

POLICY ADVISORY COMMITTEE

Thursday, January 14, 2016

4:00 PM

VTA Conference Room B-104

3331 North First Street

San Jose, CA

AGENDA

COMMITTEE MISSION STATEMENT:

The Policy Advisory Committee (PAC) represents the prioritized transportation policy views of the Member Agencies, individually and collectively, to the VTA Board of Directors. The PAC proposes approaches to transportation issues identified by the Board, VTA staff, and the PAC itself.

CALL TO ORDER

1. ROLL CALL
2. ORDERS OF THE DAY- *Approve the Consent Agenda*
 - The quorum requirement for this meeting is: 9
3. PUBLIC PRESENTATIONS:

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

4. ACTION ITEM - Conduct voting to determine the Committee's chairperson and vice chairperson for 2016.

5. Receive Committee Staff Report. (Verbal Report) (Lawson)
 - Receive a report from the General Manager. (Verbal Report) (Fernandez)
6. Receive update on Envision Silicon Valley. (Verbal Report) (Haywood)
7. Receive Chairperson's Report. (Verbal Report) (Carr)

CONSENT AGENDA

8. Approve the Regular Meeting Minutes of November 12, 2015.
9. INFORMATION ITEM - Receive a report on the Outreach Plan for the Countywide Bicycle Plan Update.
10. INFORMATION ITEM - Review the Legislative Update Matrix.

REGULAR AGENDA

11. ACTION ITEM - Recommend that the VTA Board of Directors approve reallocation of Local Program Reserve (LPR) savings of \$1,844,000 to the SR237 Express Lanes Phase II, US101 Auxiliary Lanes, and SR87 Corridor Study.
12. ACTION ITEM - Recommend that the VTA Board of Directors authorize the General Manager to: 1) Enter into inter-agency agreements as needed with Santa Clara County Roads and Airports Department, City of Palo Alto, Town of Los Altos Hills, and Caltrans for design and construction of Interim Signing and Striping Improvements on Page Mill Road at I-280; and 2) Augment the 1996 Measure B Transportation Improvement Program Fund Capital Budget by \$250,000.
13. INFORMATION ITEM - Receive and discuss information about land use and transportation integration, following from a discussion at the December 10, 2015 Board meeting.
14. INFORMATION ITEM - Receive an overview of the Transit Ridership Improvement Program (TRIP) work plan for 2016.
15. INFORMATION ITEM - Receive a Report on Rapid 523 Berryessa BART to DeAnza College.
16. INFORMATION ITEM - Receive an update on the Regional Reports. (Verbal Reports)
 - A. Metropolitan Transportation Commission (MTC) (Quigley)
 - B. California Transportation Commission (CTC) (Quigley)

OTHER

17. Review PAC Work Plan. (Lawson)

18. ANNOUNCEMENTS

19. ADJOURN

The Consent Agenda items may be voted on in one motion at the beginning of the meeting under Orders of the Day. If you wish to discuss any of the Consent Agenda items, please request that the item be removed from the Consent Agenda under Orders of the Day, Agenda Item #2.

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 ✉ board.secretary@vta.org or ☎ (408) 321-2330 (TTY only). VTA's home page is www.vta.org or visit us on Facebook www.facebook.com/scvta. ☎ (408) 321-2300: 中文 / Español / 日本語 / 한국어 / tiếng Việt / Tagalog.

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 Friday, Monday, and Tuesday prior to the meeting. This information is available on VTA's website at www.vta.org and also at the meeting.



Date: January 5, 2016
 Current Meeting: January 14, 2016
 Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Policy Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Board Secretary, Elaine Baltao

SUBJECT: Election Process for 2016 PAC Committee Leadership: Conduct Elections

Policy-Related Action: No

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Conduct voting to determine the Committee's chairperson and vice chairperson for 2016.

BACKGROUND:

The Policy Advisory Committee (PAC) bylaws require that annually the committee elect from its membership a chairperson and a vice chairperson to serve as the committee leadership for the upcoming calendar year. The bylaws also provide that the chairperson and vice chairperson positions serve one-year terms and are eligible for election to multiple terms. Only members, not alternates, are eligible to serve in these positions. The elections for the PAC chairperson and vice chairperson positions are conducted during the committee's first meeting of the calendar year (usually January), if practical.

The duties of the chairperson are to preside at all meetings of the committee and represent the committee before the Board of Directors. In addition, it is the responsibility of the PAC chairperson to provide to the Board, at each of its regular meetings, a verbal report on the previous PAC meeting and any committee concerns. The duty of the vice chairperson is to perform the duties of the chairperson when the chairperson is absent. It is the responsibility of all advisory committee chairpersons and vice chairpersons to participate in periodic coordination meetings between themselves and the VTA Board chairperson.

DISCUSSION:

The election process for chairperson and vice chairperson is comprised of three distinct steps. The first step is appointing the nomination subcommittee. The second is presentation of the nomination subcommittee's report. The final step is conducting elections to select the chairperson and vice chairperson. Each of these components is conducted during the committee meeting.

Appointing the Nominating Subcommittee

The chairperson requests volunteers to serve on the nomination subcommittee, which is typically comprised of two or three members. If there are no volunteers or an insufficient number, it is the chairperson's prerogative to appoint committee members to serve on it. It is required that the committee votes to approve the appointment of members to the nomination subcommittee. This step normally takes place two meetings prior to conducting the elections.

The nomination subcommittee identifies members interested in serving as the chairperson or vice chairperson. This is done by soliciting nominations from members, either for themselves or other members, and is done at a time other than during the committee meeting. Additionally, it is the nomination subcommittee's responsibility to determine that members who have been nominated are willing to serve. The nomination subcommittee may also make a recommendation as to its recommended candidate for each position.

At its November 2014 meeting, the PAC approved the appointment of Chairperson Howard Miller from Saratoga and member Jeannie Bruins from Los Altos to serve on the nomination subcommittee.

Report from the Nomination Subcommittee

At the meeting immediately preceding the elections, the nomination subcommittee provides a verbal report to the advisory committee identifying committee members who have confirmed their willingness to serve. This establishes the initial list of candidates for the elections to be held at the next meeting. The nomination subcommittee is automatically discharged when its report is formally presented to the committee. No action is required of the committee other than to receive the report.

Due to cancellation of the December meeting, the nomination subcommittee's report indicating members who have confirmed their willingness to serve in either position will be emailed to PAC members on January 12, 2015. It indicated that the following individuals indicated a willingness to serve in the indicated leadership position:

Chair:	Larry Carr, City of Morgan Hill and 2015 PAC chairperson
Vice Chair:	Jim Davis, City of Sunnyvale and 2015 PAC vice chairperson

The nomination subcommittee will also verbally reiterate its findings and recommendation for each position, if any, immediately prior to the elections being conducted.

Election of Chairperson and Vice Chairperson

The elections for the PAC chairperson and vice chairperson positions are conducted during the committee's first meeting of the calendar year (usually January), if practical. The elections are conducted for the chairperson and vice chairperson positions individually and in sequence, and are done as one of the first orders of business for that meeting. The nomination subcommittee report on individuals willing to serve in either position will be reiterated, and the chair will verify that the named candidates still wish to be considered for the respective position. Next, the chairperson will ask if there are any nominations from the floor, then close the nomination process to establish the final list of candidates for each position. For instances of multiple candidates for one position, the order of voting for each candidate is alphabetically by last name.

For the PAC, the affirmative vote of a majority of the quorum present is required to elect each position. The term of office for each position begins immediately following the completed vote for that office.

ALTERNATIVES:

There are no alternatives since the Committee's bylaws specify the election process.

FISCAL IMPACT:

There is no fiscal impact resulting from the election process.

Prepared by: Stephen Flynn, Advisory Committee Coordinator
Memo No. 5386

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 Vaidhyathan	City of Cupertino	Present
Barry Chang (Alternate)	City of Cupertino	NA
Cat Tucker	City of Gilroy	Present
<i>Vacant (Alternate)</i>	<i>City of Gilroy</i>	-
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
<i>Vacant (Alternate)</i>	<i>City of San Jose</i>	-
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 Vaidhyathan 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 stakeholders 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 (Vaidhyathan / 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



Date: January 4, 2016
 Current Meeting: January 14, 2016
 Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Policy Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: Countywide Bicycle Plan Update-Draft Outreach Plan

FOR INFORMATION ONLY

BACKGROUND:

As the Congestion Management Agency for Santa Clara County, VTA is responsible for countywide multi-modal transportation planning, including bicycle planning. As a part of this role, VTA develops and updates the Countywide Bicycle Plan (CBP), which was last updated and adopted by the VTA Board of Directors in 2008. Currently, VTA is updating the Countywide Bicycle Plan to supplement the newly adopted local bicycle plans and to support the growing need for multi-modal transportation improvements in Santa Clara County.

As a part of the updating process, VTA intends to conduct extensive community engagement and outreach to the public and stakeholder groups to better understand the needs for future countywide bicycle improvements and to receive new ideas for making biking a comfortable and safe mode of transportation in the county.

This memo is a summary of the draft outreach plan for the Countywide Bicycle Plan Update.

DISCUSSION:

Outreach for Countywide Bicycle Plan Update will inform the planning effort and create a platform for the public and stakeholders to be engaged in the planning process. The key goals for outreach plan are identified as:

- Defining and sharing the vision, purpose, and goals of the Countywide Bicycle Plan.
- Sharing information about existing conditions of countywide bicycle facilities and opportunities in updating the Countywide Bicycle Plan.

- Gathering information about existing barriers, preferred bicycle corridors and infrastructure improvements, and preferred education, encouragement, and enforcement activities that can be supported at the county scale.
- Reaching consensus with the public on needs and facility preferences and with local jurisdictions on potential projects, programs, and local and countywide needs.

The outreach plan targets three primary groups:

- General public
- Member Agency staff and other stakeholders
- VTA committees

Attachment A of this memo is an overview of the proposed outreach activities. The timeline for the project's public outreach activities is from January 2016 until adoption of the plan in summer 2017.

Outreach to General Public

One of the desired outcomes of outreach activities for this project is to reach out to members of the public who would not normally be involved in a countywide bike plan effort, and those who are not frequent bicyclists. The general public will be engaged through community workshops, an unstaffed display exhibit in selected public spaces, information booths at community events, social media and web-based mapping survey, and a mobile phone text-based survey.

The community workshops will be held in north, south, and central county, and will include interactive exercises to gather community input on the most important issues and highest priority areas in the county for bicycle improvements.

Community events will be a good opportunity to publicize the planning effort and to gather input on the plan. During the public outreach process, the project consultant will host an information booth at five community events.

The outreach plan includes a list of proposed locations for community workshops, community events, and placement of the advertising display exhibit. Locations for each of these outreach activities will be finalized further in the planning process.

Outreach to Member Agency Staff and Other Stakeholders

Stakeholders and Member Agency staff will be engaged through phone interviews, working group meetings that are specifically organized for this project, charrettes, and bicycle ride audits. VTA's member agencies and other organizations who influence policy and implementation, such as Caltrans, and advocacy groups, such as Silicon Valley Bicycle Coalition will be involved in this part of outreach.

Member Agency interviews will be used to gather information about local jurisdictions' key accomplishments, priority projects, near-term and long-term goals, funding strategies, and any plans, policies and programs that help VTA to have a better understanding of needs and priorities

in different parts of the county. In addition to the Member Agency interviews, the project consultant will interview staff at other organizations that need to be coordinated with or are involved in implementation of specific types of bicycle infrastructure projects, such as Santa Clara Valley Water District and Caltrans.

The bicycle ride audits will happen after prioritizing the recommended projects and will be along corridors that are identified as high-priority, cross-county bicycle corridors.

Outreach to VTA Committees

The project will be brought to VTA committees in different phases of the planning process, including but not limited to reviewing the proposed projects and priority bicycle corridors, implementation strategy, and conceptual design for high-priority corridors. Subcommittees of the VTA BPAC may be formed to provide input into specific components of the plan, such as identified and modified Cross-County Bicycle Corridors and Across Barrier Connections and identifying education, encouragement, and enforcement programs that can be supported at a county scale.

NEXT STEPS:

After receiving input from the VTA Bicycle and Pedestrian Advisory Committee, VTA staff will finalize the proposed outreach plan and begin outreach activities. During the planning process and in different phases of the outreach activities, VTA staff will update the VTA Committees on the project progress.

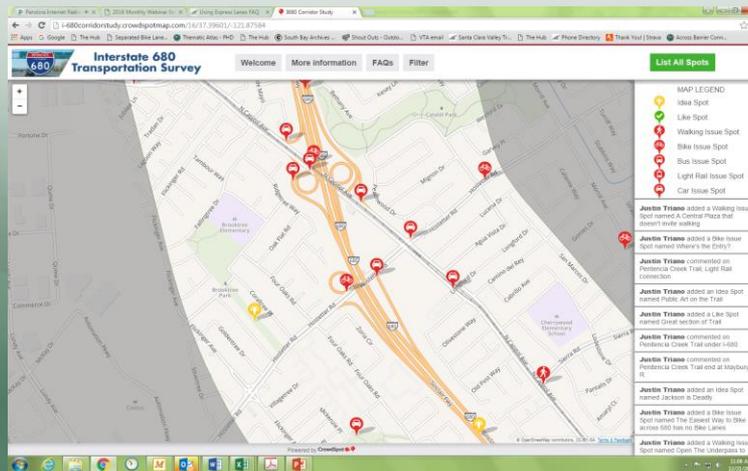
Prepared By: Malahat Owrang
Memo No. 5356

Santa Clara County Bicycle Plan PROPOSED OUTREACH

- **Public Outreach:** Workshops, Community Events, Roving Exhibit, Website, and Textizen
- **Member Agencies and Stakeholders:** Phone Interviews, Charrettes, Working Groups, and Bicycle Ride/Audits
- **Advisory Committees:** Reporting at BPAC, TAC, CAC, PAC



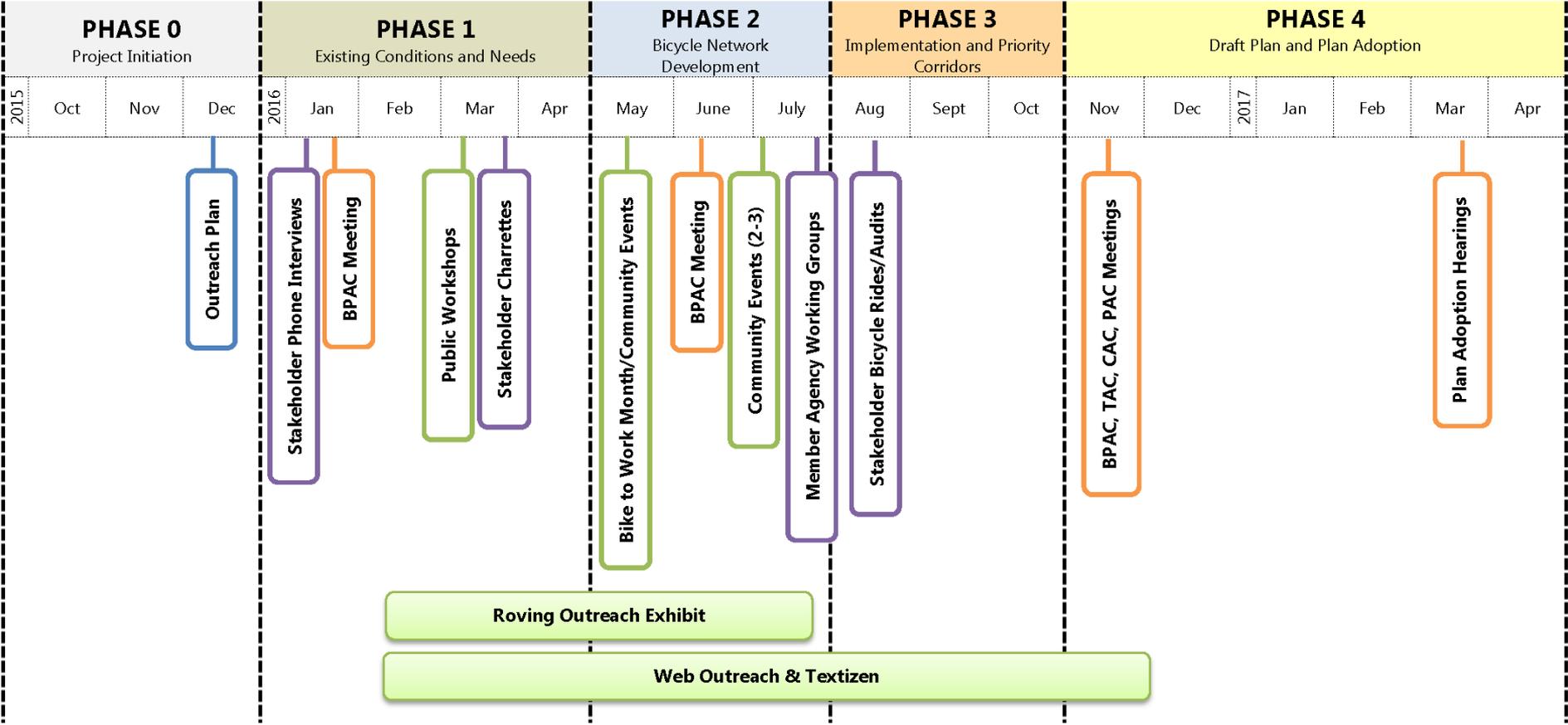
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Proposed Outreach Activities

Primary Group	Event/Activity	Purpose	Phase/Timing	Team Leads
General Public	Social Media	Publicity	Phase 1 - 4 (January 2016 - March 2017)	Consultant Team & VTA
	Web-Based Mapping Survey	Education, Gather Input	Phase 1 - 3 (January - August 2016)	Consultant Team & VTA
	Textizen Cell Phone Surveys	Gather Input, Publicity	Phase 1 - 3 (January - August 2016)	Consultant Team & VTA
	Community Workshops	Education, Gather Input	Phase 1 (March 2016)	Consultant Team & VTA
	Roving Bicycle Outreach Exhibit	Publicity, Education	Phase 1 - 3 (January - August 2016)	Consultant Team
	Booth at Community Events	Publicity, Education, Gather Input	Phase 1 - 3 (January - July 2016)	Consultant Team & VTA
Member Agencies & Stakeholders	Member Agency and Stakeholder Interviews	Gather Input	Phase 1 (January - February 2016)	Consultant Team
	Stakeholder Charrettes	Gather Input	Phase 1 (March 2016)	Consultant Team & VTA
	Member Agency Working Groups	Gather Input	Phase 2 (July 2016)	Consultant Team & VTA
	Stakeholder Bicycle Audits	Education, Gather Input	Phase 3 (August 2016)	Consultant Team & VTA
VTA Committees	Outreach to BPAC, TAC, CAC and PAC	Education, Gather Input	Phase 1 - 4 (January 2016 - March 2017)	VTA & Consultant Team

Outreach Schedule





Date: December 11, 2015
 Current Meeting: January 14, 2016
 Board Meeting: February 4, 2016

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Policy Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Government Affairs, Jim Lawson

SUBJECT: Legislative Update Matrix

FOR INFORMATION ONLY

BACKGROUND:

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

DISCUSSION:

The Legislature reconvened the 2015-2016 regular session on January 4 after a three-month recess. Immediately, lawmakers are faced with having to determine the fate of several hundred bills left over from 2015 that are still lingering in their house of origin. Meanwhile, Gov. Brown is required under the state Constitution to submit his recommended budget for FY 2017 to the Legislature no later than January 10.

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

So far, there are two comprehensive transportation funding packages pending in the special

session. In September 2015, Gov. Brown unveiled a proposal that seeks to raise roughly \$3.2 billion a year in new funding for transportation, with an emphasis on “fix-it-first” investments for state highways and local streets/roads, and on mobility improvements in key trade corridors. The revenues for these ongoing investments would be generated by:

- Increasing the diesel excise tax by 11 cents per gallon.
- Indexing both the gasoline and diesel excise taxes annually for inflation.
- Imposing a new road improvement charge of \$65 per year on all motor vehicles.
- 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:

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

A second proposal, SBX1-1 (Beall), which was formally introduced in June 2015, 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 funded through a new Road Maintenance and Rehabilitation Account, as well as for goods movement projects. The revenues would be derived from the following sources:

- Increasing the gasoline excise tax by 12 cents per gallon.
- Increasing the diesel excise tax by 22 cents per gallon. Under the provisions of SBX1-1, the revenues derived from 12 cents of this increase would be deposited into the existing Trade Corridors Improvement Fund and used for goods movement projects programmed by the California Transportation Commission (CTC). The revenues generated from the remaining 10 cents would be deposited into the Road Maintenance and Rehabilitation Account.
- Imposing a registration surcharge of \$35 per year on all motor vehicles.
- Imposing a registration surcharge of \$100 per year on zero-emission vehicles.
- Imposing a new road access charge of \$35 per year on all motor vehicles.

In addition to raising new revenues for transportation purposes, both of the Governor’s plan and SBX1-1 would:

- Fix the volatility of the variable or “price-based” portion of the state’s gasoline excise tax, which resulted in a loss of approximately \$876 million in FY 2016 transportation funding, negatively impacting local streets/roads, the State Transportation Improvement Program (STIP), and the State Highway Operation and Protection Program (SHOPP).
- End the erosion of the purchasing power of the gasoline and diesel excise taxes by indexing them to inflation.
- 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 paid to finding the necessary Republican votes, while at the same time, shoring up support from moderate Democrats representing competitive districts. Right now, 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 close to 20 separate bills that, among other things, call for:

- Redirecting existing revenues currently dedicated to other purposes to state highways and local streets/roads, including cap-and-trade auction proceeds, vehicle weight fees, funding for the state’s proposed high-speed rail system, and General Fund surpluses.
- Achieving savings that could be reinvested in transportation projects by cutting Caltrans capital outlay support and eliminating vacant positions throughout state government.
- Constitutionally protecting all current and future taxes and fees imposed on motor vehicles from being loaned to the General Fund, used to pay general obligation bond debt service, or diverted to other non-transportation purposes.
- Making existing statutory authority for using public-private partnerships for transportation projects permanent.
- Converting the STIP to block grants.
- Providing an exemption from the California Environmental Quality Act (CEQA) for roadway maintenance projects occurring within existing rights-of-way.
- Pulling the CTC out from under the California State Transportation Agency (CalSTA) and re-establishing it as a separate state government entity.
- Requiring Caltrans to contract out a certain percentage of engineering work.
- Prohibiting a court in a judicial action or proceeding under CEQA from staying or enjoining a highway construction project.

Similar to GOP lawmakers, moderate Democrats in both the Assembly and Senate have expressed a reluctance to vote for any tax or fee increases. Many of them represent communities in the Central Valley that are still struggling to recover from the most recent economic recession. As a result, they are concerned that increases in fuel taxes or other motor vehicle fees would hit their constituencies the hardest. Fresh off victories in bottling up legislation that would have set targets for reducing greenhouse gas emissions beyond 2020 and in stripping language out of a major climate change bill requiring a 50 percent reduction in petroleum use, moderate Democrats, particularly in the Assembly, are flexing their muscles.

Work on developing a potential compromise transportation funding package is expected to continue over the next several months. Since the special session is running concurrent with the regular session, both are scheduled to end on August 31, 2016.

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LEGISLATIVE UPDATE MATRIX
2015 - 2016 State Legislative Session
January 4, 2016

2016 Regular Session Calendar

DAY	JANUARY
1	Statutes signed into law in 2015 take effect.
4	Legislature reconvenes.
10	Budget must be submitted by the Governor to the Legislature on or before this date.
15	Last day for policy committees to hear and report fiscal bills introduced in their house of origin in 2015.
22	Last day for any committee to hear and report to the floor bills introduced in their house of origin in 2015.
22	Last day to submit bill requests to the Legislative Counsel's Office.
31	Last day for bills introduced in 2015 to be passed out of their house of origin.

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

DAY	MARCH
17	Spring Recess begins upon adjournment.
28	Legislature reconvenes from Spring Recess.

DAY	APRIL
22	Last day for policy committees to hear and report fiscal bills introduced in their house of origin in 2016.

DAY	MAY
6	Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house of origin in 2016.
27	Last day for fiscal committees to hear and report to the floor bills introduced in their house of origin in 2016.

DAY	JUNE
3	Last day for bills introduced in 2016 to be passed out of their house of origin.
15	Budget must be passed by midnight.
30	Last day for legislative measures to qualify for placement on November 8 general election ballot.

DAY	JULY
1	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
1	Legislature reconvenes from Summer Recess.
12	Last day for fiscal committees to hear and report to the floor bills introduced in the other house.
19	Last day to amend bills on the Assembly and Senate floors.
31	Last day for each house to pass bills. Final Recess begins at the end of this day's session.

DAY	SEPTEMBER
30	Last day for the Governor to sign or veto bills passed by the Legislature before September 1, and in his possession on or after September 1.

DAY	DECEMBER
5	2017-2018 Regular Session convenes.

State Assembly Bills

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

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 24 (Nazarian) Transportation Network Companies: Public Safety Requirements	Requires a transportation network company to do all of the following: (1) participate in the Department of Motor Vehicles (DMV) pull-notice system to regularly check the driving records of all participating drivers; (2) register any vehicle used to transport passengers for compensation with the California Public Utilities Commission (CPUC) and display an identifying symbol prescribed by the CPUC on the vehicle; and (3) provide for a mandatory controlled substance and alcohol testing certification program as adopted by the CPUC. Requires drivers hired or initially retained by a transportation network company on or after January 1, 2016, to be subject to mandatory drug and alcohol testing prior to employment or retention. For drivers hired or initially retained before January 1, 2016, requires a drug and alcohol test to be completed before January 1, 2017.	4/22/15	Assembly Appropriations Committee	
AB 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	
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 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
<p>AB 318 (Chau) Lost Items Found on Public Transit Property</p>	<p>If a lost or unclaimed item worth \$100 or more in value is found on a vehicle or the property of a public transit agency, requires the person who found the item to turn it in to the public transit agency, rather than to law enforcement. Provides 90 days for the owner of the item to reclaim it from the public transit agency. Allows the public transit agency to require payment by the owner of a reasonable charge to defray the costs of storage and care of the property. If the reported value of the item is \$250 or more, and no owner appears and proves his or her ownership of the item within 90 days, requires the public transit agency to cause notice of the item to be published at least once in a newspaper of general circulation. If, after seven days, no owner appears and proves his or her ownership of the item, and the person who found or saved the item pays the cost of the publication, provides that the title shall vest in that person. If the item was found in the course of employment by an employee of the public transit agency, requires the item to be sold at public auction. If the reported value of the item is less than \$250, and no owner appears and proves his or her ownership of the item within 90 days, provides that the title shall vest in the person who found the item. If the item was found in the course of employment by an employee of the public transit agency, requires the item to be sold at public auction. Applies all of the following with respect to lost or unclaimed bicycles turned in to or held by a public transit agency: (1) if the owner of a bicycle appears within 45 days after receipt by the public transit agency, proves his or her ownership, and pays all reasonable charges, requires the public transit agency to restore the bicycle to the owner; (2) if the bicycle remains unclaimed after 45 days, allows the public transit agency to dispose of it by sale at a public auction to the highest bidder; (3) requires the public transit agency to give notice of the sale at least five days prior to the auction by publication in a newspaper of general circulation in the county in which the bicycle was found; (4) if a bicycle remains unsold after the auction, allows the public transit agency to destroy or otherwise dispose of it; and (5) allows a public transit agency to donate an unclaimed bicycle after 45 days to a charitable organization if the agency's board of directors holds a public hearing to determine the organization that would receive the bicycle and the agency provides notice at least five days prior to the donation by publication in a newspaper of general circulation in the county in which the agency operates. Prohibits a public transit agency from donating unclaimed bicycles more than two times per calendar year. Provides that the number of bicycles donated shall not exceed 25 percent of the total number of lost or unclaimed bicycles found or saved by the public transit agency during the prior six months. Requires any public transit agency that donates unclaimed bicycles to a charitable organization pursuant to the provisions of this bill to submit a report, as specified, to the Assembly and Senate Judiciary Committees by January 1, 2020. Repeals all of the provisions of the bill on January 1, 2021.</p>	<p>6/11/15</p>	<p>Senate Judiciary Committee</p>	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 338 (R. Hernandez) LA Metro: Local Transportation Sales Taxes	<p>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.</p>	4/13/15	Senate Transportation & Housing Committee	
AB 378 (Mullin) US 101 Corridor	<p>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.</p>	As Introduced	Assembly Desk	
AB 397 (Mathis) High-Speed Rail: Bond Funding	<p>Specifies that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A), except as specifically provided with respect to an existing appropriation for early improvement projects related to the Phase I blended system. Upon appropriation by the Legislature, requires the unspent proceeds received from outstanding bonds issued and sold for high-speed rail purposes prior to the effective date of the provisions of this bill to be redirected to retiring the debt incurred from the issuance and sale of those outstanding bonds. Allows the remaining unissued bonds, as of the effective date of the provisions of this bill, that were authorized for high-speed rail purposes to be issued and sold. Upon appropriation by the Legislature, requires the net proceeds from the sale of these remaining unissued bonds to be made available to fund the construction of water capital projects, including desalination facilities, wastewater treatment and recycling facilities, reservoirs, water conveyance infrastructure, and aquifer recharge. Makes no changes to the authorization under Proposition 1A for the issuance of \$950 in bonds for rail purposes other than high-speed rail.</p>	4/14/15	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
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 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 590 (Dahle) Cap-and-Trade: Biomass Power Generation	<p>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.</p>	7/9/15	Senate Appropriations Committee	
AB 620 (R. Hernandez) Express Lanes: Hardship Exemption from Paying Tolls	<p>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.</p>	As Introduced	Assembly Transportation Committee	
AB 645 (Williams) Electricity: California Renewables Portfolio Standard	<p>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.</p>	As Introduced	Senate Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 678 (O'Donnell) Energy Efficiency and Greenhouse Gas Reductions Ports Program	Requires the California Air Resources Board (CARB), in conjunction with the State Energy Resources Conservation and Development Commission, to develop and implement an Energy Efficiency and Greenhouse Gas Reductions Ports Program. Provides that the purpose of this program is to fund energy efficiency upgrades and investments at public ports that help reduce the emissions of criteria pollutants, toxic air contaminants and greenhouse gases. Authorizes CARB to expend cap-and-trade auction proceeds that it receives from an appropriation from the Greenhouse Gas Reduction Fund to implement the program. In order to receive funding from the program for energy-related projects, requires a port to develop and adopt, in consultation with the respective electric utility providing service to the port, an energy plan. Requires a port's energy plan to be approved by the State Energy Resources Conservation and Development Commission. Provides that the plan shall: (1) adhere to the state's preferred energy loading order; and (2) require benchmarking for energy retrofit projects and reporting of measurable energy savings. In prioritizing projects for funding, requires CARB to consider the extent to which a project would reduce greenhouse gas emissions, and provide environmental and public health co-benefits, including improved air and water quality.	8/18/15	Senate Appropriations Committee	
AB 720 (Cooley) Cap-and-Trade: Market-Based Compliance Mechanisms	For any market-based compliance mechanism that the California Air Resources Board (CARB) might adopt pursuant to the Global Warming Solutions Act of 2006, requires CARB to allow participating entities to freely sell or transfer greenhouse gas emissions allowances held in a holding account or compliance account, except for allowances that have been expressly retired to meet a compliance obligation. In addition, requires CARB to set a price cap on any allowances offered for purchase through the board.	As Introduced	Assembly Natural Resources Committee	
AB 742 (Gallagher) Heavy-Duty Diesel-Fueled Vehicles	Prohibits the California Air Resources Board (CARB) from enforcing regulations relating to the reduction of emissions of diesel particulate matter, oxides of nitrogen and other criteria pollutants from in-use diesel-fueled vehicles until CARB completes a review of the safety of any particulate-matter filters required to be installed on those affected vehicles.	As Introduced	Assembly Transportation Committee	
AB 754 (Ridley-Thomas) Small Business Tax Relief in LA County	States the intent of the Legislature to enact a bill to provide tax relief to small businesses in Los Angeles County during periods of disruption caused by transit-related construction activities conducted by the Los Angeles County Metropolitan Transportation Authority (LA Metro) that result in decreased business revenues.	As Introduced	Assembly Desk	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 779 (Garcia) Congestion Management Programs	<p>Makes a number of modifications to state statutes pertaining to congestion management programs (CMPs). Eliminates the requirement that an infill opportunity zone must be located within one-half mile of a major transit stop and, instead, allows a city or county to designate an area as an infill opportunity zone if it is a transit priority area within a sustainable communities strategy or alternative planning strategy adopted by the applicable metropolitan planning organization (MPO). Replaces traffic level of service standards within a CMP with “measures of effectiveness” established for a system of highways and roadways designed by the congestion management agency (CMA). Requires the performance element of a CMP to include performance measures that support greenhouse gas emissions reduction objectives, as well as mobility, air quality, land-use, and economic objectives. Requires the land-use element of a CMP to analyze the relationship between land-use decisions made by local jurisdictions and regional transportation systems, instead of analyzing the impacts of local land-use decisions on regional transportation systems. If the capital improvement program (CIP) element of a CMP includes capacity enhancement projects, requires the CIP to evaluate the potential for those enhancement projects to induce additional travel. Requires a CMA to develop a uniform data base on transportation conditions for use in a countywide transportation computer model, instead of a uniform data base on traffic impacts. At least biennially, requires a CMA to determine if the applicable county and cities are conforming to its CMP, including, but not limited to, the following: (1) achieving performance standards for the transportation system as provided in the performance element of the CMP; (2) adoption and implementation of a program to analyze the relationship between land-use decisions and the regional transportation system; and (3) adoption and implementation of a deficiency plan, if required. Requires a city or county to prepare a deficiency plan if the CMA determines that it is not conforming with the CMP. Regarding the preparation of a deficiency plan, adds the following to the list of exclusions from an analysis of the cause of a deficiency: (1) traffic generated by any mixed-use development located within a transit priority project area or infill opportunity zone; (2) traffic generated by any transit priority project, as defined; and (3) improvements to facilities for bicyclists, pedestrians and public transportation. Specifies that the CMP statutes shall not be interpreted to require a local agency to implement improvements to reduce delay at intersections or roadway segments that the local agency determines would impede the development of a balanced, multimodal transportation network that meets the needs of all users of streets, roads and highways for safe and convenient travel in a manner set forth in the circulation element of the local agency’s general plan.</p>	8/19/15	Senate Transportation & Housing Committee	
AB 828 (Low) Regulated Transportation Services	<p>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.</p>	7/14/15	Senate Energy, Utilities & Communications Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
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	
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 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 1098 (Bloom) Congestion Management Programs	<p>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).</p>	3/26/15	Assembly Transportation Committee	
AB 1138 (Patterson) High-Speed Rail: Eminent Domain	<p>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.</p>	As Introduced	Assembly Transportation Committee	
AB 1160 (Harper) Automated Traffic Enforcement Systems	<p>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.</p>	4/14/15	Assembly Transportation Committee	
AB 1169 (Gomez) Strategic Growth Council: Signs for Project Funding	<p>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.</p>	9/4/15	Senate Floor	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1176 (Perea) Advanced Low-Carbon Diesel Fuels Access Program	Establishes the Advanced Low-Carbon Diesel Fuels Access Program to be administered by the State Energy Resources Conservation and Development Commission, in consultation with the California Air Resources Board (CARB). Specifies that the purpose of the program is to reduce greenhouse gas emissions of diesel motor vehicles by providing capital assistance for projects that expand advanced low-carbon diesel fueling infrastructure in communities that are disproportionately impacted by environmental hazards and where the greatest air quality impacts can be identified. Requires cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund to be available, upon appropriation by the Legislature, for implementing this program.	8/18/15	Senate Appropriations Committee	
AB 1179 (Rendon) Cap-and-Trade: Reporting Requirements	Requires the California Air Resources Board (CARB) to prepare and post on its Internet Web site a report on the projects being funded with cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund. Requires the report to include all of the following: (1) a general description of each project; (2) the location where each project will be implemented; (3) the estimated date of completion of each project; (4) the amount awarded to each project; and (5) the status of any revenues in the Greenhouse Gas Reduction Fund not awarded to projects and the reasons why.	As Introduced	Assembly Appropriations Committee	
AB 1265 (Perea) Public-Private Partnerships	Extends existing statutory authority for Caltrans and regional transportation agencies, including the Santa Clara Valley Transportation Authority (VTA), to utilize public-private partnerships for transportation infrastructure projects to January 1, 2030.	4/29/15	Assembly Appropriations Committee	Support
AB 1315 (Alejo) Public Contracts: Water Pollution Prevention Plans	Prohibits a public entity from delegating to a contractor the development of a plan used to prevent or reduce water pollution or runoff on a public works contract.	4/21/15	Assembly Appropriations Committee	

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

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

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

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

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

State Assembly Bills	Subject	Last Amended	Status	VTA Position
<p>ABX1-21 (Oberholte) Environmental Quality: Highway Projects</p>	<p>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.</p>	<p>As Introduced</p>	<p>Assembly Desk</p>	
<p>ABX1-22 (Patterson) Design-Build Contracting: Highway Projects</p>	<p>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.</p>	<p>As Introduced</p>	<p>Assembly Desk</p>	
<p>ABX1-23 (E. Garcia) Transportation Projects: Disadvantaged Communities</p>	<p>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.</p>	<p>As Introduced</p>	<p>Assembly Desk</p>	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
<p>ABX1-24 (Levine) Bay Area Transportation Commission</p>	<p>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.</p>	<p>As Introduced</p>	<p>Assembly Desk</p>	

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

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 32 (Pavley) Greenhouse Gas Emissions Limit	<p>Requires the California Air Resources Board (CARB), based on the best available scientific, technological and economic assessments, to approve a statewide greenhouse gas emissions limit that is equivalent to 40 percent below the 1990 level to be achieved by 2030. Requires CARB to make recommendations to the Governor and the Legislature on how to continue reductions of greenhouse gas emissions beyond 2030. Provides that the Legislature and appropriate state agencies should adopt complementary policies ensuring that long-term emissions reductions advance all of the following: (1) job growth and local economic benefits; (2) public health benefits for California residents, particularly in disadvantaged communities, that result from direct onsite reductions of greenhouse gas emissions; (3) innovation in technology, as well as in energy, water and resource management practices; and (4) regional and international collaboration to adopt similar greenhouse gas emissions reduction policies. Specifies that CARB shall not take any action to implement the next update of its scoping plan for reducing greenhouse gas emissions unless it has conducted an evaluation of both of the following: (1) the current and projected actions that other jurisdictions within the United States and around the world are taking to reduce greenhouse gas emissions, and how those actions compare to and complement California's efforts; and (2) the cost effectiveness of the various emissions reduction strategies that CARB has undertaken to achieve the 2020 statewide greenhouse gas emissions limit. Requires CARB to submit the next update of its scoping plan to the Legislature. Allows the Legislature to modify, reject or delay some or all of the scoping plan update before its approval by CARB. By January 1, 2017, and each year thereafter, requires CARB to submit to the Legislature a report that contains both of the following: (1) a detailed list of regulatory policies that have been adopted and implemented by state agencies in furtherance of achieving the statewide greenhouse gas emissions limit; and (2) the amounts, sources and locations of greenhouse gas emissions reductions achieved toward the statewide limit. By July 1, 2017, requires the Office of Environmental Health Hazard Assessment to prepare and make available a report analyzing the impacts of the statewide greenhouse gas emissions limit on disadvantaged communities. Requires this report to include all of the following: (1) tracking and analysis of greenhouse gas emissions, criteria air pollutants and other pollutant emission levels in disadvantaged communities; (2) compliance strategies used for greenhouse gas emissions sources in disadvantaged communities; and (3) analysis of public health and other relevant environmental health exposure indicators related to air pollutants in disadvantaged communities.</p>	9/10/15	Assembly Natural Resources Committee	
SB 39 (Pavley) HOV Lanes: Low-Emission and Fuel-Efficient Vehicles	<p>Increases the number of green stickers that can be issued by the Department of Motor Vehicles (DMV) to allow certain low-emission and fuel-efficient vehicles to use high-occupancy vehicle (HOV) lanes regardless of the number of occupants from 70,000 to 85,000.</p>	4/8/15	Assembly Transportation Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 122 (Jackson) CEQA: Record of Proceedings	At the request of a project applicant, requires the lead agency for California Environmental Quality Act (CEQA) purposes to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, environmental impact report (EIR), or other environmental documents for the project, as specified. Requires the Office of Planning and Research to establish and maintain a database for the collection, storage, retrieval, and dissemination of environmental documents, notices of exemption, notices of preparation, notices of determination, and notices of completion provided to the office. Requires a lead agency to submit a sufficient number of copies, in either a hard copy or electronic form as required by the Office of Planning and Research, of its draft environmental document, proposed negative declaration or proposed mitigated negative declaration to the State Clearinghouse for review and comment by state agencies. Requires a lead agency to accept comments on these documents through electronic mail and to treat such comments as equivalent to written comments.	6/1/15	Assembly Appropriations Committee	
SB 158 (Huff) Public-Private Partnerships: I-710 Gap Closure Project	Allows Caltrans to enter into an agreement to implement a public-private partnership for the I-710 Gap Closure Project in Los Angeles County on or after January 1, 2017, which is when current state statutory authority for utilizing public-private partnerships for transportation projects expires.	3/26/15	Senate Transportation & Housing Committee	
SB 189 (Hueso) Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee	Creates the Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee within the California Environmental Protection Agency (CalEPA) to be comprised of seven members appointed by the Governor, the Speaker of the Assembly and the Senate Rules Committee. Requires the committee to consist solely of persons with expertise in economic, financial or policy aspects of clean energy, economic growth, job creation, workforce standards, or employment opportunities for disadvantaged workers. Requires the committee to advise state agencies on the most effective ways to: (1) expend funds related to clean energy and the reduction of greenhouse gas emissions; and (2) implement policies in order to maximize California's economic and employment benefits. In addition, requires the committee to do all of the following: (1) develop guidance for tracking, reporting and evaluating jobs outcomes for state clean energy and low-carbon investments; (2) develop guidance to measure the quantity and quality of jobs created by state clean energy and low-carbon investments, as well as the geographic and demographic distribution of those jobs; (3) advise state agencies on the most effective ways to require responsible contractor standards, as applicable, and minimum training and skill certifications for workers to ensure high-quality work for state clean energy and low-carbon investments; (4) advise state agencies on the most effective ways to connect disadvantaged communities to good quality jobs and career pathways created by state clean energy and low-carbon investments; and (5) advise state agencies on the most effective ways to align state clean energy and low-carbon training funds with existing state workforce development investments and strategies.	8/17/15	Assembly Appropriations Committee	
SB 192 (Liu) Bicycle Helmets	Requires the Office of Traffic Safety to conduct a comprehensive study of bicycle helmet use in California. Requires this study to include: (1) a determination of the percentage of California bicyclists who do not wear helmets; and (2) the fatalities and serious injuries that could have been avoided if helmets had been worn. Requires a report of the study's findings to be submitted to the Legislature by January 1, 2017.	4/30/15	Senate Appropriations Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 206 (Gaines) Vehicle Information Systems	Prohibits the California Air Resources Board (CARB) from obtaining locational data from a vehicle information system, except to assist the vehicle owner or operator to use as a defense in an enforcement action brought by CARB.	5/6/15	Senate Appropriations Committee	
SB 207 (Wieckowski) Greenhouse Gas Reduction Fund: State Agency Reporting	Requires any state agency expending cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund to post on its Internet Website a record describing each expenditure and how that expenditure would reduce greenhouse gas emissions.	3/24/15	Assembly Natural Resources Committee	
SB 254 (Allen) State Highways: Relinquishments	Authorizes the California Transportation Commission (CTC), without legislative action, to relinquish portions of the state highway system to a city or county, provided that the state highway facility is not an interstate highway or part of the state's interregional road network. Requires Caltrans to enter into an agreement with the local jurisdiction before the state highway facility can be relinquished. Requires this agreement to transfer all legal liability for the relinquished state highway facility from Caltrans to the local jurisdiction, as well as include any financial terms. Requires Caltrans and the local jurisdiction to agree on the condition of the relinquished state highway facility at the time of its transfer from the department to the local jurisdiction. Specifies that relinquishment shall not occur unless all of the following conditions are met: (1) the CTC has determined that the relinquishment is in the best interest of the state; (2) Caltrans completes a cost-benefit analysis on behalf of the state; and (3) the CTC holds a public hearing on the proposed relinquishment. In the case of a state highway that has been superseded by relocation, prohibits relinquishment until Caltrans has placed the facility in a state of good repair. By April 1, 2016, and biennially thereafter, requires Caltrans to report to the CTC on which state highway routes or segments primarily serve regional travel, and do not primarily facilitate the interregional movement of people and goods. Requires this report to: (1) identify those routes or segments that are the best candidates for relinquishment; and (2) include an aggregate estimate of future maintenance and preservation costs of the identified routes and segments. Requires the CTC to compile a list of all portions of the state highway system that have been relinquished in the previous 12 months and to include this information in its annual report to the Legislature.	6/2/15	Assembly Transportation Committee	
SB 321 (Beall) Variable Gas Tax Rate	In calculating adjustments to the variable gas tax rate to be made for FY 2017 and each fiscal year thereafter in order to ensure that the same amount of revenue is generated as by the former state sales tax on gasoline pursuant to the 2010-2011 transportation funding swap, requires the Board of Equalization to use a combined average based on an estimate of fuel prices for the current fiscal year and the actuals for the four previous fiscal years, rather than using projections of fuel prices for only the upcoming fiscal year.	8/18/15	Senate Floor: Concurrence	Support

State Senate Bills	Subject	Last Amended	Status	VTA Position
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 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	

State Senate Bills	Subject	Last Amended	Status	VTA Position
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	
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 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	
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 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	

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

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

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

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

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



Date: January 5, 2016
 Current Meeting: January 14, 2016
 Board Meeting: February 4, 2016

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Policy Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: Local Program Reserve Reallocation

Policy-Related Action: No

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Recommend that the VTA Board of Directors approve reallocation of Local Program Reserve (LPR) savings of \$1,844,000 to the SR237 Express Lanes Phase II, US101 Auxiliary Lanes, and SR87 Corridor Study.

BACKGROUND:

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

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

TABLE 1: LOCAL PROGRAM RESERVE SAVINGS

Project	Approved	Savings
I-880 HOV Widening	\$18,285,000	\$250,000
US101 Improvements I-280 to Yerba Buena	\$6,888,000	\$1,200,000
US101 Capitol Expressway	\$5,876,000	\$394,000

Total Savings

\$1,844,000

DISCUSSION:

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

SR 237 Express Lanes - Phase II Extension

This project is currently in the design phase at 65% completion. This phase needs an additional \$1,603,000 to complete the phase and to add scope of work to comply with new Caltrans standards and managed lane requirements. Attachment A is the fact sheet for the project.

US101 Auxiliary Lanes

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

SR87 Corridor Study

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

ALTERNATIVES:

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

FISCAL IMPACT:

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

Prepared by: Amin Surani
Memo No. 5370

ATTACHMENTS:

- Attachment A - 237 Phase 2 Express Lanes (PDF)

FACT SHEET: Express Lanes



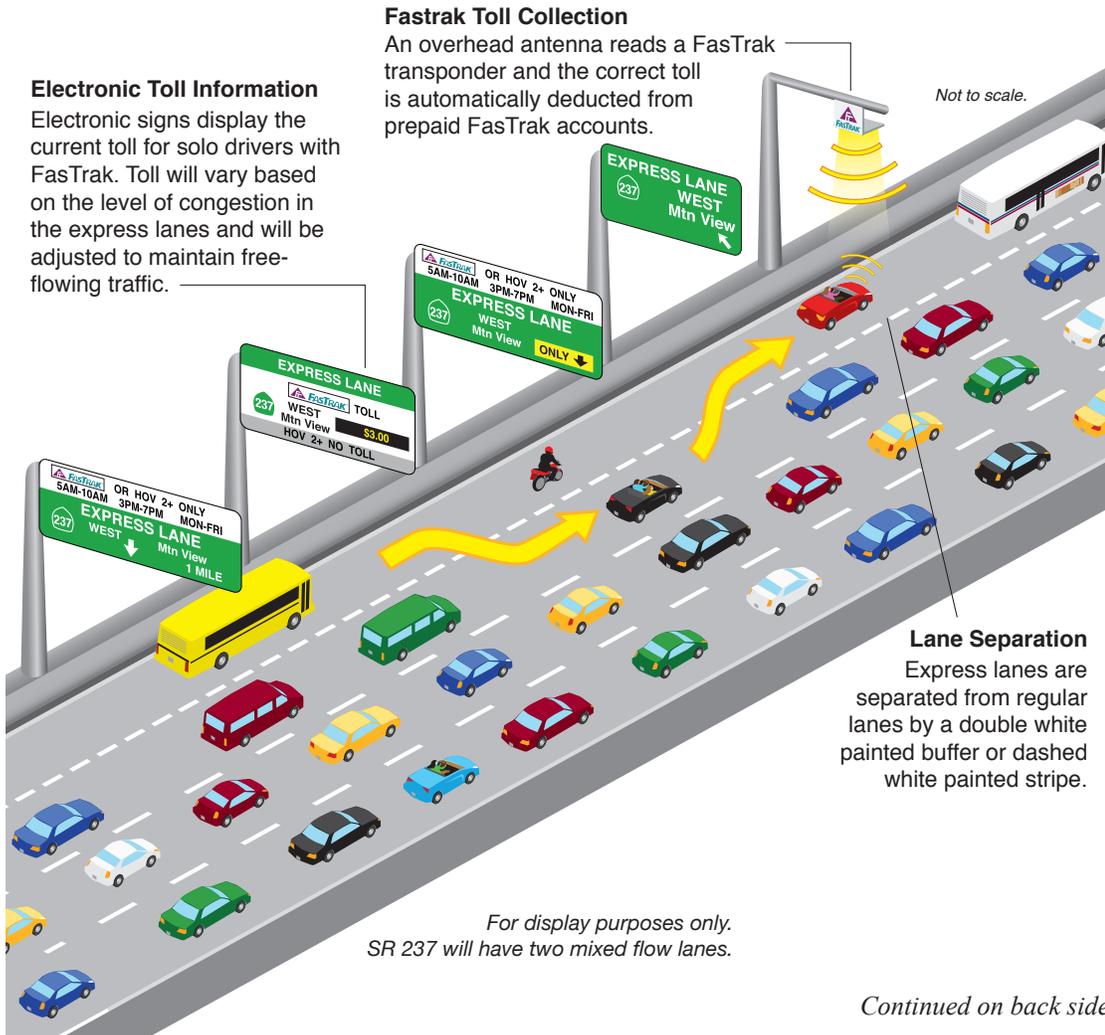
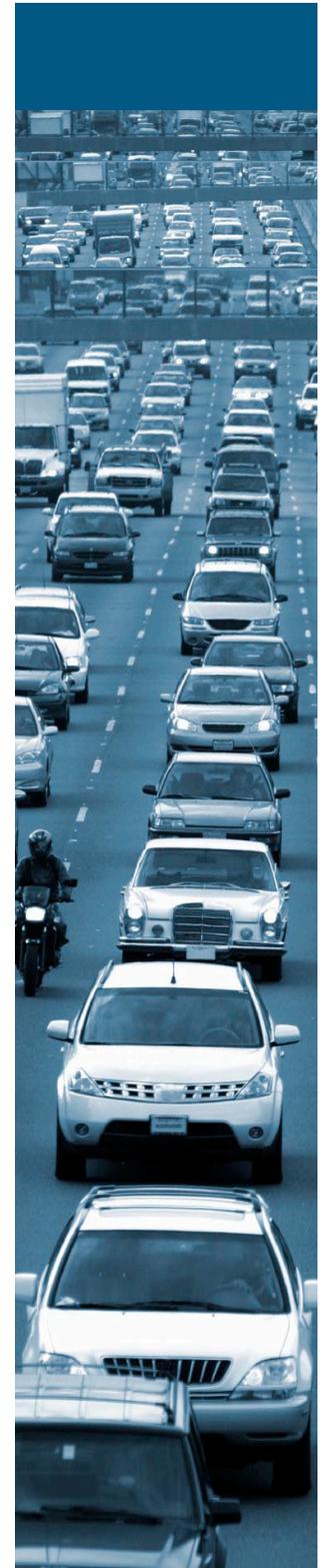
State Route 237 Express Lanes - Phase 2

Overview

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

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

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

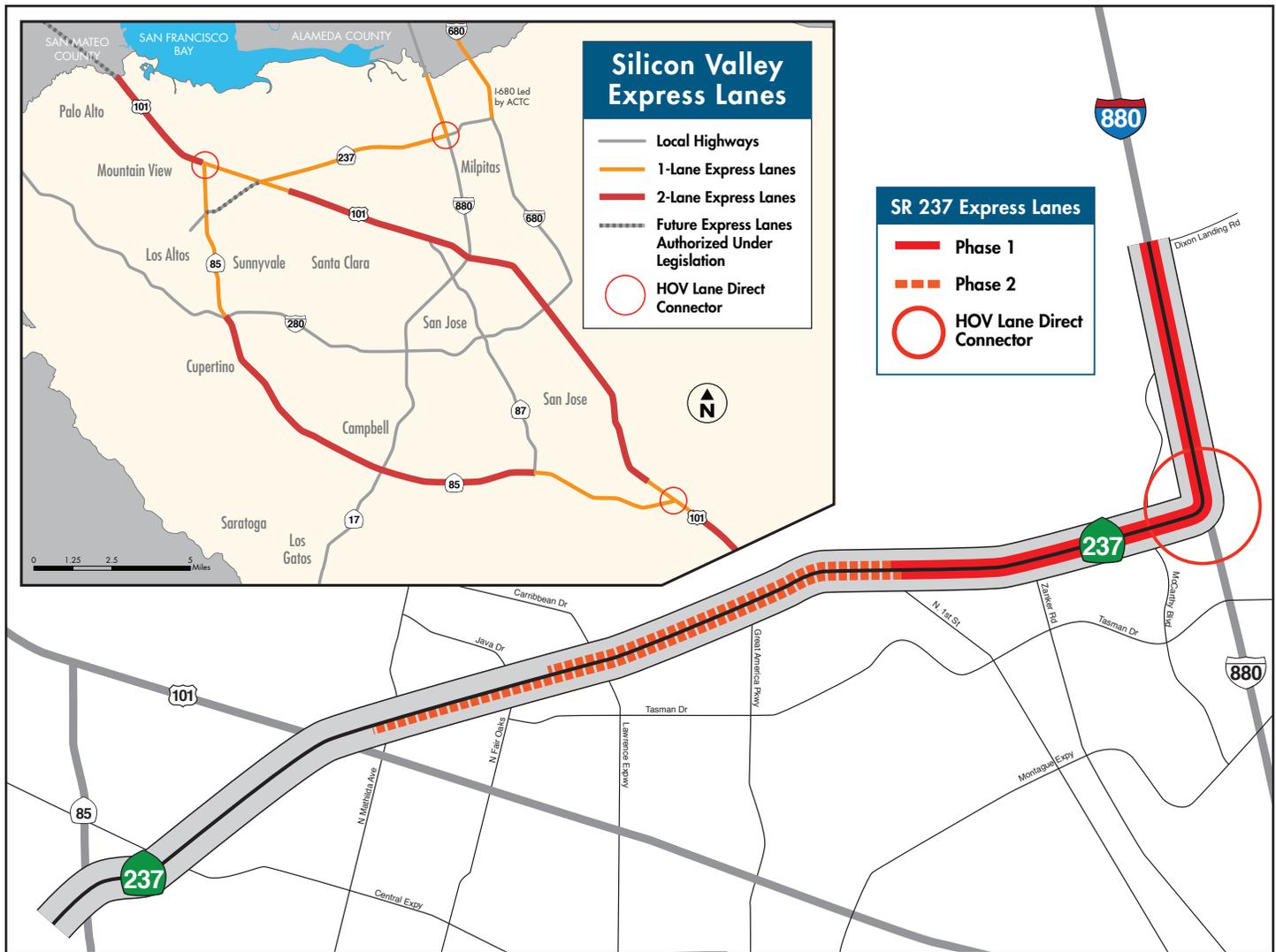


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Project Benefits

- **Increase efficiency of existing roadway:** Existing carpool lanes have the available capacity to accommodate more vehicles. More efficient use of existing roadways is accomplished by encouraging transit and carpools, and allowing solo drivers to pay a fee to access the lanes.
- **Fast, reliable travel:** Through the use of dynamic pricing, VTA can manage the amount of traffic in the express lanes and maintain free-flowing speeds even when the general purpose lanes are congested. Motorists who choose to use the express lanes will benefit from reliable travel times.
- **Revenue reinvested in the corridor:** Revenue from tolls would maintain the facility, enhance transit improvements, and provide enforcement by the California Highway Patrol.

Schedule

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

How to Reach Us

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

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



Date: January 5, 2016
 Current Meeting: January 14, 2016
 Board Meeting: February 4, 2016

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Policy Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: Striping Improvements on Page Mill Road at I-280 Interchange

Policy-Related Action: No

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Recommend that the VTA Board of Directors authorize the General Manager to: 1) Enter into inter-agency agreements as needed with Santa Clara County Roads and Airports Department, City of Palo Alto, Town of Los Altos Hills, and Caltrans for design and construction of Interim Signing and Striping Improvements on Page Mill Road at I-280; and 2) Augment the 1996 Measure B Transportation Improvement Program Fund Capital Budget by \$250,000.

BACKGROUND:

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

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

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

DISCUSSION:

Project Need

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

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

- Page Mill Road is identified as a Cross-County Bikeway in VTA's *Santa Clara Countywide Bicycle Plan* (2008) and the Page Mill/I-280 interchange is called out as a freeway interchange in need of improved bicycle accommodations.
- Improvements to the interchange are listed as a Tier 1 project in VTA's 2013 Bicycle Expenditure Program.

Project Description and Cost

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

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

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

VTA staff is proposing to provide \$250,000 in 1996 Measure B Funding to fund the interim project. VTA and the County Roads and Airports Department are working with Caltrans, Los Altos Hills, and Palo Alto to identify additional funding sources. As of December 1, 2015 the unspent balance of 1996 Measure B appropriation is \$6.469 million.

ALTERNATIVES:

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

FISCAL IMPACT:

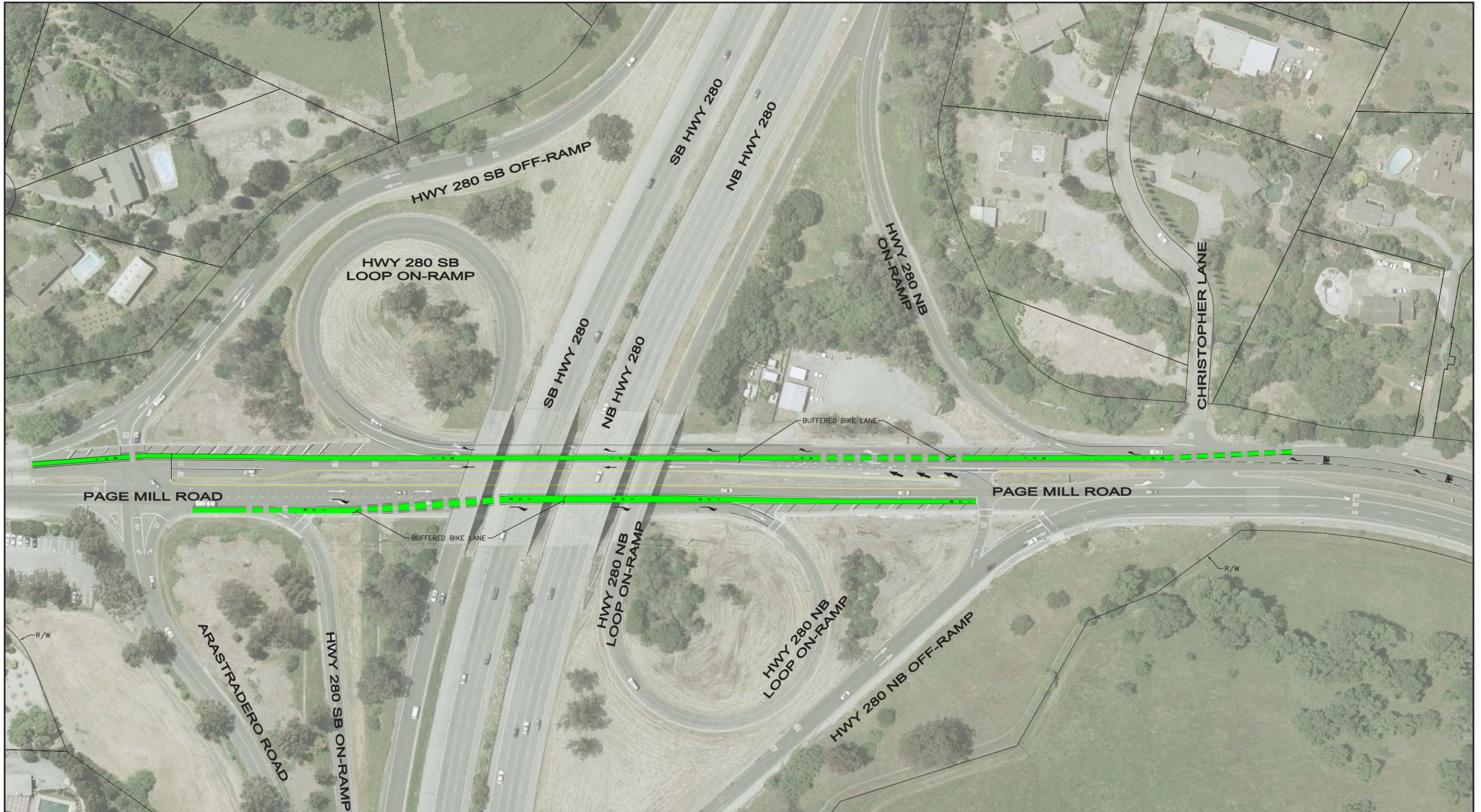
If approved, \$250,000 in 1996 Measure B Funding would be made available for striping Improvements on Page Mill Road at I-280 Interchange.

Prepared by: Bill Hough
Memo No. 5357

ATTACHMENTS:

- AttachA - Interim Bicycle Improvements (003) (PDF)

FIGURE ES-7: INTERIM BICYCLE CIRCULATION IMPROVEMENT CONCEPT





Date: December 23, 2015
 Current Meeting: January 14, 2016
 Board Meeting: February 4, 2016

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Policy Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: Land Use and Transportation Integration Partnerships: Next Steps

FOR INFORMATION ONLY

BACKGROUND:

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

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

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

DISCUSSION:

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

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

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

At the January 2015 TAC, PAC and CMPP Committee meetings, VTA staff will provide further information about these topics and will pose questions for the Committees regarding how VTA should proceed in these areas as an agency.

Prepared By: Robert Swierk
Memo No. 5373



Date: December 23, 2015
 Current Meeting: January 14, 2016
 Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Policy Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: Transit Ridership Improvement Program 2016 Work Plan

FOR INFORMATION ONLY

BACKGROUND:

The Transit Ridership Improvement Program (TRIP) is a two-year policy and planning effort intended to provide a comprehensive review of VTA's transit service model. TRIP is intended to conduct a fresh look at how VTA plans for and delivers transit services to a rapidly changing Silicon Valley area. The TRIP work plan outlines the steps to conduct the re-assessment and sets the schedule to implement the new service model in the summer of 2017 when VTA's next two-year service plan will go into effect and shortly before BART begins operating service to San Jose. The arrival of BART service to Santa Clara County will be a major change to how people get around in Silicon Valley and will require a major change in the design of VTA's transit network. VTA's Board of Directors will be asked to provide policy direction that will shape the goals for the design of the new network. VTA's advisory committees, policy boards, cities and stakeholders will also be engaged to provide policy and practice guidance on the new service model. Jarrett Walker + Associates, a well-regarded transit planning firm, has been hired to assist with this effort.

DISCUSSION:

The TRIP contains four main elements:

Assessment of VTA's current transit service

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

- *Service levels not matching population growth:* VTA's annual hours of revenue service have decreased since a peak around 2000, experiencing notable decreases in 2003-04 and 2010-11, corresponding with economic downturns. Presently, VTA operates 15% fewer service hours than in 2000.
- *Cost-effectiveness declining:* VTA's cost to operate an hour of transit service is higher than the industry average, but comparable to other local transit operators. That cost is increasing at a rate greater than the industry average. VTA is receiving less value per dollar spent and not attracting as many customers per dollar spent than previous years.
- *Limited resources generally allocated to match demand:* VTA's most frequent routes services are located in Eastern/Southern San Jose and along El Camino Real and Stevens Creek, which correspond to the most competitive transit markets.
- *Policy refinement needed:* VTA's Transit Sustainability Policy advises VTA to design transit routes largely based on cost-effectiveness. However, in practice, multiple types of service exist: Ridership (those that carry many riders and have higher farebox rates), Coverage (those that exist to provide some level of transit access, but are not expected to have high farebox rates, and peak services).
- *Service branding could be strengthened:* VTA's transit service types are branded with names such as local, rapid, limited, community and express which do not necessarily convey service characteristics that are important to transit riders. Service designations based on what is important to riders such as frequency, span and stop spacing may help VTA accurately advertise its services to riders and potential riders.

Policy Development

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

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

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

Partner Education and Involvement

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

- **Community Leader Workshops:** These are a series of workshops throughout the county, each focusing on a specific city, city subarea or grouping of similar cities. Attendees are expected to be council members, city staff and community and neighborhood leaders. Participants will engage in transit planning exercises focusing on their own neighborhoods, learning about transit planning and making tough decisions about how to allocate limited resources.
- **Board of Directors Workshop(s):** Jarrett Walker will lead VTA's Board of Directors through policy discussions about how the next transit network should be designed.
- **Transit Network Design Class:** Free to city staff, this is a two-day class designed to help city transportation and planning staff gain an understanding and appreciation for transit service decisions and strengthen the focus on transit planning.

Development of VTA's Next Network

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

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

1. The Light Rail System Enhancement program will include:
 - Development of new rail service model considering increased ridership demand and connections to BART, Caltrain and ultimately high speed rail.
 - Systemwide implementation of speed and safety improvements designed to improve reliability, transit trip times, and pedestrian and vehicle safety interactions with rail vehicles.
2. The Bus Network redesign effort is twofold:
 - Integrate BART service at Milpitas and Berryessa stations with the revised VTA network by providing attractive bus connections for riders. This component was previously referred to as the BART Transit Integration Plan (BTIP), but is now consolidated into the bus network redesign component of TRIP. Strategies to achieve effective integration will include new service models that provide service levels based on demand and frequency of connecting core system service levels.
 - Apply those service principles to increase ridership on VTA's entire bus transit network. One of the industry tools that has proven most effective is a focus on offering a strong core network of frequent services. As such, the new bus network will likely build and strengthen VTA's core network of frequent services.

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

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

other policy considerations to create the final network plan.

- The final network plan will be presented to the VTA Board of Directors and committees for approval.
- Implementation of the plan will be coincident with the opening of the BART Extension to Silicon Valley service in 2017.

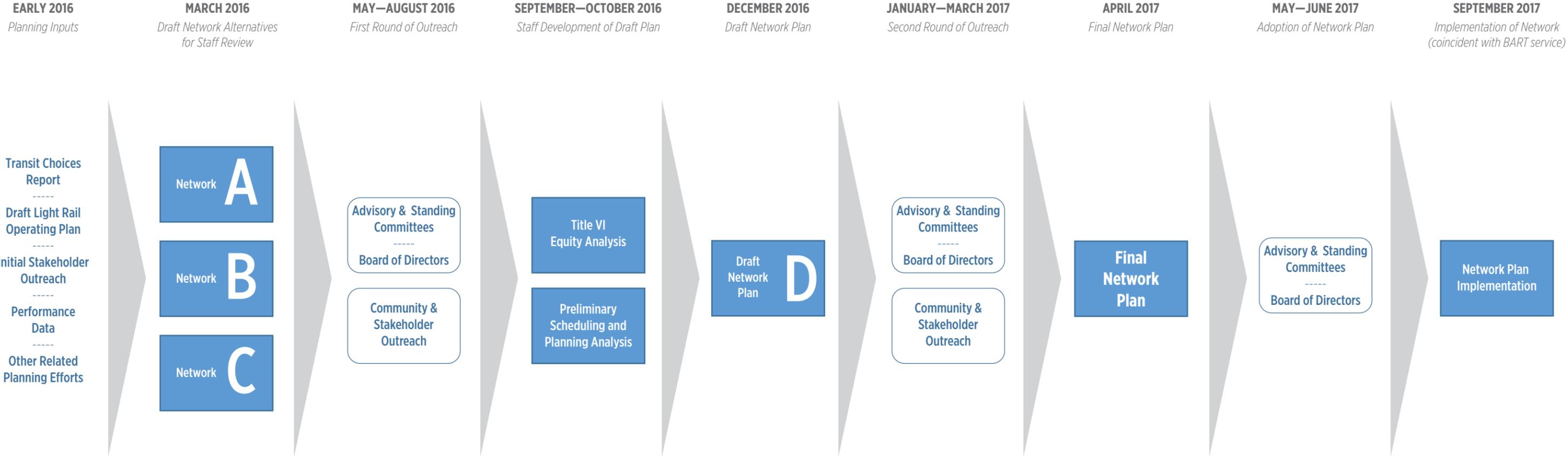
3. The Core Connectivity effort will include:

- Identification of core network connection strategies and station access solutions, including shuttles, bike, transit, ride sharing, and technology-based solutions that can be implemented at any station within Santa Clara County.
- Development of a comprehensive toolkit of possible mobility solutions for VTA to consider as it develops these first/last mile connection solutions.

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

Prepared By: Adam Burger
Memo No. 5360

Development of VTA's Next Network
Proposed Work Flow





Date: January 6, 2016
 Current Meeting: January 14, 2016
 Board Meeting: February 4, 2016

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Policy Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: Rapid 523 Berryessa BART to DeAnza College - Progress Report

FOR INFORMATION ONLY

BACKGROUND:

The Rapid 523 will upgrade the Limited Line 323 as a near-term improvement and early deliverable of the Stevens Creek Bus Rapid Transit project. The route extends 15 miles from the Berryessa BART Station in San Jose to De Anza College in Cupertino, passing through a major portion of San Jose and Santa Clara and Cupertino (see attachment A). Rapid service in this corridor will enhance transit access to major retail uses, such as the Westfield Valley Fair Mall and Santana Row, as well as major office developments, including the new Apple Headquarters at Wolfe Road. It also serves two major educational institutions: San Jose State University (30,000 students) and De Anza College (23,000 students).

Rapid 523 service will follow the model of VTA's Rapid 522 implemented in 2005, which improved transit travel time and passenger experience by implementing Transit Signal Priority (TSP) and reducing stops. The Rapid 523 project is proposed to take this a step further by also improving the passenger waiting area and providing recommendations for future complete streets improvements. The goal of the project is to provide a fast, frequent, reliable and attractive service that will build ridership. The Rapid 523 will begin operation in 2017 when BART service begins.

DISCUSSION:

Plan Features: The Rapid 523 will include the following project elements:

- Current transit stops will be upgraded with new bus shelters and enhanced passenger amenities (see attachment B);
- Service frequency will be improved to every ten minutes;

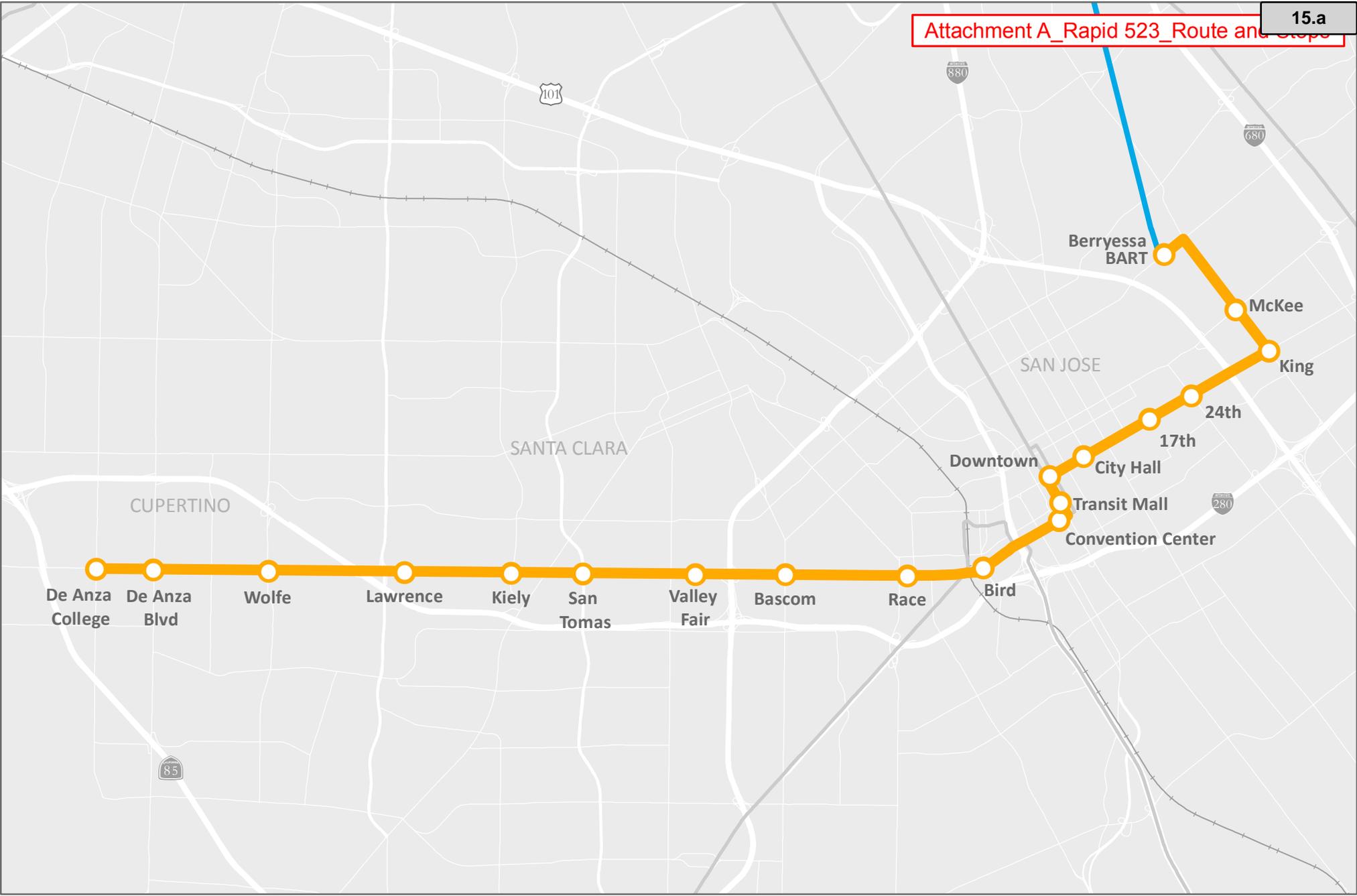
- Transit Signal Priority (TSP) will be installed throughout the corridor;
- New articulated buses will be purchased with Wi-Fi and increased bicycle capacity (see attachment C)

Ridership and Travel Time Savings: The implementation of line 323 Limited Stop service resulted in a transit travel time savings of over 20 percent compared to Local Route 23. TSP will result in additional time savings that will meet the desired 30 percent reduction. Ridership is anticipated to grow from close to 2,000 daily riders to over 6,000 daily riders. The increase in ridership results from connecting Route 523 to BART, providing faster transit travel times, and increasing the frequency of the service.

Progress to Date: VTA has purchased the equipment for TSP and installed it on test buses. Cities have installed the equipment in traffic signal cabinets. Testing is now underway to establish timing plans, and the new signal plans are scheduled to go in effect by the end of 2015. Conceptual design for bus stops is complete and being reviewed. The next step is to finalize the designs for bid packages. Bus shelters will be purchased from a vendor based on the design from the Transit Passenger Environment Plan (TPEP). Lastly, VTA will exercise an option to purchase an additional twenty articulated buses in 2016.

Interim De Anza College Stop: The transit center on De Anza College campus has limited space. Several bus lines utilize on-street stops outside of the campus and thus cause inconvenience to passenger transfers. VTA and the College are interested in expanding the on-campus transit center. However, a new transit center at De Anza College is not feasible prior to the opening of Berryessa BART. The current 323 bus stop on Stelling Road is identified as the best of eight alternatives for an interim end-of-line bus stop. The next step is to begin design and coordinate with De Anza College.

Prepared By: Steven Fisher
Memo No. 5251

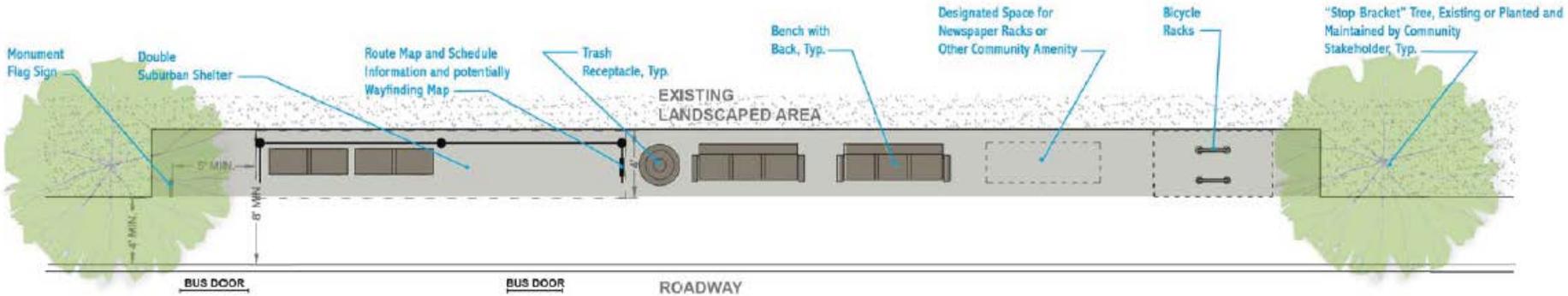
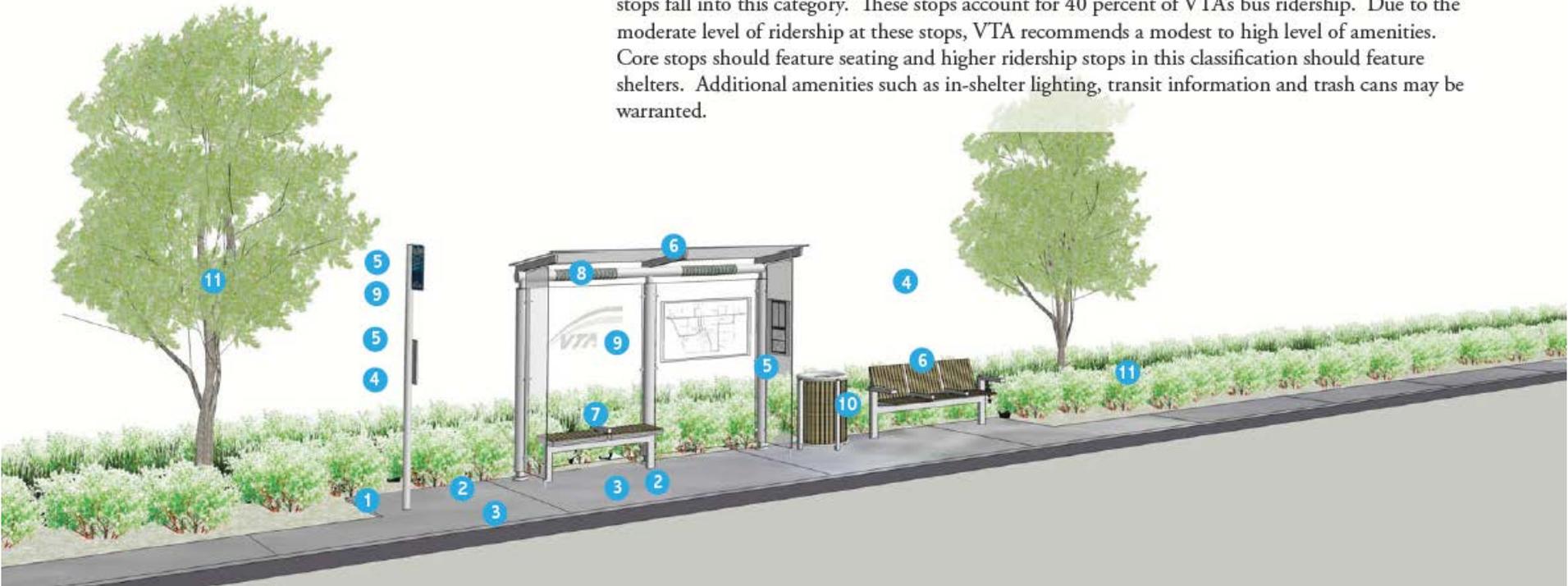


Rapid 523 Route and Stops

CORE STOPS | *SUBURBAN*

Attachment B: Rapid 523 Shelter

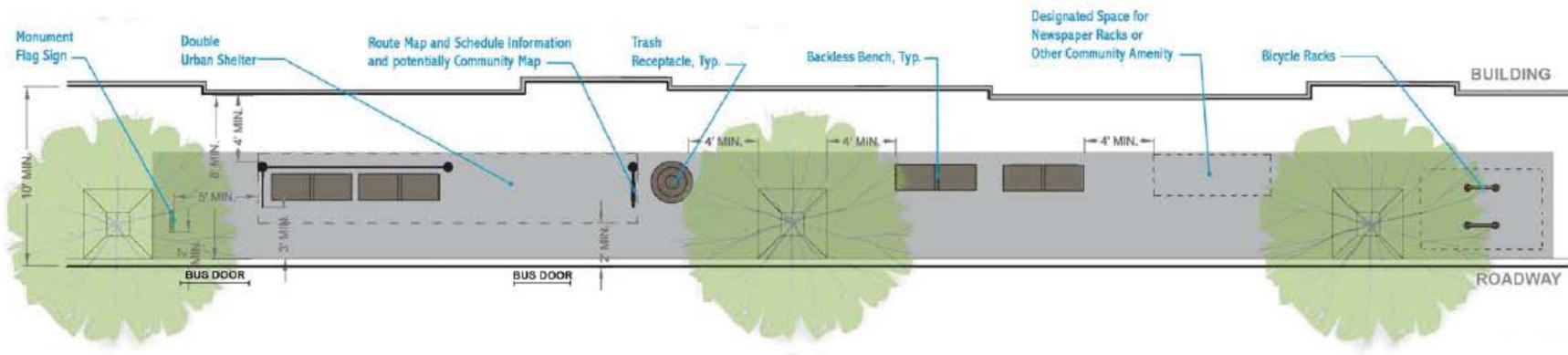
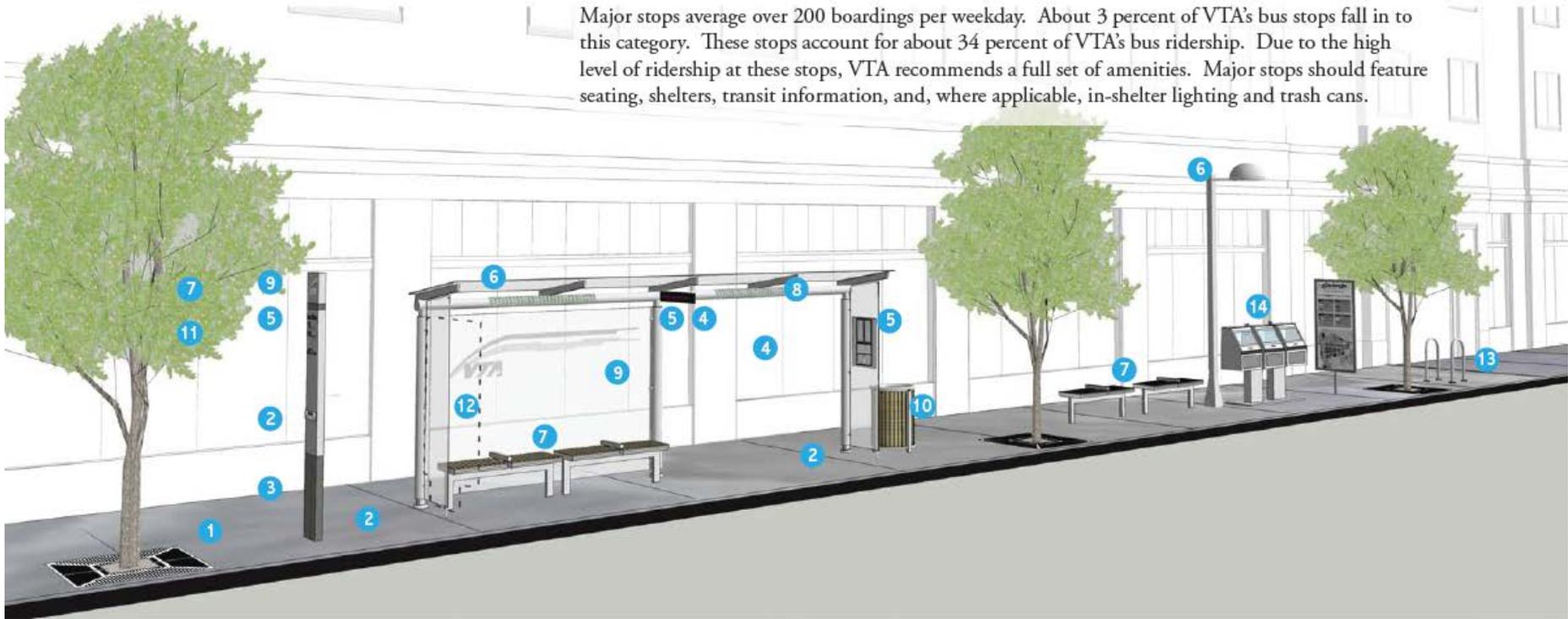
Core stops average between 40 and 200 boardings per weekday. About 13 percent of VTA's bus stops fall into this category. These stops account for 40 percent of VTA's bus ridership. Due to the moderate level of ridership at these stops, VTA recommends a modest to high level of amenities. Core stops should feature seating and higher ridership stops in this classification should feature shelters. Additional amenities such as in-shelter lighting, transit information and trash cans may be warranted.



MAJOR STOPS | *URBAN*

Attachment B: Rapid 523 Shelter

Major stops average over 200 boardings per weekday. About 3 percent of VTA's bus stops fall in to this category. These stops account for about 34 percent of VTA's bus ridership. Due to the high level of ridership at these stops, VTA recommends a full set of amenities. Major stops should feature seating, shelters, transit information, and, where applicable, in-shelter lighting and trash cans.



Attachment C: Rapid 523 Bus

