership, biking, and walking.

Similar to the Berryessa BART Plan, the North 1st Street Urban Village plan will promote urban development that is environmentally and fiscally beneficial to the City by reducing greenhouse gases and providing services more efficiently to a growing population. Chapters in this Urban Village Plan will include: Land Use; Urban Design; Circulation and Streetscape; Signage and Wayfinding, Open Space and Public Arts; and, Implementation and Financing.

With the receipt of these three applications, the program is again under-subscribed by

approximately $227,508 as noted on Attachment A.

ALTERNATIVES:

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

FISCAL IMPACT:

There is no direct fiscal impact associated with the adoption of the PDA Planning Grant Second Supplemental Program of Projects. However, up to $267,000 federal Surface Transportation Program (STP) Planning funds are available to support VTA CMA planning and programming of the PDA Planning Grant program.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Citizens Advisory Committee, Technical Advisory Committee and the Policy Advisory Committee considered this item at their respective November 10 and 12, 2015 meetings and recommended the item for approval. A Member of the Committee expressed concern with the slow pace of the City of San Jose's neighborhood plans. The Member of the Committee indicated that the Development community relies on these plans to establish the ground rules for building projects in the city and that they may miss this economic cycle as a result.

STANDING COMMITTEE DISCUSSION/RECOMMENDATIONS:

The Congestion Management Program & Planning Committee (CMPP) met as a Committee of the Whole on November 19, 2015, and received this item as part of its consent agenda. There was no discussion.

Prepared by: Celeste Fiore
Memo No. 5127

ATTACHMENTS:

- RES 5127_Attach A (PDF)
- RES 5127_Attach B (PDF)
- RES 5127_Attach C (PDF)

ATTACHMENT A:
PDA Planning Grant Second Supplemental
Recommended Program of Projects

Agency	Application Name	Total Project Cost	Requested Amount	Recommended Amount
Mountain View	El Camino Real Streetscape Plan	$300,000	$260,000	$260,000
San Jose	Berryessa BART Urban Village Plan	$409,419	$331,630	$331,630
San Jose	North 1st Street Urban Village Plan	$456,743	$369,962	$369,962
			$961,592	$961,592

Grant $ Available	$1,189,100
Grant $ Requested	$961,592
Grant $ Recommended	**$961,592**
(Over)/Under	$227,508

ATTACHMENT B

PDA Planning Grant Program Second Supplemental Project Descriptions

City of Mountain View – El Camino Real Streetscape Plan

The El Camino Real Streetscape Plan will build on the El Camino Real Precise Plan which was based on the General Plan's land use and transportation policies. The Streetscape Plan will provide location specific design for public infrastructure, including but not limited to curbs, sidewalks, bicycle lanes, street furniture, landscaping, crosswalks, medians, lighting, and way-finding signage. The plan will provide detailed direction for the City and private developers to implement the long-term vision of El Camino Real as a walkable, transit-rich and bicycle-friendly area.

Project limits: The project covers the El Camino Real for its whole length in Mountain View. The west border is between Del Medio and Los Altos Ave, and the east border is between Crestview and Knickerbocker Dr. Only the north sidewalk is in Mountain View west of Rengstorff Avenue.

Outcomes from the Plan include:
Designs for pedestrian improvements: The Plan will include detailed designs for streetscape improvements, including crosswalks, bulb-outs, tree-wells, planters, medians and more. The designs will be location-specific, with rough dimensions and materials. Approximate cost estimates will be included.

Phasing plan for bicycles: The Plan will include a phasing plan for bicycle lanes or cycletracks on El Camino Real. The phasing plan will identify locations where infrastructure can be installed immediately. For other locations, it would identify the conditions that would support future installation.

Designs for bus stops: The City will work with VTA to improve bus stops, considering service performance, and rider comfort, safety, access and wayfinding.

City Design Standards: The project will update City Design Standards for public improvements along El Camino Real. These Standards will ensure private development supports the implementation of the Streetscape Plan.

Implementation Plan: The Plan will identify which improvements should be done through the Capital Improvement Program, the City's General Fund, grants, and developer contributions. The Plan will also identify a rough timeline for completing its identified improvements.

City of San Jose – Berryessa Bay Area Rapid Transit Urban Village Plan (BART)

Planning for the Berryessa BART Urban Village is a priority for the City of San Jose as the BART station is currently under construction, which will be the first BART station in San Jose. The vision for the Berryessa BART Urban Village Plan is to further the transit-oriented development initiatives and smart growth strategies of the Urban Village area as outlined in the Envision San Jose 2040 General Plan. The Berryessa BART Urban Village area is located

within a PDA and developing an area-specific land use policy is vital to establishing a more urban and walkable corridor that is more accessible to all users.

This Urban Village Plan will involve the creation of a new land use plan as well as developing urban design, open space and public art, way finding, streetscape and circulation, and implementation guidelines and policies. In doing so, this plan will facilitate higher density residential uses, commercial/office uses of greater intensity, and incentivize a mix of these uses around the BART station that is under construction.

Project limits: The project covers both sides of Berryessa Road between Coyote Creek and King Road.

Outcomes from the Plan include:
This Urban Village planning process will identify key infill opportunity areas in the Berryessa BART Plan area to create a higher-density, mixed-used, urban district or "Urban Village". This Plan will integrate commercial uses and public services in close proximity to residential and employee populations to increase existing transit ridership, biking, and walking.

City of San Jose – North 1st Street Urban Village Plan

The vision for the North 1st Street Urban Village Plan located in PDA, is to further the transit-oriented development and infill growth strategies of the approved Envision San Jose 2040 General Plan by developing corridor-specific land use policy to facilitate high density residential uses, relatively high intensity commercial/office uses, and mixed uses that are in a more urban and walkable corridor along the Light Rail Transit in 1st Street.

The North 1st Street Urban Village Plan will provide the policy framework for new development to create a vibrant, walkable, mixed-use urban community, at a strategic location in San Jose. The key goal of the North 1st Street Urban Village Plan is to allow people to walk rather than drive to shops and services. In doing so, the Plan will provide greater mobility for the expanding senior and youth segments of the population, reducing traffic and other environmental impacts. The Urban Village Plan will be developed to enhance established neighborhoods that surround the planning areas.

Project limits: The project covers both sides of North 1st Street between Julian Street and Highway 880.

Outcomes from the Plan include:
Similar to the Berryessa BART Plan, the North 1st Street Urban Village strategy is intended to foster the revitalization of underutilized properties through better access to existing infrastructure. This Plan will promote urban development that is environmentally and fiscally beneficial to the City by reducing greenhouse gases and providing services more efficiently to a growing population. Chapters in this Urban Village Plan will include: Land Use; Urban Design; Circulation and Streetscape; Signage and Wayfinding, Open Space and Public Arts; and, Implementation and Financing.

Figure 22: Pedestrian Network Priorities Map

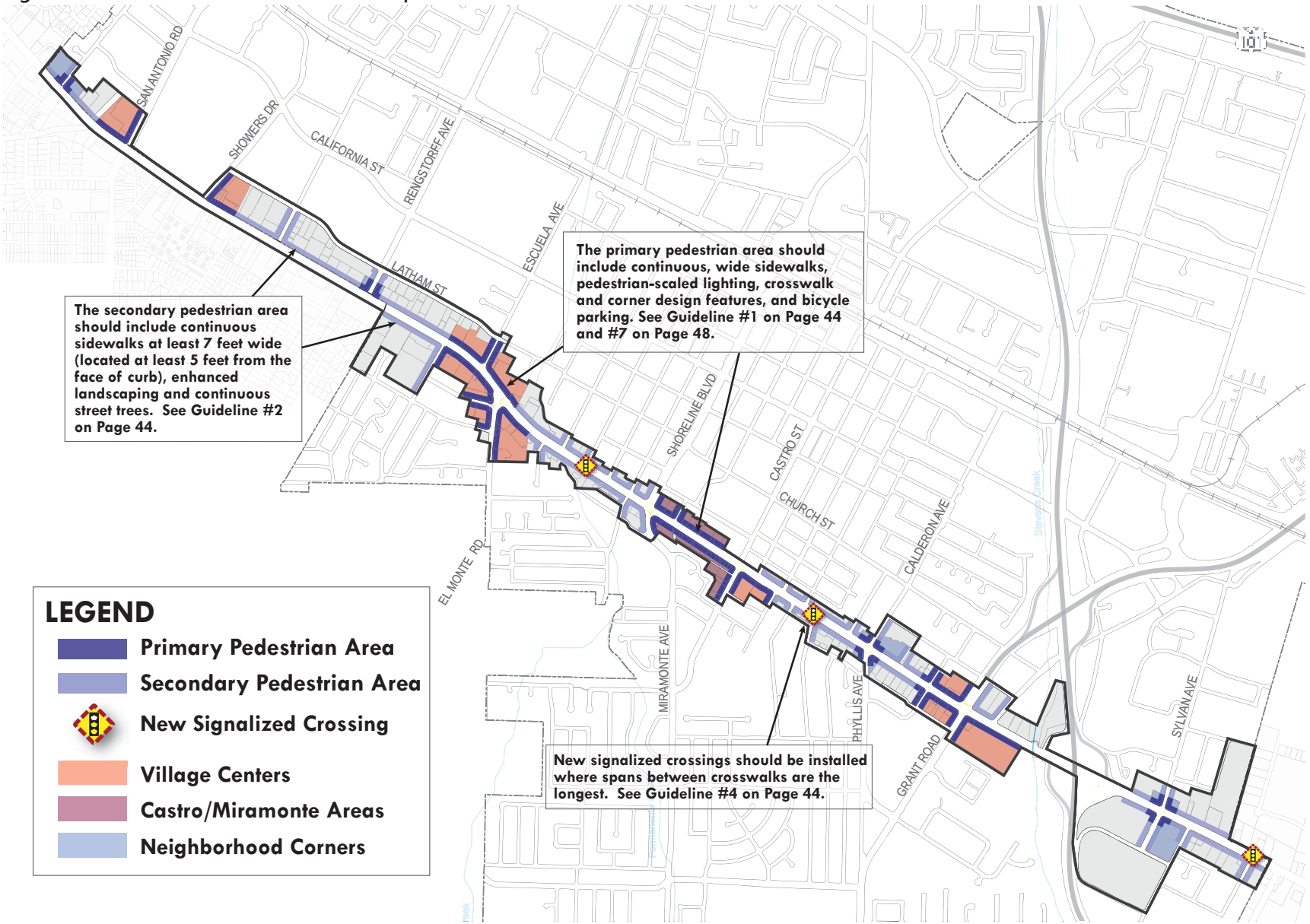
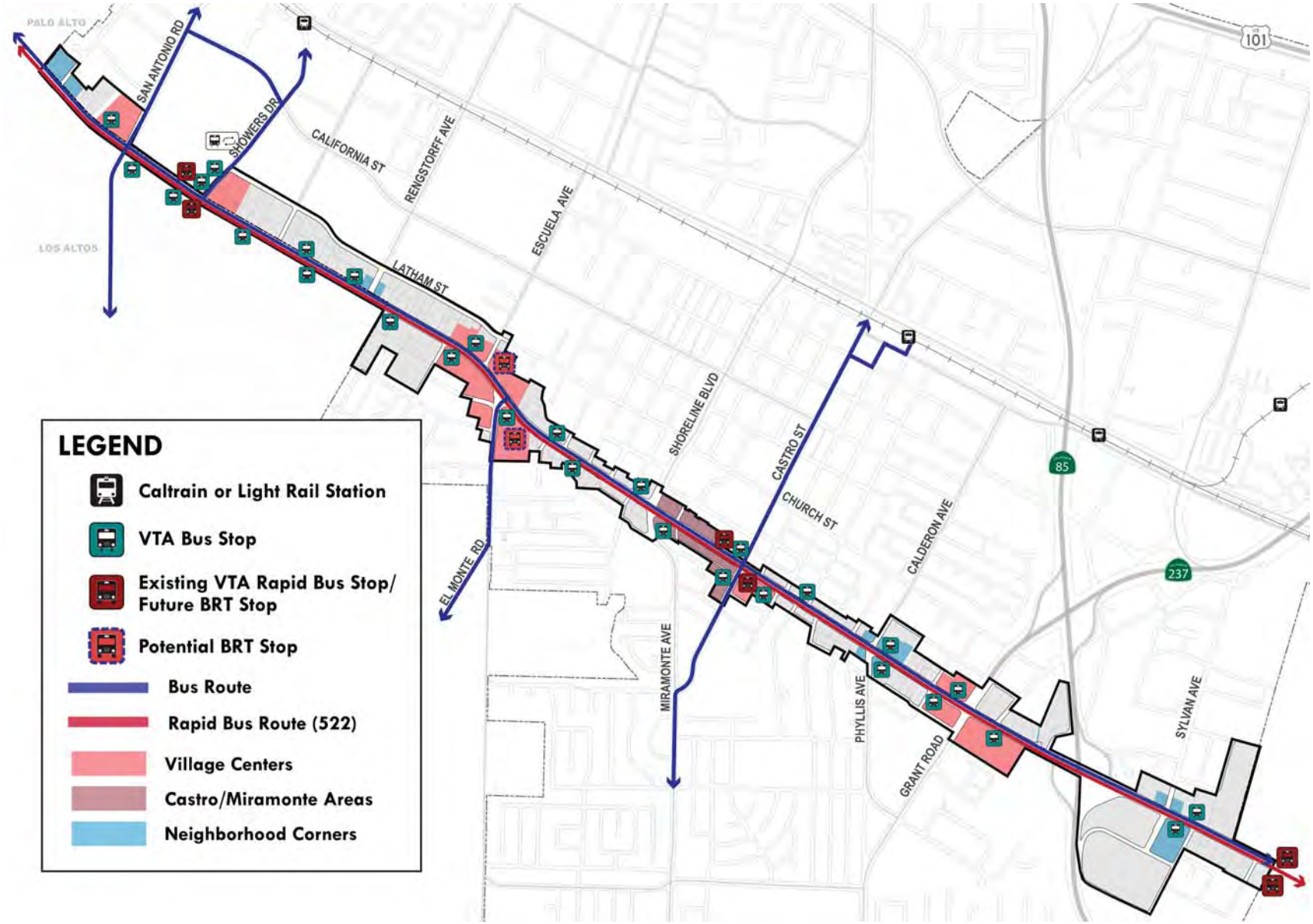


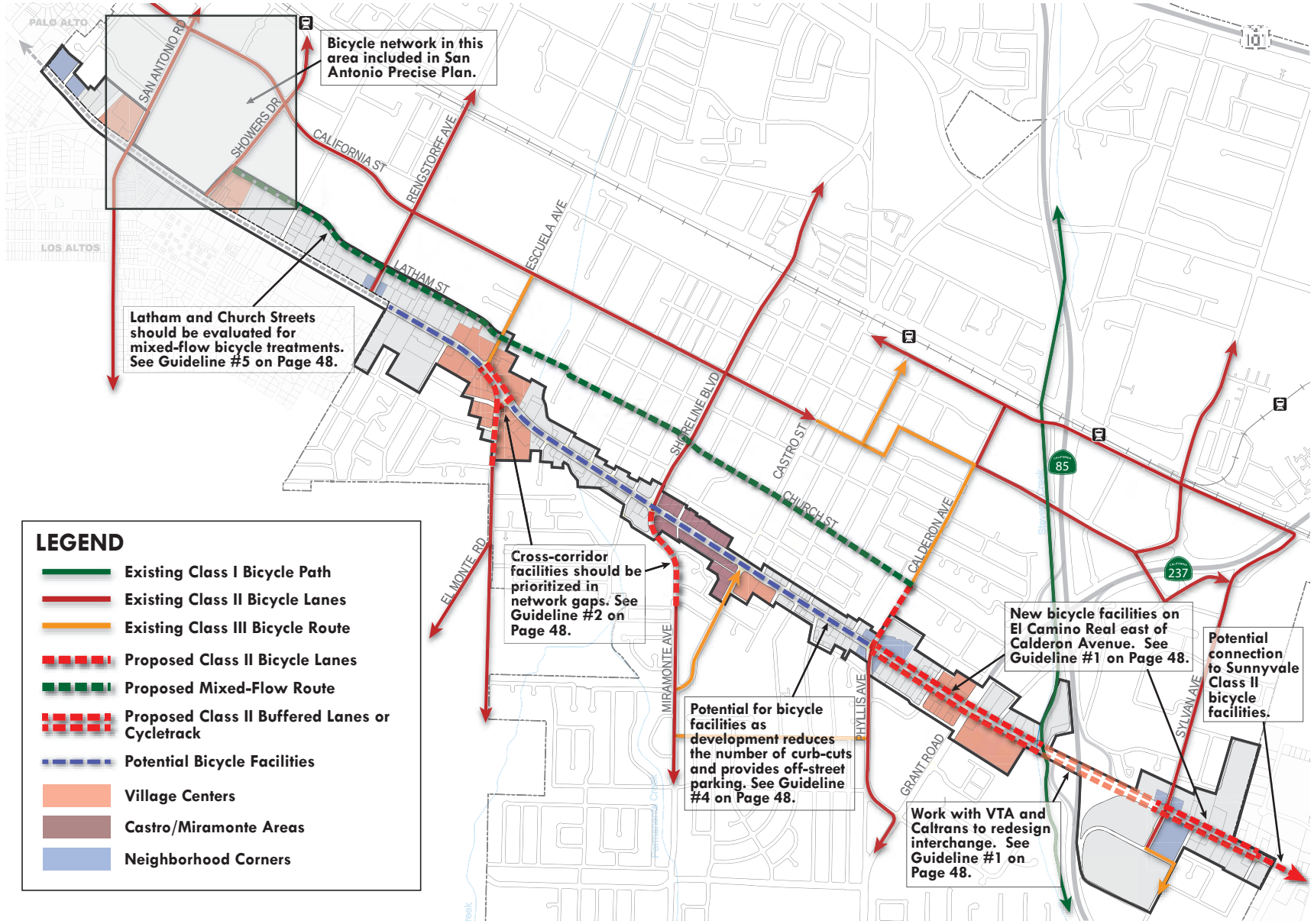
Figure 23: Existing Transit Network



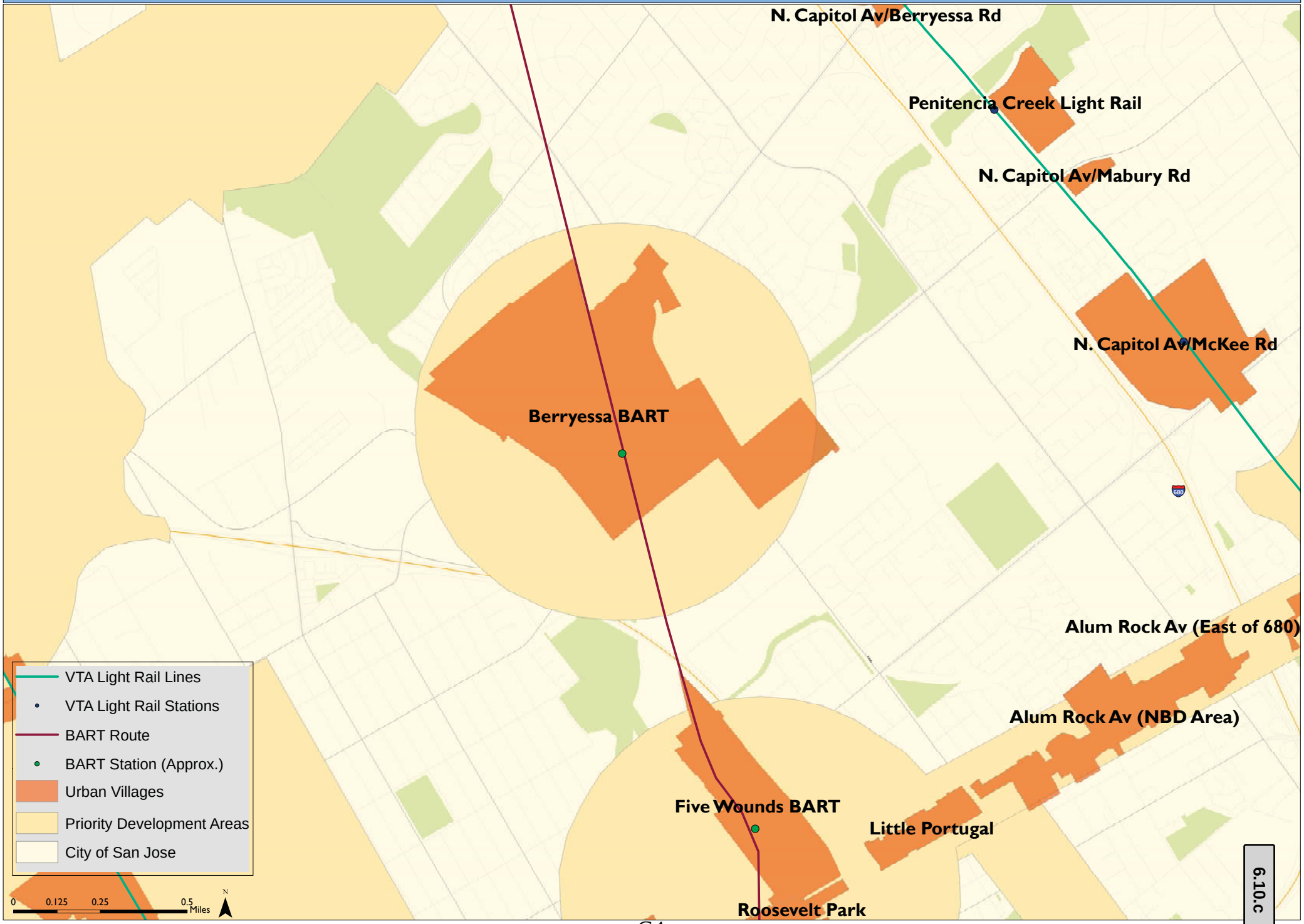
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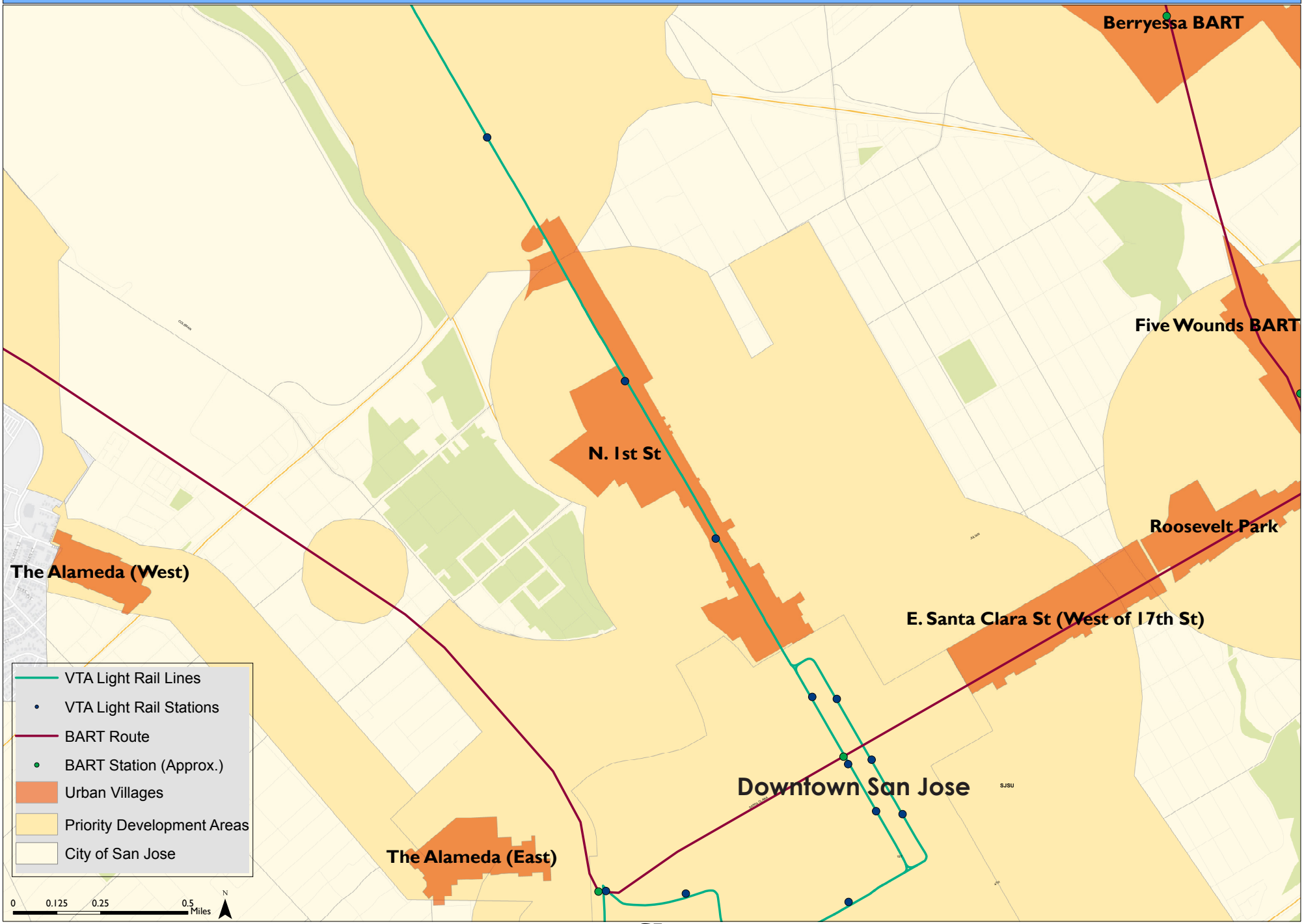
Figure 24: Existing and Planned Bicycle Network



Berryessa BART Urban Village - PDA



North First Street Urban Village - PDA



SANTA CLARA
Valley Transportation Authority

Date: December 3, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 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: FY2014/15 Vehicle Registration Fee Annual Report

FOR INFORMATION ONLY

BACKGROUND:

Senate Bill 83 (Hancock) was signed into law in 2009 authorizing countywide transportation agencies 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 voters of Santa Clara approved a VRF by majority vote on November 2, 2010.

The Board 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. This plan dedicates 80% of the VRF revenues 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.

Another 15% of the revenue is directed to the "Countywide program." On June 7, 2012, the VTA Board of Directors Program adopted an initial three-year "Countywide Program" as follows:

1. Devote $2.2 million to Intelligent Transportation System projects.

2. Reserve the remaining funds for matching funds for regional roadway transportation projects included in the adopted Valley Transportation Plan.

Up to the remaining 5% of the VRF revenue is reserved for Program Administration, with unused funds reverting to the "Countywide Program" and added to the 15% discussed above. Overall, the county has received close to $45 million since FY2012/13.

DISCUSSION:

During FY2014/15, there was a total of $15,706,708 available for distribution. Of this, $12,565,367 was distributed to Member Agencies via the Local Road and Repair Program, $3,002,217 was placed into the Countywide Program and $98,845 was used to cover administrative expenses. Attachment A explains this VRF activity.

Attachment B summarizes allocations of VRF Local Road Improvement and Repair Program funds during FY2014/15. These funds have been used by the Member Agencies in various ways. Attachment C lists projects funded or completed by Member Agencies with Local Road Improvement and Repair Program funds in FY2014/15. Some agencies are combining funds over multiple years and/or combining them with other funding sources to finance large, multi-year projects. Finally, Attachment D shows the status of Board-approved Countywide Program projects.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Citizens Advisory Committee, Technical Advisory Committee and the Policy Advisory Committee received this item as part of the consent calendar at their respective November 10 and 12, 2015 meetings.

STANDING COMMITTEE DISCUSSION/RECOMMENDATIONS:

The Congestion Management Program & Planning Committee (CMPP) met as a Committee of the Whole on November 19, 2015, and received this item as part of its consent agenda. There was no discussion.

Prepared By: Bill Hough
Memo No. 5237

Attachment A: Vehicle Registration Fee (VRF)

	FY 2014/15	Cumulative FY2012-15
Revenue:		
VRF receipts from DMV	$15,485,790	$45,168,476
Interest earned on VRF revenue	$220,918	$320,809
One-time election expense	$0	-$866,584
Total Available for Allocation	**$15,706,708**	**$44,622,701**

Allocation:		
Revenue for Local Road and Repair Program	$12,565,367	$35,698,161
Revenue for Program Administration	$785,335	$2,231,135
Revenue for Countywide Program*	$2,356,006	$6,693,405

Ongoing Expenses:		
Administration charges	$98,845	$275,932

***Countywide Program:**		
Revenue for Countywide Program	$2,356,006	$6,693,405
Unused Administration Funds available for Countywide Program	$646,211	$1,914,925
Total Available for Countywide Program	$3,002,217	$8,608,330

Attachment B: VRF Local Road Improvement and Repair Program

Agency	FY2014/15 Allocation	Cumulative FY2012-15 Allocation
Campbell	$252,055	$708,002
Cupertino	$359,814	$1,033,569
Gilroy	$314,599	$892,239
Los Altos	$179,883	$516,372
Los Altos Hills	$50,143	$142,673
Los Gatos	$183,262	$524,578
Milpitas	$420,713	$1,186,593
Monte Sereno	$20,708	$59,286
Morgan Hill	$247,277	$697,133
Mountain View	$460,863	$1,321,436
Palo Alto	$401,320	$1,150,449
San Jose	$6,005,519	$17,111,861
Santa Clara	$727,653	$2,085,484
Saratoga	$185,393	$532,201
Sunnyvale	$882,669	$2,523,283
Santa Clara County	$1,873,496	$5,213,002
Total	**$12,565,367**	**$35,698,161**

Attachment C: VRF Local Road Improvement and Repair Program Funds
Projects Funded FY 2013/14

Agency Name:	Project Title	Description	Project Limits	VRF funds spent *
Gilroy	Wren Crosswalk improvement	Improved and repainted crosswalk across Wren Avenue.	Wren Avenue and Byer Street	$97,592
Los Altos Hills	Pavement Rehabilitation	Pavement resurfacimng, microsurfacing, pavement marking replacement and other associated work.	Work performed on various streets throughout the town including Adonnna Court, Black Mountain Road, Briones Court, Chapin Road, Golden Hill Court, Laurel Lane, Maple Leaf Court, Samuel Lane, Newbridge Drive, Robleda Court, Taafe Road and Todd Lane	$50,263
Morgan Hill	City combining multiple years of VRF funds for a future project.			
Mountain View	Doane and Drew Avenues Reconstruction.	Rebuild Doane and Drew Avenues. City is combining two years of VRF funds with other funding to finance this multi-year, $1.2 million project.	Remove and reconstruct rolled curb and gutter, curb ramps, sidewalk, driveways and asphalt concrete pavement.	$63,633
San Jose	2014 Arterial Resurfacing Project	1.6 miles of priority street network.	Bernal Road between Santa Teresa Boulevard and San Ignacio Avenue.	$571,429
San Jose	2014 Arterial Resurfacing Project	3.19 miles of priority street network.	Berryessa Road Between Piedmont Road and I-680.	$1,139,286
San Jose	2014 Arterial Resurfacing Project	1.88 miles of priority street network.	Curtner Avenue between Booksin and Lincoln Avenues.	$671,429
San Jose	2014 Pavement Condition Assessment	pavement survey	Citywide.	$200,000
San Jose	2015 Pavement Condition Assessment	pavement survey	Citywide.	$237,500

Attachment C: VRF Local Road Improvement and Repair Program Funds
Projects Funded FY 2013/14

Agency Name:	Project Title	Description	Project Limits	VRF funds spent *
Saratoga	Streets and Storm Drain Maintenance Program	Maintenance and repair of the City's roadways, storm drains, curbs, gutters and sidewalks.	Work performed on various streets throughout the town.	$185,393
Sunnyvale	Pavement Rehabilitation Project	Rehabilitate street pavement. City is combining VRF funds with other funding to finance this $5.2 million project which is designed to improve Sunnyvale's PCI.	This large project includes work at multiple streets within the City of Sunnyvale.	$797,394
Santa Clara County	Expressway pavement Rehabilitation	Rehabilitate pavement on Lawrence Expressway	Digout & microsurface, except between Kifer Avenue and Central Expressway which will use cold-in-place recycling and overlay.	$426,511
Santa Clara County	Expressway pavement Rehabilitation	Digout & microsurfacing.	Tully Road to Quimby Road	$99,665
Santa Clara County	Expressway pavement Rehabilitation	Digout & microsurfacing.	US 101 to Seven Trees Boulevard.	$660,393

*** Note: some agencies are combining multiple years of VRF funds and/or combining them with other funding to finance large, multi-year projects.**

Attachment D: VRF Countywide Program Projects

Sponsor	Project	Total	Expended to Date
	Regional Transportation Operations Personnel Service		
San Jose	SV-ITS WAN Monitoring & Maintenance Services	$50,000	$13,195
San Jose	Traffic Signal Communications & Vehicle Detection Repairs	$127,000	$118,482
Sunnyvale	Citywide Communications Network Repairs	$35,000	$26,650
Sunnyvale	SCATS Citywide System Optimization	$40,000	$40,000
SC County	Replacement of SIC and Conduit on Capitol Expressway	$150,000	$150,000
SC County	Replacement of Defective Loops/Conduits at Intersections	$24,016	$24,016
	Subtotal RTOPS	**$426,016**	**$335,133**
	Regional Intelligent Transportation System Maintenance Service		
Santa Clara	Lafayette @ Lewis Signal ITS Project	$149,000	$45,523
SC County	Traffic Signal Controller Upgrades	$150,000	$149,869
Santa Clara	Lafayette @ Agnew Signal ITS Project	$122,000	$0
SC County	County Expressway Traffic Signal Cabinet Upgrade	$145,000	$145,000
Campbell	Hamilton & Bascom Avenue Project	$140,000	$95,396
Sunnyvale	Sunnyvale ITS Citywide Enhancements	$132,000	$132,000
Sunnyvale	Sunnyvale QuicTrac Adaptive Signal System	$150,000	$150,000
Los Altos	San Antonio Road & Cuesta Traffic Signal Upgrade	$135,000	$0
San Jose	Alum Rock Avenue/Story/Monterey/Oakland Road Retiming	$108,400	$106,592
San Jose	Hedding/3rd/4th/10th/11th Street Signal Retiming	$148,000	$134,200
San Jose	Almaden/Blossom Hill/Santa Teresa/Saratoga Retiming	$148,000	$144,452
SC County	Installation of Ped Detection Sensors	$160,984	$150,000
	Subtotal RITSMS	**$1,688,384**	**$1,253,032**
	Subtotal RITSMS + RTOPS	**$2,114,400**	**$1,588,164**
	Unprogrammed ITS balance	**$85,600**	
	Countywide Program Matching Funds		
Sunnyvale	Hendy Avenue Complete Streets	$400,000	$260,198
S.C. County	Crossroads Software	$150,000	$0
San Jose	The Alameda Phase 2	$350,000	$0
VTA	PDA planning grant match	$310,365	$0
VTA	I-680 Soundwalls	$502,000	$0
	Subtotal Matching Funds	**$1,712,365**	**$260,198**
	Unprogrammed Matching Funds balance	**$4,695,965**	

SANTA CLARA
Valley Transportation Authority

Date: November 23, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 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: Vehicle Registration Fee Intelligent Transportation System plan for FY2015/16 through FY2017/18

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

ACTION ITEM

RECOMMENDATION:

Adopt a three-year plan for Vehicle Registration Fee (VRF) Countywide Program funds, approve scoring criteria for evaluating VRF-funded Intelligent Transportation System (ITS) projects and authorize the General Manager to execute funding agreements with Member Agencies as necessary to implement the VRF-ITS program.

BACKGROUND:

Senate Bill 83 (Hancock) was signed into law in 2009, authorizing countywide transportation agencies 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 voters of Santa Clara approved a VRF by majority vote on November 2, 2010.

The Board 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. The plan dedicates 15% of the VRF revenue to the Countywide Program and these funds may be used for the following purposes:

1. Intelligent Transportation System (ITS) projects.
2. Countywide Environmental Mitigation related to pollution caused by autos and trucks.
3. Matching funds for federal/state/regional transportation grants applied to any roadway transportation project included in the adopted Valley Transportation Plan.

On June 7, 2012, the VTA Board approved the first three-year plan, from FY2012/13 to FY2014/15, for VRF Countywide Program funds, setting aside $2.2 million for ITS projects and saving the remaining amount for use as matching funds.

DISCUSSION:

The current VRF revenue estimate for the Countywide Program is approximately $6.6 million over the next three years.

Staff recommends that the VTA Board adopt a three-year VRF- ITS plan for FY2015/16 through FY2017/18 as follows:

1. $3 million devoted to ITS projects. VTA staff will issue a call for projects and review applications according to the attached screening/scoring criteria. ITS projects consist of two types: Regional Intelligent Transportation System Maintenance Service (RITSMS) and Regional Traffic Operations Personnel Service (RTOPS). RITSMS is an operations and maintenance capital program to upgrade and replace ITS infrastructure and RTOPS is a transportation/traffic engineering services program. Both of these programs are included in Valley Transportation Plan 2040 (VTP 2040) under Transportation Systems Operations and Management Program section.

   All projects submitted for consideration in this program shall be on a street of local or regional significance. The minimum grant amount is $50,000; the maximum is $500,000. The ITS Working Group has developed project screening and scoring criteria for ITS projects, shown in Attachment A, to evaluate potential candidate projects. The criteria are mostly unchanged from the previous cycle with the exception of the project readiness item, which has been rewritten to improve clarity.

2. $300,000 for a Santa Clara County ITS Strategic Plan. This is a framework for the development and maintenance of ITS projects over next 20 years. Ramp metering systems, traffic signal systems, electronic traveler information systems, and traffic signal priority systems for transit are examples of ITS applications. In 2008, a similar strategic plan was undertaken and used as an input into the Valley Transportation Plan, Santa Clara County's regional long range transportation planning document.

   Staff recommends that an updated countywide ITS Strategic Plan be undertaken for Santa Clara to accommodate many of the changes that have occurred within the last decade; in particular the technology advancement available through the use of mobile devices such as smartphones. In addition, there has been equally rapid development in the area of communication associated with initiatives such as Connected Vehicles to enhance mobility, safety, and traveler information within the transportation system. The proposed ITS Strategic Plan will take into account these changes, including potential future trends in transportation such as autonomous vehicles.

   The ITS Strategic Plan will also include a countywide assessment and gap analysis of the following:

   a. Existing and future planned transportation communication network systems

belonging to all member agencies to help improve and leverage the system within Santa Clara County.

b. Existing practices and procedures used in the development and implementation of traffic signal coordination across multiply jurisdictional boundaries to improve coordination that safely, seamlessly and efficiently moves local and regional traffic.

3. The remaining funds will be reserved 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. These procedures were adopted by the Board in June 2012.

Once VRF Countywide Program funds are approved for specific projects, VTA will execute funding agreements with project sponsors, who will submit invoices to VTA on a reimbursement basis.

ALTERNATIVES:

The VTA Board could either specify or request staff to develop and propose another method of disbursing Countywide Program funds.

FISCAL IMPACT:

If approved, this action will provide $3 million for ITS projects and $300,000 for ITS strategic planning.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Technical Advisory Committee and the Policy Advisory Committee considered this item at their respective November 12, 2015 meetings as part of the Consent Agenda and recommended the item to the VTA Board of Directors for approval.

STANDING COMMITTEE DISCUSSION/RECOMMENDATIONS:

The Congestion Management Program & Planning Committee (CMPP) met as a Committee of the Whole on November 19, 2015, and received this item as part of its consent agenda. There was no discussion.

Prepared by: Bill Hough
Memo No. 5069

ATTACHMENTS:

- Attachment_A-VRF ITS project evaluation criteria (PDF)
- Attachment B-VRF matching fund procedures (PDF)

Project Category	Selection Parameters	Possible Points
Traffic Operations System (TOS)		
Upgrading or replacing traffic signal controller	Shall be used for replacing obsolete traffic signal controller or upgrading traffic signal controllers to newer technologies with improved functionality to better respond to traffic conditions.	25
Upgrading or replacing vehicle detection system.	Shall be used at signalized intersections with malfunctioning vehicle detection system or enhances detection system to provide improved traffic signal timing.	
Upgrading or replacing CCTV Cameras	Shall have available dedicated staff or automated systems to monitor cameras and have ability to adjust signal operations during the peak periods at minimum.	
Upgrading or replacing communication equipment/infrastructure.	Demonstrate ability to improve a traffic management system's or dedicated staff's ability to response to traffic conditions in real-time.	
Data collection device enhancements.	Demonstrate ability to improve a traffic management system's or dedicated staff's ability to response to traffic conditions in real-time.	
Traffic Management Center (TMC) upgrades or enhancements.	Demonstrate ability to improve a traffic management system's or dedicated staff's ability to response to traffic conditions in real-time.	
Pedestrian crossing enhancements.	Shall accommodate both vehicular and pedestrian movements and minimizes impacts on vehicular movements.	
Operational Improvements		
Implement coordinated traffic signal timing.	Timing plans must be greater than two years old or demonstrate that there is a significant land use change.	20
	Projects in this category that were not funded through MTC's PASS program will be given consideration.	
Innovative Capacity Enhancements		
Implementation or maintaining lane management.	Maximizes efficiency of existing lanes such as reversible lanes.	10
Motorist Information		
Upgrading, enhancing, or installing dynamic message signage (DMS).	Demonstrate that signage will be actively used to provide information to motorists.	10
Mobile DMS for construction/incident traffic management.	Demonstrate that signage will be deployed when needed and actively used to provide information to motorists.	
Enhancements that provide traffic information to motorists via the web, mobile phone, or Smartphone.	Demonstrates ability to push real-time information to motorists, and shall be easy to use.	
Safety Enhancement		
Bicycle/pedestrian enhancements.	Shall accommodate both vehicular and bicycle/pedestrian movements.	10
Signal priority/preemption.	Shall accommodate both vehicular and emergency vehicular movements.	
Enhanced warning signage.	Shall demonstrate that the subject location is area with high collision rates.	
Asset Management:		
Inventory of Traffic Operations System (TOS) equipment.	Demonstrate the importance of asset management to agency to support planning and programming efforts.	5
Collision reporting system.		
Project Readiness		
Additional points will be awarded to projects that do not have extensive engineering and planning efforts required.	Shelf ready projects will get maximum points. Proposed projects shall have 95% plans, specifications, and estimates (PS&E) completed and shall attach necessary environmental approvals (e.g. category exemption, category exclusion, mitigated negative declaration, etc.). Project proponent must provide proof of the environmental approvals.	20
	Total Points Possible:	100

Minimum requirements:

1. Proposed project shall be on either a street of local or regional significance.
2. Proposed project with a score below 20 points total will not be considered as a potential candidate project for the countywide VRF funds.
3. The minimum cost of each project shall be $50,000 and the maximum cost of each project shall not exceed $500,000.

Attachment B
Vehicle Registration Fee (VRF): Countywide Program
Matching Fund Procedures

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.

SANTA CLARA Valley Transportation Authority

Date: November 23, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 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: Sunnyvale Request for Vehicle Registration Fee - Intelligent Transportation System Funding

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

ACTION ITEM

RECOMMENDATION:

Approve the programming of $82,000 of Vehicle Registration Fee (VRF) Countywide Program Intelligent Transportation System (ITS) funds for the City of Sunnyvale's traffic signal upgrade at the intersection of Mathilda Avenue and Olive Avenue.

BACKGROUND:

Senate Bill 83 (Hancock) was signed into law in 2009, authorizing countywide transportation agencies 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 voters of Santa Clara approved a VRF by majority vote on November 2, 2010.

The Board 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. The plan dedicates 15% of the VRF revenue to the Countywide Program. On June 7, 2012, the VTA Board of Directors Program adopted an initial three-year Countywide Program and devoted $2.2 million to Intelligent Transportation System (ITS) projects. Currently, $85,600 of these ITS funds remain unprogrammed.

DISCUSSION:

The City of Sunnyvale will be upgrading the traffic signal at the intersection of Mathilda Avenue and Olive Avenue at a cost of $668,086, primarily funded by the City funds. Part of this work includes upgrades to the existing traffic signal communications system, which is vital for the

deployment of the Citywide Intelligent Transportation System (ITS) that includes an Advanced Adoptive Traffic Management System, Closed Circuit Television cameras, and changeable message signs. Due to the strong local construction market, bids are coming in higher than expected and the funds Sunnyvale allocated for the project fell short of the bids received.

Sunnyvale staff states that Mathilda/Olive is a major intersection and serves as a main point of entry to El Camino Real and Sunnyvale-Saratoga Road. It is therefore important for the City to upgrade the ITS communication system at this location for smooth flow of traffic to above streets.

VTA staff discussed this proposal with the Systems Operation and Management (SOM) Working Group via email. The results of this email polling was that four members were in favor to fund the project for the full amount and three members were in favor to fund the project to implement the technology-based enhancements only such as the pedestrian detection system. One member was opposed to providing grant funding on the basis that the project involves roadway modifications that are not consistent with intent of the ITS VRF funding to be used for technology-based projects. VTA staff would note that those elements are covered by Sunnyvale's contribution.

The Capital Improvement Program Working Group discussed this proposal at its October 27, 2015 meeting. After reviewing they approved the staff recommendation for consideration by the Technical Advisory Committee.

VTA staff agrees with Sunnyvale regarding the significant nature of the Mathilda/Olive intersection and recommends that the VTA Board approve this project for funding with the condition that the VRF-ITS funds will be utilized after Sunnyvale exhausts the existing funding allocation.

If this funding request is approved, staff recommends that both the remaining unprogrammed $3,600 of VRF-ITS funds and all unused money from any existing VRF-ITS projects be incorporated into the next cycle of VRF ITS funds.

ALTERNATIVES:

The Board could choose to program the remaining VRF-ITS funds to other projects.

FISCAL IMPACT:

This action would provide $82,000 in VRF funds to the City of Sunnyvale for traffic signal upgrades.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Citizens Advisory Committee, Technical Advisory Committee and the Policy Advisory Committee considered this item at their respective November 10 and 12, 2015 meetings and recommended the item to the VTA Board of Directors for approval.

STANDING COMMITTEE DISCUSSION/RECOMMENDATIONS:

The Congestion Management Program & Planning Committee (CMPP) met as a Committee of the Whole on November 19, 2015, and received this item as part of its consent agenda. There was no discussion.

Prepared by: Bill Hough
Memo No. 5238

SANTA CLARA
Valley Transportation Authority

Date: December 3, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 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: Transportation Fund for Clean Air Project Status Report

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FOR INFORMATION ONLY

BACKGROUND:

The Transportation Fund for Clean Air (TFCA) is generated by a $4.00 surcharge on vehicle registrations. The Bay Area Air Quality Management District (BAAQMD) administers these funds in the nine-county Bay Area. Funds are available for allocation to alternative fuels, arterial management, bicycle, and trip-reduction projects that reduce vehicle emissions.

BAAQMD returns 40% of these funds to the county in which they are collected for allocation by a "program manager." This fund is called the TFCA Program Manager Fund (TFCA 40%). VTA is the program manager for Santa Clara County. Project sponsors apply directly to VTA for funding and the VTA Board of Directors allocates these funds to projects in Santa Clara County, subject to approval by BAAQMD.

State law requires VTA to conduct a periodic review of TFCA project status. The law states that VTA shall hold one or more public meetings per year to review the expenditure of revenues received. (Cal. Health and Safety Code 44241(f))

DISCUSSION:

In accordance with the requirement that the Board should review the expenditure of revenues received, Attachment A details the current status of Santa Clara County's TFCA 40%-funded projects and Attachment B provides a brief description of each project. Most projects are progressing smoothly; however two bike share projects were cancelled due to changes in the bike share program and one additional project was cancelled because non-TFCA funding failed to materialize. The funds from these projects will be added to next year's TFCA allotment for new projects.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Bicycle and Pedestrian Advisory Committee, Technical Advisory Committee and the Policy Advisory Committee received this item as part of the consent calendar at their respective November 10 and 12, 2015 meetings.

STANDING COMMITTEE DISCUSSION/RECOMMENDATIONS:

The Congestion Management Program & Planning Committee (CMPP) met as a Committee of the Whole on November 19, 2015, and received this item as part of its consent agenda. There was no discussion.

Prepared By: Bill Hough
Memo No. 5245

Attachment A
Santa Clara County TFCA Funding Status Report

TFCA Project #	Project Title	Project Sponsor	Current TFCA Funds Awarded	TFCA$ Paid Out	% Cmpl	Project Completion	Comments
09SC09	Homestead Road Signal Improvements	City of Santa Clara	$252,000.00	$252,000.00	100%	complete	2-year "after-study" attached.
11SC01	Santa Clara Signal Timing & Interconnect Project	City of Santa Clara	$1,168,128.00	$942,601.00	98%	6/30/2016	Work complete; closeout/invoices pending.
12SC03	Lafayette Street Signal Timing & Interconnect Project	City of Santa Clara	$1,344,237.00	$1,050,497.83	99%	6/30/2016	Expected completion December.
12SC05	Wildwood Avenue Bicycle Lanes	City of Sunnyvale	$24,000.00	$22,177.40	95%	6/30/2016	Project almost complete.
12SC06	Mathilda Avenue Bicycle Lanes	City of Sunnyvale	$80,000.00	$22,103.13	95%	6/30/2016	Project almost complete.
14SC01	Public Bike Rack Purchase & Installation	City of San Jose	$41,255.00	$0.00	60%	6/30/2016	In progess.
14SC02	Mission College Signal Timing & Interconnect Project	City of Santa Clara	$220,500.00	$0.00	45%	6/30/2016	In progess.
14SC03	Stevens Creek Signal Timing & Interconnect Project	City of Santa Clara	$360,000.00	$0.00	45%	6/30/2016	In progess.
14SC04	Shoreline Boulevard Adaptive Signal Project	Mountain View	$800,000.00	$0.00	60%	6/30/2016	In progess.
14SC06	SCOTT BOULEVARD BIKE LANE PROJECT	CITY OF SANTA CLARA	$102,650.00	$0.00	30%	6/30/2016	In progess.
14SC08	Butterfield Linear Park Phase 3A Project	City of Morgan Hill	$132,000.00	$0.00	CP	CP	Project cancelled-funding failed to materialize.
15SC00	Program Administration	Valley Transportation	$118,598.85	$118,598.85	100%	complete	Project complete.
15SC02	City of Milpitas Electric Vehicle Level 2 Charging Stations	City of Milpitas	$20,200.00	$0.00	20%	9/30/2016	In progess.
15SC03	Install EV Chargers in Morgan Hill	City of Morgan Hill	$24,000.00	$0.00	65%	9/30/2016	In progess.
15SC04	Llagas Creek Trail, between Watsonville and Silveira park	City of Morgan Hill	$135,975.00	$0.00	10%	9/30/2016	In progess.
15SC05	Mountain View Bay Area Bike Share System Expansion	Mountain View	$141,640.00	$0.00	CP	CP	Project cancelled due to changes in the bike share program.
15SC06	San Jose Bay Area Bike Share System Expansion	City of San Jose	$256,238.00	$0.00	CP	CP	Project cancelled due to changes in the bike share program.
15SC07	Saratoga Signal Timing & Interconnect Project	City of Santa Clara	$498,000.00	$0.00	10%	9/30/2016	In progess.
15SC08	Weekday/Weekend Traffic Responsive Signal	Santa Clara, Roads and	$275,000.00	$0.00	10%	9/30/2016	In progess.
15SC09	DASH Shuttle	Santa Clara VTA	$360,000.00	$360,000.00	100%	complete	Project complete.
15SC10	Electric Vehicle Charging Stations for Eastridge Transit Center	Valley Transportation	$50,000.00	$50,000.00	100%	9/30/2016	Project complete.
15SC11	Blue Hills School Railroad Safety Crossing Project	City of Saratoga	$300,000.00	$0.00	6%	9/30/2016	In progess.
15SC12	Capitol Expressway Pedestrian Improvements	Valley Transportation	$198,000.00	$45,660.81	45%	9/30/2016	In progess.
15SC13	Santa Clara Caltrain Station Bike/Ped Tunnel	Santa Clara VTA	$116,816.00	$0.00	10%	9/30/2016	In progess.

Attachment B
Santa Clara County TFCA 40% Program
Descriptions of Current Projects-Fall 2015

09SC09-Homestead Road Signal Improvements
Santa Clara improved traffic signal timing on Homestead Road.

10SC05-10th Street - Adaptive Signal Synchronization
Gilroy installed a Traffic Signal Synchronization – Adaptive Control (McTrans – LA DOT Adaptive) project on 10th Street.

11SC01- Signal Timing & Interconnect Project
Santa Clara will install communications infrastructure for traffic signals on El Camino Real, Scott Boulevard and De La Cruz Boulevards to improve signal timing to reduce vehicle stop/start times and delays.

12SC03-Lafayette Street Signal Timing
Santa Clara will install communications infrastructure for traffic signals, allowing for interconnection, coordination, management, proactive and reactive adjustment of traffic signal timing. Project limits will be Lafayette Street from Yerba Buena Way to Reed Street.

12SC05-Wildwood Avenue Bike Lanes
Sunnyvale installed bike lanes on Wildwood Avenue from Lawrence Expressway to Santa Clara City limits.

12SC06-Mathilda Avenue Bike Lanes
Sunnyvale installed bike lanes on Mathilda Avenue from California Avenue to Maude Avenue.

14SC01-Public Bike Rack Purchase and Installation
San Jose purchased and installed bike racks at various locations throughout the City of San Jose.

14SC02-Mission College Signal Timing
Santa Clara will install communications infrastructure for traffic signals and server to server communications, allowing for interconnection, coordination, management, proactive and reactive adjustment of traffic signal timing on Mission College Boulevard from Montague Expressway to Mission College.

14SC03-Stevens Creek Signal Timing
Santa Clara will install communications infrastructure for traffic signals and server to server communications, allowing for interconnection, coordination, management, proactive and reactive adjustment of traffic signal timing on Stevens Creek Boulevard from Woodhams Road to Tantau Avenue.

14SC04-Shoreline Boulevard Adaptive Traffic Signals
Mountain View will upgrade and extend the existing traffic signal interconnect system and install adaptive traffic signal technology at fifteen signalized intersections on Shoreline Boulevard.

14SC06-Scott Boulevard Bike Lanes
Santa Clara will add bicycle lanes to .9 miles of Scott Boulevard between Central Expressway and Monroe Street.

14SC08-Butterfield Linear Park
Morgan Hill proposed an 8-foot asphalt concrete trail along Butterfield Boulevard between San Pedro Avenue and Barrett Avenue.

15SC00-Program Administration
Funds were used to reimburse VTA for program administration.

15SC02-Electric Vehicle Level 2 Charging Stations
Milpitas will purchase and install of four (4) Electrical Vehicle (EV) Level 2 charging stations to be located at the City of Milpitas City Hall and Santa Clara County Library District, Milpitas Library.

15SC03- Install EV Chargers in Morgan Hill
Morgan Hill will purchase and install 4 slow electric vehicle (EV) charging stations and 2 quick EV charging stations in a new parking structure located in the City's downtown area.

15SC04- Llagas Creek Trail, between Watsonville and Silveira Park
Morgan Hill will construct a class I paved pedestrian and bicycle pathway as an extension of an existing trail system which currently extends from Spring Avenue to Watsonville Road.

15SC05- Mountain View Bay Area Bike Share System Expansion
Mountain View proposed to add one additional bike share station.

15SC06-San Jose Bay Area Bike Share System Expansion
San Jose proposed to add additional bike share stations.

15SC07- Saratoga Signal Timing & Interconnect Project
Santa Clara will install communications infrastructure for traffic signals and server to server communications, allowing for interconnection, coordination, management, proactive and reactive adjustment of traffic signal timing and install new state of the art traffic signal controllers that will communicate with the City's Naztec ATMS system at City Hall.

18SC08- Almaden Expressway Weekday/Weekend Traffic Responsive Signal Timing
Santa Clara County will develop and implement weekday Traffic Responsive (TR) signal timing system on San Tomas Expressway and Montague Expressway, and weekday and weekend TR signal timing system on Almaden Expressway. A total of 48 signalized intersections will be included, for a total of 22.3 miles.

15SC09-DASH Shuttle
VTA used TFCA funds to help support operations of the Downtown Area Shuttle (DASH) in downtown San Jose.

15SC10- Electric Vehicle Charging Stations for Eastridge Transit Center
VTA will install level-2 electric vehicle (EV) charging stations at the transit center located near Eastridge Mall along Capitol Expressway between Tully and Quimby Roads in the City of San Jose.

15SC11- Blue Hills School Railroad Safety Crossing Project
Saratoga will construct a pedestrian railroad crossing allowing a pass through Joe's Trail at De Anza from Guava Court to Fredericksburg Drive.

15SC12- Capitol Expressway Pedestrian Improvements
VTA will upgrade the signal at the intersection of Capitol/Loop to include a pedestrian phase and install pedestrian sensors and implementing pedestrian adaptive signal timing to automatically extend the pedestrian crossing green time when pedestrians are in the crosswalk; will install a pedestrian crosswalk at the intersection of and Capitol Expressway/Eastridge Loop; will install a sidewalk approximately 1,200 feet in length on the east side of Capitol Expressway between the Eastridge Loop and the shopping plaza driveway; and will install a median fence on Capitol between Tully Road and the Eastridge Loop.

15SC12- Santa Clara Caltrain Station Bike/Ped Tunnel
VTA will construct an extension of the recently opened pedestrian/bicycle tunnel under the Caltrain tracks at the Santa Clara Caltrain/Altamont Commuter Express (ACE) station to the east of the Union Pacific Railroad (UPRR) tracks. In addition, it will construct a ramp and pathway to connect the tunnel to Brokaw Road.

SANTA CLARA
Valley Transportation Authority

Date: November 19, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 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: 2015 Transportation Systems Monitoring Program Report

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FOR INFORMATION ONLY

BACKGROUND:

The residents of Santa Clara County have made significant investments in their transportation system infrastructure. With anticipated continued growth in population, employment and land use development in Santa Clara County, there are increasing demands and challenges to maintaining existing transportation assets at acceptable standards. VTA's Technical Advisory Committee (TAC) initiated an effort to develop a Transportation System Monitoring Program (TSMP) for Santa Clara County to monitor the existing transportation assets.

The concept of developing a countywide TSMP originally stemmed from an earlier effort by VTA's TAC to study the issue of litter control and landscape maintenance along the county's freeways. This effort later evolved into the development of a TSMP to monitor selected key transportation assets that could be consistently tracked over time.

The primary purpose of the TSMP is to serve as an asset management tool for the county's transportation infrastructure and to provide a comprehensive report on the general conditions and performance of Santa Clara County's key transportation systems in a single report on an annual basis. The secondary uses for the TSMP are as follows:

- Enable the county and external stakeholders to better understand the performance of the county's transportation system and the effectiveness of transportation investments.
- Communicate progress towards stated transportation system goals and objectives to VTA's committees and the general public.
- Provide additional context for funding and policy decisions on future transportation system performance.
- Build an information database that emphasizes performance based management of transportation infrastructure assets that follows the goals of the federal Moving Ahead for

Progress in the 21st Century Act (MAP-21).
- Use the data from the TSMP to support grant applications that can highlight the need to address deficient areas of the county's transportation system infrastructure.

The Draft 2015 TSMP Report is the fifth edition of this monitoring program since the first report was produced in 2010. Each new report released has highlighted different aspects of Santa Clara County's transportation network building upon previous editions as follows:
- 2010 TSMP Report (1st Edition) - Introduced 13 components to monitor using 18 performance measures.
- 2011 TSMP Report (2nd Edition) - Focused on the monitoring of litter and landscape conditions on the freeways.
- 2013 TSMP Report (3rd Edition) - Featured an inventory of traffic signal controllers, introduced the monitoring of express lanes and comparisons of transportation systems with peer counties in the Bay Area.
- 2014 (4th Edition) - Reformatted the report and included "dashboards" that displayed performance measure trends for each of the transportation assets.
- 2015 (5th Edition) - Includes more detailed information on freeway litter, landscape and graffiti maintenance and conditions of roadside assets.

DISCUSSION:

For this monitoring cycle, an action digital video camera with global positioning system (GPS) location and geographic information system mapping features was used for recording and assessing the litter, landscape and graffiti conditions along the freeways and expressways. The use of digital videos more accurately reflects some of the roadway asset conditions and can help identify problematic locations over time. In addition, the self-assessment survey used for assessing the conditions of roadside assets within individual jurisdictions was expanded to include questions about existing maintenance frequency practices.

In general, there were no significant changes in the conditions and performances of the tracked transportation assets from the previous year with the exception of slight increased levels of congestion on freeways (+4%), including the SR 237/I-880 Express Lane Connector (+21 added hours of High Occupancy Vehicle mode where Express Lanes operations is restricted to carpoolers only).

Attachment A of this report is a copy of the 2015 TSMP Report final draft that includes a summary table of the key performance indicators. The following are a few highlights from this report.

Pavement Conditions

There are approximately 10,000 lane miles of roadway pavement in Santa Clara County that are maintained by local jurisdictions. The average Pavement Condition Index (PCI) for Santa Clara County is 68 (Fair Condition), a slight decrease from the previous year (69), and is continuing a downward trend from a score of 70 in 2011. This means that if the roadways are not rehabilitated to a PCI score of 70 (Good Condition) or higher in the near term, the resources and cost to repair the roadway will increase over time.

Local Bridge Conditions

The average Sufficiency Rating (SR) for Santa Clara County's 484 locally maintained bridges is 81.2 (based on a scale of 0 to 100), which is considered to be in "good condition" based on Caltrans' scale. This is an upward trend from the previous year's score of 78.6. Local bridges are defined by the Federal Highway Administration (FHWA) as bridge structures that are at least 20 feet in length and designed specifically for automobile traffic loads (not including bicycle/pedestrian and railroad/light rail overcrossings). For most bridges and overcrossings in Santa Clara County, the bridge sufficiency inspections are conducted by Caltrans who later input the data into FHWA's National Bridge Inventory (NBI) database.

Freeway Roadside Litter, Landscape and Graffiti Conditions

Caltrans maintains approximately 310 roadside miles (miles of freeway shoulders) including 137 interchanges in Santa Clara County. The locations with the most amounts of litter were located at I-680/Montague Expressway, I-680/US 101, I-880/Montague Expressway and US 101/Capital Expressway interchanges. The locations with the most noticeable untrimmed landscaping were along extended segments of I-880 and US 101 south of I-880 interchange. The locations with the most noticeable incidents of graffiti were observed along I-680 between Montague Expressway and Capitol Expressway, US 101 between I-880 and Story Road and SR 87 between I-280 and SR 85. Based on staff's visual assessments, the overall conditions for all of the freeway corridors in Santa Clara County were slightly littered, had moderately neglected landscaping, and had a slight amount of graffiti. Comparisons could not be made using Caltrans FY 2014 Freeway Maintenance Level of Service Report due to information being unavailable at the time of the production of this report.

Based on Caltrans FY 2013 Maintenance Level of Service (LOS) Report, the Roadside LOS score dropped from 71 points in FY 2012 to 56 in FY 2013 (based on a scale of 0 to 100 points). The trend for this measure has been unstable over the past several reporting periods and has varied from year-to-year. It should be noted that annual LOS evaluations are subjective and based on a few random single-day samples and are not representative of all of the freeway corridors.

Local Agency Roadside Assets Conditions (e.g. Traffic Controllers, Pavement Markings, Signage, Curb and Gutter)

In order to gain a perspective on the conditions of roadside assets maintained by local jurisdictions and their ability to maintain the assets, a self-assessment survey was used to obtain this information, which is typically not reported to the public at this level of detail. Based on responses from Santa Clara County's local jurisdictions to the TSMP Roadside Asset Self-Assessment Survey, an average of 76% of local assets are in "good condition" and the ability to maintain these assets is "medium" (on a scale from low to high).

Auto Accident Collisions

The monitoring of auto accident collisions on Santa Clara County's roadways is a new measure that was recently added to this report. The monitoring of these collisions, specifically those involving pedestrians and bicyclists, can serve as a measure for evaluating the effectiveness of the county's complete street programs and Vision Zero initiatives in reducing vehicle collision

related fatalities.

The Statewide Integrated Traffic Records System (SWITRS) database is updated and published every other year. The data for 2014 was not available yet at the time this report was being developed, but in 2013, there were 14,298 total collisions in Santa Clara County. There were 6,579 collisions involving injuries, 7,626 collisions involved property damages, and 93 collisions involved fatalities. This measure will be tracked for future year comparisons.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Technical Advisory Committee (TAC) accepted the 2015 TSMP Report as part of the Consent Agenda at their meeting on November 12, 2015. Member Salvano complimented staff for a well done report.

The Policy Advisory Committee (PAC) accepted this report as part of the Consent Agenda at their meeting on November 12, 2015.

STANDING COMMITTEE DISCUSSION:

The Congestion Management Program & Planning Committee (CMPP) met as a committee of the whole on November 19, 2015. This item was on the Consent Agenda and there was no discussion.

Prepared By: Eugene Maeda
Memo No. 5152



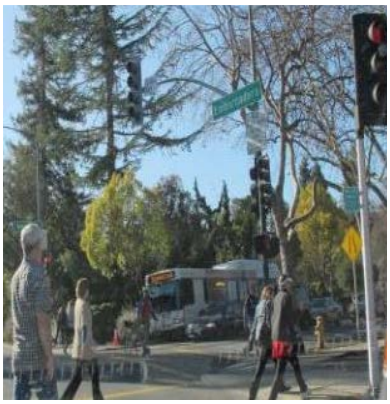
Transportation Systems Monitoring Report

October 2015

DRAFT















VTA
SANTA CLARA
Valley Transportation Authority

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Why Monitor?

The residents of Santa Clara County have made significant investments in its transportation infrastructures. A concern raised by local agencies is their ability to maintain Santa Clara County's transportation systems to acceptable levels. Based on limited resources, to address this concern, VTA's Technical Advisory Committee initiated an effort to develop a countywide transportation system monitoring program (TSMP) which was adopted by the VTA Board of Directors in September 2008.

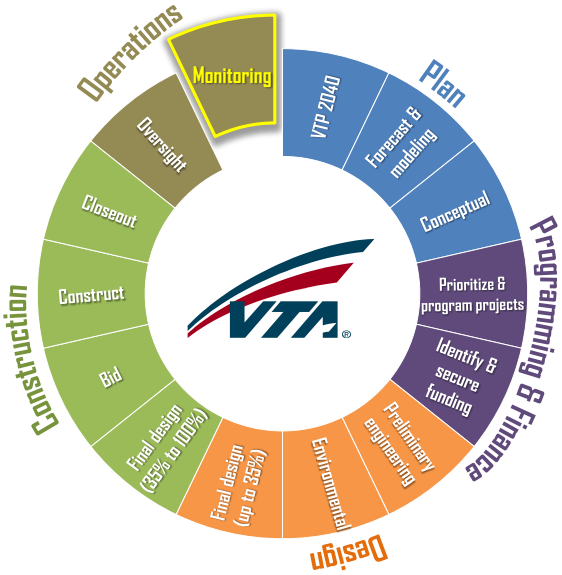
The primary purpose of this report is to serve as an asset management tool by providing a general assessment on the conditions and performance of selected key transportation systems in a single report on an annual basis.

The TSMP report also has secondary beneficial uses such as the following:

- Enable the county and external stakeholders to better understand the performance of the county's transportation system and the effectiveness of transportation investments;
- Communicate progress towards stated transportation system goals and objectives;
- Provide additional context for future funding and policy decisions.

In addition, the TSMP follows the goals of Moving Ahead for Progress in the 21st Century (MAP-21), the federal reauthorization transportation funding program that emphasizes performance-based management of transportation infrastructure assets at the state and local levels.

Figure 1. *Typical Transportation Project Life Cycle.*



Introduction

The 2015 TSMP Report is the fifth edition of this report since the Transportation Systems Monitoring Program (TSMP) was first released in 2010. Each new report released since then has highlighted different areas of Santa Clara County's transportation network:

- 2010 (1st ed.) introduced 13 areas to monitor and 18 performance measures
- 2011 (2nd ed.) introduced monitoring of litter and landscape conditions on the highways
- 2013 (3rd ed.) featured inventory of traffic signal systems, introduced monitoring of express lanes and included comparisons of transportation systems with peer counties in the Bay Area
- 2014 (4th ed.) featured a new report format, key performance measures table, expanded: pavement, bridge, and litter and landscape monitoring sections, new safety section and revised air quality section.

New features of this edition include the following:

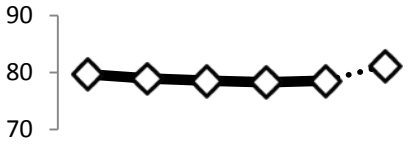
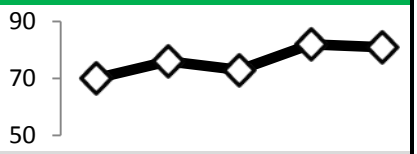
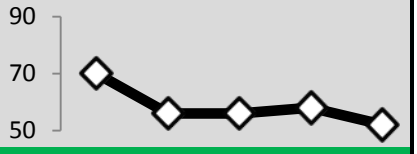
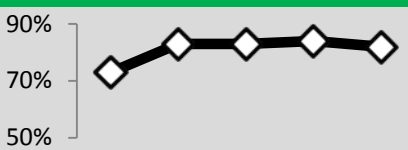
- Expanded litter and landscape section.
- Expanded road assets section.

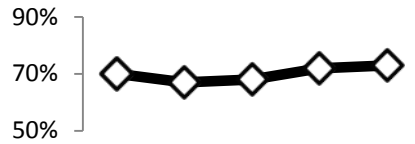
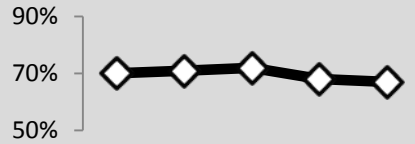
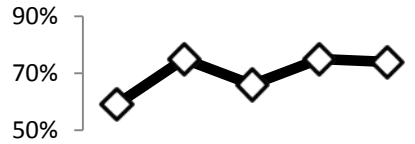
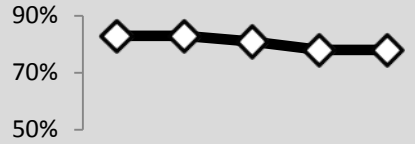
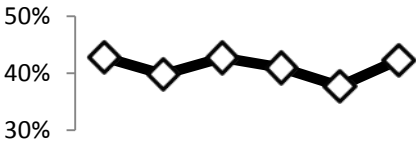
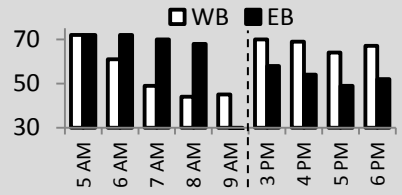
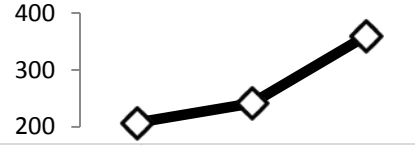
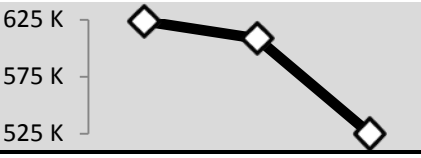
ABOUT THE DATA

One of the goals established when developing the TSMP concept was to take advantage of available data from existing resources that could be consistently be tracked over time to identify trends into a single, comprehensive report. Where data was unavailable, a survey was used to fill in gaps of the information being sought such as the conditions of the county's roadside assets (e.g. traffic signal controllers, roadway signage and streetlight poles). The performance measures and sources used for this report are summarized in the Notes Section.

2015 Highlights

TABLE 1 - SELECT KEY PERFORMANCE INDICATORS

Indicators	Previous Period	Current Period	Goal	Goal Met ✓ Yes ✗ No	Trend (Yearly)
Pavement					
Local Pavement Conditions (Avg. PCI scale of 0-100 points)	69 (2013)	**68** (2014)	75	✗	
Bridges					
Local Bridge Conditions (Avg. SR scale of 0-100 points)	79 (2013)	**81** (2014)	-	-	
Freeway Maintenance					
Roadway Maintenance LOS (0-100 points)	82 (2012)	**81** (2013)	87	✗	
Litter/Debris Maintenance LOS (0-100 points)	58 (2012)	**52** (2013)	80	✗	
Roadside Assets					
Traffic Signals (% in good condition)	84 (2014)	**82 (2015)**	-	-	

Pavement Markings (% in good condition)	72 (2014)	**73 (2015)**	-	-	
Traffic Signs (% in good condition)	68 (2014)	**67 (2015)**	-	-	
Light Poles (% in good condition)	75 (2014)	**74 (2015)**	-	-	
Curb & Gutter (% in good condition)	78 (2014)	**78 (2015)**	-	-	
Congestion	**Previous Period**	**Current Period**	**Goal**	**Goal Met**	**Trend** (Yearly)
CMP Intersections (% at LOS C or above)	46% (2012)	**47%** (2014)	-	-	
CMP Freeway – General Purpose Segments (% at LOS C or above)	38% (2013)	**42%** (2014)	-	-	
CMP Freeway – Carpool Segments (% at LOS C or above)	63% (2013)	**62%** (2014)	-	-	
Express Lanes (SR 237/I-880 Connector)					
Speed Monitoring (avg. minimum mph)	**51 (2014)**	**44 (2015)**	>45	✗	
HOV Only Mode Operation (in hours)	240.9 (2014)	**360** (2015)	-	-	
Number of Tolled Vehicles (in thousands)	608.8 (2014)	**525.2** (2015)	-	-	

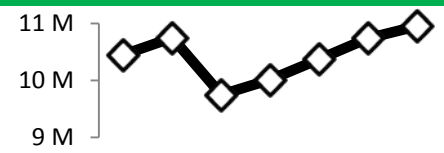
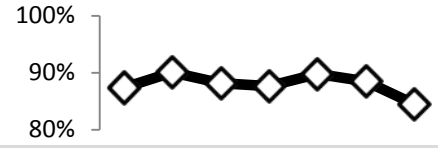
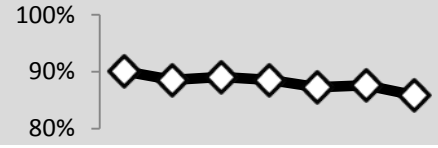
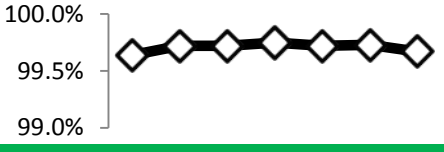
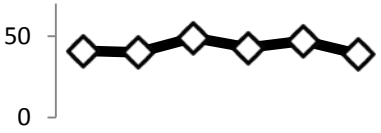
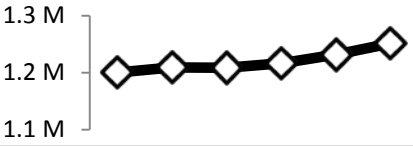
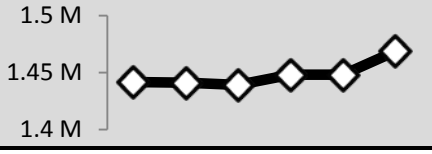
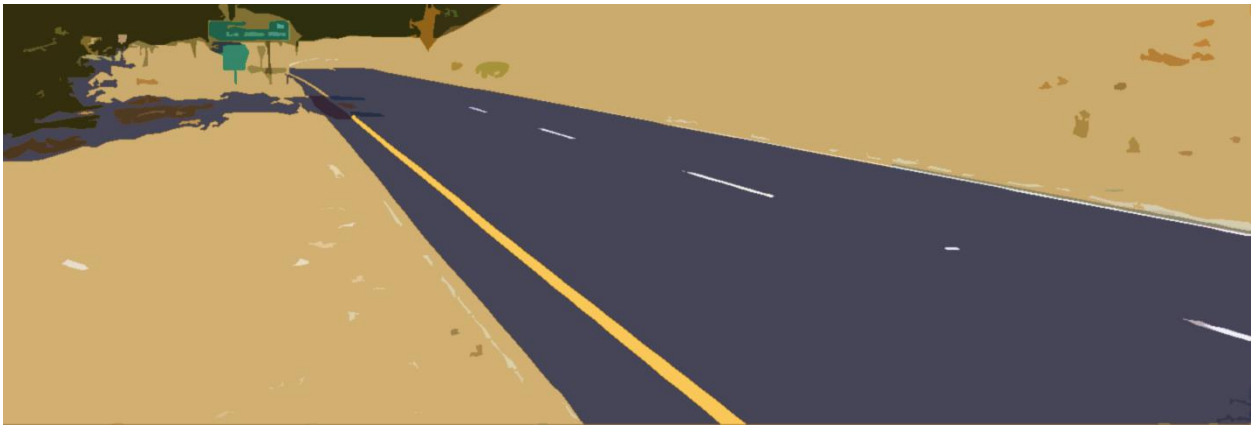
Transit	Previous Period	Current Period	Goal	Goal Met	Trend (Yearly)
Light Rail Annual Ridership (in Millions)	10.74 (2013)	**10.95** (2014)	11.10	✗	
Bus Annual Ridership (in Millions)	32.40 (2013)	**32.48** (2014)	33.00	✗	
Light Rail Annual On-time Performance	88.5% (2013)	**84.5%** (2014)	95%	✗	
Bus Annual On-time Performance	87.6% (2013)	**85.9%** (2014)	92.5%	✗	
System Annual % Scheduled Service Operated	99.73% (2013)	**99.67%** (2014)	99.55%	✓	
Air Quality					
Air Quality Index Annual Median (0-500; see Notes on Report section)	47 (2013)	**39** (2014)	-	-	
Air Quality Index Annual Unhealthy Days (Days per year where AQI>100)	8 (2013)	**5** (2014)	-	-	
County Census Information					
Population (millions)	1.86 (2013)	**1.89** (2014)			
Registered Drivers (millions)	1.23 (2011)	**1.25** (2012)			
Registered Vehicles (millions)	1.45 (2011)	**1.47** (2012)			

TABLE 2 - INVENTORY OF ASSETS

Assets	Quantity	Year Data Collected
Bridges (Local)	**484** NBI Bridges	**2015** *Updated
Bus – Fleet Age (avg.)	**10.4** Yrs.	**2014** *Updated
Bus – Fleet Size	**505**	**2014** *Updated
Bus – Route Mileage	**1,236** mi	**2014** *Updated
Bus – Routes	**70**	**2014** *Updated
Bus – Stops	**3,805**	**2014** *Updated
Light Rail – Fleet Size	**99**	**2014** *Updated
Light Rail – Miles of Track	**79.6** mi	**2014** *Updated
Light Rail – Route Mileage	**42.2** mi	**2014** *Updated
Light Rail – Stations	**62**	**2014** *Updated
Pavement (Local)	**9,899** Lane Miles	**2015** *Updated
Traffic Signal Controllers	**1,181** Local Controllers **160** State Controllers	2013

NOTES:

Table 1 - Not all Performance Indicators have established goals. In those instances, a dashed line is used to indicate that goals have not been set yet.



Pavement

INVENTORY

There are approximately **9,899 lane miles** of pavement in Santa Clara County maintained by local agencies. The term "lane miles" is a measure of road length which represents the number of miles of every driving lane. For example, 5 miles of a 2-lane road (2 lanes in each direction) is equal to 20 lane miles (5 miles x 2 directions x 2 lanes = 20 miles). This measure is used to better reflect the total amount of pavement that needs to be maintained.

Changes in inventory from year to year can be caused by addition or reductions of new or old roads, such as widening of existing roadways, extension of lanes or removal of existing lanes (road diet projects).

CONDITION

Pavement Condition Index (PCI)

The 3-year rolling average PCI score for Santa Clara County's roadways is **68 (Fair)**, compared with the Bay Area's regional goal of 75 (Good).

PCI is a numerical index between 0 and 100 which is used to indicate the general condition of pavement. Zero is considered to be the worst or failed condition and 100 represents a roadway that is in excellent or best condition (new).

The PCI score presented here represents a weighted average based on a percentage of the roadway network by roadway category (e.g. arterial, collector and residential) over a 3-year time period. This measurement accounts for incremental changes or wearing down of the roadways over time.

Overview

Inventory: **9,899 lane miles**

Condition: **68 PCI [Fair]**

Needs: **$2,314M** (to eliminate back-log and attain PCI of 75 in 10 years),

Sources: MTC Vital Signs 2014 PCI Scores, 2014 California Statewide Local Streets and Roads Needs Assessment Report

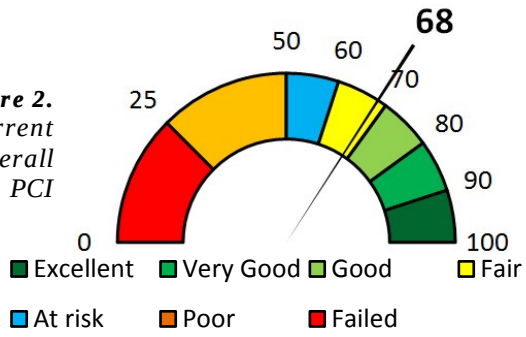


Figure 2. *Current Overall PCI*

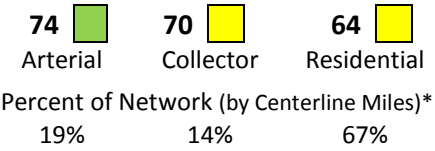


Figure 3. *Overall PCI by Road Type & % of Network*

*From 2013 Data

PCI Description

PCI is based on the number and severity of pavement distresses observed during a visual inspection of a roadway. Visual examples of the PCI index scale are shown below.

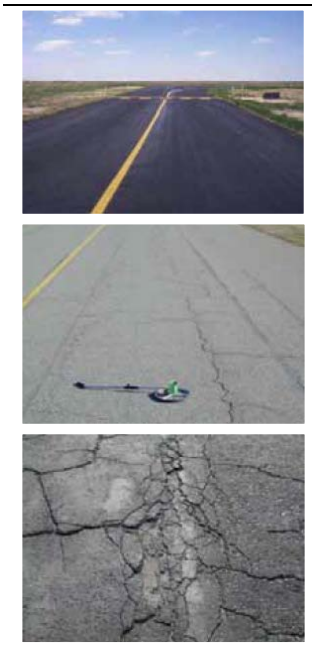


Figure 4 *Example Pavement Surface & PCI*

Table 3. *PCI & Condition Description*

Condition (PCI)	Description
Excellent (100 – 90)	Newly constructed or resurfaced and have few if any signs of distress.
Very Good (89 – 80)	Newly constructed or resurfaced and have few if any signs of distress.
Good (79 – 70)	Show only low levels of distress, such as minor cracks or surface damage as a result of water permeation.
Fair (69 – 60)	The low end of this range exhibit significant levels of distress and may require a combination of rehabilitation and other preventive maintenance to keep them from deteriorating rapidly.
At risk (59 – 50)	Pavements are deteriorated and require immediate attention and possibly rehabilitative work. Ride quality is significantly inferior to better pavement categories.
Poor (49 – 25)	Pavements have extensive amounts of distress and require major rehabilitation or reconstruction. Pavements in this category affect the speed and flow of traffic significantly.
Failed (24 – 0)	Pavements need reconstruction and are extremely rough and difficult to drive on.

Condition and Pavement Evaluation

PCI is based on visual inspection of the top surface of pavement. Distresses originating below the pavement are not typically noticed until it "makes its way up" causing cracks or depressions on the surface. These distressed conditions can originate from deteriorating underlying pavement, base, sub-base, and subgrade layers.

In addition to PCI, there are also numerous methods of determining pavement condition. However, many of these methods are too detailed and cost prohibitive for frequent reporting purposes.

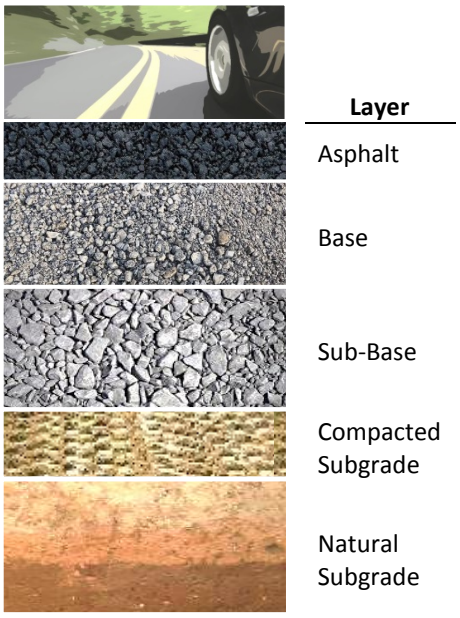


Figure 5. *Typical Pavement Section*

PCI Trend

Based on historical PCI scores, this year's score of 68 shows that there is a downward trend in average PCI for the county. PCI scores for the Bay Area are based on a 3-year moving average which means that the current PCI of the county may be worse or slightly better than the PCI of 68.

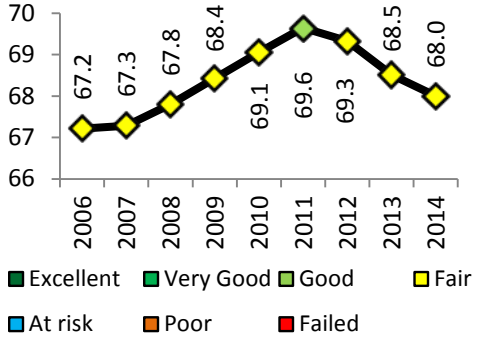
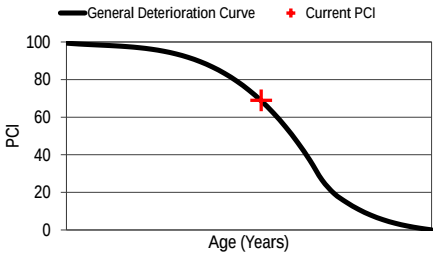


Figure 6. *PCI Trend (3-yr AVG)*

Life Cycle

Pavement tends to deteriorate at an increasing rate over time. The current PCI is at the high end of the "Fair" range and is approaching the "At-Risk" category where a PCI of 60 warns of potential rapid deterioration.

Figure 7. *Current Life Cycle*



Condition Type Distribution

Because different conditions of pavement require different levels of maintenance, it can be useful for decision making purposes to look at the full spectrum of pavement condition categories.

Figure 8. *Current Condition Distribution*

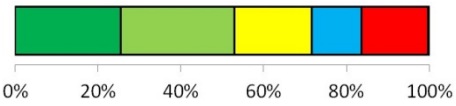


Figure 9. *Current & Historical Distribution Data*

	2012	2013	2014
Excellent/ Very Good	29.51%	28.59%	25.50%
Good	26.72%	25.68%	27.46%
Fair	15.21%	17.84%	18.61%
At risk	12.41%	11.86%	11.99%
Poor/Failed	15.43%	15.90%	16.22%
No Data	0.72%	0.13%	0.22%

% in Good Condition

If the condition categories are combined into "Good," "Fair/At-Risk," and "Poor," a generalized "% in Good condition" can be developed. The result is **53% of pavement is in "Good" condition**.

Figure 10. *Current Combined Distribution*

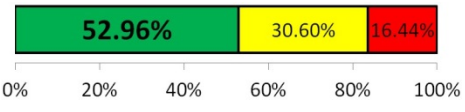


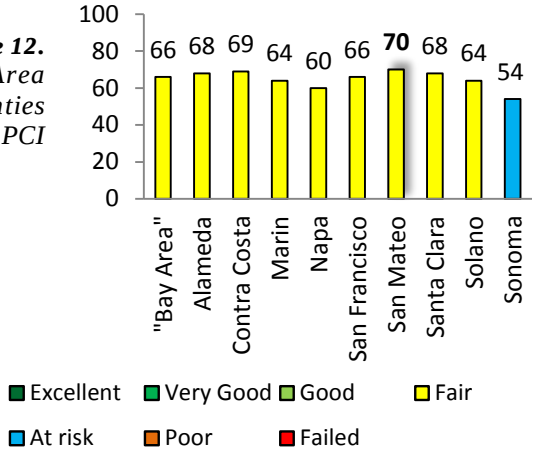
Figure 11. *Current & Historical Combined Distribution Data*

	2012	2013	2014
Good	56.23%	54.27%	52.96%
Fair/At-Risk	27.62%	29.71%	30.60%
Poor	16.16%	16.03%	16.44%

Peer County Comparison

The PCI goal established for the Bay Area's local roadways is 75. Santa Clara County has a PCI score of 68, which is slightly better than the Bay Area's PCI average of 66 (Fair Condition).

Figure 12. *Bay Area Counties PCI*



NEEDS

Based on the 2014 California Statewide Local Streets and Roads Needs Assessment, a bi-annual report, **Santa Clara County's needs is $2.3B** in order to eliminate accumulated pavement maintenance back-log and achieve a PCI in the low 80's (Good) within about 10 years. This cost is estimated based on number of lane miles within a PCI range and cost of rehabilitation.

Treatments and Cost

PCI helps to indicate the severity of roadway deterioration and maintenance and rehabilitation treatments needed to improve pavement conditions. Estimated treatment costs are also provided in the California Local Streets & Roads Needs Assessment 2014 Update report.

Table 4. PCI and Treatment.

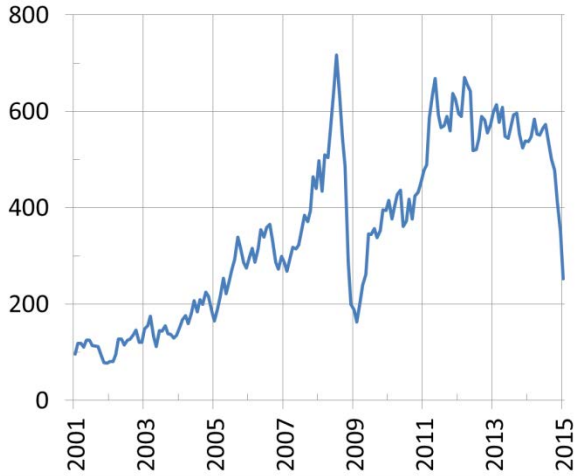
Condition (PCI)	Common Treatment	Costs ($/sq. yard)
Excellent/ Very Good (100 – 80)	Preventative Maintenance	< $4.75
Good (79 – 70)	Preventative Maintenance	$4.75 (Base)
Fair (69 – 60)	Mix of Preventative Maintenance & Thin Overlay	$18.50 (3.9 x Base)
At risk (59 – 50)	Thick Overlay	$29.00 (6.1 x Base)
Poor (49 – 25)	Mix of Thick Overlay & Reconstruction	$46.75 (9.8 x Base)
Failed (24 – 0)	Reconstruction	$64.50 (13.6 x Base)

Caltrans Asphalt Price Index

Asphalt is a petroleum based product that is mixed with cement, aggregate or crushed rock and sand that is used for constructing the top layer of roadways. The cost of paving asphalt can vary from year to year. One key indicator is the price of crude oil; if crude oil prices increase, so does price of paving asphalt. Caltrans tracks and maintains a price index for selected highway construction items, such as paving asphalt in order to help estimate construction costs for its projects.

The graph below is a "paving asphalt price index" that shows the change in price of paving asphalt over the last 14 years. Based on historical data, the price of asphalt has tripled over the last 10 years but has suddenly decreased because of current decline in crude oil prices.

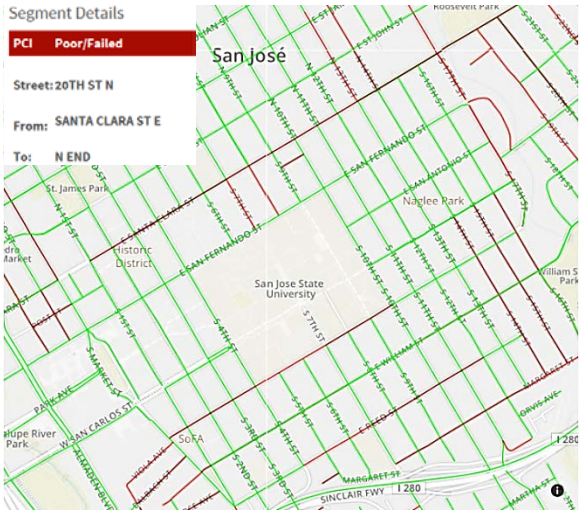
Figure 13. *Caltrans Asphalt Price Index*



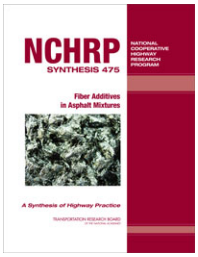
Industry News

- New "Vital Signs" website by MTC provides interactive and extensive historical local pavement data. An interactive map is provided and individual street conditions can be viewed.

Figure 14. Vital Signs PCI Map



- Recent pavement publications include:



NCHRP Synthesis 475: Fiber Additives in Asphalt Mixtures

3/11/2015

Summarizes the types of fibers used in asphalt mixtures, their properties, how they are tested, how they are applied, and lab and field performance of the fiber mixes.



NCHRP Research Results Digest 391: Modulus-Based Construction Specification for Compaction of Earthwork and Unbound Aggregate

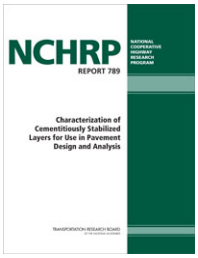
2/3/2015

Develops a modulus-based construction specification for acceptance of compacted geomaterials.



NCHRP Research Results Digest 390: Precision Estimates of AASHTO T 324, "Hamburg Wheel-Track Testing of Compacted Hot Mix Asphalt (HMA)"
11/23/2014

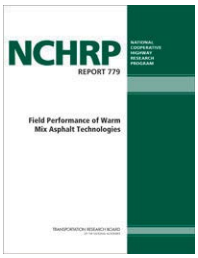
Presents new precision statements for the Hamburg wheel tracking test, which is a test used to identify mixtures prone to rutting or moisture damage.



NCHRP Report 789: Characterization of Cementitiously Stabilized Layers for Use in Pavement Design and Analysis

11/15/2014

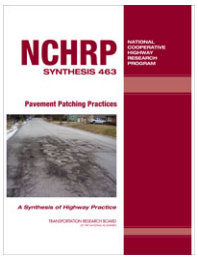
Presents performance-related procedures for characterizing cementitiously stabilized layers for incorporation into ME pavement analysis methods.



NCHRP Report 779: Field Performance of Warm Mix Asphalt Technologies

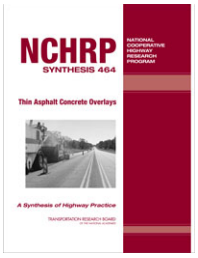
10/14/2014

Compares material properties and field performance of warm mix asphalt and control hot mix asphalt pavement sections constructed at 14 locations across the United States between 2006 and 2010.



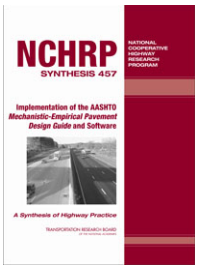
NCHRP Synthesis 463: Pavement Patching Practices
8/9/2014

Summarizes current practices for patching small-scale surface defects in concrete and asphalt pavements.



NCHRP Synthesis 464: Thin Asphalt Concrete Overlays
8/3/2014

Documents the current state of the practice as well as research efforts on the use of thin asphalt concrete overlays for pavement maintenance, rehabilitation, and preservation



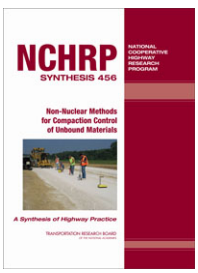
NCHRP Synthesis 457: Implementation of the AASHTO Mechanistic-Empirical Pavement Design Guide and Software
4/16/2014

Documents the experience of transportation agencies in the implementation of the 2008 AASHTO Mechanistic-Empirical Pavement Design Guide: A Manual of Practice (MEPDG) and the 2011 software program, AASHTOWare Pavement ME DesignTM.



NCHRP) Report 763: Evaluation of the Moisture Susceptibility of WMA Technologies
2/28/2014

Presents proposed guidelines for identifying potential moisture susceptibility in warm mix asphalt (WMA). The report also suggests potential revisions to the Appendix to AASHTO R 35, “Special Mixture Design Considerations and Methods for WMA” as a means to implement the guidelines.



NCHRP Synthesis 456: Non-Nuclear Methods for Compaction Control of Unbound Materials
2/21/2014

Documents information on national and international experience with non-nuclear devices and methods for measuring compaction of unbound materials



Bridges

INVENTORY

There are **484 local NBI bridges** reported for Santa Clara County based on the **National Bridge Inventory (NBI)**, a database compiled by the Federal Highway Administration (FHWA). "Local" bridges are bridges that are maintained by local agencies (not Caltrans). FHWA defines NBI bridges as 20ft or longer in length, that carry specifically automobile traffic (not pedestrians or rail roads). Caltrans manages NBI for all Santa Clara County agencies and also publishes a list of local bridges every year.

In order to be eligible for federal funding for bridge improvements, the bridge must meet the NBI definition of a bridge. There are many local bridges that do not qualify under the NBI definition but require regular maintenance and monitoring by local agencies without federal aid.

Overview

Inventory: **484 local NBI bridges**

Condition: **81.2 SR [Good]**

Needs: **$204M** (to maintain SR for 10 years)

Source: 2014 Caltrans Local Bridge List, 2014 California Statewide Local Streets and Roads Needs

Some bridges were added to the local bridge list probably because of change in ownership from Caltrans to the Local Agency, such as interchanges along State Route 82. Additionally, some bridges may have been recently constructed. Changes to the local NBI bridge inventory are shown in Table 5.

Table 5. *Changes to Local Agency NBI Bridge List by Caltrans for Santa Clara County.*

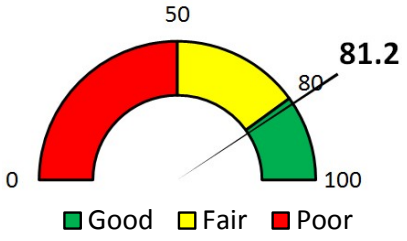
Status	Agency	Bridge No.	Facility Carried	Feature Intersected	Location	SR	Year Built
Added	Morgan Hill	37C0432	BUTTERFIELD BLVD	RAILROAD AVENUE	S. OF TENNANT AVE	98.5	2013
Added	San Jose	37C0720	BLOSSOM HILL RD	MONTEREY HWY	04-SCL-082-R0.35-SJS	86.9	1974
Added	San Jose	37C0721	CAPITOL EXPWY	MONTEREY HWY	04-SCL-082-2.81-SJS	86.6	1966
Added	San Jose	37C0722	STATE ROUTE 82	GUADALUPE RIVER	04-SCL-082-R7.60-SJS	75.5	1930
Added	San Jose	37C0723	STATE ROUTE 82	LOS GATOS CREEK	04-SCL-082-R8.21-SJS	80.8	1965
Added	San Jose	37C0724	S MONTGOMERY ST	VTA VASONA LRT	04-SCL-082-R8.40L-SJS	76.6	2003
Added	San Jose	37C0729	ALUM ROCK AVE	SILVER CREEK	04-SCL-130-0.75-SJS	94.0	2006
Added	Los Gatos	37C0425	ROBERTS ROAD	LOS GATOS CREEK	0.1 MI S BLOSSOM HILL RD	93.5	2010

CONDITION

Current Sufficiency Rating

Santa Clara County has a current average Sufficiency Rating **(SR) of 81.2 (Good)**.

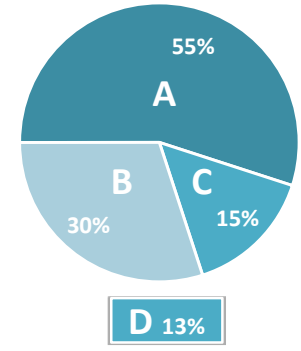
Figure 15. Average Overall SR



Sufficiency Rating (SR) Description

Similar to the pavement condition index, SR ranges from 0 to 100 (poor to best condition). Figure 16 below depicts how SR reflects four weighted categories, one of which is "structural adequacy and safety" which represents only 55% of the overall SR score. Therefore SR, should not be solely relied upon as a measure of structural condition.

Figure 16. Details of Sufficiency Rating



A Structural Adequacy and Safety (55% Max)
- Superstructure
- Substructure
- Culvert
- Inventory Rating

B Serviceability and Functional Obsolescence (30% Max)
- Defense Highway
- Lance on the Structure
- Average Daily Traffic
- Approach Roadway Width
- Structure Type
- Bridge Roadway Width
- Vertical Clearance Over Deck
- Deck Condition
- Structural Condition
- Deck Geometry
- Underclearances
- Waterway Adequacy
- Approach Roadway Alignment

C Essentiality for Public Use (15% Max)
- Defense Highway
- Detour Length
- Average Daily Traffic

D Special Reductions (13% Max)
- Detour Length
- Traffic Safety Features
- Main Structure Type

SR is a federal standard of bridge condition assessment set forth by the National Bridge Inspection Standards (NBIS) and was developed mainly as a tool for evaluating eligibility for federal funding.

Inspections are typically performed every 2 years. The SR for each bridge is updated in the NBI, which contains the national bridge database.

% in Good Condition

Since there are two federal funding categories for bridges (rehabilitation for 80≥SR>50 and replacement for SR≤50), a "good," "fair" and "poor" metric can be developed by using SR. Using this measure **64% of bridges are in Santa Clara County are in "Good" condition**.

Figure 17. Current SR Distribution

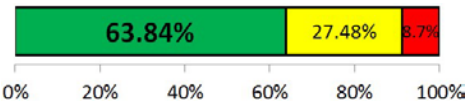


Figure 18. Current SR Distribution Data

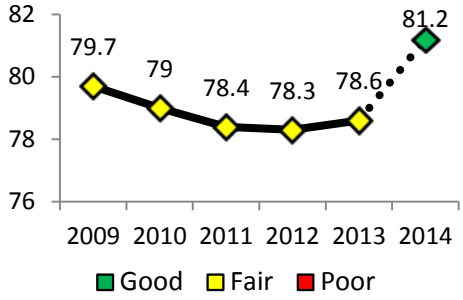
	2013	2014
Good	59.62%	63.84%
Fair	27.62%	27.48%
Poor	12.76%	8.68%

SR
100-81
80-51
50-0

Historical SR

The overall average SR has been improving with the most notable improvement in 2014 (SR81.2). This slight jump is likely due to improved bridge conditions and the adding of new local bridges that are in good condition.

Figure 19. SR Trend



It is also worth noting that in 2013, Caltrans updated its reporting method to: distinguish NBI versus non-NBI bridges, eliminate duplicate bridges, and by adding bridges that were previously recorded as a single bridge are now recorded as two separate bridge structures. These changes had an overall improvement to the average SR.

Other Condition Ratings

"Structurally Deficient" (SD) is a term that is related to the SR rating and implies that one of the categories in "Structural Adequacy and Safety" is rated below average and indicates that the bridge structure needs maintenance or repairs.

"Functionally Obsolete" (FO) is another term related to SR that indicates how the bridge functionality compares to current design standards for attributes such as traffic load, vertical clearances, alignment, and lane widths. In many cases, the only way to fix a FO rated bridge is to replace the entire bridge.

Bridge Health Index (BHI) is a number from 0 to 100 used to reflect the structural condition of a an individual bridge. BHI is based on a detailed structural inspection and analysis of all bridge structural elements and combines level of severity and extent of any defects found. Caltrans developed BHI in order to better determine the structural condition of a single bridge or a network of bridges.

Caltrans has recently begun publishing BHI for local bridges and it is anticipated that this method will attract more attention as more data becomes available.

NEEDS

Based upon the 2014 California Statewide Local Streets and Roads Needs Assessment, a bi-annual report, **Santa Clara County needs $204M** in order to maintain current bridge conditions for the next 10 years. This cost is based upon estimated maintenance and construction costs and somewhat generalized condition reports which describe the condition of different substructures of each bridge.



Freeway Litter, Landscape and Graffiti Maintenance

BACKGROUND

VTA Technical Advisory Committee has identified freeway litter, landscape, and graffiti maintenance as a major roadway maintenance issue. The accumulation of litter and poorly maintained landscaping on the freeways throughout Santa Clara County are aesthetic and environmental problems. The cleanliness of the freeways and groomed landscaping also represents civic community pride to both local and regional travelers.

INVENTORY

Based on the Litter Control and Landscape Maintenance Study for Santa Clara County conducted in 2005 and TSMP assessment results, there are approximately **307 roadside miles (shoulder length miles), 128 interchanges, and 1,193 acres of landscaped area** on the state highway system in Santa Clara County that require regular maintenance.

MAINTENANCE

Depending on available resources allocated from the State's annual budget, which varies from year to year, Caltrans may have up to 13 maintenance crews at any given time that cover several counties. The crews consist of the following teams: 1 bridge crew, 1 vegetation spray crew, 1 special programs crew, 5 road maintenance crews, and 5 landscape maintenance crews. In addition to Caltrans crews, the non-profit Adopt-a-Highway (AAH) is utilized in many locations for litter removal.

The crews rotate between Santa Clara, San Mateo, and San Francisco Counties, and each running on variable schedules. The AAH crew typically picks-up litter from freeways 1 or 2 pick-ups per month. There are also special programs that supplement freeway litter maintenance; these crews typically consist of three teams and work four days per week. Road sweeping is performed on a daily basis, theoretically covering the same location every 6 weeks. Road sweeping has recently been made a higher priority.

Caltrans, in partnership with volunteer organizations like Beautiful Day, sponsor single clean-up dayes each year. Each year there are many single clean-up days. The California Highway Patrol (CHP) also participates in freeway clean-up events by sponsoring four litter clean-up days per year.

Overview

Inventory: **307 Freeway Roadside Miles**

Condition: **47% Slightly Littered or Cleaner** on freeways

Needs: **$11.2M** (to maintain "slightly littered" condition per year)

CONDITION

Caltrans Maintenance LOS

Caltrans monitors the overall maintenance quality of their facilities by visually inspecting random samples of roads (generally 20%) in order to relate a general condition and relate maintenance activities needed to improve the condition. They assign the overall condition a "Maintenance LOS" value which ranges from 0-100. The LOS made up of 4 weighted categories:

- Travelway (40%)
- Drainage (15%)
- Roadside (15%)
- Traffic Guidance (15%)

For the purposed of this report, the following scale is used to assign an overall condition to all Maintenance LOS scores:

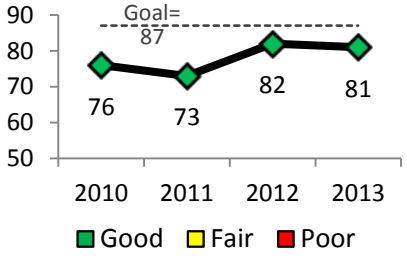
Figure 20. *LOS Rating System*

Condition	Good	Fair	Poor
LOS	100-71	70-51	50-0

Overall Maintenance LOS Trend

Although no LOS scores were received this year, according to historical Caltrans Maintenance LOS, overall, there is not a stable trend. After 2011, there was a measureable improvement to the overall roadway maintenance in 2012, from 73 to 82, which is still below the statewide LOS goal of 87.

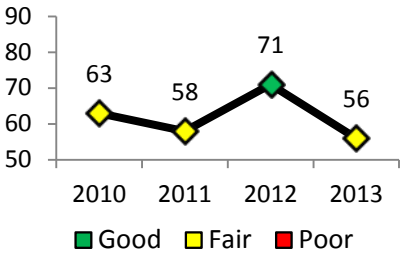
Figure 21. *Overall Maintenance LOS Trend*



Roadside Maintenance LOS Trend

As a subset of the overall LOS, similarly, historical LOS records for the "Roadside" maintenance category also does not have a stable trend. LOS for this group has been oscillating widely between improvement and degeneration for the past 4 years. The current Roadside LOS is 56 out of 100.

Figure 22. *Historical Roadside Maintenance LOS Trend*



Items evaluated as part of this group are:

- Roadside Vegetation (weeds)
- Fences
- Tree/Brush Encroachment
- Litter/Debris
- Graffiti
- Ramps

At this time, Caltrans Maintenance LOS report does not include the maintenance condition of established landscape areas.

Litter/Debris Maintenance LOS Trend

Looking in further detail, "Litter/Debris" LOS, which is a subset of "Roadside" LOS, has a flat trend line. The current Litter/Debris LOS is 52 out of 100, which is much less than the statewide goal of 80. Many other Bay Area counties are did not attain this goal either.

Figure 23. *Historical Litter/Debris Maintenance LOS Trend*

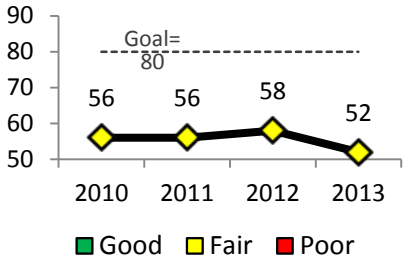
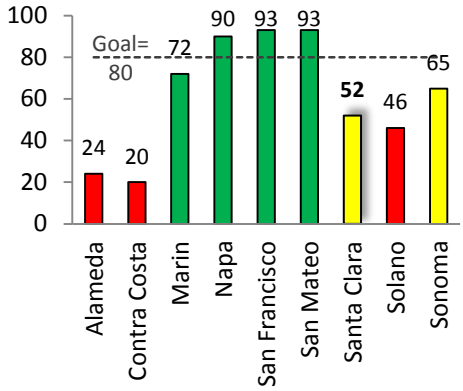


Figure 24. *Bay Area Counties Litter/Debris Maintenance LOS*



Drive-by Visual Assessment Survey

In order to provide additional perspective, TSMP performed drive-by video surveys of most of Santa Clara County's freeways and expressways. This was done to obtain a general "snapshot" impression of current roadside maintenance conditions. The survey was then analyzed for 3 categories: litter, landscape, and graffiti. The following grading scales were used for each category:

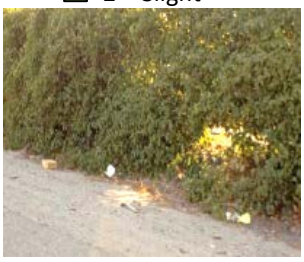


Figure 25. *Litter Grading Scale.*

1 – None



2 – Slight



3 – Moderate



4 – Extreme

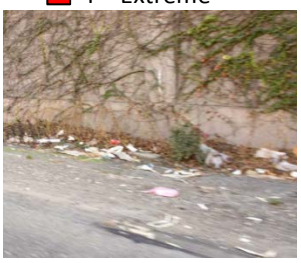


Figure 26. *Landscape Grading Scale.*

1 – Attractive



2 – Decent



3 – Moderate



4 – Neglected



Condition (Number)	Description
None (1)	Virtually no litter can be observed along the freeway. The observer has to look hard to see any litter, with perhaps a few occasional litter items in a 1/4-mile. Any litter seen could be quickly collected by one individual. The freeway has a generally neat and tidy appearance; nothing grabs the eye as being littered or messy.
Slight (2)	A small amount of litter is obvious to the observer. The litter along the freeway could be collected by one or two individuals in a short period of time. While the freeway has a small amount of litter, the eye is not continually grabbed by litter items.
Moderate (3)	Visible litter can readily be seen along the freeway or ramp, likely requiring an organized effort for removal. This area is "littered" and clearly needs to be addressed.
Extreme (4)	Continuous litter is one of the first things noticed about the freeway. Major illegal dumpsites might be seen, requiring equipment and/or extra manpower for removal. There is a strong impression of a lack of concern about litter on the freeway.

Condition (Number)	Description
Attractive (1)	No noticeable weeds. Landscaped areas are well maintained with healthy, thriving, and or attractive landscaping. Areas likely to have attractive ground cover, such as ivy, tan bark, or gravel. No vegetation encroaches or impairs road users.
Decent (2)	Some noticeable weeds that are less than 2ft high. Landscaped areas are well maintained with generally healthy landscaping. Non landscaped areas are mowed or cleared in such that no overgrown brush is present. Areas may or may not have ground cover. No vegetation encroaches or impairs road users. May include roads with only roadside barriers with only minor weeds, or better.
Moderate (3)	Weeds are apparent which may be close to 2ft high and will need to be abated soon. Landscape may be encroaching the edge of pavement, bicycle lane, or sidewalk and may begin to impair road users or partially obscure road signs. Tree saplings or hardy brush is beginning to grow in or in front of traffic safety devices.
Neglected (4)	Weeds are pervasive and may be 2ft high or greater. Landscape is overgrown and may be encroaching the edge of traveled way of streets, bicycle lanes, or sidewalks and impairing road users or obscuring road signs. Dead or dying plants or trees may be observed.

Figure 27. *Graffiti Grading Scale.*

1 – None



2 – Slight



3 – Moderate



1 – Extreme



Condition (Number)	Description
None (1)	No graffiti currently present.
Slight (2)	Some graffiti is present and likely small in size and may not be clearly visible. Not likely to be distracting to most drivers. Entire location has less than 36 square feet (6'x6') of graffiti.
Moderate (3)	Graffiti is present and likely medium in size and clearly visible. Distracting to most drivers and may hold drivers attention for a second. May constitute many clusters of small instances of graffiti or one to two medium sized instances. Entire location has less than 240 square feet (6'x40') of graffiti.
Extreme (4)	Either large solitary instance or large areas of smaller instances of graffiti, and are visible and obtrusive. Solitary instances are very distracting to drivers and may hold drivers attention for more than a second. May illicit concerns of neighborhood safety. Entire location has more than 240 square feet (6'x40') of graffiti.

For the purpose of this report, freeway and expressway segments are defined by VTA's CMP (Congestion Management Program). Surveys were conducted from July to August in 2015. Surveys were supplemented by Google Street View where needed.

Results

See the following sections:

"Overall Conditions", page 19
"Freeway Conditions", page 23
"Selected Interchange Conditions", page 31 and
"Expressway Conditions", page 33

During the survey it was observed that some segments had recently been cleaned of litter by AAH (or other group) and that some of the regular graffiti hot spots were painted over. It was also noted that there was a highway project underway which seemed to be postponing road maintenance until project completion at 280/Stevens Creek. In addition, it was observed that various locations with sound walls had weeds growing out of construction joints between the pavement and the wall or in accumulated sediment. These observations serve as reminders that maintenance conditions are constantly in flux.

NEEDS

According to a follow-up report to the initial Litter and Landscape study, "Litter Control Pilot Program, US 101 between I-880 and Blossom Hill Road, 2008," **$11.2 million a year** was the estimated cost needed (using probationers through the Special Persons Program) to attain acceptable levels highway litter (slightly littered) for all of Santa Clara County. Additionally, in fiscal year 2014/2015, Caltrans has spent about $1.3 million on litter abatement, $0.7 million on street sweeping, and $0.4 million on cleanup of illegal encampments.

Overall Conditions

Below are the overall results of the drive-by survey assessment for Santa Clara County freeways.

Figure 28. *Overall Freeway Conditions.*

LITTER	LANDSCAPE	GRAFFITI
2 [Slightly Littered]	3 [Moderate]	2 [Slight Graffiti]

Figure 30. *Overall Expressway Conditions.*

LITTER	LANDSCAPE	GRAFFITI
2 [Slightly Littered]	2 [Decent]	1 [No Graffiti]

Figure 29. *Overall Interchange Conditions.*

LITTER	LANDSCAPE	GRAFFITI
3 [Littered]	3 [Decent]	1 [No Graffiti]

Figure 31. *Overall Freeway Conditions by Rating.*

RATING	LITTER (mi)	LANDSCAPE (mi)	GRAFFITI (mi)	LITTER (%)	LANDSCAPE (%)	GRAFFITI (%)
1	13.4	0.3	174.1	4.4%	0.1%	56.8%
2	133.1	107.8	88.1	43.4%	35.2%	28.8%
3	138.5	119.2	14.1	45.2%	38.9%	4.6%
4	8.7	66.4	17.3	2.8%	21.7%	5.6%
UC	0.8	0.8	0.8	0.3%	0.3%	0.3%
NR	12.0	12.0	12.0	3.9%	3.9%	3.9%
Total	**306.5**	**306.5**	**306.5**	**100.0%**	**100.0%**	**100.0%**

Figure 32. *Overall Interchange Conditions by Rating.*

RATING	LITTER (#)	LANDSCAPE (#)	GRAFFITI (#)	LITTER (%)	LANDSCAPE (%)	GRAFFITI (%)
1	0	0	11	0.0%	0.0%	91.7%
2	4	5	1	33.3%	41.7%	8.3%
3	7	6	0	58.3%	50.0%	0.0%
4	1	1	0	8.3%	8.3%	0.0%
UC	0	0	0	0.0%	0.0%	0.0%
NR	0	0	0	0.0%	0.0%	0.0%
Total	**12**	**12**	**12**	**100.0%**	**100.0%**	**100.0%**

Figure 33. *Overall Expressways Condition by Rating.*

RATING	LITTER (#)	LANDSCAPE (#)	GRAFFITI (#)	LITTER (%)	LANDSCAPE (%)	GRAFFITI (%)
1	42.1	25.9	104.9	34.9%	21.4%	86.8%
2	65.8	76.1	14.5	54.5%	63.0%	12.0%
3	11.5	17.4	0.0	9.5%	14.4%	0.0%
4	0.0	0.0	0.0	0.0%	0.0%	0.0%
UC	1.4	1.4	1.4	1.2%	1.2%	1.2%
NR	0.0	0.0	0.0	0.0%	0.0%	0.0%
Total	**120.8**	**120.8**	**120.8**	**100.0%**	**100.0%**	**100.0%**

Figure 34. *Litter Conditions Assessment Map.*

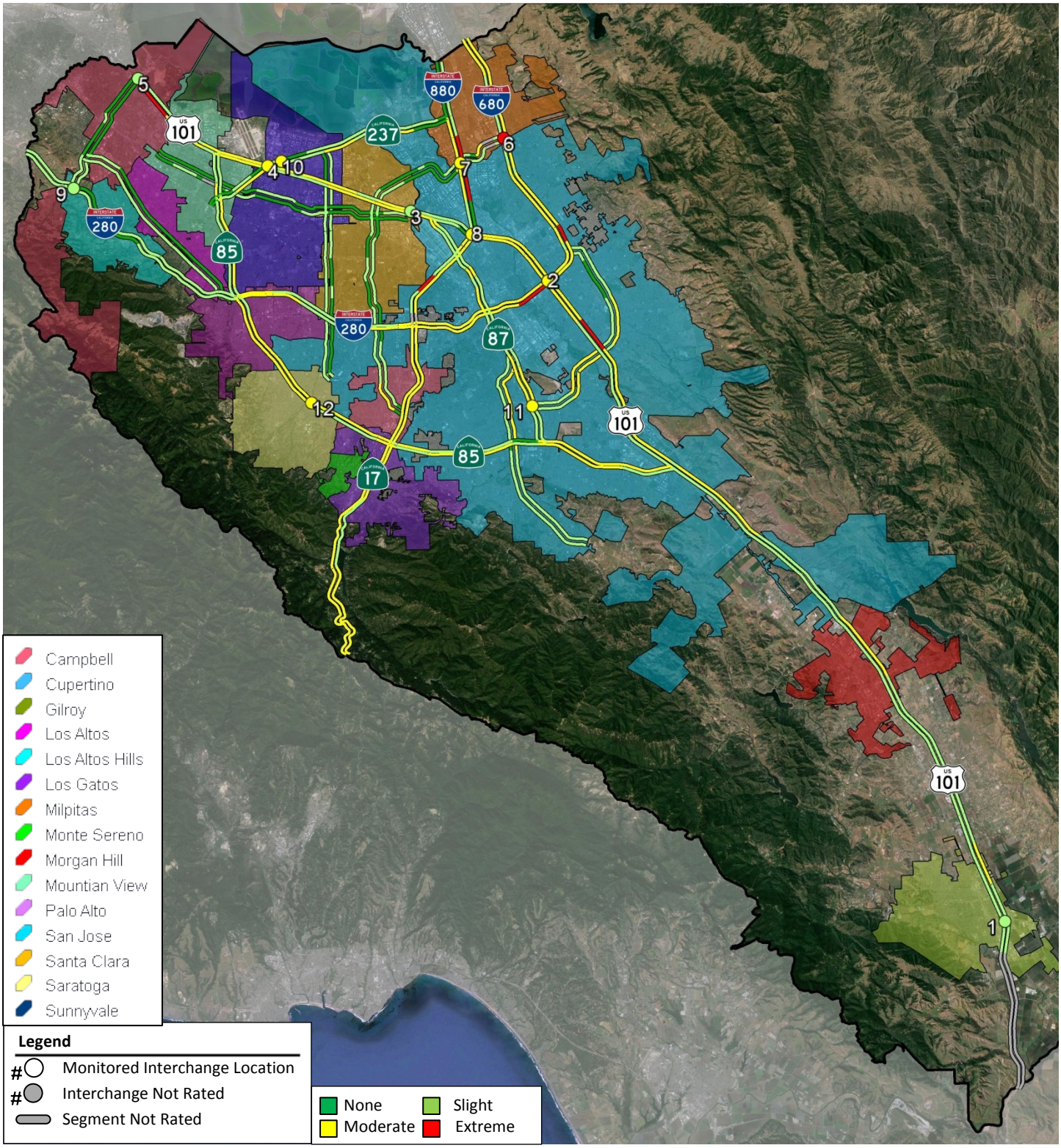


Figure 35. *Landscape Conditions Assessment Map.*

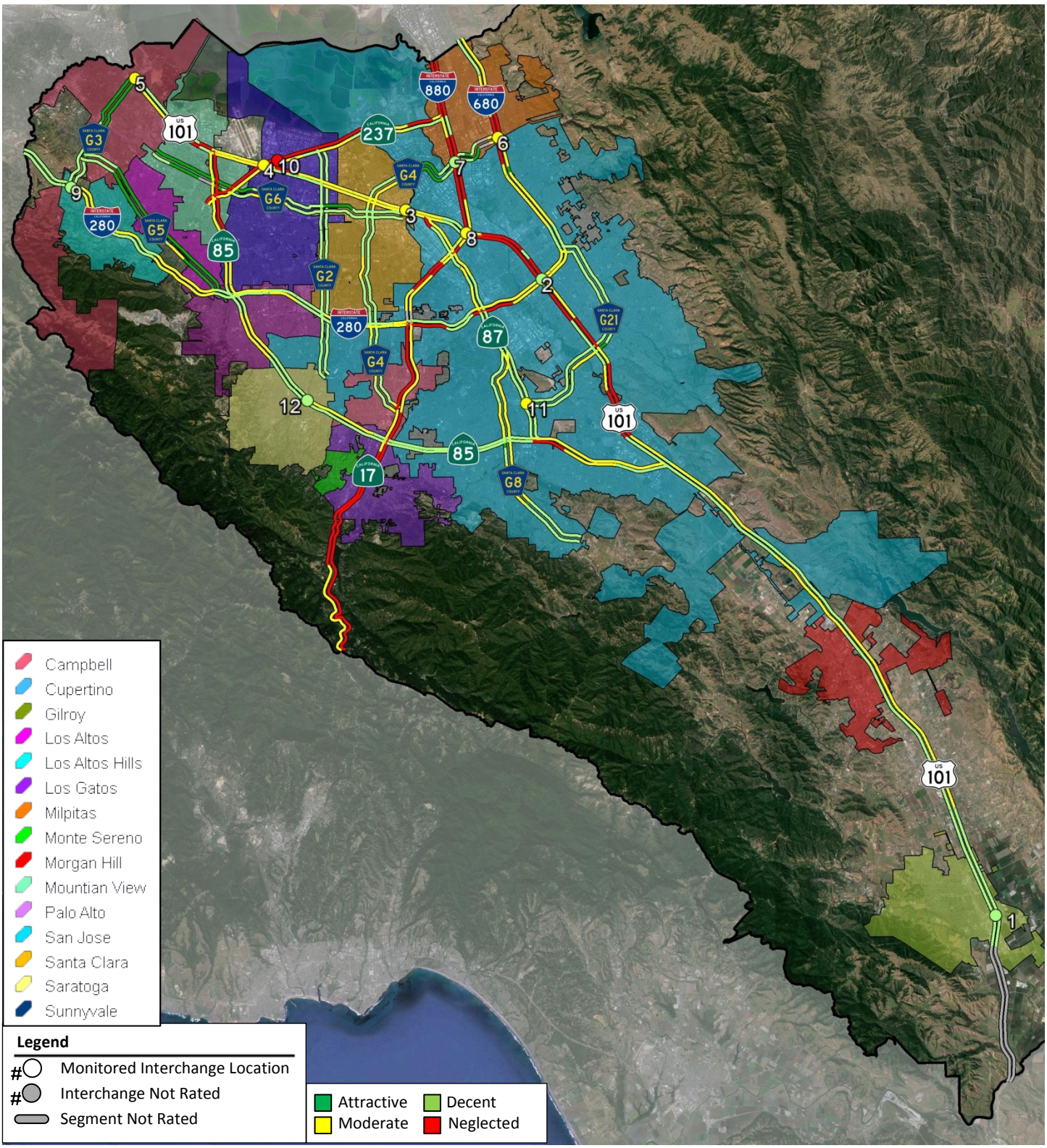
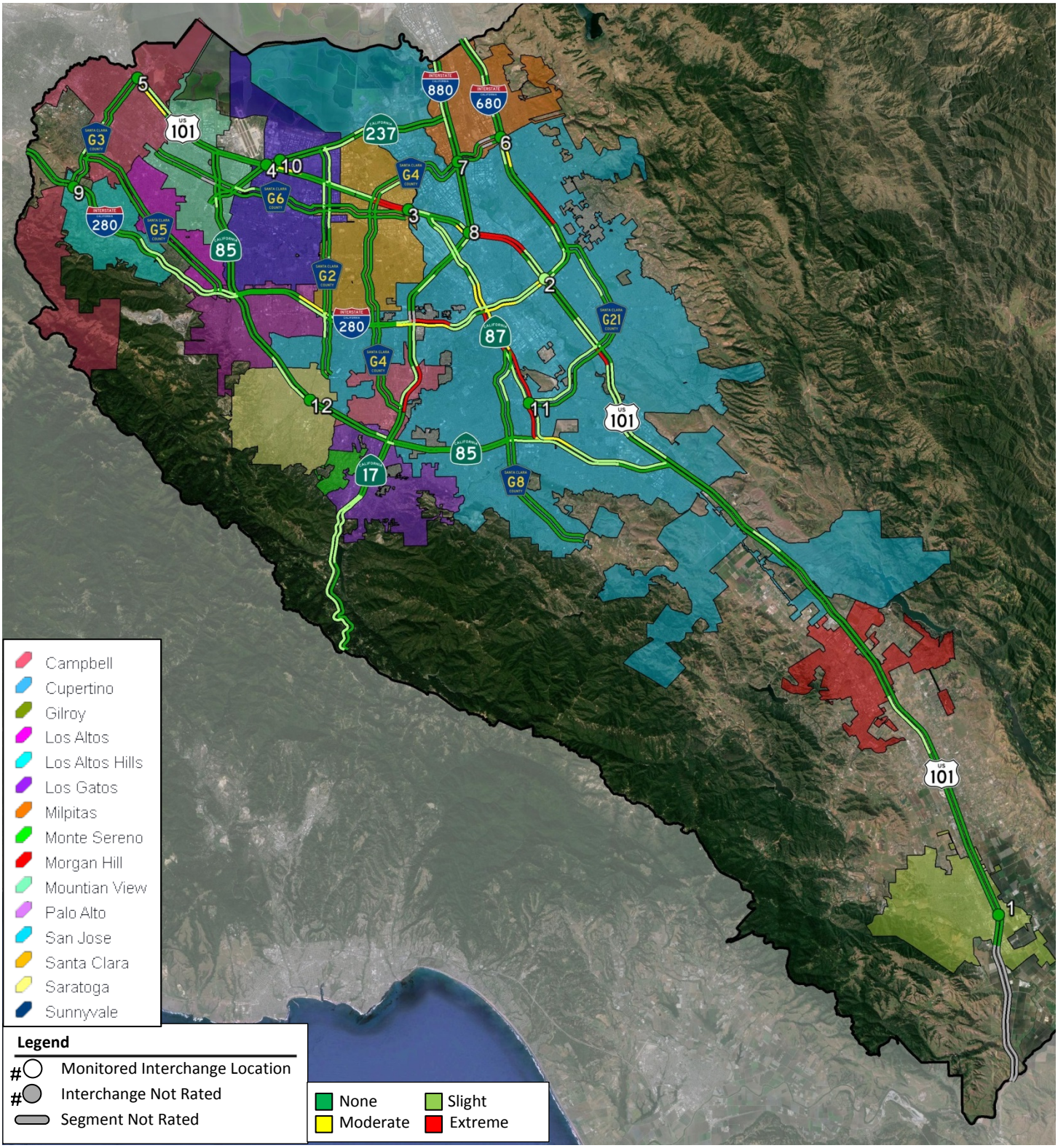


Figure 36. *Graffiti Conditions Assessment Map.*



Freeway Conditions

Below are the results of the drive-by survey assessment, grouped by rating, for Santa Clara County freeways.

Figure 37. *SR 17 Conditions.*

RATING	LITTER (mi)	LANDSCAPE (mi)	GRAFFITI (mi)	LITTER (%)	LANDSCAPE (%)	GRAFFITI (%)
1	0.0	0.0	12.6	0.0%	0.0%	45.4%
2	2.9	0.0	13.3	10.5%	0.0%	48.0%
3	24.8	9.1	0.0	89.5%	33.0%	0.0%
4	0.0	18.5	1.8	0.0%	67.0%	6.6%
UC	0.0	0.0	0.0	0.0%	0.0%	0.0%
NR	0.0	0.0	0.0	0.0%	0.0%	0.0%
Total	**27.7**	**27.7**	**27.7**	**100.0%**	**100.0%**	**100.0%**

17 NB near Morepark



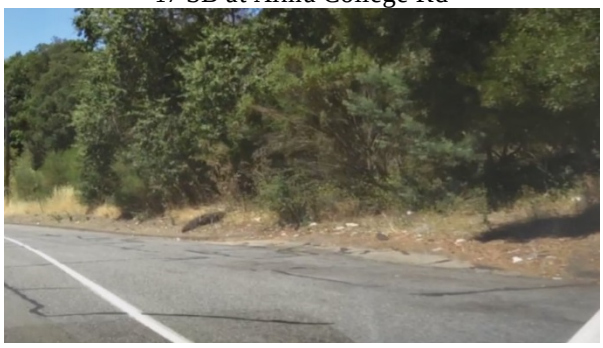
17 SB near Hamilton Av



17 NB before Hamilton



17 SB at Alma College Rd



17 NB before Hillside Dr



17 SB at Redwood Dr



Figure 38. *SR 85 Conditions.*

RATING	LITTER (mi)	LANDSCAPE (mi)	GRAFFITI (mi)	LITTER (%)	LANDSCAPE (%)	GRAFFITI (%)
1	0.9	0.0	35.1	2.0%	0.0%	73.7%
2	17.7	22.7	11.3	37.1%	47.7%	23.7%
3	29.0	19.7	1.3	60.9%	41.3%	2.7%
4	0.0	5.3	0.0	0.0%	11.1%	0.0%
UC	0.0	0.0	0.0	0.0%	0.0%	0.0%
NR	0.0	0.0	0.0	0.0%	0.0%	0.0%
Total	**47.7**	**47.7**	**47.7**	**100.0%**	**100.0%**	**100.0%**

85 NB after Cottle Rd



85 SB after 87



85 NB at 87



85 SB before Cottle Rd



85 NB before Bascom Av



85 SB at Fremont Av



Figure 39. *SR 87 Conditions.*

RATING	LITTER (mi)	LANDSCAPE (mi)	GRAFFITI (mi)	LITTER (%)	LANDSCAPE (%)	GRAFFITI (%)
1	0.0	0.0	1.1	0.0%	0.0%	5.9%
2	11.6	12.7	8.9	62.8%	68.9%	48.4%
3	6.8	5.1	3.5	37.2%	27.5%	19.1%
4	0.0	0.7	4.9	0.0%	3.6%	26.7%
UC	0.0	0.0	0.0	0.0%	0.0%	0.0%
NR	0.0	0.0	0.0	0.0%	0.0%	0.0%
Total	**18.4**	**18.4**	**18.4**	**100.0%**	**100.0%**	**100.0%**

87 NB at Capitol Expy



87 SB at Taylor St



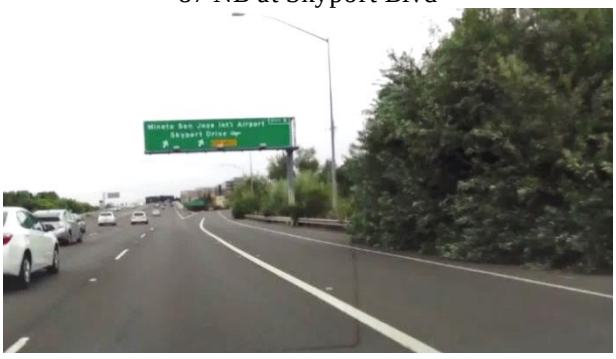
87 NB after Capitol Expy



87 SB before Alma St



87 NB at Skyport Blvd



87 SB at Branham Av



Figure 40. *US 101 Conditions.*

RATING	LITTER (mi)	LANDSCAPE (mi)	GRAFFITI (mi)	LITTER (%)	LANDSCAPE (%)	GRAFFITI (%)
1	0.5	0.0	59.6	0.5%	0.0%	54.9%
2	57.4	44.5	26.1	52.9%	41.0%	24.0%
3	35.5	36.5	3.2	32.7%	33.6%	2.9%
4	3.2	15.5	7.7	2.9%	14.3%	7.1%
UC	0.0	0.0	0.0	0.0%	0.0%	0.0%
NR	12.0	12.0	12.0	11.1%	11.1%	11.1%
Total	**108.5**	**108.5**	**108.5**	**100.0%**	**100.0%**	**100.0%**

101 NB after Cochrane Rd



101 SB before Oakland Rd



101 NB at Hellyer Av



101 SB at Alum Rock Av



101 NB after Tulley Rd



101 SB after Blossom Hill Rd



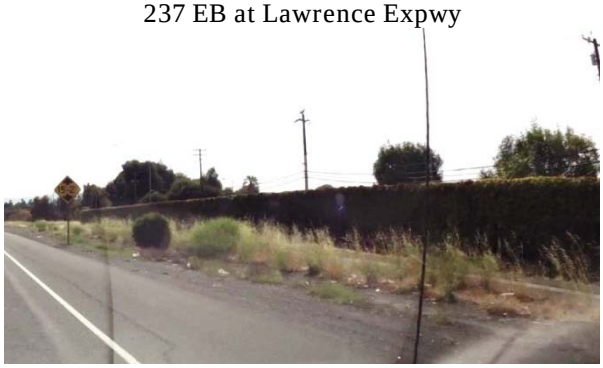
Figure 41. *SR 237 Conditions.*

RATING	LITTER (mi)	LANDSCAPE (mi)	GRAFFITI (mi)	LITTER (%)	LANDSCAPE (%)	GRAFFITI (%)
1	5.4	0.0	17.5	27.2%	0.0%	88.5%
2	10.0	3.0	2.3	50.6%	15.0%	11.5%
3	4.4	8.9	0.0	22.2%	45.1%	0.0%
4	0.0	7.9	0.0	0.0%	39.8%	0.0%
UC	0.0	0.0	0.0	0.0%	0.0%	0.0%
NR	0.0	0.0	0.0	0.0%	0.0%	0.0%
Total	**19.8**	**19.8**	**19.8**	**100.0%**	**100.0%**	**100.0%**

237 WB at Lawrence Expwy



237 EB at Lawrence Expwy



237 WB before 101



237 EB at 101



237 WB at Middlefield



237 EB before Middlefield



Figure 42. *I-280 Conditions.*

RATING	LITTER (mi)	LANDSCAPE (mi)	GRAFFITI (mi)	LITTER (%)	LANDSCAPE (%)	GRAFFITI (%)
1	3.3	0.0	21.1	7.7%	0.0%	49.0%
2	23.7	20.4	16.2	55.1%	47.2%	37.5%
3	15.1	19.8	4.4	35.1%	45.9%	10.2%
4	0.9	3.0	1.4	2.1%	6.8%	3.2%
UC	0.0	0.0	0.0	0.0%	0.0%	0.0%
NR	0.0	0.0	0.0	0.0%	0.0%	0.0%
Total	**43.1**	**43.1**	**43.1**	**100.0%**	**100.0%**	**100.0%**

280 NB after I-880



280 SB after 85



280 NB before Lawrence Expwy



280 SB at Wolf Rd



280 NB after Sterling Rd



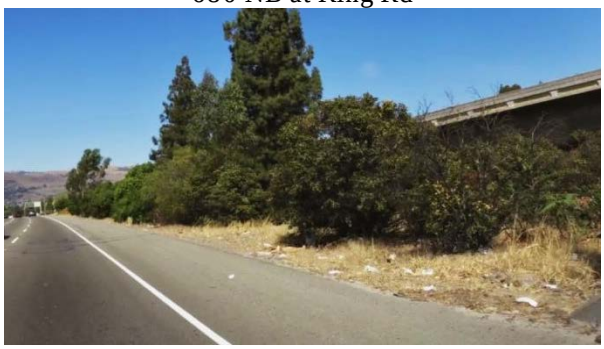
280 SB at 101



Figure 43. *I-680 Conditions.*

RATING	LITTER (mi)	LANDSCAPE (mi)	GRAFFITI (mi)	LITTER (%)	LANDSCAPE (%)	GRAFFITI (%)
1	0.0	0.3	11.3	0.0%	1.5%	54.7%
2	3.9	3.5	6.2	19.0%	16.8%	29.8%
3	15.3	13.6	1.7	74.1%	66.0%	8.4%
4	1.4	3.2	1.5	6.8%	15.6%	7.1%
UC	0.0	0.0	0.0	0.0%	0.0%	0.0%
NR	0.0	0.0	0.0	0.0%	0.0%	0.0%
Total	**20.6**	**20.6**	**20.6**	**100.0%**	**100.0%**	**100.0%**

680 NB at King Rd



680 SB at Jacklin Rd



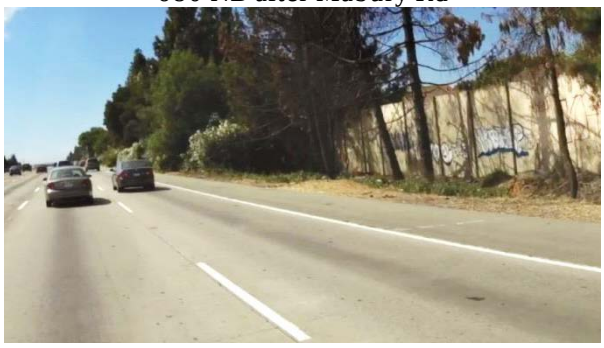
680 NB at Montague Expwy



680 SB after Yosemite Dr



680 NB after Mabury Rd



680 SB after McKee Rd



Figure 44. *I-880 Conditions.*

RATING	LITTER (mi)	LANDSCAPE (mi)	GRAFFITI (mi)	LITTER (%)	LANDSCAPE (%)	GRAFFITI (%)
1	3.3	0.0	15.9	15.8%	0.0%	76.7%
2	5.9	1.1	4.0	28.6%	5.4%	19.3%
3	7.6	6.5	0.0	36.5%	31.3%	0.0%
4	3.2	12.3	0.0	15.2%	59.3%	0.0%
UC	0.8	0.8	0.8	3.9%	3.9%	3.9%
NR	0.0	0.0	0.0	0.0%	0.0%	0.0%
Total	**20.8**	**20.8**	**20.8**	**100.0%**	**100.0%**	**100.0%**

880 NB after Brokaw Rd



880 SB before 237



880 NB at 1st St



880 SB before Montague Expwy



880 NB before Dixon Landing



880 SB before Bascom Av



Selected Interchange Conditions

Table 6. *Interchange Conditions.*

NO	RTE	CROSSING	LITTER	LANDSCAPE	GRAFFITI
1	101	SR 152 East	2	2	1
2	101	Story Rd	3	2	2
3	101	Trimble Rd	3	3	1
4	101	SR 237	3	3	1
5	101	Oregon Expwy	2	3	1
6	680	Montague Expwy	4	3	1
7	880	Montague Expwy	3	2	1
8	880	US 101	3	3	1
9	280	Page Mill Rd	2	2	1
10	237	N Mathilda Ave	3	4	1
11	87	Capitol Expwy	3	3	1
12	85	Saratoga Ave	3	2	1

Figure 45. *Map of Interchange Monitoring Locations.*

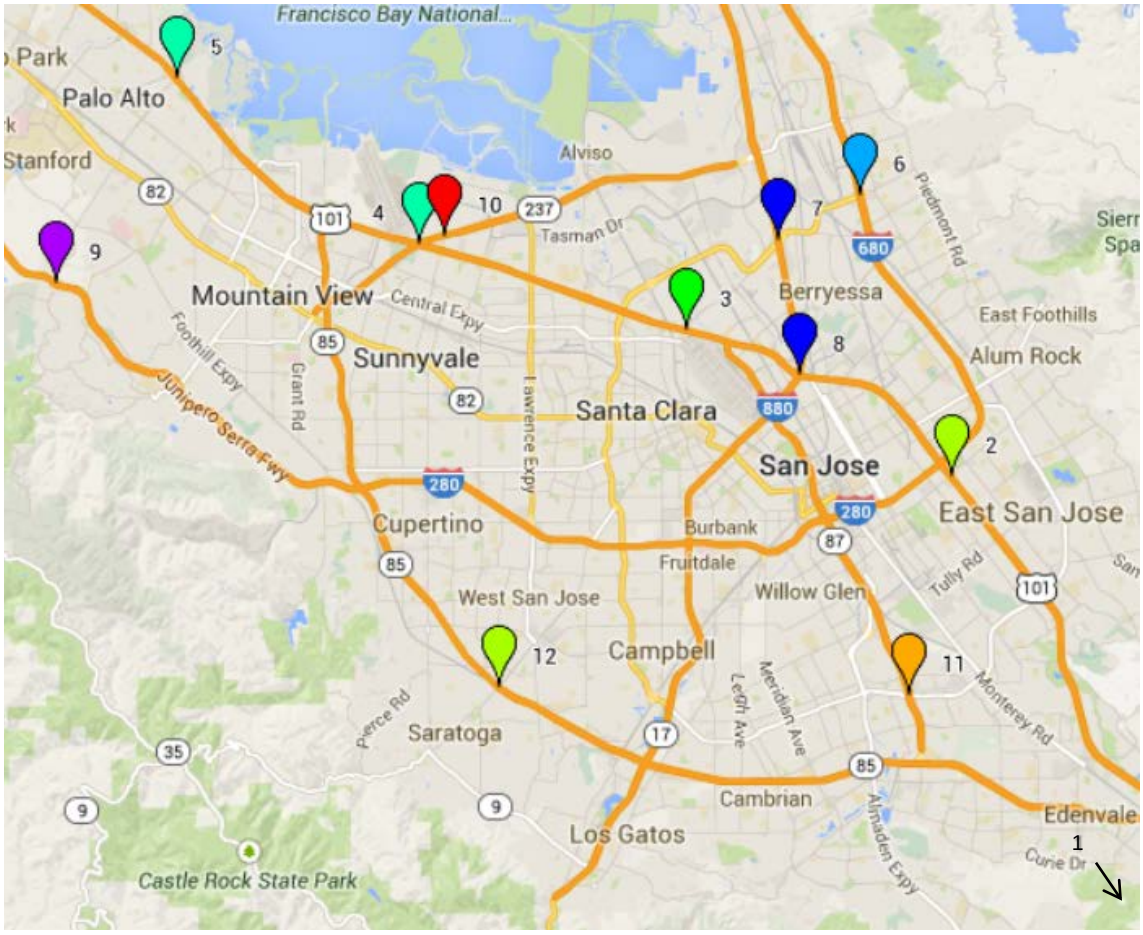


Figure 46. Selected Interchange Photos.

#1 US 101/SR 152 East



#2 US 101/Story



#3 US 101/Trimble



#4 US 101/SR 237



#5 US 101/Oregon-Page Mill



#6 I-680/Montague



#7 I-880/Montague



#8 I-880/US 101



#9 I-280/Page Mill



#10 SR 237/Mathilda



#11 SR 87/Capitol



#12 SR 85/Saratoga



Expressway Conditions

Below are the results of the drive-by survey assessment, grouped by rating, for Santa Clara County Expressways.

Table 7. *Almaden Expressway Conditions.*



RATING	LITTER (mi)	LANDSCAPE (mi)	GRAFFITI (mi)	LITTER (%)	LANDSCAPE (%)	GRAFFITI (%)
1	0.2	0.2	15.2	1.2%	1.2%	91.6%
2	12.7	7.4	1.4	76.5%	44.6%	8.4%
3	3.7	9.0	0.0	22.3%	54.2%	0.0%
4	0.0	0.0	0.0	0.0%	0.0%	0.0%
UC	0.0	0.0	0.0	0.0%	0.0%	0.0%
NR	0.0	0.0	0.0	0.0%	0.0%	0.0%
Total	**16.6**	**16.6**	**16.6**	**100.0%**	**100.0%**	**100.0%**

Table 8. *Capitol Expressway Conditions.*



RATING	LITTER (mi)	LANDSCAPE (mi)	GRAFFITI (mi)	LITTER (%)	LANDSCAPE (%)	GRAFFITI (%)
1	1.6	0.4	11.2	9.8%	2.4%	68.3%
2	8.8	14.9	5.2	53.7%	90.9%	31.7%
3	6.0	1.1	0.0	36.6%	6.7%	0.0%
4	0.0	0.0	0.0	0.0%	0.0%	0.0%
UC	0.0	0.0	0.0	0.0%	0.0%	0.0%
NR	0.0	0.0	0.0	0.0%	0.0%	0.0%
Total	**16.4**	**16.4**	**16.4**	**100.0%**	**100.0%**	**100.0%**

Table 9. *Central Expressway Conditions.*



RATING	LITTER (mi)	LANDSCAPE (mi)	GRAFFITI (mi)	LITTER (%)	LANDSCAPE (%)	GRAFFITI (%)
1	13.5	6.6	18.2	68.9%	33.7%	92.9%
2	5.5	10.9	0.8	28.1%	55.6%	4.1%
3	0.0	1.5	0.0	0.0%	7.7%	0.0%
4	0.0	0.0	0.0	0.0%	0.0%	0.0%
UC	0.6	0.6	0.6	3.1%	3.1%	3.1%
NR	0.0	0.0	0.0	0.0%	0.0%	0.0%
Total	**19.6**	**19.6**	**19.6**	**100.0%**	**100.0%**	**100.0%**

Table 10. *Foothill Expressway Conditions.*



RATING	LITTER (mi)	LANDSCAPE (mi)	GRAFFITI (mi)	LITTER (%)	LANDSCAPE (%)	GRAFFITI (%)
1	5.7	9.7	14.0	40.7%	69.3%	100.0%
2	8.3	3.6	0.0	59.3%	25.7%	0.0%
3	0.0	0.7	0.0	0.0%	5.0%	0.0%
4	0.0	0.0	0.0	0.0%	0.0%	0.0%
UC	0.0	0.0	0.0	0.0%	0.0%	0.0%
NR	0.0	0.0	0.0	0.0%	0.0%	0.0%
Total	**14.0**	**14.0**	**14.0**	**100.0%**	**100.0%**	**100.0%**

Table 11. *Lawrence Expressway Conditions.*



RATING	LITTER (mi)	LANDSCAPE (mi)	GRAFFITI (mi)	LITTER (%)	LANDSCAPE (%)	GRAFFITI (%)
1	5.0	0.0	11.8	30.1%	0.0%	71.1%
2	11.6	16.6	4.8	69.9%	100.0%	28.9%
3	0.0	0.0	0.0	0.0%	0.0%	0.0%
4	0.0	0.0	0.0	0.0%	0.0%	0.0%
UC	0.0	0.0	0.0	0.0%	0.0%	0.0%
NR	0.0	0.0	0.0	0.0%	0.0%	0.0%
Total	**16.6**	**16.6**	**16.6**	**100.0%**	**100.0%**	**100.0%**

Table 12. *Montague Expressway Conditions.*

RATING	LITTER (mi)	LANDSCAPE (mi)	GRAFFITI (mi)	LITTER (%)	LANDSCAPE (%)	GRAFFITI (%)
1	5.2	3.6	10.3	43.3%	30.0%	85.8%
2	5.2	5.5	0.9	43.3%	45.8%	7.5%
3	0.8	2.1	0.0	6.7%	17.5%	0.0%
4	0.0	0.0	0.0	0.0%	0.0%	0.0%
UC	0.8	0.8	0.8	6.7%	6.7%	6.7%
NR	0.0	0.0	0.0	0.0%	0.0%	0.0%
Total	**12.0**	**12.0**	**12.0**	**100.0%**	**100.0%**	**100.0%**

Table 13. *Oregon Expressway Conditions.*

RATING	LITTER (mi)	LANDSCAPE (mi)	GRAFFITI (mi)	LITTER (%)	LANDSCAPE (%)	GRAFFITI (%)
1	3.6	4.0	4.0	90.0%	100.0%	100.0%
2	0.4	0.0	0.0	10.0%	0.0%	0.0%
3	0.0	0.0	0.0	0.0%	0.0%	0.0%
4	0.0	0.0	0.0	0.0%	0.0%	0.0%
UC	0.0	0.0	0.0	0.0%	0.0%	0.0%
NR	0.0	0.0	0.0	0.0%	0.0%	0.0%
Total	**4.0**	**4.0**	**4.0**	**100.0%**	**100.0%**	**100.0%**

Table 14. *Page Mill Road Conditions.*

RATING	LITTER (mi)	LANDSCAPE (mi)	GRAFFITI (mi)	LITTER (%)	LANDSCAPE (%)	GRAFFITI (%)
1	2.8	1.4	4.0	51.9%	25.9%	74.1%
2	2.6	4.0	1.4	48.1%	74.1%	25.9%
3	0.0	0.0	0.0	0.0%	0.0%	0.0%
4	0.0	0.0	0.0	0.0%	0.0%	0.0%
UC	0.0	0.0	0.0	0.0%	0.0%	0.0%
NR	0.0	0.0	0.0	0.0%	0.0%	0.0%
Total	**5.4**	**5.4**	**5.4**	**100.0%**	**100.0%**	**100.0%**

Table 15. *San Tomas Expressway Conditions.*

RATING	LITTER (mi)	LANDSCAPE (mi)	GRAFFITI (mi)	LITTER (%)	LANDSCAPE (%)	GRAFFITI (%)
1	4.5	0.0	16.2	27.8%	0.0%	100.0%
2	10.7	13.2	0.0	66.0%	81.5%	0.0%
3	1.0	3.0	0.0	6.2%	18.5%	0.0%
4	0.0	0.0	0.0	0.0%	0.0%	0.0%
UC	0.0	0.0	0.0	0.0%	0.0%	0.0%
NR	0.0	0.0	0.0	0.0%	0.0%	0.0%
Total	**16.2**	**16.2**	**16.2**	**100.0%**	**100.0%**	**100.0%**



Roadside Assets

BACKGROUND

In order to form a perspective on local transportation infrastructure that is not yet systematically inventoried and/or regularly inspected for condition, a self-assessment survey was conducted with local agencies. This survey asked general questions about the inventory, condition, and ability to maintain assets in a "good" condition. The results are shown below.

The information received from this self-assessment survey is mainly substantiated on estimates and not through documentation. The results should also be treated as "snap-shot" in time.

In addition, the survey this year introduced a new section which allowed respondents to share frequency of maintenance strategies for each asset type.

INVENTORY

The survey asked respondents to provide total inventory of the items listed below, to the best of their ability.

- Traffic Signs: 182,041
- Street lamps: 110,670
- Sidewalks: 7,805 miles

CONDITION

Because asset condition can be easier to approximate than inventory, conditions for a greater number of assets were requested.

Overview

Reponses: **17 responses out of 17**

Inventory: **182,041 traffic signs**

Condition: **68% traffic signs in good condition**

Table 16. *Average Local Asset Conditions.*

Local Assets	% in Good Condition (avg.)	Ability to Maintain (avg.)
Traffic Signals	82%	High
Traffic Signals Timing	-	Medium
Pavement Markings	73%	Medium
Traffic Signs	68%	Medium
Light Poles	74%	Medium
Curb & Gutter	78%	Medium
Litter Control	81%	Medium
Sidewalks	76%	Medium

Table 17. *Caltrans Asset Conditions.*

Caltrans Assets	% in Good Condition (avg.)	Ability to Maintain (avg.)
Traffic Signals	85%	High
Traffic Signals Timing	-	Medium
Pavement Markings	70%	Medium
Traffic Signs	80%	Medium
Light Poles	90%	Medium
Curb & Gutter	n/a	n/a
Litter Control	n/a	n/a
Sidewalks	n/a	n/a

Condition Distribution

Below are frequency charts for the condition portion of the self-assessment survey.

Table 18. *Traffic Signals*

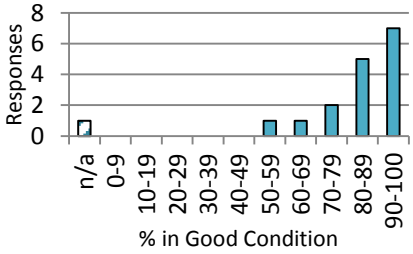


Table 19. *Pavement Markings*

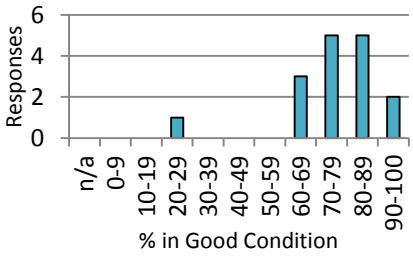


Table 20. *Traffic Signs*

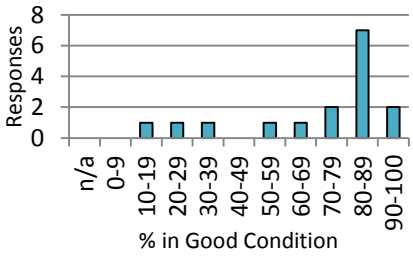


Table 21. *Light Poles*

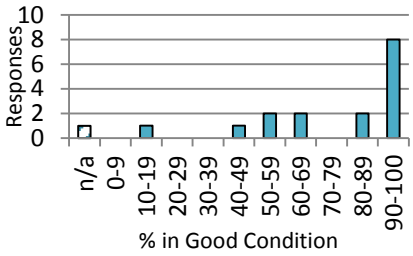


Table 22. *Curb & Gutter*

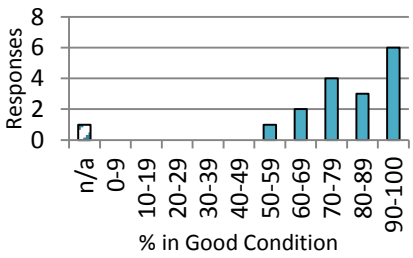


Table 23. *Litter Control*

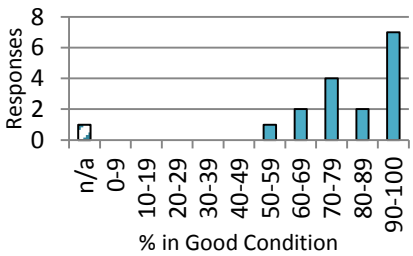
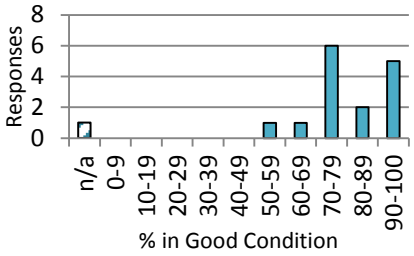


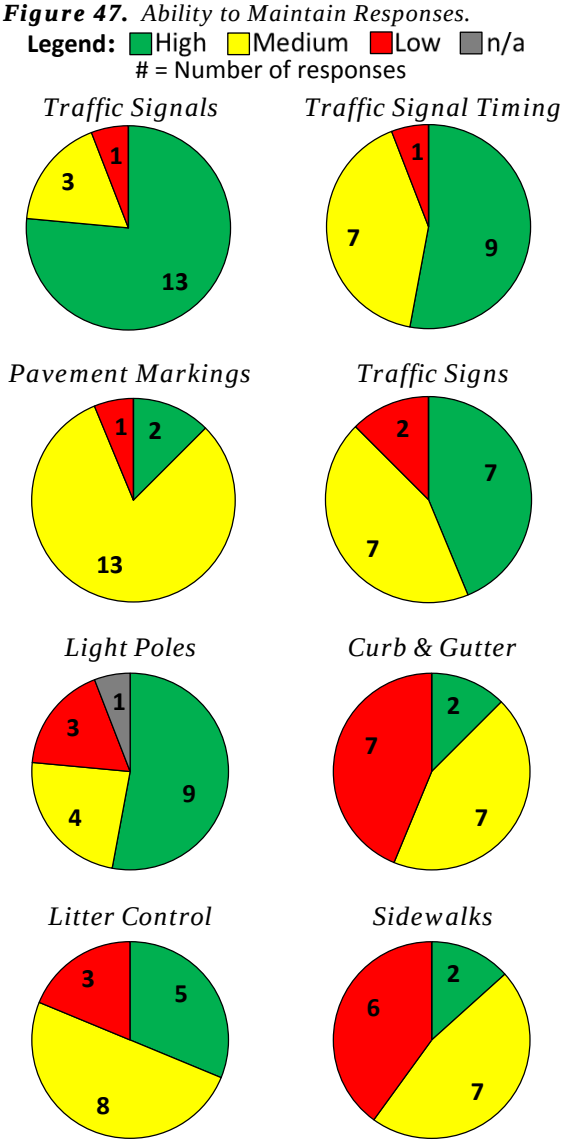
Table 24. *Sidewalks*



ABILITY TO MAINTAIN

This metric helps communicate the amount of need in maintaining a transportation asset. A low ability to maintain generally indicates that current funding is not enough to maintain a network of assets to a desired condition. The following pie charts represent the number of responses received for each category of "ability to maintain."

Figure 47. *Ability to Maintain Responses.*



FREQUENCY OF MAINTENANCE

This metric helps communicate the maintenance strategy selected for each of the following transportation assets.

Table 25. *Traffic Signals*

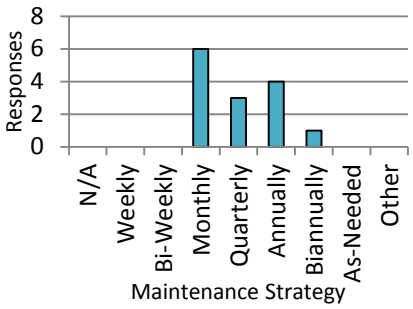


Table 26. *Pavement Markings*

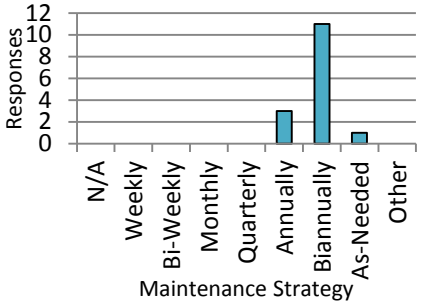


Table 27. *Traffic Signs*

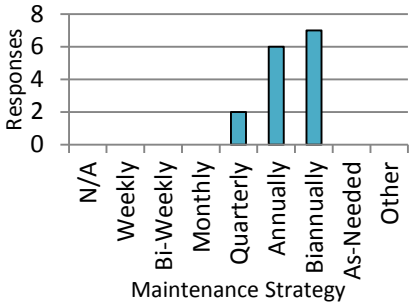


Table 28. *Light Poles*

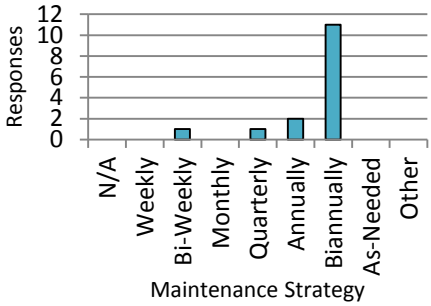


Table 29. *Curb & Gutter*

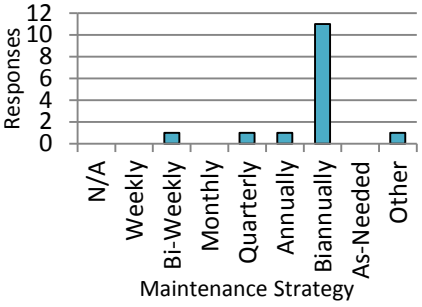
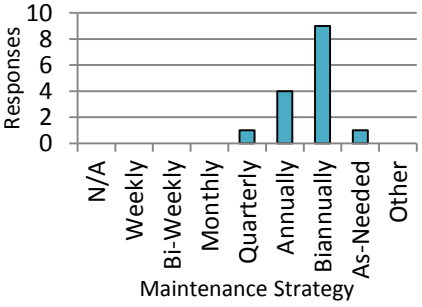


Table 30. *Litter Control*



LOCAL NEWS

Recent Projects

Gilroy: LED street light retrofit project

Milpitas: GIS inventory of traffic signals, street lights, streets, and safe routes to school

Monte Sereno: OBAG funded street rehab; Safe Routes to School funded new sidewalk; and locally funded street name sign replacement projects with positive public feedback

Palo Alto: California Ave streetscape project includes sidewalk widening, road diet, and street furniture; citywide traffic signal controller update; citywide signage update for reflectivity standards.

Current Challenges

Theft or Damage

Gilroy: 15,000 ft stolen in 2014; 8 street lights and 4 signals damaged by vehicles

Santa Clara County: increase in copper wire theft and damage to signals

Inadequate Resources

- Limited budget for ADA compliant curb ramps and long term pavement management
- Inadequate funds to implement complete streets policies



Roadway Safety

Transportation has a significant effect on public health and safety and includes concerns road user collisions, air quality, and active transportation (bicycling and walking).

ACCIDENT COLLISIONS

Road safety is a primary concern of community leaders, transportation professionals and all users of the roadway (auto drivers, truck drivers, motorcyclists, bicyclists, or pedestrians.) There are many causes of collisions and they are generally related to: driver characteristics, weather conditions, and physical road layout.

The California Highway Patrol (CHP) collects and maintains a collision database called the Statewide Integrated Traffic Records System (SWITRS). This database is used in monitoring collision types and their severities throughout the state. Because of the nature of collision reporting, full year datasets are not usually available until 2 years later, and as a result, 2013 data is now only become available in late 2015.

2013 SWITRS reports that for Santa Clara County, there were **14,298 total collisions**, of which there were **6,579 injury collisions**, **93 fatal collisions**, and **7,629 property damage only collisions**. Total collisions increased in 2013 by 1.4%. Fatal pedestrian and bicycle involved collisions increased 11% and 3% respectively.

Figure 48. *Historical Total Collisions*

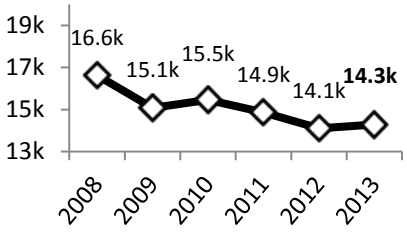


Figure 49. *Historical Injury Collisions*

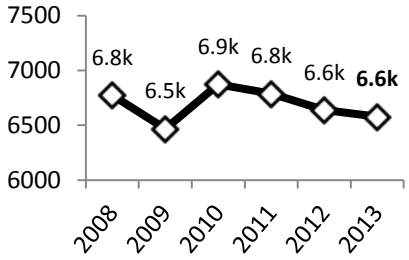


Figure 50. *Historical Fatal Collisions*

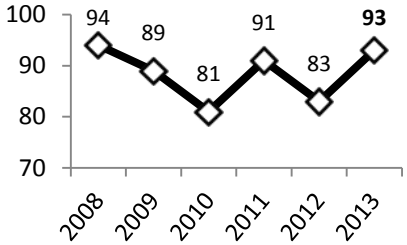
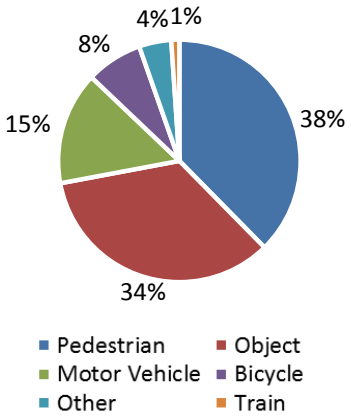


Figure 51. *2013 Fatal Collisions Involved With*

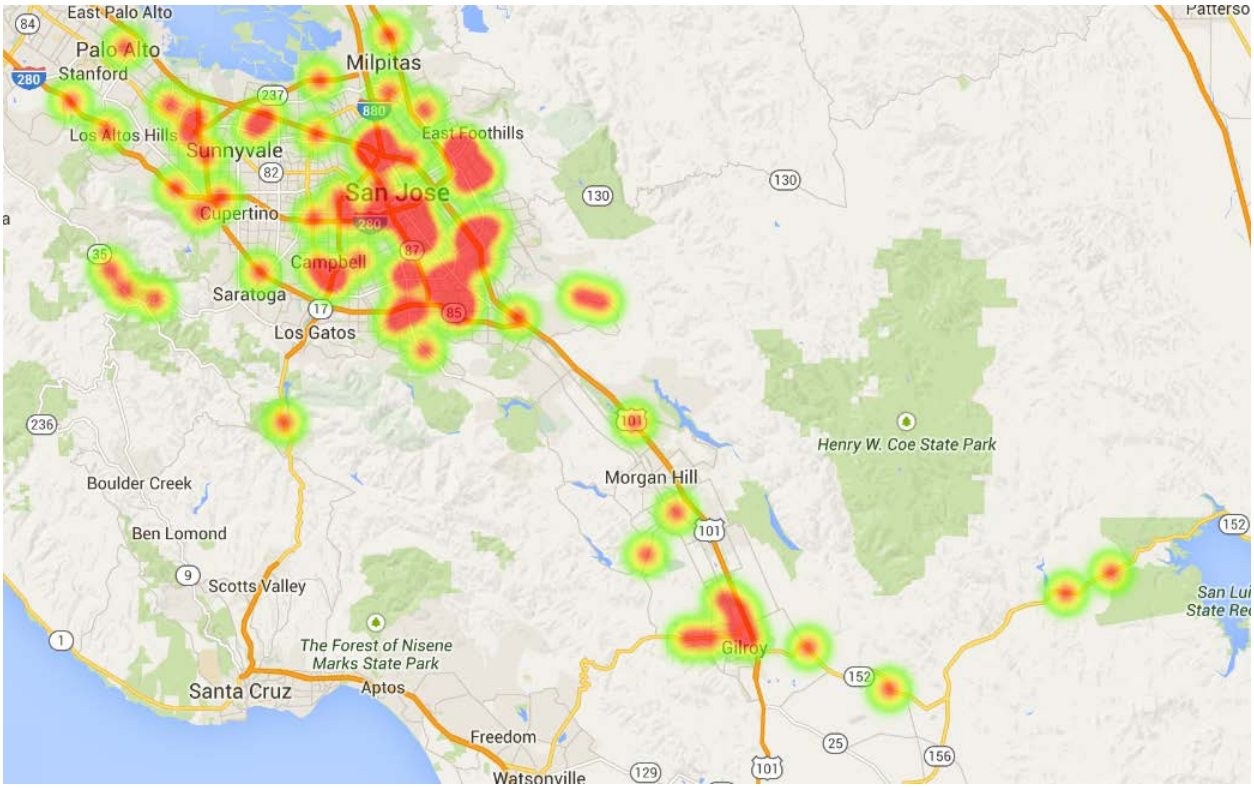


Data Source: CHP, 2014 SWITRS, Section 8 or Online Report 1 – Collisions and Victims by Motor Vehicle Involved.

Fatal Collisions

Below is a heat map of only fatal collisions where red areas represent concentrated collision locations. Locations are approximate and this year 86 of 93 collisions (93%) are mapped. Non-mapped collisions result from incomplete information on CHP report. Also included is 2013 collision data queried from UC Berkeley's Transportation Injury Mapping System (TIMS) and verified with 2013 SWITRS primary collision factor (PCF) data.

Figure 52. *Fatal Collisions Heat Map.*



Source: Safe Transportation Research and Education Center (SafeTrec), University of California Berkeley, TIMS.

Primary Collision Factor (PCF) Violation	#	%
01 - Driving or Bicycling Under the Influence of Alcohol or Drug	11	11.8%
02 - Impeding Traffic	0	0%
03 - Unsafe Speed	17	**18.3%**
04 - Following Too Closely	0	0%
05 - Wrong Side of Road	3	3.2%
06 - Improper Passing	0	0%
07 - Unsafe Lane Change	2	2.2%
08 - Improper Turning	17	**18.3%**
09 - Automobile Right of Way	2	2.2%
10 - Pedestrian Right of Way	1	1.1%
11 - Pedestrian Violation	14	15.1%
12 - Traffic Signals and Signs	3	3.2%
13 - Hazardous Parking	0	0%
14 - Lights	0	0%
15 - Brakes	0	0%
16 - Other Equipment	0	0%
17 - Other Hazardous Violation	0	0%
18 - Other Than Driver (or Pedestrian)	0	0%
19 – (Not Used)	0	0%
20 – (Not Used)	0	0%
21 - Unsafe Starting or Backing	2	2.2%
22 - Other Improper Driving	0	0%
23 - Pedestrian or Other Under the Influence of Alcohol or Drug	0	0%
24 - Fell Asleep	0	0%
00 - Unknown	3	3.2%
- - Not Stated	18	**19.4%**

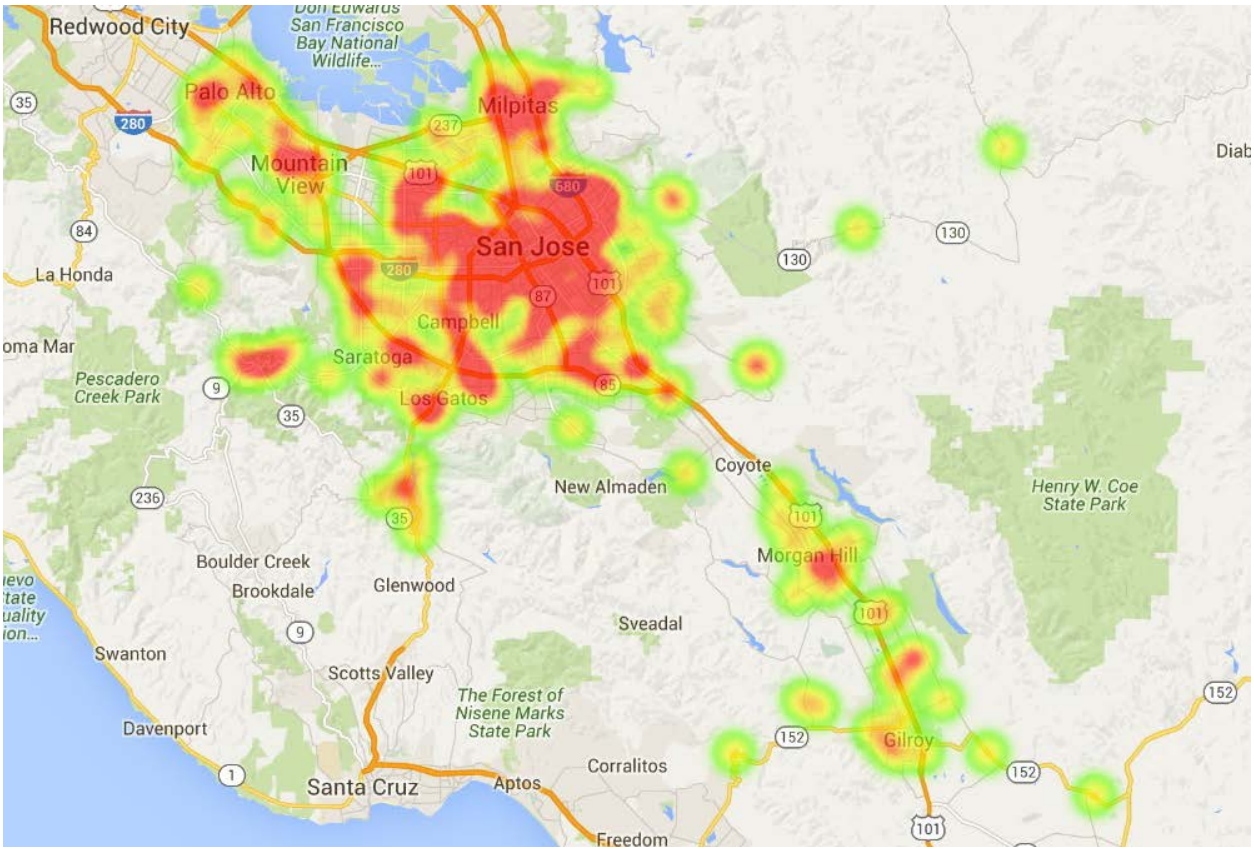
Type of Collision	#	%
A - Head-On	2	2.2%
B - Sideswipe	3	3.2%
C - Rear End	4	4.3%
D - Broadside	6	6.5%
E - Hit Object	29	**31.2%**
F - Overturned	6	6.5%
G - Vehicle/Pedestrian	35	**37.6%**
H - Other	8	8.6%
- - Not Stated	0	0%

Vehicle Involvement	#	%
Pedestrian Collision	35	**37.6%**
Bicycle Collision	8	**8.6%**
Motorcycle Collision	7	7.5%
Truck Collision	4	4.3%

Severe Injury Collisions

Below is a heat map of only severe injury collisions where red areas represent concentrated collision locations. Locations are approximate and this year 279 of 349 collisions (80%) are mapped. Non-mapped collisions result from to incomplete information on CHP report. Also included is 2013 collision data queried from UC Berkeley's Transportation Injury Mapping System (TIMS) and verified with 2013 SWITRS primary collision factor (PCF) data.

Figure 53. *Severe Injury Collision Heat Map.*



Source: Safe Transportation Research and Education Center (SafeTrec), University of California Berkeley, TIMS.

Primary Collision Factor (PCF) Violation	#	%
01 - Driving or Bicycling Under the Influence of Alcohol or Drug	57	**16.3%**
02 - Impeding Traffic	1	0.3%
03 - Unsafe Speed	74	**21.2%**
04 - Following Too Closely	0	0%
05 - Wrong Side of Road	12	3.4%
06 - Improper Passing	2	0.6%
07 - Unsafe Lane Change	14	4.0%
08 - Improper Turning	56	16.0%
09 - Automobile Right of Way	28	8.0%
10 - Pedestrian Right of Way	18	5.2%
11 - Pedestrian Violation	21	6.0%
12 - Traffic Signals and Signs	16	4.6%
13 - Hazardous Parking	1	0.3%
14 - Lights	0	0%
15 - Brakes	0	0%
16 - Other Equipment	1	0.3%
17 - Other Hazardous Violation	2	0.6%
18 - Other Than Driver (or Pedestrian)	5	1.4%
19 – (Not Used)	0	0%
20 – (Not Used)	0	0%
21 - Unsafe Starting or Backing	2	0.6%
22 - Other Improper Driving	3	0.9%
23 - Pedestrian or Other Under the Influence of Alcohol or Drug	0	0%
24 - Fell Asleep	0	0%
00 - Unknown	13	3.7%
- - Not Stated	23	6.6%

Type of Collision	#	%
A - Head-On	32	9.2%
B - Sideswipe	28	8.0%
C - Rear End	31	8.9%
D - Broadside	57	**16.3%**
E - Hit Object	82	**23.5%**
F - Overturned	37	10.6%
G - Vehicle/Pedestrian	60	17.2%
H - Other	20	5.7%
- - Not Stated	2	0.6%

Vehicle Involvement	#	%
Pedestrian Collision	66	**18.9%**
Bicycle Collision	56	16.0%
Motorcycle Collision	57	**16.3%**
Truck Collision	7	2.0%

Air Quality

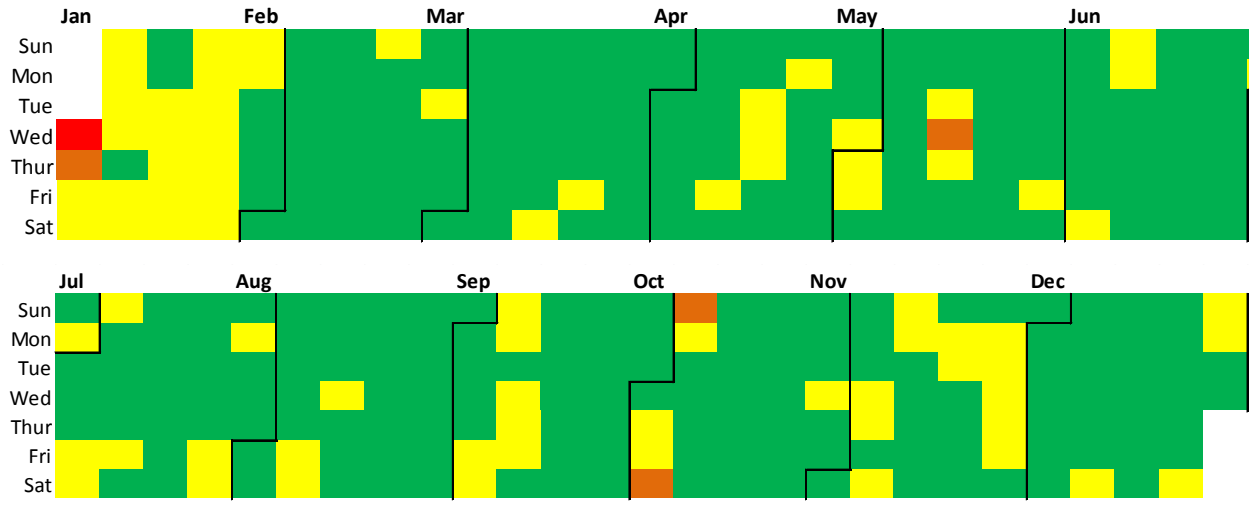
Air pollution caused by motor vehicles and land use activities is of great concern to the public and is monitored by the Federal Environmental Protection Agency (EPA).

The EPA receives air quality data from state and local agencies and provides this data to the public. The EPA monitors levels of chemicals and toxins such as: ground-level ozone, particle pollution (also known as particulate matter), carbon monoxide, sulfur dioxide, and nitrogen dioxide. Each compound has been linked to various human health risks and is monitored separately. In order to incorporate monitoring of separate compounds into a single scoring system the "Air Quality Index" (AQI) was created.

The AQI is an index for general reporting on how clean or polluted the air is and what health effects may be experienced in a few hours or days after breathing the current air in your area. AQI ranges from 0 [Good] to 500 [Hazardous]. See below table for more information.

According to the EPA, in 2014, Santa Clara County experienced **5 days of AQI>100 [pollution>moderate]** (where pollution was unhealthy, or unhealthy for Sensitive Groups). See below for AQI for each day for 2014. Additionally, the county also had a **median AQI of 39 [good].** This is an improvement over 2013, which had 8 days of AQI>100 and a median AQI of 45 [good].

Figure 54. *Air Quality Tile Plot.*



Data Source: Environmental Protection Agency, 2014 Tile Plot by AirData.

AQI	Condition	Description
0-50	Good	Air quality is considered satisfactory, and air pollution poses little or no risk.
51-100	Moderate	Air quality is acceptable; however, for some pollutants there may be a moderate health concern for a very small number of people. For example, people who are unusually sensitive to ozone may experience respiratory symptoms.
101-150	Unhealthy for Sensitive Groups	Although general public is not likely to be affected at this AQI range, people with lung disease, older adults and children are at a greater risk from exposure to ozone, whereas persons with heart and lung disease, older adults and children are at greater risk from the presence of particles in the air.
151-200	Unhealthy	Everyone may begin to experience some adverse health effects, and members of the sensitive groups may experience more serious effects.
201-300	Very Unhealthy	This would trigger a health alert signifying that everyone may experience more serious health effects.
301-500	Hazardous	This would trigger health warnings of emergency conditions. The entire population is more likely to be affected.

Mode Share

Balancing mode share and encouraging use of alternate modes of transportation to single occupant auto driving is one strategy of managing traffic congestion. Promoting active transportation—bicycling and walking—is also good for personal health and good for the environment. It is also encouraged to use transportation that has less impact on the environment, such as carpooling and using public transportation.

Every year, the US Census Bureau surveys United States Citizens and asks about their "Means of Transportation to Work." In 2014, Santa Clara County respondents polled that about **3.5% used active transportation** (bicycling and walking) to get to work. This is a **decrease from the 2013** survey where respondents polled at about 4.0% using active transportation.

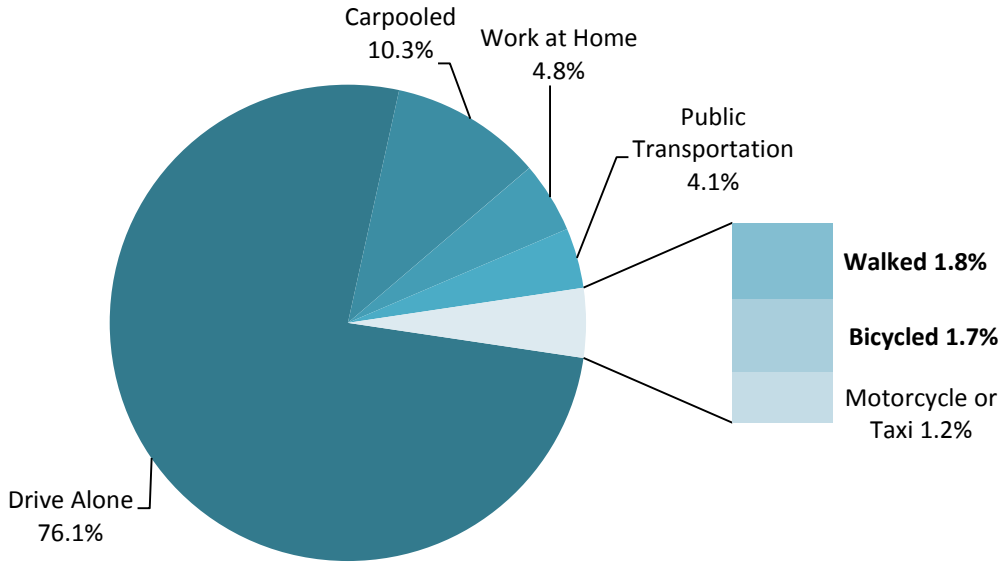


Figure 55 ***2014*** *Means of Transportation to Work in Santa Clara County*

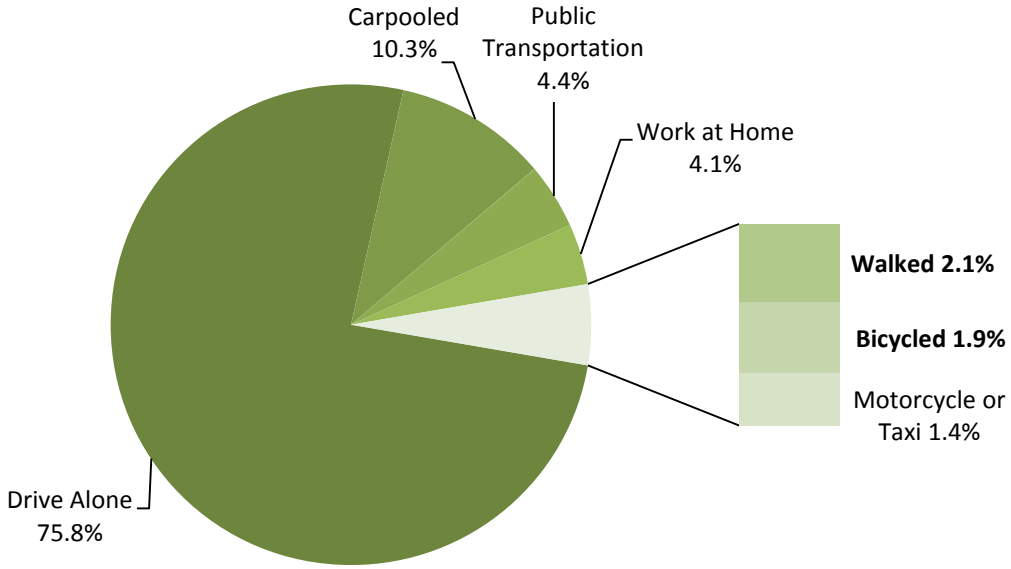


Figure 56 ***2013*** *Means of Transportation to Work in Santa Clara County*

Data Source: Census Bureau, 2014 and 2013 American Community Survey 1-Year Estimates.

Bikeways

In 2008, a County-wide Bicycle Plan was created to both define a regional bicycle system and identify ways to improve both safety and convince. As a result, numerous improvements were identified and categorized in to various projects lists; some of these categories include: On-street Projects, Off-street Projects, and Across Barrier Connections (ABCs).

ABCs enable bicyclists and pedestrians to conveniently and safely cross freeways, waterways and railroad tracks rather than make circuitous detours to existing roadway crossings.

For the purpose of the TSMP, the monitoring of planned bicycle projects compared with the number of miles and projects completed is used to measure the county's progress towards achieving its vision for bike mobility in Santa Clara County. The below tables present the areas measured and the progress made through 2015 on the planned bike improvements identified in the 2008 Countywide Bicycle Plan.

The first two tables present the number of planned and completed bicycle on and off street projects by miles. Bike on-street projects are bike projects along roadways shared with autos; and bike off-street projects are bike projects along trails or paths shared with pedestrians.

From 2008 to 2015, approximately **125 miles of the on-street projects, 198 miles of off-street projects,** and **24 across boundary connections were completed.** A map showing the total completed cross-county on-street bicycle projects is included on the next page.

Table 31. *Cross-County Bicycle Network On-street.*

Cross-County Bicycle Network On-street	2008	2010	2012	2014	2015
Total length planned to construct	514	584	584	584	**584**
Completed miles to-date	263	325	330	376	**388**
Planned miles left to complete	251	259	254	208	**196**
Overall percent complete	51%	56%	57%	64%	**66%**

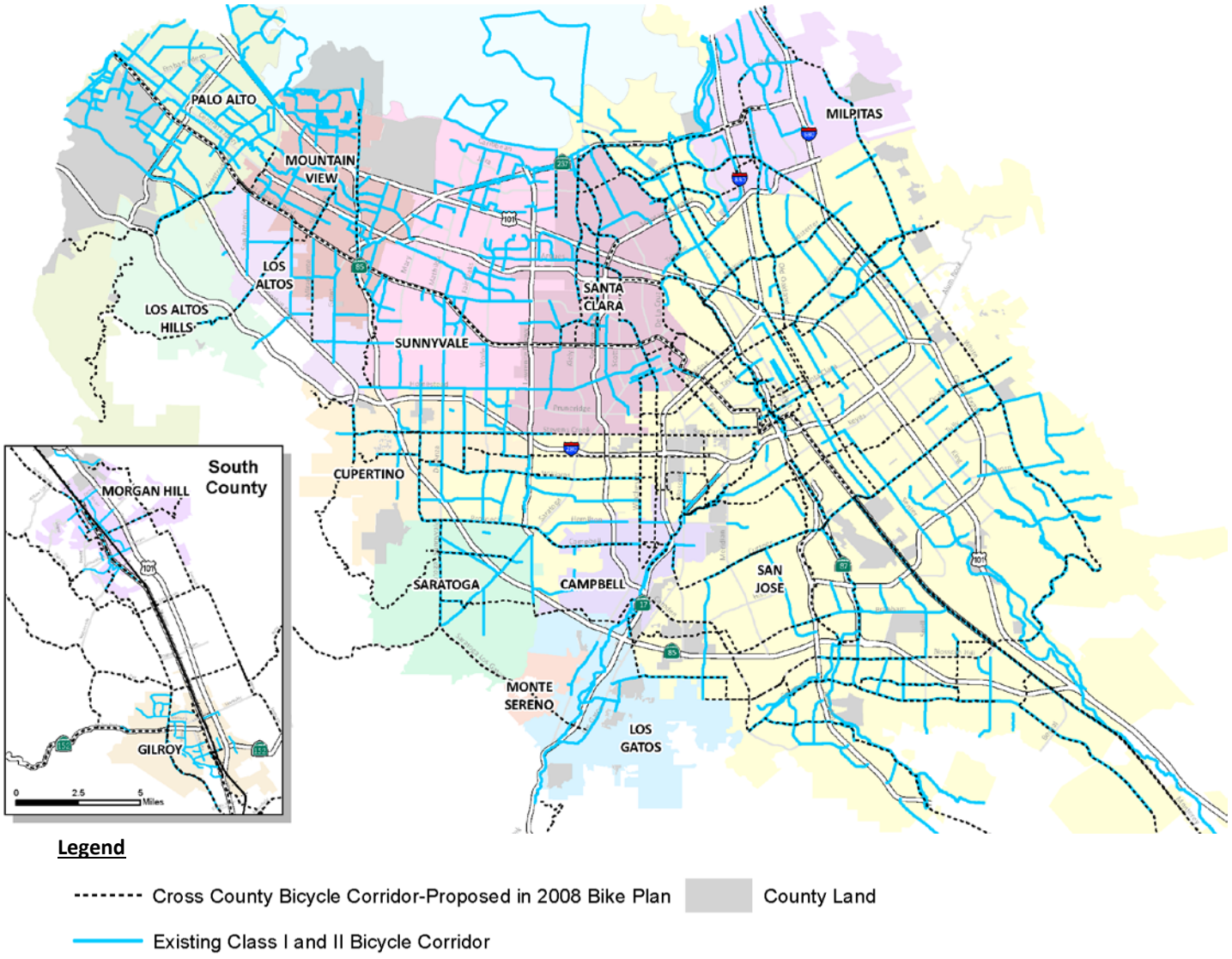
Table 32. *Cross-County Bicycle Network Off-street.*

Cross-County Bicycle Network Off-street	2008	2010	2012	2014	2015
Total length planned to construct	682	813	813	813	**813**
Completed miles to-date	242	361	365	440	**440**
Planned miles left to complete	440	452	448	373	**373**
Overall percent complete	35%	44%	45%	54%	**54%**

Table 33. *Across Barrier Connections.*

Across Barrier Connections	2008	2010	2012	2014	2015
Total planned ABC's (CBP 2008)	115	115	115	115	**115**
Under construction	3	1	0	0	**0**
Completed ABCs	0	3	6	24	**24**
Remaining to be completed	111	113	109	91	**91**
Percent complete	0%	3%	5%	21%	**21%**

Figure 57. *Map of Completed On-Street Bicycle Projects.*



Notes on Report

2015 SUMMARY

Key Performance Indicators

Pavement
See Pavement section.

Bridges
See Bridges section.

Maintenance
See Roadside Maintenance section.

Air Quality
See health & safety section

Congestion
Intersection and freeway LOS data retrieved from VTA 2014 Congestion Monitoring Program (CMP) Monitoring and Conformance Report available at http://www.vta.org/cmp/monitoring-report. For the sake of this report, AM and PM freeway lane miles of LOS were combined. Freeway LOS is normally analyzed every year but intersection LOS is usually only analyzed every 2 years, therefore, for the purposed of this report, only every other year is reported every 2 years when both freeway and intersection data are available at the same time.

Express Lanes Program
Current information was taken from the SR 237 Express Lanes FY (fiscal year) 2015 Report which will be reported to the VTA board of directors on October 1st 2015, available on VTA website: http://www.vta.org/get-involved/board-of-directors. Previous data was taken from prior annual reports.

Transit
Statistics on transit ridership were obtained from Santa Clara Valley Transportation Authority's FY2013 Comprehensive Annual Financial Report, and found in Table 21 Operating Information – Operating Indicators. This and previous reports can be accessed at: http://www.vta.org/about-us/financial-and-investor-information-accepted.

Population
Population data from United States Census Bureau provided on their website at State & County Quick Facts page http://quickfacts.census.gov/qfd/states/06/06085.html and by reviewing the Santa Clara County Quick Facts Database http://quickfacts.census.gov/qfd/download_data.html.

Recent Inventory

Pavement
See pavement section.

Bridges
See bridges section.

Bus
Current bus data was retrieved from internal VTA report called "VTA Facts, Current Bus System Data, January 2015. Bus fleet includes all the following bus types: articulated (69), standard (257), hybrid 40-ft (80), community bus (54), and Express (40, also hybrid engines). Bus route mileage is reported as the total round trip. Although this report is not published on the website, much of this information can be found in other reports such as the Annual Service Transit Plan (fleet size, number of routes & stops, and weekly ridership) which can be found on VTA's website here: http://www.vta.org/reports-and-studies. Additionally, a Bus System Overview fact sheet is provided periodically on VTA's website here: http://www.vta.org/news-and-media/resources/vta-newsroom-fact-sheets-vta-information.

Light Rail
Current light rail data was retrieved from internal VTA report called "VTA Facts, Current Light Rail System Data, January 2015. In addition to the fleet of 99 standard vehicles, there are also 4 historic trollies that operate during the Christmas holiday season. Route miles define the extent of the operational network and represent the total extent of routes available for trains to operate. Track miles takes into account multiple track routes (e.g. for each route mile where there is double track, there are two track miles; where there are four tracks, there are four track miles). Although this report is not published on the website, much of this information can be found in other reports such as the Annual Service Transit Plan (fleet size, number of routes & stops, and total ridership) which can be found on VTA's website here: http://www.vta.org/reports-and-studies.

Signal Controllers
See 2013 Transportation Systems Monitoring Report http://www.vta.org/tsmp.

PAVEMENT

Current (2014) pavement conditions were downloaded from a new MTC website called "Vital Signs" which can be found here: http://www.vitalsigns.mtc.ca.gov/street-pavement-condition. MTC also published the PCI scores on their website here: http://www.mtc.ca.gov/news/street_fight/pci_2014.htm. Because of this new publishing platform, and the change from consultants to in-house work, there is some new data and there is some missing data. TSMP staff received some supplemental data from Local Streets and Roads working group (LSRWG), but this did not make up completely for the missing data. For instance, Figure 3 PCI for road types was provided by LSWG but MTC no longer provides information on percent of network by road type; however, this information should be relatively unchanged for at least a few years. A new development this year includes that MTC has, for the first time, published county wide PCI data going all the way back to 2001, for both yearly and 3-year averages. Prior to 2012 no raw network values were published and no county wide PCI values were regularly published by MTC; therefore, in previous TSMP Reports, 3-year rolling averages were used to develop a county-wide weighted average PCI prior to 2012.

MTC reports on pavement conditions yearly and TSMP staff had in the past collected and stored this data year to year in order to show trends in the data. This data relates the overall PCI and total number of lanes miles for each city and county. By MTC's lead, the overall PCI is reported as a 3-year rolling average. It is worth repeating that PCI starts with human observation and interpretation; therefore, it is possible to receive different results year to year for the same condition.

For 2013 pavement condition data, see MTC Website at http://www.mtc.ca.gov/news/press_releases/rel663.htm. For 2012 pavement condition data, see MTC website at http://www.mtc.ca.gov/news/pressreleases/ rel624.htm; for 2011 data: http://www.mtc.ca.gov/news/press_releases/rel586.htm; for 2010 data: http://mtc.ca.gov/library/potholereport/ index.htm.

Caltrans Paving Asphalt price index was access from Caltrans' website: http://www.dot.ca.gov/hq/esc/oe/ac_index.html. Caltrans uses this index to adjust compensation according to the projects special provisions section called "Adjustments for Price Index Fluctuations." The index is used to illustrate how paving costs have changed over time; however, TSMP staff is not yet able to equate a change in this price index with a dollar cost.

BRIDGES

The primary data source used for local bridges is a spreadsheet provided by Caltrans (called Local_Agency _Bridge_List _2014_10_31.xlsx) on their website here: http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/hbrr99a.htm. This information is usually updated at least once a year. Unfortunately, as this list is updated, records from previous years are removed from website which makes it difficult to observe long-term trends, and TSMP staff must rely on previously downloaded records. Other data sources used to verify this list are: Caltrans Structure Maintenance & Investigations list http://www.dot.ca.gov/hq/structur/strmaint/local/localbrlist.pdf, FHWA NBI (National Bridge Inventory) 2014 ASCII Files http://www.fhwa.dot.gov/bridge/nbi/ascii.cfm?year=2014, and NationalBridges.com. FHWA NBI does provide a county-wide count of bridges along with a county of structurally deficient and functionally obsolete bridge; however, this county-wide SR includes both local and state owned bridges, and because of the nature of this report, a count of local assets and SR is preferred at this time. These sources are mainly used to obtain the SR of a particular bridge, which as stated in the report, is a combined structural/functional metric and is therefore not solely a measure of bridge structural integrity.

The main challenge to TSMP staff is that no county-wide SR for local bridges is provided by Caltran; therefore, TSMP staff must calculate an average SR for the entire county. Because of the shift in reporting format last year (2013), TSMP calculated an artificially high SR of 82.8 for the 2013 bridge conditions, but has now been corrected to SR of 78.3 in this year's report.

As Caltrans continues to publish BHI (bridge health index) data for local bridges, SR may eventually be replaced with BHI as TSMP's measure of bridge condition.

FREEWAY LITTER, LANDSCAPING AND GRAFFITI MAINTENANCE

Caltrans did not provide TSMP staff with FY2014-2015 LOS score reports for Santa Clara County; therefore only last year's FY2013-2014 data is provided in this report. Caltrans Maintenance LOS is not distributed to the public but is provided on a request only basis. Through yearly requests, TSMP has received enough data to begin showing trend graphs. Litter LOS goal is found in Caltrans' FY 2011 Statewide LOS Report. Overall Roadway Maintenance LOS goal is 87 per the June 2-15 issue of "the Mile

Marker" performance report by Caltrans Headquarters'. Information on current highway maintenance crews and their schedules is based on prior TSMP communication with Caltrans District 4 regional manager in 2012. To find more information or volunteer with Beautiful Day visit BeautifulDay.org.

Initial identification of haul routes, gateways, and landfills/disposal sites, and definition of litter and landscape scales are referenced from: Litter Control and Landscape Maintenance Study for Freeways in Santa Clara County, T. Y. Lin International, Final Report, December 20, 2005. Monitoring locations were then selected by proximity to gateways, landfill/disposal site, and having a history of litter problems.

Litter and landscape scales are also based upon Keep America Beautiful community appearance index rating scales.

Graffiti scale was created by TSMP staff based initially from Western Australia's graffiti management toolkit, Appendix D Graffiti Grading System, provided on their website here: http://www.goodbyegraffiti.wa.gov.au/local-councils/graffiti-management-toolkit

Estimate of $11.2 million (using probationers) for annual freeway roadside maintenance for Santa Clara County is referenced from: Litter Control Pilot Program, US 101 between I-880 and Blossom Hill Road, Santa Clara Valley Transportation Authority, California Department of Transportation, August 2008. This estimate was created by applying the actual annual costs incurred during the pilot study. Estimate of Caltrans FY2014 maintenance costs were provided by Deputy Chief to TSMP staff; these estimates may or may not include outstanding invoices.

ROADSIDE ASSETS

A brief survey was designed by TSMP staff and sent to 17 local agencies of which 2 did not respond. Some questions did not apply to some agencies and there for the some agencies answered with "n/a". For instance, some agencies do not own their own streetlights, instead local utility companies, such as PG&E, own and operate them. Some amount of local news was provided so this section includes some of the feedback provided by the respondents.

ROADWAY SAFETY

2013 collision data was taken from 2013 CHP SWITRS 2013 Annual Report of Fatal and Injury Motor Vehicle Traffic Collisions accessed from CHP website: https://www.chp.ca.gov/programs-services/services-information/switrs-internet-statewide-integrated-traffic-records-system/switrs-2013-report and requested from the iSWITRS system: http://iswitrs.chp.ca.gov/Reports/jsp/CollisionReports.jsp. Total collisions, injury collisions, fatal collisions, and property damage only collisions show in the TSMP report are taken from iSWITRS system Report 1 – Collisions and Victims By Motor Vehicle Involved and limited to Santa Clara County. The majority of this information can be obtained the 2013 Annual Report from Table 8F – Injury Collisions by County and Table 8D – Injury Collisions by County. It has been noticed that the iSWITRS system is continually updated while the SWITRS Annual Reports are not retroactively corrected; for example, 2012 SWITRS Annual Report Table 8A shows 82 fatal collisions and 6,639 injury collisions in Santa Clara county, whereas the iSWITRS Report 1 shows 83 fatal collisions and 6,640 injury collision. To be more straight forward, some of the categories shown in Figure 51 are combined crash types as defined by CHP. The following combined TSMP categories are correlated to CHP categories by (TSMP:CHP), Object: Fixed Object + Parked Motor Vehicle + Other Object, Motor Vehicle: Other Motor Vehicle + Motor Veh on Other RDWY, Other: Non-Collision + Animal + Not Stated. Figure 51 Data is taken from iSWITRS Report 1 not TIMS, which may be slightly different and do not provided all the same categories.

Heat mapping and preliminary table data are provided by Safe Transportation Research and Education Center, University of California Berkeley, Transportation Injury Mapping System (TIMS) http://tims.berkeley.edu/. TIMS was posted the final 2013 data from the CHP on September 17th 2015. For the TSMP report, TIMS data is used along with the heat maps but is not used to report the overall number of collusions by severity. Because of the limited reports available (from the CHP SWITRS system) that are limited on a county basis, there are currently no SWITR reports for "Type of Collision" on a county basis. According to CHP's SWITR Glossary (http://www.chp.ca.gov/switrs/pdf /2012-glossary.pdf) a collision resulting in a "severe wound" is defined as an injury which prevents the injured party from walking, driving, or performing activities he/she was normally capable of before the collision.

AIR QUALITY

Annual Air Quality Index (AQI) annual median data from http://www.epa.gov/airdata/, accessed April 8th 2015. The AirData-Air Quality Index Summary Report displays an annual summary of Air Quality Index (AQI) values for Santa Clara County. Air Quality Index is an indicator of overall air quality, because

it takes into account many different pollutants measured within a geographic area. Although AQI includes all available pollutant measurements, users should be aware that many areas have monitoring stations for some, but not all, of the pollutants. Air quality data is received from state agencies. Interactive maps of monitoring stations are available here: http://www.epa.gov/airdata/ad_maps.html.

MODE SHARE

2012 1-year estimates journey to work mode data was taken from US Census Bureau's website: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_12_1YR_S0801&prodType=table using their "FactFinder" search tool. 2011 can be found on US Census Bureau's website: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_1YR_S0801&prodType=table.

BIKEWAYS

This information was researched by VTA planning staff by contacting local agencies and reviewing existing information. The information provided helps illustrate the progress being made to complete the goals set forth in the 2008 county bicycle plan. Over time, the goals and projects planned in the 2008 plan have changed and therefore a shifting target is experienced which could result in a decrease in percent complete calculations.

Acknowledgements

PARTICIPATING AGENCIES:

California Department of Transportation (Caltrans District 4)
City of Campbell
City of Cupertino
City of Gilroy
City of Los Altos
Town of Los Altos Hills
Town of Los Gatos
City of Milpitas
City of Monte Sereno
City of Morgan Hill
City of Palo Alto
City of San Jose
City of Santa Clara
City of Saratoga
City of Sunnyvale
County of Santa Clara

HATCH MOTT MACDONALD

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Casey Emoto, Deputy Director, Project Development

SANTA CLARA
Valley Transportation Authority

Date: November 19, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 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: SR 82 El Camino Real Relinquishment Exploration Study

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FOR INFORMATION ONLY

BACKGROUND:

The Grand Boulevard Initiative (GBI) is a collaborative planning effort of 19 cities, counties, local and regional agencies as well as representatives from private businesses and non-profit organizations, united to improve the performance, safety and aesthetics of El Camino Real from Daly City to San Jose. This effort is funded by various federal, state, local and private grant programs and foundations.

The vision of the Grand Boulevard Initiative as established by its committee and task force is to see the El Camino Real corridor "*achieve its full potential as a place for residents to work, live, shop and play, creating links between communities that promote walking and transit and an improved and meaningful quality of life."* This vision also includes guiding principles that support and encourage compact mixed-use development; multimodal complete streets, managed parking and attractive public spaces along El Camino Real. Additional information can be found on the GBI website at *www.grandboulevard.net/ <http://www.grandboulevard.net/>.*

One of the key challenges identified by GBI and other cities in redesigning urban highways like El Camino Real is the process for transforming state highway facilities into attractive streets that support vibrant, multimodal, sustainable communities. El Camino Real is a contiguous corridor that extends 43 miles along the Peninsula, running through nearly 25 jurisdictions served by 20 rail stations, including Bay Area Rapid Transit (BART), Caltrain and VTA Light Rail, and significant bus service from SamTrans and VTA. However, the corridor generally consists of spread out, auto-centric development with few pedestrian-friendly activity centers. This corridor is of specific interest given that the GBI and VTA Bus Rapid Transit studies proposed revitalization of the streetscape, which could be facilitated by transferring the corridor's authority to the cities or local jurisdictions.

The GBI Task Force expressed interest at its meeting on March 2013 in developing a conceptual

work scope for a relinquishment study and requested VTA and City/County Association of Governments of San Mateo County (C/CAG) staff to inquire if their respective local agencies would also be interested in the relinquishment study with the understanding that the funding would be sought from the Metropolitan Transportation Commission (MTC).

The VTA Board approved participation in the SR 82 (El Camino Real) Relinquishment Exploration Study as part of the GBI effort and MTC approved funding for this study in September 2014. Nelson Nygaard Consulting Associates was selected to lead this effort along with their team members Sherwood Design Engineers, Strategic Economics, and Remy Moose Manley, firms in civil engineering, economic analysis and land use law.

DISCUSSION:

The limits for the SR 82 Relinquishment Exploration Study extend 20 miles along SR 82 (El Camino Real) from the I-880 Interchange in San Jose to SR 84 (Woodside Road) in Redwood City. The purpose of this study is to provide communities and stakeholders in Santa Clara and San Mateo counties, as well as other cities in the Bay Area, with information to help make informed decisions about relinquishment of state highways to local jurisdictions such as the following:

- Understanding of Caltrans' relinquishment policies and processes;
- Case studies of recent highway relinquishments including schedules, budgets and staffing resources; and
- Assessment of existing conditions and public infrastructure along El Camino Real (a State urban highway facility) including estimated costs of relinquishment, annual maintenance costs and discussion on potential funding sources.

The study includes literary research on the State's relinquishment process and legal requirements, an examination of recent relinquishment projects using case phone and interviews with local agency staff, an assessment of existing roadway conditions and state of good repair, estimated operations and maintenance costs and identification of funding sources.

Attached is a copy of the Executive Summary that summarizes the findings from the SR 82 Relinquishment Exploration Study. An electronic copy of the full report will be made available on VTA's web site at www.vta.org <http://www.vta.org> as well as the Grand Boulevard Initiative's web site at <http://www.grandboulevard.net/>. A presentation will also be made to the VTA committees.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Bicycle & Pedestrian Advisory Committee (BPAC) received a presentation on this item at their meeting held on November 10, 2015, and had the following comments and questions: 1) Can an organization similar to Caltrain Joint Powers Board be formed to oversee the operations and maintenance of El Camino Real since it runs through multiple jurisdictions? 2) There might be an issue with consistent quality maintenance of El Camino Real (e.g. use of pavement material) if it is relinquished and maintained by individual cities. 3) A member from the public commented that bus rapid transit on El Camino Real is not a good idea, based on the progress of the bus rapid transit project in San Jose.

The Technical Advisory Committee (TAC) received a presentation on this item at their meeting held on November 15, 2015, and had the following comments and questions: 1) Member Salvano commented that in spite of the challenges and difficulties with The Alameda, Monterey Highway and Alum Rock Avenue (State Routes 82 and 130) relinquishment project undertook, the City is achieving its goals, design and vision for these corridors that includes making the streets more safe and convenient for all users. 2) Member Batra expressed that City of Santa Clara supports the relinquishment of El Camino Real and inquired about next steps. 3) Member Cameron commented that relinquishment agreements may vary since some right of way agreements currently involve multiple jurisdictions.

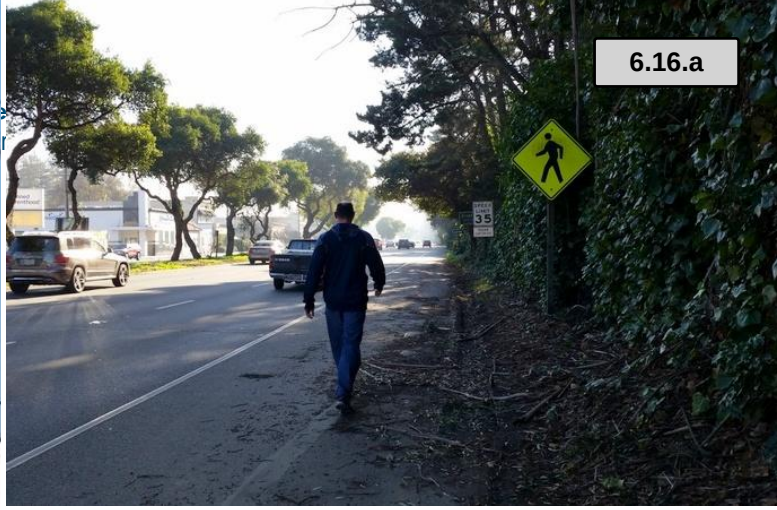
The Policy Advisory Committee (PAC) received a presentation on this item at their meeting held on November 12, 2015 and had the following comments and questions: 1) Will Caltrans relinquish individual segments of El Camino Real to cities in between interchanges even if not all cities along the corridor decide to move forward with relinquishment? 2) Can there be a demonstration pilot project? 3) The cost of on-going maintenance will cost more in the long run than the one-time relinquishment cost of bringing the facility to a state of good repair condition. 4) What are the next steps after this study?

STANDING COMMITTEE DISCUSSION:

The Congestion Management Program & Planning Committee met as a committee of the whole and received a brief presentation on this item at their meeting held on November 19, 2015. Chairperson Whittum thanked staff for the report. Member Esteves inquired if relinquishment could be applied to Calaveras Boulevard (SR 237) in Milpitas. A member from the public inquired if funds from the El Camino Real Bus Rapid Transit Project could be used to help with operations and maintenance costs of El Camino Real.

Prepared By: Eugene Maeda
Memo No. 5153







STATE ROUTE 82 RELINQUISHMENT EXPLORATION STUDY

Executive Summary

October 2015

Grand Boulevard Initiative
people friendly places

NELSON
NYGAARD

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EXECUTIVE SUMMARY

OVERVIEW

The State Route 82 (SR 82) Relinquishment Exploration Study was initiated by the Grand Boulevard Initative (GBI) Task Force and Metropolitan Transportation Commission (MTC) to investigate the Caltrans relinquishment process, potential benefits and estimated costs associated with relinquishing SR 82 from state ownership to the individual local jurisdictions.



One of the key challenges identified by the Grand Boulevard Initiative and other cities in redesigning urban highways like El Camino Real is the process for transforming state highway facilities into complete, multimodal, sustainable streets that encourages walkability within communities and mixed-use development investments.

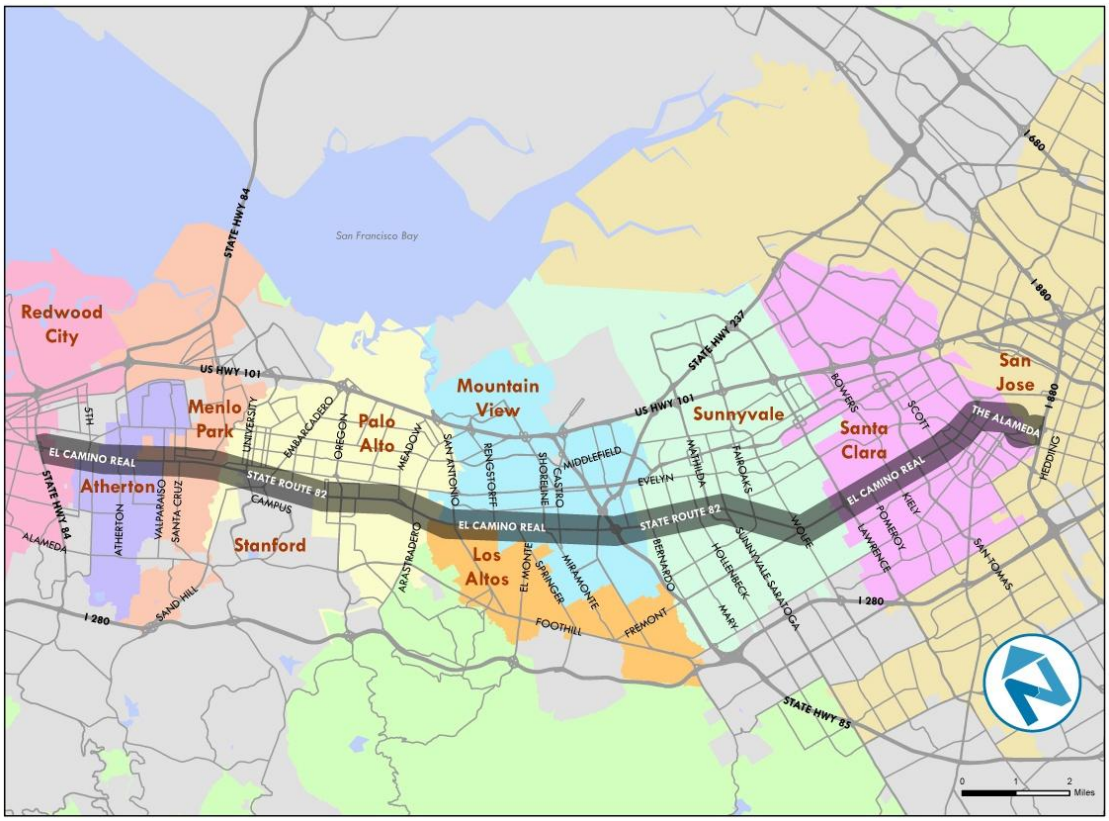
The investigation of relinquishment supplements an earlier effort by the Grand Boulevard Initiative in its Removing Barriers to Sustainable Communities Tiger II Complete Street Project Report, December 2013.

The study area selected for the SR 82 Relinquishment Exploration Study extends approximately 20 miles along El Camino Real from I-880 in San Jose to State Route 84 in Redwood City. In this study area, the US-101 and I-280 freeways provide interregional routes that run parallel to SR 82 through the Peninsula and South Bay. The study area and its context in relation to these parallel routes can be seen in Figure 1.

This report presents the following findings from this investigation:

- Caltrans' Relinquishment Process
- Relinquishment Case studies
- Existing Conditions of SR 82 Study Area
- Operating and Maintenance Cost Analysis
- Potential Funding Sources

Figure 1 Study Area



GRAND BOULEVARD INITIATIVE

The Grand Boulevard Initiative is a collaborative planning effort of 19 cities, counties, local and regional agencies, as well as representatives from private businesses and non-profit organizations along the Peninsula, united to improve the performance, safety and aesthetics of El Camino Real.

The full scope of the Initiative focuses on the 43-mile stretch of El Camino Real/Mission Street (SR 82) from the San Francisco/Daly City boarder to the downtown San Jose.

The Vision of the Initiative is that:

> "El Camino Real will achieve its full potential as a place for residents to work, live, shop and play, creating links between communities that promote walking and transit and an improved quality of live."

SR 82 EL CAMINO REAL

Historically, El Camino Real functioned as a thoroughfare for 500 miles, facilitating travel between California's missions. Today, the El Camino Real corridor functions as an urban arterial that operates between U.S. 101 and I-280, two of the principal freeways for moving vehicular traffic along the Peninsula. SR 82 is the only arterial that connects each of the downtown areas between San Francisco and San José. In some cities, El Camino Real has been maintained as a city street. It serves not only automobile traffic, but also significant volumes of pedestrian, bicycle, and bus traffic.

The corridor is in proximity to Caltrain, a regional transit network, which has been the backbone for SamTrans and VTA bus service. State Route 82 is of specific interest given that the Grand Boulevard Initiative and VTA Bus Rapid Transit studies proposed revitalization of the streetscape, which could be facilitated by transferring the corridor's authority to the cities. In particular, the Grand Boulevard Intiiative Task Force surveyed its members and found interest among Santa Clara County cities to explore the relinquishment process.

STUDY PURPOSE

The purpose of the study is not to make a recommendation regarding whether cities should pursue relinquishment but rather to provide sufficient information about the relinquishment process for cities that may be considering relinquishment to understand the process.

The main goals of the SR 82 El Camino Real Relinquishment Exploration Study is to provide communities and stakeholders in Santa Clara and San Mateo counties, as well as other cities in the Bay Area, with information to help make informed decisions about relinquishment. This information includes the following:

- An understanding of Caltrans relinquishment policies and processes;
- Case studies of recent highway relinquishments including schedules, budgets, and staffing resources; and
- An assessment of existing conditions and public infrastructure along El Camino Real including estimate costs of relinquishment, annual maintenance costs, and discussion on potential funding sources.

STUDY APPROACH

The approach for the State Route 82 Relinquishment Exploration Study was developed in consultation with a number of stakeholders from multiple agencies including the Metropolitan Transportation Commission (MTC), Santa Clara Valley Transportation Authority (VTA), San Mateo County Transportation Authority (SamTrans), and the California Department of Transportation (Caltrans). Input was also provided by members of the Grand Boulevard Initiative including the cities of Redwood City, Atherton, Menlo Park, Palo Alto, Mountain View, Los Altos, Sunnyvale, Santa Clara, and San Jose.

The approach included literary research on the State's relinquishment process and legal requirements, an examination of recent relinquishment projects using case phone and interviews with local agency staff, an assessment of existing roadway conditions and state of good repair, estimated operations and maintenance costs and identification of funding sources.

It should be noted here that the scope for this study was reduced from its original concept of covering 43 miles from Mission Street in Daly City to The Alameda in San Jose due to political sensitivity about relinquishment and resources needed from the local cities to support the study. The current study area was selected based on logical terminus points for relinquishment and voluntary participation from the local cities.

THE RELINQUISHMENT PROCESS

Relinquishment as defined by Caltrans is "the conveyance of all rights, title, interests, liability, and maintenance responsibilities of a State highway, or portion thereof, to another government entity."[1]

The first section of the study investigates the rationale, process, and legal requirements associated with relinquishment of a state highway facility, based on current statutes, guidelines, and the recent relevant experience of a number of cities within California. Remy Moose Manley, LLP conducted a review of the legal process associated with relinquishment, and Nelson\Nygaard provided an examination of the motivations for relinquishment and the timeline for completion. This section also includes an overview of the documents, plans, and legislative actions that must be completed as part of the relinquishment process (summarized in

Figure 2).

The most straightforward relinquishments occur when Caltrans builds a highway that bypasses a historic route, directly eliminating its usefulness to regional travel. This study focuses on a second class of relinquishment, which occurs by legislative enactment, and does not include a bypass being constructed. This scenario is more directly relevant to the El Camino Real study area.

This review found that cities pursue relinquishment of state roadways for various reasons, including the following:

- Changing street function over time
- Desire for more flexible street design
- Issues of control over traffic management
- Shorter permit process for changes along the route, both to street design and development patterns

The state has generally been receptive to relinquishment of conventional highways (non-freeways) that do not serve a regional or interregional function due to the potential cost savings of no longer maintaining the roadway. As a result, cities often are successful in negotiating with Caltrans for one-time repair costs to the roadway as part of relinquishment. The trade-off of relinquishment for cities, however, is the added cost of taking on maintenance and liability for the roadway into perpetuity.

Even as Caltrans seeks to relinquish more conventional state highways that no longer (or never did) serve a regional or interregional function, however, the agency has also recently endorsed new guidelines that may make it easier for cities to accomplish their street design goals without taking ownership of the roadway. Caltrans has indicated that the organization intends to shift away from *design exceptions* toward a model of *design approval*, which emphasizes greater flexibility to find design solutions to roadway challenges that may not be spelled out explicitly in the agency's Highway Design Manual. The ultimate outcome of these changes remains to be seen, but in some cases cities that previously would have pursued relinquishment may wish to attempt to work with Caltrans to achieve street design changes before going down the path of relinquishment.

[1] Caltrans Project Development Procedures Manual, Chapter 25, December 12, 2014.

The major steps included in relinquishment are summarized in Figure 2, including the approximate time they occur relative to finalizing the relinquishment (note that this timeline refers to a case where a city is pursuing relinquishment, but relinquishment may also be pursued by a county if the roadway is in an unincorporated area). This timeline can vary widely depending on a variety of factors, such as the parties' ability to agree on the terms of relinquishment, and should be taken as a general guideline. In some cases, such as the current negotiations over Tiburon Boulevard in Tiburon, the process can stall completely for periods of time, in which case the timeline will be greatly extended. Each step is discussed in much greater detail in Chapter 2 of this study.

Figure 2 Timeline of the Relinquishment Process (Approximate)

Time Prior to Relinquishment (Approximate)	Action(s)
2+ years to relinquishment	City requests relinquishment of state highway segment from Caltrans Caltrans prepares Relinquishment Assessment Report (RAR) for potential highway or highway segment to be relinquished to determine whether relinquishment is "in the best interests of the State" Caltrans determination that segment no longer serves state needs
18 months to relinquishment	Enactment of state legislation authorizing relinquishment Project Scope Summary Report (PSSR) prepared to identify costs and benefits for state
12 months to relinquishment	Negotiation on terms of agreement between Caltrans and city, incorporated into final relinquishment agreement
90 days to relinquishment	Caltrans sends notice of intention to relinquish to local City Council
Relinquishment	California Transportation Commission (CTC) resolution authorizing relinquishment and any transfer of funds
After Approval	Caltrans files of a certified copy of the CTC resolution with City Clerk

RELINQUISHMENT CASE STUDIES

The case studies include interviews covering five cities where relinquishment was recently completed, two cities where relinquishment is currently being considered, and one city where relinquishment was considered but not pursued. All examples are from California and several are from the Bay Area (Caltrans District 4), similar to El Camino Real. The case studies include an evaluation of the motivations behind relinquishment, the negotiation process with Caltrans, the costs and funding sources associated with relinquishment, and any street design changes cities made after taking control of the roadway. In each case, the roadway was a conventional urban highway that was not bypassed by a new freeway, similar to El Camino Real. Other recent relinquishment examples were reviewed as well as part of the investigation, but the following case studies were chosen for being both recent and most relevant to the study area. It is important to note that, while the following case studies generally involved compensation from Caltrans for making improvements to the roadway condition, many other relinquishment processes are "no cost" relinquishments, and involve no compensation for bringing the roadway to a state of good repair.

The following cities were included in the case study interviews:

Figure 3 Relinquishment Case Studies

Date	Road Name (Route)	City (Caltrans District)	Length (miles)	Relinquishment Agreement
2010	Mission Boulevard, Foothill Boulevard, Jackson Ave (SR 238/185/92)	Hayward (District 4)	5.1	$0[2]
2012	The Alameda, Monterey Highway, Alum Rock Ave (SR 82, SR 130)	San Jose (District 4)	12.6	$12.4 million[3]
2012	Lincoln Boulevard (SR 1)	Santa Monica (District 7)	1.25	$2.2 million
2014	Las Positas Boulevard (SR 225)	Santa Barbara (District 5)	4.7	$819,000
Ongoing	Tiburon Boulevard (SR 131)	Tiburon	1	N/A
Ongoing	Jackson Road (SR 16)	Sacramento (District 3)	11	N/A
~2019	Tower Bridge (SR 275)	Sacramento / West Sacramento (District 3)	0.14	$2.0 million (5 years O&M)
N/A	Van Ness (U.S. 101)	San Francisco (District 4)	2	N/A

From the investigation of these case studies, the following key lessons emerged:

- Cities most often request relinquishment to achieve street design goals and avoid the Caltrans permitting process
- Most cities negotiate for funding to bring the roadway to a state of good repair, or Caltrans performs these repairs before relinquishing the roadway
- Cities often have concerns about liability, as they generally become responsible for all future crashes that occur on the relinquished roadway
- Some cities were surprised by non-transportation assets they inherited, e.g. stormwater drainage facilities, especially if these assets were not in good condition
- Historic assets can be an issue for cities if they need to be preserved
- Some cities choose not to pursue relinquishment to avoid ongoing operations, maintenance, and liability costs

Based on these case studies, the following key questions emerged for cities to consider:

- What are the city's aspirations for the corridor? What are the city's expectations for the street compared to Caltrans' current design flexibility and permit process?
- What is the state of repair of assets to be relinquished?
- What resources are available for negotiating and studying relinquishment?
- What resources is Caltrans willing to provide to cover repair costs? Are other funding sources available?

[2] The City of Hayward received money from the state through another source, as discussed in the case study in Chapter 3.

[3] This funding was provided in part through a complicated funding swap at the expense of other programmed projects, and therefore may not be directly applicable to other relinquishment processes.

- What funding sources are available for future costs associated with ownership of the roadway?
- What is the City's relationship with neighboring jurisdictions? Could multiple cities join together in pursuing relinquishment jointly?

The case studies also highlight Caltrans' preference for relinquishing roadways in logical segments, generally the end of the route segment or between two other state highways. There were numerous exceptions to this policy, however, and in some cases, such as State Route 1 in Santa Monica, a roadway that continues through several jurisdictions was relinquished in pieces over a period of time to different jurisdictions. A different model for El Camino Real is provided by the example of the Tower Bridge, which spans two cities, Sacramento and West Sacramento. Negotiations are still underway for that relinquishment, and cities along El Camino Real may benefit from watching it closely for examples of a joint relinquishment process.

Fact sheets for each case study are provided on the following pages.

Case Study 1: Mission Boulevard & Foothill Boulevard (formerly SR 92, 185, 238) in the City of Hayward

Mission and Foothill Boulevards are historic urban routes between San Jose and the East Bay in the City of Hayward.

Anticipated Benefits of Relinquishment

The city pursued relinquishment of 5.1 miles of these routes to improve traffic flow through implementation of a one-way street system, reduce project implementation time, facilitate local street design, and allow for use of local standards.

Relinquishment Details

The facility was relinquished as-is, without financial contribution from Caltrans. Formal relinquishment took approximately two years, concluding in 2010.

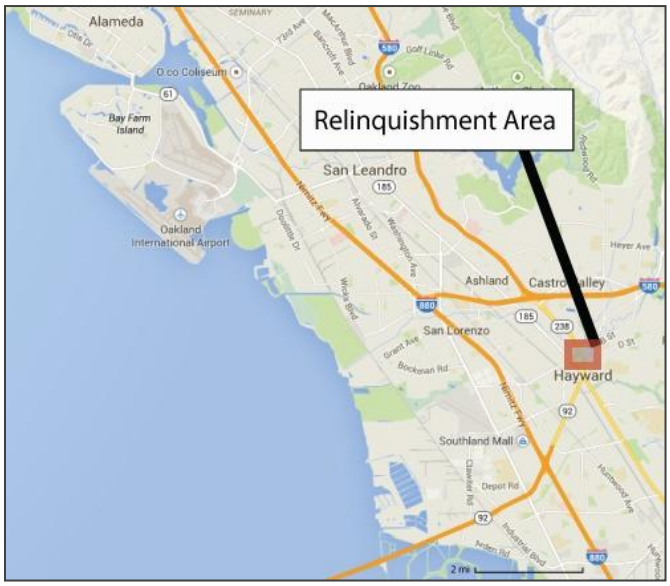
Roadway Changes and Costs

Phase 1 of the roadway changes implemented after relinquishment was completed in 2013 and funded using Alameda County Measure A funds ($80 million), Caltrans LATIP funds ($8 million), PG&E Rule 20 funds ($6 million), and City funds ($1.5 million). The remaining $22 million of Caltrans LATIP funds will be used on subsequent phases.

Other Issues and Costs

Relinquishment-related costs included in-house labor such as the city attorney and Sacramento-based lobbyist. Ongoing maintenance costs have been rolled into regular city maintenance costs.

All Caltrans assets within the right-of-way were relinquished to the City, including freeway wayfinding signage and stormwater infrastructure owned by Caltrans and operated in agreement with Alameda County Flood Control District. The latter asset incurred unexpected costs as a result of infiltration and groundwater contamination.



Base map: Google Maps





Source: Google Maps

Case Study 2: The Alameda, Monterey Highway, and Alum Rock Avenue (formerly SR 82, 130) in the City of San Jose

The Alameda, Monterey Highway, and Alum Rock Avenue are historic routes. The Alameda is an urban road that connects to El Camino Real. Monterey Highway has been superseded by other state routes.

Anticipated Benefits of Relinquishment

The city pursued relinquishment of 12.6 miles of facility to streamline economic development, facilitate roadway changes, create more walkable, bicycle-friendly places, support BRT implementation, and authorize special events without the need for encroachment permits or design exceptions.

Relinquishment Details

Relinquishment took two years and occurred in 2012. The city received $12.41 million from Caltrans ($1 million/mile) through a transfer of federally programmed funds, which required MTC approval. Caltrans and the city estimated that the facility would cost $20 million to bring to state of good repair.

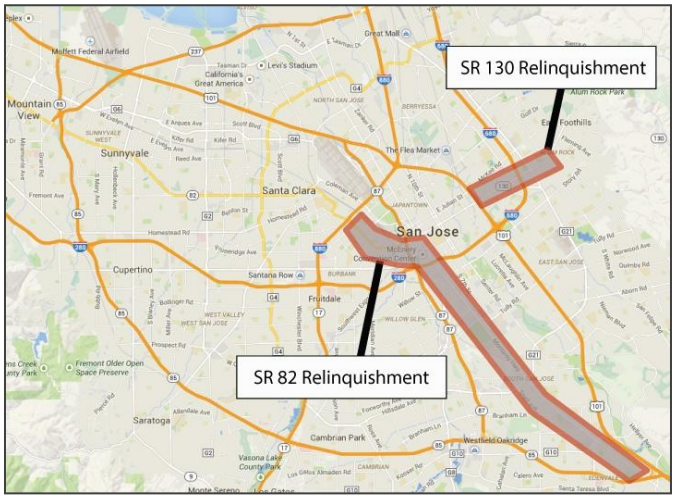
Roadway Changes and Costs

Roadway changes such as repaving, bulbouts, and landscaped medians were funded using Caltrans' transferred funds ($12.4 million), VTA BRT / HSR funds ($6.1 million), and a local match from gas tax funds ($1.45 million).

Other Issues and Costs

The City spent considerable staff hours on relinquishment and independent studies. The City had hoped to receive maintenance funding as well, but settled for the above agreement to meet funding deadlines.

Historic resources, including Native American remains, were a concern during negotiation. After relinquishment, the city became aware of a pumping station when it flooded, incurring unexpected costs.



Base map: Google Maps



Source: City of San Jose, "A Plan for The Beautiful Way" (4/2010)



Source: Nelson\Nygaard

Case Study 3: Lincoln Boulevard (formerly SR 1) in the City of Santa Monica

Lincoln Boulevard is an urban thoroughfare in Santa Monica.

Anticipated Benefits of Relinquishment

The city pursued relinquishment of 1.25 miles of Lincoln Boulevard to facilitate streetscape changes aimed at enhancing walkability, local identity, and business vitality without needing to go through the process of obtaining Caltrans design approval and encroachment permits.

Relinquishment Details

Relinquishment took two and a half years and occurred in 2012. The city received a deferred payment of $2.2 million from Caltrans ($1.8 million per mile), which was equivalent to the estimated cost to bring the facility to a state of good repair.

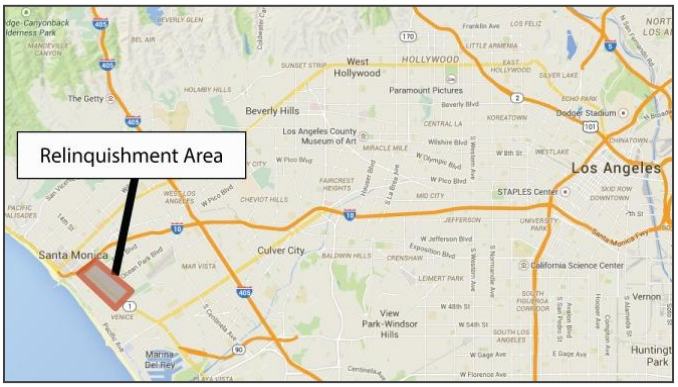
Roadway Changes and Costs

Rehabilitation activities including repaving, new crosswalks, and video detection were undertaken in 2012–2013. This was funded by Caltrans using federal Surface Transportation Program funds ($0.6 million) and other Caltrans federal earmark funds ($1.6 million), before relinquishment funds were received.

The city is now undertaking more comprehensive redesign of the street, potentially including lane reconfiguration, a bus-only lane, enhanced crosswalks, trees, and art and identity-forming elements.

Other Issues and Costs

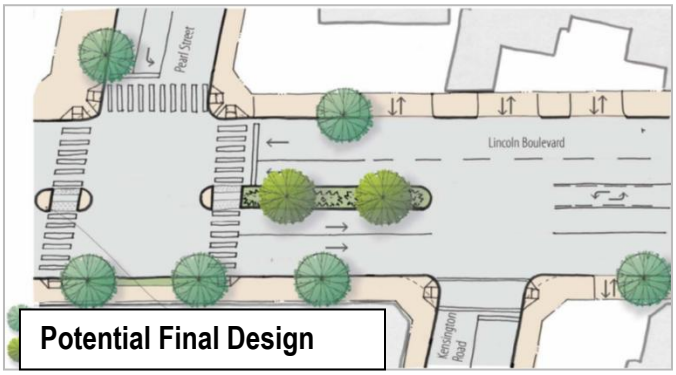
SR 1 has been relinquished in a non-contiguous manner by Santa Monica (and other cities such as Dana Point). As part of the relinquishment, the city sought to ensure that there were no negative impacts on, or objections from, the neighboring jurisdiction of City of Los Angeles.



Base map: Google Maps







Source: City of Santa Monica, LiNC Workshop, 2/23/2015

Case Study 4: Las Positas Road, Cliff Drive, and Castillo Street (formerly State Route 225) in the City of Santa Barbara

Las Positas Road, Cliff Drive and Castillo Street are coastal roads in Santa Barbara that more served as an alternative route for US-101 within the city.

Anticipated Benefits of Relinquishment

Local community members were interested in relinquishment of a 4.7-mile stretch of SR 225 to facilitate complete streets design and quicker implementation of safety improvements.

Relinquishment Details

The formal relinquishment process took a year and a half and was finalized in 2014, though it was discussed for nine years in total. Under the agreement, Caltrans provided $819,000 ($0.17 million per mile) for repairs to roadway drainage. Road pavement, curb ramps, and sidewalks had recently been improved. The relinquishment amount was equivalent to the estimated cost to bring the road to a state of good repair.

Roadway Changes and Costs

The city has implemented traffic signal integration and is considering adding bike lanes, pedestrian crossings, improved lighting, a center left turn lane, and traffic calming features.

Other Issues and Costs

The city was concerned about potential discrepancies in crash data and their implications for accepting liability.

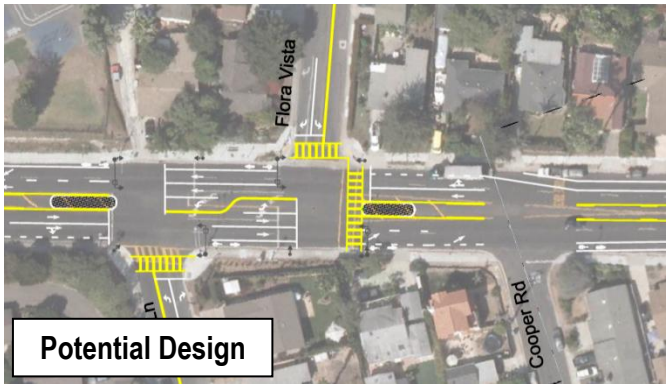
The city had incurred considerable costs to replace Cabrillo Boulevard Bridge that was part of a previous relinquishment of SR 225. For the 2014 relinquishment, the city was unwilling to accept risks associated with groundwater and structural issues affecting the underpass at Castillo Street. As a result, this underpass was excluded from the relinquishment.



Base map: Google Maps



Source: City of Santa Barbara, Cliff Drive Workshop, 11/5/2014



Source: City of Santa Barbara, Cliff Drive Workshop, 11/5/2014

Case Study 5: State Route 131 / Tiburon Boulevard in the Town of Tiburon

Tiburon Boulevard is a rural coastal road until it reaches downtown Tiburon, where it serves as a retail main street. It was designated as a state route in anticipation of a bridge to San Francisco that was never built.

Anticipated Benefits of Relinquishment

The town is considering relinquishment of the downtown portion of Tiburon Boulevard in response to a desire for local control over downtown parking management and street design.

Relinquishment Considerations

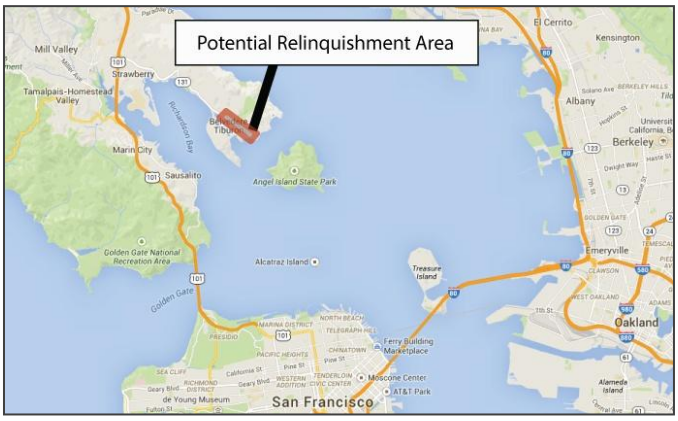
Under consideration is a 0.7-mile stretch of Tiburon Boulevard. The town has agreed to pay for the completion of a Project Scope Summary Report (PSSR) costing $108,000. Official discussions regarding relinquishment commenced in 2013 and halted temporarily pending deliberations by the town.

Roadway Changes and Costs

If relinquished, the town is interested in implementing parking reconfiguration and management as well as street design changes to improve pedestrian safety and accessibility.

Other Issues and Costs

After Caltrans announced its endorsement of alternative design guidelines in 2014, the town of Tiburon temporarily withdrew from the process of relinquishment. The town has also expressed interest in controlling sidewalks and parking lanes but not the roadway.



Base map: Google Maps



Photo: Nelson\Nygaard

Case Study 6: State Route 16 / Jackson Road in the City of Sacramento

State Route 16 is a largely rural road that links Yolo County west of Sacramento, with Amador County, east of Sacramento. The road passes through urbanizing portions of Sacramento city and county.

Anticipated Benefits of Relinquishment

The city has requested relinquishment of a portion of SR 16 in response to a developer proposal. This proposal triggered discussion regarding the desire for a faster approval process and greater street design flexibility in anticipation of future development and a more urban character along the corridor.

Relinquishment Considerations

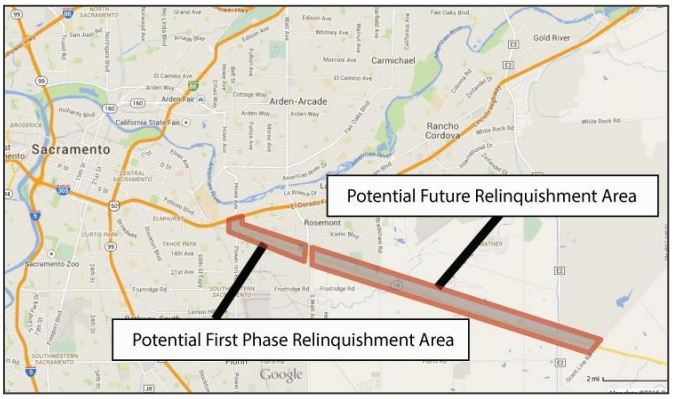
Potential relinquishment would involve an 11-mile segment, including an initial 2.5-mile segment within Sacramento. Caltrans has repaved the road and repaired culverts to bring the roadway to a state of good repair. A Transportation System Analysis and Evaluation (TSAE) report has been prepared and legislation has been passed. Parties estimate relinquishment will take three years and be complete in 2016.

Roadway Changes and Costs

The city wishes to implement streetscape improvements in line with local design guidelines, which emphasize pedestrian friendliness, bikeability and transit supportiveness. These improvements would be paid for by future developments.

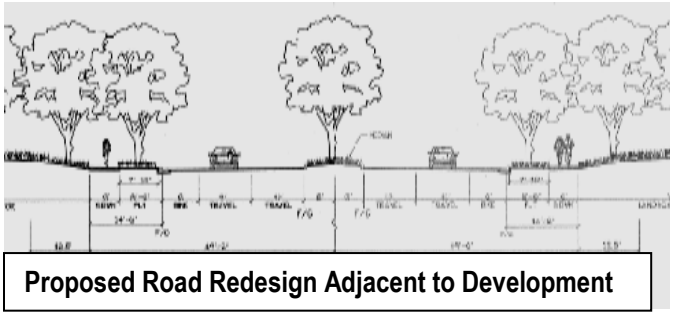
Other Issues and Costs

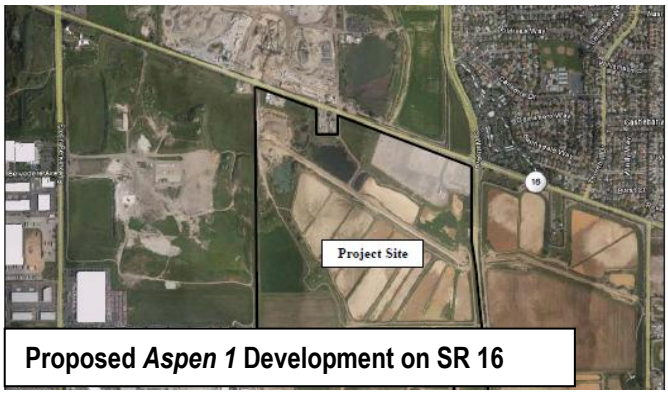
The relinquishment process has been delayed due to traffic and economic concerns raised by the eastern counties of Amador, Alpine, and Calaveras. These parties were not included in initial development-related discussions between Caltrans, Sacramento, the City of Rancho Cordova, and Sacramento Regional Transit.





Base map and source: Google Maps





Source: Raney Planning & Management, Aspen 1 – New Brighton Draft Environmental Impact Report Vol 1, 7/2012

Case Study 7: US Highway 101 / Van Ness Avenue in the City of San Francisco

Van Ness Avenue is an urban thoroughfare in San Francisco that is designated as part of the interstate freeway system.

Anticipated Benefits of Relinquishment

The city informally considered relinquishment of the road in order to speed up the bus rapid transit (BRT) design process and give the city control over various street design elements that were not included in the Highway Design Manual.

Relinquishment Considerations

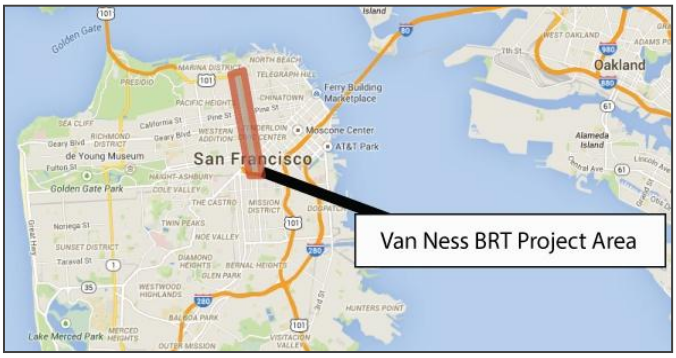
The city decided against pursuing relinquishment for the 2-mile segment of US-101 known as Van Ness Avenue. This decision was based on the loss of maintenance revenues currently provided under the maintenance agreement with Caltrans.

Roadway Changes and Costs

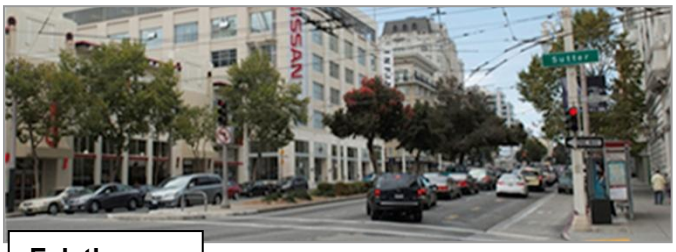
The city is currently planning to implement substantial street design changes in conjunction with BRT along the corridor. This project is being funded by the FTA Small Starts for BRT fund ($75 million), San Francisco Prop K sales tax monies ($36.3 million), SFMTA funds ($25.6 million), Central Freeway parcel revenues ($12.7 million), Caltrans SHOPP funds ($7.3 million), development impact fees ($5 million), and SFCTA funds ($0.2 million).

Other Issues and Costs

There were several areas of disagreement between the city and Caltrans in relation to the design of bulbouts, station platforms, lane widths, street trees, design speeds, and construction hours. To advance the project, the city compromised on desired dimensions of bulbouts, saving street trees, and lane widths, including widening of existing lane widths to meet Caltrans standards.



Base map and source: Google Maps



Existing

Source: San Francisco Municipal Transportation Agency



Proposed

Source: San Francisco Municipal Transportation Agency

Case Study 8: State Route 285 / Tower Bridge in the Cities of Sacramento and West Sacramento

The Tower Bridge is a historic four-lane vertical lift bridge connecting Sacramento and West Sacramento. The roadways on both sides of the bridge were already relinquished, leaving it disconnected from the state highway network.

Anticipated Benefits of Relinquishment

Local interest in relinquishment is based on a desire to reduce delay and uncertainty associated with obtaining Caltrans encroachment permits for the many events that occur on the bridge. There is also interest in design flexibility to facilitate multimodal transportation improvements.

Relinquishment Considerations

The City of Sacramento has formally expressed interest in relinquishment of the 0.14-mile bridge, contingent on agreement by the City West Sacramento and further investigation of costs and issues. The City of West Sacramento has also expressed interest, pending further cost analysis.

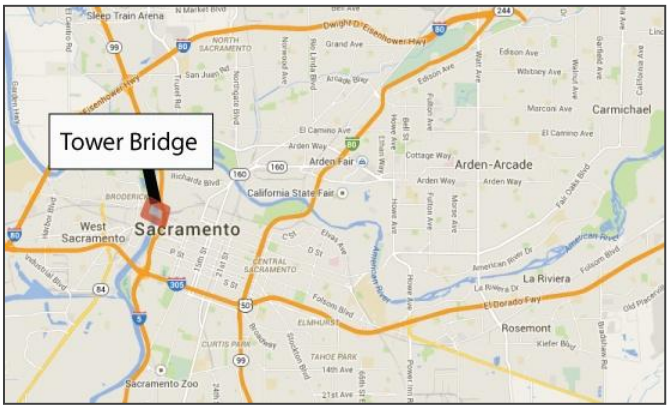
Caltrans is interested in a joint agreement with both cities. Under this agreement, the bridge would be relinquished in 2019. If the cities agree to relinquish, Caltrans has offered $2 million to cover five years of operating and maintenance costs.

Roadway Changes and Costs

Caltrans is currently undertaking a SHOPP rehabilitation project to replace the front fenders of the bridge. This work is expected to be complete in 2019.

Other Issues and Costs

Under a joint relinquishment agreement, both cities would need to agree to relinquish. They would also need to agree upon the distribution of Caltrans monies as well as contributions to ongoing operations and maintenance costs.



Base map: Google Maps



Annual Field to Fork Event

Source: Sacramento Convention and Visitors Bureau



Vertical Lift in Raised Position

Source: Flckr user Sacramento Heritage Inc.

EXISTING ROADWAY CONDITIONS

To better understanding the existing conditions and plans for SR 82 in the study area, the study team completed an existing conditions assessment that includes the following components:

- An overview of **corridor characteristics**, including an assessment of the multimodal transportation facilities currently provided, traffic volumes, and collision statistics
- A summary of **existing planning efforts** underway that affect El Camino Real in the study area, including city transportation and land use plans, county transportation projects, and the efforts of the corridor-wide Grand Boulevard Initiative
- A **state of good repair[4] assessment** that evaluates pavement conditions by city and associated costs required to bring the roadway to a condition local agencies find acceptable for relinquishment, as well as a preliminary inventory of other assets to investigate further before pursuing relinquishment

Corridor Characteristics and Existing Planning Efforts

The overviews of corridor characteristics and existing planning efforts found that El Camino Real within the study area is in transition from a mostly auto-oriented place to a more multimodal environment. Accommodations for bikes and pedestrians are relatively limited at present, and many of the fronting land uses are designed to prioritize automobile access over other modes, consistent with the roadway's history as a state highway. Many of the cities along the corridor have plans to change this, however, by encouraging denser development, adding bike lanes, redesigning intersections to shorten crossing distances, and implementing other street design elements that prioritize walking, biking, and taking transit. There are also plans in Santa Clara County and San Mateo County to eventually add enhanced bus service, such as Bus Rapid Transit (BRT).

Figure 4 El Camino Real in Atherton (Left) and Sunnyvale (Right)



Photos: Nelson\Nygaard (left); Andrew Boone/Streetsblog San Francisco (right)

[4] Caltrans defines roadway "state of good repair" to mean that the roadway is safe, drivable, and well-maintained. For the purpose of this study, "state of good repair" more specifically means that all components of the roadway have been maintained such that no major repairs are necessary in approximately the next five years. For instance, recently repaved roadways would qualify as good repair, but distressed pavement would not. Signals requiring replacement immediately would not qualify as good repair; signals that could last at least another five years would likely qualify as good repair. In practice, individual cities generally negotiate with Caltrans to determine what level of improvement is needed to bring the roadway to a state of good repair by their own definition.

State of Good Repair Assessment

The cost of bringing a roadway up to a state of good repair–as defined in a way that is mutually agreed upon by the local agency and Caltrans–is often the single most important point in the negotiations that lead to highway relinquishment. The general methodology for this study's assessment of state of good repair improvement costs is to gather data on the state of each roadway asset whenever possible; identify typical unit costs for repair; and estimate total repair costs by jurisdiction. If data on the condition of a roadway asset is not available, an inventory of the asset is provided, such as a list of bridges and signalized intersections, without stating their state of good repair or the cost to repair them.

Pavement Condition

For the analysis of pavement condition along SR 82, the project team performed visual observations of pavement quality and reviewed the 2013 Caltrans State of the Pavement Report (CSPR)[5], as well as available data for recently completed and soon-to-be completed paving projects. In keeping with the CSPR, this report uses lane-miles as the base unit for quantifying paving conditions and costs associated with improvements[6]. Roadway segments were determined to be in one of the following categories: good repair (requiring maintenance only); fair condition; or poor condition.

Figure 5 Pavement Exhibiting Signs of Possible Structural Distress on El Camino Real in Palo Alto



Photo: Nelson\Nygaard

The unit costs (per mile) for bringing roadways in various conditions to a state of good repair are summarized in the following table. For example, if the three northbound lanes on a stretch of

[5] California Department of Transportation, 2013. "2013 State of the Pavement Report" http://www.dot.ca.gov/hq/maint/Pavement/Pavement_Program/PDF/2013_SOP_FINAL-Dec_2013-1-24-13.pdf

[6] "Lane-miles" refers to the length of a particular road segment multiplied by the number of travel lanes. For example, a one-mile segment of road with six lanes (three in each direction) would equal six lane-miles.

road that is 2 miles long need repair, and the current pavement condition is fair (moderate wear), the cost to repair would be (3 lanes x 2 miles x $309,000) = $1,854,000.

Figure 6 Cost to Repair Pavement by Pavement Condition

Pavement Condition	Cost Per Lane-Mile	When to Replace/Repair	Expected Service Life With Repairs
Recently repaved (past 5 years)	No cost	1-20 years[7]	N/A
Good/excellent condition (5+ years old)	$106,000	0-2 years	4-7 years
Fair condition	$309,000	Needs replacement	4-7 years
Poor condition (minor structural distress)	$309,000	Needs replacement	5-10 years
Poor condition (major structural distress)	$842,000	Needs replacement	20 years

The chart below (Figure 7) identifies the number of lane-miles in each condition by jurisdiction and includes estimated costs to return to good repair. Conditions by jurisdiction range from all newly replaced pavement in Sunnyvale, Atherton, and Menlo Park, where resurfacing projects were recently completed, to mostly distressed in Palo Alto, Mountain View, and Santa Clara.

Costs for bringing SR 82 pavement into a state of good repair are identified in the charts below, and correspond with information shown in the aerial exhibit maps. The total pavement repair cost is $25 million for the study area, but this could rise to as high as $55 million if pavement that currently has minor distress is allowed to degrade to a state of major distress.

[7] The pavement replacement timeline is contingent on the type of pavement repair or replacement that was implemented most recently.

Figure 7 **Estimated Pavement Repair Cost, by City ($2013 million)**

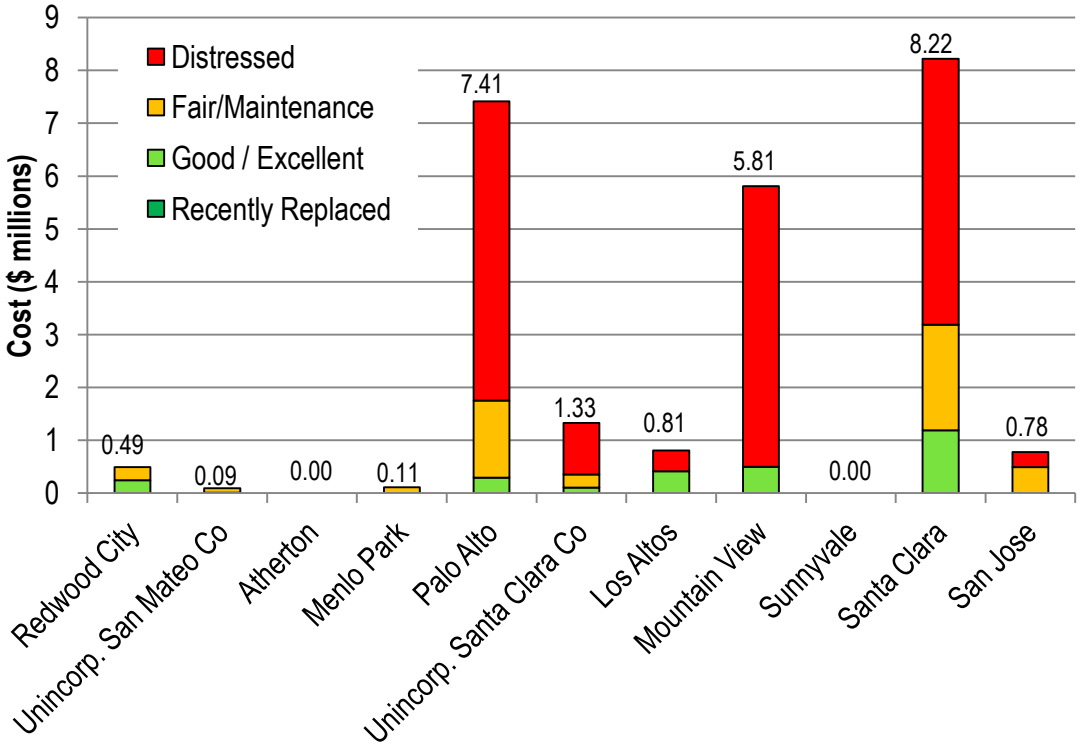
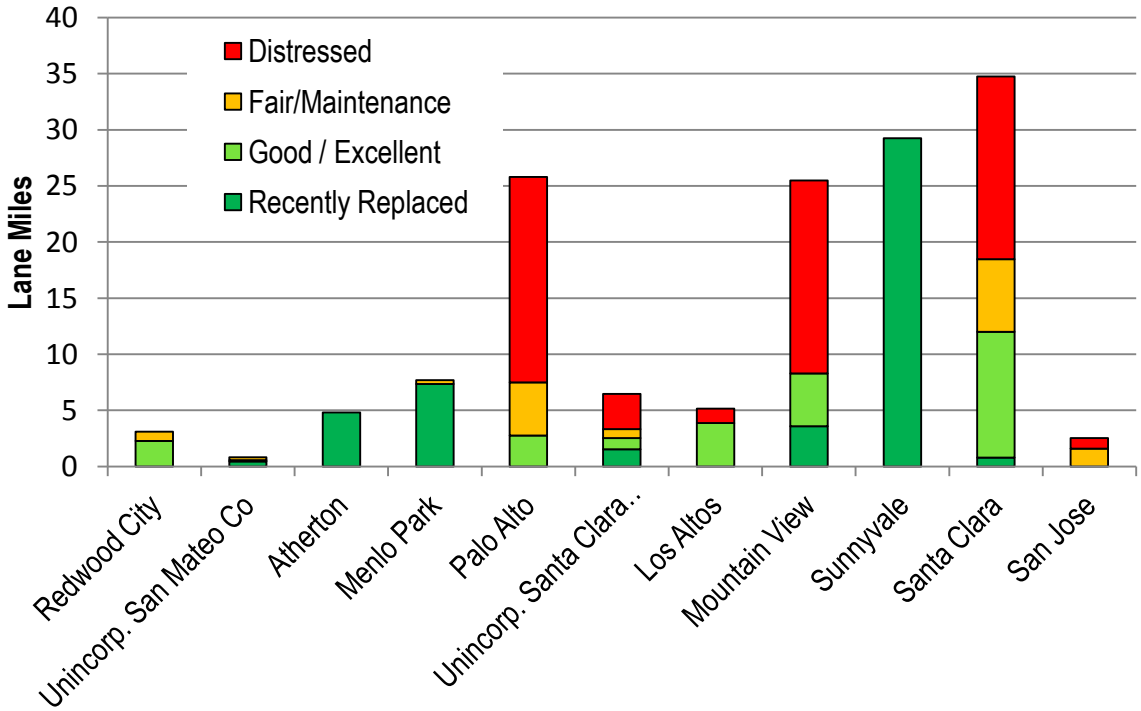


Figure 8 **Pavement Assessment by City (Lane-Miles)**



Other Roadway Elements

Pavement maintenance is likely to be the largest expense in bringing SR 82 up to a state of good repair, but there are numerous other assets that would transfer to local jurisdictions as well. Bridges, Caltrans-managed utilities, signals, landscaping, pedestrian crossings, and sidewalks/curb cuts should be considered during relinquishment evaluation. The full report provides a more detailed breakdown of these assets, including a list of all bridges in the study area, but cost estimates for repair are generally not available. An exception is the upgrading of curb ramps to comply with the American Disabilities Act, which is estimated to cost approximately $9.16 million.

OPERATION AND MAINTENANCE COSTS

Operations and maintenance (O&M) costs are another major concern for cities considering relinquishment. These costs include all regular efforts required to keep the travelled way and related infrastructure operational. O&M includes such activities as pavement patching, re-striping, litter management, upkeep of stormwater conveyances, maintenance of bridges and signals, and landscaping/weed abatement. Additional operational costs not reflected in this report include ongoing fees for electrical and water use related to signal operation and landscaping. O&M costs do not include capital improvement projects, such as major repaving required to bring a poor section of road into good repair. For the sake of this study, it is assumed that cities will assume O&M responsibilities once paving has been brought into good repair.

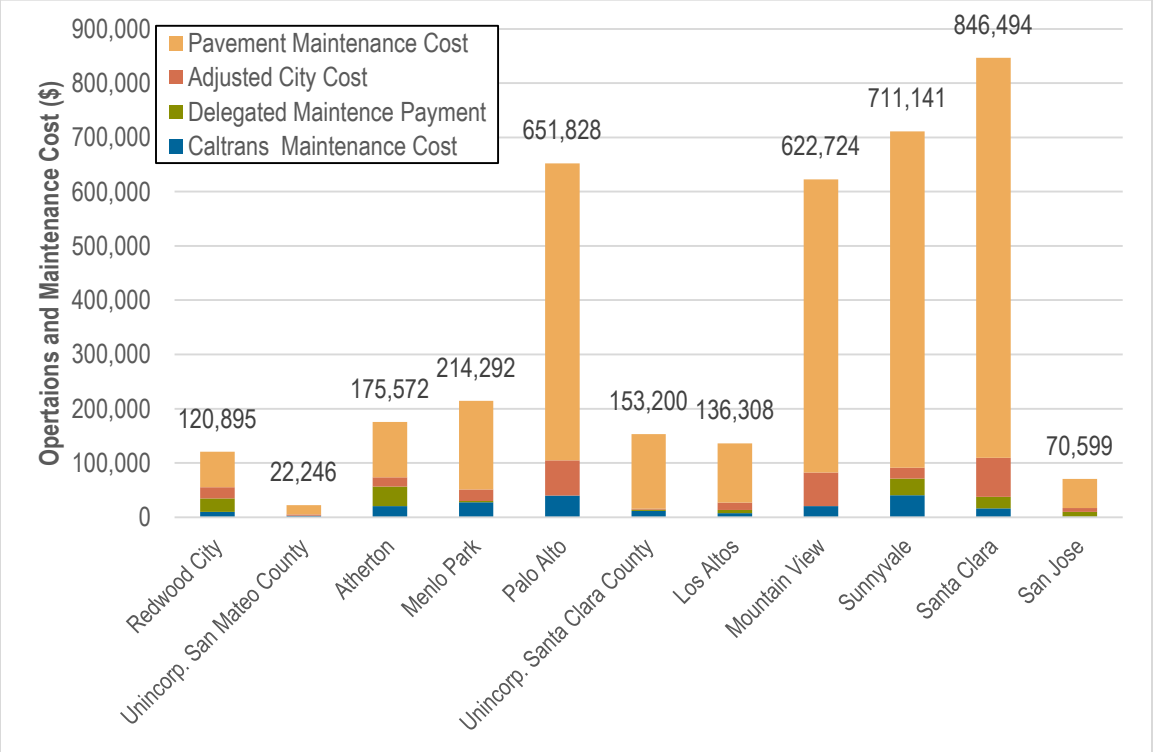
The data available to perform the analysis of O&M costs consisted of the following:

- Caltrans repair costs from 2004-2014
- Delegated maintenance payment invoices from the cities to Caltrans
- Limited city records of additional O&M costs
- Pavement lane-miles in each jurisdiction

Summary of O&M Costs

The resulting average annual O&M cost per jurisdiction is presented in the graph below. The total for each jurisdiction represents the estimated total annual O&M cost the jurisdiction would carry in the case of relinquishment. A more detailed summary of expenses by type and jurisdiction is included in the full report (Chapter 5). As is shown in the graphic, the largest expense, by a substantial margin, is the annualized cost of performing regular pavement maintenance on the roadway. This assumes that cities perform preventative maintenance on pavement every five years.

Figure 9 Operations and Maintenance Costs by Jurisdiction



FUNDING SOURCES

Each city or county that enters into a relinquishment agreement will need to create a funding strategy. Cities have generally paid for relinquishment using a combination of different funding and financing sources. In the case of SR 82, potential sources of funding could include some combination of the following:

- **Caltrans contributions,** which must be negotiated on a case-by-case basis
- **General Fund revenues**, including revenues from property tax, sales tax, and other jurisdiction-wide tax revenues
- **Taxes and fees for local streets and roads**, which are collected at the state or county level and distributed to local governments for roadway projects
- **Property-based funding and financing tools**, including direct developer contributions as well as fees, assessments, and special taxes that leverage property value appreciation and real estate development that occurs within a specific area to pay for local infrastructure improvements (these are often known as “value capture” tools)
- **Competitive grants**, obtained from state or regional agencies
- **Project related funds**, such as design and construction of BRT facilities and operations and maintenance of dedicated lanes
- **Utility user fees and rates**, or charges for utilizing storm drainage facilities or other publicly-owned infrastructure

The range of potential uses for each of the funding sources is summarized in Figure 10, and described in greater detail below. As discussed in Chapter 2, most cities that have gone through the relinquishment process have absorbed ongoing operations and maintenance costs for the relinquished facilities into their general operating budgets. Typically this kind of roadway and storm drainage maintenance is provided by Public Works departments, and funded by some combination of General Fund revenues, taxes and fees for streets and local roads, and (for storm drainage maintenance) user fees and rates. In some cases, there may also be revenues available for operations and maintenance from property-based tools.

A wider variety of potential sources are available for capital improvements, including state of good repair improvements and more extensive roadway redesign improvements. The means by which capital improvements costs will be funded will depend on a number of factors, including the timing and scale of cost of specific improvements and the extent to which they are related to new development projects. For instance, capital projects that are required to increase capacity to serve new development can often be funded in part by property-based tools (such as development impact fees, direct developer contributions, or Community Facilities Districts); however the cost to repair existing deficiencies in the system or improve service within a broader network may require other types of funding sources.

The funding sources listed below are described in much greater detail in Chapter 6.

Figure 10 Summary of Potential Funding Sources and Uses for SR 82

Funding Source	Relinquishment		Street Redesign
	State of Good Repair	*Operations & Maintenance*	
Negotiated Caltrans Contributions	X	X	
General Fund Revenues	X	X	X
Taxes and Fees for Local Streets and Roads	X	X	X
Property-Based Funding & Financing Tools			
Mello-Roos Community Facilities District (CFD)	X	X	X
Enhanced Infrastructure Financing District (EIFD)			X
Special Benefit Assessment District	X	X	X
Parcel Tax	X	X	X
Development Impact Fee			X
Direct Developer Contributions	X		X
Competitive Grants	X		X
Project Related Funds	X	X	X
User Fees and Rates (Storm Drainage Utilities)	X	X	X

Note that actual funding availability will vary depending on the specific details of each project..

SANTA CLARA
Valley Transportation Authority

Date: December 3, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 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: Bicycle Expenditure Program Semi-Annual Report

FOR INFORMATION ONLY

BACKGROUND:

In August 2000, the VTA Board of Directors created the Bicycle Expenditure Program (BEP) for the purpose of identifying and dedicating a funding stream to help implement the Countywide Bicycle Plan. The BEP Project List is updated approximately every four years, in conjunction with the update of Valley Transportation Plan (VTP), VTA's long-range transportation plan for Santa Clara County. The BEP becomes the Bicycle Element of the VTP. This memorandum provides a status report on the progress of projects in the BEP Project List. The last status report was provided to the VTA Board of Directors in June 2015.

In May 2013, the VTA Board of Directors adopted the current BEP Project List. One hundred and twenty one (121) bicycle projects are on the list. A map of BEP projects included in VTP 2040 can be viewed at www.vta.org/bep. These projects are broken into 70 Category 1 projects and 51 Category 2 projects. These projects were ranked and selected based on the Board-approved BEP Policies and Criteria. Category 1 Projects are considered near-term implementation projects, and will receive priority funding consideration in the BEP and other VTA funding programs. Category 2 Projects are eligible to compete for BEP and other funds, but will not receive priority funding consideration.

The BEP consists of $300 million in future revenues identified for implementing bicycle projects over the 28-year timeframe of VTP 2040. Funds programmed toward BEP projects come from a combination of programs, including, but not limited to: Transportation Fund for Clean Air 40% Program (TFCA 40%); Transportation Development Act (TDA) Article 3 Pedestrian Bicycle Program; and the One Bay Area Grant (OBAG), which is a combination of the Federal Congestion Mitigation & Air Quality Improvement Program (CMAQ), Transportation Alternatives (TA), and the Surface Transportation Program (STP) funding programs.

DISCUSSION:

Funding Status

The funding status of the Category 1 projects as of October 2015 is summarized in Table 1 below. The projects are listed as completed, fully funded, partially funded or unfunded. Attachment A provides details on the funding status of Category 1 BEP projects.

Table 1

Summary of Funding Status for Category 1 Bicycle Expenditure Program Projects

Funding Status	**Number of Projects**	
	April 2015	**October 2015**
Completed	3	3
Fully funded	11	11
Partially funded	16	19
Unfunded	41	38
TOTAL	**71***	**71***
*One project (40-B24) has been split into two phases. One phase has been completed, the other is in PE/CEQA phase.		

Fully funded and completed projects represent over $55.5 M in total project costs, and partially funded projects represent nearly $159 M in total project costs. As of October 2015, three projects have been completed. In all, 30 of the Category 1 projects are partially or fully funded. Since April 2015, one unfunded project, Phase II of the Hedding Street Bikeways project (40-B24), received funding and the County's San Tomas Aquino Creek Spur Trail Phase 2 project (40-B41) had an increase in total project cost, and thus moved from fully funded to partially funded status.

Funding Sources

Since 2013, several VTA funding programs, including One Bay Area Grants (OBAG), TDA and TFCA, have provided significant funds for BEP projects. Since April 2015, VTA issued a call for projects for TDA3 funding and one project, 40-B24, Phase II of the Hedding Avenue bikeway project, was awarded funding.

Member Agencies have been successful in securing funding outside of BEP sources to advance their projects. New outside funding since April 2015 includes:

- City of San Jose was awarded Active Transportation Planning (ATP) Grant Program funding for $5,256,000 to complete a segment of Coyote Creek Trail extension from Mabury Road to Empire Street (segments of 40-B101 and 40-B102).
- The Permanente Creek Trail project, Rock Street to West Middlefield Road, in Mountain View (40-B91) is fully funded. The total project cost is $1,370,000.

Project Delivery

Member Agencies have made notable progress on several Category 1 projects:

- VTA, in partnership with the City of Santa Clara and the City of San Jose, finalized the design drawings for Santa Clara Caltrain Station Undercrossing (40-B69). Construction is anticipated to begin in spring 2016.
- The City of San Jose is developing design drawings for Three Creeks Trail: West from Los Gatos Creek Trail/Lonus Street to Coyote Creek Trail (40-B33). Project completion is estimated for summer 2017.
- The County of Santa Clara is developing the design drawings for Los Gatos Creek Trail: Lark Avenue to Blossom Hill Drive (40-B46). Project completion is estimated for end of 2016.
- The City of Sunnyvale is developing the design drawings for Mary Avenue Bike Lanes (40-B62). Project completion is estimated for spring 2016.
- The City of Sunnyvale completed a segment of Mathilda Avenue Bike Lanes project (40-B63), between Maude and California Avenue.

Attachment B provides details on the progress of Category 1 BEP projects in each jurisdiction.

Member Agencies have made notable progress on several Category 2 projects too:

- The City of Campbell is constructing the Hacienda Avenue Bike Lanes (40-B70). The project is fully funded and will be completed by the end of 2015.
- The City of Cupertino is conducting environmental and right-of-way assessments for Saratoga Creek Trail Extension: Lawrence to Mitty (40-B74). The project is funded and is included in the city's 2015-2016 Capital Improvement Program.
- The City of Milpitas and VTA are in the design process for Montague Expressway Bike/Pedestrian Overcrossing at Milpitas BART Station (40-B85). The design will be completed by the end of 2016.
- The County of Santa Clara is constructing the Coyote Creek Trail: Hellyer Park to Malaguerra Avenue project (40-B114). The estimated construction completion date is December 2015.

NEXT STEPS:

VTA continues to work with Member Agencies to fund and deliver BEP projects. Upcoming funding opportunities include:

- Cycle II of One Bay Area Grant (OBAG) Program call for projects and project selection is tentatively scheduled for early 2016. The second OBAG cycle will be available for FY 2017-18 to FY 2021-22.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Bicycle and Pedestrian Advisory Committee received this information at the November 10, 2015 meeting and had the following comments: 1) Member Kerr inquired about the status of funds from the Stanford Perimeter Trails.

The Technical Advisory Committee received the item as part of the Consent Agenda at the November 12, 2015 meeting.

STANDING COMMITTEE DISCUSSION:

The Congestion Management Program & Planning Committee (CMPP) met as a committee of the whole on November 19, 2015. This item was on the Consent Agenda and there was no discussion.

Prepared By: Lauren Ledbetter
Memo No. 5210

Completed and Fully Funded Category 1 BEP Projects							
VTP 2040 ID	***Sponsor***	***Project Title***	***Total Programmed Amount***	***Unsecured Funds***	***Project cost***	***Status***	***Completion Date***
40-B22	San Jose	Guadalupe River Trail (I-880 to the Bay Trail) and Tasman Undercrossing	$11,868,000.00	$0.00	$11,870,000.00	Completed	June 2014
40-B24	San Jose	Hedding St. Bikeway: Ruff Dr to 17th Street	$619,950.00	$0.00	$270,000.00	Completed	July 2014
40-B24	San Jose	Hedding St. Bikeway: Winchester Blvd. to Ruff Dr (Hwy 87)		$0.00	$270,000.00	PE/CEQA	September 2016
40-B58	Sunnyvale	Hendy Ave Bike Lanes: Sunnyvale Avenue to Fair Oaks Avenue	$2,750,000.00	$0.00	$2,750,000.00	Completed	April 2015
40-B02	Campbell	Portals Project: Bike Lanes on Campbell Avenue at SR 17	$4,730,000.00	$0.00	$4,730,000.00	Construction	December 2015
40-B07	Gilroy	Western Ronan Channel SCWVD Service Road Trail	$1,929,000.00	$0.00	$1,929,000.00	Design	March 2015
40-B11	Palo Alto	US 101/Adobe Creek Bicycle-Pedestrian Bridge	$9,500,000.00	$0.00	$9,500,000.00	Environmental/PE	N/A
40-B32	San Jose	Park Avenue/San Fernando Street/San Antonio Bikeway	$1,913,000.00	$0.00	$1,913,000.00	N/A	June 2015
40-B44	Santa Clara	Scott Boulevard Bike Lanes: Central Expwy to Monroe Street	$196,000.00	$0.00	$196,000.00	Design	October 2015
40-B64	Sunnyvale	Maude Avenue Bike Lanes: Mathilda to Fair Oaks	$830,000.00	$0.00	$830,000.00	Preliminary Engineering	September 2017
40-B57	Sunnyvale	Fair Oaks Ave Bike Lanes, Medians, and Detection: Old San Francisco Road to Ahwanee Avenue	$1,210,000.00	$0.00	$1,210,000.00	Design	N/A

Completed and Fully Funded Category 1 BEP Projects							
VTP 2040 ID	***Sponsor***	***Project Title***	***Total Programmed Amount***	***Unsecured Funds***	***Project cost***	***Status***	***Completion Date***
40-B65	Sunnyvale	Moffett Park Area East Channel Trail and West Channel Trail	$4,745,000.00	$0.00	$4,750,000.00	Design	December 2018
40-B69	VTA/SC/SJ	Santa Clara Caltrain Station Undercrossing Extension	$13,725,000.00	$0.00	$13,725,000.00	Design	July 2017
40-B68	VTA/SJ	Capitol Expressway Pedestrian/Bicycle Crossing at Eastridge Transit Center	$1,547,200.00	$0.00	$1,547,200.00	Construction	June 2017

Partially Funded Category 1 BEP Projects							
VTP 2040 ID	***Sponsor***	***Project Title***	***Total Programmed Amount***	***Unsecured Funds***	***Project Cost***	***Status***	***Estimated Completion Date of Construction***
40-B04	Gilroy	Lions Creek SCVWD Service Road Trail: West of Kern Avenue between Kern and Day	$277,515.00	$1,677,485.00	$1,955,000.00	Design	N/A
40-B05	Gilroy	Lions Creek SCVWD Service Road Trail: West of Santa Teresa Boulevard/Day Road East (Between Tapestry and Day Rd East)	$87,600.00	$534,400.00	$622,000.00	Design	N/A
40-B10	Palo Alto	Bicycle Boulevards Network Project	$985,000.00	$5,615,000.00	$6,600,000.00	Conceptual Design	N/A
40-B28	San Jose	Los Gatos Creek Trail Reach 5b and 5c: Auzerais Avenue south of W. San Carlos Avenue to Park Avenue/Montgomery Avenue (Trail and Undercrossing)	$1,100,000.00	$8,460,000.00	$9,560,000.00	Design	N/A

Partially Funded Category 1 BEP Projects							
VTP 2040 ID	***Sponsor***	***Project Title***	***Total Programmed Amount***	***Unsecured Funds***	***Project Cost***	***Status***	***Estimated Completion Date of Construction***
40-B27	San Jose	Los Gatos Creek Trail Reach 5d: Park Avenue/Montgomery Avenue to Santa Clara Avenue (Diridon Station Segment)	$2,620,000.00	$5,842,700.00	$8,462,700.00	Environmental Completed	N/A
40-B20	San Jose	Charcot Bikeway: Orchard Pkwy to Hwy 880	N/A	N/A	$463,700.00	Preliminary Engineering/ Design	N/A
40-B29	San Jose	Monroe Bikeway: Newhall Street to Hwy 17 Pedestrian Over Crossing at Monroe/Moorpark/Tisch	N/A	N/A	$300,000.00	Preliminary Engineering/ Design	N/A
40-B13	San Jose	Auzerais Avenue Bicycle and Pedestrian Improvements: Los Gatos Creek Trail to Race Street	$675,000.00	$1,527,600.00	$2,202,600.00	PE/Design	N/A
40-B25	San Jose	Highway 87 Trail Connection Multi-Use Path: Unified Way through Curtner Light Rail Station Park and Ride to Carol Drive at Hwy 87	N/A	N/A	$1,900,000.00	ENV Completed	N/A
40-B31	San Jose	North San Jose Bike/Ped Improvements: Connections to Guadalupe River Trail/Coyote Creek Trail/Alviso Neighborhood	N/A	N/A	$35,000,000.00	Conceptual Design Completed	N/A
40-B33	San Jose	Three Creeks Trail: West from Los Gatos Creek Trail/Lonus Street to Coyote Creek Trail	$5,250,000.00	$4,750,000.00	$10,000,000.00	Design	June 2017
40-B122	SC County	Expressway and Santa Teresa Corridor Bike Detection (Foothill/Montague/Capitol)	N/A	N/A	$2,000,000.00	Construction	N/A
40-B46	SC County	Los Gatos Creek Trail: Lark Avenue to Blossom Hill Drive	$1,760,000.00	$1,800,000.00	$3,560,000.00	Design/CEQA	December 2016

Partially Funded Category 1 BEP Projects							
VTP 2040 ID	***Sponsor***	***Project Title***	***Total Programmed Amount***	***Unsecured Funds***	***Project Cost***	***Status***	***Estimated Completion Date of Construction***
40-B41	SC County	San Tomas Aquino Creek Spur Trail Phase 2: El Camino Real to Homestead Road[a]	$4,994,000.00	$400,000.00	$5,394,000.00	Design/ROW Completed	June 2016
40-B48	SC County	Oregon Expwy/Page Mill Road: I-280 Interchange Modification from Old Page Mill Road to Arastradero Road	$85,000.00	$14,915,000.00	$15,000,000.00	Conceptual Design Completed	N/A
40-B49	SC County	Popular Bicycle Rural Roads Improvements	$2,024,500.00	$47,975,500.00	$50,000,000.00	N/A	N/A
40-B63	Sunnyvale	Mathilda Avenue Bike Lanes: US 101 to El Camino Real[b]	$80,000.00	$4,020,000.00	$4,100,000.00	Partially Completed	N/A
40-B56	Sunnyvale	El Camino Real Bike Lanes: West City Limits to East City Limits (plus bike detection at 13 intersections)[c]	$15,000.00	$335,000.00	$350,000.00	Partially Completed	April 2015
40-B62	Sunnyvale	Mary Avenue Bike Lanes: Fremont to Maude	$346,790.00	$1,433,210.00	$1,780,000.00	Design	March 2016

Unfunded Funded Category 1 BEP Projects							
VTP 2040 ID	***Sponsor***	***Project Title***	***Total Programmed Amount***	***Unsecured Funds***	***Project Cost***	***Status***	***Estimated Completion Date of Construction***
40-B01	Campbell	Hamilton Avenue Median Bicycle and Pedestrian Enhancements: Bascom to Leigh	$0.00	$1,800,000.00	$1,800,000.00	N/A	N/A

[a] The Project cost increased to $5.39 M. The project is not fully funded.
[b] Phase I of the project (Mathilda Ave. from Maude to California Ave.) is completed.
[c] Phase I of the project (El Camino Real from Remington/Fair Oaks to Sunnyvale-Saratoga Rd.) is completed.

Unfunded Funded Category 1 BEP Projects							
VTP 2040 ID	***Sponsor***	***Project Title***	***Total Programmed Amount***	***Unsecured Funds***	***Project Cost***	***Status***	***Estimated Completion Date of Construction***
40-B03	Cupertino	Miller Avenue Bike Lanes: Steven Creek Boulevard to Calle de Barcelona	$0.00	$100,000.00	$100,000.00	Inactive	N/A
40-B06	Gilroy	Northern Uvas Creek SCVWD Service Road Trail (Gilroy Gardens Extension Trail)	$0.00	$2,202,600.00	$2,202,600.00	Design	N/A
40-B08	Los Altos Hills	El Monte Road: Stonebrook to Voorhees (Segment 4)	$0.00	$564,900.00	$564,900.00	N/A	N/A
40-B09	Los Altos Hills	Fremont Road Pathway Phase 2: Concepcion Road to Arastradero Road	$0.00	$900,000.00	$900,000.00	N/A	N/A
40-B16	San Jose	Blossom Hill Road: Calero Bikeways from Coleman Road at Santa Teresa Blvd to Palmia Drive at Cottle Road	$0.00	$437,000.00	$437,000.00	N/A	N/A
40-B18	San Jose	Brokaw - Coleman Airport Bikeway: Brokaw Road and the Guadalupe Trail to Airport Boulevard and Coleman Avenue	$0.00	$1,159,200.00	$1,159,200.00	N/A	N/A
40-B19	San Jose	Capitol Avenue/Capitol Expressway Bikeway: Penitencia Creek Road/Trail to Quimby Road/Thompson Creek	$0.00	$347,700.00	$347,700.00	N/A	N/A
40-B26	San Jose	Hwy 237 Bikeway Trail: North First to Zanker Class I trail	$0.00	$463,700.00	$463,700.00	Not Started	N/A
40-B30	San Jose	Newhall Street Bike/Ped Overcrossing over Caltrain Tracks	$0.00	$8,114,900.00	$8,114,900.00	N/A	N/A
40-B12	San Jose	Airport Boulevard: Guadalupe River Trail Bike & Ped connection	$0.00	$2,800,000.00	$2,800,000.00	City is coordinating with FAA on this project.	N/A

Unfunded Funded Category 1 BEP Projects							
VTP 2040 ID	***Sponsor***	***Project Title***	***Total Programmed Amount***	***Unsecured Funds***	***Project Cost***	***Status***	***Estimated Completion Date of Construction***
40-B15	San Jose	Blossom Hill Road/Silver Creek Valley Road Multiuse Path	$0.00	$6,100,000.00	$6,100,000.00	N/A	N/A
40-B17	San Jose	Branham Lane Bikeway: Camden Avenue to Monterey Road	$0.00	$2,400,000.00	$2,400,000.00	N/A	N/A
40-B21	San Jose	Cottle Road Multi-Use Path: Hospital Parkway to Poughkeepsie Road	$0.00	$2,700,000.00	$2,700,000.00	N/A	N/A
40-B23	San Jose	Havana Dr/ Holly Hill Drive Bike/Ped Bridge at US 101	$0.00	$8,500,000.00	$8,500,000.00	N/A	N/A
40-B14	San Jose	Bird Avenue Bicycle and Pedestrian Corridor: Autumn Street at Santa Clara to Bird Avenue at West Virginia	$0.00	$3,500,000.00	$3,500,000.00	N/A	N/A
40-B38	Santa Clara	Lick Mill Blvd. Bike Lanes from Tasman Dr to Hope Dr	$0.00	$200,000.00	$200,000.00	N/A	N/A
40-B39	Santa Clara	Mission College Blvd Bike Lanes from Mission College Boulevard to Wildwood Ave (city limits)	$0.00	$220,000.00	$220,000.00	N/A	N/A
40-B42	Santa Clara	Saratoga Avenue Bike Lanes: Los Padres Boulevard to San Tomas Expressway	$0.00	$200,000.00	$200,000.00	N/A	N/A
40-B43	Santa Clara	Saratoga Creek Trail: Cabrillo Avenue to Forbes Avenue and Undercrossings at Kiely and Homestead	$0.00	$2,650,000.00	$2,650,000.00	N/A	N/A
40-B34	Santa Clara	Benton Street Bike Lanes: Lawrence Expwy to San Tomas Expwy	$0.00	$450,000.00	$450,000.00	N/A	N/A
40-B35	Santa Clara	Bowers Avenue/Kiely Boulevard Bike Lanes: Cabrillo Avenue to Stevens Creek Boulevard	$0.00	$961,500.00	$961,500.00	N/A	N/A
40-B36	Santa Clara	Calabazas Creek Trail: From SR 237 to Calabazas Boulevard	$0.00	$14,205,400.00	$14,205,400.00	N/A	N/A

Unfunded Funded Category 1 BEP Projects							
VTP 2040 ID	***Sponsor***	***Project Title***	***Total Programmed Amount***	***Unsecured Funds***	***Project Cost***	***Status***	***Estimated Completion Date of Construction***
40-B37	Santa Clara	Lafayette St. Bike Lanes: Agnew Rd. to Reed St.	$0.00	$983,400.00	$983,400.00	N/A	N/A
40-B40	Santa Clara	Pruneridge Ave. Bike Lanes: Pomeroy Ave. to Winchester Boulevard	$0.00	$786,700.00	$786,700.00	N/A	N/A
40-B47	SC County	McKean Road Shoulder Improvements: Harry Road to Bailey Avenue	$0.00	$7,400,000.00	$7,400,000.00	N/A	N/A
40-B50	SC County	Santa Teresa Boulevard Bicycle Delineation and Shoulder Widening	$0.00	$600,000.00	$600,000.00	N/A	N/A
40-B45	SC County	Doyle Rd Bicycle and Pedestrian Trail Connection to Saratoga Creek Trail	$0.00	$500,000.00	$500,000.00	N/A	N/A
40-B67	Sunnyvale	Tasman Drive Bike Lanes and Bike Detection: Via Road Diet from Fair Oaks Avenue to Reamwood Drive	$0.00	$300,000.00	$300,000.00	Inactive	N/A
40-B54	Sunnyvale	Bernardo Avenue Caltrain Undercrossing: Evelyn Avenue to Central Expressway	$0.00	$9,853,800.00	$9,853,800.00	Inactive	N/A
40-B51	Sunnyvale	Belleville Way Bike Lanes and Bike Detection: Fremont to Homestead	$0.00	$120,000.00	$120,000.00	Inactive	N/A
40-B52	Sunnyvale	Bernardo Avenue Bike Lanes and Bike Detection: El Camino Real to Evelyn	$0.00	$160,000.00	$160,000.00	Inactive	N/A
40-B53	Sunnyvale	Bernardo Ave Bike Lanes and Bike Detection: Remington to Homestead	$0.00	$160,000.00	$160,000.00	Inactive	N/A
40-B55	Sunnyvale	California Ave Bike Lanes and Bike Detection: Mary to Fair Oaks	$0.00	$230,000.00	$230,000.00	Inactive	N/A

Unfunded Funded Category 1 BEP Projects							
VTP 2040 ID	***Sponsor***	***Project Title***	***Total Programmed Amount***	***Unsecured Funds***	***Project Cost***	***Status***	***Estimated Completion Date of Construction***
40-B59	Sunnyvale	Hollenbeck Avenue Bike Lanes and Bike Detection: Danforth Drive to Alberta Avenue	$0.00	$200,000.00	$200,000.00	Inactive	N/A
40-B60	Sunnyvale	Java Drive Bike Lanes and Bike Detection: Via Road Diet from Mathilda to Crossman Avenue	$0.00	$75,000.00	$75,000.00	Inactive	N/A
40-B61	Sunnyvale	Lakewood/Sandia Drive Bike Lanes	$0.00	$20,000.00	$20,000.00	Inactive	N/A
40-B66	Sunnyvale	Sunnyvale Stevens Creek Trail and Structures: Dale/Heatherstone to Homestead Road (2.5 mi bike path, 4 structures and 1.2 mi bike lane)	$0.00	$20,000,000.00	$20,000,000.00	Conceptual Design	N/A

Progress of Category 1 BEP Projects by Jurisdiction					
Sponsor	*Total Number of Projects*	*Number of Completed Projects*	*Number of Fully Funded Projects*	*Number of Partially Funded projects*	*Number of Unfunded Projects*
Campbell	2		1		1
Cupertino	1				1
Gilroy	4		1	2	1
Los Altos Hills	2				2
Palo Alto	2		1	1	0
San Jose*	23	2	2	8	11
Santa Clara	11		1		9
SC County	7			5	3
Sunnyvale	17	1	3	3	10
VTA	2		2		0
Total	71*	3	11	19	38

* One project (40-B24/BEP 33: Hedding Street Bikeway Project) has been split into two phases. One phase has been completed, the other is in PE/CEQA phase.

SANTA CLARA
Valley Transportation Authority

Date: November 19, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 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: VTA Complete Streets Program Activities Update

FOR INFORMATION ONLY

BACKGROUND:

Complete Streets legislation calls for roadways to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their modes of transportation. Complete Streets allow for safe travel by those walking, bicycling, driving automobiles, riding public transportation, or delivering goods.

Suburban communities developed in the pre-2000 era, like Santa Clara County, have been designed and built for easy and fast access to destinations by automobile. Many areas in Santa Clara County were built with wide roadways, narrow sidewalks and few transportation options. This auto-centric lifestyle was reflected in our regional transportation policies, roadway design standards and local community design guidelines.

Today, this trend is changing towards multimodal streets that facilitate safe use for everyone. The benefits of Complete Streets include improved safety, health, economic and environmental outcomes. VTA, in partnership with its member agencies, has long promoted elements of the multimodal, Complete Streets concept through its Community Design and Transportation Program, countywide plans, technical guidelines, funding programs and educational workshops to support incremental improvements for all transportation modes and roadway users.

This report provides an update of activities conducted under VTA's Complete Streets Program.

DISCUSSION:

VTA's Complete Streets Program focuses on making improvements to the roadway infrastructure by providing member agencies with education, technical assistance and funding for improving the connection of street networks, using technology to improve traffic flow and retrofitting streets to make them safer for all users.

Recent activities:

- January 2015: In partnership with the cities of Milpitas, San Jose, Santa Clara, Sunnyvale, and Campbell, and County of Santa Clara, VTA initiated the Great Streets Corridor Study to select and transform roadways into high-quality, multimodal streets that prioritize bicycle, pedestrian and transit travel while still serving motorists. In spring 2015, staff secured grant funding for planning conceptual designs on three Great Streets corridors: Tasman Drive, Bascom Avenue and Story Road-Keys Street.
- March 2015: In partnership with the City of San Jose, 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 as well as VTA's local and regional partner agencies.
- August 2015: Hosted a lunchtime presentation by the authors of the Institute of Transportation Engineers' recommended practice, *Recommended Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges.*
- September 2015: In partnership with the Santa Clara County Public Health Department, organized a panel discussion on "Overcoming Legal Obstacles to Completes Street Design" that featured transportation professionals from legal counsels, local agencies, Caltrans, and the California State Transportation Agency.

On-going activities:

- VTA hosts monthly lunchtime webinars sponsored by the Association of Pedestrian and Bicycle Professionals. Webinars cover a variety of topics related to planning, design, and outreach for complete streets projects.
- VTA provides assistance to member agencies implementing complete streets in the areas of technical research, review of development proposals, development of specific area plans and community outreach.

NEXT STEPS:

- Spring 2016: Kick-off first of three Great Streets Corridor Study design projects.
- Spring 2016: In partnership with member agencies, work towards countywide acceptance of Complete Streets principles and practices, including the possibility of VTA endorsement of the NACTO Urban Street Design and Bikeway Design Guides as supplemental guidelines.
- Late 2015/Early 2016: In conjunction with VTA's Programming and Grants Department, develop scoring criteria for One Bay Area Grants Program (OBAG), Cycle II which would include elements of complete streets. One of the main goals of OBAG is to provide a larger and more flexible funding opportunity to deliver transportation projects in categories such as Transportation for Livable Communities (TLC) and bicycle and pedestrian improvements.
- Spring/Summer 2016: Develop metrics for measuring and monitoring the performance of complete streets projects.

- Fall 2016: Review VTA's internal policies and procedures, including those on project design and delivery, to identify ways in which VTA could further incorporate Complete Streets into its activities.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Bicycle & Pedestrian Advisory Committee (BPAC) briefly discussed this item at their meeting held on November 10, 2015 and had the following comments and questions: 1) There should be a checklist for projects to make sure that complete streets elements are included as part of the review process. 2) Can there be a process for BPAC to monitor and review projects submitted to the Metropolitan Transportation Commission by individual cities? 3) Member Unangst and Chairperson Brinsfield would like to see metrics, checklists and other measures for evaluating roadway improvement projects.

The Technical Advisory Committee (TAC) accepted this report as part of the Consent Agenda at their meeting on November 12, 2015.

The Policy Advisory Committee (PAC) accepted this report as part of the Consent Agenda on at their meeting on November 12, 2015.

STANDING COMMITTEE DISCUSSION:

The Congestion Management Program & Planning Committee (CMPP) met as a committee of the whole on November 19, 2015. This item was on the Consent Agenda and there was no discussion.

Prepared By: Eugene Maeda
Memo No. 5050

SANTA CLARA
Valley Transportation Authority

Date: November 19, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 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: Development Review Quarterly Report for July-Sept 2015

FOR INFORMATION ONLY

BACKGROUND:

VTA's Development Review Program encompasses two separate, yet interrelated efforts to review and comment on development and transportation projects occurring in and adjacent to Santa Clara County: 1) the review of environmental documents and development proposals submitted by Member Agencies; and 2) the review of Transportation Impact Analysis (TIA) reports for proposed projects meeting the Congestion Management Program (CMP) TIA Guideline requirements.

The objectives of the Development Review Program include improving land use/transportation coordination, promoting alternative travel modes, and encouraging a balanced approach to addressing congestion. To share information and foster an open dialogue on land use and development matters with Member Agencies, VTA produces quarterly reports highlighting two sets of projects and types of information:

- **Projects Reviewed by VTA:** For projects or environmental documents reviewed by VTA staff under the Congestion Management Program and Development Review Program in the past quarter, relevant VTA comments are summarized.
- **Projects Approved by Local Agencies:** For projects or environmental documents approved by local agencies in the past quarter, relevant VTA comments and agency responses or conditions of approval are summarized.

DISCUSSION:

The following discussion provides a summary of the July through September 2015 Development Review Quarterly Report. The summary highlights key projects and topics contained in the report, which is provided as Attachment A. The report includes a table summarizing all of the reviewed and approved projects, and a reference map showing the locations of these projects.

- VTA commented on 23 projects between July and September 2015. The city with the most activity was Sunnyvale with seven projects followed by San José with four projects.

- Twelve of the 23 projects that VTA commented on involved environmental documents such as an Environmental Impact Report (EIR), Notice of Preparation (NOP), or Mitigated Negative Declaration. Eight of the projects involved stand-alone TIA documents and the remainder consisted of planning documents or site plans.

- Nineteen of the 23 items that VTA commented on were private development projects. The remainder consisted of city-led planning efforts such as General Plan updates and specific/area plans.

- Six projects which VTA previously commented on were approved by local agencies during this quarter. The City of San José saw the greatest number with two approvals.

Key plans and documents that VTA reviewed and commented on during the past quarter included the following:

- **Dell Avenue Area Plan, City of Campbell:** The City of Campbell circulated a Draft Environmental Impact Report (DEIR) and Draft Area Plan for a net increase of 2,292,000 square feet of office space, 20,000 square feet of retail space, and 300 residential units on a 113-acre site generally bounded by Winchester Boulevard, Hacienda Avenue, the Los Gatos Creek Trail, and Knowles Drive. VTA submitted a comment letter supporting the mix of land uses in the Plan that could reduce automobile trips associated with the development; recommending that the City include voluntary contributions to regional transportation improvements as a mitigation measure for significant impacts to freeway segments; recommending that the City prepare an area-wide Multimodal Improvement Plan for impacts to Congestion Management Program (CMP) Intersections; recommending that the City establish a Transportation Demand Management (TDM) program for the area including vehicle trip reduction goals and monitoring/enforcement programs; and requesting to review future street modification designs for compatibility with VTA bus service.

- **Winchester Reserve Mixed Use, City of San José**: The City of San José circulated a DEIR and Transportation Impact Analysis (TIA) Report for 641 residential units and 13,000 square feet of retail space on a 7.68-acre site located northwest of the intersection of Winchester Boulevard and Williams Street. VTA submitted a comment letter supporting the land use intensification at this infill location; recommending pedestrian improvements along the project's Winchester Boulevard frontage; noting that increased congestion along Stevens Creek Boulevard identified in the DEIR could result in delay to transit vehicles and recommending that the City work with VTA to implement transit priority measures as a

mitigation measure; recommending transit incentives as a TDM measure for residents of the development; and requesting improvements to a VTA bus stop on Winchester Boulevard.

- **Moffett Towers II & Peery Park Specific Plan, City of Sunnyvale:** The City of Sunnyvale circulated two Notices of Preparation (NOPs) for major office expansions in northern Sunnyvale: Moffett Towers II, the redevelopment of a 47.4-acre site bounded by 5th Street, E Street, 11th Street and G Street in Moffett Park for a net increase of 727,448 square feet of office space; and the Peery Park Specific Plan to guide the future development of a 446-acre area roughly bounded by SR 237 to the north and west, Malthilda Avenue to the east and the Southern Pacific Rail line to the south, for a net increase of 2 million square feet of office, 200,000 square feet of retail and 215 residential units.

  VTA submitted comment letters on both projects recommending that the City take a multimodal approach to transportation analysis in the TIA and DEIR; noting that CMP facilities may be impacted by the projects and recommending early coordination to identify mitigation options; and recommending that the City develop robust TDM programs for both locations including partnering with VTA to provide first/last mile connections to transit services. In addition, VTA recommended that the Moffett Towers II project provide exceptional pedestrian and bicycle connections to nearby light rail stations, given the proposed rezoning to Moffett Park Transit Oriented Development (MP-TOD) with the majority of development outside the ¼-mile radius from existing stations typically required for that designation.

As noted above, six items that VTA previously provided comments on were approved during this past quarter. The following is a brief summary of key VTA comments and the local agency responses or conditions of approval on two of these items.

- **Residences at Railway, City of Campbell.** The City of Campbell circulated an Initial Study and Site Plans for 157 residential units on sites totaling 3.9 acres on both sides of Railway Avenue, approximately 500 feet south of the Campbell Light Rail Transit (LRT) Station. VTA submitted a comment letter supporting the land use intensification at this site within walking distance of transit services and Downtown Campbell; commending the project applicant for proposing enhanced sidewalks and mid-block crossings on Railway Avenue; and recommending the inclusion of transit incentives for project residents as a TDM measure. The project was approved by City Council on September 15, 2015, with conditions of approval to provide transit incentives to project residents and construct a sidewalk on the west side of Railway Avenue between the project site and the light rail station parking lot, in lieu of the proposed mid-block crossings.

- **Santana Row Expansion, City of San José:** The City of San José circulated a Draft Environmental Impact Report (DEIR) and TIA for a net increase of 510,000 square feet of office space, 55,641 square feet of retail, 47 residential units and six hotel rooms. VTA submitted a comment letter supporting the proposed land use intensification on this key transit corridor; noting that increased congestion along Stevens Creek Boulevard could result in delay to transit vehicles and recommending that the City work with VTA to implement transit priority measures to maintain competitive travel times in this critical transit corridor;

and recommending that the TDM plan for the project include vehicle trip reduction goals, a Lead Agency monitoring and enforcement program, and the formation of a Transportation Management Agency (TMA) for the Santana Row/Valley Fair area. The project was approved on September 22, 2015 with requirements to provide a shuttle service to and from the Diridon Transit Center, develop a TDM program including transit incentives, and make a contribution of approximately $3 million for transportation improvements pursuant to the City of San José Protected Intersection Policy. VTA is continuing to engage with the City to develop transportation solutions for the area.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION

The Citizens Advisory Committee received this information at their November 10, 2015 meeting. Members of the Committee made the following comments: 1) inquired whether VTA tracks how comments are incorporated into project approvals; and 2) inquired whether VTA comments on the Moffett Towers II development addressed the need for a shuttle service in the area. Staff responded that VTA does follow up on project approvals and track how VTA comments are incorporated, and that VTA comments did address the potential for a shuttle service as part of the Moffett Towers II development.

The Bicycle and Pedestrian Advisory Committee received this information on Consent at their November 10, 2015 meeting. The Technical Advisory Committee and Policy Advisory Committee received this information on Consent at their November 12, 2015 meetings.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION

The Congestion Management Program and Planning Committee received this information on Consent at their November 19, 2015 meeting.

Prepared By: Robert Cunningham
Memo No. 5246

VTA Development Review Program

Quarterly Report
July, August and September of 2015

Development Review Projects Summary

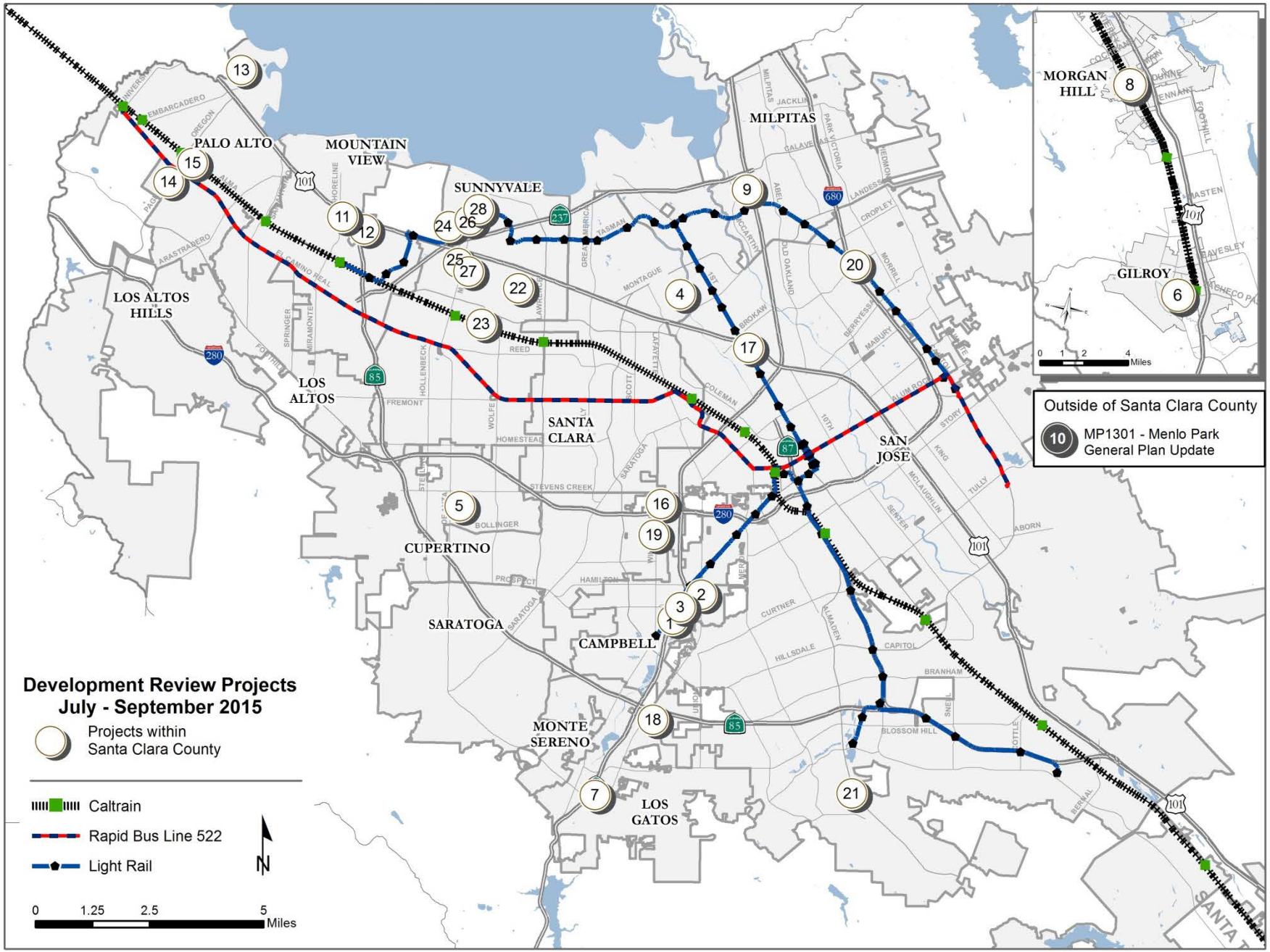
July to September 2015

Map No.	CMP ID	Lead Agency	Project Name/Location	Project Description	Document Type	Comments this quarter?	Approved this quarter?	VTA Comment Topics
1	CM1402	City of Campbell	Dell Avenue Area Plan - Generally bounded by Winchester Blvd, Hacienda Ave, the Los Gatos Creek Trail, and Knowles Dr	Area Plan for a net increase of 2,292,000 s.f. office, 20,000 s.f. retail, and 300 residential units on approximately 113 acres	DEIR, Draft Plan	y		Land Use; Freeway Impacts and Mitigation Measures; CMP Intersection Impacts and Mitigation Measures; Transportation Demand Management; TIA Report; Pedestrian and Bicycle Accommodations; Bus Stops
2	CM1501	City of Campbell	Pruneyard Center Expansion - Northwest corner of Bascom Ave and Campbell Ave	Net increase of 100,000 s.f. office and 30,000 s.f. commercial/retail	Master Plan, TIA RFP	y		TIA Report; CMP Facilities; Pedestrian Accommodations; Transportation Demand Management;
3	CM1502	City of Campbell	Residences at Railway - Terminus of Dillon Ave, south of Campbell LRT Station	157 housing units on 3.9 net acres	Initial Study, Site Plans	y	y	Land Use; Pedestrian and Bicycle Accommodations; Transit Incentives
4	CO1402	County of Santa Clara	Health Element	Health Element for General Plan	Draft Health Element		y	Transportation and Public Health
5	CU1502	City of Cupertino	Civic Center Master Plan – Southeast corner of Rodrigues Ave and Torres Ave	Replace existing city hall with 40,000 s.f. facility and library expansion by 2,000 s.f.	Initial Study, TIA		y	Pedestrian Accommodations
6	GI1502	City of Gilroy	General Plan Update	Citywide General Plan Update	NOP, Draft Mobility Element	y		TIA Report; Transportation Analysis; CMP Facilities; Transportation Network and Land Use Assumptions; Consistency with VTA Travel Demand Model; Impacts on Transit Travel Times; Policy Considerations in the General Plan Mobility Element
7	LG1502	Town of Los Gatos	401-409 Alberto Rd - Northeast of the intersection of Los Gatos-Saratoga R and SR 17	93,500 s.f. office building replacing existing 30,000 s.f. office building	TIA Notification	y		TIA Report; Trip Generation Assumptions; Pedestrian Accommodations; Pending Developments
8	MH1502	City of Morgan Hill	Depot Station - Depot Street between 2nd St and 3rd St	30 residential units and 6,900 s.f. retail on a 1.07-acre site	Site Plans	y		Land Use; Pedestrian and Bicycle Accommodations; Transit Incentives

Map No.	CMP ID	Lead Agency	Project Name/Location	Project Description	Document Type	Comments this quarter?	Approved this quarter?	VTA Comment Topics
9	ML0702	City of Milpitas	Landmark Tower - 600 Barber Ln, between SR-237 and Tasman Drive, adjacent to the west side of I-880	22-story tower with 450 residential units and 49,782 s.f. retail	Site Plans (Previously approved development)	y		Pedestrian and Bicycle Accommodations; Bus Service
10	MP1501	City of Menlo Park	General Plan Update - Citywide	Updates to Land Use and Circulation Elements and Zoning Update	NOP	y		Relationship to Santa Clara County CMP
11	MV1503	City of Mountain View	1001 North Shoreline Blvd - Northeast corner of N Shoreline Blvd and Terra Bella Ave, adjacent to US 101	111,443 s.f. office to replace existing office, commercial, and residential uses	Initial Study, TIA	y		Pedestrian Accommodations; Transportation Analysis; Transportation Demand Management, Freeway and Ramp Analysis
12	MV1504	City of Mountain View	Moffett Gateway - Bounded by Moffett Blvd, US 101, and Stevens Creek	210,000 s.f. office and 157,330 s.f. hotel uses on a 9.7-acre site	NOP	y		TIA Report; CMP Facilities; Transportation Demand Management; Pedestrian and Bicycle Accommodations
13	PA0902	City of Palo Alto	Recycled Water Projects - 2501 Embarcadero Rd and citywide	Installation of a recycled water pipeline and a pump station at the Regional Water Quality Control Plant	DEIR		y	Traffic Control Plan; Access to Adobe Creek Crossing During Construction
14	PA1402	City of Palo Alto	1050 Page Mill Rd Office Project	Replacement of 265,895 s.f. office, R&D and warehouse space with 265,895 s.f. office space and 10,745 s.f. amenity space	DEIR, TIA	y		Pedestrian and Bicycle Accommodations; Transit Incentives; Transportation Demand Management; Bus Service
15	PA1501	City of Palo Alto	2747 & 3045 Park Blvd Office Projects	62,443 s.f. office on two sites totaling approximately 2.8 acres, replacing 18,000 s.f. office and 4,800 s.f. storage facility	TIA	y		Impacts to CMP Facilities; Pedestrian Accommodations
16	SJ1321	City of San Jose	Santana Row Expansion (Parcels 9 & 17)	Net increase of 510,000 s.f. office, 55,641 s.f. retail, 47 residential units, 6 hotel units.	DEIR, TIA		y	Land Use; Congestion Impacts to Transit Service; Transportation Demand Management; Freeway Analysis and Mitigation Measures

Map No.	CMP ID	Lead Agency	Project Name/Location	Project Description	Document Type	Comments this quarter?	Approved this quarter?	VTA Comment Topics
17	SJ1323	City of San Jose	Bay 101 Phase I - Bounded by First Street, Fourth Street, and Matrix Boulevard (US 101 frontage road)	125,000 s.f. casino and two hotels totaling 470 rooms	Civil Plans (Previously approved development)	y		Pedestrian Accommodations; Bus Service; Proximity to LRT Tracks
18	SJ1407	City of San Jose	Samaritan Medical Offices - Both sides of Samaritan Dr at Samaritan Ct	365,000 s.f. net increase medical office space on 10.96 acres	NOP	y		TIA Report; Transportation Analysis; Freeway Analysis; Pedestrian and Bicycle Accommodations; Transportation Demand Management; Bus Service
19	SJ1412	City of San Jose	Winchester Reserve Mixed Use - 863-917 S. Winchester Blvd	641 residential units and 13,000 s.f. retail on a 7.68-acre site	DEIR, TIA	y		Land Use; Pedestrian Accommodations; Congestion Impacts to Transit Service; Transit Incentives; Bus Service
20	SJ1503	City of San Jose	Shell Gas Station Expansion - Northwest corner of Hostetter Road and Capitol Avenue	Expansion of existing Shell station from eight pumps to twelve pumps and adding a car wash	TIA		y	Bus Service
21	SJ1513	City of San Jose	Redmond Almaden Child Care - Southwest corner of Redmond Ave and Almaden Expy	10,000 s.f. day care facility	TIA	y		TIA Report; Pedestrian Accommodations and Access to Transit; Bus Service
22	SU1404	City of Sunnyvale	DeGuigne Residential - 915 DeGuigne Ave and 936 Duane Ave	Replace 483,000 s.f. industrial uses with either 451 townhomes and a park or 470 townhomes and 70,000 s.f. retail on a 25.2-acre site	DEIR, TIA	y		TIA Report; Pedestrian and Bicycle Accommodations; Bus Service
23	SU1503	City of Sunnyvale	AC Hotel – 725 S Fair Oaks Ave	187 room 5-story hotel on 1.25 acres	Site Plans, TIA	y		Pedestrian Accommodations; Bus Service
24	SU1504	City of Sunnyvale	Moffett Towers II - Bounded by 11th St, G St, 5th St and E St	1.65 million s.f. office space in five eight-story buildings on a 47.4-acre site	NOP	y		TIA Report; Transportation Analysis; CMP Facilities; Pedestrian and Bicycle Accommodations and Access to Transit; Transportation Demand Management

Map No.	CMP ID	Lead Agency	Project Name/Location	Project Description	Document Type	Comments this quarter?	Approved this quarter?	VTA Comment Topics
25	SU1508	City of Sunnyvale	Peery Park Specific Plan - 446 net acres roughly bounded by SR 237 to the north/west, Mathilda Ave to the east and the Southern Pacific rail line to the south.	Plan to guide future development of area for net increase of 2 million s.f. office, 200,000 s.f. retail, and 215 residential units	NOP	y		TIA Report; Transportation Analysis; CMP Facilities; Transit Service; Transportation Demand Management
26	SU1511	City of Sunnyvale	1184 N Mathilda Ave Office Project	284,000 s.f. office expansion on parking lot of existing building	TIA Notification	y		Land Use; Pedestrian and Bicycle Accommodations; Transportation Demand Management
27	SU1512	City of Sunnyvale	Hilton Garden Inn - 767 N Mathilda Ave	320 room hotel	TIA Notification	y		Pedestrian Accommodations
28	SU1513	City of Sunnyvale	AC Hotel and Residence Inn - 1235 Bordeaux Ave	Two hotels totaling 320 rooms	TIA Notification	y		Land Use Mix; Pedestrian Accommodations


Development Review Projects
July - September 2015
Projects within
Santa Clara County
Caltrain
Rapid Bus Line 522
Light Rail
N
0 1.25 2.5 5
Miles
Outside of Santa Clara County
10 MP1301 - Menlo Park
General Plan Update
0 1 2 4
Miles
PALO ALTO
MOUNTAIN VIEW
SUNNYVALE
MILPITAS
MORGAN HILL
GILROY
LOS ALTOS HILLS
LOS ALTOS
SANTA CLARA
SAN JOSE
CUPERTINO
SARATOGA
CAMPBELL
MONTE SERENO
LOS GATOS

DEVELOPMENT REVIEW QUARTERLY REPORT
GLOSSARY

ABAG	Association of Bay Area Governments
ABC	Across Barrier Connections
AC	Acre(s)
ACE	Altamont Corridor Express
ATRS	Auto Trip Reduction Statement
BART	Bay Area Rapid Transit
BMPs	Best Management Practices
BRT	Bus Rapid Transit
BTG	Bicycle Technical Guidelines
CDT	Community Design & Transportation
CMP	Congestion Management Program
CSA	Construction Staging Area
CUP	Conditional Use Permit
CWC	Citizen Watchdog Committee
DASH	Downtown Area Shuttle
DEIR	Draft Environmental Impact Report
DU/AC	Dwelling Units Per Acre
EIR	Environmental Impact Report
ER	Environmental Review
FAR	Floor Area Ratio
FEIR	Final Environmental Impact Report
GHG	Greenhouse Gas
GPA	General Plan Amendment
HCM	Highway Capacity Manual
HOV	High-Occupancy Vehicle
HSR	High-Speed Rail
IS	Initial Study
ITS	Intelligent Transportation System
LOS	Level of Service
LRT	Light Rail Transit
LU/TD	Land Use/Transportation Diagram
MF RES	Multi-Family Residential
MM	Mitigation Measure
MMRP	Mitigation Monitoring & Reporting Program
MND	Mitigated Negative Declaration
MTC	Metropolitan Transportation Commission
ND	Negative Declaration
NOI	Notice of Intent
NOP	Notice of Preparation
PCC	Portland Concrete Cement
PDA	Priority Development Area
PDP	Planned Development Permit
PDR	Planned Development Rezoning
PE	Preliminary Engineering
PTG	Pedestrian Technical Guidelines
PUD	Planned Urban Development
QOS	Quality of Service
R&D	Research & Development
RES	Residential
ROW	Right-Of-Way
SAR	Site and Architectural Review
SCVWD	Santa Clara Valley Water District
SDP	Site Development Permit
SF	Square Foot
SF RES	Single-Family Residential
SOV	Single-Occupant Vehicle
SPA	Specific Plan Amendment
SPRR	Southern Pacific Railroad
SWPPP	Storm Water Pollution Prevention Program
TCE	Temporary Construction Easement
TDM	Transportation Demand Management
TIA	Transportation Impact Analysis
TIA NF	Transportation Impact Analysis Notification Form
TM	Tentative Map
TMA	Transportation Management Association
TOD	Transit-Oriented Development
TPA	Transit Priority Area
UPRR	Union Pacific Railroad
VMT	Vehicle Miles Traveled
VTP	Valley Transportation Plan

SANTA CLARA
Valley Transportation Authority

Date: November 24, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Financial Officer, Raj Srinath

SUBJECT: VTA-ATU Pension Plan Actuarial Valuation as of January 1, 2015

FOR INFORMATION ONLY

BACKGROUND:

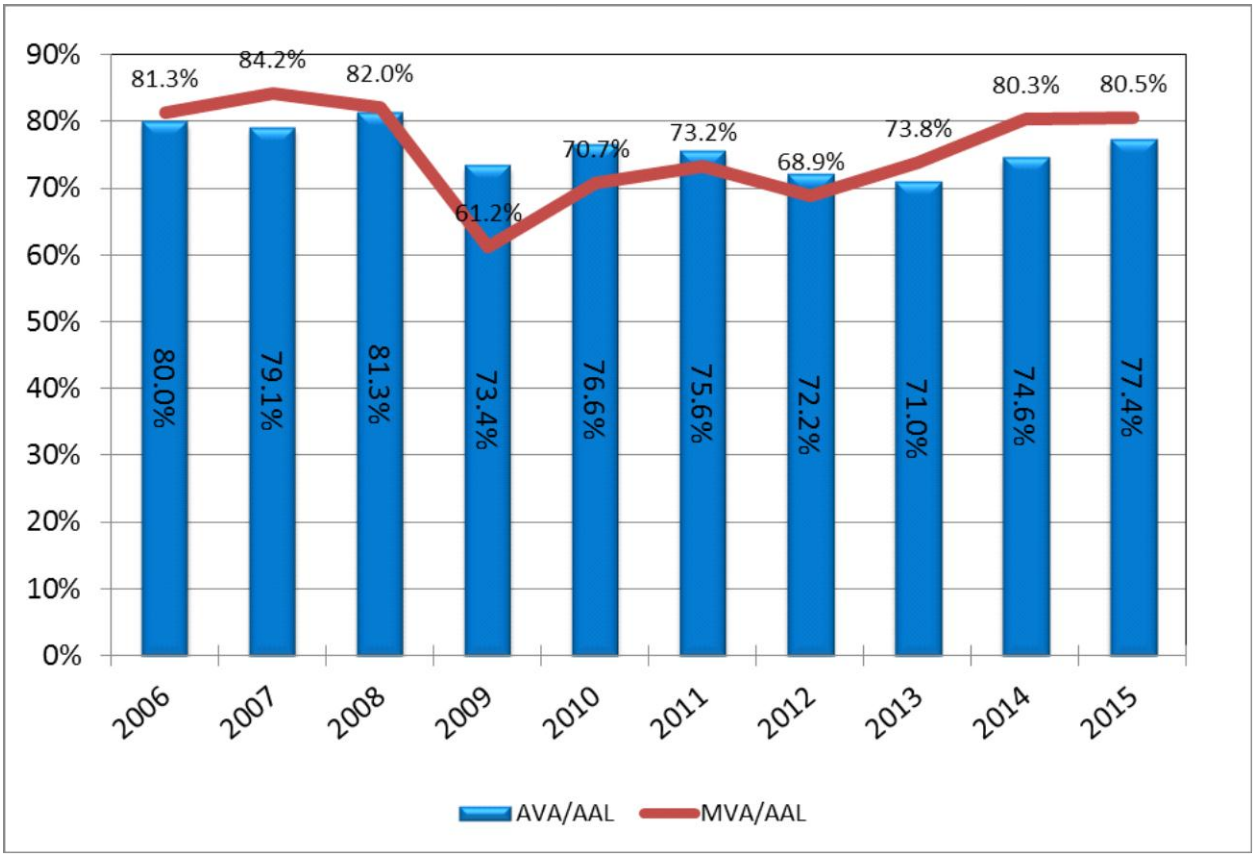
In accord with state law applicable to all public pension plans and as required by the collectively bargained terms of the VTA-ATU Pension Plan (Plan), Cheiron has prepared the actuarial valuation report of the Plan as of January 1, 2015. The actuarial valuation is performed annually to determine the financial condition and contribution requirements of the Plan. A separate report is issued to present those items required for disclosure by the Governmental Accounting Standards Board (GASB).

DISCUSSION:

Cheiron has recommended that the Plan contribution amount be increased from $25.5 million in FY 2015 to $25.7 million in FY 2016. The contribution rate decreased from 23.6% of payroll in FY15 to 22.2% in FY16. The primary reasons for the decline were the recognition of prior investment gains (the assets returned approximately 10% on a five-year smoothed basis) and the increase in the payroll base.

The Plan had Actuarial assets of $465 million and Actuarial Accrued Liability of $600.6 million. The Unfunded Actuarial Accrued Liability (UAAL) decreased by $10 Million from $145.6 million in the previous year to $135.6 million primarily due to the recognition of investment gains in prior years. The funded ratio of the plan on an actuarial basis was 77.46%, and increased by 2.8% over the previous year. The funded ratio of the plan on a market value basis was 80.5% and increased by 0.2% over the previous year. The market value of the Plan's assets was $483.5 million resulting in a ratio of Actuarial Value to Market Value (assets) of 96.2%. The chart on the following page depicts the funded status of the pension plan on an actuarial value as well as market value basis for the past 10 years.

VTA-ATU Pension Plan Funded Ratios for 2006 to 2015



The Board of Pensions elected to continue to amortize the UAAL as a level dollar amount over a period of 20 years. The required pension contribution was prepaid at the start of the fiscal year 2016.

DEFINITIONS:

Actuarial Value of Assets:

The actuarial value of assets (AVA), used for funding purposes, is computed using an asset smoothing technique in which investment gains and losses are not fully recognized in the year they occur, but are spread over future years.

Market Value of Assets:

The market value of assets (MVA) as of the valuation date. Gains and losses are recognized immediately.

Actuarial Accrued Liability (AAL):

The actuarial present value of projected benefits.

Unfunded Actuarial Accrued Liability (UAAL):

The excess of the Actuarial Accrued Liability over Plan assets.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Administration and Finance Committee did not consider this item due to the cancellation of its November 19, 2015 meeting.

Prepared By: Ali Hudda
Memo No. 5233

SANTA CLARA
Valley Transportation Authority

Date: November 2, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 2015

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: Final Legislative Update Matrix for 2015

FOR INFORMATION ONLY

BACKGROUND:

The Final Legislative Update Matrix for 2015 describes the key bills that were considered by the California State Legislature during this year's regular session, as well as measures that have been introduced under the special session that was called by Gov. Jerry Brown to address issues related to transportation funding. The matrix indicates the status of these bills and any VTA positions with regard to them.

DISCUSSION:

The Legislature adjourned the first year of the 2015-2016 regular session during the early morning hours of September 12. Any pieces of legislation that were not sent by lawmakers to Gov. Brown prior to adjournment are now "two-year bills," and may be reconsidered when the Assembly and Senate reconvene next year. The Legislature will be in interim recess until January 4, 2016.

Meanwhile, the Governor, facing an October 11 deadline, took action on 941 measures that were sent to him before the Legislature adjourned. He signed 808 of these bills and vetoed 133.

Running concurrent with the regular session is a special session that Gov. Brown called in June to encourage the Legislature to take the necessary steps to begin addressing the significant funding shortfalls that exist for maintenance and rehabilitation work on both the state highway and local roadway systems. In his special session proclamation, the Governor specifically directed lawmakers to enact legislation to provide permanent and sustainable funding to maintain and repair the state's critical infrastructure, improve the state's key trade corridors, and complement local infrastructure efforts. Although the Legislature recessed without sending a transportation funding package to the Governor, the special session has no fixed deadlines.

Therefore, discussions are continuing, albeit at a much slower pace than during the final two weeks leading up to the Legislature's adjournment.

In the absence of a transportation funding deal coming together before lawmakers departed Sacramento, the legislative leadership appointed a conference committee on September 23 consisting of five Assemblymembers and five Senators to work on possible solutions to the challenges identified in Gov. Brown's special session proclamation. This committee is being co-chaired by Senator Jim Beall (D-San Jose) and Assemblymember Jimmy Gomez (D-Los Angeles). Two bills have been referred to the committee as placeholders -- SBX1-4 (Beall) and ABX1-3 (Frazier).

Transportation Funding Special Session: During the final week of the 2015 regular session, Gov. Brown waded into the work of the special session by unveiling a proposal that seeks to generate roughly $3.2 billion a year in new funding for transportation, with an emphasis on "fix it first" for state highways and local street/roads, and on mobility improvements in key trade corridors. The revenues for these ongoing investments would be generated by: (1) increasing the diesel excise tax by 11 cents per gallon; (2) indexing both the gasoline and diesel excise taxes annually for inflation; (3) imposing a new road improvement charge of $65 per year on all motor vehicles to be collected by the Department of Motor Vehicles (DMV) as part of the annual vehicle registration process; and (4) assuming $100 million in annual savings by improving the efficiency of Caltrans, which could be reinvested in capital projects.

In addition, the Governor's plan provides one-time revenues consisting of an appropriation of $500 million in cap-and-trade auction proceeds and the repayment of $879 million in outstanding loans owed by the General Fund to various transportation accounts. Of the $500 million in one-time, cap-and-trade auction proceeds, $400 million would be allocated to the Transit and Intercity Rail Capital Program, and $100 million to a new, competitive Low Carbon Road Program for complete streets, and other city and county roadway projects that reduce greenhouse gas emissions. The $879 million in General Fund loan repayments would be distributed as follows: (1) $334 million for trade corridors; (2) $265 million for the Transit and Intercity Rail Capital Program; (3) $132 million for state highways; and (4) $148 million for the Traffic Congestion Relief Program (TCRP).

Gov. Brown's plan is the second comprehensive transportation funding proposal to surface in the special session. The first was SBX1-1 (Beall), which was introduced on June 22. This bill calls for generating approximately $4 billion-$5 billion a year in new transportation revenues through five different tax and fee increases, with the revenues being primarily targeted for maintenance and rehabilitation work on the state highway and local roadway systems, and for goods movement projects programmed by the California Transportation Commission (CTC) under the existing Trade Corridors Improvement Fund.

In addition to raising new revenues for transportation purposes, both the Governor's plan and SBX1-1 would: (1) fix the volatility of the variable or "price-based" portion of the state's gasoline excise tax; (2) end the erosion of the purchasing power of the gasoline and diesel excise taxes by indexing them to inflation; and (3) push Caltrans to become more efficient.

Given that both the Governor's plan and SBX1-1 require a two-thirds vote of the Legislature, much attention is being focused on trying to find the necessary Republican votes, while at the same time, shoring up support from moderate Democrats representing competitive districts.

So far, the Assembly and Senate GOP caucuses are holding firm in their opposition to any transportation funding package that would impose new taxes or fees. Instead, they have countered with their own measures that call for using existing revenues dedicated to other purposes for state highways and local streets/roads, including cap-and-trade auction proceeds, funding for building the state's high-speed rail system and General Fund surpluses. Also a high priority for Republicans is a constitutional amendment that would protect taxes and fees imposed on motor vehicles from being: (1) loaned to the General Fund; (2) used to pay for general obligation bond debt service; or (3) diverted to other non-transportation purposes. If enacted, this constitutional amendment, among other things, would end the current practice of using $1 billion in annual vehicle weight fees revenues for bond debt service, and require any increase in the vehicle license fee above the current 0.65 percent of the market value of a vehicle to be dedicated for transportation purposes, rather than distributed to the General Fund.

Similar to GOP lawmakers, moderate Democrats in both the Assembly and Senate have expressed a reluctance to vote for any tax or fee increases.

Recap of the Regular Session: In recapping the highlights of the first year of the 2015-2016 regular legislative session, it is worth noting that Gov. Brown signed the following bills of interest into law:

SB 9 (Beall): Transit and Intercity Rail Capital Program: A high priority for VTA, this bill incorporates into the Transit and Intercity Rail Capital Program several concepts that have been successfully used for other federal and state transportation funding programs in order to accommodate a wider variety of public transit projects and, thus, maximize the total amount of reductions in greenhouse gas emissions that could be achieved under this program. Administered by the California State Transportation Agency (CalSTA), the Transit and Intercity Rail Capital Program is one of the competitive grant programs receiving cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund.

Among its key provisions, SB 9 requires CalSTA, beginning in FY 2019, to develop a five-year program of projects to be funded under the Transit and Intercity Rail Capital Program, rather than initiating a new competitive process every single fiscal year. The program of projects would be updated every two years. This approach is successfully used for the State Transportation Improvement Program (STIP). In addition, the legislation requires CalSTA to enter into multi-year agreements with public transit agencies for projects that are proposed to be funded under the Transit and Intercity Rail Capital Program over a number of fiscal years, rather than in one fiscal year. Such an agreement could be for a duration that extends beyond the programming period, replicating the concept of "contingent commitment authority" at the federal level. The Federal Transit Administration (FTA) uses multi-year funding agreements for all projects receiving money under the New Starts/Small Starts Program. Finally, SB 9 enables a public transit agency that is seeking Transit and Intercity Rail Capital Program funding for a multi-year project to obtain a Letter of No Prejudice (LONP) from CalSTA, thereby allowing the

transit agency to advance its project using local dollars and to be reimbursed with state money. LONPs are commonly used at the federal level, and have been authorized through prior legislation for the state's various Proposition 1B programs and for the TCRP.

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

AB 194 (Frazier): Express Lanes: AB 194 establishes a process that would allow VTA and other regional transportation agencies to submit applications for constructing and operating express lanes and other toll facilities on the state highway system within their respective jurisdictions to the CTC for review and approval. While several agencies in California, including VTA, have existing statutory authority to implement express lanes on the state highway system, the number of corridors that each agency may pursue is capped. Given the success of the express lanes that are currently in operation in California, as well as a growing interest on the part of many communities throughout the state to build out full express lane networks, there needs to be a way for VTA and other regional transportation agencies to implement additional express lanes and other toll facilities on the state highway system without having to seek specific legislative authorization on a corridor-by-corridor basis. AB 194 accomplishes this objective.

AB 1250 (Bloom): Bus Axle Weights: Resulting from negotiations involving the California Transit Association, the League of California Cities, the California State Association of Counties (CSAC), and Caltrans, AB 1250 addresses the challenges that the state's single axle weight limit poses for public transit buses in a way that respects the interests of cities, counties and the state when it comes to the condition of their roadway systems. First, the legislation permanently exempts all public transit buses that were purchased through a solicitation issued after January 1, 2013, and before January 1, 2016, from the state's single axle weight limit to ensure that these buses would be able to continue to operate legally. Any options under these procurement contracts must be exercised within five years of the date the contract was executed or by 2021, whichever is sooner, in order for the buses being purchased and delivered under the options to be exempt. Buses procured through a solicitation issued before January 1, 2013, were excluded from the weight limit through the enactment of prior legislation.

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

Finally, AB 1250 requires public transit agencies operating articulated buses to provide annual

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

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

SB 508 (Beall): TDA and STA: This bill updates existing state statutes pertaining to public transit funding under the Transportation Development Act (TDA) and the State Transit Assistance Program (STA). It clarifies that the following are excluded from the definition of operating costs when determining whether a public transit agency meets the farebox recovery and efficiency requirements for TDA and STA funding: (1) liability insurance and settlement payments; (2) fuel; (3) power, including electricity; and (4) federal and state mandates. These provisions ensure that a public transit agency's TDA and STA funds will not be jeopardized because of sudden, unplanned and unavoidable operating cost increases resulting from external factors that the agency cannot control.

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

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

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

Prepared By: Kurt Evans, Government Affairs Manager
Memo No. 5207

FINAL LEGISLATIVE UPDATE MATRIX
2015 State Legislative Session
October 12, 2015

2015 Regular Session Calendar

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

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

DAY	MARCH
26	Spring Recess begins upon adjournment.

DAY	APRIL
6	Legislature reconvenes from Spring Recess.

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

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

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

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

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

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

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

State Assembly Bills

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

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

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 24 (Nazarian) Transportation Network Companies: Public Safety Requirements	Requires a transportation network company to do all of the following: (1) participate in the Department of Motor Vehicles (DMV) pull-notice system to regularly check the driving records of all participating drivers; (2) register any vehicle used to transport passengers for compensation with the California Public Utilities Commission (CPUC) and display an identifying symbol prescribed by the CPUC on the vehicle; and (3) provide for a mandatory controlled substance and alcohol testing certification program as adopted by the CPUC. Requires drivers hired or initially retained by a transportation network company on or after January 1, 2016, to be subject to mandatory drug and alcohol testing prior to employment or retention. For drivers hired or initially retained before January 1, 2016, requires a drug and alcohol test to be completed before January 1, 2017.	4/22/15	Assembly Appropriations Committee	
AB 28 (Chu) Bicycle Safety: Rear Lights	Requires a bicycle operated during darkness upon a highway, sidewalk or bikeway to be equipped with a rear red reflector, or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when the bicycle is directly in front of lawful upper beams of headlamps on a motor vehicle.	8/31/15	Signed into Law: Chapter #549	
AB 40 (Ting) Toll Bridges: Pedestrians and Bicyclists	Until January 1, 2021, prohibits imposing a toll on the passage of a pedestrian or bicycle over the Golden Gate Bridge or any state-owned toll bridge where the travel of pedestrians and bicyclists is otherwise authorized.	9/2/15	Signed into Law: Chapter #550	
AB 51 (Quirk) Motorcycles: Lane Splitting	Allows a motorcycle that has two wheels in contact with the ground to be driven between rows of stopped or moving vehicles in the same lane, including both divided and undivided streets, roads or highways, if both of the following conditions are present: (1) the motorcycle is not driven at a speed of more than 50 miles per hour (mph); and (2) the motorcycle is not driven more than 15 mph faster than the speed of traffic moving in the same direction. Specifies that the provisions of the bill do not authorize a motorcycle to be driven in contravention of other laws relating to the safe operation of a vehicle.	5/22/15	Senate Transportation & Housing Committee	
AB 61 (Allen) Private Shuttles	Allows a public transit agency, by ordinance or resolution, to permit the vehicles of a private shuttle service provider to stop for the loading or unloading of its passengers alongside any or all curb spaces designated for the passengers of the public transit agency's buses. States that it is not the intent of the Legislature to replace public transit service.	4/20/15	Assembly Transportation Committee	

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

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 156 (Perea) Cap-and-Trade: Disadvantaged Communities Technical Assistance Program	Requires the California Air Resources Board (CARB) to prepare and post on its Internet Web site a report on the projects being funded with cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund. Requires this report to include all of the following: (1) a general description of each project; (2) the location where each project will be implemented; (3) the estimated date of completion of each project; (4) the amount awarded to each project; and (5) the status of any revenues in the Greenhouse Gas Reduction Fund not awarded to projects and the reasons why those moneys have not been awarded. Upon an appropriation of cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund, requires CARB to establish a comprehensive technical assistance program for eligible applicants assisting disadvantaged communities that CARB determines require technical assistance in accessing programs funded with cap-and-trade auction proceeds. Requires this program to provide assistance to eligible applicants with regard to any of the following: (1) identifying state agencies with appropriate grant programs; (2) developing competitive project proposals to apply for cap-and-trade funding available through state agencies; (3) coordinating existing local programs to reduce greenhouse gas emissions with new programs receiving cap-and-trade funding; or (4) conducting community outreach to residents of disadvantaged communities that CARB determines require such assistance. Requires the technical assistance provided pursuant to the bill to promote programs that reduce greenhouse gas emissions and demonstrate a direct, meaningful benefit to disadvantaged communities.	8/18/15	Senate Appropriations Committee	
AB 157 (Levine) Richmond-San Rafael Bridge	If the Metropolitan Transportation Commission (MTC) and Caltrans develop a project to open the third lane on the Richmond-San Rafael Bridge to automobile traffic on the eastbound level and to bicycle traffic on the westbound level, allows the lead agency for the project, to the extent feasible, to complete the design work for the project simultaneously with the environmental review conducted pursuant to the California Environmental Quality Act (CEQA).	6/25/15	Signed into Law: Chapter #393	
AB 162 (Rodriguez) State Highways: Wrong-Way Driving	Requires Caltrans, in consultation with the California Highway Patrol (CHP), to update a 1989 report on wrong-way driving on state highways. Requires this update to: (1) account for technological advancements and innovations that have occurred since the publication of the 1989 report; and (2) include a review of methods studied or implemented by other jurisdictions or non-governmental entities to prevent wrong-way drivers from entering state highways. Requires the update to identify any additional treatments and technologies that have the potential to reduce the number of instances of wrong-way driving on state highways, as well as a plan to incorporate those treatments and technologies into Caltrans' Wrong-Way Monitoring and Mitigation Program for the state highway system.	5/19/15	Signed into Law: Chapter #101	
AB 169 (Maienschein) Local Governments: Posting of Public Records on the Internet	Requires a public record voluntarily posted by a local agency on an Internet Resource that is described or titled as "open data" to be: (1) retrievable, downloadable, indexable, and electronically searchable by commonly used Internet search applications; (2) platform independent and machine readable; (3) available to the public free of charge and without restriction that would impede the reuse or redistribution of the public record; and (4) able to retain the data definitions and structure present when the data was compiled, if applicable. Specifies that the provisions of the bill do not apply to a school district.	6/18/15	Signed into Law: Chapter #737	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 194 (Frazier) Express Lanes and Toll Facilities	Authorizes the California Transportation Commission (CTC) to review and approve an unlimited number of project applications submitted to the commission by regional transportation agencies, including the Santa Clara Valley Transportation Authority (VTA), and Caltrans for constructing and operating express lanes and other toll facilities on the state highway system pursuant to eligibility criteria set forth in guidelines established by the commission. At a minimum, requires the eligibility criteria to include the following: (1) a demonstration that the proposed toll facility will improve the state highway corridor's performance; (2) a requirement that the proposed toll facility is contained in the constrained portion of the applicable regional transportation plan (RTP); (3) evidence of cooperation between the applicable regional transportation agency and Caltrans; (4) a requirement that a project initiation document has been completed for the proposed toll facility; and (5) a demonstration that a complete funding plan has been prepared. For each application submitted, requires the CTC to conduct at least one public hearing at or near the proposed toll facility. Requires a regional transportation agency that submits an application to the CTC to reimburse the commission for all of its costs and expenses incurred in processing the application. Requires toll facilities approved by the CTC on or after January 1, 2016, to be subject to the following minimum requirements: (1) a regional transportation agency sponsoring a toll facility shall enter into an agreement with the California Highway Patrol (CHP) that addresses all law enforcement matters related to the toll facility; (2) a regional transportation agency sponsoring a toll facility shall enter into an agreement with Caltrans that addresses all matters related to the design, construction, maintenance, and operation of the toll facility; (3) a regional transportation agency sponsoring a toll facility shall be responsible for reimbursing Caltrans and the CHP for their costs related to the toll facility pursuant to agreements between the agency, and Caltrans and the CHP; and (4) the agency sponsoring the toll facility shall be responsible for establishing, collecting and administering the tolls. Provides that the revenues generated from the operation of the toll facility shall be available to the sponsoring agency for the direct expenses related to the following: (1) debt issued to construct, repair, rehabilitate, or reconstruct any portion of the toll facility; payment of debt service; and satisfaction of other covenants and obligations related to indebtedness of the toll facility; and (2) development, maintenance, repair, rehabilitation, improvement, reconstruction, administration, and operation of the toll facility, including collection and enforcement. Requires all remaining revenues generated by the toll facility to be used in the corridor from which the revenues were generated pursuant to an expenditure plan developed by the sponsoring agency. Requires a regional transportation agency and Caltrans to consult with each other in the development of such an expenditure plan. For any project involving the conversion of an existing high-occupancy vehicle (HOV) lane to an express lane, requires the sponsoring agency to demonstrate that the project will, at a minimum, result in expanded efficiency of the state highway corridor in terms of travel time reliability, passenger throughput or other efficiency benefits. Authorizes a regional transportation agency to issue bonds to finance the construction of the toll facility or any projects included in an expenditure plan specifying how any net revenues generated by the toll facility would be used. Allows a regional transportation agency and Caltrans to require any vehicle accessing a toll facility to have an electronic toll collection transponder or other electronic device for enforcement or tolling purposes. Specifies that nothing in the bill authorizes nor prohibits the conversion of any existing non-toll lanes into toll lanes, except that a HOV lane may be converted into an express lane.	9/4/15	Signed into Law: Chapter #687	Support

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 198 (Frazier) Tow Trucks	In the event of an emergency occurring on a roadway that requires the rapid removal of impediments to traffic or in order to render assistance to a disabled vehicle obstructing the roadway, authorizes a tow truck driver who is either operating under an agreement with the law enforcement agency responsible for investigating traffic collisions on the roadway, or summoned by the owner or operator of a vehicle involved in a collision or that is otherwise disabled on the roadway to utilize the center median or right shoulder of the roadway if certain, specified conditions are met.	6/2/15	Signed into Law: Chapter #30	
AB 210 (Gatto) HOV Lanes: Los Angeles County	Beginning July 1, 2016, requires high-occupancy vehicle (HOV) lanes on the following portions of the state highway system in Los Angeles County to operate only during hours of heavy commuter traffic, as determined by Caltrans: (1) SR 134 between SR 170 and SR 210; and (2) SR 210 between SR 134 and SR 57. On or after May 1, 2017, authorizes Caltrans to reinstate 24-hour HOV lanes on these corridors if the department determines that there is an adverse impact on safety, traffic conditions or the environment by limiting the use of HOV lanes only during heavy commuter traffic hours.	As Introduced	Vetoed by the Governor	
AB 219 (Daly) Prevailing Wage: Concrete Delivery	Requires prevailing wages to be paid for the hauling and delivery of ready-mixed concrete to carry out a public works contract. Requires the applicable prevailing wage rate to be the rate for the geographic area in which the concrete factory or batching plant is located. Specifies that the provisions of the bill apply to contracts that are awarded after January 1, 2016.	8/31/15	Signed into Law: Chapter #739	
AB 227 (Alejo) Transportation Funding	Retains the revenues generated by vehicle weight fees in the State Highway Account, and requires the General Fund to pay debt service on transportation general obligation bonds. With regard to the revenues derived from increases in the state gasoline excise tax resulting from the transportation funding swap initially enacted in 2010 and reaffirmed in 2011, requires all of the money to be allocated in the following manner: (1) 44 percent to the State Transportation Improvement Program (STIP); (2) 44 percent to cities and counties for local streets and roads; and (3) 12 percent to the State Highway Operation & Protection Program (SHOPP). With respect to any loans made to the General Fund from the State Highway Account, the Public Transportation Account, the Bicycle Transportation Account, the Motor Vehicle Fuel Account, the Highway Users Tax Account, the Pedestrian Safety Account, the Transportation Investment Fund, the Traffic Congestion Relief Fund, the Motor Vehicle Account, and the Local Airport Loan Account with a repayment date of January 1, 2019, or later to be repaid to the account from which the loan was made by December 31, 2018. Recaptures revenues generated by Caltrans through the rental or sale of property, the sale of documents and other miscellaneous services to the public for transportation purposes.	4/15/15	Assembly Budget Committee	Support
AB 239 (Gallagher) Global Warming Solutions Act: Regulations	Beginning January 1, 2016, prohibits the California Air Resources Board (CARB) from adopting or amending regulations pursuant to the Global Warming Solutions Act. Authorizes CARB to submit to the Legislature recommendations on how to achieve the goals of the act.	As Introduced	Assembly Natural Resources Committee	

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

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

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

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 400 (Alejo) Changeable Message Signs	Prior to June 30, 2016, requires Caltrans to update its internal policies to allow displays of the following information on changeable message signs: (1) safety messages; (2) transportation-related messages; (3) reminders to register to vote, as requested by the Secretary of State's Office, but not more than 2 days prior to, and on the last day to, register to vote in a particular statewide general, primary or special election; and (4) reminders to vote, as requested by the Secretary of State's Office, as elections approach, but not more than 2 days prior to, and on the day of, a particular statewide general, primary or special election. Prohibits Caltrans from displaying any information on a changeable message sign related to registering to vote or reminders to vote unless the U.S. Department of Transportation, or any of its agencies, has expressly approved the display of such information.	8/31/15	Signed into Law: Chapter #693	
AB 422 (McCarty) SacRT: Line of Credit	Pursuant to a resolution adopted by its board of directors, authorizes the Sacramento Regional Transit District (SacRT) to seek and obtain a short-term revolving line of credit for operating purposes in anticipation of receipt of federal operating grants, with the extension of credit evidenced by a note. Allows SacRT to pledge anticipated grants and any other funds available, including fare revenues, as security for repayment of the note, the interest on the note, and the related obligations evidenced by the note. Requires the note to have a maturity date of not more than 60 months from the date of issuance. Authorizes SacRT to pledge anticipated federal operating grants and other available funds over a multi-year period. Requires SacRT to set aside and apply all amounts received from the pledged federal operating grants to the repayment of any outstanding indebtedness incurred. Provides that these federal operating grant revenues may not be used for any other purpose until such time as the indebtedness is fully repaid.	7/16/15	Signed into Law: Chapter #328	
AB 457 (Melendez) Express Lanes: CTC Reporting Requirements	Requires the California Transportation Commission (CTC) to prepare and submit a report to the Legislature every two years, as opposed to annually, on the progress of the development and operation of express lanes that the commission previously approved for implementation by the Metropolitan Transportation Commission (MTC) and the Riverside County Transportation Commission (RCTC).	3/26/15	Assembly Transportation Committee	
AB 464 (Mullin) Local Sales Tax Add-Ons	Raises the cap on local sales tax "add-ons" that could be enacted within a county from 2 percent to 3 percent.	6/17/15	Vetoed by the Governor	Support

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 498 (Levine) Wildlife Corridors	Includes within the authorized purposes of a conservation bank the protection of habitat connectivity for fish and wildlife resources. Declares that it is the policy of the state to encourage, wherever feasible and practicable, voluntary steps to protect the functioning of wildlife corridors through various means. Specifies that those means may include: (1) acquiring or protecting wildlife corridors as open space through conservation easements; (2) installing wildlife-friendly or directional fencing; (3) siting mitigation and conservation banks in areas that provide habitat connectivity for affected fish and wildlife resources; or (4) providing roadway undercrossings, overpasses, oversized culverts, or bridges to allow for fish passage and the movement of wildlife between habitat areas. Specifies that the fact that a project applicant does not take voluntary steps to protect the functioning of a wildlife corridor prior to initiating the application process for a project shall not be grounds for denying a permit or requiring additional mitigation beyond what would be required to mitigate project impacts under other applicable laws.	8/31/15	Signed into Law: Chapter #625	
AB 516 (Mullin) Temporary License Plates	No later than January 1, 2018, requires the Department of Motor Vehicles to develop and implement an operational system that allows a vehicle dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate. Requires the dealer or lessor-retailer to attach a temporary license plate at the point of sale. Allows a vehicle to operate with temporary license plates until either: (1) the permanent license plates and registration card are received by the vehicle owner; or (2) 90 days have lapsed from the vehicle's selling date. Allows a vehicle to continue to display a report-of-sale form or temporary license plates after 90 days if the owner has not yet received the permanent license plates, and provides proof that he or she has submitted an application to the DMV. Requires the DMV to assess a fee for the recording of notices of delinquent parking and toll evasion violations given to the department by a processing agency that is sufficient to provide a total amount equal to at least its actual costs related to administering the electronic report-of-sale and temporary license plate system. Beginning January 1, 2018, authorizes vehicle dealers to raise their document processing fees by $10. In addition, allows vehicle dealers to impose an electronic filing charge for reporting vehicle sales and producing temporary license plates. Specifies that it is a felony for a person to alter, forge, counterfeit, or falsify a temporary license plate.	7/16/15	Senate Floor	Support
AB 518 (Frazier) Caltrans Reporting Requirements	Eliminates a requirement in existing law for Caltrans to annually compile information and report to the Legislature on the number of projects for which an agreement to transfer funds to a local or regional agency was not executed within 90 days from the date on which the California Transportation Commission (CTC) approved an allocation request for the project, as well as the reasons for that occurrence.	As Introduced	Assembly Transportation Committee	
AB 528 (Baker) BART Employees: Strike Prohibition	Prohibits the employees of the Bay Area Rapid Transit District (BART) from engaging in a strike or work stoppage if the BART Board of Directors maintains the compensation and benefit provisions of an expired contract, and an employee or union has agreed to a provision prohibiting strikes in the expired or previous written labor contract. Provides that an employee whom BART finds willfully engaged in a strike or work stoppage in violation of the provisions of this bill is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action.	As Introduced	Assembly Public Employees, Retirement & Social Security Committee	

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

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 604 (Olsen) Electrically Motorized Boards	Defines "electrically motorized board" to mean any wheeled device that: (1) has a floorboard designed to be stood upon when riding that is not greater than 60 inches deep and 18 inches wide; (2) is designed to transport only one person; and (3) has an electric propulsion system averaging less than 1,000 watts, the maximum speed of which, when powered solely by a propulsion system on a paved level surface, is no more than 20 miles per hour (mph). Allows a local authority, by ordinance or resolution, to adopt rules and regulations prohibiting or restricting persons from riding or propelling electrically motorized boards on highways, sidewalks or roadways. Allows Caltrans and local authorities to prohibit or restrict the use of electrically motorized boards on freeways and expressways. Provides that an electrically motorized board shall be operated only by a person who is 16 years of age or older. Prohibits a person from operating an electrically motorized board on a highway, bikeway, or any other public bicycle path, sidewalk or trail unless the person is wearing a properly fitted and fastened bicycle helmet. Provides that an electrically motorized board may only be operated on a highway designated with a speed limit of 35 mph or less, except when the board is operated entirely within a designated Class II or Class IV bikeway. Prohibits a person from operating an electrically motorized board on a highway, bikeway, or any other public bicycle path, sidewalk or trail at a speed in excess of 15 mph. Requires an electrically motorized board operated on a highway during darkness to be equipped with certain safety equipment, as specified. By January 1, 2021, requires the California Highway Patrol (CHP) to submit a report to the Legislature to assist in determining the effect that the use of electrically motorized boards has on traffic safety. Specifies that it is unlawful for a person to operate an electrically motorized board on a highway while under the influence of an alcoholic beverage or any drug, or under the combined influence of an alcoholic beverage or any drug.	9/4/15	Signed into Law: Chapter #777	
AB 620 (R. Hernandez) Express Lanes: Hardship Exemption from Paying Tolls	In implementing express lanes in the I-10 and I-110 Corridors, requires the Los Angeles County Metropolitan Transportation Authority (LA Metro) to provide a hardship exemption from the payment of toll charges for low-income commuters who meet the eligibility requirements for certain, specified assistance programs.	As Introduced	Assembly Transportation Committee	
AB 645 (Williams) Electricity: California Renewables Portfolio Standard	Pursuant to the California Renewables Portfolio Standard, requires the California Public Utilities Commission (CPUC), by January 1, 2017, to establish the quantity of electricity products from eligible renewable energy resources to be procured by each retail seller for specified compliance periods sufficient to ensure that the procurement of electricity products from these resources achieves 50 percent of retail sales by December 31, 2030. Requires the quantities to reflect reasonable progress in each of the intervening years sufficient to ensure that the procurement of electricity products from eligible renewable energy resources achieves 25 percent of retail sales by December 31, 2016; 33 percent by December 31, 2020; 38 percent by December 31, 2023; 44 percent by December 31, 2026; and 50 percent by December 31, 2030. Requires the CPUC to require retail sellers to procure not less than 50 percent of retail sales of electricity products from eligible renewable energy resources in all subsequent years.	As Introduced	Senate Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 676 (Calderon) Employment: Status as Unemployed	Beginning July 1, 2016, prohibits an employer from doing either of the following: (1) publishing in print, on the Internet or in any other medium an advertisement or announcement for any job that includes a provision stating or indicating that an unemployed person is not eligible for the job; or (2) asking an applicant for employment to disclose, orally or in writing, his or her employment status until the employer has determined that the applicant meets the minimum employment qualifications for the position, as stated in the published notice for the job. Specifies that the bill shall not be construed to prohibit an employer from: (1) publishing in print, on the Internet or in any other medium an advertisement or announcement for any job that contains any provisions setting forth the qualifications for the job; (2) setting forth qualifications for any job; (3) obtaining information regarding an individual's employment, including recent relevant experience; (4) having knowledge of a person's employment status; (5) inquiring as to the reasons for an individual's employment status; (6) refusing to offer employment to a person because of the reasons underlying an individual's employment status; or (7) otherwise making employment decisions pertaining to that individual.	8/31/15	Vetoed by the Governor	
AB 678 (O'Donnell) Energy Efficiency and Greenhouse Gas Reductions Ports Program	Requires the California Air Resources Board (CARB), in conjunction with the State Energy Resources Conservation and Development Commission, to develop and implement an Energy Efficiency and Greenhouse Gas Reductions Ports Program. Provides that the purpose of this program is to fund energy efficiency upgrades and investments at public ports that help reduce the emissions of criteria pollutants, toxic air contaminants and greenhouse gases. Authorizes CARB to expend cap-and-trade auction proceeds that it receives from an appropriation from the Greenhouse Gas Reduction Fund to implement the program. In order to receive funding from the program for energy-related projects, requires a port to develop and adopt, in consultation with the respective electric utility providing service to the port, an energy plan. Requires a port's energy plan to be approved by the State Energy Resources Conservation and Development Commission. Provides that the plan shall: (1) adhere to the state's preferred energy loading order; and (2) require benchmarking for energy retrofit projects and reporting of measurable energy savings. In prioritizing projects for funding, requires CARB to consider the extent to which a project would reduce greenhouse gas emissions, and provide environmental and public health co-benefits, including improved air and water quality.	8/18/15	Senate Appropriations Committee	
AB 692 (Quirk) Very Low Carbon Transportation Fuels	Beginning January 1, 2017, requires at least 3 percent of the aggregate amount of bulk transportation fuel purchased by the state to be procured from very low carbon transportation fuel sources. Requires this amount to be increased by 1 percent each year thereafter until January 1, 2024. Defines "very low carbon transportation fuel" to mean a liquid or gaseous transportation fuel having no greater than 40 percent of the carbon intensity of the closest comparable petroleum fuel for that year, as measured by the methodology in the low-carbon fuel standard regulation promulgated by the California Air Resources Board (CARB). Provides that if the Department of General Services, in consultation with CARB, makes a determination that very low carbon transportation fuel does not perform adequately for its intended use, or is not available at a reasonable price and in a reasonable period of time, then the state shall procure such fuel only to the extent feasible.	9/4/15	Signed into Law: Chapter #588	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 720 (Cooley) Cap-and-Trade: Market-Based Compliance Mechanisms	For any market-based compliance mechanism that the California Air Resources Board (CARB) might adopt pursuant to the Global Warming Solutions Act of 2006, requires CARB to allow participating entities to freely sell or transfer greenhouse gas emissions allowances held in a holding account or compliance account, except for allowances that have been expressly retired to meet a compliance obligation. In addition, requires CARB to set a price cap on any allowances offered for purchase through the board.	As Introduced	Assembly Natural Resources Committee	
AB 726 (Nazarian) LA Metro: Articulated Buses	Authorizes the Los Angeles County Metropolitan Transportation Authority (LA Metro) to operate articulated buses that are longer than 60 feet, but do not exceed a length of 82 feet on the route designated as the Orange Line, and between that line, terminals and maintenance facilities. Requires LA Metro to establish a route review committee to perform a review of the Orange Line route, and any necessary routes from the Orange Line to maintenance and storage yards upon which LA Metro proposes to operate a bus greater than 60 feet in length. Requires the route review committee, by a majority vote, to determine whether the Orange Line is suitable for the safe operation of a bus exceeding 60 feet in length. Specifies that implementation of the provisions of this bill is subject to collective bargaining requirements under state law and LA Metro's enabling statutes. If portions of the proposed routes for these buses are on state highways, requires a determination by both Caltrans and the California Highway Patrol (CHP) that those portions of the route are suitable for the operation of the buses.	9/1/15	Signed into Law: Chapter #479	
AB 742 (Gallagher) Heavy-Duty Diesel-Fueled Vehicles	Prohibits the California Air Resources Board (CARB) from enforcing regulations relating to the reduction of emissions of diesel particulate matter, oxides of nitrogen and other criteria pollutants from in-use diesel-fueled vehicles until CARB completes a review of the safety of any particulate-matter filters required to be installed on those affected vehicles.	As Introduced	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 744 (Chau) Planning and Zoning: On-Site Parking Requirements	Upon the request of a developer, prohibits a city or county from imposing a vehicular parking ratio, inclusive of handicapped and guest parking, in excess of 0.5 spaces per bedroom on a development that meets the following criteria: (1) the development includes the maximum percentage of low-income or very low-income units; and (2) the development is located within one-half mile of a major transit stop, and there is unobstructed access to that transit stop from the development. Upon the request of a developer, prohibits a city or county from imposing a vehicular parking requirement, inclusive of handicapped and guest parking, in excess of a specified number of spaces per unit for a development consisting solely of rental units, exclusive of a manager's unit or units, with an affordable housing cost to lower-income families, if the development meets any of the following criteria: (1) the development is located within one-half mile of a major transit stop, and there is unobstructed access to that transit stop from the development; (2) the development is a for-rent housing development for individuals who are 62 years of age or older; or (3) the development is a special needs housing development. If a city, county or independent consultant has conducted an area-wide or jurisdictional-wide parking study in the last seven years, allows the city or county to impose a higher vehicular parking ratio for these types of developments based on substantial evidence found in the parking study that includes: (1) an analysis of parking availability; (2) differing levels of transit access; (3) walkability access to transit services; (4) the potential for shared parking; (5) the effect of parking requirements on the cost of market-rate and subsidized developments; and (6) the lower rates of car ownership for low-income and very low-income individuals, including seniors and special needs individuals. Specifies that the bill does not preclude a city or county from reducing or eliminating a parking requirement for development projects of any type in any location.	8/18/15	Signed into Law: Chapter #699	
AB 754 (Ridley-Thomas Small Business Tax Relief in LA County	States the intent of the Legislature to enact a bill to provide tax relief to small businesses in Los Angeles County during periods of disruption caused by transit-related construction activities conducted by the Los Angeles County Metropolitan Transportation Authority (LA Metro) that result in decreased business revenues.	As Introduced	Assembly Desk	

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

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

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 883 (Low) Employment: Public Employee Status	Beginning July 1, 2016, prohibits a state or local agency from doing any of the following: (1) publishing in print, on an Internet Web site or in any other medium an advertisement or announcement for any job that includes a provision stating or indicating that an individual's status as a current or former public employee disqualifies the individual from eligibility for employment; or (2) asking an applicant for employment to specifically disclose, orally or in writing, his or her status as a current or former public employee until the employer has determined that the applicant meets the minimum employment qualifications for the position, as stated in the published notice for the job. Specifies that the bill shall not be construed to prohibit an employer from: (1) publishing in print, on an Internet Web site or in any other medium an advertisement or announcement for a job that contains provisions setting forth the qualifications for the job; (2) setting forth qualifications for a job; (3) obtaining information regarding an individual's current or former status as a public employee, including recent relevant experience; (4) having knowledge of a person's current or former status as a public employee; or (5) otherwise making employment decisions pertaining to that individual.	9/4/15	Vetoed by the Governor	
AB 914 (Brown) Toll Facilities: San Bernardino County	Authorizes the San Bernardino County Transportation Commission to construct, administer and operate express lanes and other toll facilities on: (1) I-10 and I-15 within San Bernardino County; (2) approaching and departing connectors on I-10 extending into Los Angeles County, subject to an agreement with the Los Angeles County Metropolitan Transportation Authority (LA Metro); and (3) the connection to the I-15 express lanes in Riverside County, subject to an agreement with the Riverside County Transportation Commission (RCTC).	9/4/15	Signed into Law: Chapter #702	
AB 946 (Ting) Electric Vehicle Charging Stations	Provides that electric vehicle charging infrastructure projects in disadvantaged communities are eligible for funding under the state's Alternative and Renewable Fuel Vehicle Technology Program.	4/21/15	Assembly Appropriations Committee	
AB 1015 (Bloom) Parking: Car-Share Vehicles	Allows a local authority, by ordinance or resolution, to designate certain streets or portions of streets for the non-exclusive parking privilege of motor vehicles participating in a car-share vehicle or ridesharing program.	4/23/15	Signed into Law: Chapter #41	
AB 1017 (Campos) Salary History Information	Prohibits an employer from seeking salary history information about an applicant for employment.	8/24/15	Vetoed by the Governor	
AB 1030 (Ridley-Thomas) Cap-and-Trade: Disadvantaged Workers	For projects involving hiring that are seeking an allocation of cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund, requires priority to be given to those projects that support the targeted training and hiring of workers from disadvantaged communities for career-track jobs.	7/7/15	Senate Appropriations Committee	

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

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1096 (Chiu) Electric Bicycles	Defines "electric bicycle" as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts. Establishes three classes of electric bicycles as follows: (1) class 1 electric bicycle or low-speed, pedal-assisted electric bicycle, which is defined as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour (mph); (2) class 2 electric bicycle or low-speed, throttle-assisted electric bicycle, which is defined as a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 mph; and (3) class 3 electric bicycle or speed pedal-assisted electric bicycle, which is defined as a bicycle equipped with a speedometer, as well as with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 mph. Beginning January 1, 2017, requires manufacturers and distributors of electric bicycles to affix a label to each electric bicycle that describes its classification number, top assisted speed and motor wattage. Authorizes a public agency to adopt rules or regulations to restrict or specify the conditions for the use of electric bicycles on public property under the jurisdiction of that agency. Requires a person riding an electric bicycle to comply with all laws relating to the operation of a regular bicycle. Prohibits persons under 16 years of age from operating a class 3 electric bicycle. Requires persons operating or riding on a class 3 electric bicycle to wear a helmet. Prohibits the operation of class 3 electric bicycles on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, hiking trail, or recreational trail, unless it is within or adjacent to a roadway, or unless that operation is authorized by a local ordinance. Allows a local authority, by ordinance, to prohibit the operation of class 1 or class 2 electric bicycles on such paths or trails. Requires an electric bicycle to comply with the equipment and manufacturing requirements for bicycles adopted by the U.S. Consumer Product Safety Commission. Requires an electric bicycle to operate in a manner so that either: (1) the electric motor disengages or stops functioning when the brakes are applied; or (2) the release or activation of a switch or other mechanism disengages or stops the electric motor from functioning. Specifies that a person operating an electric bicycle is not subject to financial responsibility, driver's license, registration, or license plate requirements.	9/4/15	Signed into Law: Chapter #568	

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

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1171 (Linder) CMGC Contacting: Local Expressways	Authorizes regional transportation agencies, including the Santa Clara Valley Transportation Authority (VTA), to use the Construction Manager/General Contractor (CMGC) project delivery method to design and construct projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by the voters. Requires the entity responsible for the maintenance of local streets and roads within the jurisdiction of the expressway to be responsible for the maintenance of the expressway.	6/19/15	Signed into Law: Chapter #413	Support
AB 1176 (Perea) Advanced Low-Carbon Diesel Fuels Access Program	Establishes the Advanced Low-Carbon Diesel Fuels Access Program to be administered by the State Energy Resources Conservation and Development Commission, in consultation with the California Air Resources Board (CARB). Specifies that the purpose of the program is to reduce greenhouse gas emissions of diesel motor vehicles by providing capital assistance for projects that expand advanced low-carbon diesel fueling infrastructure in communities that are disproportionately impacted by environmental hazards and where the greatest air quality impacts can be identified. Requires cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund to be available, upon appropriation by the Legislature, for implementing this program.	8/18/15	Senate Appropriations Committee	
AB 1179 (Rendon) Cap-and-Trade: Reporting Requirements	Requires the California Air Resources Board (CARB) to prepare and post on its Internet Web site a report on the projects being funded with cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund. Requires the report to include all of the following: (1) a general description of each project; (2) the location where each project will be implemented; (3) the estimated date of completion of each project; (4) the amount awarded to each project; and (5) the status of any revenues in the Greenhouse Gas Reduction Fund not awarded to projects and the reasons why.	As Introduced	Assembly Appropriations Committee	
AB 1236 (Chiu) Electric Vehicle Charging Stations	Requires a city or county to administratively approve an application to install an electric vehicle charging station through the issuance of a building permit or similar non-discretionary permit. If a building official of a city or county makes a finding based on substantial evidence that the electric vehicle charging station could have a specific, adverse impact on public health or safety, allows the city or county to require the applicant to apply for a use permit. Prohibits a city or county from denying an application for a use permit to install an electric vehicle charging station unless it makes written findings based on substantial evidence in the record that the proposed station would have a specific, adverse impact on public health or safety, and there is no feasible method to satisfactorily mitigate or avoid that impact. By September 30, 2016, requires every city and county in the state with a population of 200,000 or more residents to adopt an ordinance that creates an expedited, streamlined permitting process for electric vehicle charging stations. By September 30, 2017, requires every city and county in the state with a population of less than 200,000 residents to adopt such an ordinance.	9/2/15	Signed into Law: Chapter #598	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1250 (Bloom) Public Transit Buses: Single Axle Weight Limit	Exempts from the state's 20,500-pound single axle gross weight limit the following: (1) a public transit bus procured through a solicitation issued before January 1, 2016; and (2) a public transit bus purchased through an option period in a multi-year contract entered into between January 1, 2013, and January 1, 2016, if that option period does not exceed five years from the date of the original contract or extend beyond January 1, 2021, whichever is earlier. For public transit buses procured through a solicitation issued after January 1, 2016, establishes a new curb weight limit, as specified. Defines "curb weight" to mean the total weight of a fully loaded public transit bus, including maximum fuel, oil and coolant, and all equipment used in the normal operation of the bus, except without passengers or a driver. By July 1, 2016, requires a public transit agency operating an articulated bus to provide notice to all cities and counties in whose jurisdiction the bus will run during the upcoming calendar year, identifying the approximate routes upon which the bus is expected to be scheduled for service. Thereafter, requires a public transit agency operating an articulated bus to annually provide notice by July 1 to all cities and counties in whose jurisdiction the bus will run during the upcoming calendar year, identifying any changes to the service on those routes and any new routes upon which the bus is expected to be scheduled for service for the upcoming year. Requires the notice to include data from information provided by the bus manufacturer to the public transit agency, identifying the weight of the articulated bus. Prohibits a public transit bus from operating on the Dwight D. Eisenhower System of Interstate and Defense Highways in excess of the weight limitation for such buses specified in federal law. Provides that if the gross weight imposed upon the highway by the wheels on any one axle of a public transit bus exceeds 20,000 pounds, then the axle must be supported by four wheels bearing load upon the highway.	9/9/15	Signed into Law: Chapter #484	Support
AB 1251 (Gomez) Greenway Development and Sustainment Act	Enacts the Greenway Development and Sustainment Act. Authorizes a tax-exempt non-profit organization that has as its primary purpose the preservation, protection or enhancement of land in its natural, scenic, historical, agricultural, forested, or open-space conditions to acquire and hold a conservation easement for the development of a greenway. Defines "greenway" to mean a pedestrian and bicycle, non-motorized vehicle transportation, and recreational travel corridor that meets certain, specified requirements. Includes greenways in the definition of "open-space land" for local planning purposes. Provides that a recorded greenway easement constitutes an enforceable restriction for purposes of the property tax provisions in the federal Internal Revenue Code.	9/4/15	Signed into Law: Chapter #639	
AB 1265 (Perea) Public-Private Partnerships	Extends existing statutory authority for Caltrans and regional transportation agencies, including the Santa Clara Valley Transportation Authority (VTA), to utilize public-private partnerships for transportation infrastructure projects to January 1, 2030.	4/29/15	Assembly Appropriations Committee	Support
AB 1284 (Baker) Toll Bridge Program Oversight Committee	Subjects the Toll Bridge Program Oversight Committee, which oversees seismic retrofit and replacement projects related to the seven state-owned toll bridges in the Bay Area, to the requirements under the Bagley-Keene Open Meeting Act.	4/8/15	Signed into Law: Chapter #172	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1287 (Chiu) San Francisco: Forward-Facing Cameras	Indefinitely extends the authorization for the city/county of San Francisco to install forward-facing cameras on San Francisco Municipal Transportation Agency (San Francisco Muni) buses for the purpose of video-imaging parking violations occurring in transit-only traffic lanes.	6/18/15	Signed into Law: Chapter #485	
AB 1288 (Atkins) California Air Resources Board	Increases the membership of the California Air Resources Board (CARB) from 12 to 14, with the Governor appointing 12 members, and the Senate Rules Committee and the Speaker of the Assembly each appointing one member. Requires the appointments of the Senate Rules Committee and Assembly Speaker to be individuals who work directly with communities in California that are most significantly burdened by and vulnerable to high levels of pollution, including communities with diverse racial and ethnic populations, and communities with low-income populations.	9/10/15	Signed into Law: Chapter #586	
AB 1315 (Alejo) Public Contracts: Water Pollution Prevention Plans	Prohibits a public entity from delegating to a contractor the development of a plan used to prevent or reduce water pollution or runoff on a public works contract.	4/21/15	Assembly Appropriations Committee	

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

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

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1360 (Ting) Transportation Network Companies: Ridesharing	Allows a transportation network company or a charter-party carrier of passengers that prearranges a ride among multiple passengers who share the ride in whole or in part to charge an individual fare, rather than a vehicle-mileage or time-of-use fare, provided that all of the following conditions are met: (1) the vehicle seats no more than seven passengers, not including the driver; (2) the driver is a participating driver, as defined; (3) the vehicle is not used to provide public transit services or to carry passengers over a fixed route; (4) the vehicle is not used to provide pupil transportation or public paratransit services; and (5) the individual fare for each passenger is less than the fare that would be charged for the same ride to a passenger traveling alone.	7/2/15	Senate Energy, Utilities & Communications Committee	
AB 1364 (Linder) California Transportation Commission	Excludes the California Transportation Commission (CTC) from the California State Transportation Agency (CalSTA), and establishes it as a separate and independent entity in state government.	As Introduced	Assembly Transportation Committee	
AB 1398 (Wilk) CEQA: Sustainable Environmental Protection Act	Enacts the Sustainable Environmental Protection Act. Prohibits a cause of action on the grounds of non-compliance with the California Environmental Quality Act (CEQA) that relates to any topical area or criteria for which compliance obligations are identified. Also prohibits challenges to environmental documents based on non-compliance with CEQA if: (1) the environmental document discloses compliance with applicable environmental laws; (2) the project conforms with the use designation, density or building intensity in an applicable plan; and (3) the project approval incorporates applicable mitigation requirements into the environmental document. Specifies that the provisions of this bill only apply if the lead agency or project applicant has agreed to provide to the public in a readily accessible electronic format an annual compliance report prepared pursuant to a mitigation monitoring and reporting program required by CEQA.	As Introduced	Assembly Natural Resources Committee	
AB 1422 (Cooper) Transportation Network Companies: Pull-Notice System	Requires a transportation network company to participate in the Department of Motor Vehicles (DMV) pull-notice system to regularly check the driving records of all participating drivers, regardless of whether the participate driver is an employee or an independent contractor of the transportation network company.	7/16/15	Signed into Law: Chapter #791	
AB 1459 (Kim) Toll Lanes: Orange County	Prohibits Caltrans from seeking or providing funding for construction of a toll lane on a public highway in Orange County unless the project is first approved by a two-thirds vote of the board of directors of the Orange County Transportation Authority (OCTA).	4/14/15	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1482 (Gordon) Climate Adaptation	By July 1, 2017, and every three years thereafter, requires the Natural Resources Agency to update the state's climate adaptation strategy, known as the Safeguarding California Plan. As part of the update, requires the Natural Resources Agency to coordinate with other state agencies to identify a lead agency or group of agencies to lead adaptation efforts in each sector. Requires updates to the Safeguarding California Plan to include all of the following: (1) vulnerabilities to climate change by sector, as identified by the lead agency or group of agencies, and by regions; and (2) priority actions needed to reduce risks in those sectors, as identified by the lead agency or group of agencies. Requires the Natural Resources Agency to report annually to the Legislature on actions taken by each applicable agency to implement the Safeguarding California Plan. To address the vulnerabilities identified in the Safeguarding California Plan, requires state agencies to work to maximize, where applicable and feasible, the following objectives: (1) educating the public about the consequences of climate change; (2) ensuring that there is a continued repository for scientific data on climate change and climate adaptation in California in order to facilitate educated state and local policy decisions; and to help identify primary risks from climate change to residents, property, communities, and natural systems across the state; (3) promoting the use of the plan to inform planning decisions; and to ensure that state investments consider climate change impacts, as well as promote the use of natural systems and natural infrastructure, when developing physical infrastructure to address adaptation; (4) encouraging regional collaborative planning efforts to address regional climate change impacts and adaptation strategies; (5) promoting drought resiliency through an integrated water supply, delivery and capture system that is coordinated; and that can be resilient to a multi-year drought scenario, while protecting water quality and public health; (6) building resilient communities by developing urban greening projects that reduce air pollution and heat reflection in urban areas; and that create livable, sustainable communities in urban cores to promote infill development and reduce greenhouse gas emissions; (7) protecting and enhancing habitat, species strongholds and wildlife corridors that are critical to the preservation of specifies that are at risk from the consequences of climate change; and (8) promoting actions to ensure healthy soils and sustainable agriculture; inform reliable transportation planning; improve emergency management response across sectors; ensure sufficient, reliable and safe energy; improve capacity to reduce and respond to public health threats; address the impacts of climate change on disadvantaged communities; and protect cultural resources from the impacts of climate change.	9/1/15	Signed into Law: Chapter #603	
AB 1509 (R. Hernandez) Employees: Protected Disclosures and Complaints	Prohibits an employer from discharging an employee, or in any manner discriminating, retaliating or taking an adverse action against an employee because he or she is a family member of a person who has: (1) filed a claim with or instituted a proceeding before the Labor Commissioner; (2) testified or is going to testify in a proceeding before the Labor Commissioner; (3) disclosed information to a government or law enforcement agency, as specified; (4) participated on an occupational health and safety committee; or (5) exercised any other rights under the state's Whistleblower Protection Statutes.	8/31/15	Signed into Law: Chapter #792	

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

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

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

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

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

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

State Senate Bills

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

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 9 (Beall) Cap-and-Trade: Transit and Intercity Rail Capital Program	Clarifies that the Transit and Intercity Rail Capital Program funded with cap-and-trade auction proceeds will be used for transformative capital improvements that will modernize California's intercity, commuter and urban rail systems; and bus and ferry transit systems to achieve all of the following policy objectives: (1) reducing greenhouse gas emissions; (2) expanding and improving public transit service to increase ridership; (3) integrating the service of the state's various public rail operators, including integration with high-speed rail; and (4) improving public transit safety. Defines "transformative capital improvements" to mean a rail, bus or ferry project that will significantly reduce vehicle miles traveled, congestion and greenhouse gas emissions by creating a new transit system, increasing the capacity of an existing transit system, or otherwise significantly increasing the ridership of a transit system. In selecting projects for funding under this program, requires the California State Transportation Agency (CalSTA) to consider the extent to which a project reduces greenhouse gas emissions. In addition, requires CalSTA to consider whether a project: (1) reduces the number of auto trips; (2) improves connectivity, integration and coordination of the state's various public transit systems, including the high-speed rail system; (3) has supplemental funding committed to it from non-state sources; and (4) increases public transit ridership. Allows an eligible applicant to submit an application to CalSTA to fund a project over multiple fiscal years. Authorizes CalSTA to make multi-year funding commitments for projects that are proposed by an eligible applicant to be funded from the Transit and Intercity Rail Capital Program over a period of more than one fiscal year. Requires an application to: (1) define the project purpose, intended scope, proposed cost, intended funding sources, and schedule for project completion; (2) specify the phases of work for which an eligible applicant is seeking an allocation of funds from the Transit and Intercity Rail Capital Program; (3) identify the sources and timing of all funds required to undertake and complete any phase of a project for which an eligible applicant is seeking an allocation of funds from the Transit and Intercity Rail Capital Program; and (4) include information describing the funding sources and approach to ensuring that ongoing operating and maintenance costs of the project are funded through the useful life of the project, as applicable. Allows an eligible applicant to submit more than one grant application for consideration for funding under the Transit and Intercity Rail Capital Program. By July 1, 2018, requires CalSTA to approve a five-year program of projects for funding under the Transit and Intercity Rail Capital Program, beginning with FY 2019. Requires CalSTA to update the program of projects every two years. Allows an eligible applicant to use a project study report or equivalent document to demonstrate the eligibility of a project for inclusion in the five-year program of projects. For a project to be funded from the Transit and Intercity Rail Capital Program over a period of more than one fiscal year, requires CalSTA, at the request of an eligible application, to enter into and execute a multi-year funding agreement with the applicant for an amount of program dollars and for a duration, as determined jointly by CalSTA and the applicant. Allows for the use of Letters of No Prejudice (LONPs), so that project sponsors can advance their projects with local money and then get reimbursed with Transit and Intercity Rail Capital Program dollars when they become available.	9/1/15	Signed into Law: Chapter #710	Support

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

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

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 34 (Hill) Automated License Plate Recognition Systems	Requires an operator and an end-user of an automated license plate recognition (ALPR) system to do all of the following: (1) maintain reasonable security procedures and practices, including operational, administrative, technical, and physical safeguards, to protect ALPR information from unauthorized access, destruction, use, modification, or disclosure; and (2) implement a usage and privacy policy in order to ensure that the collection, use, maintenance, sharing, and dissemination of ALPR information is consistent with respect for individuals' privacy and civil liberties. If an ALRP operator accesses or provides access to ALPR information, requires the operator to do both of the following: (1) maintain a record of that access; and (2) use that ALRP information only for the authorized purposes in its usage and privacy policy. In addition to any other sanctions, penalties or remedies provided under current law, allows an individual who has been harmed by a violation under the provisions of this bill to bring a civil action in any court of competent jurisdiction against a person who knowingly caused the harm. Includes in the definition of "personal information" data collected through the use or operation of an ALPR system, when that information is not encrypted and is used in combination with an individual's name.	9/1/15	Signed into Law: Chapter #532	
SB 39 (Pavley) HOV Lanes: Low-Emission and Fuel-Efficient Vehicles	Increases the number of green stickers that can be issued by the Department of Motor Vehicles (DMV) to allow certain low-emission and fuel-efficient vehicles to use high-occupancy vehicle (HOV) lanes regardless of the number of occupants from 70,000 to 85,000.	4/8/15	Assembly Transportation Committee	
SB 64 (Liu) California Transportation Plan	Requires the California Transportation Commission (CTC) to: (1) review the update to the California Transportation Plan prepared by Caltrans in 2015 and every five years thereafter; and (2) prepare specific, action-oriented and pragmatic recommendations for transportation system improvements. Requires the CTC to submit a report containing its specific recommendations to the Governor and the Legislature by December 31, 2016, and every five years thereafter. Requires the CTC to include in its annual report to the Legislature specific, action-oriented and pragmatic recommendations for legislation to improve California's transportation system.	6/24/15	Signed into Law: Chapter #711	
SB 122 (Jackson) CEQA: Record of Proceedings	At the request of a project applicant, requires the lead agency for California Environmental Quality Act (CEQA) purposes to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, environmental impact report (EIR), or other environmental documents for the project, as specified. Requires the Office of Planning and Research to establish and maintain a database for the collection, storage, retrieval, and dissemination of environmental documents, notices of exemption, notices of preparation, notices of determination, and notices of completion provided to the office. Requires a lead agency to submit a sufficient number of copies, in either a hard copy or electronic form as required by the Office of Planning and Research, of its draft environmental document, proposed negative declaration or proposed mitigated negative declaration to the State Clearinghouse for review and comment by state agencies. Requires a lead agency to accept comments on these documents through electronic mail and to treat such comments as equivalent to written comments.	6/1/15	Assembly Appropriations Committee	

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

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 231 (Gaines) Cap-and-Trade Funding: Water-Borne Transit	Allows water-borne transit to be eligible for cap-and-trade funding under the Low Carbon Transit Operations Program, and the Affordable Housing and Sustainable Communities Program.	6/2/15	Signed into Law: Chapter #286	
SB 236 (Beall) City of San Jose: Streets, Highways and Public Service Easements	Until January 1, 2018, authorizes the San Jose City Council to vacate a public service easement located between Casselino Drive and Mullinix Way that is impassable for vehicular travel, if the council finds that the vacation will protect the public safety, or otherwise serve the public interest and convenience. Allows the council to reserve and except from such vacation an easement for a non-vehicular pathway for use by the public.	6/24/15	Signed into Law: Chapter #353	
SB 246 (Wieckowski) Integrated Climate Adaptation and Resiliency Program	By January 1, 2017, requires the Office of Planning and Research to establish the Integrated Climate Adaptation and Resiliency Program to coordinate regional and local efforts with state climate adaptation strategies. Requires this program to include the following: (1) working with and coordinating local and regional efforts for climate adaptation and resilience; (2) assisting the Office of Emergency Services and other relevant state agencies with coordinating regular reviews and updates, as needed, of the state's Adaptation Planning Guide; (3) establishing, coordinating and maintaining a state clearinghouse for climate adaptation information; and (4) creating and conducting regular meetings of an advisory committee comprised of members from a range of disciplines in order to provide scientific and technical support. Within one year of an update of the Safeguarding California Plan, requires the Office of Emergency Services to review and update, as necessary, the state's Adaptation Planning Guide to provide tools and guidance to regional and local governments and agencies in creating and implementing climate adaptation and community resiliency plans and projects. Requires this update to: (1) consider the nexus between climate adaptation, community resiliency, public safety, and security; and (2) provide information and planning support for assessing climate vulnerabilities across impact sectors and regions, and for developing adaptation strategies that can be tailored to meet local needs.	9/4/15	Signed into Law: Chapter #606	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 254 (Allen) State Highways: Relinquishments	Authorizes the California Transportation Commission (CTC), without legislative action, to relinquish portions of the state highway system to a city or county, provided that the state highway facility is not an interstate highway or part of the state's interregional road network. Requires Caltrans to enter into an agreement with the local jurisdiction before the state highway facility can be relinquished. Requires this agreement to transfer all legal liability for the relinquished state highway facility from Caltrans to the local jurisdiction, as well as include any financial terms. Requires Caltrans and the local jurisdiction to agree on the condition of the relinquished state highway facility at the time of its transfer from the department to the local jurisdiction. Specifies that relinquishment shall not occur unless all of the following conditions are met: (1) the CTC has determined that the relinquishment is in the best interest of the state; (2) Caltrans completes a cost-benefit analysis on behalf of the state; and (3) the CTC holds a public hearing on the proposed relinquishment. In the case of a state highway that has been superseded by relocation, prohibits relinquishment until Caltrans has placed the facility in a state of good repair. By April 1, 2016, and biennially thereafter, requires Caltrans to report to the CTC on which state highway routes or segments primarily serve regional travel, and do not primarily facilitate the interregional movement of people and goods. Requires this report to: (1) identify those routes or segments that are the best candidates for relinquishment; and (2) include an aggregate estimate of future maintenance and preservation costs of the identified routes and segments. Requires the CTC to compile a list of all portions of the state highway system that have been relinquished in the previous 12 months and to include this information in its annual report to the Legislature.	6/2/15	Assembly Transportation Committee	
SB 272 (Hertzberg) California Public Records Act: Catalog of Enterprise Systems	In implementing the California Public Records Act, requires each local agency, except for a local educational agency, to create a catalog of enterprise systems to be made publicly available upon request in the office of the person designated by the agency's legislative body. Requires the catalog to disclose a list of the enterprise systems utilized by the local agency, as well as the following information for each system: (1) current system vendor; (2) current system product; (3) a brief statement of the system's purpose; (4) a general description of categories, modules or layers of data; (5) the department within the agency that serves as the system's primary custodian; (6) how frequently the system data is collected; and (7) how frequently system data is updated. Requires the catalog to be posted in a prominent location on the local agency's Internet Web site. Defines "enterprise system" to mean a software application or computer system that collects, stores, exchanges, and analyzes information that the agency uses that is both of the following: (1) a multi-departmental system or system that contains information collected about the public; and (2) a system of record that serves as an original source of data within the agency. Specifies that an enterprise system does not include the following: (1) information technology security systems, including firewalls and other cybersecurity systems; (2) physical access control systems, employee identification management systems, video monitoring, and other physical control systems; (3) infrastructure and mechanical control systems, including those that control or manage street lights; or electrical, natural gas, water, or sewer functions; (4) systems related to 911 dispatch and operation, or emergency services; or (5) the specific records that the information technology system collects, stores, exchanges, or analyzes. Specifies that if, on the facts of the particular case, the public interest served by not disclosing this information clearly outweighs the public interest served by disclosure, allows the local agency to instead provide a system name, brief title or identifier of the system. Requires the local agency to complete and post its catalog of enterprise systems by July 1, 2016, and to update the catalog annually.	9/2/15	Signed into Law: Chapter #715	

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

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 350 (de Leon) Clean Energy and Pollution Reduction Act of 2015	Enacts the Clean Energy and Pollution Reduction Act of 2015. Requires the amount of electricity generated from renewable sources to be equal to at least 50 percent by December 31, 2030. Requires the state Energy Commission to establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of such savings in electricity and natural gas final end uses of retail customers by January 1, 2030. By January 1, 2017, requires CARB to develop and publish a study on barriers for low-income customers to zero-emission and near-zero-emission transportation options, including those in disadvantaged communities. Requires this study to include recommendations on how to increase access to zero-emission and near-zero-emission transportation options for low-income customers, including those in disadvantaged communities. Establishes a state policy to encourage transportation electrification as a means to achieve ambient air quality standards and California's climate change goals. Requires the California Public Utilities Commission (CPUC) to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, and reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050. Requires CARB to identify and adopt appropriate policies, rules or regulations to remove regulatory disincentives preventing retail sellers and local publicly owned electric utilities from facilitating the achievement of greenhouse gas emissions reductions in other sectors through increased investments in transportation electrification. Requires these policies to include an allocation of greenhouse gas emissions allowances to retail sellers and local publicly owned electric utilities, or other regulatory mechanisms to account for increased greenhouse gas emissions in the electric sector from transportation electrification.	9/11/15	Signed into Law: Chapter #547	
SB 358 (Jackson) California Equal Pay Act	Makes a number of changes to the California Equal Pay Act. Expressly states that the employer has the burden of proving that a wage disparity is based on a legitimate factor, other than sex, as opposed to the plaintiff having the burden of proving that the wage differential is not justified. Modifies the existing prohibition on sex-based wage discrimination by prohibiting an employer from paying any of its employees at wage rates less than the rates paid to employees of the opposite sex for "substantially similar work," as opposed to "equal work," when viewed as a composite of skill, effort and responsibility, and performed under similar working conditions. Eliminates a requirement that the claim of discrimination be based on a comparison of the wages of employees in "the same establishment." Increases from two to three years the period of time that an employer must maintain records relating to wages and job classifications, and other conditions of employment. Prohibits an employer from taking any adverse action against an employee who seeks to enforce the provisions of the Equal Pay Act, or who discusses his or her wages with fellow employees.	7/9/15	Signed into Law: Chapter #546	
SB 379 (Jackson) General Plans: Safety Element	Requires the safety element of a city's or county's general plan to be reviewed and updated as necessary to address climate adaptation and resiliency strategies applicable to that city or county. Requires the update to include a set of goals, policies and objectives based on a vulnerability assessment identifying the risks that climate change poses to the local jurisdiction and the geographic areas at risk from climate change impacts.	7/6/15	Signed into Law: Chapter #608	

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

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 413 (Wieckowski) Public Transit: Prohibited Conduct	Allows a public transit agency to issue citations for the following: (1) playing unreasonably loud sound equipment on or in a public transit facility or vehicle; (2) failing to comply with the warning of a public transit official related to disturbing another person by loud or unreasonable noise; and (3) failing to yield seating on a public transit vehicle reserved for an elderly or disabled person, if the agency enacts an ordinance to that effect after a public hearing.	9/3/15	Signed into Law: Chapter #765	Support
SB 433 (Berryhill) Variable Gas Tax Rate: Department of Finance	For FY 2017 through FY 2021, requires the Department of Finance, rather than the Board of Equalization, to calculate any adjustments to the variable gas tax rate that would be needed to ensure that the same amount of revenue is generated as by the former state sales tax on gasoline pursuant to the 2010 transportation funding swap. Similarly, for FY 2017 through FY 2021, requires the Department of Finance, rather than the Board of Equalization, to adjust the diesel excise tax rate to maintain revenue neutrality with the increase in the state sales tax rate on diesel fuel that was enacted as part of the 2010 transportation funding swap.	5/7/15	Assembly Revenue & Taxation Committee	
SB 481 (Hueso) Local Government: Auditors	Prohibits the General Counsel's Office of a city, county or special district from having direct oversight over employees who conduct audits of those respective agencies.	6/18/15	Vetoed by the Governor	
SB 491 (Transportation Committee) Omnibus Transportation Bill	Enacts the annual omnibus bill of non-controversial and technical changes to state statutes pertaining to transportation. Among other things, requires the agency responsible for administering a county's share of Transportation Fund for Clean Air (TFCA) 40 percent funds to conduct a public meeting to adopt criteria for the expenditure of those funds, if the criteria have been modified from the previous year.	6/29/15	Signed into Law: Chapter #451	
SB 497 (Vidak) Pupil Transportation Data	Beginning in FY 2015 and for each fiscal year thereafter, requires the state Department of Education to request pupil transportation data from each school district, charter school, county office of education, joint powers authority, and regional occupational center or program that provides pupil transportation. Specifies that the provision of this transportation data to the department shall be voluntary on the part of these entities. Requires the data requested to include the following: (1) revenues received for transportation purposes; (2) number of buses; (3) ridership of all pupils; (4) ridership of pupils with an individualized education program; (5) ridership of pupils who are eligible for free or reduced-price meals; (6) number of miles driven; (7) approved costs; (8) cost per mile; and (9) cost per pupil. Requires the department to annually post the data received on its Internet Web site.	4/8/15	Vetoed by the Governor	
SB 502 (Leno) BART: Purchase and Delivery of Electricity	Upon request by the Bay Area Rapid Transit District (BART), requires any electrical corporation that owns and operates transmission and distribution facilities that deliver electricity at one or more locations to the BART system to use the same facilities to delivery electricity generated by an eligible renewable energy resource without discrimination or delay.	4/8/15	Signed into Law: Chapter #146	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 508 (Beall) Transportation Development Act and State Transit Assistance Program Funding	For purposes of determining eligibility for Transportation Development Act (TDA) funding, deletes the requirement for public transit agencies to maintain higher farebox recovery requirements based on FY 1979. Excludes from the definition of "operator cost" used to determine compliance with required TDA farebox recovery ratios the principal and interest payments on capital projects funded with certificates of participation, as well as the start-up costs for new services for a period of not more than two years. In addition, excludes cost increases beyond the change in the Consumer Price Index for all of the following: (1) fuel; (2) alternative fuel programs; (3) power, including electricity; (4) insurance premiums and payments in settlement of claims arising out of a public transit agency's liability; and (5) federal and state mandates. Broadens the definition of "local funds" that could be used to supplement fare revenues when calculating the farebox recovery ratio for purposes of TDA to include any non-federal or non-state grant funds or other revenues generated by, earned by or distributed to a public transit agency. Clarifies that TDA Article 3 funds may be used for both bicycle and pedestrian safety education programs. Beginning July 1, 2016, rather than making a public transit agency ineligible to receive State Transit Assistance Program (STA) funding for operations for an entire year for failing to meet the required efficiency standard, instead reduces the agency's operating allocation by a specified percentage based on the percentage amount that the agency failed to meet the standard, and requires these funds to be used for capital purposes.	8/20/15	Signed into Law: Chapter #716	Support
SB 513 (Beall) Carl Moyer Program	Makes a number of changes to the Carl Moyer Memorial Air Quality Standards Attainment Program. Authorizes any local air quality management and air pollution control district, regardless of its state attainment designation, to levy a motor vehicle registration fee of up to $6 pursuant to the Carl Moyer Program. Authorizes the revenues from this fee to be used for the attainment or maintenance of state or federal ambient air quality standards, the reduction of toxic air contaminant emissions from motor vehicles, and alternative fuel and electric infrastructure projects. Increases the amount of fee revenues that an air district can use for administrative costs. Requires the California Air Resources Board (CARB) to establish cost-effectiveness values for projects funded under the Carl Moyer Program, taking into consideration the following factors: (1) the cost of emission control technologies; and (2) the cost-effectiveness values for NOx, particulate matter or reactive organic gases for any adopted rule or control measure in any air district's approved state implementation plan, or rule adopted by CARB. Specifies that funds from federal, state and local programs or other public sources to be used for a project shall not be factored into the cost-effectiveness value calculation for that project. Specifies that project grants shall not be made to projects that exceed the cost-effectiveness values. Allows CARB to adjust the values of the maximum grant award criteria to improve the ability of the Carl Moyer Program to achieve its goals. Authorizes CARB to reserve up to 10 percent of program funds available each year to directly fund any project that is a covered source, as defined. Specifies that any Carl Moyer Program funds not liquidated by an air district by June 30 of the fourth calendar year following the date that CARB reserved the money for that district shall be returned to CARB within 90 days for future allocation. Requires CARB to revise the project grant criteria and guidelines pursuant to the changes proposed in this bill by July 1, 2017.	8/31/15	Signed into Law: Chapter #610	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 516 (Fuller) Service Authority for Freeway Emergencies	Clarifies that a Service Authority for Freeway Emergencies (SAFE) shall determine how any funding it receives will used for implementing, maintaining and operating a motorist aid system. Allows a SAFE to expends its funds for any of the following: (1) call boxes; (2) changeable message signs; (3) lighting for call boxes; (4) support for traffic operations centers; (5) contracting with tow truck operators to remove disabled vehicles from the traveled portion of a freeway right-of-way; (6) traveler information systems, intelligent transportation system architecture and infrastructure, and other transportation demand management services; and (7) safety-related hazard and obstruction removal. Requires a SAFE to submit any plan to remove call boxes from state highway routes within its jurisdiction to Caltrans and the California Highway Patrol (CHP) for review and approval.	8/24/15	Signed into Law: Chapter #491	
SB 530 (Pan) Pedicabs	Expands the definition of "pedicabs" to include a four-wheeled device that: (1) is primarily or exclusively pedal-powered; (2) has a seating capacity for eight or more passengers; (3) cannot travel in excess of 15 miles per hour (mph); and (4) is being used for transporting passengers for hire. For pedicabs meeting this definition, requires the operator to: (1) be at least 21 years of age, with a valid California driver's license; and (2) be able to establish financial responsibility at all times in a minimum amount of $1 million general liability insurance coverage and $500,000 general umbrella insurance that covers the pedicab. In addition, requires the pedicab to: (1) have a seating capacity for not more than 15 passengers; (2) be authorized by local ordinance or resolution to operate within the applicable local jurisdiction; and (3) be equipped with seat belts for all passengers, seat backs, brakes, reflectors, headlights, and grab rails. Prohibits a pedicab from operating on any freeway, and on any highway with a posted speed limit in excess of 30 mph, except to cross the highway at an intersection. Requires the operator of pedicab to report annually to the California Highway Patrol (CHP) regarding any accidents caused or experienced by the pedicab. Prohibits a pedicab from loading or unloading passengers on roadways or in the middle of highways. Requires pedicabs to be operated as close as practicable to the right-hand curb or edge of the roadway, except when necessary to overtake another vehicle, to avoid a stationary object, or when preparing to make a left turn. If alcoholic beverages are consumed on board the pedicab, requires all of the following: (1) the on-board consumption of alcoholic beverages to be authorized by a local ordinance or resolution; (2) the presence of an on-board safety monitor who is 21 years of age or older; (3) both the operator and the safety monitor to have completed either the Licensee Education on Alcohol and Drugs (LEAD) Program implemented by the Department of Alcoholic Beverage Control, or a training course utilizing the curriculum components recommended by the Responsible Beverage Service Advisory Board; (4) all passengers to be 21 years of age or older; (5) the alcoholic beverages to be supplied only by the passengers of the pedicab in enclosed, sealed and unopened containers prior to their consumption on board the pedicab; and (6) the alcoholic beverages to be consumed by a passenger only while he or she is physically on board and within the pedicab.	9/3/15	Signed into Law: Chapter #496	
SB 564 (Cannella) Traffic Violations: School Zones	Adds $35 to the base fine for certain traffic violations that occur: (1) when passing a school building or grounds contiguous to a highway; or (2) when passing any school grounds not separated from the highway by a fence, gate or other physical barrier while in use by children. Requires the revenues from these additional fines to be deposited in the State Transportation Fund for school zone safety projects in the Active Transportation Program.	As Introduced	Assembly Transportation Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 578 (Block) Income and Corporate Tax Credit for Electric Vehicle Charging Stations	For taxable years beginning on or after January 1, 2016, allows a tax credit in an amount equal to 30 percent of the cost of purchasing Level 2 or direct current fast charger electric vehicle charging stations to be used in the trade or business of the taxpayer. Provides that this tax credit may not exceed $30,000 per taxable year.	4/13/15	Senate Appropriations Committee	
SB 599 (Mendoza) State Agencies: Public Transit Service Contracts	Requires a state agency to give a 10 percent preference to any bidder on a contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days.	As Introduced	Vetoed by the Governor	
SB 627 (Galgiani) Commuting Miles Tax Credit	For taxable years beginning on or after January 1, 2015, allows a tax credit in an amount computed by multiplying an unspecified dollar figure by the total number of a taxpayer's commuting miles.	As Introduced	Senate Governance & Finance Committee	
SB 698 (Cannella) Cap-and-Trade: School Zone Safety Projects	Requires an unspecified amount of cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund to be continuously appropriated to the State Highway Account for purposes of funding school zone safety projects under the state's Active Transportation Program.	As Introduced	Senate Environmental Quality Committee	
SB 705 (Hill) Transactions and Use Taxes: Monterey and San Mateo Counties	Authorizes San Mateo County to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 0.5 percent that would exceed the 2-percent maximum combined rate for all local option transactions and use taxes that could be imposed in the county. Authorizes the Transportation Agency for Monterey County (TAMC) to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 0.375 percent that would exceed the 2-percent maximum combined rate for all local option transactions and use taxes that could be imposed in the county. In the case of both San Mateo County and TAMC, the provisions of this bill would be repealed as of January 2, 2026, if the ordinance proposing the tax is not approved by the voters of their respective counties.	9/3/15	Signed into Law: Chapter #579	
SB 706 (Pavley) Cap-and-Trade: Alternative Fuels	Allows cap-and-trade auction proceeds deposited into the Greenhouse Gas Reduction Fund to be used to encourage the in-state production of alternative fuels with low-carbon intensity from new and existing facilities using sustainable feedstocks.	4/6/15	Senate Appropriations Committee	
SB 719 (E. Hernandez) Caltrans: Motor Vehicle Technologies Testing	Authorizes Caltrans, in coordination with the California Highway Patrol (CHP), to conduct testing of technologies that enable drivers to safely operate motor vehicles with less than 100 feet between each vehicle or combination of vehicles. Requires Caltrans to report its findings from such testing to the Legislature by July 1, 2017.	4/21/15	Signed into Law: Chapter #163	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 757 (Wieckowski) South Bay Area Public Transit Service	States the intent of the Legislature to enact a bill to do the following: (1) require the Alameda County Transportation Commission to explore the feasibility of a multimodal station in the city of Fremont at a location that can be served by both Bay Area Rapid Transit District (BART) and Altamont Commuter Express (ACE) trains; and (2) require the Santa Clara Valley Transportation Authority (VTA) to explore expansion of light rail service to Levi's Stadium in the city of Santa Clara.	As Introduced	Senate Rules Committee	
SB 767 (de Leon) LA Metro: Local Transportation Sales Taxes	In addition to any other tax that it is authorized to impose or has imposed, allows the Los Angeles County Metropolitan Transportation Authority (LA Metro) to impose a transactions and use tax for a period to be determined by the authority that would be applicable in the incorporated and unincorporated areas of Los Angeles County. Specifies that the rate of the tax authorized by this bill, when combined with the rate of the tax authorized by voter approval of Measure R in 2008 during any period when Measure R is in effect, and upon the expiration of Measure R, shall not exceed 1 percent. Requires the ordinance imposing the tax to contain the following: (1) an expenditure plan that lists the transportation projects and programs to be funded from net revenues from the tax; (2) a provision limiting LA Metro's costs of administering the ordinance and the net revenues from the tax to 1.5 percent of the total tax revenues; (3) a requirement that the net revenues from the tax, defined to mean the total tax revenues less any refunds, costs of administration by the state Board of Equalization and LA Metro's administrative costs, be used to fund the transportation projects and programs identified in the expenditure plan; and (4) the rate of the tax. For each project and program included in the expenditure plan, requires all of the following: (1) the most recent cost estimate; (2) the identification of the accelerated cost, if applicable; (3) the approximate schedule during which LA Metro anticipates funds will be available; and (4) the expected completion date within a three-year range. Provides that the ordinance shall become operative if approved by a two-thirds vote of the electorate in Los Angeles County. Allows LA Metro to incur bonded indebtedness payable from the net revenues of the tax.	7/16/15	Signed into Law: Chapter #580	
SB 773 (Allen) Vehicle Registration Fraud Study	Requests the University of California to conduct a study on motor vehicle registration fraud and failure to register a motor vehicle. If conducted, requires the study to include all of the following: (1) quantification of the magnitude of the problem; (2) the strategies being used by motorists to commit motor vehicle registration fraud; (3) the reasons for the behaviors of motorists who commit motor vehicle registration fraud or who fail to register their motor vehicles; (4) the costs to the state and local governments in lost revenues; (5) increases in air pollution; (6) other costs and consequences of these behaviors; and (7) recommended strategies for increasing compliance with registration requirements. Requires the Department of Motor Vehicles (DMV) to enter into an agreement with the University of California to share its vehicle registration information with university researchers for purposes of conducting the study. Requests the University of California to post a report regarding the study on its Internet Web site by January 1, 2017.	6/23/15	Assembly Transportation Committee	

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

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

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

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

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

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

SANTA CLARA
Valley Transportation Authority

Date: November 24, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Financial Officer, Raj Srinath

SUBJECT: Monthly Investment Report for September 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 1.5% in the third quarter of 2015 at a seasonally adjusted annual rate, according to the "advance" estimate released by the Bureau of Economic Analysis.

Headline consumer prices, as measured by the consumer price index (CPI), were unchanged at 0.00% year over year as of September 2015, on a seasonally adjusted basis. Core CPI, which excludes volatile food and energy prices increased at a rate of 1.90% year over year as of September 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 3.7% in September 2015, down from a revised 4.1% in August 2015, and below the year-ago estimate of 5.0%. This compares with an unadjusted unemployment rate of 5.5% for California and 4.9% for the nation during the same period.

Market Watch

The S&P 500 Index returned -2.47% in September 2015. Large cap stocks returned -2.74% and small cap stocks returned -4.91%. Within the large cap space, growth stocks outperformed value stocks, returning -2.47% and -3.02% respectively. The top-performing sectors were consumer staples, utilities, and technology. The worst-performing sectors were healthcare, materials processing, and energy.

The Barclays Aggregate index returned 0.68% in September 2015. The treasury sector returned 0.88%, and the government related sector returned -0.12% for the month. The investment grade corporate bond sector returned 0.75% 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 underperformed its policy benchmark by 0.02% in the current month, but outperformed its policy benchmark by 0.06% calendar year-to-date. The current yield for the Payden long-term portfolio is 1.40%, the mid-term portfolio is 0.92%, and the short-term portfolio is 0.56%.

The current yield for funds invested in LAIF is 0.34% and VTA's checking accounts is 0.07%.

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

Investment Performance as of September 2015									
Asset Class	**Fund Manager**	**Sep**	**3 Mo**	**Y-T-D**	**1 Yr**	**3 Yr**	**5 Yr**	**10 Yr**	**I-T-D**
Long-Term Fixed Income	**Payden & Rygel**	**0.65%**	**1.07%**	**1.88%**	**2.72%**	**1.13%**	**1.97%**	**3.83%**	**4.32%**
Barclays Cap US Govt. Intermediate Index		*0.75%*	*1.21%*	*2.04%*	*3.00%*	*1.09%*	*1.88%*	*3.84%*	*4.30%*
Mid-Term Fixed Income [1]	**Payden & Rygel**	**0.26%**	**0.31%**	**1.00%**	**1.17%**	**0.79%**	**0.93%**	**-**	**1.48%**
Merrill Lynch 1 to 3 Year Treasury Index		*0.30%*	*0.31%*	*0.98%*	*1.16%*	*0.67%*	*0.76%*	-	*1.11%*
Short-Term Fixed Income [2]	**Payden & Rygel**	**0.10%**	**0.12%**	**0.41%**	**0.42%**	**0.38%**	**0.44%**	**1.82%**	**1.78%**
iMoneynet Money Market Index		*0.00%*	*0.00%*	*0.00%*	*0.00 %*	*0.01%*	*0.03%*	*1.38%*	*1.31%*
Composite Portfolio Returns		**0.33%**	**0.46%**	**1.09%**	**1.39%**	**0.75%**	**1.26%**	**2.80%**	**3.64%**
Policy Benchmark Returns		*0.35%*	*0.47%*	*1.03%*	*1.36%*	*0.60%*	*1.06%*	*2.59%*	*3.50%*

[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:

Asset Allocation	Range	Target	Actual
Domestic Fixed Income	35-70%	48%	40%
Domestic Large Cap Index	25-60%	50%	59%
Cash	0-5%	2%	1%

The Retirees' OPEB composite portfolio underperformed its policy benchmark by 0.64% in the current month, and by 1.09% calendar year-to-date. The current yield for the fixed income portfolio is 4.10%.

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

Investment Performance as of September 2015									
Asset Class	**Fund Manager**	**Sep**	**3 Mo**	**Y-T-D**	**1 Yr**	**3 Yr**	**5 Yr**	**10 Yr**	**I-T-D**
Fixed Income	**Dodge & Cox**	**-0.18%**	**-0.41%**	**-0.18%**	**0.98%**	**2.30%**	**3.66%**	**5.31%**	**6.01%**
Barclays Cap US Aggregate Bond Index		*0.68%*	*1.24%*	*1.14%*	*2.94%*	*1.71%*	*3.10%*	*4.64%*	*5.50%*
-5.89									
Large Cap Index	**State Street**	**-2.47%**	**-6.42%**	**-5.27%**	**-0.59%**	**12.36%**	**13.29%**	6.82**%**	**3.95%**
S&P 500 Index		*-2.47%*	*-6.43%*	*-5.27%*	*-0.60%*	*12.41%*	*13.34%*	*6.80%*	*3.82%*
Composite Portfolio Returns		**-1.54%**	**-4.01%**	**-3.05%**	**0.34%**	**8.55%**	**9.68%**	**6.90%**	**6.17%**
Policy Benchmark Returns		*-0.90%*	*-2.61%*	*-1.96%*	*1.32%*	*7.07%*	*8.31%*	*6.02%*	*5.03%*

DODGE & COX - The Fixed Income portfolio manager underperformed its benchmark in September 2015 by 0.86%, and by 1.32% calendar year-to-date. The main detractors to relative performance were the portfolio's shorter relative duration, an overweight to corporate bonds and negative corporate security selection.

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

Historic Portfolio Performance for the last six calendar years:

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

SCVTA-ATU, Local 265 Pension Plan Assets

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

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

The SCVTA-ATU Pension Plan composite portfolio underperformed its policy benchmark in September 2015 by 0.20%, but outperformed its policy benchmark by 0.63% 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 September 2015									
Asset Class	**Fund Manager**	**Sep**	**3 Mo**	**Y-T-D**	**1 Yr**	**3 Yr**	**5 Yr**	**10 Yr**	**I-T-D**
Fixed Income	**Dodge & Cox**	**-0.20%**	**-0.47%**	**-0.12%**	**1.16%**	**2.29%**	**3.66%**	**5.33%**	**6.28%**
Barclays Cap US Aggregate Bond Index		*0.68%*	*1.24%*	*1.14%*	*2.94%*	*1.71%*	*3.10%*	*4.64%*	*5.06%*
Large-Cap Value Stocks	**Boston Partners**	**-4.72%**	**-9.30%**	**-8.89%**	**-3.80%**	**12.26%**	**13.60%**	**7.89%**	**8.89%**
Russell 1000 Value Index		*-3.02%*	*-8.40%*	*-8.97%*	*-4.44%*	*11.60%*	*12.28%*	*5.75%*	*6.05%*
Large-Cap Index	**State Street**	**-2.47%**	**-6.42%**	**-5.27%**	**-0.59%**	**12.36%**	**13.29%**	**6.82%**	**5.89%**
S&P 500 Index		*-2.47%*	*-6.43%*	*-5.27%*	*-0.60%*	*12.41%*	*13.34%*	*6.80%*	*5.78%*
Small-Cap Value Stocks	**Wedge [4]**	**-2.44%**	**-9.52%**	**-5.28%**	**3.27%**	**14.01%**	**13.29%**	**5.82%**	**9.53%**
Russell 2000 Value Index		*-3.46%*	*-10.73%*	*-10.06%*	*-1.60%*	*9.18%*	*10.16%*	*5.34%*	*8.77%*
Int'l Equity Dev. Markets Growth	**MFS [5]**	**-2.31%**	**-8.32%**	**-2.62%**	**-4.53%**	**4.15%**	**4.94%**	**-**	**1.91%**
MSCI AC World ex-US Growth Index		*-3.78%*	*-10.77%*	*-5.96%*	*-8.13%*	*3.63%*	*2.74%*	-	*-1.16%*
US Core Real Estate	**UBS [6]**			**5.99%**	**12.68%**	**10.97%**	**12.20%**	**-**	**12.20%**
NCREIF NFI-ODCE				*7.33%*	*14.43%*	*13.12%*	*14.41%*	-	*14.41%*
Emerging Market	**ROBECO E. M. [7]**	**-2.13%**	**-18.16%**	**-16.29%**	**-18.89%**	**-5.15%**			**-4.15%**
MCSI World Emerging Market		*-3.01%*	*-17.89%*	*-15.46%*	*-19.28%*	*-5.27%*			*-3.73%*
Composite Portfolio Returns [8]		**-1.73%**	**-5.15%**	**-2.86%**	**-0.21%**	**7.45%**	**8.61%**	**7.23%**	**7.91%**
Policy Benchmark Returns		*-1.53%*	*-5.08%*	*-3.49%*	*-0.91%*	*6.37%*	*7.32%*	*5.38%*	*5.57%*

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

DODGE & COX - The Fixed Income portfolio manager underperformed its benchmark in September 2015 by 0.88%, and by 1.26% calendar year-to-date. The main detractors to relative performance were the portfolio's shorter relative duration, an overweight to corporate bonds and negative corporate security selection.

BOSTON PARTNERS - The Domestic Large Cap Value Equity manager underperformed its policy benchmark in September 2015 by 1.70%, but outperformed its policy benchmark by 0.08% calendar year-to-date. The strategy's significant underweight to high dividend paying reits and utilities contributed to relative underperformance.

WEDGE - The Domestic Small Cap Value Equity manager outperformed its policy benchmark in September 2015 by 1.02%, and by 4.78% calendar year-to-date. Strong relative performance was driven by an overweight position to consumer staples and the healthcare sectors.

MFS - The International Equity manager outperformed its policy benchmark in September 2015 by 1.47%, and by 3.34% calendar year-to-date. Positive contributors to relative performance were an overweight to the consumer staples and health care sectors. An underweight to the Utilities sector a negative contributor to relative performance for the month.

ROBECO - The Emerging Markets Equity manager outperformed its policy benchmark in September 2015 by 0.88%, but underperformed its policy benchmark by 0.83% calendar year-to-date. Overweight positions in both India and Korea contributed to relative performance. Stock selection detracted from relative performance.

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

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

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

ATU Spousal Medical Trust Fund, Dental, and Vision Plan

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

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

The ATU Spousal Medical Trust Fund composite portfolio underperformed its policy benchmark in the current month by 0.42%, and by 0.72% calendar year-to-date. The current yield for the fixed income portfolio is 4.30%

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

Investment Performance as of September 2015									
Asset Class	**Fund Manager**	**Sep**	**3 Mo**	**Y-T-D**	**1 Yr**	**3 Yr**	**5 Yr**	**10 Yr**	**I-T-D**
Fixed Income	**Dodge & Cox**	**-0.30%**	**-0.82%**	**-0.74%**	**0.14%**	**2.08%**	**3.61%**	**5.08%**	**4.85%**
Barclays Cap US Aggregate Bond Index		*0.68%*	*1.24%*	*1.14%*	*2.94%*	*1.71%*	*3.10%*	*4.64%*	*4.46%*
Large-Cap Index	**State Street**	**-2.47%**	**-6.42%**	**-5.27%**	**-0.59%**	**12.36%**	**13.29%**	**6.82%**	**7.35%**
S&P 500 Index		*-2.47%*	*-6.43%*	*-5.27%*	*-0.60%*	*12.41%*	*13.34%*	*6.80%*	*7.33%*
Composite Portfolio Returns		**-1.63%**	**-4.23%**	**-3.33%**	**-0.06%**	**8.70%**	**9.81%**	**6.91%**	**7.01%**
Policy Benchmark Returns		*-1.21%*	*-3.37%*	*-2.61%*	*0.96%*	*8.15%*	*9.30%*	*6.21%*	*6.43%*

DODGE & COX - The Fixed Income portfolio manager underperformed its benchmark in September 2015 by 0.98%, and by 1.88% calendar year-to-date. The main detractors to relative performance were the portfolio's shorter relative duration, an overweight to corporate bonds and negative corporate security selection.

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 March 31, 2016.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Administration and Finance Committee did not consider this item due to the cancellation of its November 19, 2015 meeting.

Prepared By: Sean Bill, Investment Program Manager
Memo No. 4864

VTA INVESTMENT COMPOSITE PORTFOLIO PERFORMANCE
MONEY MANAGERS' TOTAL MARKET RETURN - TRADE DATE
FOR THE MONTH OF SEPTEMBER 2015

SUMMARY: September 30, 2015	Total Market Value		Sep Total Market Return		Total Market Return	
Description	(1) Prior Month	Current Month	$Unrealized Gain/Loss	%Unrealized Gain/Loss	VTA Calendar YTD	Benchmark Calendar YTD
1 - Fixed Income Long-Term Investment Pool	277,573,118	279,370,546	1,797,428	0.65%	1.88%	2.04%
1 - Fixed Income Mid-Term Investment Pool	563,564,900	565,018,948	1,454,048	0.26%	1.00%	0.98%
2 - Fixed Income Short-Term Investment Pool	231,294,112	231,527,828	233,716	0.10%	0.41%	0.00%
3 - Fixed Income Collateral Investment Pool (3)	1,688,811	1,688,827				
4 - VTA Bond Funds with Fiscal Agents (2)	73,071,275	81,512,043				
5 - Funds with LAIF Investment Pool	50,000,000	50,000,000				
6 - Funds with Union Bank-Congestion Management	8,799,279	8,094,347				
7 - Funds with Union Bank-Measure B	7,567,876	7,542,776				
8 - Funds with Union Bank DDA account	35,657,497	46,585,073				
Total VTA Funds	**1,249,216,868**	**1,271,340,388**				
1 - Retirees' OPEB - Fixed Income	105,362,169	105,166,673	(195,496)	-0.18%	-0.18%	1.14%
2 - Retirees' OPEB - State Street - Index	158,770,453	154,777,333	(3,993,120)	-2.47%	-5.27%	-5.27%
Total Retirees' OPEB Funds	**264,132,622**	**259,944,006**				
1 - VTA/ATU Pension Fund-Fixed Income	159,858,635	159,522,711	(335,924)	-0.20%	-0.12%	1.14%
2 - VTA/ATU Pension Fund-Stock Large Cap Value	79,342,033	75,814,352	(3,527,681)	-4.72%	-8.89%	-8.97%
3 - VTA/ATU Pension Fund-State Street - Index	60,751,600	59,015,116	(1,736,484)	-2.47%	-5.27%	-5.27%
4 - VTA/ATU Pension Fund-Stock Small Cap Value	32,036,007	31,253,578	(782,429)	-2.44%	-5.28%	-10.06%
5 - VTA/ATU Pension Fund- Int'l - Equity Growth	65,917,530	64,351,248	(1,566,282)	-2.31%	-2.62%	-5.96%
6 - VTA/ATU Pension Fund- Emerging Markets (4)	19,794,124	19,367,685	(426,439)	-2.13%	-16.29%	-15.46%
7 - VTA/ATU Pension Fund- US Core Real Estate (5)	53,537,937	53,537,937				
Total Pension Fund	**471,237,866**	**462,862,627**				
1 - ATU Spousal Med Fund - Dodge & Cox - Index	8,267,812	8,243,369	(24,443)	-0.30%	-0.74%	1.14%
2 - ATU Spousal Med Fund-State Street - Index	13,254,293	12,926,965	(327,328)	-2.47%	-5.27%	-5.27%
Total ATU Spousal Funds	**21,522,105**	**21,170,334**				
Total Investments	**2,006,109,461**	**2,015,317,355**				

Legend:

(1) Total includes contributions / withdrawals made during current month.

(2) Bonds Reserves for Debt Service Funds and Measure A Project Funds. During August 2015 no cash was drawn from 2010 project fund for Measure A Projects.

(3) Funded 7/23/2012 $202,149.96 and $2,840,114.82 on 7/15/2013; withdraw $414,890.44 on 8/8/2014; withdraw $944,706.75 on 8/7/2015

(4) Initial funded December 1, 2010 - Performance reported quarterly.

(5) Initial funded July 1, 2010 - Performance reported quarterly.

VTA INVESTMENT COMPOSITE PORTFOLIO PERFORMANCE.

PER GENERAL LEDGER BALANCE - SETTLEMENT DATE

FOR THE MONTH OF SEPTEMBER 2015

SUMMARY: SEPTEMBER 30, 2015	(1) Aug-15 Book Value /Cost	Sep-15 Book Value /Cost	Fiscal 16 Year-to-Date Aug 2015 Earnings - $	Fiscal 16 Year-to-Date Sep 15 Realized Earnings - $	Change for the Month Realized Earnings - $
VTA FUNDS					
1 - Fixed Income - Long-Term Investment Pool	276,815,671	277,703,701	41,067	515,885	474,818
2 - Fixed Income - Mid-Term Investment Pool	563,046,382	563,571,558	298,503	726,026	427,523
3 - Fixed Income - Short-Term Investment Pool	231,295,159	231,430,296	13,891	122,336	108,445
4 - Fixed Income - Collateral	1,688,811	1,688,827	38	52	14
5 - VTA Bond Funds with Fiscal Agent (2)	73,071,275	81,512,043	2,242	4,937	2,695
6 - Funds with LAIF Investment Pool	50,000,000	50,000,000	23,150	34,725	11,575
7 - Funds with Union Bank-Congestion Management	8,799,279	8,094,347	1,356	2,120	764
8 - Funds with Union Bank-Measure B	7,567,876	7,542,776	1,387	2,055	668
9 - Funds with Union Bank Pooled DDA account	35,657,497	46,585,073	97	625	528
Total VTA Funds	**1,247,941,950**	**1,268,128,621**	**381,731**	**1,408,761**	**1,027,030**
RETIREES' OPEB FUNDS					
1 - Retirees' OPEB -Fixed Income	102,830,491	103,163,108	722,701	1,065,782	343,081
2 - Retirees' OPEB -State Street - Index	90,802,619	90,802,619	0	2,535,574	2,535,574
Total Retirees' OPEB Funds	**193,633,110**	**193,965,727**	**722,701**	**3,601,356**	**2,878,655**
ATU PENSION FUNDS					
1 - VTA/ATU Pension Fund -Fixed Income	156,352,970	156,916,337	1,169,080	1,774,240	605,160
2 - VTA/ATU Pension Fund -Stock Large Cap Value - BOSTON	67,667,054	67,864,106	1,388,718	1,585,742	197,024
3 - VTA/ATU Pension Fund -State Street - Index	31,782,135	31,782,135	0	0	0
4 - VTA/ATU Pension Fund -Stock Small Cap Value - WEDGE	24,769,853	24,817,003	833,420	880,567	47,147
5 - VTA/ATU Pension Fund -Int'l - Equity Growth - MFS	50,574,856	50,574,856	0	0	0
6 - VTA/ATU Pension Fund -Emerging Markets - ROBECO (3)	23,500,000	23,500,000	0	0	0
7 - VTA/ATU Pension Fund -US Core Real Estate - UBS (4)	35,000,000	35,000,000	0	0	0
Total ATU Pension Funds	**389,646,868**	**390,454,437**	**3,391,218**	**4,240,549**	**849,331**
ATU SPOUSAL MEDICAL PLAN FUNDS					
1 - ATU Spousal Med Fund -Dodge & Cox - Index	5,927,234	5,927,234	0	0	0
2 - ATU Spousal Med Fund -State Street - Index	7,607,187	7,607,187	0	0	0
Total ATU Spousal Plan Funds	**13,534,421**	**13,534,421**	**0**	**0**	**0**
Total Investments	**1,844,756,349**	**1,866,083,206**	**4,495,650**	**9,250,666**	**4,755,016**

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

SANTA CLARA
Valley Transportation Authority

Date: November 23, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 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: Transit Ridership Improvement Program

FOR INFORMATION ONLY

BACKGROUND:

VTA has initiated the Transit Ridership Improvement Program (TRIP) to increase ridership and improve the farebox recovery of VTA's transit service. The TRIP encompasses VTA's entire transit program and evaluates all decisions in terms of how ridership is affected. It potentially includes redesigning the transit network including the location, frequency and number of transit routes, addressing fare policies and making transit easier to use by improving the quality and accessibility of transit information. The decisions relating to network design involve many tough choices between worthy goals such as frequent service or geographical coverage and affordable fares or higher farebox recovery rates. The Board of Directors will be asked to provide guidance on how VTA should balance these goals. VTA has hired Jarrett Walker, a network design specialist, to guide VTA's Board of Directors through these tough decisions and work with VTA staff. The direction provided by the Board will guide VTA's next two-year service plan which will be implemented in July of 2017. The conversation with the Board of Directors will begin in early 2016.

The TRIP will also contain extensive public outreach including many stakeholder workshops consisting of community members, city staff and elected officials. Each workshop will be focused on a small part of the county which will allow a conversation about transportation to occur on a local level. During the workshops, the participants will design transit networks for a fictional city as well as their own and will face the same tough decisions between admirable choices as transit service planners. These exercises typically lead to discussions about which choices the community values more and improves the relationship and understanding about transit service planning between the transit agency, cities and the community.

TRIP Board Discussions

Spring 2016 Conversations with Jarrett Walker

	Review assessment of VTA transit network Review scenarios for changing network
Summer 2016	Develop policies to guide transit network design, fares
Fall 2016	Approve Draft FY18-19 Transit Service Plan

STANDING COMMITTEE DISCUSSION/RECOMMENDATIONS

The Transit Planning & Operations Standing Committee received this item on November 18th and made the following comments:

1) Will the Transit Ridership Improvement Program (TRIP) include the Flex Bus service? Staff explained that the TRIP will focus on redesigning the core transit network.

2) Is the TRIP in response to requests from North County cities for transit studies. Staff clarified that the TRIP is an independent effort that will analyze transit service throughout Santa Clara County.

Prepared By: Adam Burger
Memo No. 5258

SANTA CLARA
Valley Transportation Authority

Date: November 18, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Financial Officer, Raj Srinath

SUBJECT: Comprehensive Annual Financial Report (CAFR) for the Santa Clara Valley Transportation Authority (VTA), and Financial Reports for the Amalgamated Transit Union (ATU) Pension Plan and Retirees' Other Post-Employment Benefits (OPEB) for Fiscal Year 2015

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

ACTION ITEM

RECOMMENDATION:

Review and receive the audited CAFR for VTA, and the Financial Reports for ATU Pension Plan and Retirees' OPEB Trust (both referred to as Trusts) for Fiscal Year 2015.

BACKGROUND:

Pursuant to State law, VTA's Administrative Code, and provisions of the Trusts, Vavrinek, Trine, Day & Company, LLP (VTD), a Certified Public Accounting Firm, conducted an audit of VTA and its Trusts' finances for the fiscal year ended June 30, 2015 (FY 2015). The auditors are required by audit standards to obtain reasonable assurance about whether the financial statements are free of material misstatement as well as assess whether the accounting principles used and estimates made by management are reasonable. Audited VTA financial statements are required to be submitted to the State Controller, Metropolitan Transportation Commission, federal and state agencies, and other parties such as the bondholders and financial rating agencies.

DISCUSSION:

Audit Results

VTD rendered a "clean" or unmodified opinion on VTA's and the Trusts' financial statements. The audit reports state that the financial statements present fairly, in all material respects, the financial activities of VTA and its Trusts as of June 30, 2015, in conformity with the accounting

principles generally accepted in the United States of America. There were no material weaknesses noted in the internal controls over financial reporting and operations. The Independent Auditor's opinion addressed to the Board is on pages 2-1 to 2-3 of the CAFR, and page 1 of both the ATU Pension Plan and the Retirees' OPEB reports.

In planning and performing the audit of VTA's financial statements, VTD considered VTA's internal control system and procedures. Based on the audit procedures performed, VTD noted no significant deficiency or material weakness as noted in SAS 114 letter (Statements on Auditing Standards relating to Auditor's Communication with Those Charged with Governance).

Audited Financial Statements

VTA uses the fund accounting system for financial reporting to ensure and demonstrate compliance with finance-related legal requirements. A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. VTA's funds can be divided into three categories: proprietary, governmental, and fiduciary.

The financial statements, related footnotes, and Management's Discussion and Analysis as presented in the CAFR were prepared in accordance with the reporting requirements recommended by the Government Finance Officers Association (GFOA).

The GFOA awarded a Certificate of Achievement for Excellence in Financial Reporting to VTA for its CAFR for the fiscal year ended June 30, 2014. This was the 19th consecutive year that VTA achieved this coveted award. The award provides affirmation that VTA's Comprehensive Annual Financial Reports are consistently prepared in accordance with generally accepted accounting principles and applicable legal requirements.

The CAFR reports the results of operations for:

- Proprietary Funds
    - VTA Enterprise - VTA Transit; 1996 Measure B Transit Rail Program; 2000 Measure A Transit Improvement Program; BART Operating; Express Lanes, and Joint Development Program
    - Internal Service Fund - Workers' Compensation; General Liability, and Compensated Absences
- Governmental Funds
    - Special Revenue Fund - Congestion Management Program (CMP)
    - Capital Projects Funds - Congestion Management & Highway Program, and 1996 Measure B Highway Program

- Fiduciary Funds
    - Trust Funds - VTA Amalgamated Transit Union (ATU) Pension Plan; ATU Spousal Medical and Retiree Vision/Dental Fund, and Retirees' Other Post Employment Benefits (OPEB) Trust
    - Agency Funds - Bay Area Air Quality Management District; 1996 Measure B Ancillary Program, and Senate Bill 83 Vehicle Registration Fee

Financial Highlights

Proprietary Funds

The Proprietary Funds account for activities that are reported using the full accrual basis of accounting. VTA maintains two types of proprietary funds: Enterprise Funds and Internal Service Funds.

Enterprise Funds

Enterprise Funds are used to account for functions of VTA that are principally supported by user charges, sales tax, and intergovernmental revenues. There are six types of activities that fall under this category: VTA Transit, 1996 Measure B Transit Improvement Program, 2000 Measure A Transit Improvement Program, BART Operating, Express Lanes, and Joint Development Program.

Statement of Revenues, Expenses, and Changes in Fund Net Assets

A Comparative Schedule of Revenues, Expenses, and Changes in Fund Net Position is included on page 2-100 of the CAFR. Highlights on the operating and non-operating revenues, as well as capital grants and contributions are as follows:

- For FY 2015, operating revenues (mainly from transit service fares, toll fees, direct service shuttles, and advertisement income) were $43.1 million, up 0.6 million (1.5%) compared to FY 2014. The increase was primarily due to increase in collections from passenger fares attributed to improved system ridership.

- VTA's large revenue sources for operating and capital funding, the 1976 Half-Cent Sales Tax, 2000 Measure A Half-Cent Sales Tax, and BART Operating 1/8-cent Sales Tax, were $199.2 million, $199.7 million, and $47.5 million, respectively. For FY 2015, the 1976 Half-Cent Sales Tax, 2000 Measure A Half-Cent Sales Tax and BART Operating 1/8-cent Sales Tax were higher than the prior year by $12.8 million (6.9%), $13.4 million (7.2%) and $2.7 million (6.1%), respectively. Lower unemployment, as well as higher consumer and business spending, helped increase VTA's revenue base.

- Operating assistance grants decreased by $13.9 million due to the decline in Federal Section 5307 Urbanized Formula Grants, State Transit Assistance (STA) grant, and Transportation for Clean Air Act Shuttle Program revenues of $17.5 million, $1.4 million and $268 thousand, respectively. This was offset partially by an increase of $5.1 million

in Transportation Development Act (TDA) and net increase of $162 thousand in other operating assistance grants such as Job Access Reverse Commute and Employment Training Panel. Capital grants grew by $83.5 million as a result of increased activities mainly in the grant-funded Silicon Valley Berryessa Extension (SVBX), Traction Power Substation, procurement of buses, and the Alum Rock/Santa Clara Bus Rapid Transit.

- In FY 2015, other income was $20 million; of which $17 million was derived from the sales proceeds of Capitol Ave. Park-and-Ride lot and West San Carlos properties. Investment earnings, a non-operating revenue, decreased by $437 thousand largely due to lower mark-to market gains as a result of modestly higher interest rates.

Total operating expenses in FY 2015 were $7.1 million or 1.7% higher than FY 2014. Significant activities on the operating and non-operating expenses are as follows:

- Labor and benefit costs increased $6 million or 2.1% in FY 2015 due to increase in service hours (primarily as a result of Levi's stadium events and activities) and labor rates. This increase was offset by an increase in costs allocated to capital of $2.4 million, which represents a credit for labor and non-labor costs capitalized as construction in progress.

- Depreciation expense grew by $6.2 million as a result of newly-capitalized equipment, building improvement and vehicles in FY 2015. This increase was partly offset by a drop in the costs of materials and supplies, insurance and leases and rentals. The reduction in general liability insurance was a result of actuarial determination that the level of general liability insurance provision in FY 2015 was adequate. This is different from the previous year when general liability insurance was increased by $6.4 million based on actuarial estimate.

- For the non-operating expenses, major variances were in Caltrain Subsidy which increased $1.1 million; and Capital Contributions to/on behalf of Other Agencies which decreased $32.5 million primarily due to decline in activities relating to projects which generate assets that will ultimately end up being owned by another entity such as Hayward Maintenance Center and Right-of-Way, as well as Mission/Warren/Freight Rail Relocation. Interest expense and other bond charges (net of capitalized interest) decreased $11.9 million due to more interest being capitalized as more taxable bonds are drawn down. Other non-operating expenses were $5.4 million less in FY 2015 largely due to completion of the project studies relating to new rail corridor and light rail operations analysis conducted by consultants.

Governmental Accounting Standards Board (GASB) Statement No. 68, issued in June 2012 and effective for the year-end reporting June 30, 2015, requires public employers to comply with new accounting and professional standards. Under this standard, employers that participate in a defined benefit pension plan, administered as a trust or equivalent arrangement, are required to record the net pension liability, pension expense, and deferred outflows/inflows of resources related to pensions in their financial statements. To comply with the standard, VTA showed a reduction in the Beginning Net Position of $189 million and established a Net Pension Liability of $196.7 million. Net Pension Liability is the amount owed by VTA to its employees for

benefits provided through a defined benefit pension plan, consisting of $74.2 million for CalPERS and $122.5 million for ATU.

Despite the negative adjustment in the Beginning Net Position of $189 million due to the GASB 68 implementation described earlier, the Enterprise Fund's total net position of $4 billion was up by $241 million in FY 2015. Of the total net position increase, $308 million was related to the 2000 Measure A Transit Improvement Program Fund. The remaining changes in net position were as follows: VTA Transit (net decrease of $132 million due to GASB 68 adjustment reducing beginning net position by $189 million), 1996 Measure B (increase of $75 thousand), BART Operating (increase of $48.3 million), Express Lanes (increase of $301 thousand), and Joint Development Program (increase of $16 million). VTA accounts for the 2000 Measure A Transit Improvement Program as part of its Enterprise Fund. Even though the 2000 Measure A program revenues and related capital expenses are reported as part of Enterprise Fund financial statements, they are restricted for capital programs and operating activities included in the ballot measure. The BART Operating fund was established when the tax measure was approved and took effect on July, 1, 2012, for a period not to exceed 30 years. The tax is dedicated to operate, maintain, improve, and take care of future capital needs of the BART extension.

Reserves

The Enterprise Fund has a restricted and unrestricted reserve balance of $1 billion. Restricted funds are intended for specific purposes, bound by legal agreements, or ballot measure provisions as approved by county voters. This includes debt service reserve fund ($49 million), SWAP/lease collateral ($77.4 million), retention/posted collateral ($8.7 million), Measure A Transit Improvement fund ($550.7 million), Measure B Transit fund ($1.7 million), and BART Operating ($135.4 million).

As of June 30, 2015, VTA Transit Fund reports a total operating reserve balance of $62.9 million. The VTA Board has established an operating reserve goal of 15% of the subsequent year's final operating budget to meet emergency needs that cannot be funded from any other source. This is meant to ensure that funds are available in the event of unanticipated revenue shortfalls or unavoidable expenditure needs. As of June 30, 2015, the reported operating reserve balance is at 15% of the FY 2016 final operating budget.

Other unrestricted reserve balance includes local share of approved capital funding that VTA must provide toward Board-approved capital projects ($88.4 million); Debt Reduction Fund ($134.2 million); Joint Development Program ($26.4 million); Sales Tax Stabilization Fund ($35 million); Express Lanes ($2 million); and Inventory and prepaid expenses ($24.5 million). VTA Transit Fund made an irrevocable transfer of $20.65 million to the Other Post Employment Benefit (OPEB) Trust Fund in FY 2013 to reduce unfunded accrued actuarial liability. This was reflected as a Net OPEB Asset and unrestricted net position in the VTA Transit Fund.

To comply with GASB Statement 68, VTA reflected a reduction in the Unrestricted Net Position of $189 million ($86.18 million for CalPERS and $102.82 million for ATU). This adjustment represents the amount owed by VTA to employees relating to benefits provided through a defined benefit pension plan that is attributed to employees' past period of service.

Budgetary Comparison

As shown on the Budgetary Comparison Schedule for the VTA Transit Fund (pages 2-103 & 2-104), the FY 2015 actual results for revenues, on the overall, were favorable compared to both the Adopted and Final Budget. Similarly, the total operating and other expenses were favorable, showing actual results below both the Adopted and Final Budget.

The FY 2015 Final Budget projected a net budgetary positive balance of approximately $3.3 million. In June 2015, VTA Board of Directors adopted a biennial budget for Fiscal Years 2016 and 2017 which was developed with the specific goals of increasing ridership, preserving and enhancing service, maintaining and improving VTA's infrastructure, and advancing VTA's long-term capital programs. Based on the FY 2015 actual results, VTA Enterprise Fund reported a positive balance, on a budgetary basis, of $41.9 million, a $38.6 million favorable variance when compared to the Final Budget.

Internal Service Funds

Internal Service Funds are set up to account for services to other funds, departments or to other governments on a cost-reimbursement basis. General Liability, Workers' Compensation, and Compensated Absences programs are accounted for in the Internal Service Funds.

The Statement of Revenues, Expenses and Changes in Fund Net Position (page 2-26) reported an increase in net position of $884 thousand. The fund liabilities were in line with the actuarial valuation report. As reflected in the Statement of Fund Net Position, page 2-25, Internal Service Fund column, the total net deficit amounted to $7.2 million as of FY 2015. This represents primarily compensated absences liability associated with ATU employee's accrued vacation leave which is funded by VTA Transit's FY 2016 operating budget.

Governmental Funds

Governmental funds are reported using modified accrual basis of accounting. This means that revenues are recognized in the accounting period in which they become "measurable and available." VTA's Governmental Funds are divided in two categories: Special Revenue Funds and Capital Projects Funds.

Special Revenue Funds are set up to account for revenues from specific taxes or other earmarked revenue sources which, by law, are designated to finance particular activities of government. The Congestion Management Program falls under the Special Revenue Fund category.

Capital Projects Funds are set up to account for resources used for acquisition or construction of major capital assets by a governmental unit. VTA reports the Congestion Management and Highway Program, and 1996 Measure B Highway Program under the Capital Projects Funds category.

Congestion Management Program (CMP)

The CMP Special Revenue Fund is used to account for the congestion management, planning, and programming and development services within the geographic boundaries of Santa Clara

County. The Statement of Revenues, Expenditures and Changes in Fund Balances (page 2-30) reports a $521 thousand decrease in fund balance due to expenditures exceeding revenues in the current fiscal year. Total fund revenues, which mainly include member assessment and grants, were $4.9 million in FY 2015; $364 thousand lower than the prior year due primarily to a decrease in Surface Transportation Program grant revenue. Total expenditures were $5.4 million, an increase of $595 thousand from FY 2014. This is due to expenses incurred relating to professional consultant costs for monitoring and conformance, training guidelines and deployment of iTEAM (a model for partnering with Caltrans with efforts focus on local assistance, project delivery, and traffic engineering/innovative transportation solutions). The CMP fund balance was $1.5 million as of June 30, 2015.

Congestion Management & Highway Program (CM&HP)

CM&HP Capital Projects Fund is used to account for the acquisition of capital assets and construction of highway projects administered on behalf of state and other local governments (other than those accounted for in the Measure B Highway Capital Projects Fund). The CM&HP administers highway projects on behalf of other agencies.

As reflected on page 2-30, the CM&HP reported total grant revenues and capital expenditures of $22.8 million in FY 2015, a decrease of $16 million from prior year. This was a result of waning activities on projects which were completed during the year (such as US 101 Improvements I-280 to Yerba Buena, and US 101 Widening Monterey Rd - Rt 129) or nearing completion (SR152/156 Improvements, I-880/I-280 Improvements-Stevens Creek, and US 101/Capitol Expressway/Yerba Buena Interchange). The bulk of the funding for these projects came from federal, state, and Measure A Swap funds. The total revenue of approximately $22.8 million in FY 2015 consisted of $3.8 million from federal grants and $19 million from state and local grants/assistance ($4.5 million from Measure A Swap funds, $37 thousand from Measure B swap, and $14.5 million from state and other sources).

Measure B Highway Program

Measure B Highway Program Capital Projects Fund is used to account for acquisition of capital assets or construction of 1996 Measure B Highway projects. The Measure B Highway projects consist primarily of widening highways and improvements that become the property of the State. As shown on page 2-30, VTA expended approximately $203 thousand during FY 2015 for Measure B Highway projects.

Fiduciary Funds

The Fiduciary Funds are used to account for assets held by VTA as a trustee (in a trust fund) and as an agent for others (in an agency fund). These assets cannot be used to support VTA's programs. VTA's Fiduciary Funds consist of trust and agency funds. The trust funds include the VTA ATU Pension Plan, ATU Spousal Medical and Retiree Vision/Dental Fund, and the Retirees' Other Post Employment Benefits (OPEB) Trust. The VTA ATU Pension Plan Report is discussed on page 9 of this memo. Bay Area Air Quality Management District (BAAQMD), Measure B Ancillary, and SB 83 Vehicle Registration Fee programs are reported as agency funds.

Retirees' Other Post Employment Benefits (OPEB) Trust

The Retirees' Other Post Employment Benefits (OPEB) Trust was established by VTA to implement the GASB Statement Number 45 in FY 2008. The Combining Statement of Changes in Fiduciary Net Position (page 2-106) shows a total increase of $15.1 million in Trust net position for the current fiscal year. In FY 2015, VTA contributed $12.1 million to the Trust. Net investment earnings were $13.6 million due primarily to net interest income and trading gain of $11 million, as well as mark-to-market gains of $3 million on the Trust investments in FY 2015. Total expenses of the Trust, which mainly include the retiree medical premium payments were $10.4 million. As of June 30, 2015, total net position held in the OPEB Trust totaled $275.4 million. As required by Governmental Accounting Standards Board (GASB), VTA has also published a separate financial report for the OPEB Trust.

ATU Spousal Medical and Retiree Vision/Dental Funds

These funds account for the ATU Spousal Medical Program, which is a medical insurance benefit for eligible pensioners' spouses, and the ATU Retiree Vision/Dental Program, which is a vision and dental benefit for eligible pensioners. Both benefits are funded through employee contributions.

As shown on the Combining Statement of Changes in Fiduciary Net Position for Retiree Trust Funds (page 2-106), total employee contributions to Spousal Medical and Vision/Dental were approximately $1.5 million and $372 thousand, respectively. Total benefit payments were $1.6 million for ATU Spousal Medical Fund and $233 thousand for Vision/Dental. Total changes in net position show a total increase of $1 million for both funds. Total net position was $13.2 million for Spousal Medical Fund and $9.3 million for Vision/Dental Fund.

Bay Area Air Quality Management District (BAAQMD)

The BAAQMD Agency Fund accounts for the activities that relate to the Transportation Fund for Clean Air (TFCA) Program. The TFCA is generated by a $4 surcharge on vehicle registrations in the county. The BAAQMD administers these funds in the nine-county Bay Area. Funds are available for allocation to alternative fuels, arterial management, bicycle, and trip-reduction projects that reduce vehicle emissions. Assets in the BAAQMD fund are held by VTA in a custodial capacity; therefore, they are reported in the Agency Fund. As of June 30, 2015, BAAQMD's total assets were approximately $4.7 million, as reflected on page 2-107.

Senate Bill 83 Vehicle Registration Fees (SB 83 VRF)

In November 2010, the voters of Santa Clara County approved a measure which called for the enactment of a $10 motor vehicle registration fee to pay for transportation projects. The SB 83 VRF fund was established in FY2011 to account for activities related to the implementation of the measure. For FY 2015, the fund received $15.7 million of DMV fees. As of June 30, 2015, the fund has total assets of $23 million.

Measure B Ancillary Program

The Measure B Ancillary Program was established to administer the 1996 Measure B funds.

VTA expended County contributions for Ancillary Program projects such as pavement and bike way paths, as well as those funded by Measure B and Fund Swap. As of June 30, 2015, the total assets of this program were $143 thousand (page 2-107).

AMALGAMATED TRANSIT UNION (ATU) PENSION PLAN REPORT

The Santa Clara Valley Transportation Authority ATU Pension Plan Fund reports on the activities of the pension benefit plan covering VTA employees represented by the Amalgamated Transit Union (ATU). The ATU Pension Plan is 100% funded by VTA's contribution.

Audit Results

VTD rendered a "clean" or unmodified opinion on the ATU Pension Plan Report, a component unit report of VTA's CAFR. The audit report states that it presents fairly, in all material respects, the activities of the ATU Pension Plan for the year ended June 30, 2015, in conformity with the accounting principles generally accepted in the United States of America. The Independent Auditor's opinion addressed to the Board is on page 1 of the component unit report.

Financial Highlights

As shown on the Statement of Changes in the Plan Net Position of ATU Pension Plan Report (page 7), net position increased by $8 million for the year ended June 30, 2015. FY 2015 reported a total net investment income of $16 million, a decrease of $48 million or 75% from prior year. This was a result of a decline in unrealized gains due to modestly higher interest rates. VTA contributions to the Plan and net investment earnings were $41.7 million, while the benefit payments to retirees and administration expenses were $33.7 million during FY 2015. As of June 30, 2015, net position held in trust was $489.2 million. Report details are shown on pages 6 & 7 of the ATU Pension Plan component unit report.

These financial statements can be viewed at http://www.vta.org/About-Us/Financial-and-Investor-Information. A hard copy may be requested by writing to Santa Clara Valley Transportation Authority, Finance & Budget Division, 3331 North First Street, San Jose, CA 95134-1927.

FISCAL IMPACT:

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

STANDING COMMITTEE DISCUSSION/RECOMMENDATION

The Audit Committee considered this item at its November 5, 2015 meeting. Leonard Danna and Ahmad Gharaibeh, partners with the audit firm of Vavrinek, Trine, Day & Co., LLP, gave a brief presentation. The Audit Committee unanimously accepted the FY 2015 audited financial reports which will be forwarded to the Board of Directors for consideration at its December 10, 2015 meeting.

Prepared by: Grace S. Ragni
Memo No. 5249

SANTA CLARA
Valley Transportation Authority

Date: November 20, 2015
Current Meeting: December 10, 2015
Board Meeting: December 10, 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: Land Use and Transportation Briefing Series: City Place Santa Clara

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FOR INFORMATION ONLY

BACKGROUND:

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

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

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

DISCUSSION:

Building on the LUTI Partnerships objective of creating opportunities for VTA and Member Agencies to work together, VTA staff initiated a series of Land Use and Transportation Briefings at VTA Board Committees in September 2015, which is ongoing. The purpose of this series is to highlight areas around the county where large-scale development is currently occurring, or is planned or proposed in the near future. These briefings will provide an opportunity for VTA and local agency staff to highlight the development projects or plans that are occurring in an area, the transportation opportunities and challenges associated with this growth, and potential strategies to address these issues. Bringing these items to VTA Committees will provide a forum for multi-jurisdictional discussions about land use decisions that are likely to have implications for the regional transportation system - fulfilling one of VTA's roles as a CMA.

At the November 2015 Technical Advisory Committee (TAC), Policy Advisory Committee (PAC), Transit Planning and Operations (TP&O) Committee, Administration and Finance (A&F) Committee, and Congestion Management Program & Planning Committee (CMPP) meetings, VTA and City of Santa Clara staff will provide a brief presentation on the proposed City Place development in Santa Clara. Staff will outline current transportation initiatives in Santa Clara, provide an overview of the proposed City Place development plan, and will solicit input on potential strategies to address the effects of development on the regional transportation system.

The City of Santa Clara is currently reviewing land development applications by The Related Companies to redevelop 240 acres of City-owned land into a 9.16 million square-foot, multi-phased, mixed-use project, called City Place Santa Clara. The proposed development would contain office buildings, retail and entertainment facilities, hotel rooms, residential units, and parking facilities, including a "City Center" district located directly across the street from Levi's Stadium. The project would construct new roads and connections to existing roadway facilities. The five-parcel development site is located in the City of Santa Clara, generally bounded by SR 237/Great America Way to the north, Tasman Drive/Calle Del Mundo to the south, the Guadalupe River to the east, and Great America Parkway/San Tomas Aquino Creek to the west (see Attachment A).

On October 9, 2015, the City of Santa Clara issued a Draft Environmental Impact Report (DEIR) for a 45-day public review and comment period ending November 23, 2015.

VTA staff's intent is to bring these briefings to the TAC, PAC and CMPP on a regular basis, based on the timing of major development projects and proposals, and interest from VTA Committee members and Member Agency staff. VTA welcomes suggestions for other areas of the county to cover, or ways to enhance and further this dialogue.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Technical Advisory Committee (TAC) received this information item at the November 12, 2015 meeting. Members of the Committee had the following questions: 1) asked about the timing of the EIR certification; 2) asked whether the intersection mitigations could be calculated with another software besides TRAFFIX; 3) inquired about the difference between Planned

Development Master Community (PDMC) rezoning and a Specific Plan; 4) asked whether the applicant is requesting pre-entitlement before the Subdivision Maps for each stage; and 5) asked if the project will be making any improvements to Highway 237. City staff provided the following responses: 1) the target date for EIR certification is January/February 2016; 2) cities are welcome to offer comments about the intersection analysis and mitigation calculations in their DEIR comments; 3) the PDMC rezoning is fairly similar to a Specific Plan and will cover each parcel and its phasing; 4) the applicant is requesting entitlement of the entire development up front; and 5) the applicant will be making voluntary contributions to regional improvements, some of which could be directed to Highway 237 improvements. VTA staff thanked the City for its extensive cooperation and information-sharing before and during the EIR process.

The Policy Advisory Committee (PAC) received this information item at the November 12, 2015 meeting. Members of the Committee had the following comments and questions: 1) noted that this is a major change from the City's current General Plan which designates this land as mostly recreational; 2) noted that the City is looking at residential intensification in the Tasman East area; 3) raised questions about jobs/housing balance and asked how the City is addressing this; 4) asked how the project will offset impacts to Highway 237 and mentioned the newly formed Policy Advisory Board looking at this and other corridors; 5) suggested a pedestrian bridge over Tasman Drive between City Place and Levi's Stadium; 6) suggested delineating separate bike and pedestrian areas on nearby trails; 7) encouraged the formation of a Transportation Management Association (TMA) and looking at Mountain View's experience with its TMA and trip reductions; 8) inquired about water and sewer capacity. City staff replied that the City has a substantial number of housing units in the pipeline and is looking at significant intensity in Tasman East, perhaps over 100 units per acre; the developer will be making a voluntary contribution to regional improvements, with the amount and uses to be determined; the City will look further into a TMA; the City has analyzed water and sewer capacity in the DEIR and found it to be sufficient with some identified improvements; and the City welcomes additional comments through the DEIR process.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Transit Planning & Operations (TP&O) received this information item at the November 18, 2015 meeting. Members of the Committee had the following questions and comments:

1) asked whether current VTA operations can sufficiently support the anticipated transit demand, and if the DEIR considers game/concert days at Levi's Stadium; 2) encouraged the project to be transit-centric, pedestrian-centric, integrated, and not inward-focused; encouraged the City to use the Development Agreement to hold the developer responsible - not VTA or other public agencies - for costs or needs created by the development, over the life of the project; 3) inquired about setting aside a percentage of affordable housing units for very low/low/moderate income households; 4) asked what type of office tenants are desired; 5) raised questions about jobs/housing balance and asked how the City is addressing this; 6) asked whether the City has a Transportation Impact Fee (TIF).

City staff provided the following responses:

1) the DEIR provides a game day analysis, the mixed-use activities within the City Center will spread travel times, and the City is open to discussing increasing transit service levels and costs in the future; 2) noted the comment; 3) the City is working on such a set-aside with a separate developer, and participating in a county-wide study for an affordable housing development fee; 4) the applicant is getting early interest from high tech companies, however, the office component is anticipated for a later phase; 5) the City has 13,000 housing units in the pipeline over the next ten years; 6) the City has a local TIF, and has recently been getting contributions for regional improvements from projects with Development Agreements.

VTA staff thanked the City for its extensive cooperation and information-sharing before and during the EIR process.

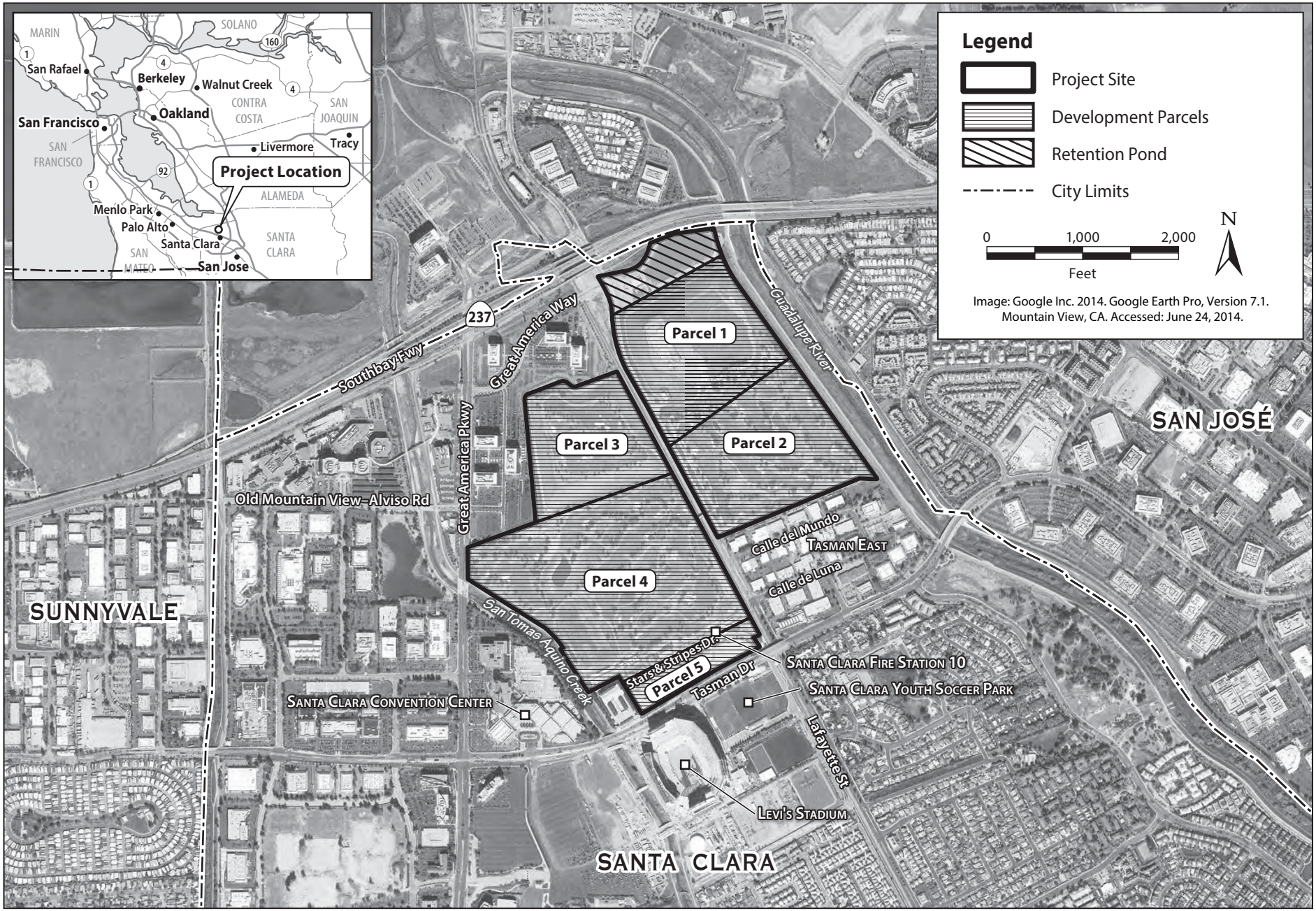
The Congestion Management Program and Planning Committee (CMPP) received this information item at the November 19, 2015 meeting. Members of the Committee had the following comments and questions:

1) encouraged the City to meet with City of Milpitas staff to discuss the project impacts; 2) asked whether the VTA 2040 constrained list projects would be considered, including the Lawrence/Wildwood intersection project and Lawrence Expressway grade separation project; 3) encouraged the City to consider requesting significant community benefits and contributions; 4) asked whether the City has a TIF; 5) asked about ACE/Capitol Corridor improvements near the project; 6) asked about the amount of sales tax the project would be directed toward VTA; 7) raised questions about the future of Tasman East;

City staff replied that the City will meet with City of Milpitas staff; is discussing a TIF with the applicant; that the project would project $8 million to VTA per year in sales tax; that Tasman East will be rezoned to residential in the future, and the area east of Lafayette may include a sports park. VTA staff added that the DEIR identifies a fair-share contribution to the Lawrence Expressway grade separation project, and that ACE and Capitol Corridor have plans to double-track and improve platforms near the project which are partially funded.

Prepared By: Melissa Cerezo
Memo No. 5079

ATTACHMENT A



Graphics ... 00333.14 (4-10-2015) tm

Map courtesy of the City Place Santa Clara Project DEIR October 2015

Project Location
City Place Santa Clara

7.3.a

Land Use and Transportation Briefing: City Place Santa Clara

VTA Board of Directors Meeting

December 10, 2015

Presentation Outline

1. Background
2. VTA & City of Santa Clara Policies
3. Santa Clara Development Context
4. Existing Conditions & Initiatives
5. Project Overview
6. Proposed Transportation Solutions
7. Critical Transportation Issues & Strategies
8. Next Steps

Background

- Per VTA's congestion management role, developed the Land Use and Transportation Integration (LUTI) Partnerships program

- Series highlights land use changes in high-growth parts of the county, along with transportation implications
  - September 2015 - Mountain View
  - November 2015 - City Place
  - Future Meetings
    - Sunnyvale, San Jose Urban Villages
    - Other suggestions welcome

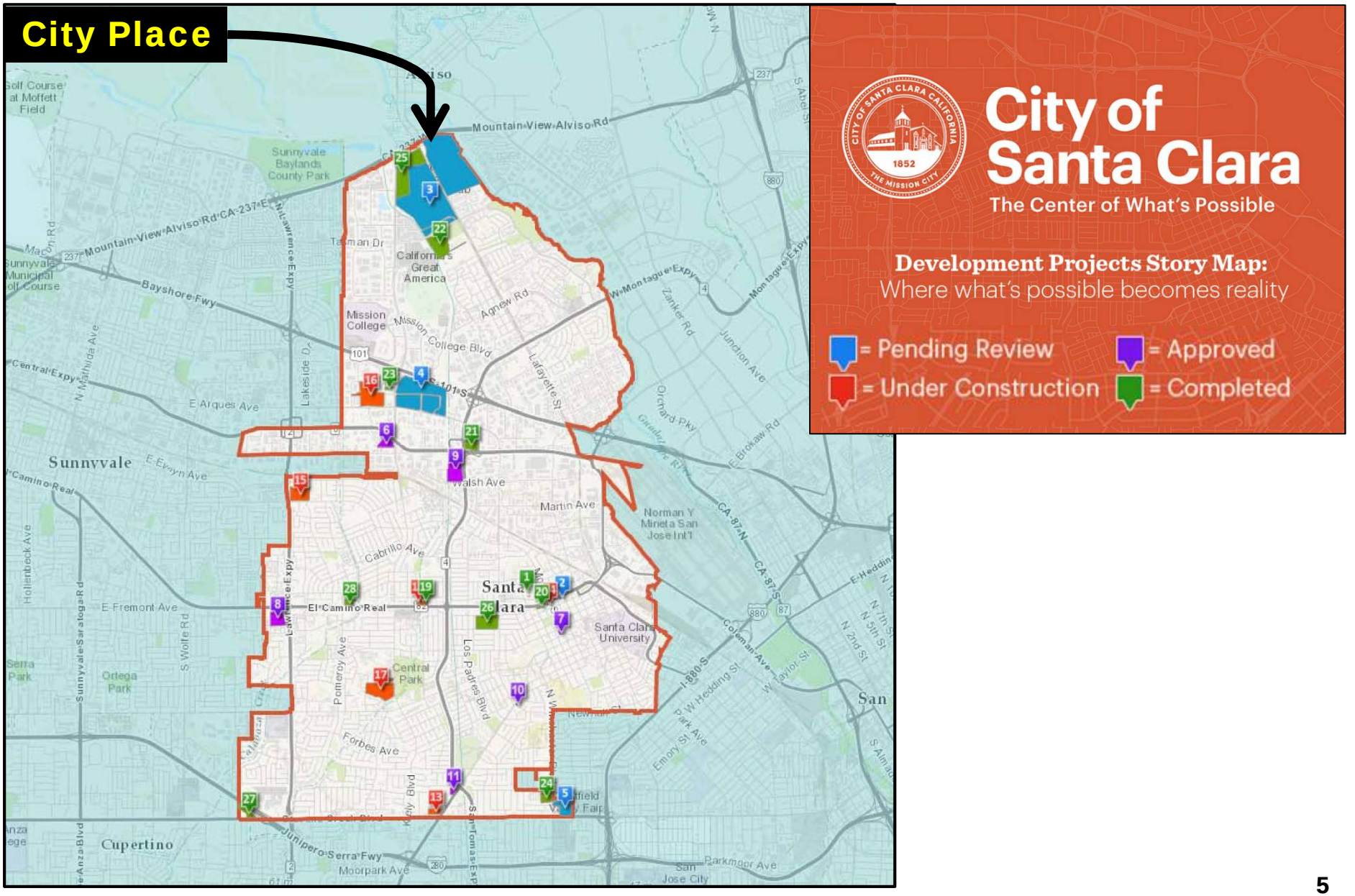
- Starting point for discussion of potential transportation strategies

VTA & City of Santa Clara Policies

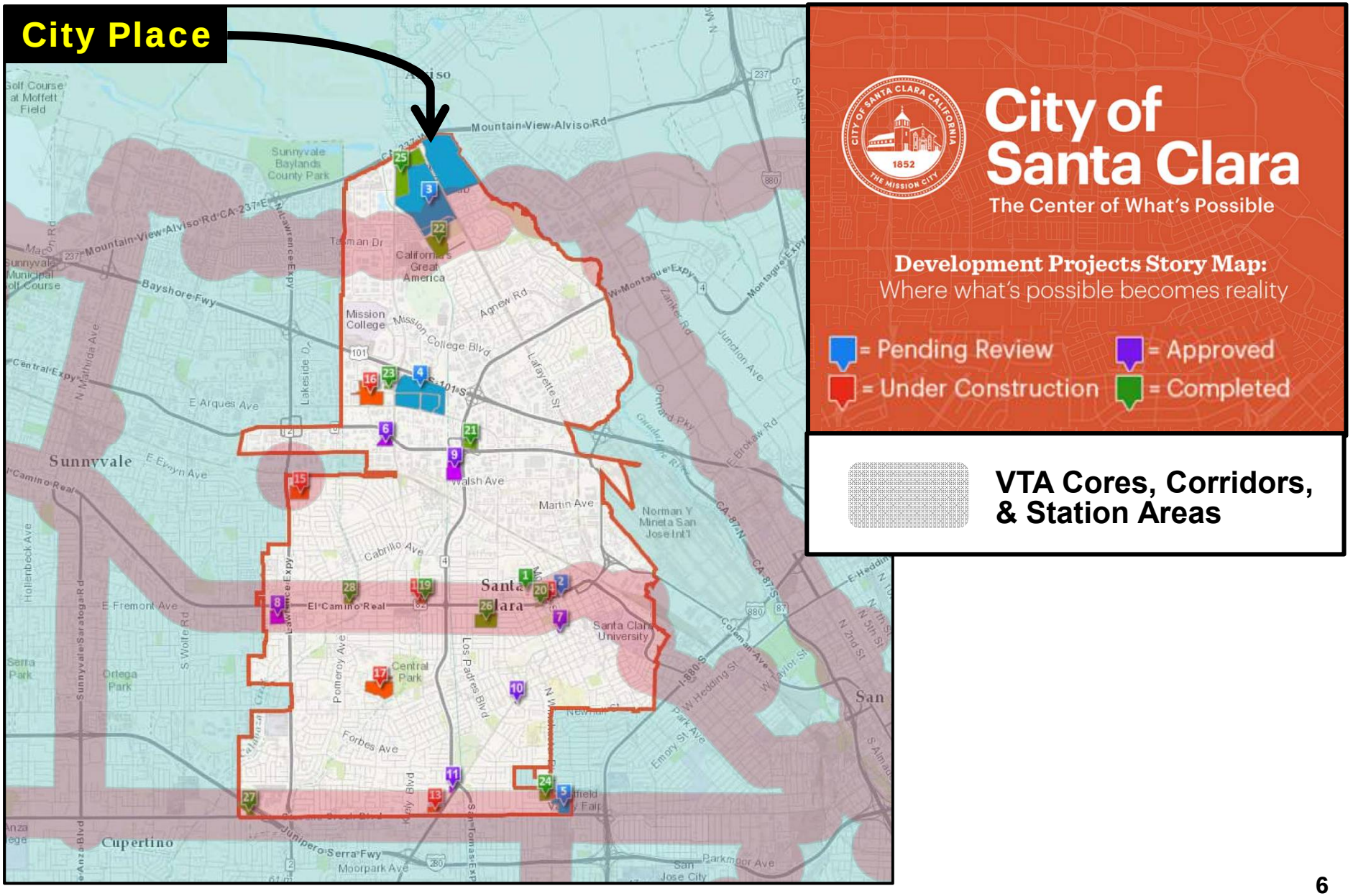
Shared Policy Goals

- ☑ Support high density and intensified development within ¼ mile of transit hubs, stations, and corridors.
- ☑ Expand transportation options, improve alternate modes, and link transportation networks; reduce greenhouse gases.
- ☑ Require development to provide transit-friendly design to encourage transit use and increase access.
- ☑ Encourage Transportation Demand Management (TDM) strategies; minimize vehicle miles traveled.

Santa Clara Development Context



Santa Clara Development Context



Existing Conditions

- 240 Acres on City land
- VTA Light Rail Stations:
  Great America and Lick Mill
- VTA Buses (Local and Express)
- SR 237, US 101, I-880

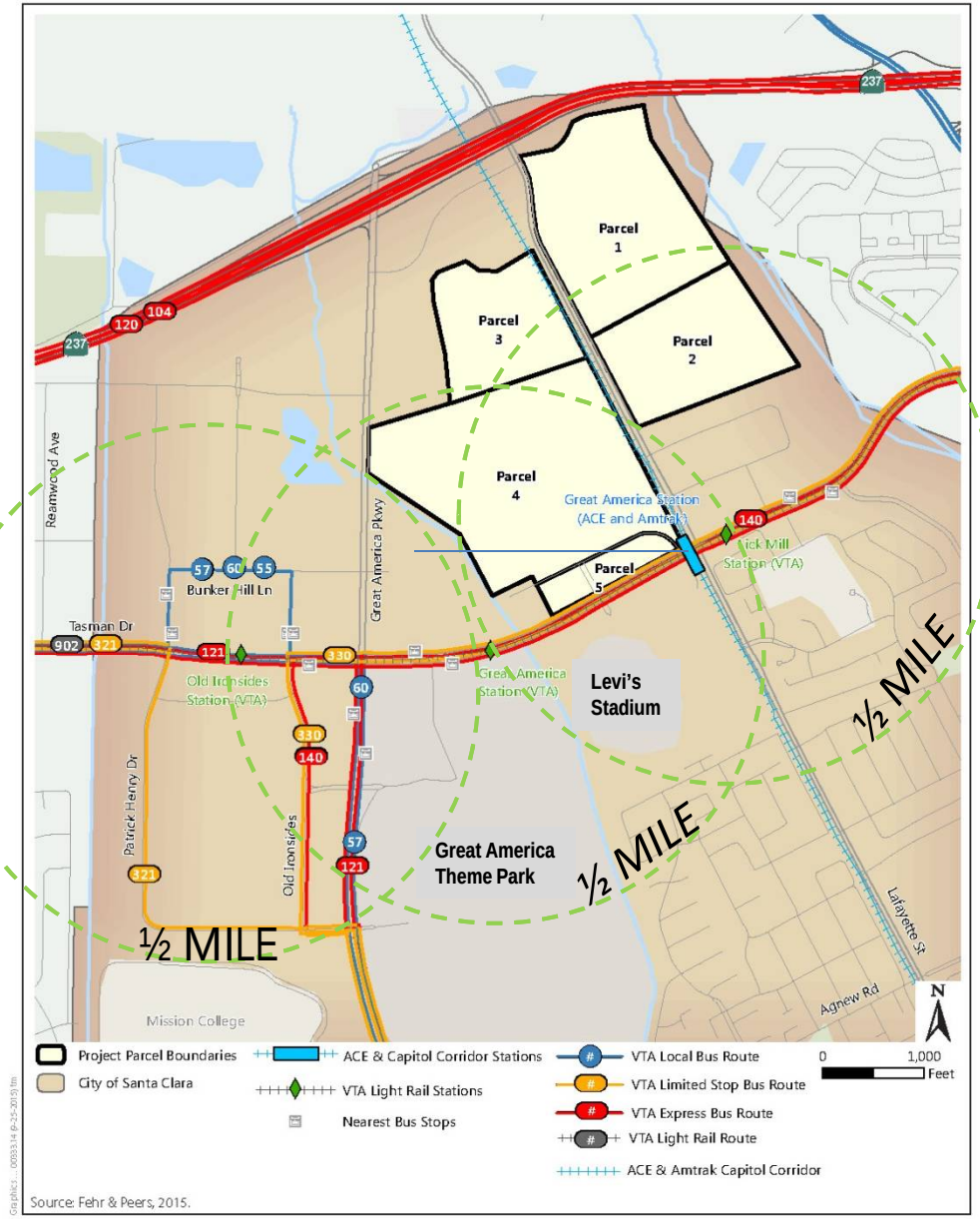


Figure 3.3-5
Existing Transit Services in the Focused Study Area
City Place Santa Clara

Existing Conditions

- ACE & Capitol Corridor Commuter Rail:
  Great America Station

- Connecting shuttle service:
  - 8 ACE/VTA Shuttles
  - 12 Private Shuttles

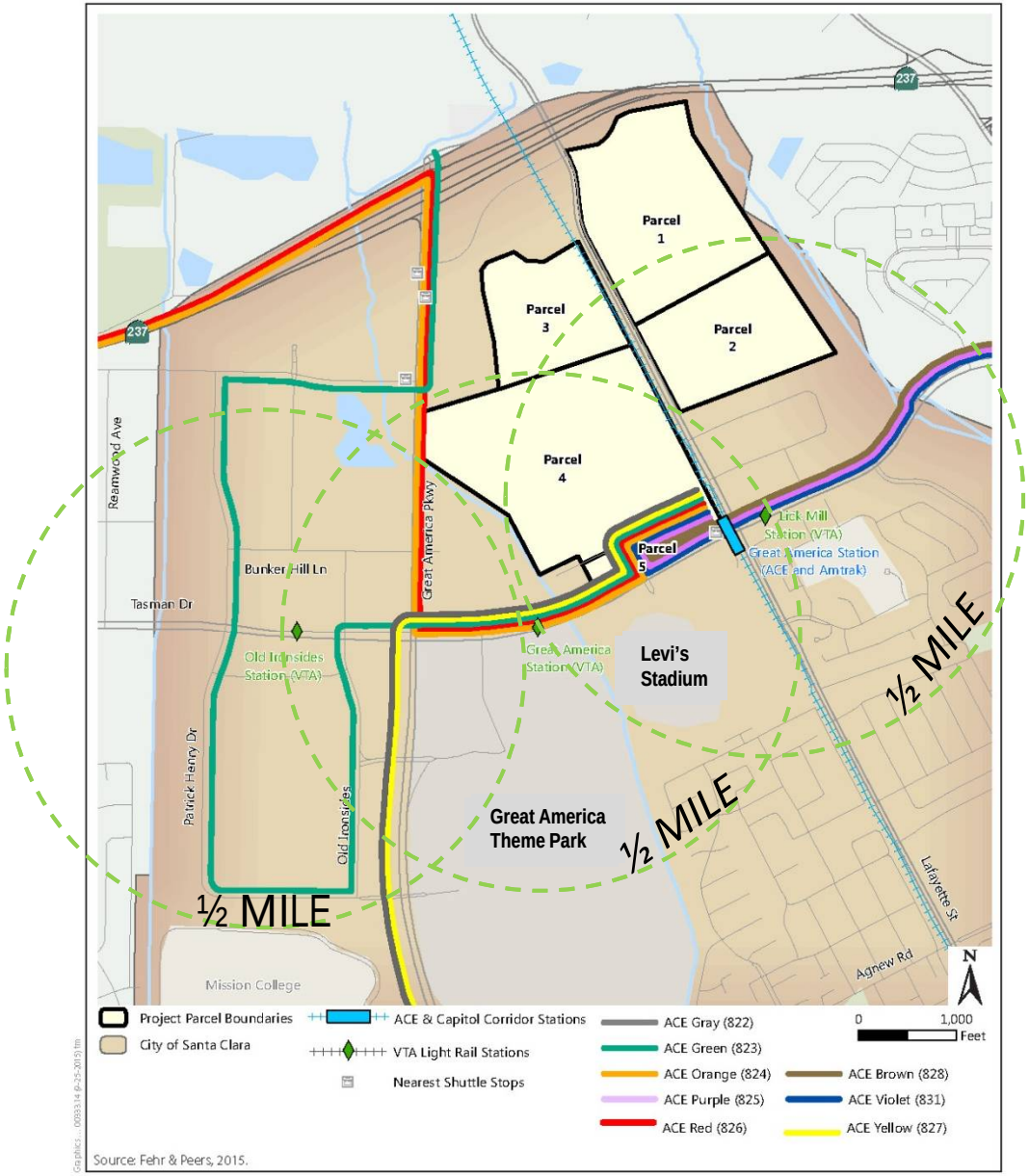


Figure 3.3-6
Existing Commuter Rail Shuttle Service
City Place Santa Clara

Current Transportation Initiatives



Tasman Drive Roadway Reallocation



Complete Streets Corridor Study of Tasman Drive



SR 237, SR 85, US 101 Express Lanes



Great America Station Double-Tracking / Platform Expansion

Project Overview



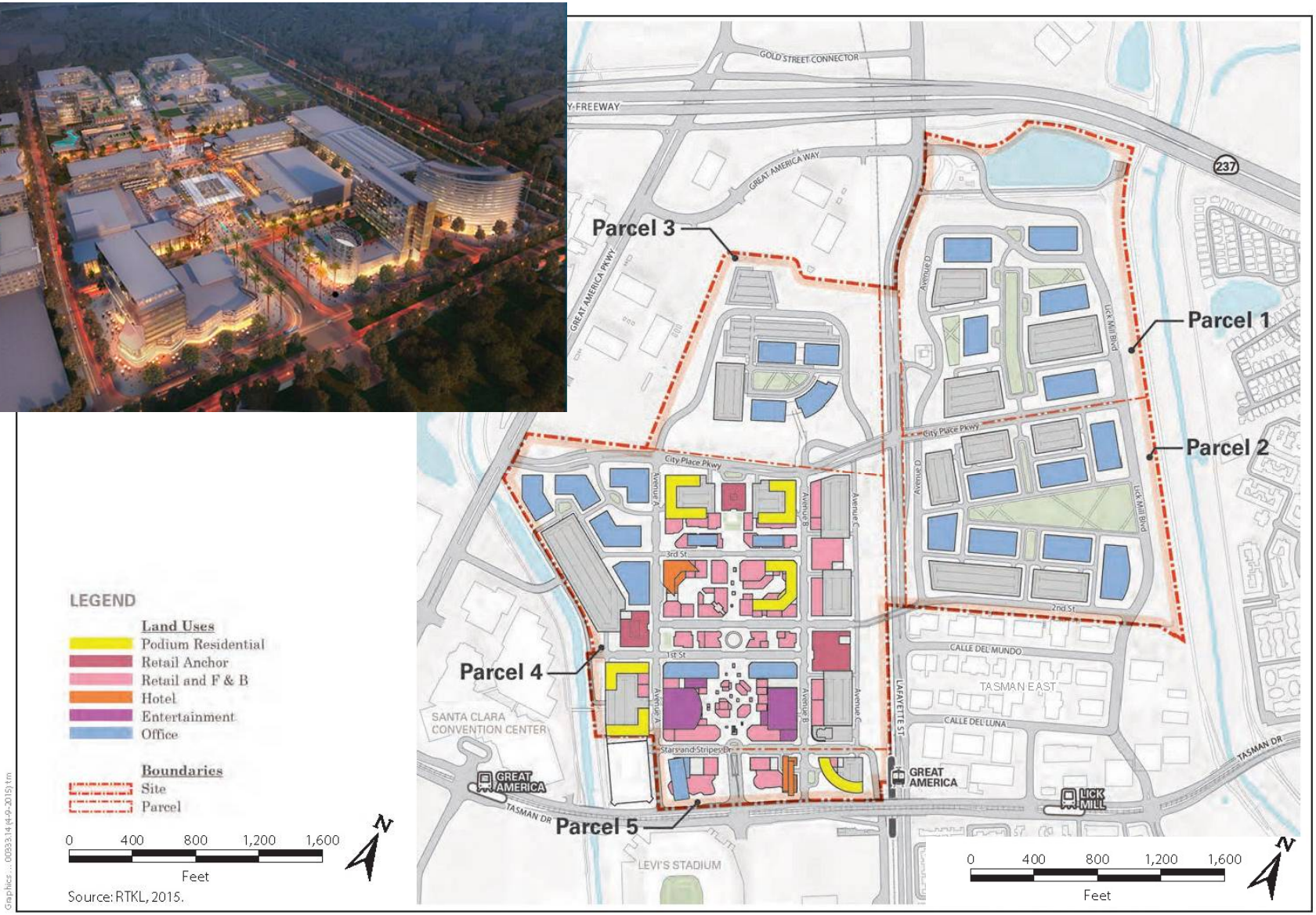


Figure 2-4
Illustrative Site Plan – Scheme A
City Place Santa Clara

Project Overview

Building Program

- 240 Acres / 9.16 M SF
- Up to 6.7 M SF Office
- 1.5 M SF Retail
  - 250,000 sf Food & Beverage
  - 190,000 sf Entertainment
- 700 Hotel Rooms
- Up to 1,360 Residential Units
- Up to 27,867 Parking Spaces
- 8 Phases
- 3 Potential Development Schemes

No. of Employees & Residents

- Up to 29,230 Employees
- Up to 3,270 Residents

Trip Generation

- Up to 140,730 Daily Trips

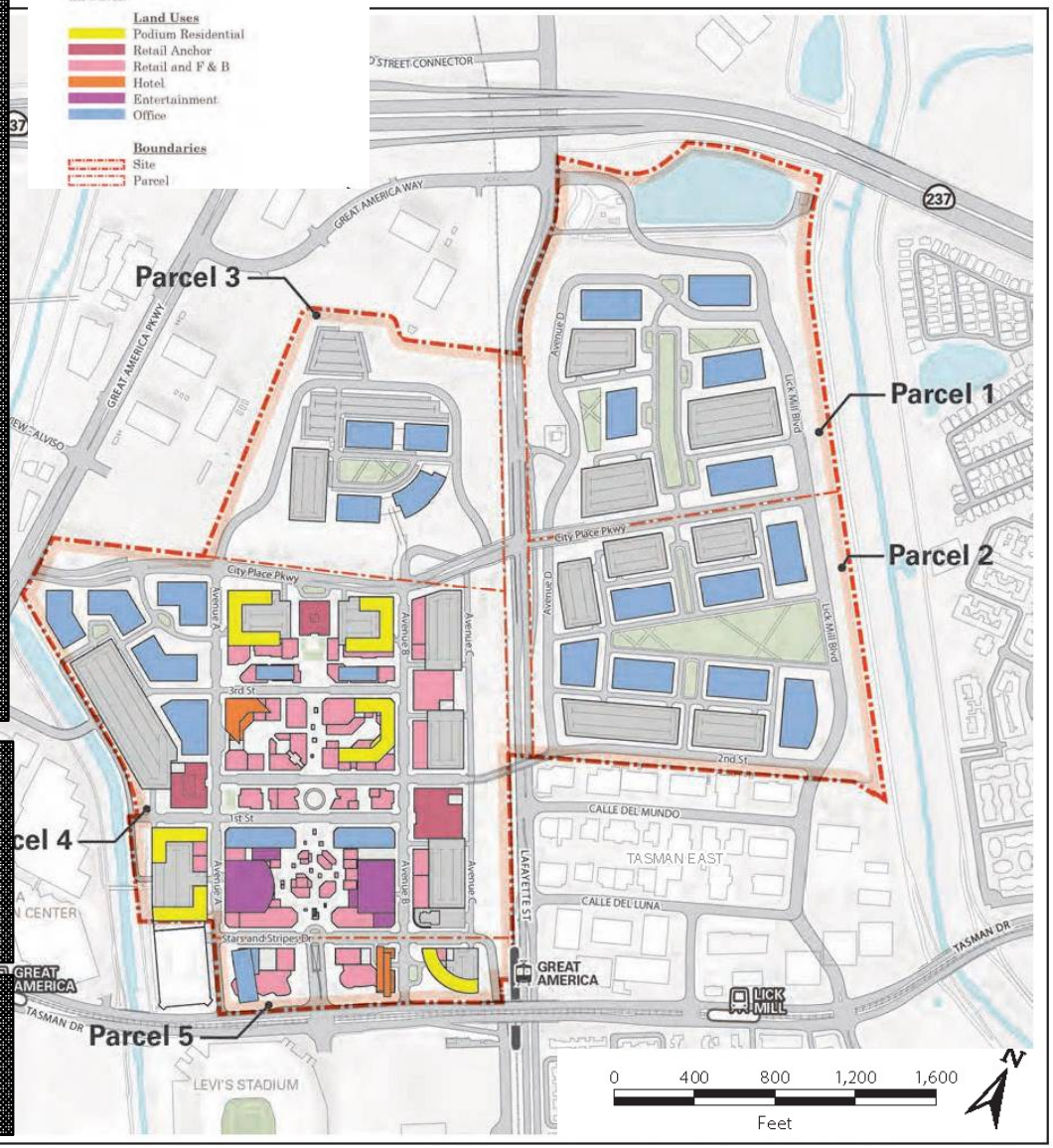


Figure 2-4
Illustrative Site Plan – Scheme A
City Place Santa Clara

Proposed Transportation Solutions - Pedestrian Network

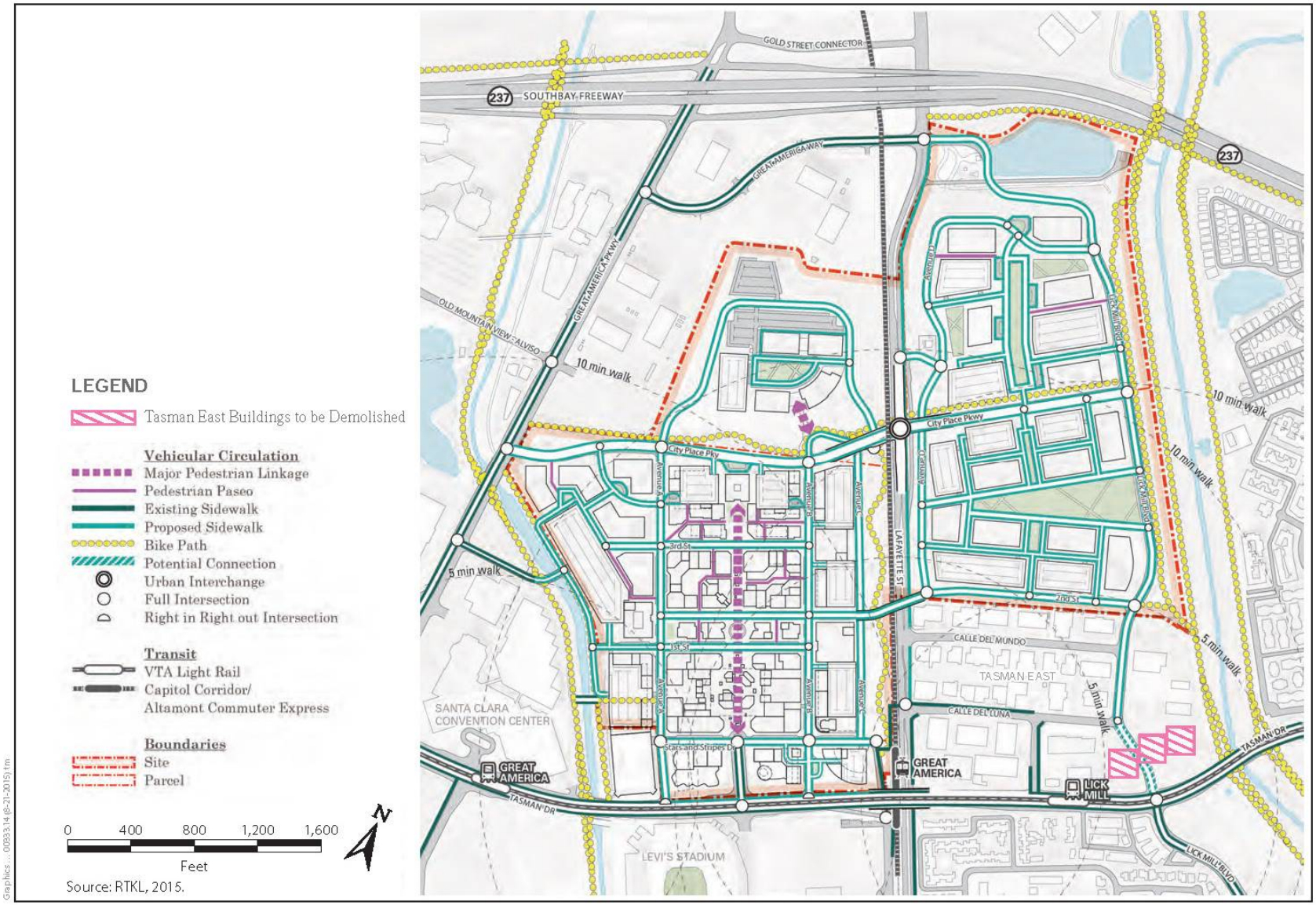


Figure 2-10
Existing and Proposed Pedestrian Network
City Place Santa Clara

Proposed Transportation Solutions – Bicycle Network

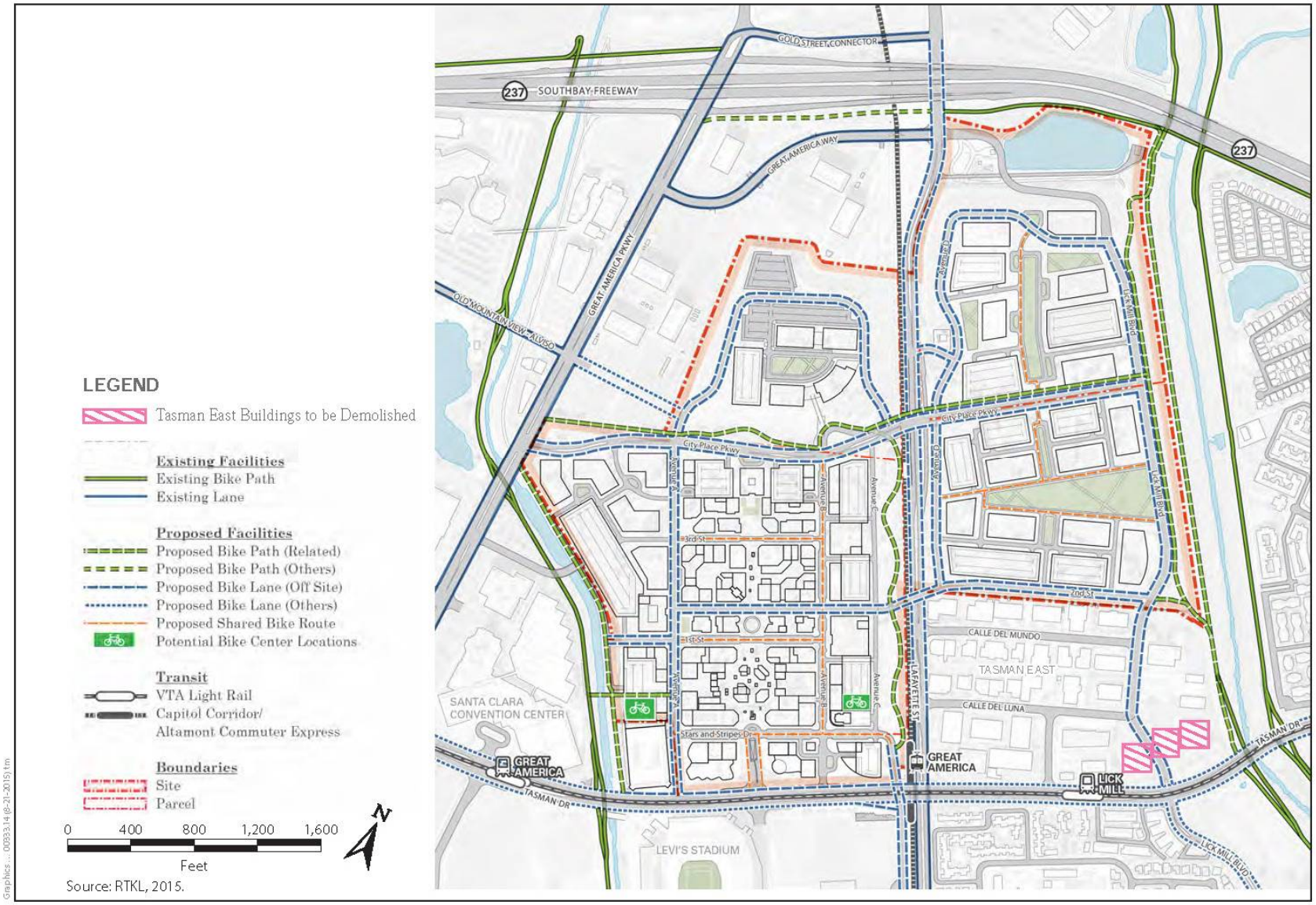


Figure 2-9
Existing and Proposed Bicycle Network
City Place Santa Clara

Proposed Transportation Solutions – Vehicular Access & Street Network

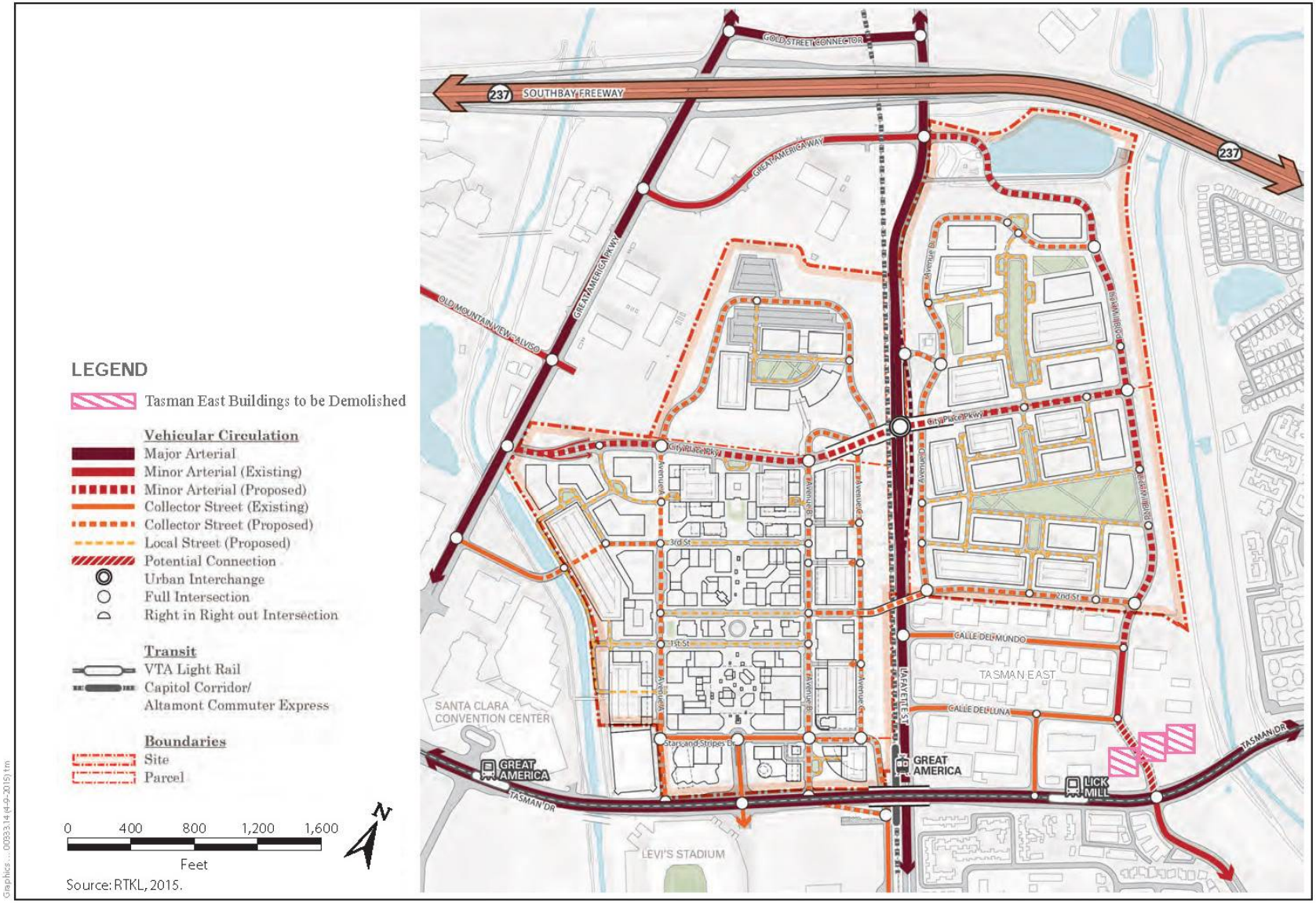


Figure 2-7
Proposed Site Access and Street Network
City Place Santa Clara

Proposed Transportation Solutions - Variants for Access

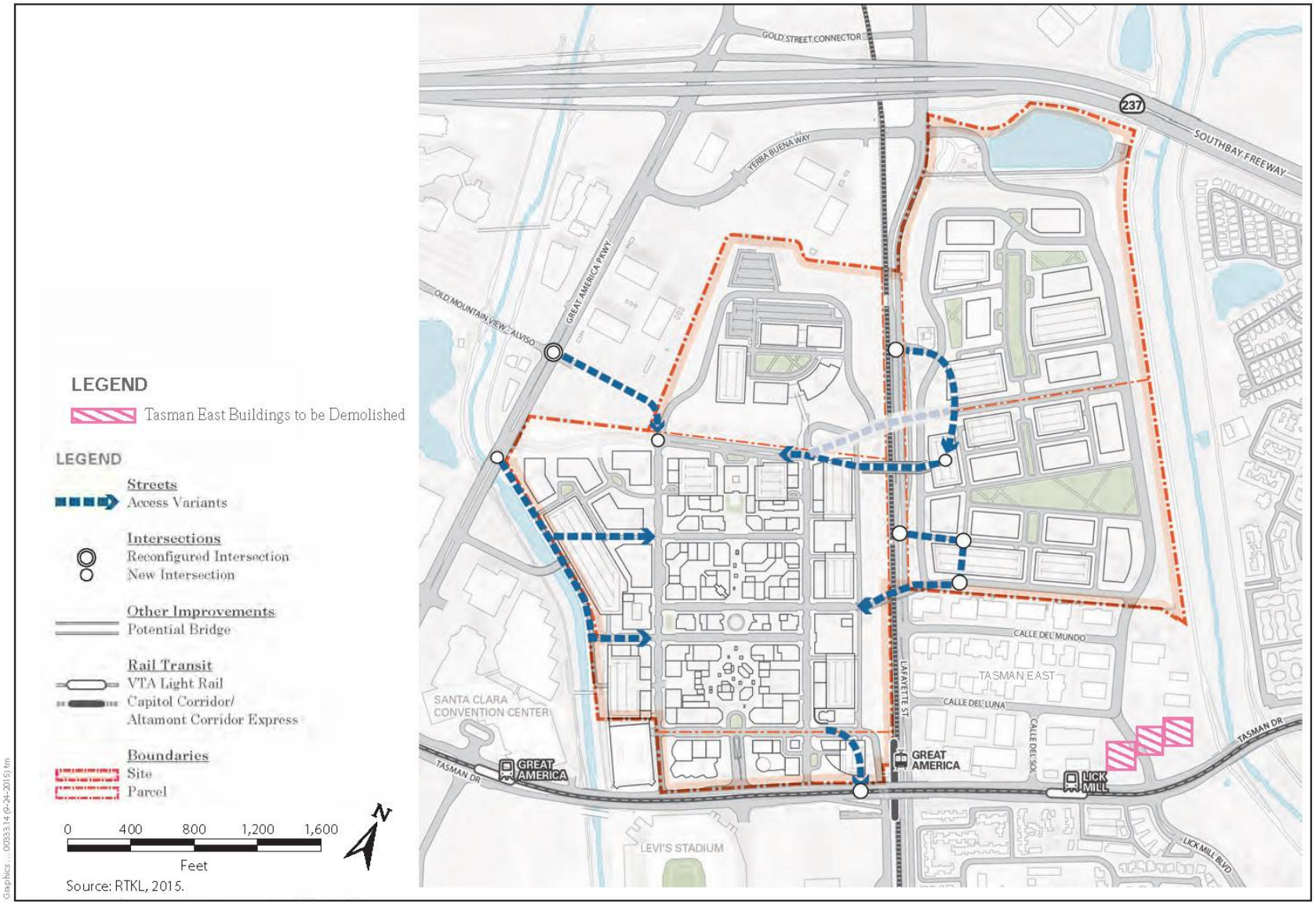
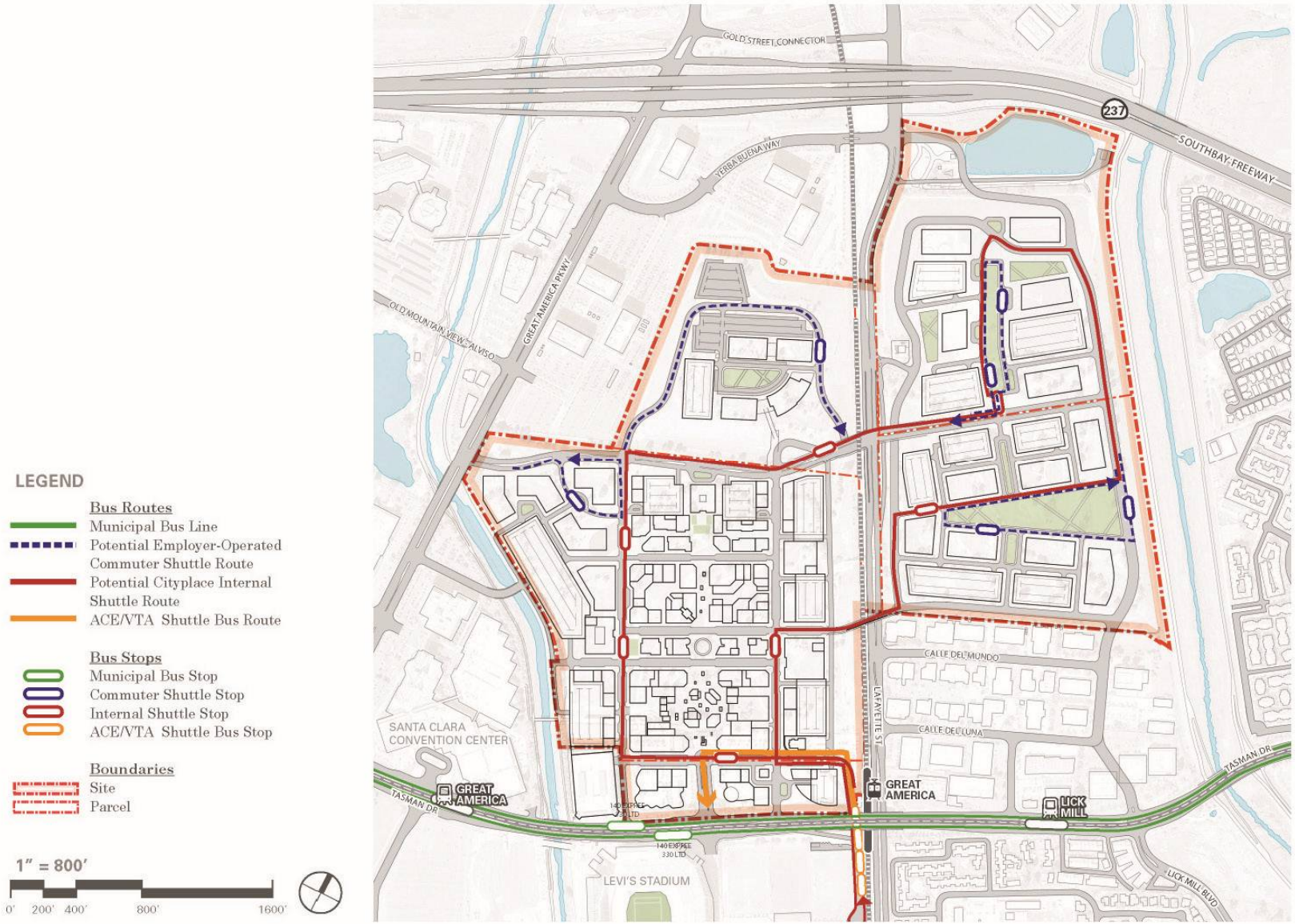


Figure 2-8
Site Access Variants
City Place Santa Clara

Proposed Transportation Solutions – Transit Access



Critical Transportation Issues

Identified Significant Impacts	Draft EIR Mitigation Measures
51 Signalized (Off-Site) Intersections	• Vehicle Trip Reduction & Transportation Demand Management. • Fair-share contributions to infrastructure improvements.
246 Freeway Segments	• Voluntary Contributions to Express Lanes and Operations Systems / Ramp Metering.
On-Site Intersections	• Transportation Design Review Process.
Transit Operations	• No measures identified.
Pedestrian Facilities (to transit)	• Sidewalk gap closure – may be infeasible.
Construction Traffic	• Construction Management Plan including shuttle detour routes.

Critical Transportation Issues & Strategies

1. Transit Operations
   a) New Signalized Intersection at Tasman
   b) Existing Intersections
   c) Transit Center Improvements
2. Freeway Impacts & Voluntary Contributions
3. Pedestrian Facilities / Access to Transit
4. Multimodal Improvement Plan

Next Steps

- Environmental Review Process
  - DEIR Deadline November 23, 2015
- Requested Approvals
  - General Plan Amendment
  - Rezone to Planned Development Master Community
  - Development Agreement
  - Development Area Plans
  - Disposition & Development Agreement
  - Subdivision Maps
  - Ground Lease Agreements
- Approval Process - Anticipated Early 2016
  - City Planning Commission Hearing
  - City Council Hearing
- Future Phased Development Process (Proposed)
  - Ongoing VTA / City coordination

SANTA CLARA
Valley Transportation Authority

Date: November 12, 2015
Current Meeting: December 10, 2015
Board Meeting: November 5, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Operating Officer, Inez Evans

SUBJECT: Update on Compressed Natural Gas (CNG) analysis

FOR INFORMATION ONLY

On August 15, 2013 Santa Clara Valley Transportation Authority (VTA) staff began an analysis of Compressed Natural Gas (CNG) as a potential fuel for the transit fleet. This study was requested by the Transit Planning and Operations Committee (TP&O) based on a recommendation from Director Khamis. The analysis is complete and staff's recommendation is to continue with the policy the Board adopted in 2000; namely to pursue the diesel path to conversion to a zero emission fleet.

BACKGROUND:

In 1999 the California Air Resources Board (CARB) required transit operators to select either a diesel path or a CNG fuel path to achieve a zero emission standard. Based upon available evidence at that time, the Board selected the low sulfur diesel fuel path. Because of the recent low cost and increased availability of CNG, the committee requested staff to reevaluate this decision.

With the continued requirement of transitioning to a zero emission fleet, staff evaluated the several aspects of a proposed conversion to determine if there was an opportunity to achieve a cost savings to the organization through the use of CNG fuel. The analysis shows that while there is a theoretical savings of $2.3 million per year, this is offset by other factors involved in conversion to a CNG fuel source beyond the cost of fuel:

- Capital cost of facilities for service and fueling
- Potentially greater Green House Gas (GHG) emissions
- Increased service costs
- Decreased service reliability
- Challenge of supporting three technologies (diesel, electric and CNG) simultaneously

Given the importance of potential savings suggested by the cost comparison of diesel fuel to CNG, staff analyzed the overall impacts on our operation with great care. We also participated with CARB in an extensive test of emissions generated by our hybrid electric coaches as compared to CNG coaches on both dynamometer testing as well as actual revenue service testing. Staff's decision was influenced by the fact that the majority of the cost savings is in the purchase comparison of the vehicles (diesel electric hybrid v. CNG). Due to CARB's requirement that we begin purchasing a percentage of zero emission vehicles in 2018 transitioning to all zero emission bus purchases by 2028, this advantage is reduced.

Staff recognizes and appreciates the opportunity to examine this potential economy. As a result of this analysis, we are reassured that the Board has selected the most prudent and path to achieve the transition to a zero emission fleet. Attachment A provides more detailed information on the analysis that was performed and updates the previous report.

SUMMARY

Conversion to CNG buses could potentially result in some operating cost savings. However, the cost for yearly maintenance is higher. The buses are less fuel efficient. CNG may increase Greenhouse Gas emissions. Pending regulations requiring zero-emission buses would require additional facility costs and result in three different fuel structures per division, increasing maintenance, parts and materials complexity and likely requiring expansion of two divisions. The timeline to complete facility modifications and fueling station infrastructure is also substantial. These factors offset any potential savings.

Therefore, VTA staff recommends continuing the purchase of hybrid buses with a shift to zero-emission battery buses as they become more widely available.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Transit Planning and Operations (TP&O) committee reviewed this item at its September 16, 2015 meeting. Chairperson Khamis noted that VTA would realize substantial savings by purchasing CNG buses and would realize substantial savings in annual fuel costs. He did not fully support the facility infrastructure costs VTA would pay to accommodate CNG buses and felt that the emissions data presented did not fully represent the true benefit of Hybrids over CNG. However, Chairperson Khamis would support whatever direction the Board of Directors would take on this issue. Chairperson Khamis requested that staff present this memo at the October 1, 2015 Board meeting.

The VTA Board of Directors met on October 1, 2015, and deferred this item to a future meeting.

Prepared By: Art Douwes
Memo No. 5154

ATTACHMENT A

FUEL COSTS

The fuel cost analysis in the 2013 report was based on average pricing for that year, with a 3% inflation escalator going forward, as projected by the Federal Department of Energy. Since that time, both diesel and CNG prices have actually fallen significantly, as shown below. Forecasting fuel prices is likely to remain extremely difficult.

	Diesel (per gallon)	**CNG** (per diesel gallon equivalent)
2013 Report Cost Assumption	$3.64	$0.91
2015 Year to Date Actual Average	$1.88	$0.36

Please note that VTA pays wholesale prices and receives some tax exemptions. Diesel pricing shown is per gallon; CNG pricing is given in diesel gallon equivalency (DGE). These figures include sales tax.

Considering the updated fuel pricing, any savings from switching the fleet to CNG are substantially reduced. Fuel savings would decline from an estimated cumulative of $35,162,503 to $19,577,657. The total savings over 12 years, which included cost estimates for maintenance of CNG vehicles, facility installation and maintenance costs, and the cost savings from buying CNG vehicles instead of hybrid vehicles, would now be $27,357,619, down from $42,942,465 in the 2013 analysis.

BUS COST

The 2013 evaluation indicated a bus cost differential between comparably equipped CNG and hybrid buses of approximately $150,000 per bus. This is the main area of savings in all analyses done. This price differential appears to be the same in 2015.

FUELING FACILITY O&M COST

VTA's experience indicates that the diesel fueling facilities have negligible Operation and Maintenance (O&M) costs. VTA does not have any experience operating a CNG fueling facility. However, based on other transit agencies such as Los Angeles County Metropolitan Transportation Authority (LACMTA) and figures from CNG providers, there is a significant cost for the compression of natural gas as well as maintenance cost of the compressors and other parts of the facility. This cost is estimated to be approximately $0.41 per diesel gallon equivalent (DGE).

FACILITY MODIFICATION

Modifications are required for maintenance facilities to safely accommodate CNG buses. Procurement and installation of CNG fueling facilities is required as well. Estimates for these facility projects range from $18,000,000 to $47,000,000, for VTA's three bus divisions. In the 2013 analysis, VTA estimated these costs at $28,000,000. These numbers are still valid in 2015. These are construction cost estimates. There may also be some real estate acquisition costs, as noted on the Fleet Projections section of this memorandum.

ATTACHMENT A

MAINTENANCE COST

It is widely acknowledged that the maintenance cost for CNG buses is higher than diesel hybrid buses. VTA's maintenance cost for standard diesel buses is approximately $1.30 per mile, which includes parts and labor. VTA's maintenance cost for hybrid buses is lower, approximately $1.01 per mile -- though it should be noted that the hybrid buses are newer and they will require a one-time battery replacement. The estimated cost for the battery replacement adds approximately $0.08 per mile.

Other agencies with CNG fleets contacted for this analysis indicated that the additional costs for maintenance of the CNG buses are between $0.06 and $0.20 per mile more than standard diesel buses. VTA buses logged 18,071,293 miles in FY 2015. Using an average of $0.13 per mile, this would add $2.35 million per year to VTA's annual maintenance cost for a CNG fleet. This alone offsets the purchasing and fuel cost advantages of CNG.

EFFICIENCY

All of the cost analyses provided take into account the lower energy capacity of CNG versus diesel hybrid. Because of that lower energy capacity, the mileage for CNG buses is approximately 3.6 mpg (using DGE) as compared to 5.1 mpg for diesel hybrid buses. This could potentially exacerbate future fuel cost increases because the CNG fleet would require more fuel. The current fleet used approximately 4 million gallons of fuel in FY 2015. A CNG fleet would have required 5 million gallons to complete the same number of miles.

The 2013 CNG analysis assumed 176 new buses in service by FY 2018. For a variety of regulatory and funding reasons, VTA purchases are now planned to be compressed for delivery between FY 2017 and FY 2020 (see Fleet Projections section). While this alone would change the numbers of the estimate, it does not affect the overall conclusion from 2013.

That analysis showed that when the costs of maintenance, fuel and facilities, and new bus costs are taken into account, savings are possible by switching from hybrid diesel buses to CNG buses for VTA's fleet. However, the savings are offset by reliability and emissions issues. We also know, going forward, we face the costs associated with the State's mandate to switch to zero-emission buses. Other potential costs and issues are discussed elsewhere in this report.

CALIFORNIA AIR RESOURCES BOARD (CARB) TESTING and RESULTS:

EMISSIONS

The California Air Resources Board (CARB) requested the use of three VTA hybrid buses for emissions testing and evaluation. In 2014, CARB tested three VTA hybrid buses (low mileage, medium mileage, and high mileage) on a chassis dynamometer as well as on the road over a specific route. The preliminary result of the testing indicated that there was no apparent degradation of the emissions system.

Previously, CARB contracted with West Virginia University (WVU) to test CNG buses. CARB provided the following analysis based on those and the VTA bus tests:

ATTACHMENT A

"Results from these two studies, as well as those from the VTA study, are reported in the attached table. CNG Total Hydrocarbon (THC) emissions were higher for both chassis dynamometer and on-road testing relative to the hybrid and diesel buses. This is most likely due to the use of CH_4, a hydrocarbon itself, as the primary fuel source. Emissions of Carbon Monoxide (CO) were also considerably higher for CNG buses relative to the hybrid and diesel buses for chassis dynamometer and on-road testing. CO emissions are significantly larger for the more aggressive urban driving routes and for the higher-mileage CNG buses relative to the low-mid-mileage buses tested. Nitrogen Oxides (NO_x) emissions are on average lower for CNG buses for dynamometer testing, and similar values for on-road testing compared to hybrid buses. However, for both testing regimes, CNG buses show large inter-bus variability for NO_x emissions. CO_2 emissions are comparable between hybrid, diesel, and CNG buses for all tests. However, CNG buses again show larger variability between buses and routes than for hybrid and diesel buses."

CARB also provided their Emission Comparison of Transit Bus Technologies. This assessment indicates that the greenhouse gas (GHG) emissions of the hybrid bus, on a well-to-wheel basis, are lower than that of a CNG bus. The electric bus is projected to produce the least GHG. More detail on the CARB testing data is included in Appendix A of this memorandum.

BUS FLEET PROJECTIONS

CARB proposed new regulations to reduce Greenhouse Gas Emissions as well as other regulated emissions for transit bus fleets. The goal is to have 100% of the transit buses be zero emissions buses (ZEBs) by 2040. To achieve this goal and transition from fossil fuel buses to ZEBs, the proposed regulation is to mandate that a percentage of transit buses purchased in California after 2018 be ZEBs and that all new transit buses purchased after 2028 be ZEBs.

VTA's BUS PROCUREMENT NEEDS

VTA's bus procurement plans include bus replacements and buses for service expansion. Between now and 2028, VTA estimates purchasing approximately 600 new buses. Considering the expected requirement to start purchasing ZEBs effective 2018, the estimated bus procurement plan is as follows:

Year Order	Fossil Fuel Buses	ZEBs	Total
2015	179	5	184
2017	57	0	57
2018	45	11	56
2021	56	14	70
2022		20	20
2025	37	37	74
2026	65	65	130
Total	**439**	**147**	**591**

ATTACHMENT A

VTA will be purchasing another (439) fossil fuel buses, which could be diesel, hybrid electric diesel, or CNG. The following factors should be considered for the purchase of the buses.

FACILITIES

To operate CNG or electric buses, VTA must make significant facility modifications. For CNG buses, the maintenance facilities need to be modified to safely accommodate the volatile lighter-than-air natural gas.

Additionally, CNG fueling facilities must be installed at the three bus divisions. For zero emission buses, charging stations must also be installed at each bus division.

The use of CNG buses would mean that, in the near future, VTA would be operating buses on three different fuels (diesel, CNG and electricity). This would also mean that the facilities would need to be equipped for such. Adding both CNG fueling and electric charging facilities will be difficult at two of the bus divisions due to space limitations, compounded by the expansion of VTA's fleet -- especially with plans to more than double the number of 60' articulated buses.

The Chaboya Division is VTA's most crowded facility, and the introduction of articulated buses to that yard for planned BRT routes will bring it to maximum capacity, even without additional fueling facilities.

At North Division, the situation is similar, full introduction of the Santa Clara-Alum Rock BRT service and the future increase in standard articulated buses will also bring it to its maximum practical capacity. The issue overall is more critical at North because, with Hwy 101 and surface roads on all sides, there is no adjacent property that could be used for expansion.

CNG will be new technology to VTA. There will be costs associated with introducing it to the fleet. As examples, other properties have experienced issues with the methane detection and fire suppression systems becoming sources of service interruptions and requiring specialized maintenance. They found it critical to work with the fuel station manufacturer to review and revise maintenance practices and procedures, and to determine life-cycle planning, including regulatory agencies periodic inspections. They found it essential to review and revise staffing levels, financial plans, and capital funding, and they discovered that some materials required for vehicle and station maintenance have long lead times.

OPERATIONS RELIABILITY

Reliability is a major factor in transit operation. Breakdowns on the road (Roadcalls) are a disruption to passengers. An excessive number of Roadcalls could lead the public to lose confidence in the system and therefore reduced ridership. Although the CNG buses have made improvements in their performance, they are still more prone to breakdowns than diesel engines. CNG Engines require more frequent overhauls.

VTA's experience with the hybrid buses indicates a better reliability. For the 3rd quarter of FY 2014, the overall fleet averaged 8,409 miles between road calls, while the standard hybrid bus averaged 11,556 miles between road calls. This equates to a 37% improvement in reliability. The Express hybrid buses operated at more than 67,000 miles between road calls.

ATTACHMENT A

MAINTAINABILITY

Extensive new equipment and training of maintenance mechanics at an unknown cost will be required to safely maintain CNG buses. VTA training staff will need to be expanded if both CNG and zero-emission buses are introduced to the fleet. Along with specialized training for the CNG itself, specialized training will be needed for handling the high-pressure tanks, valves, and plumbing used to store the CNG on board the buses.

SANTA CLARA Valley Transportation Authority

GOVERNANCE AND AUDIT COMMITTEE

Thursday, November 5, 2015

MINUTES

CALL TO ORDER

The Regular Meeting of the Governance and Audit Committee was called to order at 4:01 p.m. by Chairperson Woodward in Conference Room 157, County Government Center, 70 West Hedding Street, San José, California.

1. ROLL CALL

Attendee Name	Title	Status
Cindy Chavez	Vice Chairperson	Present
Rose Herrera	Member	Present
Ash Kalra	Member	Present
Johnny Khamis	Member	Present
Perry Woodward	Chairperson	Present

A quorum was present.

2. PUBLIC PRESENTATIONS

There were no Public Presentations.

3. ORDERS OF THE DAY

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

CONSENT AGENDA

4. Regular Meeting Minutes of October 1, 2015

M/S/C (Herrera/Chavez) to approve the Regular Meeting Minutes of October 1, 2015.

5. Appointments to the State Route (SR) 85 Corridor Policy Advisory Board

M/S/C (Herrera/Chavez) to recommend that the Board of Directors approve appointments to the State Route 85 Corridor Policy Advisory Board.

6. VTA Ethics Hotline Program Quarterly Report

M/S/C (Herrera/Chavez) to receive and review the Quarterly Ethics Hotline Summary Report.

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

7. Amend Contract with RSM for Auditor General and Internal Audit Services to Increase the Maximum Amount for Option Years

M/S/C (Herrera/Chavez) to authorize the General Manager to amend the contract with RSM US LLP (formerly McGladrey LLP) for Auditor General and internal audit services, increasing the specified maximum amount for each option year exercised from $250,000 to $475,000 to reflect current and projected Board and administration usage.

8. Network Security Assessment Status Update

M/S/C (Herrera/Chavez) to receive a brief status update on the Network Security Assessment.

Member Kalra took his seat at 4:03 p.m.

REGULAR AGENDA

9. Comprehensive Annual Financial Report (CAFR) for the Santa Clara Valley Transportation Authority (VTA), and Financial Reports for the Amalgamated Transit Union (ATU) Pension Plan and Retirees' Other Post-Employment Benefits (OPEB) for Fiscal Year 2015

Raj Srinath, Chief Financial Officer, introduced Ahmad Gharaibeh and Leonard Danna, Vavrinek, Trine, Day & Company, who provided an overview of the report, highlighting the following: 1) the audit has been completed for the Comprehensive Annual Financial Report (CAFR) for the Santa Clara Valley Transportation Authority (VTA), and the Financial Reports for the Amalgamated Transit Union (ATU) Pension Plan and Retirees' Other Post-Employment Benefits (OPEB) for Fiscal Year 2015; 2) all reports were unmodified; and 3) there were no significant findings.

Mr. Danna and Mr. Gharaibeh noted Governmental Accounting Standards Board (GASB) Standard No. 68 requires public employers to comply with new accounting and professional standards by recording the net pension liability, pension expense, and deferred outflows/inflows of resources related to pensions in their financial statements. He stated this is the reason for the negative adjustment in the Beginning Net Position of $189 million.

The Committee and staff discussed the following: 1) unrestricted reserves; and 2) implications for rating agencies.

M/S/C (Chavez/Herrera) to review and receive the audited CAFR for VTA, and the Financial Reports for ATU Pension Plan and Retirees' OPEB Trust (both referred to as Trusts) for Fiscal Year 2015.

10. (Deferred to December 10, 2015, Governance and Audit Committee Meeting)

Review and receive the Auditor General's report on the Public Safety Process Assessment.

On order of Chairperson Woodward and there being no objection, the Committee deferred the Auditor General's report on the Public Safety Process Assessment.

11. Request for Supplemental Funding for Paratransit Operation Assessment to Provide Additional Testing

Bill Eggert, VTA Auditor General's Office, provided an overview of the report, highlighting the request for additional funds to further research and gather data to complete their assessment.

Chairperson Woodward requested an update of the process at the next meeting.

M/S/C (Herrera/Chavez) to approve the allocation of $25,000 of existing Supplement Work Allowance funds contained in the approved FY16 Internal Audit Work Plan to provide for the Auditor General's Office performing additional testing for the Paratransit Operations Assessment. This action would increase the existing project labor budget from $50,000 to $75,000.00.

12. Review Status of Internal Audit Work Plan

Corey Saunders, Deputy Auditor General, provided an overview of the report.

Member Herrera requested the Auditor General conduct an audit on the Alum Rock - Santa Clara Bus Rapid Transit (BRT) project to determine what went wrong and how VTA can improve the process.

Chairperson Woodward indicated the settlement agreement may restrict what the parties can discuss. He requested General Counsel take a look at the agreement, and report back at the December 10, 2015, Governance and Audit Committee meeting.

Vice Chairperson Chavez requested the subject matter be agendized at the next Governance and Audit Committee meeting.

Member Herrera noted she is interested in how VTA coordinated with Pacific Gas & Electric (PG&E) on the Alum Rock - Santa Clara BRT project.

On order of Chairperson Woodward and there being no objection, the Committee reviewed the status of the Internal Audit Work Plan.

OTHER ITEMS

13. Items of Concern and Referral to Administration

Vice Chairperson Chavez requested the following: 1) clarification on VTA's privacy policy as it relates to Closed Caption Television; 2) how long data is retained; and 3) the terms and conditions under which the public has access to the data.

Chairperson Woodward requested VTA staff provide a report addressing the above mentioned issues at the next Governance and Audit Committee meeting.

14. Governance & Audit Committee Work Plan

Nuria I. Fernandez, General Manager, provided a brief overview of the status of projects contained in the Governance & Audit Committee Work Plan.

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

15. Committee Staff Report

There was no Committee Staff Report.

16. Chairperson's Report

There was no Chairperson's Report.

17. Determine Items for the Consent Agenda for future Board of Directors' Meetings.

CONSENT:

Agenda Item # 5 – Recommend that the Board of Directors approve appointments to the State Route 85 Corridor Policy Advisory Board.

Agenda Item #7 – Authorize the General Manager to amend the contract with RSM US LLP (formerly McGladrey LLP) for Auditor General and internal audit services, increasing the specified maximum amount for each option year exercised from $250,000 to $475,000 to reflect current and projected Board and administration usage.

REGULAR:

Agenda Item #9 - Review and receive the audited CAFR for VTA, and the Financial Reports for ATU Pension Plan and Retirees' OPEB Trust (both referred to as Trusts) for Fiscal Year 2015.

18. ANNOUNCEMENTS

Member Herrera announced the Veteran's Day Parade would take place in San Jose on Wednesday, November 11, 2015.

Ms. Fernandez announced VTA's Veteran's Recognition Event would take place on Monday, November 9, 2015, at 9:00 a.m. in the VTA Auditorium.

19. RECESSED TO CLOSED SESSION at 4:35 p.m.

Public Employee Performance Evaluation
[Government Code Section 54957]

Title: General Counsel

20. RECONVENED TO OPEN SESSION at 4:53 p.m.

21. CLOSED SESSION REPORT

Public Employee Performance Evaluation
[Government Code Section 54957]

Title: General Counsel

22. ADJOURNMENT

On order of Chairperson Woodward and there being no objection, the Committee was adjourned at 4:54 p.m.

Respectfully submitted,

Anita McGraw, Board Assistant
VTA Office of the Board Secretary

SANTA CLARA Valley Transportation Authority

TRANSIT PLANNING & OPERATIONS COMMITTEE

Wednesday, November 18, 2015

MINUTES

CALL TO ORDER

The Regular Meeting of the Transit Planning and Operations (TP&O) Committee was called to order at 11:01 a.m. by Chairperson Khamis in Conference Room B-104, Valley Transportation Authority (VTA), 3331 North First Street, San Jose, California.

1. ROLL CALL

Attendee Name	Title	Status
Johnny Khamis	Chairperson	Present
Sam Liccardo	Member	Absent
Ken Yeager	Vice Chairperson	Present
Jeannie Bruins	Member	Present
Dave Cortese	Alternate Member	Absent
Raul Peralez	Alternate Member	Absent

*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

Member Bruins requested the reference to Los Altos Hills be changed to Los Altos in the October 14, 2015 Minutes.

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

CONSENT AGENDA

4. Regular Meeting Minutes of October 14, 2015

M/S/C (Yeager/Bruins) to approve the Regular Meeting Minutes of October 14, 2015.

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

5. FY2016 First Quarter Transit Operations Performance Report.

M/S/C (Yeager/Bruins) to receive the FY2016 First Quarter Transit Operations Performance Report.

REGULAR AGENDA

6. Light Rail Vehicle Primary and Secondary Suspension Systems

David Hill, Deputy Director Transit Operations, provided a brief overview of the staff report.

Public Comment

Roland Lebrun, Interested Citizen, expressed concern with light rail speed and suggested staff reach out to the manufacturer and see if there have been improvements. He questioned if light rail can continue as it exists today or if something can be developed that can travel much faster on the existing track system.

M/S/C (Bruins/Yeager) to submit a recommendation to the Board of Directors to authorize the General Manager to execute a sole source contract with Kinkisharyo, Inc., in the amount up to $866,358 to procure the components needed for the first year of a three-year overhaul program of the light rail vehicle primary and secondary suspension systems.

7. VTA's Light Rail Vehicles (LRV) Coupler System Refurbish

Mr. Hill provided a brief overview of the staff report.

Upon inquiry from Member Bruins regarding the need to use the same manufacturer, Mr. Hill indicated Dellner assumes liability for the tubes manufactured to their specifications.

M/S/C (Bruins/Yeager) to submit a recommendation to the Board of Directors to authorize the General Manager to execute a three-year sole source contract with Dellner, Inc., the original equipment manufacturer (OEM), of the coupler system in the amount up to $818,387 to refurbish, test, and certify buffer tube assemblies on VTA's Light Rail Vehicles (LRV), as necessary, to meet the original Dellner coupler specifications.

8. Land Use – City of Santa Clara

Rob Swierk, Senior Transportation Planner, provided a brief overview of the staff report and introduced the City of Santa Clara's City Manager, Julio Fuentes, and Kevin Riley, Planning Director.

Mr. Swierk, Mr. Fuentes and Mr. Riley provided a presentation, highlighting: 1) Presentation outline; 2) Background; 3) VTA and City of Santa Clara Policies; 4) Santa Clara development context; 5) Existing conditions; 6) Current transportation initiatives; 7) Project overview; 8) Proposed transportation solutions; 9) Pedestrian network; 10) Bicycle network; 11) Vehicular access and street network; 12) Variants for access; 13) Transit access; 14) Critical transportation issues; and 15) Next steps.

Public Comment

Mr. Lebrun provided suggestions to capture all of the traffic on Tasman Drive. He recommended thinking ahead while planning transit construction and connections and starting with housing to generate revenue and ridership.

A discussion ensued on the following: 1) current VTA operations and the ability to sufficiently support the anticipated transit demand; 2) if the Environmental Impact Report (EIR) considers game/concert days at Levi's Stadium; 3) additional expense for VTA; 4) encouraged the project to be transit-centric, pedestrian-centric, integrated, and not inward-focused; 5) encouraged the City of Santa Clara (City) to use the development agreement to hold the developer responsible for costs or needs created by the development over the life of the project; 6) inquired about setting aside a percentage of affordable housing units for very low/low/moderate income households; 7) type of office tenants desired; 8) jobs/housing balance and how the City is addressing this; 9) Transportation Impact Fee (TIF).

Nuria I. Fernandez, General Manager, encouraged the City to look at mass transportation as the center of the design and have developers ensure it is a part of the solution for the plan and not an afterthought.

On order of Chairperson Khamis and there being no objection, the Committee received and discussed information about land use and transportation pertaining to the proposed City Place development in the City of Santa Clara.

9. Transit Ridership Improvement Program

Adam Burger, provided a brief overview of the staff report and a presentation, highlighting: 1) Transit Ridership Improvement Program; 2) Tough choices; 3) Board of Directors; and 4) Public involvement.

The Committee discussed the following: 1) the type of information that has been provided to Jarrett Walker and Associates; 2) jobs and housing; 3) what is on the horizon long term; 4) Flex Bus service; and 5) how this study relates to the North County cities' request for transit studies.

Ms. Fernandez indicated staff is working to have Mr. Walker attend a Board Workshop to present various options and get feedback from Board Members.

Public Comment

Mr. Lebrun suggested staff use existing timetables as a baseline when designing apps.

On order of Chairperson Khamis and there being no objection, the Committee received an update on Transit Ridership Improvement Program.

10. Planning Efforts for Super Bowl 50

Inez Evans, Chief Operating Officer and Staff Liaison, provided a brief update noting VTA has been working with the Super Bowl 50 Host Committee, National Football League (NFL), law enforcement and regional transit partners to develop a comprehensive transit service plan. She indicated there is security sensitive information that cannot be shared. Any relevant information will only be made available a few weeks before the event.

Bernice Alaniz, Director of Communications, continued with the report, highlighting communications efforts, including: 1) communicating with riders on stops and service changes; 2) utilizing EventTIK to communicate directly with individuals; 3) providing

hotels with maps and key destination points; 4) internal communication and training for ambassadors; 5) materials to motivate VTA employees and support operations plan; 6) centralized communications control center; 7) working with host committee and through social media; 8) safety and security information launch; 9) employee gear and attire; and 10) digital signs which will have tips and information programmed to provide key information.

Ms. Alaniz noted passengers must present their train and game ticket in order use direct service trains to Super Bowl 50.

Public Comment

Corinne Winter, Altamont Commuter Express (ACE), noted ACE will be running shuttle service to the Super Bowl and would benefit from coordination and communication.

Ms. Fernandez indicated a representative from ACE is a part of the working group.

The Committee commented on the following: 1) planning and service cost; 2) premium service fare for the day; 3) Sunday ridership expectations; and 4) perimeter information for riders not going to the game.

Ms. Fernandez indicated premium fare information will be brought to the Board.

On order of Chairperson Khamis and there being no objection, the Committee received an update on the planning efforts for Super Bowl 50.

OTHER ITEMS

11. Ridership Report

Joonie Tolosa, Manager, Operations Analysis, Reporting & Systems, provided a brief overview of the October 2015 Monthly Ridership and Fare Revenue Performance report.

Public Comment

Mr. Lebrun requested ridership on the light rail system be reported by segment.

On order of Chairperson Khamis and there being no objection, the Committee of the Whole received the October 2015 Monthly Ridership Report and Fare Revenue Performance.

12. Items of Concern and Referral to Administration

There were no Items of Concern and Referral to Administration.

13. Review Committee Work Plan

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

14. Committee Staff Report

Inez Evans, Chief Operating Officer, indicated a written report was provided and called attention to the success of the Veteran's Day event and the return of the Holly Trolley, noting all of the trolleys have been fully restored and will be on display on Friday, November 20, 2015.

On order of Chairperson Khamis and there being no objection, the Committee received the Committee Staff report.

14. Determine Consent Agenda for the December 10, 2015, Board of Directors Meeting

CONSENT:

Agenda Item #6., Authorize the General Manager to execute a sole source contract with Kinkisharyo, Inc., in the amount up to $866,358 to procure the components needed for the first year of a three-year overhaul program of the light rail vehicle primary and secondary suspension systems.

Agenda Item #7., Authorize the General Manager to execute a three-year sole source contract with Dellner, Inc., the original equipment manufacturer (OEM), of the coupler system in the amount up to $818,387 to refurbish, test, and certify buffer tube assemblies on VTA's Light Rail Vehicles (LRV), as necessary, to meet the original Dellner coupler specifications.

Agenda Item #8., Land use and transportation pertaining to the proposed City Place development in the City of Santa Clara.

Agenda Item #9., Transit Ridership Improvement Program.

REGULAR:

None

15. Chairperson's Report

There was no Chairperson's Report.

16. Announcements

There were no Announcements.

17. ADJOURNMENT

On order of Chairperson Khamis and there being no objection, the meeting was adjourned at 12:32 p.m.

Respectfully submitted,

Menominee L. McCarter, Board Assistant
VTA Office of the Board Secretary

SANTA CLARA Valley Transportation Authority

CONGESTION MANAGEMENT PROGRAM & PLANNING COMMITTEE

Thursday, November 19, 2015

MINUTES

CALL TO ORDER

The Regular Meeting of the Congestion Management Program & Planning Committee (CMPP) was called to order at 10:02 a.m. by Vice Chairperson Whittum in the VTA Auditorium, 3331 North First Street, San José, California.

1. ROLL CALL

Attendee Name	Title	Status
Rose Herrera	Chairperson	Absent
Magdalena Carrasco	Member	Absent
Jose Esteves	Member	Present
David Whittum	Vice Chairperson	Present
Jamie Matthews	Alternate Member	Absent
Raul Peralez	Alternate Member	Absent

* 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

Natanya Villegas and Kendrick Williams, San Jose State University students, presented the results of the commuter surveys they conducted on Valley Transportation Authority (VTA), Altamont Corridor Express (ACE), and Caltrain.

Vice Chairperson Whittum inquired about the sample size of the survey the students conducted and requested that the students submit their findings to the Board Secretary's office so they may provide to the Board of Directors (Board).

3. ORDERS OF THE DAY

There were no Orders of the day.

CONSENT AGENDA

4. Regular Meeting Minutes of October 15, 2015

On order of Vice Chairperson Whittum and there being no objection, the Committee of the Whole deferred approval of the Regular Meeting Minutes of October 15, 2015.

5. FY2014/15 Vehicle Registration Fee Annual Report

On order of Vice Chairperson Whittum and there being no objection, the Committee of the Whole submitted a recommendation to the VTA Board of Directors to review the status of ongoing Santa Clara County Vehicle Registration Fee activity.

6. Vehicle Registration Fee Intelligent Transportation System plan for FY2015/16 through FY2017/18

On order of Vice Chairperson Whittum and there being no objection, the Committee of the Whole submitted a recommendation to the VTA Board of Directors to adopt a three-year plan for Vehicle Registration Fee (VRF) Countywide Program funds, approve scoring criteria for evaluating VRF-funded Intelligent Transportation System (ITS) projects and authorize the General Manager to execute funding agreements with Member Agencies as necessary to implement the VRF-ITS program.

7. Sunnyvale Request for Vehicle Registration Fee - Intelligent Transportation System Funding

On order of Vice Chairperson Whittum and there being no objection, the Committee of the Whole submitted a recommendation to the VTA Board of Directors to approve the programming of $82,000 of Vehicle Registration Fee (VRF) Countywide Program Intelligent Transportation System (ITS) funds for the City of Sunnyvale's traffic signal upgrade at the intersection of Mathilda Avenue and Olive Avenue.

8. Priority Development Area Program of Projects - Second Supplemental

On order of Vice Chairperson Whittum and there being no objection, the Committee of the Whole submitted a recommendation to the VTA Board of Directors to approve the Priority Development Area (PDA) Planning Grant second supplemental program of projects for funding.

9. Transportation Fund for Clean Air Project Status Report

On order of Vice Chairperson Whittum and there being no objection, the Committee of the Whole submitted a recommendation to the VTA Board of Directors to review the status of ongoing Santa Clara County Transportation Fund for Clean Air (TFCA) Program Manager Fund projects.

10. 2015 Transportation Systems Monitoring Program Report

On order of Vice Chairperson Whittum and there being no objection, the Committee of the Whole submitted a recommendation to the VTA Board of Directors to receive an update on the 2015 Transportation Systems Monitoring Report

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

On order of Vice Chairperson Whittum and there being no objection, the Committee of the Whole submitted a recommendation to the VTA Board of Directors to receive a presentation on findings from SR 82 El Camino Real Relinquishment Exploration Study.

12. Bicycle Expenditure Program Semi-Annual Report

On order of Vice Chairperson Whittum and there being no objection, the Committee of the Whole submitted a recommendation to the VTA Board of Directors to receive the Semi-Annual Update of Bicycle Expenditure Program (BEP) projects.

13. VTA Complete Streets Program Activities Update

On order of Vice Chairperson Whittum and there being no objection, the Committee of the Whole submitted a recommendation to the VTA Board of Directors to receive an update on VTA Complete Streets Program activities.

14. Development Review Quarterly Report for July-Sept 2015

On order of Vice Chairperson Whittum and there being no objection, the Committee of the Whole submitted a recommendation to the VTA Board of Directors to receive the Development Review Quarterly Report for July - September 2015.

The Agenda was taken out of order.

REGULAR AGENDA

16. Land Use and Transportation Briefing Series: City Place Santa Clara

John Ristow, Director of Planning and Program Development and Staff Liaison, introduced Robert Swierk, VTA Senior Transportation Planner, Julio Fuentes, Santa Clara City Manager, and Kevin Riley, Santa Clara City Director of Planning, who provided an overview of the staff report and distributed a presentation entitled, "Land Use and Transportation Briefing: City Place Santa Clara," highlighting the following: 1) Background; 2) VTA & City of Santa Clara Policies; 3) Santa Clara Development Context; 4) Existing Conditions & Initiatives; 5) Project Overview; 6) Proposed Transportation Solutions; 7) Critical Transportation Issues & Strategies; and 8) Next Steps.

Member Esteves arrived and took his seat at 10:14 a.m.

Upon Member Esteves' inquiry, Mr. Ristow reported that staff is working on the final design phase where the goal is to expand SR237 express lanes to SR85 and Hwy 101 intersention. He noted Mr. Esteves' concern regarding the express lanes near Milpitas.

Mr. Fuentes noted the challenges surrounding jobs and housing. He assured that the City of Santa Clara staff is continuing to look at options to increase housing.

Member Esteves inquired about any potential impacts of the project to the City of Milpitas. He requested to be copied on all correspondence pertaining to this matter between the City of Milpitas and City of Santa Clara. .

Mr. Riley and Mr. Fuentes responded the Santa Clara City staff plans to meet with Milpitas City staff.

Public Comment

Roland Lebrun, Interested Citizen, referred to page 18 of the presentation entitled, "Land Use and Transportation Briefing: City Place Santa Clara," and inquired about the specifics of the Multimodal Improvement Plan and if it includes a multi-level platform at the Great America station located beneath Tasman Drive and Lick Mill.

Mr. Swierk responded a multi-level platform project has been submitted to the Envision Silicon Valley (ESV) and added that this will be a very costly project. He added staff looked into options including requesting the developer to fund the study and come up with options for long term visions including pedestrian and bicycle access.

Member Whittum made the following comments: 1) requested feedback about the estimated $8 million revenue and how much will go to ACE service; 2) requested feedback about the Valley Transportation Plan (VTP)2040 already approved constrained list projects that would support the current City Place project and Levi's stadium events; 3) inquired about the Lawrence Expressway Grade Separation Project and Wildwood Intersection Improvement Project, noting the large support for the projects; 4) inquired about a Transportation Impact Fee (TIF) mechanism; 5) encouraged staff to be aggressive when it comes to encouraging transit; 6) noted the importance of looking at projects as an investment when the return is greater than the initial cost; and 7) inquired about any changes in the sales tax amount contribution.

Santa Clara City staff and VTA staff noted the following: 1) the Draft Environmental Impact Report (DEIR) addresses some of the questions, concerns and comments the Committee raised; 2) TIF is being evaluated and discussions are ongoing; 3) noted the DEIR identified that the developers would pay fare share contributions to towards the Lawrence Expressway Grade Separation Project; 4) staff is working closely with ACE and Capitol Corridor, noting their future plans for infrastructure and service enhancement; 5) noted all comments or feedback need to be submitted by November 23, 2015 to the City of Santa Clara.

Mr. Lawson noted that if ACE expanded service, VTA's financial commitment would be subject to negotiations.

Nuria I. Fernandez, General Manager, commented that staff will look into how much estimated revenue would go to ACE and will provide that to the Committee.

On order of Vice Chairperson Whittum and there being no objection, the Committee of the Whole submitted a recommendation to the VTA Board of Directors to receive and discuss information about land use and transportation pertaining to the proposed City Place development in the City of Santa Clara..

Vice Chairperson Whittum requested to here **Agenda Item #11.,** SR 82 El Camino Real Relinquishment Exploration Study.

11. SR 82 El Camino Real Relinquishment Exploration Study

Eugene Maeda, Senior Transportation Planner, provided an overview of the staff report and distributed a presentation entitled, "SR82 Relinquishment Exploration Study," highlighting the following: 1) Study Area; 2) Decision Making Process; 3) Range of Potential Outcomes; 4) Pavement Assessment; 5) Pavement Repair Costs; 6) Curb Ramps Requiring Replacement; 7) Annualized O&M Costs by Jurisdiction; 8) One-time Repair and 10- year Maintenance Costs; and 9) Funding Strategies for Relinquishment.

Public Comment

Mr. Lebrun suggested looking at existing funding sources for Bus Rapid Transit (BRT) and see if there is any opportunity that would fund the relinquishment.

Member Esteves requested a copy of the presentation.

On order of Vice Chairperson Whittum and there being no objection, the Committee of the Whole submitted a recommendation to the VTA Board of Directors to approve Receive a presentation on findings from SR 82 El Camino Real Relinquishment Exploration Study.

15. I-280/Wolfe Road Interchange

On order of Vice Chairperson Whittum and there being no objection, the Committee of the Whole forwarded without a recommendation to the VTA Board of Directors to authorize the General Manager to negotiate and execute agreements with the City of Cupertino (City) to receive voluntary contributions to conduct project planning, environmental, design, right of way, and construction activities for the I-280/Wolfe Road Interchange Project and to enter into agreements with the California Department of Transportation (Caltrans) covering planning, preliminary engineering/environmental, design, right-of-way, and construction phases for the I-280/Wolfe Road Interchange Project.

OTHER ITEMS

17. Items of Concern and Referral to Administration

There were no items of concern or referral to administration.

18. Committee Work Plan

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

19. Committee Staff Report

Mr. Ristow noted the Committee Staff written report is placed at the table.

20. Chairperson's Report

There was no Chairperson's Report.

21. Determine Consent Agenda for the December 10, 2015 Board of Directors Meeting

CONSENT:

Agenda Item #5. Review the status of ongoing Santa Clara County Vehicle Registration Fee activity.

Agenda Item #6. Adopt a three-year plan for Vehicle Registration Fee (VRF) Countywide Program funds, approve scoring criteria for evaluating VRF-funded Intelligent Transportation System (ITS) projects and authorize the General Manager to execute funding agreements with Member Agencies as necessary to implement the VRF-ITS program.

Agenda Item #7. Approve the programming of $82,000 of Vehicle Registration Fee (VRF) Countywide Program Intelligent Transportation System (ITS) funds for the City of Sunnyvale's traffic signal upgrade at the intersection of Mathilda Avenue and Olive Avenue.

Agenda Item #8. Approve the Priority Development Area (PDA) Planning Grant second supplemental program of projects for funding.

Agenda Item #9. Review the status of ongoing Santa Clara County Transportation Fund for Clean Air (TFCA) Program Manager Fund projects.

Agenda Item #10. Receive an update on the 2015 Transportation Systems Monitoring Report.

Agenda Item #11. Receive a presentation on findings from SR 82 El Camino Real Relinquishment Exploration Study.

Agenda Item #12. Receive the Semi-Annual Update of Bicycle Expenditure Program (BEP) projects.

Agenda Item #13. Receive an update on VTA Complete Streets Program activities.

Agenda Item #14. Receive the Development Review Quarterly Report for July - September 2015.

Agenda Item #15. Authorize the General Manager to negotiate and execute agreements with the City of Cupertino (City) to receive voluntary contributions to conduct project planning, environmental, design, right of way, and construction activities for the I-280/Wolfe Road Interchange Project and to enter into agreements with the California Department of Transportation (Caltrans) covering planning, preliminary engineering/environmental, design, right-of-way, and construction phases for the I-280/Wolfe Road Interchange Project

Agenda Item #16. Receive and discuss information about land use and transportation pertaining to the proposed City Place development in the City of Santa Clara.

REGULAR:

None.

22. ANNOUNCEMENTS

There were no Announcements.

23. ADJOURNMENT

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

Respectfully submitted,

Theadora Travers, Board Assistant
VTA Office of the Board Secretary

SANTA CLARA
Valley Transportation Authority

ADMINISTRATION AND FINANCE COMMITTEE

Thursday, November 19, 2015

NOTICE OF CANCELLATION

NOTICE IS HEREBY GIVEN that the Santa Clara Valley Transportation Authority Administration and Finance Committee Meeting scheduled for Thursday, November 19, 2015, at 12:00 p.m. has been cancelled.

The next meeting of the Santa Clara Valley Transportation Authority Administration and Finance Committee is scheduled for Thursday, December 17, 2015, at 12:00 p.m. at VTA River Oaks Campus, 3331 North First Street, Conference Room B-104, San Jose, California.

Theadora Travers, Board Assistant
VTA Office of the Board Secretary

SANTA CLARA Valley Transportation Authority

CITIZENS ADVISORY COMMITTEE
and
2000 MEASURE A CITIZENS WATCHDOG COMMITTEE

Wednesday, November 10, 2015

MINUTES

CALL TO ORDER

The Regular Meeting of the Citizens Advisory Committee (CAC)/2000 Measure A Citizens Watchdog Committee (CWC) was called to order at 4:02 p.m. by Chairperson Hadaya in Conference Room B-104, VTA River Oaks Campus, 3331 North First Street, San Jose, California.

1. ROLL CALL

Attendee Name	Title	Status
Stephen Blaylock	Member	Present
Clinton Brownley	Member	Absent
Bena Chang	Member	Present
Chris Elias	Member	Present
Sharon Fredlund	Member	Present
William Hadaya	Chairperson	Present
Ray Hashimoto	Member	Present
Roberta Hughan	Member	Present
Aaron Morrow	Member	Absent
Charlotte Powers	Member	Present
Lucas Ramirez	Member	Absent
Connie Rogers	Member	Present
Stephen Schmoll	Member	Present
Martin Schulter	Member	Absent
Noel Tebo	Member	Present
Herman Wadler	Vice Chairperson	Present

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

2. PUBLIC PRESENTATIONS

There were no Public Presentations.

Member Chang arrived at the meeting, took her seat at 4:05 p.m., and a quorum was established.

The Agenda was taken out of order.

4. Committee Staff Report

Aaron Quigley, Senior Policy Analyst and Acting Staff Liaison, reported the VTA Board of Directors took the following actions at their November 5, 2015, meeting: 1) presented Resolution of Appreciation to outgoing Board Member Ash Kalra; 2) took emergency action to repave westbound lane of Alum Rock Avenue in San Jose to avoid winter flooding; 3) approved appointments to the State Route (SR) 85 Corridor Policy Advisory Board (PAB); 4) approved programming $502,000 in Vehicle Registration Fee Countywide Matching Funds for the I-680 Sound Wall Project; 5) approved One Bay Area Grant (OBAG) Cycle 2 Program Structure; 6) received the 2000 Measure A Transit Improvement Program Semi-Annual Report ending June 30, 2015; 7) announced winners of VTA's Hack My Ride 2.0 app challenge; and 8) announced the VTA Veteran Appreciation Event.

Member Tebo and Member Elias took their seats at 4:06 p.m.

On order of Chairperson Hadaya and there being no objection, the Committee received the Committee Staff Report.

3. ORDERS OF THE DAY

M/S/C (Rogers/Chang) to accept the Orders of the Day, and approve the Consent Agenda.

5. Envision Silicon Valley Update

John Sighamony, Senior Transportation Planner, provided a report on Envision Silicon Valley, highlighting the following: 1) public meetings and outreach; 2) stakeholder meeting took place on November 10, 2015, to analyze and evaluate projects; 3) narrowing the project list; and 4) expenditure plan.

Members of the Committee commented on the following: 1) expressed the importance of early marketing and education to change the public's perception; 2) funding priorities; 3) competition for funding; 4) changing demographics; 5) concern about Alum Rock and Bus Rapid Transit (BRT) issues poisoning the well; and 6) polling for potential tax ballot measure.

On order of Chairperson Hadaya and there being no objection, the Committee received the Envision Silicon Valley Update.

6. Chairperson's Report

Chairperson Hadaya reported he would be attending the Advisory Committee Leadership meeting with the VTA Board Chairperson and Vice Chairperson following the CAC/CWC meeting, and queried if the Committee would like anything relayed.

Members of the Committee noted they would like the following items relayed: 1) concern that VTA is not marketing and/or educating the public with regard to the status of Measure A projects and the proposed ballot measure projects; 2) local communities are expressing concern with VTA's lack of communication on how tax payer funds are spent, stating VTA does not follow through on plans and allocations promised; 3) suggest that

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

notification of VTA's position on negative editorials would be helpful to Committee Members in preparing their own response to such editorials; and 4) creation of a world class transportation system in San Jose needs to move forward.

Chairperson Hadaya reported that Member Schmoll requested a temporary attendance waiver due to health issues. Noting no objection, Chairperson Hadaya granted Member Schmoll a temporary attendance waiver.

Jim Lawson, Director of Government Affairs, Executive Policy Advisor and Committee Staff Liaison, provided a verbal update on Alum Rock – Santa Clara Bus Rapid Transit (BRT) Project.

Mr. Lawson noted the VTA Board of Directors requested VTA take the following actions: 1) conduct an audit to determine what went wrong and how to improve the process moving forward; 2) directed VTA to develop a community outreach program and a marketing program.

Mr. Lawson stated VTA has taken the following actions: 1) instituted 24/7 security in the area; 2) graffiti clean-up; 3) opened up a Project Field Information Office at 1592 Alum Rock Avenue, which is staffed by VTA, to help the small business owners; 4) hired an independent administrator to evaluate potential financial assistance claims; and 5) established a two tier program that will enable small business' in the directly impacted area who have been adversely affected to apply for financial assistance.

7. Committee for Transit Accessibility (CTA) Report

There was no Committee for Transit Accessibility (CTA) Report.

8. Bicycle and Pedestrian Advisory Committee (BPAC) Report

Vice Chairperson Wadler reported the repaving of San Tomas Expressway has concluded, and the County of Santa Clara will return six feet back to the Creek Trail.

On order of Chairperson Hadaya and there being no objection, the Committee received the Bicycle and Pedestrian Advisory Committee (BPAC) Report.

COMBINED CAC AND 2000 MEASURE A CITIZENS WATCHDOG COMMITTEE CONSENT AGENDAS

9. Regular Meeting Minutes of October 7, 2015

M/S/C (Rogers/Chang) to approve the Regular Meeting Minutes of October 7, 2015.

10. Final Legislative Update Matrix for 2015

M/S/C (Rogers/Chang) to review the Final Legislative Update Matrix for 2015.

2000 MEASURE A CITIZENS WATCHDOG COMMITTEE REGULAR AGENDA

There were no items for the 2000 Measure A Citizens Watchdog Committee Regular Agenda.

CITIZENS ADVISORY COMMITTEE REGULAR AGENDA

11. Election Process for 2016 Citizens Advisory Committee Leadership: Nomination Subcommittee Report

Member Tebo reported that the Nomination Subcommittee has nominated the following slate of candidates for the 2016 elections: 1) Vice Chairperson Herman Wadler for Chairperson; and 2) Member Sharon Fredlund for Vice Chairperson.

On order of Chairperson Hadaya and there being no objection, the Committee received the CAC Nomination Subcommittee's report on members expressing interest in serving as either chairperson or vice chairperson for 2016.

12. Sunnyvale Request for Vehicle Registration Fee – Intelligent Transportation System Funding

Marcella Rensi, Transportation Planning Manager, provided a brief overview of the staff report.

M/S/C (Chang/Powers) to recommend that the VTA Board of Directors approve the programming of $82,000 of Vehicle Registration Fee (VRF) Countrywide Program Intelligent Transportation System (ITS) funds for the City of Sunnyvale's traffic signal upgrade at the intersection of Mathilda Avenue and Olive Avenue.

13. Priority Development Area Program of Projects – Second Supplemental

Ms. Rensi provided the staff report.

Member Hashimoto noted his concern, and queried about the timing of the San Jose Village Projects, stating the development community relies on these plans to establish the ground rules for building projects in the city. He stated the development community has been at a standstill for five years waiting for the plans to be completed, and they may miss the economic cycle.

M/S/C (Powers/Hashimoto) to recommend that the VTA Board of Directors approve the Priority Development Area (PDA) Planning Grant second supplemental program of projects for funding.

Member Chang left the meeting at 5:12 p.m.

14. Development Review Quarterly Report for July-Sept 2015

Robert Cunningham, Transportation Planner III, provided an overview of the staff report.

Members of the Committee made the following comments: 1) noted that a metric tracking how many VTA comments and recommendations are actually incorporated into development and transportation projects would be helpful; and 2) queried if VTA comments on the Moffett Towers II development addressed the shuttle service needs in the area.

On order of Chairperson Hadaya and there being no objection, the Committee received the Development Review Quarterly Report for July-September 2015.

COMBINED CAC AND CITIZENS WATCHDOG COMMITTEE ITEMS

15. Citizens Advisory Committee and Citizens Watchdog Committee Work Plan

On order of Chairperson Hadaya and there being no objection, the Committee reviewed the Citizens Advisory Committee and Citizens Watchdog Committee Work Plans.

OTHER

16. ANNOUNCEMENTS

There were no announcements.

17. ADJOURNMENT

On order of Chairperson Hadaya and there being no objection, the meeting was adjourned at 5:24 p.m.

Respectfully submitted,

Anita McGraw, Board Assistant
VTA Office of the Board Secretary

SANTA CLARA Valley Transportation Authority

BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

Tuesday, November 10, 2015

MINUTES

CALL TO ORDER

The Regular Meeting of the Bicycle and Pedestrian Advisory Committee (BPAC) was called to order at 6:32 p.m. by Chairperson Brinsfield in Conference Room B-104, Santa Clara Valley Transportation Authority (VTA), 3331 North First Street, San José, California.

1. ROLL CALL

Attendee Name	Title	Status
David Almeida	City of Gilroy	Absent
Jim Bell	City of San José	Absent
Wes Brinsfield, Chairperson	City of Los Altos	Present
Kristal Caidoy, Vice Chairperson	City of Milpitas	Present
Barry Chaffin	City of Monte Sereno	Present
Paul Goldstein	City of Palo Alto	Present
Peter Hertan	Town of Los Gatos	Present
Breene Kerr	Town of Los Altos Hills	Present
Dale Schouten	City of Santa Clara	Present
Mary Seehafer	City of Morgan Hill	Present
David Simons	City of Sunnyvale	Present
Jim Stallman	City of Saratoga	Present
Greg Unangst	City of Mountain View	Present
Herman Wadler	City of Campbell	Present
James Wiant	City of Cupertino	Present
VACANT	*County of Santa Clara*	
Colin Heyne	Ex-Officio, SVBC	Present
Shiloh Ballard	Alternate Ex-Officio, SVBC	N/A

A quorum was present.

2. ORDERS OF THE DAY

Chairperson Brinsfield requested that **Agenda Item #15**, Santa Clara County Staff Report, be heard after the Consent Agenda.

Member Goldstein requested staff to report back with the multi-year net square footage increase over the past five to ten years. He also noted that the Minutes summarize what was discussed, but do not provide details. Member Goldstein commented that the lack of details makes it difficult to get a good sense of what occurred when missing a meeting.

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

3. PUBLIC PRESENTATIONS

Martin Delson, Interested Citizen, commented on the gaps analysis report from the March 11, 2015 meeting, highlighting the following: 1) a bike lane is not a trail; 2) the report gives incorrect information about where trails are located; and 3) adding cross county bike corridors to the work plan.

Samantha Garcia, Interested Citizen, commented on the following: 1) her sister was struck and fatally injured by Light Rail as she was riding her bike to school in January, 2014; 2) Light Rail speeds in school zones; 3) the technology exists to make a difference and prevent similar tragedies from occurring; and 4) two more lives have been lost at or near that crossing in the past 20 months.

4. Update on Envision Silicon Valley

Lauren Ledbetter, Senior Transportation Planner and Staff Liaison, provided a report highlighting: 1) the list of projects, long range transportation plan, and the potential ballot measure are combined but will split; 2) the VTA Board of Directors will consider which projects will be included in the ballot measure in April 2016; and 3) bicycle and pedestrian related projects may be grouped together as a program on the ballot measure.

Member Unangst took his seat at 6:44 p.m.

CONSENT AGENDA

5. Approve the Regular Meeting Minutes of October 7, 2015

M/S/C (Stallman/Goldstein) to approve the Regular Meeting Minutes of October 7, 2015.

6. Transportation Fund for Clean Air Project Status Report

M/S/C (Stallman/Goldstein) to review the status of ongoing Santa Clara County Transportation Fund for Clean Air (TFCA) Program Manager Funds projects.

7. Development Review Quarterly Report for July-September 2015

M/S/C (Stallman/Goldstein) to receive the Development Review Quarterly Report for July-September 2015.

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

The Agenda was taken out of order.

OTHER

15. Santa Clara County Staff Report

Aruna Bodunna, County of Santa Clara Associate Transportation Planner, introduced Masoud Akbarzadeh, County Traffic Engineer, who answered questions about the Page Mill Road and Interstate 280 intersection, highlighting the following: 1) the County has identified this intersection as a candidate for modernization; 2) the steps taken to expedite the modernization project; 3) funding has not been secured; and 4) the intersection is owned by Caltrans, who has made some improvements.

Member Kerr expressed concern that the Committee is not able to take action with the talent of its members.

Chairperson Brinsfield asked that County staff share information on what they learned about the bicycle accident which occurred recently at Page Mill Road and Interstate 280.

On order of Chairperson Brinsfield and there being no objection, the Committee received the Santa Clara County Staff Report.

REGULAR AGENDA

8. Election Process for 2016 Bicycle & Pedestrian Advisory Committee Leadership: Nomination Subcommittee Report

Member Simons reported that the following members expressed an interest in serving as Chairperson for 2016: 1) Chairperson Brinsfield, 2) Vice Chairperson Caidoy; and 3) Member Goldstein.

The following Members expressed an interesting in serving as Vice Chairperson for 2016: 1) Member Wiant; and 2) Member Hertnan.

On order of Chairperson Brinsfield and there being no objection, the Committee received the BPAC Nomination Subcommittee's report on members expressing interest in serving as either chairperson or vice chairperson for 2016.

9. One Bay Area Grant Cycle 2 Criteria

Marcella Rensi, Transportation Planning Manager – Planning and Grants, provided an overview highlighting: 1) Priority Development Area Map; and 2) Criteria Location Map.

Members of the Committee and Staff discussed the following: 1) the scoring criteria and how it works; 2) altering the proximity of affordable housing and/or senior facilities; 3) how easy it is to lose points on the scoring grid; 4) bike corridors; and 5) next steps.

Chairperson Brinsfield will look into Los Altos making San Antonio Road a bike corridor at the request of Member Kerr.

On order of Chairperson Brinsfield and there being no objection, the Committee received and discussed information about One Bay Area Grant Cycle 2 Criteria.

10. SR 82 El Camino Real Relinquishment Exploration Study

Eugene Maeda, Senior Transportation Planner, reviewed the study highlighting: 1) Project Background; 2) Project Purpose; 3) Impetus and Opportunities; 4) Study Area; 5) Decision Making Process; 6) Typical Relinquishment Timeline (approximate months); 7) Range of Potential Outcomes; 8) Case Study: The Alameda/Monterey Highway/Alum Rock Road (SR82/130); 9) Case Study: Mission Boulevard/Foothill Boulevard/Jackson Street (SR92/185/238); 10) Key Findings from 8 Case Studies; 11) Pavement Assessment; 12) Pavement Repair Costs; 13) Curb Ramps Requiring Replacement; 14) Annualized O&M Costs by Jurisdiction; 15) One-Time Repair and 10-Year Maintenance Costs; 16) Funding Strategies for Relinquishment; 17) Potential Funding Sources for Relinquishment & Redesign; and 18) Summary.

Members of the Committee and Staff discussed the following: 1) Caltrans makes changes slowly; 2) El Camino Real is a major thoroughfare through many cities; 3) the combined cost for the cities individually to maintain El Camino Real versus the cost for Caltrans to continue maintaining it; and 4) pervious asphalt.

Public Comment

Omar Chatty, Interested Citizen, commented on the following: 1) Alum Rock was a disaster; 2) it is wrong to take El Camino Real away from Caltrans; 3) El Camino Real acts as overflow for Highway 101 and Interstate 280; 4) expressed concern that VTA does not have a recommendation; and 5) El Camino Real is grid locked during rush hour.

On order of Chairperson Brinsfield and there being no objection, the Committee receive a presentation on findings from SR 82 El Camino Real Relinquishment Explorations Study.

11. VTA Complete Streets Program Activities Update

Mr. Maeda provided a brief overview of the staff report.

Members of the Committee commented on the following: 1) one of the One Bay Area Grant (OBAG) criteria is the Metropolitan Transportation Commission (MTC) Complete Streets checklist; 2) importance of doing justice to bike, pedestrian, and car intersections; 3) how things flow and at each stage of a project look for all modes of transportation; and 4) encouraging the engineers to be aware of bicyclists' needs.
Member Unangst and Chairperson Brinsfield would like to see the metrics, checklists, etc. used for evaluating projects.

On order of Chairperson Brinsfield and there being no objection, the Committee received an update on VTA Complete Streets Program activities.

12. Countywide Bicycle Plan Update – Scope and Schedule

Ms. Ledbetter provided an update highlighting: 1) changes since the last bike plan was adopted in 2008; 2) the Health Department's involvement; 3) VTA outreach in the community throughout the process; 4) consultants are gathering all the data; 5) the possibility of forming a subcommittee or holding a workshop to focus on what BPAC wants to see in the program; 6) using the funds from the anticipated ballot measure to fund the plan; 7) a map of roads which are safe to bike on and which are scary to bike on; 8) strong bike collision analysis; and 9) prioritizing cross barrier issues.

Discussion ensued about the following: 1) inviting the railroad company to be a stakeholder; 2) creating a joint VTA and County bike plan; 3) reaching out to large companies for their support; 4) definition of trail and path; 5) bike routes are not always bike friendly; and 6) planning development improvement projects.

On order of Chairperson Brinsfield and there being no objection, the Committee received an informational item on the Countywide Bicycle Plan Update schedule and scope of work.

13. Bicycle Expenditure Program Semi-Annual Report

Malahat Owrang, Transportation Planner, reviewed the report.

Public Comment

Mr. Chatty commented on the following: 1) safety and how it was initially overlooked in Envision Silicon Valley; and 2) the importance of separating bicyclists and motorists.

Mr. Delson inquired about the funding source for Los Gatos Creek Trail.

Member Kerr asked what happened to the money Stanford University gave back to the County.

On order of Chairperson Brinsfield and there being no objection, the Committee received the Semi-Annual Update of Bicycle Expenditure Program (BEP) projects.

OTHER (continued)

14. Committee Staff Report

Ms. Ledbetter provided a report, highlighting the following: 1) the November 18, 2015 webinar titled "Bike Boxes"; 2) a trails forum being held on November 14, 2015; 3) Breeze buses; and 4) updating the County bike paths map.

Public Comment

Mr. Delson commented on the following: 1) three bikes on board Breeze buses is unworkable; and 2) the public making comments on the bike map update.

Member Hertnan made the following comments: 1) expressed concern about the new Breeze buses and the usability of the bike racks; 2) suggested that signage be added

idescribing how to properly use the bike racks;and 3) suggested uploading the updated County bike paths map online.

Member Chaffin requested that the link to the current map be sent out.

On order of Chairperson Brinsfield and there being no objection, the Committee received the Committee Staff Report.

16. Chairperson's Report

Chairperson Brinsfield asked the following questions with regards to the recent bike fatalities: 1) how does the County and/or VTA communicate with law enforcement about accidents?; 2) how can interim solutions be prioritized?; and 3) what quick reaction processes can be implemented? Chairperson Brinsfield will work with VTA and the County about coming up with a plan for communicating with BPAC about future accidents.

17. Reports from BPAC Subcommittees

Chairperson Brinsfield reported that the Board of Supervisors adopted the anti-harassment ordinance. He noted that he was disbanding the Anti-Harassment Subcommittee and the Nomination Subcommittee as well.

Ms. Ledbetter is forming a subcommittee to update the County bike paths map. Vice Chairperson Caidoy, Member Goldstein, and Member Hertnan volunteered to be on the subcommittee.

18. Citizens Advisory Committee (CAC) and 2000 Measure A Citizens Watchdog Committee (CWC) Report

There was no CAC/CWC Report.

19. BPAC Work Plan

Ms. Ledbetter distributed the Staff Work Plan to the Committee.

Member Stallman inquired if VTA can look into bicycle safety issues on Southwest Expressway near Vasona.

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

20. ANNOUNCEMENTS

Ex-Officio Member Heyne distributed Vision Zero handbooks and noted the Silicon Valley Bicycle Coalition will hold their holiday party on December 4, 2015.

Member Schouten reported that his term on Sunnyvale BPAC is up in December 2015 and he will leave the VTA BPAC at that time as well.

Member Wadler reported that he wanted to get the five foot bike lane back, noting that the City of Campbell will be building a six foot bike lane.

Member Hertnan noted he received an accident report in Los Gatos which showed there was one bike fatality.

Member Stallman reported that with the recent rain he had no problems riding his bike in Sunnyvale on the pervious asphalt.

21. ADJOURNMENT

On order of Chairperson Brinsfield and there being no objection, the Committee meeting was adjourned at 9:03 p.m.

Respectfully submitted,

Thalia Young, Board Assistant
VTA Office of the Board Secretary

SANTA CLARA Valley Transportation Authority

TECHNICAL ADVISORY COMMITTEE

Thursday, November 12, 2015

MINUTES

CALL TO ORDER

The Regular Meeting of the Technical Advisory Committee (TAC) was called to order at 1:32 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

Attendee Name		Representing	Status
Shahid Abbas	Member	City of Sunnyvale	Present
Carol Shariat	Alternate Member	City of Sunnyvale	NA
Rajeev Batra	Member	City of Santa Clara	Present
Kevin Riley	Alternate Member	City of Santa Clara	NA
Karl Bjarke	Member	City of Morgan Hill	Absent
Scott Creer	Alternate Member	City of Morgan Hill	Absent
Timm Borden	Member	City of Cupertino	Present
David Stillman	Alternate Member	City of Cupertino	NA
Todd Capurso	Member	City of Campbell	Present
Michelle Quinney	Alternate Member	City of Campbell	NA
John Cherbone	Vice Chairperson	City of Saratoga	Present
Macedonia Nunez	Alternate Member	City of Saratoga	NA
Richard Chiu	Member	Town of Los Altos Hills	Present
Tina Tseng	Alternate Member	Town of Los Altos Hills	NA
VACANT	Member	County of Santa Clara	NA
Dawn Cameron	Alternate Member	County of Santa Clara	Present
Helen Kim	Member	City of Mountain View	Present
Linda Forsberg	Alternate Member	City of Mountain View	NA
Steve Chan	Alternate Member	City of Milpitas	Present
Matt Morley	Member	Town of Los Gatos	Present
Lisa Petersen	Alternate Member	Town of Los Gatos	NA
Cedric Novenario	Member	City of Los Altos	NA
Susanna Chan	Alternate Member	City of Los Altos	Present
Jim Lightbody	Member	City of Palo Alto	Present
Jessica Sullivan	Alternate Member	City of Palo Alto	NA
Ray Salvano	Member	City of San José	Present
Jim Ortbal	Alternate Member	City of San José	NA
Henry Servín	Chairperson	City of Gilroy	Present
Teresa Mack	Alternate Member	City of Gilroy	NA
Mo Sharma	Member	City of Monte Sereno	Absent
Nick Saleh	Ex-Officio Member	California Department of Transportation (Caltrans)	Present
Dina El-Tawansy	Ex-Officio Alternate Member	California Department of Transportation (Caltrans)	NA
Therese Trivedi	Ex-Officio Member	Metropolitan Transportation Commission (MTC)	Present
Stefanie Hom	Ex-Officio Alternate Member	Metropolitan Transportation Commission (MTC)	NA

* Alternates do not serve unless participating as a Member.

A quorum was present.

2. ORDERS OF THE DAY

Member Salvano commended staff for their work on the Transportation Systems Monitoring Program (TSMP) Report.

M/S/C (Salvano/Capurso) to accept the Orders of the Day, and approve the Consent Agenda.

3. PUBLIC PRESENTATIONS

Rob Means, Interested Citizen, requested the Committee to review the concept and technology of Personal Rapid Transit as a feeder to BART and to provide advisement to the Board.

Doug Muirhead, Interested Citizen, expressed concern with the use of the Statewide Integrated Traffic Record system for the TSMP and Countywide Bicycle Program and suggested staff use Crossroads software for the needed information.

Member Chan arrived at the meeting and took her seat at 1:37 p.m.
Member Chiu arrived at the meeting and took his seat at 1:38 p.m.

4. Committee Staff Report

John Ristow, Director of Planning and Program Development and Staff Liaison, provided the following report: 1) VTA working with City of Mountain View and Google on innovative transportation options for the Bayshore and NASA-AMES areas; and 2) announced the first meeting of the SR 85 Corridor Policy Advisory Board, scheduled for Monday, November 16, 2015.

On order of Chairperson Servín and there being no objection, the Committee received the Committee Staff Report.

5. Envision Silicon Valley Update

Scott Haywood, Transportation Planning Manager, provided a report highlighting: 1) project review and evaluation; 2) working with TAC Envision Silicon Valley (ESV) Subcommittee; 3) timeline; 4) continuing public outreach; and 5) availability of budget tool on the website for the general public to use and provide feedback.

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 brief report on the following: 1) Agenda debrief on several items for future discussion, including more integrated dialogue on Complete Streets Program, One Bay Area Grant (OBAG) Program criteria, Vehicle Registration Fee funds and Envision Silicon Valley update; and 2) November 10, 2015, Advisory Committee Leadership meeting with Board Vice Chairperson, Cindy Chavez.

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

7. TAC Working Groups Report

- Capital Improvement Program (CIP) Working Group

  Celeste Fiore, Transportation Planner, provided a brief report of the October 27, 2015 meeting, noting the CIP Working Group received information on the following: 1) Vehicle Registration Fees; 2) Transportation Fund for Clean Air (TFCA); public survey for the pedestrian access to transit plan; 4) countywide bike maps; Envision Silicon Valley timeline; and OBAG Program Cycle 2 criteria.

  The next meeting of the CIP Working Group is scheduled for December 9, 2015, in Cupertino.

- Systems Operations & Management (SOM) Working Group

  Eugene Maeda, Senior Transportation Planner, provided a brief overview of the October 21, 2015, SOM Working Group meeting, noting the following topics were discussed: 1) demonstration of new Synchro 9 software for traffic management; and 2) presentation on Big Data and researching the possibility of using a new approach and methodology for evaluating level of service and freeways.

  The next meeting of the SOM Working Group is scheduled for December 9, 2015, and will be held in the City of Mountain View.

- Land Use/Transportation Integration (LUTI) Working Group

  Robert Swierk, Senior Transportation Planner, noted the LUTI Working Group has not met since August 2015. The next meeting is scheduled for Wednesday, December 9, 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 October 8, 2015

M/S/C (Salvano/Capurso) to approve the Regular Meeting Minutes of October 8, 2015.

9. Vehicle Registration Fee (VRF) Countywide Program Intelligent Transportation System (ITS) – City of Sunnyvale Traffic Signal Upgrade

M/S/C (Salvano/Capurso) to recommend that the VTA Board of Directors approve the programming of $82,000 of Vehicle Registration Fee (VRF) Countywide Program Intelligent Transportation System (ITS) funds for the City of Sunnyvale's traffic signal upgrade at the intersection of Mathilda Avenue and Olive Avenue.

10. Vehicle Registration Fee (VRF) Countywide Program Funds Implementation

M/S/C (Salvano/Capurso) to recommend that the VTA Board of Directors adopt a three-year plan for Vehicle Registration Fee (VRF) Countywide Program funds, approve scoring criteria for evaluating VRF-funded Intelligent Transportation System (ITS) projects and authorize the General Manager to execute funding agreements with Member Agencies as necessary to implement the VRF-ITS program.

11. Santa Clara County Vehicle Registration Fee Activity

M/S/C (Salvano/Capurso) to review the status of ongoing Santa Clara County Vehicle Registration Fee activity.

12. Priority Development Area (PDA) Planning Grant

M/S/C (Salvano/Capurso) to recommend that the VTA Board of Directors approve the Priority Development Area (PDA) Planning Grant second supplemental program of projects for funding.

13. 2015 Transportation Systems Monitoring Report

M/S/C (Salvano/Capurso) to receive an update on the 2015 Transportation Systems Monitoring Report.

14. Development Review Quarterly Report for July - September 2015

M/S/C (Salvano/Capurso) to receive the Development Review Quarterly Report for July – September 2015.

15. Santa Clara County Transportation Fund for Clean Air (TFCA) Program Manager Fund projects.

M/S/C (Salvano/Capurso) to review the status of ongoing Santa Clara County Transportation Fund for Clean Air (TFCA) Program Manager Fund projects.

16. VTA Complete Streets Program Activities

M/S/C (Salvano/Capurso) to receive an update on VTA Complete Streets Program activities.

17. Bicycle Expenditure Program (BEP) projects

M/S/C (Salvano/Capurso) to receive the Semi-Annual Update of Bicycle Expenditure Program (BEP) projects.

18. Countywide Bicycle Plan Update

M/S/C (Salvano/Capurso) to receive an informational item on the Countywide Bicycle Plan Update schedule and scope of work.

19. Legislative Update Matrix for 2015

M/S/C (Salvano/Capurso) to review the Final Legislative Update Matrix for 2015.

REGULAR AGENDA

20. TAC Nomination Subcommittee's Report

Member Borden provided a brief report indicating the subcommittee's nomination of Chairperson Servín, City of Gilroy, to serve as Chairperson for 2016 and Member Morley, Town of Los Gatos, to serve as the Vice Chairperson for 2016.

On order of Chairperson Servín and there being no objection, the Committee received the TAC Nomination Subcommittee's report on members expressing interest in serving as either chairperson or vice chairperson for 2016.

21. Land Use and Transportation in the City of Santa Clara

Mr. Swierk and Member Batra provided an overview and a presentation, highlighting: 1) Presentation Outline; Background; 2) VTA and City of Santa Clara policies; 4) Santa Clara Development Context; 5) Existing conditions; 6) Current transportation initiatives; 7) Project overview; 8) Proposed transportation solutions; 9) Pedestrian network; 10) Bicycle network; 11) Vehicular access and street network: 12) Variants for access; 13) Transit access; 14) Critical transportation issues and strategies; and 15) Next steps.

Member Morley arrived at the meeting and took his seat at 1:56 p.m.

A discussion ensued on the following: 1) timeline for approval of the Environmental Impact Report (EIR); 2) traffic impacts and mitigation; 3) fair share; 4) difference between planned development master community and the specific plan; 5) development agreement; and 6) SR 237 plans.

Mr. Ristow thanked Member Batra and the City of Santa Clara for their cooperation and collaboration.

On order of Chairperson Servín and there being no objection, the Committee received and discussed information about land use and transportation pertaining to the proposed City Place development in the City of Santa Clara.

22. SR 82 El Camino Real Relinquishment Exploration Study

Mr. Maeda and Ria Hutabarat Lo, Nelson/Nygaard, provided a presentation, highlighting: 1) Project background; 2) Project purpose; 3) Impetus and opportunities; 4) Study area; 5) Project approach and schedule; 6) Summary of findings; 7) Decision making process; 8) Typical relinquishment timeline (approximate months); 9) Range of potential outcomes; 10) Case study: The Alameda/Monterey Highway/Alum Rock Rd (SR 82/130); 11) Case Study: Mission Blvd/Foothill Blvd/ Jackson St) (SR 92/185/238); 12) Key findings from 8 case studies; 13) Pavement assessment; 14) Pavement repair costs; 15) Curb ramps requiring replacement; 16) Annualized O&M costs by jurisdiction; 17) One-time repair and 10-year maintenance; 18) Funding strategies for relinquishment; 19) Potential funding sources for relinquishment and redesign; and 20) Summary.

Members of the Committee discussed the following: 1) consideration of the pros and cons; 2) timeframe for the completion of the relinquishment project; 3) Grand Boulevard Initiative: 4) areas of relinquishment; 5) process and outcome of projects in areas of San Jose that have gone through relinquishment; 6) boundaries and right-of-way difficulties between cities; and 7) maintenance within corridors and ongoing costs.

Mr. Maeda indicated the detailed report from Nelson/Nyggard will be placed online and made available to the Committee.

On order of Chairperson Servín and there being no objection, the Committee received a presentation on findings from SR 82 El Camino Real Relinquishment Exploration Study.

23. One Bay Area Grant Cycle 2 Criteria

Marcella Rensi, Transportation Planning Manager, provided a brief overview of the staff report.

Members of the Committee commented on the report and inquired about changes in the process and criteria.

On order of Chairperson Servín and there being no objection, the Committee received and discussed information about One Bay Area Grant Cycle 2 Criteria.

OTHER ITEMS

24. Update on MTC Activities and Initiatives

Ex-Officio Member Trivedi provided a brief update, noting the following: 1) Caltrans funding grants deadline extended to December 31, 2015; 2) press release on the StreetSaver website update which has been coordinated with the pavement management program; 3) resolution for OBAG 2 is being forwarded to the Commission and information on the outcome will be provided at the next Committee meeting.

On order of Chairperson Servín, and there being no objection, the Committee received an update on MTC Activities and Initiatives.

25. Update on Caltrans Activities and Initiatives

Ex-Officio Member Saleh made the following announcements: 1) iTeam local assistant schedule change for VTA; 2) training for local assistants; and 3) circulated first and second draft of 2016 State Highway Operation and Protection Program (SHOPP).

On order of Chairperson Servín, and there being no objection, the Committee received an update on Caltrans Activities and Initiatives.

26. TAC Committee Work Plan

On order of Chairperson Servín, and there being no objection, the Committee reviewed the work plan.

27. ANNOUNCEMENTS

Member Batra announced the retirements of the Director of Planning and a Principal Engineer in Public Works for the City of Santa Clara. He requested the Committee encourage staff who may be interested in these positions to apply.

28. ADJOURNMENT

On order of Chairperson Servín, and there being no objection, the meeting was adjourned at 3:04 p.m.

Respectfully submitted,

Menominee McCarter, Board Assistant
VTA Office of the Board Secretary

SANTA CLARA Valley Transportation Authority

POLICY ADVISORY COMMITTEE

Thursday, November 12, 2015

MINUTES

CALL TO ORDER

The Regular Meeting of the Policy Advisory Committee (PAC) was called to order at 4:00 p.m. by Chairperson Carr in Conference Room B-104, Valley Transportation Authority (VTA), 3331 North First Street, San Jose, California.

1. ROLL CALL

Attendee Name	Title	Status
Paul Resnikoff	City of Campbell	Present
Michael Kotowski (Alternate)	City of Campbell	NA
Savita Vaidhyanathan	City of Cupertino	Present
Barry Chang (Alternate)	City of Cupertino	NA
Cat Tucker	City of Gilroy	Present
Vacant (Alternate)	*City of Gilroy*	-
Mary Prochnow	City of Los Altos	Present
Megan Satterlee (Alternate)	City of Los Altos	NA
John Harpootlian	Town of Los Altos Hills	NA
Gary Waldeck (Alternate)	Town of Los Altos Hills	Present
Marcia Jensen	Town of Los Gatos	NA
Rob Rennie (Alternate)	Town of Los Gatos	Present
Carmen Montano	City of Milpitas	Present
Garry Barbadillo (Alternate)	City of Milpitas	NA
Susan Garner	City of Monte Sereno	Absent
Marshall Anstandig (Alternate)	City of Monte Sereno	Absent
Larry Carr	City of Morgan Hill	Present
Rich Constantine (Alternate)	City of Morgan Hill	NA
John McAlister	City of Mountain View	Present
Chris Clark (Alternate)	City of Mountain View	NA
Liz Kniss	City of Palo Alto	NA
Cory Wolbach (Alternate)	City of Palo Alto	Present
Charles “Chappie” Jones	City of San Jose	Present
Vacant (Alternate)	*City of San Jose*	-
Teresa O’Neill	City of Santa Clara	Present
Jerry Marsalli (Alternate)	City of Santa Clara	NA
Howard Miller	City of Saratoga	Present
Rishi Kumar (Alternate)	City of Saratoga	-
Jim Davis	City of Sunnyvale	Present
Gustav Larsson (Alternate)	City of Sunnyvale	-
Mike Wasserman	SCC Board of Supervisors	Present

A quorum was present.

2. ORDERS OF THE DAY

Member Vaidhyanathan requested the following Agenda items be removed from the Consent Agenda and placed on the Regular Agenda: **Agenda Item #8.,** Sunnyvale Request for Vehicle Registration Fee - Intelligent Transportation System Funding and **Agenda Item #9.,** Registration Fee Intelligent Transportation System plan for FY2015/16 through FY2017/18. She also requested the Agenda items be heard together.

VTA Staff requested to remove from the Consent Agenda and place on the Regular Agenda: **Agenda Item #12.,** One Bay Area Grant Cycle 2 Criteria.

Jim Lawson, Director of Government Affairs and Executive Policy Advisor and Staff Liaison, requested to hear **Agenda Item #12.,** One Bay Area Grant Cycle 2 Criteria after **Agenda Item #19.,** Land Use and Transportation Briefing Series: City Place Santa Clara.

Members Jones, Rennie, and Waldeck arrived and took their seats at 4:05 p.m.

M/S/C (Prochnow/O'Neill) to accept the Orders of the Day and approve the Consent Agenda.

3. PUBLIC PRESENTATIONS

There were no Public Presentations.

4. Committee Staff Report

Mr. Lawson provided a report highlighting the following: 1) the VTA Board of Directors (Board) took the following actions at the November 5, 2015 meeting: a) announced the resignation of Board Member Ash Kalra; b) approved Emergency Non-Competitive Paving Procurement Request for Alum Rock-Santa Clara Bus Rapid Transit (BRT) Project; c) approved the appointments representing the City of Sunnyvale to the State Route 85 Corridor Policy Advisory Board, Glenn Hendricks, Member, Tara Martin-Milius, Alternate Member; d) approved Vehicle Registration Fee Funds for I-680 Soundwall Plans, Specifications & Estimates; e) approved the One Bay Area Grant Cycle 2 - Program Structure; and f) received the 2000 Measure A Semi-Annual Report Ending June 30, 2015; 2) announced the winners of the Hack My Ride app challenge on November 3, 2015; and 3) announced VTA held an event to honor employees who served in the military on November 9, 2015.

Mr. Lawson further reported about the Board's decision to ease the impacts of the Alum Rock-Santa Clara BRT construction stoppage to businesses during the Construction Project, noting VTA is assisting with the following: 1) financial assistance, determined by a two tier system and an independent administrator; 2) 24 hour security and graffiti clean-up; and 3) a marketing campaign to help promote the open businesses along Alum Rock,

On order of Chairperson Carr and there being no objection, the Committee received the Committee Staff Report.

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

5. Envision Silicon Valley

Scott Haywood, Transportation Planning Manager, provided a brief report noting the draft goals, next steps and the new Microsite Tool. In the next few months VTA staff will be conducting analysis of the projects using the criteria and goals that were adopted by the Board.

Upon inquiry of Committee Members, Mr. Haywood responded staff will seek more input from the Committee, community, and stakehodlers during the early spring of 2016. Mr. Haywood requested Committee Members to share any groups that would benefit from speaking to VTA staff regarding Envision Silicon Valley.

On order of Chairperson Carr and there being no objection, the Committee received an update on Envision Silicon Valley.

6. Chairperson's Report

There was no Chairperson's Report.

CONSENT AGENDA

7. Regular Meeting Minutes of October 8, 2015

M/S/C (Prochnow/O'Neill) to approve the Regular Meeting Minutes of October 8, 2015.

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

M/S/C (Prochnow/O'Neill) to recommend that the VTA Board of Directors approve the programming of $82,000 of Vehicle Registration Fee (VRF) Countywide Program Intelligent Transportation System (ITS) funds for the City of Sunnyvale's traffic signal upgrade at the intersection of Mathilda Avenue and Olive Avenue.

9. (Removed from the Consent Agenda and Placed on the Regular Agenda.)

M/S/C (Prochnow/O'Neill) to recommend that the VTA Board of Directors adopt a three-year plan for Vehicle Registration Fee (VRF) Countywide Program funds, approve scoring criteria for evaluating VRF-funded Intelligent Transportation System (ITS) projects and authorize the General Manager to execute funding agreements with Member Agencies as necessary to implement the VRF-ITS program.

10. FY2014/15 Vehicle Registration Fee Annual Report

M/S/C (Prochnow/O'Neill) to review the status of ongoing Santa Clara County Vehicle Registration Fee activity.

11. Priority Development Area Program of Projects - Second Supplemental

M/S/C (Prochnow/O'Neill) to recommend that the VTA Board of Directors approve the Priority Development Area (PDA) Planning Grant second supplemental program of projects for funding.

12. (Removed from the Consent Agenda and Placed on the Regular Agenda.)

Receive and discuss information about One Bay Area Grant Cycle 2 Criteria.

13. 2015 Transportation Systems Monitoring Program Report

M/S/C (Prochnow/O'Neill) to receive an update on the 2015 Transportation Systems Monitoring Report.

14. Development Review Quarterly Report for July-Sept 2015

M/S/C (Prochnow/O'Neill) to receive the Development Review Quarterly Report for July - September 2015.

15. Transportation Fund for Clean Air Project Status Report

M/S/C (Prochnow/O'Neill) to review the status of ongoing Santa Clara County Transportation Fund for Clean Air (TFCA) Program Manager Fund projects.

16. VTA Complete Streets Program Activities Update

M/S/C (Prochnow/O'Neill) to receive an update on VTA Complete Streets Program activities.

17. Final Legislative Update Matrix for 2015

M/S/C (Prochnow/O'Neill) to review the Final Legislative Update Matrix for 2015.

The Agenda was taken out of order.

REGULAR AGENDA

Agenda Items #/8 to #9

8. Sunnyvale Request for Vehicle Registration Fee - Intelligent Transportation System Funding

9. Registration Fee Intelligent Transportation System plan for FY2015/16 through FY2017/18

Upon Member Vaidhyanathan's inquiry, Marcella Rensi, Transportation Planning Manager clarified the following: 1) criteria process; 2) the remaining funds: and 3) discussed the Intelligent Transportation System (ITS) three year plan for Vehicle Registration Fee (VRF) Countywide Program funds.

M/S/C (Vaidhyanathan/Wasserman) to recommend that the VTA Board of Directors approve the programming of $82,000 of Vehicle Registration Fee (VRF) Countywide Program Intelligent Transportation System (ITS) funds for the City of Sunnyvale's traffic signal upgrade at the intersection of Mathilda Avenue and Olive Avenue.

M/S/C (Vaidhyanathan / Wasserman) to recommend that the VTA Board of Directors adopt a three-year plan for Vehicle Registration Fee (VRF) Countywide Program funds, approve scoring criteria for evaluating VRF-funded Intelligent Transportation System (ITS) projects and authorize the General Manager to execute funding agreements with Member Agencies as necessary to implement the VRF-ITS program

19. Land Use and Transportation Briefing Series: City Place Santa Clara

Mr. Lawson introduced Robert Swierk, VTA Senior Transportation Planner, Julio Fuentes, Santa Clara City Manager, and Rajeev Batra, Santa Clara Public Works Director, who provided an overview of the staff report and distributed a presentation entitled, "Land Use and Transportation Briefing: City Place Santa Clara," highlighting the following: 1) Background; 2) VTA & City of Santa Clara Policies; 3) Santa Clara Development Context; 4) Existing Conditions & Initiatives; 5) Project Overview; 6) Proposed Transportation Solutions; 7) Critical Transportation Issues & Strategies; and 8) Next Steps.

Mr. Swierk thanked Member O'Neil for her assistance throughout the collaboration process. Mr. Swierk noted the importance of Light Rail continuing to operate in an efficient and timely manner through the construction.

Member O'Neil, thanked VTA and Santa Clara City staff for their work on this project, noting the challenges to convert and build on top of a land field.

Members of the Committee made the following comments:1) expressed concern about the number of jobs to housing available; 2) inquired about high ground transit; 3) inquired about future plans regarding bicycle and pedestrian pathways, noting the importance of having separate pathways; 4) commented about the congestion on SR 237 and how this project will impact that corridor; 5) inquired about the housing development in the current plan and any plans to pursue more housing to balance the job market; 6) inquired about water and sewer capacity for the area; and 7) suggested staff look into a Transit Management Association (TMA) and the benefits it might offer.

Santa Clara City staff assured the Committee, they are looking at all options in order for the project to be a success, noting the following: 1) the current Draft Environmental Impact Report (DEIR) addresses some of the questions and comments raised; 2) noted staff is looking at all opportunities to increase housing, noting there are a number of other projects along El Camino that will add more housing to help balance the jobs; 3) staff will see what possible benefits a TMA would have to offer; and 4) encouraged the Committee to provide feedback through the DEIR process.

Public Comment

Roland Lebrun, Interested Citizen, referred to page 8 of the presentation entitled, "Land Use and Transportation Briefing: City Place Santa Clara," commenting that staff needs to start thinking of ways to allow the various transit agencies to have better access to the station along Tasman Drive and Great America Parkway and provided suggestions to help create a quicker and smoother ride to get to a destination.

On Order of Chairperson Carr the Committee received and discussed information about land use and transportation pertaining to the proposed City Place development in the City of Santa Clara.

18. Election Process for 2016 Advisory Committee Leadership: Appoint Nomination Subcommittee

Stephen Flynn, Advisory Committee Coordinator, provided a brief overview of the staff report, noting the responsibilities of a Nomination Subcommittee Leadership.

Member Wasserman commented about the large turnout in representatives.

Member Miller and Member Tucker volunteered to be on the Nominating Subcommittee.

Member Miller inquired if anyone had any interest to be Chairperson or Vice Chairperson to email him.

M/S/C (Miller/Wasserman) to appoint Members Miller and Tucker to the nomination subcommittee to identify Committee members interested in serving as the chairperson or vice chairperson for 2016.

12. One Bay Area Grant Cycle 2 Criteria

Ms. Rensi provided a brief overview of the staff report.

Members of the Committee inquired about the following: 1) changes in the report from the previous version distributed; 2) Priority Development Areas (PDA) changing and the process; 3) how to re-add a PDA that was previously on the list.

Ms. Rensi noted that there were no changes from the report that was provided to the Committee in advance. Staff wanted to provide the Committee with further clarification if anyone had questions.

Member Montano left the meeting at 5:20 p.m.

OTHER

22. Committee Work Plan

Member McAlister requested to put Countywide Plan on the PAC Work Plan for discussion.

Mr. Lawson and Member Miller clarified the difference between the Board of Directors and the Policy Advisory Committee regarding decisions, items for review and work plans.

Mr. Lawson reported that he would confer with senior staff to agendize an item for a future PAC Work Plan.

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

REGULAR AGENDA (continued)

20. SR 82 El Camino Real Relinquishment Exploration Study

Eugene Maeda, Senior Transportation Planner, provided an overview of the staff report and distributed a presentation entitled, "SR82 Relinquishment Exploration Study," highlighting the following: 1) Project Background; 2) Project Purpose; 3) Impetus and Opportunities; 4) Study Area; 5) Project Approach and Schedule; 6) Decision Making Process; 7) Typical Relinquishment Timeline; 8) Range of Potential Outcomes; 9) Key Findings from 8 Case Studies; 10) Pavement Assessment; 11) Pavement Repair Costs; 12) Curb Ramps Requiring Replacement; 13) Annualized O&M Costs by Jurisdiction; 14) One-time Repair and 10- year Maintenance Costs; 15) Funding Strategies for Relinquishment; 16) Potential Funding Sources for Relinquishment & Redesign; and 17) Summary.

Member McAlister left the meeting at 5:29 p.m.

The Committee discussed the SR 82 relinquishment, noting the following: 1) long-term maintenance costs; 2) relinquishing SR 82 in segments; 3) a trial period for relinquishment; 4) Monterey Road relinquishment in Morgan Hill worked for the better; and 5) how the study was initiated.

Mr. Maeda reported that the PAC Committee voted and recommended the Exploratory Study. Mr. Maeda further reported that staff would have to talk with Caltrans about relinquishing just one side of SR 82.

On order of Chairperson Carr and there being no objection, the Committee received a presentation on findings from SR 82 El Camino Real Relinquishment Exploration Study.

21. Regional Reports Update

Chairperson Carr noted the written reports are placed at the table.

A. Metropolitan Transportation Commission (MTC)

B. California Transportation Commission (CTC)

OTHER (continued)

23. ANNOUNCEMENTS

There were no Announcements.

24. ADJOURNMENT

On order of Chairperson Carr and there being no objection, the Committee meeting was adjourned at 5:53 p.m.

Respectfully submitted,

Theadora Travers, Board Assistant
VTA Office of the Board Secretary

SANTA CLARA Valley Transportation Authority

STATE ROUTE 85 CORRIDOR POLICY ADVISORY BOARD

Monday, November 16, 2015

MINUTES

CALL TO ORDER

The Regular Meeting of the State Route 85 Corridor Policy Advisory Board (SR 85 Corridor PAB) was called to order at 10:11 a.m. by Acting Staff Liaison Chris Augenstein in the Auditorium, Santa Clara Valley Transportation Authority (VTA), 3331 North First Street, San José, California.

1. ROLL CALL

Attendee Name	Title	Status
Glenn Hendricks	Member	Absent
Tara Martin-Milius	Alternate Member	Absent
Walter Huff	Member	Absent
Burton Craig	Alternate Member	Absent
Marcia Jensen	Member	Absent
Rob Rennie	Alternate Member	Present
John McAlister	Vice Chairperson	Present
Lenny Siegel	Alternate Member	Absent
Howard Miller	Member	Present
Mary-Lynne Bernald	Alternate Member	Absent
Paul Resnikoff	Member	Present
Liz Gibbons	Alternate Member	Present
Megan Satterlee	Member	Present
Jean Mordo	Alternate Member	Absent
Rod Sinks	Chairperson	Present
Barry Chang	Alternate Member	Absent
Vacant, San José	Member	N/A
Vacant, San José	Alternate Member	N/A
Vacant, County	Member	N/A
Vacant, County	Alternate Member	N/A
Bijan Sartipi	Ex-Officio, Caltrans	Absent
Dan McElhinney	Alt. Ex-Officio, Caltrans	Present

A quorum was present.

2. INTRODUCTIONS

Received the following introductions from PAB Members: Rod Sinks, representing City of Cupertino; John McAlister, representing City of Mountain View; Howard Miller, representing City of Saratoga; Dan McElhinney, Ex-Officio Member representing

Department of Transportation (Caltrans) District 4; Rob Rennie, representing the Town of Los Gatos; Megan Satterlee, representing the City of Los Altos; and Paul Resnikoff, representing the City of Campbell.

Received the following introductions from VTA staff members: Chris Augenstein, Acting Staff Liaison; Nuria I. Fernandez, General Manager; and Jim Lawson, Government Affairs Director & Executive Policy Advisor.

3. ELECTION OF CHAIRPERSON AND VICE CHAIRPERSON

Mr. Augenstein opened the floor for nominations for the position of 2015-2016 State Route 85 Corridor (SR 85 Corridor PAB) Chairperson. Member McAlister nominated Rod Sinks as the 2015-2016 SR 85 Corridor PAB Chairperson.

M/S/C (McAlister/Rennie) to close nominations and elect Rod Sinks as SR 85 Corridor PAB Chairperson for 2015-2016.

Chairperson Sinks opened the floor for nominations for the position of 2015-2016 SR 85 Corridor PAB Vice Chairperson. Chairperson Sinks nominated John McAlister as the 2015-2016 SR 85 Corridor PAB Vice Chairperson.

M/S/C (Sinks/Rennie) to close nominations and elect John McAlister as SR 85 Corridor PAB Vice Chairperson for 2015-2016.

4. PUBLIC PRESENTATIONS

Cheriel Jensen, Interested Citizen, made the following comments: 1) the West Valley region is getting a voice and needed help; and 2) commented on bringing innovative transit solutions to the West Valley.

5. ORDERS OF THE DAY

Member Satterlee requested that **Agenda Item #7**, Meeting Frequency of the State Route 85 Corridor Policy Advisory Board, be heard after **Agenda Item #9**, State Route 85 Corridor Policy Advisory Board Work Plan.

M/S/C (Miller/Satterlee) to accept the Orders of the Day.

CONSENT AGENDA

6. <u>Bylaws for the State Route 85 Corridor Policy Advisory Board</u>

Member Satterlee confirmed and clarified that the Chairperson and Vice Chairperson would serve through December 2016, which is more than one calendar year.

On order of Chairperson Sinks and there being no objection, the Committee reviewed the bylaws and duties of the State Route 85 Corridor Policy Advisory Board (SR 85 Corridor PAB).

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

REGULAR AGENDA

8. State Route 85 Corridor Policy Advisory Board (SR 85) Objectives, Scope, and Schedule

Ying Smith, Transportation Planning Manager, explained the two goals for this meeting: 1) identify short and long term objectives and desirable outcomes; and 2) define the scope and schedule for the Phase 1 Transit Options Study.

Members of the Committee and Staff discussed the following: 1) concern that the area identified for the Phase 1 Transit Options Study does not include the entire length of SR 85; 2) areas outside of the Study area, such as Highway 101 in South San José, Almaden Expressway, and Highway 87 as well as associated interchanges, will be considered as they have an influence on traffic patterns along SR 85; and 3) implementing long term solutions and not short term fixes.

Member Satterlee noted that the bylaws use transportation and transit to mean the same thing. She requests it all be changed to transportation.

Public Comment

Ruth Callahan, Interested Citizen, commented on the following: 1) the scope focuses on SR 85, excluding highway junctions; 2) adding additional high occupancy vehicle (HOV) lanes on SR 85 is not a long term solution; and 3) encouraged the SR 85 PAB to make the corridor safe for the residents.

Ms. Jensen commented on the potential 2016 ballot measure.

M/S/C (McAlister/Miller) to move the bubble to the south to the Highway 101 and SR 85 interchange.

Member Satterlee would like to expand the Study area South as a narrow area down to Highway 101, excluding the area surrounding SR 85 in San José.

M/S/C (McAlister/Miller) to define the State Route 85 corridor for the purposes of the domain of this committee to extend in a narrow tail down SR 85 to the Highway 101 interchange in San José and include interchanges down to Highway 101.

Members of the Committee discussed the following: 1) improving the quality of life for all citizens affected by SR 85; 2) minimizing cross city traffic; and 3) jobs are located in North County while housing is concentrated in South County.

On order of Chairperson Sinks and there being no objection, the Committee discussed and confirmed the State Route 85 Corridor Policy Advisory Board objectives, scope, and schedule.

9. State Route 85 Corridor Policy Advisory Board Work Plan

Jay Tyree, Transportation Planner, provided a brief overview of the SR 85 Corridor PAB's draft work plan.

Members of the Committee expressed concern regarding the timeline of the work program, noting the Committee probably would have to meet on a monthly basis.

Public Comment

Liz Gibbons, Interested Citizen, commented on the following: 1) understands that this group will help define the ballot language; 2) dedicating $45-50 million for the thorough and full study over time; 3) encouraged the PAB to not focus on picky solutions that do not solve anything; and 4) encouraged the SR 85 Corridor PAB to include money to cover the implementation of the agreed upon solution in the ballot measure.

M/S/C (Miller/Rennie) to adopt staff's proposed timeline and to clarify that transit means transportation in the Bylaws.

On order of Chairperson Sinks and there being no objection, the Committee discussed and confirmed the State Route 85 Policy Advisory Board work plan.

7. Meeting Frequency of the State Route 85 Corridor Policy Advisory Board

Members of the Committee made the following comments: 1) proposed that the Committee meet on a monthly basis; 2) recommended a meeting be held in December 2015; 3) during the December 2015 meeting, the Committee will determine a standard meeting schedule; and 4) suggested the meetings be held the second week of the month.

Ms. Fernandez recommended that once the Committee determines that the meetings will be held monthly, that the same day be selected every month, referencing VTA's other Committee meetings held.

M/S/C (Miller/Rennie) to propose that the SR 85 Corridor PAB meetings be held monthly.

On order of Chairperson Sinks and there being no objection, the Committee discussed the meeting frequency of the State Route 85 Corridor Policy Advisory Board.

10. ANNOUNCEMENTS

There were no Announcements.

11. ADJOURNMENT

On order of Chairperson Sinks and there being no objection, the Committee meeting was adjourned at 12:14 p.m.

Respectfully submitted,

Thalia Young, Board Assistant
VTA Office of the Board Secretary

8.2.C

El Camino Real Rapid Transit Policy Advisory Board

Regular Meeting Minutes of November 18, 2015

WILL BE FORWARDED UNDER SEPARATE COVER