

TECHNICAL ADVISORY COMMITTEE

Thursday, March 12, 2015

1:30 PM

VTA Conference Room B-104

3331 North First Street

San Jose, CA

AGENDA

CALL TO ORDER

1. **ROLL CALL**
2. **ORDERS OF THE DAY – *Approve the Consent Agenda***
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. Receive Committee Staff Report. (Verbal Report) (Ristow)
 - Receive a Report from the General Manager. (Verbal Report) (Fernandez)
5. Receive update on Envision Silicon Valley. (Verbal Report) (Haywood)
 - Review and provide input on draft goals and principles.
6. Receive Chairperson's Report. (Verbal Report) (Servin)
7. Receive Reports from TAC Working Groups. (Verbal Report)
 - Capital Improvement Program (CIP)
 - Systems Operations & Management (SOM)
 - Land Use/Transportation Integration (LUTI)

CONSENT AGENDA

8. Approve the Regular Meeting Minutes of February 12, 2015.
9. INFORMATION ITEM -Review the Legislative Update Matrix.
10. INFORMATION ITEM -Receive the Programmed Projects Quarterly Monitoring Report for October-December 2014.
11. INFORMATION ITEM -Receive the FY 2015 Second Quarter Transit Operations Performance Report.


REGULAR AGENDA

12. ACTION ITEM -Recommend the VTA Board of Directors approve the Lifeline Transportation Program, Fourth Cycle program of projects and adopt a Resolution of Local Support; authorize the General Manager to enter into funding agreements with the State of California, Outreach & Escort, and Peninsula Family Services, as needed, to deliver projects.
13. INFORMATION ITEM -Receive report on Assembly Bill 1193 - Cycle Track and Bicycle Design Flexibility
14. INFORMATION ITEM -Receive report on VTA's response to SPUR's Freedom to Move report.

OTHER

15. Receive an update on MTC Activities and Initiatives. (Verbal Report) (Committee)
16. Receive an update on Caltrans Activities and Initiatives. (Verbal Report) (Caltrans)
17. Review the TAC Committee Work Plan. (Ristow)
18. ANNOUNCEMENTS
19. ADJOURN

<p>The <u>Consent Agenda</u> items may be voted on in one motion at the beginning of the meeting under <u>Orders of the Day</u>. 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.</p>

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All reports for items on the open meeting agenda are available for review in the Board Secretary's Office, 3331 North First Street, San Jose, California, (408) 321-5680, the Monday, Tuesday, and Wednesday prior to the meeting. This information is available on VTA's website at <http://www.vta.org> and also at the meeting.



TECHNICAL ADVISORY COMMITTEE

Thursday, February 12, 2015

MINUTES

CALL TO ORDER

The Regular Meeting of the Technical Advisory Committee (TAC) was called to order at 1:33 p.m. by Chairperson Servin in Conference Room B-104, Santa Clara Valley Transportation Authority (VTA), 3331 North First Street, San José, California.

1. ROLL CALL

Attendee Name		Representing	Status
Rajeev Batra	Member	City of Santa Clara	Absent
Kevin Riley	Alternate Member	City of Santa Clara	Present
Karl Bjarke	Member	City of Morgan Hill	Absent
Scott Creer	Alternate Member	City of Morgan Hill	Absent
Timm Borden	Member	City of Cupertino	Present
David Stillman	Alternate Member	City of Cupertino	Absent
Todd Capurso	Member	City of Campbell	Present
John Cherbone	Vice Chairperson	City of Saratoga	Present
Richard Chiu	Member	Town of Los Altos Hills	Absent
Tina Tseng	Alternate Member	Town of Los Altos Hills	Absent
Dan Collen	Member	County of Santa Clara	Present
Helen Kim	Member	City of Mountain View	Present
Steve Chan	Alternate Member	City of Milpitas	Absent
Matt Morley	Member	Town of Los Gatos	Absent
Cedric Novenario	Member	City of Los Altos	Absent
Jim Gustafson	Alternate Member	City of Los Altos	Absent
Shahla Yazdy	Member	City of Palo Alto	Absent
Ray Salvano	Member	City of San José	Present
Henry Servín	Chairperson	City of Gilroy	Present
Mo Sharma	Member	City of Monte Sereno	Absent
Nick Saleh	Ex-Officio Alternate Member	California Department of Transportation (Caltrans)	Present
Carol Shariat	Member	City of Sunnyvale	Present
Manuel Pineda	Alternate Member	City of Sunnyvale	Absent

* Alternates do not serve unless participating as a Member.

A quorum was present.

2. PUBLIC PRESENTATIONS

Margaret Okuzumi, Interested Citizen, provided a handout and suggested VTA study a local combined alternative as compared to the currently proposed El Camino Bus Rapid Transit (BRT) project.

3. ORDERS OF THE DAY

There were no Orders of the Day.

4. Committee Staff Report

John Ristow, Director of Planning and Program Development and Staff Liaison, provided the staff report highlighting: 1) VTA's General Manager will provide a report at the Technical Advisory Committee meeting in March, 2015; 2) announcement of VTA's move to an electronic agenda delivery system; 3) reminder that the National Association of City Transportation Officials (NACTO) Training Seminar will be held March 12-13, 2015; 4) the Affordable Housing Sustainable Communities Program full grant review is February 19, 2015, at Metropolitan Transportation Commission (MTC); 5) Active Transportation Plan (ATP) Workshop in Sacramento on February 25, 2015; and 6) U.S. Secretary of Transportation Anthony Foxx's visit at Google on February 2, 2015.

On order of Chairperson Servin and there being no objection, the Committee received the Committee Staff Report.

5. Envision Silicon Valley Update

Scott Haywood, Policy & Community Relations Manager, provided a brief update, noting stakeholder group meetings are scheduled for February 20 and 24, 2015.

Mr. Ristow provided a presentation entitled "Overview of Past Tax Measures," highlighting: 1) Santa Clara Population & Jobs; 2) 1976 Measure A; 3) 1984 Measure A; 4) 1996 Measure A/B; 5) 2000 Measure A; 6) 2000 Measure A Projects; 7) Measure A Sales Tax Revenue – Cumulative Forecast Projections; and 8) 2000 Measure A – Milestones 2015.

Member Collins provided a handout entitled "Envision Silicon Valley Concerns and Considerations," and highlighted Revenue Results of Local Initiatives for Transportation.

Members of the Committee discussed the following: 1) what type of funds might come back to member agencies for local transportation projects 2) consider an analysis of the 1976 Measure A sales tax to determine if it is keeping pace with the basic operational needs of VTA; 3) gas revenues shrinking 20 percent; and 4) participation in the stakeholder process.

Public Comment

Ms. Okuzumi noted that one of the promises of the 2000 Measure was increased bus service and expressed concern that there appears to have been a decrease in bus level of service.

On order of Chairperson Servin and there being no objection, the Committee received the Envision Silicon Valley Update.

6. Chairperson's Report

Chairperson Servin reported that the TAC Subcommittee met prior to the Committee meeting to discuss and receive an update on present and future projects.

7. TAC Working Groups Report

- Capital Improvement Program (CIP) Working Group

Celeste Fiore, Transportation Planner III, provided a brief report from the January 27, 2015 meeting, highlighting the following: 1) City of San Jose, Kelly Doyle, volunteered as Vice Chair of the CIP Working Group; 2) discussion on continuing Pedestrian Access to Transit Focus Areas; 3) introduction to Countywide Bicycle Plan Update Scope Discussion; 4) introduction to the new round of Valley Transportation Plan (VTP) 2045; and 5) Caltran District 4 will be hosting the Disadvantaged Business Enterprise (DBE) Training Session on March 25, 2015 from 9:00 a.m. to 12:00 p.m. in Oakland.

The next meeting of the CIP Working Group is scheduled for February 24, 2015.

- Systems Operations & Management (SOM) Working Group

Eugene Maeda, Senior Transportation Planner, provided a brief report from the January 28, 2015 meeting, highlighting the following: 1) Lorenzo Lopez, City of Mountain View, was elected as SOM Chairperson and Rafael Ruiz, City of Palo Alto, was elected as SOM Vice Chairperson for 2015; and 2) Updates on the upcoming events: NACTO workshop scheduled for March 12-13, State Route (SR) 82 Relinquishment and Exploration Study scheduled for February 19, and Caltrans Encroachment Permit Workshop scheduled for March 19, 2015.

The next meeting of the SOM Working Group is tentatively scheduled for February 25, 2015.

- Land Use/Transportation Integration (LUTI) Working Group

Robert Swierk, Senior Transportation Planner, provided a brief report from the February 11, 2015 meeting, highlighting the following: 1) LUTI partnerships idea of increasing collaboration between VTA and member agency staff regarding land use and transportation issues; 2) discussion of the 2015 Update to the Congestion Management Program; and 3) presentation and discussion with SPUR San Jose staff on the Freedom To Move Report.

The next meeting of the LUTI Working Group is scheduled for May 13, 2015.

On order of Chairperson Servin and there being no objection, the Committee received the TAC Working Group Reports.

CONSENT AGENDA

8. Regular Meeting Minutes of January 15, 2015

M/S/C (Salvano/Collen) to approve the Regular Meeting Minutes of January 15, 2015.

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

REGULAR AGENDA

The Agenda was taken out of order.

10. Draft Metropolitan Transportation Commission (MTC) Regional Goods Movement Plan

Carolyn Clevenger, Planner/Policy Analyst, MTC, provided a brief report and a presentation entitled “Regional Goods Movement Plan,” highlighting: 1) Why Goods Movement; 2) Alameda County Transportation Commission and MTC Goods Movement Collaborative and Goods Movement Plans; 3) Base Year Freight Flows Highlights; 4) Freight Flows by Trade Type – Regional Overview; 5) Top Commodities Moved by Truck; 6) Regional Needs Assessment Summary; 7) Goods Movement Corridors; 8) Overview and trends and needs for I-880 Corridor, US 101 Corridor, I-680 Corridor, and State Route (SR) 152 Corridor. 9) Highway reliability, safety and operational connectivity Issues – Highway; 10) Major Cross-Cutting Issues; 11) Arterial Operations/ITS/Urban Goods Delivery; 12) Air Quality and Environmental Impacts – Emissions from Freight; 13) Opportunities Identified to Date; and 14) Next Steps.

Members of the Committee discussed the following: 1) development of a priority list of projects; 2) East West connectivity issues on SR 152; 3) SR 17 was not included in the study because it did not meet MTC’s truck traffic baseline; 4) time restrictions placed on truck travel during business hours for goods movement; and 5) suggested MTC interview stakeholders from South County.

Public Comment

Doug Muirhead, Interested Citizen, commented that the land route from South County up to the North Bay would be important following an earthquake or natural disaster.

Roland Lebrun, Interested Citizen, commented on the following: 1) expressed concern with crude oil movement by rail through Silicon Valley and suggested MTC get involved and take a look at the California Pipeline Network; 2) suggested agencies work together to improve rail capacity; and 3) consider a European style rolling freeway.

On order of Chairperson Servin and there being no objection, the Committee received the Draft Metropolitan Transportation Commission (MTC) Regional Goods Movement Plan.

9. Countywide Bicycle Plan Update – Scoping Discussion

Aiko Cuenco, Transportation Planner III, provided a brief report, highlighting the Countywide Bicycle Plan Update funded through the Active Transportation (ATP) Grant.

Members of the Committee suggested the following: 1) consider including rural routes; 2) use the 2008 plan as a foundation, but also solicit further input on goals, metrics, the role VTA plays, and how the local and county programs are merged; and 3) include rising sea level information on projects around regional trails.

On order of Chairperson Servin and there being no objection, the Committee discussed goals and ideas for the scope for the update of the Countywide Bicycle Plan.

11. VTA Development Review Program Annual Report for 2014

Robert Cunningham, Transportation Planner III, provided an overview of the staff report and a presentation entitled “VTA Development Review Program Annual Report for 2014,” highlighting: 1) Background; 2) Development Review Activity for 2014; 3) Select Projects Under Construction or Completed in 2014; 4) Key Themes of 2014 Annual Report; 5) Multifamily Residential Near Transit; 6) North San Jose Blossoming; 7) Major Employment Projects; 8) South County Resurgence; and 9) Renewed Interest in VTA Engagement.

Members of the Committee discussed the following: 1) data collection improvements; and 2) the benefits of collaboration between staff and the Policy Advisory Committee (PAC) in the data collection process.

On order of Chairperson Servin and there being no objection, the Committee received the VTA Development Review Program Annual Report for 2014.

12. VTA-Caltrans FYs 2015-17 Two-Year Project Initiation Document (PID) Work Plan

Mr. Maeda provided a brief overview of the VTA-Caltrans FYs 2015-17 Project Initiation Document (PID) Work Plan.

On order of Chairperson Servin and there being no objection, the Committee received an update on VTA-Caltrans FYs 2015-17 Two-Year Project Initiation Document Work Plan.

OTHER

13. Metropolitan Transportation Commission (MTC) Activities and Initiatives

Therese M. Trivedi, MTC Senior Planner, provided a verbal report, noting: 1) new MTC Santa Clara County representation for 2015 includes Jason Baker, Sam Liccardo, and Dave Cortese; 2) Active Transportation Program (ATP) and MTC call for projects is due June 1, 2015; and 3) MTC launched a new interactive website: Vital Signs www.vitalsigns.mtc.ca.gov

On order of Chairperson Servin and there being no objection, the Committee received the Metropolitan Transportation Commission (MTC) Activities and Initiatives Update.

14. Caltrans Activities and Initiatives

Nick Saleh, Caltrans Program District Division Chief – South Region, provided the report, highlighting: 1) I-280 rehabilitation project in San Jose/Cupertino/Los Altos is expected to begin in April/May 2015; and 2) Disadvantaged Business Enterprise (DBE) Training.

On order of Chairperson Servin and there being no objection, the Committee received the Caltrans Activities and Initiatives Update.

15. TAC Committee Work Plan

Jane Shinn, Management Analyst, provided a brief overview of the Committee Work Plan.

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

16. ANNOUNCEMENTS

Member Shariat introduced and announced Shahid Abbasas as Sunnyvale's new Transportation and Traffic Manger.

17. ADJOURNMENT

On order of Chairperson Servin, and there being no objection, the meeting was adjourned at 3:14 p.m.

Respectfully submitted,

Anita McGraw, Board Assistant
VTA Office of the Board Secretary



Date: February 27, 2015
 Current Meeting: March 12, 2015
 Board Meeting: April 2, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Technical 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 key transportation-related bills and other measures of interest that are being considered by the California State Legislature during the 2015-2016 regular session. The matrix indicates the status of these bills and any adopted VTA positions with regard to them.

DISCUSSION:

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

First, a significant and troubling FY 2016 budget issue has arisen in recent weeks with the announcement by the California Board of Equalization that it plans to lower the variable portion of the state's gas tax by 6 cents because of the nearly 40 percent decline in gasoline prices over the last nine months. This action would result in a reduction of more than \$1 billion in motor fuel tax revenues that would otherwise go to local streets and roads (44 percent), the State Transportation Improvement Program or "STIP" (44 percent), and the State Highway Operation and Protection Program or "SHOPP" (12 percent).

The reason for this mandatory adjustment dates back to the complex transportation funding swap that was initially enacted by the Legislature in 2010 and then reaffirmed in 2011 in order to fix a series of problems that resulted from the passage of several ballot measures in November 2010. Under the transportation funding swap, the state's share of the sales tax on gasoline was eliminated and replaced with a variable excise tax that the Board of Equalization is required to adjust annually to ensure that the same amount of revenues is being generated as by the former sales tax.

The looming 6-cent reduction would be the first time since the enactment of the transportation funding swap that the variable portion of the state's gas tax would need to be adjusted downward. This situation would present a near-term crisis for local streets and roads, the STIP, and the SHOPP, unless the Legislature passes and Gov. Jerry Brown signs a bill to alter the adjustment in some way prior to July 1, 2015, which is when the adjustment is scheduled by law to take effect.

Second, Gov. Brown's budget includes an estimate of \$1 billion for the amount of cap-and-trade auction proceeds that would be generated in FY 2016. This number is more of a placeholder than a real forecast since the Department of Finance cannot accurately predict the results of the quarterly allowance auctions that will be held by the California Air Resources Board (CARB) during the upcoming fiscal year. Transportation fuels came under the cap-and-trade system in January 2015. The first auction to occur with transportation fuels as part of the mix took place in February.

Interestingly, the Legislative Analyst's Office (LAO), in its review of Gov. Brown's budget, noted that if all of the allowances that are estimated to be auctioned in the upcoming fiscal year sell for the minimum price set by the state (between \$12 and \$13), then cap-and-trade revenues would exceed \$2.3 billion, a significantly higher number than what the Governor is currently assuming.

It is expected that the Governor's "May Revise" will provide a better financial picture with regard to the amount of cap-and-trade revenues that would be available for expenditure in FY 2016. Since the transportation-related programs funded with cap-and-trade auction proceeds -- the Low Carbon Transit Operations Program, the Transit and Intercity Rail Capital Program, the Affordable Housing and Sustainable Communities Program, and high-speed rail -- are continuously appropriated, they will simply receive their respective percentage shares pursuant to the investment framework that was established last year through the enactment of SB 862, theoretically avoiding legislative battles over this money.

Third, included in the transportation portion of Gov. Brown's FY 2016 budget is a policy discussion aimed at justifying the need to beef up funding for the SHOPP in order to provide additional resources to maintain and rehabilitate the state highway system. While the budget highlights the \$6 billion annual SHOPP shortfall, it does not offer a solution to this problem. Instead, the Governor used his budget as a "call to action," encouraging his administration, the Legislature and transportation stakeholders to work together to figure it out.

While Gov. Brown's preference is for the conversation to occur within the California Transportation Infrastructure Priorities (CTIP) Workgroup that was set up by Transportation Secretary Brian Kelly in 2013, several legislators have already come forward with their own ideas. During a recent California Transportation Foundation Leadership Forum, Assembly Speaker Toni Atkins (D-San Diego) unveiled an outline of a proposal to increase state investment in transportation by \$2 billion annually. The money would come from three sources: (1) \$1 billion by returning revenues generated from vehicle weight fees to transportation, rather than using these dollars to pay general obligation bond debt; (2) \$200 million by accelerating the

repayment of outstanding loans owed by the General Fund to various transportation accounts; and (3) \$800 million from a new “road user charge” that would be in the neighborhood of \$1 per week per car. Many of the details of the Speaker’s proposal, including how the road user charge would be collected and where the \$2 billion in new revenues would go, still need to be worked out.

Meanwhile, two bills on the subject have been introduced in the Legislature. AB 227 (Alejo) overlaps with the Speaker’s plan in that it includes language to permanently recapture vehicle weight fee revenues for transportation purposes and to accelerate transportation loan repayments. However, this measure also calls for extending the statutory authority for Caltrans and local agencies to utilize public-private partnerships for transportation projects for an unspecified period of time beyond the current January 1, 2017, expiration date. AB 4 (Linder) also would return vehicle weight fee revenues to transportation, but only temporarily -- until January 1, 2020.

Finally, February 27 was the last day for lawmakers in Sacramento to introduce new bills. Some of the more significant transportation bills that have surfaced are as follows:

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

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

Transit and Intercity Rail Capital Program: SB 9 (Beall) seeks to structure the Transit and Intercity Rail Capital Program in a way that would allow the program to accommodate large-scale, transformative, transit expansion projects that would achieve the greatest reductions in greenhouse gas emissions. Administered by the California State Transportation Agency (CalSTA), the Transit and Intercity Rail Capital Program is one of the statewide competitive grant programs that was created last year through the enactment of SB 862 to be funded with

cap-and-trade auction proceeds.

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

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

Climate Change: In his FY 2016 budget, Gov. Brown noted that there is overwhelming scientific consensus that reducing greenhouse gas emissions by 80 percent below 1990 levels by 2050 is necessary to avoid the most disruptive impacts of climate change. The budget calls upon the administration to work with the Legislature and stakeholders “to develop a midterm reduction target for 2030 that is consistent with this 2050 objective for stabilizing climate change, and to develop an integrated, economy-wide plan for meeting this target.”

In response to the Governor's budget, several bills have been introduced in the Legislature to stimulate this debate. The most significant is SB 350 (de Leon), which includes the following key provisions: (1) requires the amount of electricity generated from renewable sources to be equal to at least 50 percent by December 31, 2030; (2) requires CARB to impose fuel standards that would help achieve a 50 percent reduction in petroleum use in motor vehicles by January 1, 2030; and (3) requires the state to pursue cost-effective energy conservation measures, and improvements in the efficiency of energy usage and distribution to further a 50 percent reduction in petroleum use in the transportation sector by January 1, 2030.

Meanwhile, AB 21 (Perea) requires CARB to recommend to the Governor and the Legislature a specific target for reductions in statewide greenhouse gas emissions for 2030 that could be accomplished in a cost-effective manner. Then there is AB 33 (Quirk), which requires CARB to include in its next update to the AB 32 Scoping Plan a greenhouse gas emissions reduction target for 2040 and for 2050. Finally, SB 32 (Pavley) requires CARB to approve a statewide greenhouse gas emissions limit to be achieved by 2050 that is equivalent to 80 percent below the 1990 level. This bill also authorizes CARB to adopt interim targets to be achieved by 2030 and 2040.

Bicycle Issues: Three bills of note have been introduced addressing various issues related to

bicycles. AB 28 (Chu) requires a bicycle operated at night to be equipped with a rear red flashing light, rather than a red reflector. AB 40 (Ting) prohibits the Golden Gate Bridge, Highway and Transportation District from charging pedestrians and bicyclists tolls or access fees to use the sidewalks on the Golden Gate Bridge. Finally, SB 192 (Liu) requires every person, regardless of age, to wear a bicycle helmet when: (1) operating a bicycle; (2) riding upon a bicycle while in a restraining seat that is attached to the bicycle; or (3) riding in a trailer towed by a bicycle.

Prepared By: Kurt Evans, Government Affairs Manager
Memo No. 4802

LEGISLATIVE UPDATE
2015 - 2016 State Legislative Session
February 20, 2015

2015 Regular Session Calendar

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

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

DAY	MARCH
26	Spring Recess begins upon adjournment.

DAY	APRIL
6	Legislature reconvenes from Spring Recess.

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

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

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

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

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

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

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

State Assembly Bills

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 2 (Alejo) Community Revitalization Authorities	States the intent of the Legislature to enact a bill to allow certain local agencies to form a community revitalization authority within a community revitalization and investment area for purposes related to infrastructure, affordable housing and economic revitalization.	As Introduced	Assembly Desk	
AB 4 (Linder) Vehicle Weight Fee Revenues	Until January 1, 2020, prohibits vehicle weight fee revenues from being used to pay debt service for 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 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 applicable to, and 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. By January 1, 2017, requires each state agency to compile an overview of the statutory law that it oversees or administers. Requires this overview to include the following: (1) a synopsis of the state agency's key programs; (2) when each program was authorized or instituted; (3) when any statute authorizing a program was significantly revised to alter, redirect or extend the original program, as well as the reason for the revision, if known; and (4) an identification of any emerging challenges that the state agency is encountering with respect to its programs.	As Introduced	Assembly Accountability & Administrative Review Committee	
AB 21 (Perea) Greenhouse Gas Emissions Reductions: 2030 Target	By January 1, 2018, requires the California Air Resources Board (CARB) to recommend to the Governor and the Legislature a specific target for reductions in statewide greenhouse gas emissions for 2030 to be accomplished in a cost-effective manner.	As Introduced	Assembly Natural Resources Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
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	
AB 28 (Chu) Bicycle Safety: Rear White Flashing Light	Requires a bicycle operated during darkness upon a highway, sidewalk or bikeway to be equipped with a rear white flashing light, rather than a red reflector, that is visible from a distance of 500 feet to the rear when the bicycle is directly in front of lawful upper beams of headlamps on a motor vehicle. In lieu of a white flashing light, requires the bicyclist to wear reflective gear.	As Introduced	Assembly Transportation Committee	
AB 33 (Quirk) Global Warming Solutions Act: Scoping Plan	For purposes of advising the update of its next scoping plan, requires the California Air Resources Board (CARB), by July 1, 2016, to develop a proposed goal for further reducing greenhouse gas emissions by 2030 that includes all of the following: (1) an evaluation of the 2030 goal based on what policies and technologies can be scaled to the rest of the country and the world; (2) an economic assessment using the best available models and data of the various greenhouse gas emissions reduction strategies required to achieve the 2030 goal; (3) an analysis of the benefits to the health, safety and welfare of California residents, as well as to worker safety, the state's environment and quality of life, and any other benefits associated with the various greenhouse gas emissions reduction strategies required to achieve the 2030 goal; and (4) the establishment of consistent metrics to accurately quantify reductions in greenhouse gas emissions, quantify public health benefits, and measure the cost-effectiveness of various policies and technologies. In addition, requires CARB, for purposes of the next scoping plan update, to develop: (1) a proposed goal that further reduces greenhouse gas emissions by 2040; and (2) a proposed goal that further reduces greenhouse gas emissions beyond the 2040 goal by 2050.	As Introduced	Assembly Natural Resources Committee	
AB 40 (Ting) Golden Gate Bridge: Sidewalk Fees	Prohibits the Golden Gate Bridge, Highway and Transportation District from fixing or collecting any tolls or access fees for pedestrian and bicyclist use of the Golden Gate Bridge sidewalks.	As Introduced	Assembly Transportation Committee	
AB 51 (Quirk) Motorcycles: Lane Splitting	Allows a motorcycle to be driven between rows of stopped or moving vehicles in the same lane, including both divided and undivided streets, roads or highways, if both of the following conditions are present: (1) the speed of traffic moving in the same direction is 35 miles per hour or less; and (2) the motorcycle is not driven more than 10 miles per hour faster than the speed of traffic moving in the same direction. Specifies that the provisions of the bill do not authorize a motorcycle to be driven in contravention of other laws relating to the safe operation of a vehicle.	As Introduced	Assembly Transportation 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.	As Introduced	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 156 (Perea) Cap-and-Trade: Disadvantaged Communities	Requires the Department of Finance to incorporate into its three-year investment plan for cap-and-trade auction proceeds an allocation of funding to provide technical assistance to disadvantaged communities to assist them in proposing projects for inclusion in the plan.	As Introduced	Assembly Natural Resources Committee	
AB 162 (Rodriguez) State Highways: Wrong-Way Driving	Requires Caltrans, in consultation with the Department of Motor Vehicles (DMV), to initiate a 12-month study on wrong-way driving on state highways and provide recommendations on this subject to the Legislature by January 1, 2017. Requires the study to include proposed solutions to reduce the number of instances of wrong-way driving on state highways, as well as a proposed schedule for implementing those solutions.	As Introduced	Assembly Transportation Committee	
AB 194 (Frazier) Express Lanes	Authorizes the California Transportation Commission (CTC) to approve an unlimited number of project applications submitted to the commission by regional transportation agencies, as defined, for constructing and operating express lanes on state highway facilities. For each application submitted, requires the CTC to conduct at least one public hearing in northern California and one in southern California. Requires a regional transportation agency that submits such an application to the CTC to reimburse the commission for all of its costs and expenses incurred in processing the application. Requires the CTC to establish guidelines for express lanes approved by the commission, subject to the following minimum requirements: (1) the regional transportation agency shall develop and operate the express lanes in cooperation with Caltrans, and with the active participation of the California Highway Patrol (CHP), pursuant to an agreement that addresses all matters related to the design, construction, maintenance, and operation of state highway facilities in connection with the express lanes; (2) the regional transportation agency shall be responsible for establishing, collecting and administering the tolls; (3) the regional transportation agency shall be responsible for paying for the maintenance of the facilities from net toll revenues, pursuant to an agreement with Caltrans; (4) the revenues generated from the operation of the express lanes shall be available to the regional transportation agency for the direct expenses related to the maintenance, administration and operation of the express lanes, including collection and enforcement; and (5) all remaining revenues generated by the express lanes shall be used in the corridor pursuant to an expenditure plan adopted by the regional transportation agency. Authorizes a regional transportation agency to issue bonds to finance the construction of the express lane facilities or any projects included in an expenditure plan specifying how any net revenues generated by the lanes would be used. In addition, includes comparable provisions for express lanes proposed to be constructed and operated by Caltrans. Does not authorize the conversion of any existing non-toll lanes into toll lanes, except in the case where a high-occupancy vehicle (HOV) lane is being converted into an express lane.	As Introduced	Assembly Transportation Committee	Support
AB 219 (Daly) Prevailing Wage: Concrete Delivery	Requires prevailing wages to be paid for public works contracts relating to the delivery of ready-mix concrete.	As Introduced	Assembly Labor & Employment Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 227 (Alejo) Transportation Funding	<p>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. Extends existing statutory authority for Caltrans and regional transportation agencies, as defined, to utilize public-private partnerships from January 1, 2017, to an unspecified date.</p>	As Introduced	Assembly Desk	

State Senate Bills

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 1 (Gaines) Cap-and-Trade: Transportation Fuels	Delays the inclusion of suppliers of transportation fuels in the cap-and-trade system administered by the California Air Resources Board (CARB) from January 1, 2015, to January 1, 2025.	As Introduced	Senate Environmental Quality Committee	
SB 3 (Leno) Minimum Wage	Increases the minimum wage for all industries as follows: (1) to \$11 per hour beginning January 1, 2016; and (2) to \$13 per hour beginning July 1, 2017. Commencing on January 1, 2019, requires the Industrial Welfare Commission to automatically adjust the minimum wage each year to maintain employee purchasing power diminished by the rate of inflation that occurred during the previous year. Requires the automatic adjustment to be calculated using the California Consumer Price Index. Prohibits the Industrial Welfare Commission from adjusting the minimum wage if the average percentage of inflation for the previous year was negative. Specifies that the provisions of the bill apply to all industries, including public and private employment.	As Introduced	Senate Labor & Industrial Relations 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 9 (Beall) Cap-and-Trade: Transit and Intercity Rail Capital Program	Clarifies that the Transit and Intercity Rail Capital Program funded with cap-and-trade auction proceeds will be used for large, transformative capital improvements with a total cost exceeding \$100 million that will reduce greenhouse gas emissions, and modernize California's intercity, commuter and urban rail systems. In prioritizing and selecting projects for funding under this program, requires the California State Transportation Agency (CalSTA) to consider the extent to which a project reduces greenhouse gas emissions. In addition, requires CalSTA to consider whether a project: (1) reduces the number of auto trips; (2) improves connectivity, integration and coordination of the state's various regional and local public transit systems; (3) provides a direct connection to high-speed rail; (4) has supplemental funding committed to it from non-state sources; and (5) increases public transit ridership. By July 1, 2016, requires CalSTA to develop an initial five-year estimate of revenues reasonably expected to be available for the Transit and Intercity Rail Capital Program, with subsequent estimates to be made every other year for additional five-year periods. Requires CalSTA to adopt five-year programs of projects consistent with those fund estimates. Requires CalSTA to enter into and execute a multi-year agreement with an eligible applicant for a project that is proposed to be funded from the Transit and Intercity Rail Capital Program over a period of more than one fiscal year. Allows this agreement to be for a period that extends beyond the five fiscal years covered by the program of projects. Allows for the use of Letters of No Prejudice (LONPs), so that project sponsors can advance their projects with local money and then get reimbursed with Transit and Intercity Rail Capital Program dollars when they become available.	As Introduced	Senate Environmental Quality Committee	Support

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 16 (Beall) Road Repair and Litter Clean-up	States the intent of the Legislature to enact a bill that would require Caltrans to identify savings from implementing efficiencies in its existing programs, and direct those resources into expanded activities for road repair and litter clean-up.	As Introduced	Senate Rules Committee	
SB 32 (Pavley) Greenhouse Gas Emissions Limit	Requires the California Air Resources Board (CARB) to approve a statewide greenhouse gas emissions limit that is equivalent to 80 percent below the 1990 level to be achieved by 2050. Authorizes CARB to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. Provides that the Legislature and appropriate state agencies should adopt complementary policies ensuring that long-term emissions reductions advance all of the following: (1) job growth and local economic benefits in California; (2) public health benefits for California residents, particularly in disadvantaged communities; (3) innovation in technology, as well as in energy, water and resources management practices; and (4) regional and international collaboration to adopt similar greenhouse gas emissions reduction policies.	As Introduced	Senate Environmental Quality Committee	
SB 34 (Hill) Automated License Plate Recognition Systems	Requires an operator of an automated license plate recognition (ALPR) system to do all of the following: (1) make sure that ALPR information is protected with reasonable operational, administrative, technical, and physical safeguards to ensure its confidentiality and integrity; (2) implement and maintain reasonable security procedures and practices in order to protect ALPR information from unauthorized access, destruction, use, modification, or disclosure; and (3) implement and maintain a usage and privacy policy in order to ensure that the collection of ALPR information is consistent with respect for individuals' privacy and civil liberties. If an ALPR operator accesses or provides access to ALPR information, requires the operator to maintain a record of that access. Requires an end-user of ALPR information to implement and maintain a usage and privacy policy in order to ensure that the access and use of ALPR information is consistent with respect for individuals' privacy and civil liberties. In addition to any other sanctions, penalties or remedies provided under current law, allows an individual who has been harmed by a violation under the provisions of this bill to bring a civil action in any court of competent jurisdiction against a person who knowingly caused that violation. Includes in the definition of "personal information" data collected through the use or operation of an ALPR system, when that information is not encrypted and is used in combination with an individual's name.	As Introduced	Senate Transportation & Housing Committee	
SB 39 (Pavley) HOV Lanes: Low-Emission and Fuel-Efficient Vehicles	Increases the number of green stickers that can be issued by the Department of Motor Vehicles (DMV) to allow certain low-emission and fuel-efficient vehicles to use high-occupancy vehicle (HOV) lanes regardless of the number of occupants from 70,000 to an unspecified amount.	As Introduced	Senate Transportation & Housing Committee	
SB 64 (Liu) California Transportation Plan	Requires the California Transportation Commission (CTC) to: (1) review the update to the California Transportation Plan prepared by Caltrans in 2015 and every five years thereafter; and (2) prepare specific recommendations for statewide integrated multimodal transportation system improvements based on the plan update. Requires the CTC to submit a report containing its specific recommendations to the Governor and the Legislature.	As Introduced	Senate Transportation & Housing Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 192 (Liu) Bicycle Helmets	Requires every person, regardless of age, to wear a bicycle helmet when: (1) operating a bicycle; (2) riding upon a bicycle while in a restraining seat that is attached to the bicycle; or (3) riding in a trailer towed by a bicycle. Requires a person engaged in these activities in the darkness to wear retro-reflective, high-visibility safety apparel.	As Introduced	Senate Rules Committee	



Date: February 20, 2015

Current Meeting: March 12, 2015

Board Meeting: April 2, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Technical Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: Programmed Project Monitoring - Quarterly Report

FOR INFORMATION ONLY

Every quarter, the Programmed Projects Quarterly Monitoring Report is presented to the Technical Advisory Committee (TAC), Policy Advisory Committee (PAC) and the VTA Board of Directors. The purpose of the report is to assist the VTA Board, committees, staff and project sponsors in tracking progress of projects funded through programming actions of the VTA Board. Additionally, the report helps to ensure implementing agencies comply with MTC's Regional Project Funding Delivery Policy and do not lose any funds due to missing a federal or state funding deadline.

The Programmed Projects Quarterly Monitoring Report for October-December 2014 is attached for review. This report provides the latest status on discretionary funded projects. A project summary sheet highlighting status of projects with funds expiring in FY2014/15 is also attached. The project summary sheet identifies projects in three categories:

- Red: Projects at the risk of losing funds due to delivery difficulties.
- Yellow: Projects that need extra attention or will risk running into difficulties.
- Green: Projects are progressing smoothly.

This quarter, three projects are labeled “yellow” due to the sponsors encountering delays in the design process. San Jose’s Jackson Avenue Bike/Pedestrian Improvement and Alameda Phase 2 projects are on schedule for a late February submission of their request for “authorization to proceed” [E76] paperwork to Caltrans. San Jose is working with Caltrans to complete ROW and environmental in order to submit a construction obligation request for five Pedestrian Oriented Traffic Signal locations to Caltrans by March 31st. The final two locations will be funded out of 2017 construction funding.

The next Programmed Projects Quarterly Monitoring Report will cover the period January-March 2015.

Prepared By: Bill Hough
Memo No. 4885

Attachment A: October-December 2014 Progress Summary Sheet

Red = Project at risk of losing funds due to delivery difficulties.
 Yellow = Project may need extra attention or will risk running into difficulties.
 Green = Project is progressing smoothly.

Sponsor	Project Title	Project #	Federal/State Funds for 2014/15	Status			Comments
				Green	Yellow	Red	
Campbell	Virginia Avenue Sidewalks	SCL130017	\$708,000	●			City submitted E76 paperwork.
Los Altos Hills	El Monte Road Preservation	SCL130013	\$186,000	●			City received E76 on 2/11/2015.
Los Gatos	Hillside Road Preservation	SCL130014	\$139,000	●			E76 application submitted, waiting for final ENV.
Milpitas	Milpitas Various Streets and Roads Preservation	SCL130035	\$1,652,000	●			City submitted E76 paperwork in January.
Palo Alto	Palo Alto Various Street Resurfacing & Streetscape	SCL130042	\$956,000	●			City submitted E76 paperwork on January 29.
San Jose	San Jose Citywide Pavement Management Program	SCL130005	\$11,003,000	●			E-76 CON paperwork submitted January 26, 2015.
San Jose	Jackson Ave Bicycle and Pedestrian Improvements	SCL130007	\$975,000		●		City anticipates late February E76 submittal.
San Jose	San Jose Pedestrian Oriented Traffic Signals	SCL130010	\$1,500,000		●		Some CON funding to be moved to 2017.
San Jose	The Alameda Grand Blvd. Phase 2	SCL130012	\$3,150,000		●		City anticipates late February E76 submittal.
San Jose	San Jose Smart Intersections Program [PE]	SCL130036	\$360,800	●			PE E76 request was submitted to Caltrans on January 30th.
S.C. County	East San Jose Pedestrian Improvements	SCL110121	\$1,871,977	●			At 95% design level and will submit E76 package in February
S.C. County	San Tomas Aquino Spur Multi-Use Trail	SCL130022	\$3,234,000	●			E76 submitted to Caltrans on 1/31/2015.
Sunnyvale	Fair Oaks Avenue Bikeway	SCL130029	\$143,700	●			CON E76 request submitted.



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		City of Campbell	Project Title:		Campbell Avenue Portals Bike/Ped Improvements					
1 of 3	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL110028	Widen north and south sides to include a bicycle lane; install new sidewalk; replace existing abutment walls with new retaining and wing walls.			Programmed Year	Start mm/yyyy	End mm/yyyy			
	Fund Source			Field Review				Under construction.		
CMAQ \$4,142 Local \$588			ENV	\$0			complete			
			Design	\$530	2011		complete			
Manager Name		Fred Ho	ROW	\$0						
Phone/Fax		408-866-2156	Construction	\$4,200	2014	10/2014	2015	Funds Expire	awarded	
E-Mail		fredh@cityofcampbell.com	Total	\$4,730	E-76 Const (sub/app)	2/2014	4/2014	Last Updated	2/4/2015	
					Last Invoice (sub/app)	10/2014	10/2014			

Sponsor:		City of Campbell	Project Title:		Hacienda Ave Streetscape and Blcycle Improvements					
2 of 3	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL110116	In Campbell: On Hacienda Avenue between Winchester Boulevard and Virginia Avenue: Construct bike lanes, on-street parking, accessibility ramps, etc.			Programmed Year	Start mm/yyyy	End mm/yyyy			
	Fund Source		Field Review				Under construction.			
Local- \$136 STIP-TE \$544		ENV	\$0	2012	5/2012	7/2012				
		Design	\$0		5/2012	12/2013				
		Manager Name	Fredrick Ho	ROW	\$0			N.A.	N.A.	
Phone/Fax		408-866-2156	Construction	\$680	2014	8/2014	7/2015	Funds Expire	awarded	
E-Mail		fredh@cityofcampbell.com	Total	\$680	E-76 Const (sub/app)	2/2014	4/2014	Last Updated	2/4/2015	
		Last Invoice (sub/app)			8/2014	8/2014				



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		City of Campbell	Project Title:		Virginia Avenue Sidewalks					
3 of 3	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL130017				Programmed Year	Start mm/yyyy	End mm/yyyy			
	Fund Source		On Virginia Avenue between Budd Avenue and Hacienda Avenue, add pedestrian sidewalks, curb, gutter, and curb ramps.	Field Review		2014	8/2014	8/2014	City submitted E76 paperwork.	
CMAQ \$708 Local \$92		ENV		\$0	2014	8/2014	10/2014			
		Design		\$92	2014	8/2014	12/2014			
		Manager Name		Fred Ho		ROW	\$0	N.A.		
Phone/Fax		408-866-2156		Construction	\$708	2015	6/2015	12/2015	Funds Expire	4/30/2015
E-Mail		fredh@cityofcampbell.com		Total	\$800	E-76 Const (sub/app)	2/2015	4/2015	Last Updated	2/4/2015
						Last Invoice (sub/app)		2015		



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		City of Gilroy	Project Title:		New Ronan Channel and Llons Creek Trail				
1 of 2	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL110032				Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source		Project will convert existing unpaved creek-side maintenance road closed to the public to a multi-use public trail along the New Ronan Channel.						CON funds moved to 2016.	
CMAQ \$1,706 Local \$223			Field Review				10/2010		
			ENV	\$760	2011	10/2011	2/2014		
			Design	\$0					
Manager Name		Henry Servin	ROW	\$0					
Phone/Fax		408-846-0451	Construction	\$1,169	2016	2016	2016	Funds Expire	11/1/2015
E-Mail		Henry.Servin@cityofgilroy.org	Total	\$1,929	E-76 Const (sub/app)	2/2014	4/2014	Last Updated	10/6/2014
					Last Invoice (sub/app)		7/30/2014		

Sponsor:		City of Gilroy	Project Title:		Egleberry Street Resurfacing					
2 of 2	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL130025				Programmed Year	Start mm/yyyy	End mm/yyyy			
Fund Source		In Gilroy: resurface roadway on Egleberry St between 1st and 10th. Provide complete streets treatment including bike lanes-OBAG guarantee funds.	Field Review					CON E76 issued May 29, 2014.		
CMAQ \$808 Local \$239				ENV	\$239	2013	2/2014			2/2014
				Design	\$0					
Manager Name				Henry Servin/Jay Yu	ROW	\$0				
Phone/Fax		408-846-0451	Construction	\$808	2015	2/2015	6/2015	Funds Expire	obligated	
E-Mail		henry.servin@ci.gilroy.ca.us	Total	\$1,047	E-76 Const (sub/app)	2/2014	6/2014	Last Updated	2/6/2015	
					Last Invoice (sub/app)					



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		City of Los Altos	Project Title:		Various Streets and Roads Preservation				
1 of 1	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130023	In Los Altos: Resurface Springer Road from Foothill to El Monte and Grant Rd from Grant to Homestead.			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source								
	Local \$40 STP \$312		Field Review						
			ENV	\$0					
	Design	\$0							
Manager Name		Cedric Novenario	ROW	\$0					
Phone/Fax		650-947-2626	Construction	\$352	2016			Funds Expire	11/1/2015
E-Mail		cnovenario@losaltosca.gov	Total	\$352	E-76 Const (sub/app)	2/2015	4/2015	Last Updated	10/27/2014
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		City of Milpitas	Project Title:		Milpitas Various Streets and Roads Preservation					
1 of 1	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL130035	In City of Milpitas at various locations, repair failed AC pavement, road resurfacing, construct ADA curb ramps, repair sidewalks and curbs, and install signing and pavement striping.			Programmed Year	Start mm/yyyy	End mm/yyyy			
	Fund Source		Field Review		2/18/2014	2/18/2014				
	Local \$873 STP \$1652		ENV	\$55	2014	1/28/2014	5/8/2014			
			Design	\$0	2014	1/28/2014	3/25/2014			
Manager Name	Steve Chan	ROW	\$5		N.A.	N.A.	City submitted the E76 request on 1/16/2015. Revising project description to match the E-76 information.			
Phone/Fax	408-586-3324	Construction	\$2,465	2015	5/2015	9/2015			Funds Expire	4/30/2015
E-Mail	schan@ci.milpitas.ca.gov	Total	\$2,525	E-76 Const (sub/app)	1/2015	4/2015			Last Updated	2/10/2015
				Last Invoice (sub/app)						



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		City of Morgan Hill	Project Title:		Monterey Road Preservation				
1 of 1	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130043	Resurfacing of Monterey Road between East Dunne Avenue and East Middle Avenue			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source	Local \$332 STP \$1379		Field Review				In progress.		
			ENV	\$153	2015				
			Design	\$0	2015				
Manager Name	Scott Creer		ROW	\$0	n.a.				
Phone/Fax	408-778-6480	Construction	\$1,558	2016				Funds Expire	11/1/2015
E-Mail	scott.creer@morganhill.ca.gov <th>Total</th> <td>\$1,711</td> <th>E-76 Const (sub/app)</th> <td>11/2015</td> <td>4/2016</td> <th>Last Updated</th> <td>1/28/2015</td>	Total	\$1,711	E-76 Const (sub/app)	11/2015	4/2016	Last Updated	1/28/2015	
				Last Invoice (sub/app)					



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		City of Mountain View	Project Title:		Castro Street Complete Streets				
1 of 3	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130015	Implement complete street and "road diet" on Castro Street between El Camino Real and Miramonte Avenue.			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source				CMAQ \$840 Local \$110				
	Field Review			8/2014		01/2015			
	ENV	\$15	2015	12/2014		2/2015			
			Design	\$95	2015	8/2014	2/2015		
Manager Name		Sayed Fakhry	ROW	\$0					
Phone/Fax		650-903-6511	Construction	\$840	2016	6/2015	12/2015	Funds Expire	11/1/2015
E-Mail		sayed.fakhry@mountainview.gov	Total	\$950	E-76 Const (sub/app)	10/2014	3/2015	Last Updated	2/2/2015
					Last Invoice (sub/app)				

Sponsor:		City of Mountain View	Project Title:		Various Road Preservation & Bike lanes					
2 of 3	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL130018	In Mountain View: resurface Rengstorff/Old Middlefield/Charleston Roads.			Programmed Year	Start mm/yyyy	End mm/yyyy			
	Fund Source				Field Review		10/2014	11/2014	Preparing field review and environmental documents.	
	Local \$412 STP \$1,166				ENV	\$0		10/2014		2/2015
					Design	\$257	2014	10/2013		11/2014
Manager Name		Quan Tran	ROW	\$0						
Phone/Fax	650-903-6311	Construction	\$1,318	2016	7/2016	1/2017	Funds Expire	11/1/2015		
E-Mail	quan.tran@mountainview.gov	Total	\$1,575	E-76 Const (sub/app)	2/2015	4/2015	Last Updated	2/2/2015		
				Last Invoice (sub/app)						



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		City of Mountain View	Project Title:		Mountain View Non-Infrastructure SRTS				
3 of 3	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130019	Non-infrastructure Safe Routes to School educational program.			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source			Field Review				City council awarded contract to Safe Moves on February 10, 2015.	
CMAQ \$500 Local \$65			ENV	\$0					
			Design	\$0					
			Manager Name	Dennis Drennan	ROW	\$0			
Phone/Fax		650-903-6633	Construction	\$565	2014	2/2015	1/2018	Funds Expire	awarded
E-Mail		dennis.drennan@mountainview.gov	Total	\$565	E-76 Const (sub/app)	2/2014	4/2014	Last Updated	2/11/2015
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		City of Palo Alto	Project Title:		Palo Alto Safe Routes to School				
1 of 4	Project No	Project Description Safe Routes to School Program for all public schools in the city including walking/biking maps, education, and encouragement events.	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL110054				Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source								
	CMAQ \$528 Local \$132							Field Review	
ENV	\$0								
Design	\$0								
Manager Name	Sylvia Star-Lack	ROW	\$0						
Phone/Fax	650-329-2156	Construction	\$660	2011	2/2012	6/2015	Funds Expire	awarded	
E-Mail	Sylvia.Star-Lack@CityofPaloAlto.org	Total	\$660	E-76 Const (sub/app)			Last Updated	11/14/2014	
				Last Invoice (sub/app)					

Sponsor:		City of Palo Alto	Project Title:		Arastradero Road Schoolscape/Multiuse Trail				
2 of 4	Project No	Project Description Reconstruct the sidewalk along the south side of Arastradero Road between the Hetch Hetchy Los Altos Pathway and Miranda Avenue to a multiuse trail.	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130034				Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source								
	CMAQ \$1,000 Local \$502								
Manager Name		Holly Boyd	Field Review				Working on preliminary design.		
Phone/Fax		650-329-2612	ENV	\$196	2015				
E-Mail		holly.boyd@cityofpaloalto.org	Design	\$0					
			ROW	\$0					
			Construction	\$1,306	2017			Funds Expire	4/30/2017
			Total	\$1,502	E-76 Const (sub/app)	6/2016	10/2016	Last Updated	11/14/2014
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report

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Sponsor:		City of Palo Alto	Project Title:		Adobe Creek/ Highway 101 Bicycle Pedestrian Bridge				
3 of 4	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130041				Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source	In Palo Alto, provide a year round ped crossing of Highway 101 to replace the existing Lefkowitz tunnel, which is a seasonal underpass subject to repeated and unanticipated closures that limit its use to less than half the year.	Field Review					CON funding moved to 2017.	
	Local \$5,150 STIP 4,350		ENV	\$1,500	2015				
Design			\$0	2016					
Manager Name			Elizabeth Ames	ROW	\$0	2016			
Phone/Fax		650-329-2502	Construction	\$8,000	2017			Funds Expire	1/31/2017
E-Mail		elizabeth.ames@cityofpaloalto.org	Total	\$9,500	E-76 Const (sub/app)	11/2016	2/2017	Last Updated	2/5/2015
					Last Invoice (sub/app)				

Sponsor:		City of Palo Alto	Project Title:		Various Street Resurfacing & Streetscape				
4 of 4	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130042				Street resurfacing for various streets in Palo Alto.	Programmed Year	Start mm/yyyy		
	Fund Source		Field Review					Completed ENV/ROW in January 2015, submitted E76 paperwork on January 29.	
	Local \$135 STP \$956		ENV	\$10		2014	10/2014		1/2015
Design		\$0							
Manager Name		Holly Boyd	ROW	\$0					
Phone/Fax		650-329-2612	Construction	\$1,081	2015	5/2015	9/2015	Funds Expire	4/30/2015
E-Mail		holly.boyd@cityofpaloalto.org	Total	\$1,091	E-76 Const (sub/app)	12/2014	1/2015	Last Updated	2/4/2015
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		<i>City of San Jose</i>	Project Title:		<i>Almaden Expressway Pedestrian Bridge</i>				
1 of 21	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL050039	Almaden Expressway, near Coleman Rd; Construct a 360 ft. Ped Bridge over Almaden Expressway to connect nearby trails and to the Almaden Light Rail Station.			Programmed Year	Start mm/yyyy	End mm/yyyy	Providing Caltrans-Sacramento with explanation on schedule and determination of infeasible project. Seeking to close out these funds.	
	Fund Source		Field Review						
	Earmark \$496		ENV	\$113	07/08		complete		
			Design	\$239	07/08	01/2009	12/2011		
Manager Name		Yves Zsutty	ROW	\$0					
Phone/Fax		(408) 793-5561	Construction	\$9,000				Funds Expire	no expiration
E-Mail		yves.zsutty@sanjoseca.gov	Total	\$9,352	E-76 Const (sub/app)		4/17/2012	Last Updated	1/27/2015
					Last Invoice (sub/app)	5/2013			

Sponsor:		<i>City of San Jose</i>	Project Title:		<i>Silicon Valley TIMC</i>				
2 of 21	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL050079	Transportation Incident Management Center: Implement subregional hub for traffic management activities including arterial traffic, incident management, traveler information and emergency incident management center. HPP #2017			Programmed Year	Start mm/yyyy	End mm/yyyy	-In construction phase. -\$1.25M obligated for PE 4/19/08. -\$1.9M obligated for PE 8/2012 \$2.46M construction award.	
	Fund Source		Field Review						
	Earmark \$6,039 Local \$1,511		ENV	\$4,023					
			Design	\$0			complete		
Manager Name		Ken Salvail	ROW	\$0					
Phone/Fax		(408) 975-3705	Construction	\$3,528		1/2014	6/2015	Funds Expire	awarded
E-Mail		ken.salvail@sanjoseca.gov	Total	\$7,551	E-76 Const (sub/app)		3/2013	Last Updated	2/6/2015
					Last Invoice (sub/app)	12/19/2014			

Programmed Projects Quarterly Monitoring Report

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Sponsor:		City of San Jose	Project Title:		Bay Trail Reach 9 & 9B							
3 of 21	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments				
	SCL050082	Preparation of CON and ENV documents for 1.2 miles of trail, a pedestrian bridge, and underpass with safety and enhancement improvements.			Programmed Year	Start mm/yyyy	End mm/yyyy					
	Fund Source				Field Review							
	Earmark \$675 Local \$7,863					ENV	\$815			06/07		complete
						Design	\$0			08/09	3/2008	12/2013
Manager Name		Yves Zsutty	ROW	\$63	08/09							
Phone/Fax		(408) 793-5561	Construction	\$7,660	13/14			Funds Expire	no expiration			
E-Mail		yves.zsutty@sanjoseca.gov	Total	\$8,538	E-76 Const (sub/app)		8/11/2010	Last Updated	1/27/2015			
					Last Invoice (sub/app)	7/2013						

Sponsor:		City of San Jose	Project Title:		Coyote Creek Trail							
4 of 21	Project No	Project Description Master Plan, design of 9.8 miles transportation trail, including safety and improvements between SR 237 and Story Rd.	Project Milestone	Funds (\$000)	Schedule			Comments				
	SCL050083				Programmed Year	Start mm/yyyy	End mm/yyyy					
	Fund Source		Field Review									Preparing plans for construction from Story to Selma Olinder Park. Plans are at 95%. Funding in place to support construction during summer 2015. Need to seek E-76 from Caltrans for construction and an easement underneath Interstate 280. Negotiating easement at this time.
	Earmark \$3,674 Local \$5,095 RTP-LRP \$6,000				ENV	\$572	08/09		complete			
					Design	\$1,077	08/09	9/2008				
Manager Name		Yves Zsutty	ROW	\$0								
Phone/Fax		(408) 793-5561	Construction	\$13,120	13/14			Funds Expire	No expiration			
E-Mail		yves.zsutty@sanjoseca.gov	Total	\$14,769	E-76 Const (sub/app)		4/10/2012	Last Updated	1/27/2015			
					Last Invoice (sub/app)	5/2013	08/08					



Programmed Projects Quarterly Monitoring Report

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Sponsor:		<i>City of San Jose</i>	Project Title:		<i>Downtown San Jose Bike Lanes and De-couplet</i>			
5 of 21	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL090004	In San Jose: Almaden/Vine couplet conversion	Field Review		Programmed Year	Start mm/yyyy	End mm/yyyy	
	Fund Source							
	CMAQ \$1,500 Dev Fees \$18,000 Local \$315							
Manager Name		John Raaymakers	ROW	\$5,000	2018			
Phone/Fax		408-975-3297	Construction	\$13,000	2020			Funds Expire 11/1/2015 [PE]
E-Mail		john.raaymakers@sanjoseca.gov	Total	\$19,815	E-76 Const (sub/app)	11/2015		Last Updated 2/6/2015
					Last Invoice (sub/app)			

Sponsor:		<i>City of San Jose</i>	Project Title:		<i>Innovative Bicycle Detection System</i>			
6 of 21	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL110016	Identify "best" Bicycle Detection System technology, implement on additional city bikeways.	Field Review		Programmed Year	Start mm/yyyy	End mm/yyyy	
	Fund Source							
	CMAQ \$1,500 Local \$210							
Manager Name		Ken Salvail	ROW	\$0				
Phone/Fax		408-975-3705	Construction	\$1,710	2012	5/2012	6/2016	Funds Expire obligated
E-Mail		ken.salvail@sanjoseca.gov	Total	\$1,710	E-76 Const (sub/app)	3/2012	5/2012	Last Updated 2/6/2015
					Last Invoice (sub/app)	2/2014	pending	



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		City of San Jose	Project Title:		Los Gatos Creek Reach 5 Bridge Crossings						
7 of 21	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments			
	SCL110029	Develop construction drawings for trail improvements			Programmed Year	Start mm/yyyy	End mm/yyyy				
	Fund Source		Field Review								
	CMAQ \$1,200 Local \$350 RTP-LRP \$3,000		ENV	\$1,450	2011	3/2011	6/2013				
			Design	\$0			TBD				
Manager Name		Yves Zsutty	ROW	\$100	2013		TBD	Service order with CH2M-Hill executed. Design work underway. Coordination on-going with Caltrain and DOT regarding complicated intersection of San Carlos Street Bridge, proposed replacement rail bridge and master planned underpass. Awaiting Caltrain bridge proposal so trail design can proceed further. Developing creek restoration plans that supports both trail and bridge. Altering trail design to accommodate lower bridge elevation.			
Phone/Fax		408-793-5561	Construction	\$3,000	2015		TBD			Funds Expire	CMAQ PE obligated
E-Mail		yves.zsutty@sanjoseca.gov	Total	\$4,550	E-76 Const (sub/app)		2/23/2012			Last Updated	1/27/2015
					Last Invoice (sub/app)	8/2014	n.a.				

Sponsor:		City of San Jose	Project Title:		San Carlos Multimodal Phase 2				
8 of 21	Project No	Project Description Pedestrian-oriented improvements along the south side of San Carlos Street between Second Street and Market Street.	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL110034				Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source		Field Review				Construction contract awarded. CON to start spring 2015.		
	CMAQ \$50 Local \$628 STP \$2,024		ENV	\$359	2011				
			Design	\$0					
Manager Name	John Raaymakers	ROW	\$0						
Phone/Fax		408-975-3299	Construction	\$2,343	2013	4/2015	2/2016	Funds Expire	obligated
E-Mail		john.raaymakers@sanjoseca.gov	Total	\$2,702	E-76 Const (sub/app)	6/2013	10/2013	Last Updated	2/6/2015
					Last Invoice (sub/app)	7/16/2014			



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		City of San Jose	Project Title:		Walk N Roll - Safe Access				
9 of 21	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL110057	Encourage and promote pedestrian and bicycle safety along SRTS by installing low cost enhancements.			Programmed Year	Start mm/yyyy	End mm/yyyy	Project was split into two obligations: 1. Leigh & Dry Creek obligated on 6/28/2013. 2. WNR improvements obligated on 8/20/2014.	
	Fund Source		Field Review						
	CMAQ \$568 Local \$85		ENV	\$97	2011				
			Design	\$0					
Manager Name		Devin Gianchandani	ROW	\$0					
Phone/Fax		(408) 975-3254	Construction	\$556	2013	6/2014	6/2015	Funds Expire	obligated
E-Mail		devin.gianchandani@sanjoseca.gov	Total	\$653	E-76 Const (sub/app)	2/2015	4/2015	Last Updated	2/6/2015
					Last Invoice (sub/app)				

Sponsor:		City of San Jose	Project Title:		Park Avenue Multi-Modal Improvements				
10 of 21	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL110117	In San Jose: Improve pedestrian and bicycle facilities along Park Avenue between Hedding and Montgomery Streets.			Programmed Year	Start mm/yyyy	End mm/yyyy	NEPA clearance 1/2015. Submitted request for funding allocation for CTC March meeting.	
	Fund Source		Field Review				completed		
	Local \$364 STIP-TE \$1,456		ENV	\$137	2012/13				
			Design	\$69	2013	4/2014	1/2015		
Manager Name		John Raaymakers	ROW	\$31	2013				
Phone/Fax		408-975-3299	Construction	\$1,583	2015			Funds Expire	6/30/2015
E-Mail		john.raaymakers@sanjoseca.gov	Total	\$1,820	E-76 Const (sub/app)	2/2015	4/2015	Last Updated	2/6/2015
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		City of San Jose	Project Title:		St. John Street Multi-Modal Improvements - Phase 1					
11 of 21	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL110118	In San Jose: Improve bicycle and pedestrian facilities along St John Street between North Market Street and North Almaden Boulevard.			Programmed Year	Start mm/yyyy	End mm/yyyy			
	Fund Source	Local \$376 STIP-TE 1,500	Field Review				Field review completed and PES submitted. Working on ENV clearance and design. Submitted request for time extension for CTC March meeting.			
			ENV	\$82	2012/13					
			Design	\$71	2013					
Manager Name		Amy Chan	ROW	\$10	2013					
Phone/Fax		408-793-6947	Construction	\$1,713	2015			Funds Expire	6/30/2015	
E-Mail		amy.chan@sanjoseca.gov	Total	\$1,876	E-76 Const (sub/app)	2/2015	4/2015	Last Updated	2/6/2015	
					Last Invoice (sub/app)					

Sponsor:		City of San Jose	Project Title:		San Jose Citywide Bikeway Program				
12 of 21	Project No	Project Description Fills existing bicycle gaps on a total of 43 segments citywide .	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130004				Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source		Field Review			3/2014	3/2014	PES submitted. Starting design. CON moved to FY2016.	
	CMAQ \$1,150 Local \$306		ENV	\$120	2014				
			Design	\$0					
Manager Name	John Raaymakers	ROW	\$37	2014					
Phone/Fax	408-975-3299	Construction	\$1,299	2016			Funds Expire	2/1/2016	
E-Mail	john.raaymakers@sanjoseca.gov	Total	\$1,456	E-76 Const (sub/app)	2/2016	4/2016	Last Updated	2/6/2015	
				Last Invoice (sub/app)					



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		City of San Jose	Project Title:		San Jose Citywide Pavement Management Program					
13 of 21	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL130005	Rehabilitate and repair approximately 18.7 miles of high volume arterial streets by removing damaged pavement areas and providing a smooth surface course improving safety for vehicles and bicycles.			Programmed Year	Start mm/yyyy	End mm/yyyy			
	Fund Source		Field Review		2/2014	8/2014				
	Local \$1,572 STP \$11,531		ENV	\$150	2014	3/2014	6/2014			
			Design	\$500	2014	3/2014	12/2014			
Manager Name		Roshan Shukla	ROW	\$0						
Phone/Fax		408-794-1956	Construction	\$12,550	2015	3/2015	12/2015	Funds Expire	4/30/2015 (CON)	
E-Mail		roshan.shukla@sanjoseca.gov	Total	\$13,200	E-76 Const (sub/app)	2/2015	4/2015	Last Updated	2/6/2015	
					Last Invoice (sub/app)	12/3/2014				

Sponsor:		City of San Jose	Project Title:		San Jose Citywide SRTS Program					
14 of 21	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL130006	Implement walking route improvements around schools.			Programmed Year	Start mm/yyyy	End mm/yyyy			
	Fund Source	CMAQ \$1,150 Local \$157	Field Review				PE obligated-CON moved to 2016.			
			ENV	\$173	2014					
			Design	\$0						
Manager Name	Devin Gianchandani	ROW	\$0							
Phone/Fax	408-975-3254	Construction	\$1,133	2016	2/1/2016	6/30/2020		Funds Expire	2/1/2016	
E-Mail	devin.gianchandani@sanjoseca.gov	Total	\$1,306	E-76 Const (sub/app)	2/1/2016	4/30/2016	Last Updated	2/5/2015		
				Last Invoice (sub/app)	2/15/2015					



Programmed Projects Quarterly Monitoring Report

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Sponsor:		City of San Jose	Project Title:		Jackson Ave Bicycle and Pedestrian Improvements				
15 of 21	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130007	Construct pedestrian safety and transit access enhancements along Jackson Avenue.			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source		Field Review			complete			
	CMAQ \$1,500 Local \$399		ENV	\$95	2014				
			Design	\$570	2014				
Manager Name		John Raaymakers	ROW	\$95	2014			Funds Expire	4/30/2015
Phone/Fax		408-975-3299	Construction	\$1,139	2015				
E-Mail		john.raaymakers@sanjoseca.gov	Total	\$1,899	E-76 Const (sub/app)	2/2015	4/2015		
					Last Invoice (sub/app)	12/19/2014			

Sponsor:		City of San Jose	Project Title:		San Jose Walk N' Roll Phase 2				
16 of 21	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130008	Non-infrastructure SRTS project			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source						CON obligated 05/28/2014.		
	CMAQ \$1,000 Toll Credit \$115		Field Review						
			ENV	\$0					
		Design	\$0						
Manager Name		Laura Stuchinsky	ROW	\$0					
Phone/Fax		408-975-3226	Construction	\$1,115	2014	6/2014	6/2017	Funds Expire	obligated
E-Mail		laura.stuchinsky@sanjoseca.gov	Total	\$1,115	E-76 Const (sub/app)	2/28/2014	5/28/2014	Last Updated	2/6/2015
					Last Invoice (sub/app)	1/7/2015			



Programmed Projects Quarterly Monitoring Report

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Sponsor:		City of San Jose	Project Title:		San Jose Pedestrian Oriented Traffic Safety Signals				
17 of 21	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130010	Traffic signal controlled crossings will be implemented at 6 key intersections.			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source		San Jose is working with Caltrans to complete ROW and environmental in order to submit a construction obligation request for five Pedestrian Oriented Traffic Signal locations to Caltrans by March 31st. The final two locations will be funded out of 2017 construction funding.						
	CMAQ \$3,000 Local \$798								
	Field Review								
ENV	\$1,899	2014							
Design	\$0	2014							
Manager Name	Ken Jung	ROW	\$0						
Phone/Fax	408-975-3257	Construction	\$1,899	2017			Funds Expire	2/1/2017	
E-Mail	ken.jung@sanjoseca.gov <th rowspan="2">Total</th> <th rowspan="2">\$3,798</th> <th>E-76 Const (sub/app)</th> <td>11/2016</td> <td>2/2017</td> <th rowspan="2">Last Updated</th> <td rowspan="2">2/19/2015</td>	Total	\$3,798	E-76 Const (sub/app)	11/2016	2/2017	Last Updated	2/19/2015	
	Last Invoice (sub/app)			8/3/2014	9/6/2014				

Sponsor:		City of San Jose	Project Title:		St. Johns Bikeway and Pedestrian Improvements				
18 of 21	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130011	In San Jose: fill bikeway and sidewalk gaps on St. John Street.			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source		Field Review				Working on ENV clearance; design-65% complete. CON moved to 2016.		
	CMAQ \$1,185 Local \$315		ENV	\$240	2014				
			Design	\$0					
Manager Name		Amy Chan	ROW	\$75	2014				
Phone/Fax	408-793-6947	Construction	\$1,185	2016				Funds Expire	2/1/2016
E-Mail	amy.chan@sanjoseca.gov	Total	\$1,500	E-76 Const (sub/app)	2/2016	4/2016	Last Updated	2/6/2015	
				Last Invoice (sub/app)					



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		<i>City of San Jose</i>	Project Title:		<i>The Alameda Grand Blvd Phase 2</i>				
19 of 21	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130012	Extends work on The Alameda that enhances pedestrian and vehicle safety in accordance with the Grand Boulevard Initiative.	Field Review		Programmed Year	Start mm/yyyy	End mm/yyyy	NEPA clearance 2/2015. Design 99% complete. Encroachment permit required. City anticipates late February E76 submittal.	
	Fund Source								
	CMAQ \$3,150 Local \$1,280						complete		
Manager Name		John Raaymakers	ROW	\$40	2014				
Phone/Fax		408-975-3299	Construction	\$3,559	2015			Funds Expire	4/30/2015
E-Mail		john.raaymakers@sanjoseca.gov	Total	\$4,430	E-76 Const (sub/app)	2/2015	4/2015	Last Updated	2/6/2015
					Last Invoice (sub/app)				

Sponsor:		<i>City of San Jose</i>	Project Title:		<i>East San Jose Bikeways</i>				
20 of 21	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130016	Make improvements to the bikeway network including the installation of new bikeways, traffic calming features, public bike racks, bike-friendly signal detection and pavement markings.	Field Review		Programmed Year	Start mm/yyyy	End mm/yyyy	CON moved to 2016.	
	Fund Source								
	CMAQ \$2,000 Local \$532						3/2014		
Manager Name		John Raaymakers	ROW	\$75	2014				
Phone/Fax		408-975-3299	Construction	\$2,000	2016			Funds Expire	2/16/2016
E-Mail		john.raaymakers@sanjoseca.gov	Total	\$2,532	E-76 Const (sub/app)	2/2016	4/2016	Last Updated	2/6/2015
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		<i>City of San Jose</i>	Project Title:		<i>San Jose Smart Intersections Program</i>				
21 of 21	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130036	Upgrade traffic signal controls at 35 intersections along six miles of Tully Road and Saratoga Avenue.			Programmed Year	Start mm/yyyy	End mm/yyyy	PE E76 request was submitted to Caltrans on January 30th.	
	Fund Source		Field Review						
	CMAQ \$1,150 Local \$157		ENV	\$410	2015				
			Design	\$0					
	Manager Name	Ho Nguyen	ROW	\$0					
	Phone/Fax	408-975-3254	Construction	\$897	2015			Funds Expire	2/1/2015
	E-Mail	ho.nguyen@sanjoseca.gov	Total	\$1,307	E-76 Const (sub/app)	2/2015	4/2015	Last Updated	2/6/2015
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		City of Santa Clara	Project Title:		Santa Clara Various Streets and Roads Preservation					
1 of 2	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL130038	Rehabilitation of various roadways in the City of Santa Clara.			Programmed Year	Start mm/yyyy	End mm/yyyy			
Fund Source						Under construction.				
Local \$449 STP \$1,891			Field Review		12/2013		2/2014			
			ENV	\$200	12/2013		2/2014			
			Design	\$0						
Manager Name		Falguni Amin	ROW	\$0						
Phone/Fax		408-615-3015	Construction	\$2,140	2014	2014	2015	Funds Expire	awarded	
E-Mail		famin@santaclaraca.gov	Total	\$2,340	E-76 Const (sub/app)	2/2014	4/2014	Last Updated	11/17/2014	
					Last Invoice (sub/app)					

Sponsor:		City of Santa Clara	Project Title:		Santa Clara Non-Infrastructure SR2S Phase 2					
2 of 2	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL130039	Develop and implement a comprehensive education and outreach program to promote safe walking, biking and carpooling to and from school for 12 Santa Clara schools.			Programmed Year	Start mm/yyyy	End mm/yyyy			
Fund Source			Field Review			complete	CON obligated 04/14/2014.			
CMAQ \$500 Toll Credits \$57			ENV	\$0						
			Design	\$0						
			Manager Name	Marshall Johnson	ROW	\$0				
Phone/Fax		408-615-3023	Construction	\$557	2014	2014	2015	Funds Expire	obligated	
E-Mail		mjohnson@santaclaraca.gov	Total	\$557	E-76 Const (sub/app)	2/2014	4/2014	Last Updated	8/14/2014	
		Last Invoice (sub/app)								



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		City of Saratoga	Project Title:		Highway 9 Safety Improvements (BEP Project)				
1 of 4	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL070050	Construct bike/ped safety improvements on SR9 in Saratoga.			Programmed Year	Start mm/yyyy	End mm/yyyy	To be constructed in two phases: First phase project completed and closed. Phase 2 (HSIP-T4) Caltrans encroachment permit issued. E76 CON application in progress.	
	Fund Source		Field Review						
	CMAQ \$462 HSIP-T3 \$900 HSIP-T4 \$900 Local \$364		ENV	\$522	2008/09		complete		
			Design	\$0					
Manager Name		Iveta Harvancik	ROW	\$0					
Phone/Fax		408-868-1274	Construction	\$2,104	2008/09	9/2015	6/2016	Funds Expire	awarded
E-Mail		iharvancik@saratoga.ca.us	Total	\$2,626	E-76 Const (sub/app)		6/2015 (HSIP-T4)	Last Updated	2/6/2015
					Last Invoice (sub/app)	11/2014			

Sponsor:		City of Saratoga	Project Title:		Saratoga Village Ped Enhancement Phase 2				
2 of 4	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL110017	Pedestrian enhancements in Downtown Saratoga			Programmed Year	Start mm/yyyy	End mm/yyyy	Phase 2 started construction April 2014 and will be closed out by March 2015.	
	Fund Source		Field Review						
	CMAQ \$1,160 (TLC)		ENV	\$167	2011		complete		
			Design	\$0					
Manager Name		Macedonio Nunez	ROW	\$0					
Phone/Fax		408-868-1218	Construction	\$1,284	2012	4/2014	3/2015	Funds Expire	awarded
E-Mail		mnunez@saratoga.ca.us	Total	\$1,451	E-76 Const (sub/app)		6/1/2013	Last Updated	2/6/2015
					Last Invoice (sub/app)		2/10/2015		



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		City of Saratoga	Project Title:		Prospect Road Complete Streets				
3 of 4	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130026	Traffic calming on Prospect Road between Saratoga/Sunnyvale Rd and Lawrence Expressway and on Saratoga Ave between Highway 85 to the City Limits to the north.			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source		Field Review		4/2014	4/2014	Add new project.		
CMAQ \$4,205 Local \$560	ENV		\$260	2014	5/2014	8/2014			
	Design		\$0		9/2014	10/2015			
Manager Name		Macedonio Nunez	ROW	\$5	2014	10/2015		1/2016	
Phone/Fax		408-868-1218	Construction	\$4,500	2016	2/2016	11/2016	Funds Expire	11/1/2015
E-Mail		mnunez@saratoga.ca.us	Total	\$4,765	E-76 Const (sub/app)	2/2016	4/2016	Last Updated	2/6/2015
					Last Invoice (sub/app)				

Sponsor:		City of Saratoga	Project Title:		Saratoga Village Sidewalk Rehabilitation				
4 of 4	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130027	Sidewalk rehabilitation along Big Basin Way between 6th street and Hwy 9.			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source	CMAQ \$162 Local \$40	Field Review			4/2014	4/2014	Moving CON funding to 2016.	
			ENV	\$19		5/2014	7/2014		
	Design		\$0	2014	5/2014	7/2014			
Manager Name	Macedonio Nunez		ROW	\$0	2014	7/2014	8/2014		
Phone/Fax	408-868-1218	Construction	\$183	2016	05/2016	11/2016	Funds Expire	11/1/2015	
E-Mail	mnunez@saratoga.ca.us	Total	\$202	E-76 Const (sub/app)	2/2015	4/2015	Last Updated	2/6/2015	
				Last Invoice (sub/app)					



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		City of Sunnyvale	Project Title:		Hendy Ave Complete Street Improvements					
1 of 7	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL110014	Reconstruct Hendy Avenue to provide new and reconstructed sidewalk, bike lanes, and enhanced streetscape features consistent with downtown Sunnyvale design standards.								
	Fund Source		Field Review							
	CMAQ \$1,460 Local \$673 STP \$617		ENV	\$404	2011		complete			
			Design	\$0			complete			
Manager Name		Nasser Fakh	ROW	\$0						
Phone/Fax		408-730-7617/408-730-7619	Construction	\$2,346	2012	5/2014	3/2015	Funds Expire	awarded	
E-Mail		nfakh@ci.sunnyvale.ca.us	Total	\$2,750	E-76 Const (sub/app)		4/2014	Last Updated	2/6/2015	
					Last Invoice (sub/app)	8/25/2014	1/31/2015			

Sponsor:		City of Sunnyvale	Project Title:		Sunnyvale/Saratoga Road Bike/Ped Safety Enhancements					
2 of 7	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL130028	On Sunnyvale-Saratoga Road, install pedestrian signal and modify intersection to eliminate free right turns and reduce crosswalk length.			Programmed Year	Start mm/yyyy	End mm/yyyy			
	Fund Source				CMAQ \$162 Local \$21	Field Review				
						ENV	\$90	2015	4/2015	10/2015
						Design	\$0		4/2015	10/2015
Manager Name		Nasser Fakh	ROW	\$0						
Phone/Fax		408-730-7617/408-730-7619	Construction	\$524	2016	3/2016	9/2016	Funds Expire	2/1/2016	
E-Mail		nfakh@sunnyvale.ca.gov	Total	\$614	E-76 Const (sub/app)	11/2016	2/2017	Last Updated	2/6/2015	
					Last Invoice (sub/app)					



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		City of Sunnyvale	Project Title:		Fair Oaks Avenue Bikeway and Streetscape				
3 of 7	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130029	In Sunnyvale: On three separate section of Fair Oaks Avenue, construct bike lanes and associated medians.			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source		CMAQ \$956 Local \$254	Field Review				CON E76 request submitted.	
				ENV	\$174	2015			
				Design	\$0		2/2015		
	Manager Name		Nasser Fakh	ROW	\$0				
	Phone/Fax	408-730-7617/408-730-7619	Construction	\$1,036	2017				Funds Expire
E-Mail	nfakh@sunnyvale.ca.gov	Total	\$1,210	E-76 Const (sub/app)	11/2016	2/2017	Last Updated	2/16/2015	
	Last Invoice (sub/app)								

Sponsor:		City of Sunnyvale	Project Title:		Maude Avenue Bikeway and Streetscape					
4 of 7	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL130030	In Sunnyvale, on Maude Avenue between Mathilda Avenue and Fair Oaks Avenue, install medians, modify roadway geometry and stripe bike lanes.			Programmed Year	Start mm/yyyy	End mm/yyyy			
	Fund Source			CMAQ \$695 Local \$135	Field Review			Scope revised and CON funds extended to FY 2016/17. Project scoping and advertising for consultants are pending.		
					ENV	\$135	2015			
					Design	\$0			2/2015	
Manager Name	Nasser Fakh	ROW	\$0							
Phone/Fax	408-730-7617/408-730-7619	Construction	\$695	2017			Funds Expire		2/1/2017	
E-Mail	nfakh@sunnyvale.ca.gov	Total	\$830	E-76 Const (sub/app)	11/2016	2/2017	Last Updated	2/6/2015		
				Last Invoice (sub/app)						



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		<i>City of Sunnyvale</i>	Project Title:		<i>Sunnyvale East and West Channel Trails</i>				
5 of 7	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130031	In Sunnyvale, construct multi-use paved trails on four segments of drainage channels.			Programmed Year	Start mm/yyyy	End mm/yyyy	Advertising for construction pending.	
	Fund Source		Field Review						
	CMAQ \$3,440 Local \$1,305		ENV	\$400					
			Design	\$0			8/2015		
Manager Name		Nasser Fakh	ROW	\$0					
Phone/Fax		408-730-7617/408-730-7619	Construction	\$4,345	2016			Funds Expire	2/1/2016
E-Mail		nfakh@sunnyvale.ca.gov	Total	\$4,745	E-76 Const (sub/app)	11/2015	2/2016	Last Updated	2/6/2015
					Last Invoice (sub/app)				

Sponsor:		<i>City of Sunnyvale</i>	Project Title:		<i>Sunnyvale SRTS Ped Infrastructure Improvements</i>				
6 of 7	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130032	In Sunnyvale: Construct sidewalks, bulb-outs, and curb ramps; install in-pavement crosswalk lights, signs, and pavement markings; upgrade (reduce) corner radius.			Programmed Year	Start mm/yyyy	End mm/yyyy	CON funds extended to 2017. Advertising for design consultant underway.	
	Fund Source		Field Review						
	CMAQ \$1569 Local \$331		ENV	\$331	2014	6/2015			
			Design	\$0		6/2015			
Manager Name		Nasser Fakh	ROW	\$0					
Phone/Fax		408-730-7617/408-730-7619	Construction	\$1,569	2017			Funds Expire	2/1/2017
E-Mail		nfakh@sunnyvale.ca.gov	Total	\$1,900	E-76 Const (sub/app)	1/2016	3/2016	Last Updated	2/6/2015
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		<i>City of Sunnyvale</i>	Project Title:		<i>Duane Avenue Roadway Preservation</i>				
7 of 7	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130033	In Sunnyvale, rehabilitate Duane Avenue pavement, curb and gutter between San Juan Avenue and Stewart Drive.			Programmed Year	Start mm/yyyy	End mm/yyyy	CON funds extended to FY2015/16. Submittal of 75% plans and specs. Is pending.	
	Fund Source		Field Review						
	Local \$223 STP \$1,576		ENV	\$335	2014				
			Design	\$0		10/2014	7/2015		
Manager Name		Nasser Fakih	ROW	\$0					
Phone/Fax		408-730-7617/408-730-7619	Construction	\$1,464	2016	11/2015	7/2016	Funds Expire	2/1/2016
E-Mail		nfakih@sunnyvale.ca.gov	Total	\$1,799	E-76 Const (sub/app)	8/2015	10/2015	Last Updated	2/6/2015
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		County of Santa Clara	Project Title:		San Tomas Expressway Box Culvert Rehabililtation					
1 of 5	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL090002	Environmental clearance, and construction for rehabilitating the box culvert under San Tomas Expressway.			Programmed Year	Start mm/yyyy	End mm/yyyy			
	Fund Source		Earmark \$490 Local \$1,277 STP \$8,350	Field Review				Construction completed 10/2014.		
	Manager Name			ENV	\$25,000	2009			complete	
	Design			\$725,000	2009		complete			
Phone/Fax	408-573-2497/408-573-2465 <th>Construction</th> <td>\$9,431,831</td> <td>2013</td> <td>5/2013</td> <td>10/2015</td> <th>Funds Expire</th> <th>completed</th>	Construction	\$9,431,831	2013	5/2013	10/2015	Funds Expire		completed	
E-Mail	gamini.rajapakse/dawn.cameron@rda.sccgov.org	Total	\$10,181,831	E-76 Const (sub/app)	1/9/2013	1/23/2014	Last Updated	2/5/2015		
				Last Invoice (sub/app)		12/16/2014				

Sponsor:		County of Santa Clara	Project Title:		East San Jose Pedestrian Improvements				
2 of 5	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL110121	Fill in sidewalk gaps and provide ADA enhancements within existing rights-of-way on various roads.			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source		Local \$532 STP \$2,128	Field Review				At 95% design level and will submit E76 package in February.	
				ENV	\$0		5/2014		12/2014
				Design	\$210	2013	5/2013		2/2015
Manager Name	Sadegh Sadeghi/Dawn Cameron	ROW	\$0		10/2013				
Phone/Fax	408-494-1335/408-573-2465	Construction	\$2,340	2015	3/2015	7/2015	Funds Expire		4/30/2015
E-Mail	sadegh.sadeghi@dawn.cameron@rda.sccgov.org	Total	\$2,550	E-76 Const (sub/app)	2/1/2015	4/30/2015	Last Updated	2/5/2015	
				Last Invoice (sub/app)		1/23/2015			



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		County of Santa Clara	Project Title:		Santa Clara County Non Infrastructure SRTS Program						
3 of 5	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments			
	SCL130021	Non-infrastructure SRTS education and encouragement services for schools.			Programmed Year	Start mm/yyyy	End mm/yyyy				
	Fund Source							Obligated 8/21/2014. CON reprogrammed to 2014.			
	CMAQ \$838 Local \$08				Field Review		4/2014				
					ENV	\$0	N.A.				
		Design	\$0	N.A.							
Manager Name		Bonnie Broderick	ROW	\$0		N.A.					
Phone/Fax		(408) 793-2700	Construction	\$946	2014	7/2015	6/2017	Funds Expire	obligated		
E-Mail		Bonnie.Broderick@phd.sccgov.org	Total	\$946	E-76 Const (sub/app)	7/10/14	8/21/14	Last Updated	1/8/2015		
Last Invoice (sub/app)											

Sponsor:		County of Santa Clara	Project Title:		San Tomas Aquino Spur Trail Multi-Use Trail Phase 2					
4 of 5	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL130022	Construct an extension of the San Tomas Aquino Spur Trail (a Class I bicycle/pedestrian trail) on the west side of San Tomas Expressway from SR 82 (El Camino Real) to Homestead Road.			Programmed Year	Start mm/yyyy	End mm/yyyy			
	Fund Source		Field Review		9/2013					
	CMAQ \$1,884 Local \$1,760 TAP \$1,350		ENV	\$400	2013	8/2013	12/2014			
			Design	\$0		1/2012	3/2014			
Manager Name		Dawn Cameron/Craig Petersen	ROW	\$0		9/2013	1/2015	Funds Expire9/30/2015		
Phone/Fax		408-573-2465/408-573-2490	Construction	\$4,994	2015	6/2015	9/2015			
E-Mail		dawn.cameron/craig.petersen@rda.sccgov.org	Total	\$5,394	E-76 Const (sub/app)	2/2015	5/1/2015	Last Updated	2/5/2015	
Last Invoice (sub/app)						10/16/2014				



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		<i>County of Santa Clara</i>	Project Title:		<i>Capitol Expressway ITS and Bike/Ped Improvements</i>			
5 of 5	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL130037	In San Jose: Install Intelligent Transportation System infrastructure, fill in sidewalk gaps, install pedestrian sensors and bike detection at all intersections and implement traffic responsive and adaptive signal timing.			Programmed Year	Start mm/yyyy	End mm/yyyy	Consultant preparing 35% plans and specs. Will submit in January for review. Community outreach planned for February 2015. Estimate will complete NEPA in Summer 2015
	Fund Source		Field Review			9/2013	12/2013	
	CMAQ \$6,085 Local \$1,899 STP \$1,650		ENV	\$0		5/2014	11/2015	
			Design	\$1,434	2014	8/2014	6/2015	
	Manager Name	Dawn Cameron/Bill Yeung	ROW	\$0		N.A.		
	Phone/Fax	408-573-2465/408-494-1309	Construction	\$8,200	2016	4/2016	12/2017	Funds Expire 11/1/2015
	E-Mail	dawn.cameron/bill.yeung@rda.sc.gov.org	Total	\$9,634	E-76 Const (sub/app)	11/2015	2/2016	Last Updated 2/5/2015
					Last Invoice (sub/app)		1/23/2015	



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		<i>Town of Los Altos Hills</i>	Project Title:		<i>El Monte Road Preservation</i>				
1 of 1	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130013	Rehabilitate El Monte Road Pavement.			Programmed Year	Start mm/yyyy	End mm/yyyy	City received E76 on 2/11/2015.	
	Fund Source		Field Review						
	Local \$164 STP \$186		ENV	\$5	2013		10/1/2014		
			Design	\$25	2014				
Manager Name		John Chau	ROW	\$5	2014		10/1/2014		
Phone/Fax		650-947-2510	Construction	\$315	2015	3/2/2015		Funds Expire	obligated
E-Mail		jchau@losaltoshills.ca.gov	Total	\$350	E-76 Const (sub/app)	11/1/2014	2/2015	Last Updated	2/13/2015
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		Town of Los Gatos	Project Title:		Hillside Road Preservation				
1 of 1	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130014	Base repairs and resurfacing on Shannon Road from Los Gatos Blvd to Hicks Road.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source			Field Review		2013	7/2014	7/2014	E76 application submitted, waiting for final ENV.	
Local \$18 STP \$139			ENV	\$18	2013	7/2014	11/2014		
			Design	\$0	2013	8/2014	12/2014		
Manager Name			Lisa Petersen	ROW	\$0	N.A.			
Phone/Fax		408.399-5773/408.354-8529	Construction	\$139	2015	5/2015	8/2015	Funds Expire	4/30/2015
E-Mail		lpetersen@losgatosca.gov	Total	\$157	E-76 Const (sub/app)	2/2015	4/2015	Last Updated	11/5/2014
					Last Invoice (sub/app)	8/2015	8/2015		



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		VTA	Project Title:		I-880/Stevens Creek Interchange Improvements				
1 of 7	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL070002	Interchange improvements at the I-280/I-880/Stevens Creek Blvd interchange.			Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source	Field Review					Under construction. Expected completion May 2015.			
CMIA \$41,275 Earmark \$19,552 Federal STP \$1,000 Local \$2,877	ENV		\$1,200		complete				
	Design		\$7,700		complete				
	Manager Name		Ven Prasad	ROW	\$4,080			complete	
Phone/Fax		408-321-5647	Construction	\$49,740	2012	7/2012	5/2015	Funds Expire	awarded
E-Mail		ven.prasad@vta.org	Total	\$62,720	E-76 Const (sub/app)			Last Updated	2/9/2015
		Last Invoice (sub/app)			8/13/13	5/29/2012			

Sponsor:		VTA	Project Title:		Route 152 new alignment				
2 of 7	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL090016				Programmed Year	Start mm/yyyy	End mm/yyyy		
Fund Source		Route 152 new alignment from Rte 101 to Rte 156. Realign highway and evaluate route management strategies, including potential roadway pricing. Also includes SR152 "trade corridor" study from 101 to I-5.	Field Review					VTA is requesting additional funding from CTC to continue project efforts, including PA/ED. An additional \$20 million is needed to complete the environmental clearance.	
IIP \$5 Local \$5.15 STP \$2.86			ENV	\$13	08/09	2008	3/2018		
			Design	\$0					
Manager Name			Gene Gonzalo	ROW	\$0				
Phone/Fax		408-952-4236	Construction	\$0				Funds Expire	
E-Mail		gene.gonzalo@vta.org	Total	\$18	E-76 Const (sub/app)			Last Updated	10/28/2014
		Last Invoice (sub/app)							



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		VTA	Project Title:		<i>SR 85 Express Lanes</i>			
3 of 7	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL090030	Implement roadway pricing on SR 85 carpool lanes.	Field Review		Programmed Year	Start mm/yyyy	End mm/yyyy	
	Fund Source							
	ARRA \$3,300,000 Earmark \$1,500,000 Local \$2,140,000 RTP-LRP \$54,200,000							
	Manager Name	Maren Schram	ROW	\$0				
	Phone/Fax	408-952-4214	Construction	\$0				Funds Expire
	E-Mail	maren.schram@vta.org	Total	\$6,940	E-76 Const (sub/app)			Last Updated
					Last Invoice (sub/app)	3/20/2014	5/23/2014	PE: 6/30/2018
								2/4/2015

Sponsor:		VTA	Project Title:		<i>Santa Clara Caltrain Station Bike/Ped Tunnel</i>			
4 of 7	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL090031	Provide a safe crossing for pedestrians to cross the UPRR tracks between the Caltrain Station on the west side to the commercial and industrial complexes on the east side of the tracks.	Field Review		Programmed Year	Start mm/yyyy	End mm/yyyy	
	Fund Source							
	CMAQ \$2,719 Local \$11,049 TFCA \$117							
	Manager Name	Ken Ronsse	ROW	\$0				
	Phone/Fax	(408) 952-4129	Construction	\$11,751	TBD	TBD	TBD	Funds Expire
	E-Mail	ken.ronsse@vta.org	Total	\$13,885	E-76 Const (sub/app)	TBD	TBD	Last Updated
					Last Invoice (sub/app)			fund transfer approved
								11/21/2014



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		VTA	Project Title:		<i>Regional Planning Activities and PPM - Santa Clara</i>			
5 of 7	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL090035	Santa Clara: Regional Planning Activities and Planning, Programming and Monitoring			Programmed Year	Start mm/yyyy	End mm/yyyy	
	Fund Source		Field Review					
	Local \$148 STIP \$3,944 STP \$1,145		ENV	\$5,237	14/15-18/19			
			Design	\$0				
Manager Name		Amin Surani	ROW	\$0				
Phone/Fax		408-546-7989	Construction	\$0				Funds Expire
E-Mail		amin.surani@vta.org	Total	\$5,237	E-76 Const (sub/app)			Last Updated
					Last Invoice (sub/app)			1/6/2015

Sponsor:		VTA	Project Title:		<i>US 101 Express Lanes</i>			
6 of 7	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL110002	Implement roadway pricing on US 101 carpool lanes			Programmed Year	Start mm/yyyy	End mm/yyyy	
	Fund Source		Field Review					
	VTA LPR \$8,480		ENV	\$8,480	2010	11/2010	6/2015	
			Design	\$0				
Manager Name		Lam Trinh	ROW	\$0				
Phone/Fax		408-952-4217	Construction	\$0				Funds Expire
E-Mail		lam.trinh@vta.org	Total	\$8,480	E-76 Const (sub/app)	N.A.		Last Updated
					Last Invoice (sub/app)	N.A.	N.A.	2/3/2015



Programmed Projects Quarterly Monitoring Report

October-December 2014

Sponsor:		VTA	Project Title:		<i>SR 237 Express Lanes: Zanker Rd to Mathilda Ave</i>			
7 of 7	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL110008	Implement roadway pricing on SR 237 carpool lane; extending the Express Lanes on SR 237 to Mathilda Avenue			Programmed Year	Start mm/yyyy	End mm/yyyy	PID and PA/ED in progress. PS&E is also underway, including Electronic Toll System (ETS) development.
	Fund Source		Field Review					
	Local \$7,564 RTP-LRP \$10,903 VPPP \$1,600		ENV	\$2,580	2013	1/2013	3/2015	
			Design	\$6,314	2013	7/2014	3/2016	
	Manager Name	Lam Trinh	ROW	\$0				
	Phone/Fax	(408) 952-4217	Construction	\$10,903	2015	4/2016	6/2017	Funds Expire
E-Mail		lam.trinh@vta.org	Total	\$19,797	E-76 Const (sub/app)			Last Updated
					Last Invoice (sub/app)			2/3/2015

Programmed Projects Quarterly Monitoring Report

Attachment C

List of Acronyms

ABAG -Association of Bay Area Governments	NOP -Notice of Preparation
ABC -Across Barrier Connections	NPDES- National Pollution Discharge Elimination System
AC -Asphalt Concrete	PCC -Portland Concrete Cement
ACE -Altamont Commuter Express	PDR -Planned Development Rezoning
ADA-Americans with Disabilities Act	PE -Preliminary Engineering
ARRA-American Recovery and Reinvestment Act	PTG- VTA Pedestrian Technical Guidelines
BART -Bay Area Rapid Transit	PUC-Public Utilities Commission
BEP-Bicycle Expenditure Program	PUD -Planned Urban Development
BRT- Bus Rapid Transit	R&D -Research & Development
BTG - VTA Bicycle Technical Guidelines	RFP-Request for Proposals
CDT - VTA Community Design & Transportation	ROW -Right-Of-Way
CEQA-California Environmental Quality Act	RTP/LRP-Long Range Undefined Funds
CIP-Capital Improvement Program	SCVWD -Santa Clara Valley Water District
CMAQ-Congestion Mitigation and Air Quality Improvement Program	SF -Square Foot
CMIA-Corridor Mobility Improvement Account	SHOPP-State Highway Operation and Protection Program
CMP -Congestion Management Program	SPA- Specific Plan Amendment
CTC-California Transportation Commission	STIP-State Transportation Improvement Program
CUP-Conditional Use Permit	STP-Surface Transportation Program
CWC -Citizen Watchdog Committee	SVRT -Silicon Valley Rapid Transit
DASH - San Jose Downtown Area Shuttle	SVRTC- Silicon Valley Rapid Transit Corridor
DEIR -Draft Environmental Impact Report	SWPPP -Storm Water Pollution Prevention Program
DU/AC -Dwelling Units Per Acre	TDM -Transportation Demand Management
E76-Formally called "Authorization to Proceed"	TE-Transportation Enhancements
EIR -Environmental Impact Report	TFCA – Transportation Fund for Clean Air
EIS-Environmental Impact Statement	TIA -Transportation Impact Analysis
ER -Environmental Review	TOD -Transit-Oriented Development
ETS-Electronic Toll System	UPRR- Union Pacific Railroad
FAR- Floor Area Ratio	VPPP-Value Pricing Pilot Program
FEIR -Final Environmental Impact Report	
GPA -General Plan Amendment	
HBRR- Highway Bridge Replacement and Rehabilitation	
HOV -High-Occupancy Vehicle	
HPP-High Priority Project	
HSR -High-Speed Rail	
IS -Initial Study	
ITS -Intelligent Transportation System	
LPR-Local Program Reserve	
LRT -Light Rail Transit	
LU/TD -Land Use/Transportation Diagram	
MND -Mitigated Negative Declaration	
MTC -Metropolitan Transportation Commission	
ND -Negative Declaration	
NEPA-National Environmental Policy Act	
NOI -Notice of Intent	



Date: February 26, 2015
 Current Meeting: March 12, 2015
 Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Technical Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Operating Officer, Michael A. Hursh

SUBJECT: Transit Operations Performance Report - FY2015 Second Quarter

FOR INFORMATION ONLY

BACKGROUND:

The FY 2015 Second Quarter Transit Operations Performance Report presents the second fiscal quarter's Year-To-Date (July 2014-December 2014) key performance information for VTA Operations. This report is routinely produced after each quarter and at the end of the fiscal year. A summary of the FY 2015 Second Quarter Transit Operations Performance Report follows.

Ridership (page 10 of the report)

Bus ridership through the first six months of FY 2015 totaled 16.07 million, a 0.8% decrease compared to the same period of the previous fiscal year. Average weekday ridership was 103,831, down 1.1% compared to FY 2014's second quarter.

Light rail ridership recorded 5.9 million boardings through the second quarter of FY 2015, an increase of 7.1% compared to the prior fiscal year. Average weekday ridership was 35,695, up 2.4% from the same period last year.

Overall, system ridership (bus and rail) was up 1.2%. Average weekday ridership decreased by 0.3%, from 139,883 last year to 139,526 this year.

Levi's Stadium Service

This is the second quarter of events and service to Levi's Stadium. VTA provided service for 15 events, including ten San Francisco '49ers football games. On an average, 17,177 riders rode the system for the events.

Key Performance Indicators (page 9 of the report)

Service reliability performance for the system (both bus and light rail) in the second quarter of FY 2015 was 99.62% about the same as the second quarter of last year. Bus on-time performance was 84.5%, down from last year's 84.9%. Light rail on-time performance was 76.7%, down from last year's 85.0%. Pocket track construction contributed to the decline in on time performance. As the project is completed on time performance is expected to improve.

Bus recorded 8,927 miles between major mechanical schedule losses, down 13.6 % compared to the same period in FY 2014, but exceeding the goal of 8,000 miles between major mechanical schedule losses. Light rail recorded 19,884 miles between major mechanical schedule losses, down 44.5% compared to FY 2014's second quarter.

Absenteeism goals were met in all categories.

Paratransit (page 24 of the report)

Through the first six months of FY 2015, ADA paratransit ridership decreased from 365,906 in FY 2014 to 362,976 this year.

The net operating cost during the first six months of FY 2015 was \$8.63 million, up 4.6% compared to the same period last fiscal year. This increase is primarily due to the vendor contractual rate increase that took effect July 1, 2014, staffing expense increases, hardware and software training, and one-time relocation expenses related to the broker's move to a new building. The net operating cost per paratransit passenger trip through the second quarter of FY 2015 was \$23.78, 5.4% more than the \$22.56 net cost per trip recorded in FY 2014. Through the first six months of FY 2015, the net cost per trip is 11.1% less than established goal of \$26.75.

OUTREACH is meeting all contractually established performance measures.

Inter-Agency Partners and Contracted Services (page 10 of the report)

All of VTA's Inter-agency partners and contracted services, except Dumbarton Express and Monterey-San Jose Express, showed increased ridership results for FYTD2015 through December 2014 as follows:

- Dumbarton Express ridership was 159,365, down 0.9%.
- Highway 17 Express ridership was 188,142, up 4.0%.
- Monterey-San Jose Express ridership was 15,381, down 5.0%.
- ACE ridership was 595,988, up 14.1%.
- Caltrain ridership was 9.34 million, up 10.8%.
- ACE shuttle ridership was 207,257, up 14.4%.

Prepared By: Lalitha Konanur
Memo No. 4762

Transit Operations Performance Report

2015 Second Quarter Report
(July 1, 2014-December 31, 2014)

Transit Operations Performance Report

Second Quarter FY 2015 Report
(July 1, 2014 – December 31, 2014)

**Santa Clara Valley Transportation Authority
FY 2015 Second Quarter Transit Operations Performance Report**

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Glossary

Executive Summary

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

SUMMARY OF PERFORMANCE

FY 2015 Second Quarter Transit Operations Performance Report

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**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
EVENT HIGHLIGHTS
FY 2015 Second Quarter Transit Operations Performance Report
(July 1, 2014 to December 31, 2014)**

This section shows events that can affect normal service operations and system ridership. Ridership historically follows unemployment trends in the Valley, for example. Weather, public events, strikes, traffic, construction, new service, area gasoline prices, and other changes to our operating environment also affect system ridership and service conditions.

July 4, 2014 – Due to the fireworks event in downtown San Jose, VTA light rail service was extended to 11:30 p.m.

July 7, 2014 – VTA quarterly service changes are implemented. One major change adds Saturday service every 15 minutes from 9:00 a.m. to 6:00 p.m. for Line 323.

July 25, 2014 – Spare the Air Day.

July 30, 2014 – PG&E Flip the Switch Day declared due to high temperatures.

July 2014 – Service changes and reroutes were in effect due to the Morgan Hill Cruise'n Show and Parade, The Rotary Centennial Fireworks Show in San Jose, Sunnyvale Music in the Market, the Thursday Night Live Summer Concert Series in Mountain View, and construction projects in Morgan Hill and San Jose.

July 2014 – Santa Clara County unemployment rate was 5.9%.

July 2014 – There was no measurable rainfall in July.

July 2014 – Unleaded fuel averaged \$4.06 a gallon.

August 1, 2014 – Spare the Air Day.

August 2, 2014 – First event at Levi's Stadium – Major League Soccer – San Jose Earthquakes vs. Seattle Sounders.

August 6, 2014 – Warren Avenue in Southern Fremont reopens to traffic.

August 13, 2014 – Cisco Systems announces layoffs of 6,000 workers, 900 in San Jose.

August 17, 2014 – First (pre-season) San Francisco '49ers football game at Levi's Stadium.

August 24, 2014 – A 6.1 magnitude earthquake hits Napa. Caltrain service is delayed connecting to VTA for Levi's Stadium football game due to track inspections. Local VTA service is not affected.

August 2014 – Service changes and reroutes were in effect due to the Thursday Night Live Summer Concert Series in Mountain View, Jazz Summer Fest in San Jose, and construction projects in Mountain View and San Jose.

August 2014 – Santa Clara County unemployment rate was 5.5%.

August 2014 – There was no measurable rainfall in August.

August 2014 – Unleaded fuel averaged \$3.93 a gallon.

September 11-12, 2014 – Spare the Air Days.

September 14, 2014 – ‘49ers Opening Day at Levi’s Stadium. 9,400 attendees ride VTA to the game.

September 30, 2014 – Stevens Creek Boulevard/I-880 interchange opens.

September 2014 – Service changes and reroutes were in effect due to the South First Friday Street Market in San Jose; the Mountain View Art & Wine Festival; the Morgan Hill Auto Show; the Willow Glen Founders’ Day Parade; the National Drive Electric Week Parade in Cupertino; construction on the Santa Clara Alum Rock Bus Rapid Transit project on Alum Rock Avenue; and construction projects in Gilroy, San Jose, and Palo Alto.

September 2014 – Santa Clara County unemployment rate was 5.2%.

September 2014 – Rainfall was 200% of normal.

September 2014 – Unleaded fuel averaged \$3.79 a gallon.

October 3, 2014 – Spare the Air Day.

October 5, 2014 – Regular game at Levi’s Stadium, ‘49ers vs. Philadelphia Eagles

October 10, 2014 – Cisco Systems layoffs affect 903 workers in San Jose.

October 17, 2014 – Advanced Micro Devices (AMD) announces layoffs of 7% of its workforce (approximately 710 workers).

October 24, 2014 – College football game at Levi’s Stadium, Cal Bears vs. Oregon Ducks.

October 2014 – Service changes and reroutes were in effect due to a memorial event for former San Jose Police Chief McNamara; the annual Rock & Roll Half Marathon in San Jose; parades in Gilroy, Santa Clara, and Cupertino; and various construction projects in San Jose.

October 2014 – Santa Clara County unemployment rate was 5.1%.

October 2014 – Rainfall was 78% of normal.

October 2014 – Unleaded fuel averaged \$3.53 per gallon.

November 2, 2014 – Regular game at Levi’s Stadium, ‘49ers vs. St. Louis Rams.

November 7, 2014 – Work began on double-tracking light rail between Mountain View and Whisman stations.

November 23, 2014 – Regular game at Levi’s Stadium, ‘49ers vs. Washington Redskins.

November 9 and 25-27, 2014 – Winter Spare the Air Days.

November 27, 2014 – Regular game at Levi’s Stadium, ‘49ers vs. Seattle Seahawks.

November 28, 2014 – VTA’s Historic Holly Trolley Historic holiday service begins.

November 2014 – Service changes and reroutes were in effect due to the Morgan Hill Marathon; the annual Turkey Trot in San Jose; events at Levi’s Stadium; and construction projects in San Jose, Sunnyvale, and Palo Alto. A major gas leak in San Jose also caused disruption of service at the Downtown Customer Service Center and reroutes in downtown San Jose for several days.

November 2014 – Santa Clara County unemployment rate was 5.1%.

November 2014 – Rainfall was 93% of normal.

November 2014 – Unleaded fuel averaged \$3.17 per gallon.

December 5, 2014 – PAC 12 Championship football game at Levi’s Stadium.

December 11, 2014 – Major storm hits Bay Area. VTA Lines 22, 55, 63, 522, 58, and light rail in the downtown San Jose area were affected due to flooding.

December 20, 2014 – Regular game at Levi’s Stadium, ‘49ers vs. San Diego Chargers.

December 28, 2014 – Regular game at Levi’s Stadium, ‘49ers vs. Arizona Cardinals.

December 28-29, 2014 – Winter Spare the Air Days.

December 29, 2014 – Qualcomm announces layoffs affecting more than 100 San Jose and Santa Clara workers.

December 30, 2014 – Foster Farms Bowl college football game at Levi’s Stadium.

December 2014 – Service changes and reroutes were in effect due to the Children’s Holiday Christmas Parade in Los Gatos; Christmas tree lighting event in Sunnyvale; Holiday Parade in

Gilroy; Hussain Day Procession in San Jose; Levi's Stadium events; and construction projects in San Jose and Sunnyvale.

December 2014 – Santa Clara County unemployment rate was 4.5%.

December 2014 – Rainfall was 297% of normal.

December 2014 – Unleaded fuel averaged \$2.86 per gallon.

Key Performance Indicators

KEY PERFORMANCE INDICATORS

Second Quarter FY 2015 Transit Operations Performance Report

	FY 2012 Annual	FY 2013 Annual	FY 2014 Annual	FYTD 2015 2nd Quarter	Met Goal?	FY 2015 Goals
SYSTEM (Bus & Light Rail)						
Total Boarding Riders (in millions)	42.43	43.15	43.43	21.97	No	>= 22.80
Average Weekday Boarding Riders	137,299	140,402	140,965	139,526	No	>= 142,800
Boardings per Revenue Hour	31.9	31.9	29.6	30.9	No	>= 31.7
Percent of Scheduled Service Operated	99.72%	99.73%	99.67%	99.62%	YES	>= 99.55%
Miles Between Major Mechanical Schedule Loss ¹	11,065	13,110	10,839	9,499	YES	>= 9,000
Miles Between Chargeable Accidents	94,649	88,300	80,812	84,933	No	>= 112,300
Passenger Concerns per 100,000 Boardings	12.5	13.7	16.2	16.6	No	<= 10.6
BUS OPERATIONS						
Total Boarding Riders (in millions)	32.05	32.40	32.48	16.07	No	>= 17.00
Average Weekday Boarding Riders	104,583	106,161	105,969	103,831	No	>= 107,500
Boardings per Revenue Hour	26.9	26.7	26.0	25.1	No	>= 26.3
Percent of Scheduled Service Operated	99.69%	99.70%	99.64%	99.62%	YES	>= 99.50%
Miles Between Major Mechanical Schedule Loss ¹	10,202	12,080	9,964	8,927	YES	>= 8,000
Miles Between Chargeable Accidents	85,926	80,608	73,702	76,290	No	>= 100,000
On-time Performance	88.4%	87.4%	85.9%	84.5%	No	>= 92.5%
Operator Personal Time-off	8.8%	8.5%	8.1%	7.1%	YES	<= 10.0%
Maintenance Personal Time-off	8.2%	7.4%	8.2%	5.6%	YES	<= 8.0%
Passenger Concerns per 100,000 Boardings	15.5	17.1	20.2	21.1	No	<= 11.8
LIGHT RAIL OPERATIONS						
Total Boarding Riders (in millions)	10.37	10.74	10.95	5.90	YES	>= 5.80
Average Weekday Boarding Riders	32,716	34,241	34,996	35,695	YES	>= 35,300
Boardings per Revenue Hour	75.4	78.3	78.8	77.5	No	>= 79.3
Percent of Scheduled Service Operated	99.97%	99.98%	99.97%	99.96%	YES	>= 99.90%
Miles Between Major Mechanical Schedule Loss ¹	32,489	40,723	37,381	19,884	No	>= 40,000
Miles Between Chargeable Accidents ²	441,847	366,503	367,582	1,113,502	YES	>= 1,113,502
On-time Performance	89.4%	88.5%	84.5%	76.7%	No	>= 95.0%
Operator Personal Time-off	6.6%	5.9%	7.2%	7.6%	YES	<= 10.0%
Maintenance Personal Time-off	7.1%	7.3%	8.1%	4.8%	YES	<= 8.0%
Way, Power, & Signal Personal Time-off	6.3%	6.3%	4.0%	7.1%	YES	<= 8.0%
Passenger Concerns per 100,000 Boardings	3.3	3.3	4.3	4.5	No	<= 2.8
Fare Evasion Rate	7.8%	3.9%	3.1%	2.9%	YES	<= 5.0%
PARATRANSIT						
Passengers per Revenue Hour ³	2.60	2.50	2.60	2.60	YES	>= 2.30
Net Cost per Passenger	\$22.73	\$22.69	\$24.37	\$23.78	YES	<= \$27.00
On-time Performance ³				96.7%	YES	>= 92.0%
Complaints per 1,000 passenger Trips ³				0.50	YES	<= 1.0
Schedule Calls Response Time (minutes) ³				1.66	YES	<= 2.0
Days of Service Calls Response Time (minutes) ³				1.34	YES	<= 2.0
ADA Eligibility Certification within 21 Days ³				100.0%	YES	>= 100.0%
Preventative Maintenance Inspections On-time ³				100.0%	YES	>= 95.0%
Major Accidents and Incidents per 85,000 Passenger Trips ³				0	YES	<= 1.0
Non-Major Accidents and Incidents per 85,000 Passenger Trips ³				0.23	YES	<= 2.0

Note: Ridership goals were developed using budget projections.

¹ Mechanical failure that prevents the vehicle from completing a scheduled service due to limited vehicle movement or safety concerns.

² Goal is no more than one chargeable accident in a year.

³ New ADA Paratransit Performance Indicators for Paratransit effective FY 2014

Ridership Summary

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY RIDERSHIP SUMMARY

(Directly Operated, Inter-Agency Partners, and Contracted Services)

Second Quarter FY 2015 Transit Operations Performance Report

	FYTD 2015 (2nd Quarter)	FYTD 2014 (2nd Quarter)	% Change
Directly Operated Services			
Bus	16,066,914	16,189,663	-0.8%
Average Weekday Riders	103,831	105,025	-1.1%
Light Rail	5,902,306	5,509,369	7.1%
Average Weekday Riders	35,695	34,858	2.4%
Total Directly Operated Services	21,969,220	21,699,032	1.2%
Average Weekday Riders	139,526	139,883	-0.3%
Inter-Agency Partners			
Dumbarton Express	159,365	160,887	-0.9%
Average Weekday Riders	1,245	1,257	-1.0%
Highway 17 Express	188,142	180,959	4.0%
Average Weekday Riders	1,172	1,132	3.5%
Monterey-San Jose Express	15,381	16,187	-5.0%
Average Weekday Riders	82	87	-5.7%
Altamont Commuter Express (ACE)	595,988	522,263	14.1%
Average Weekday Riders	4,719	4,145	13.8%
Caltrain	9,340,901	8,427,499	10.8%
Average Weekday Riders	58,507	52,590	11.3%
Caltrain Shuttles (in Santa Clara County)	800,395	610,779	31.0%
Average Weekday Riders	6,110	4,698	30.1%
Contracted Services			
Paratransit	362,974	365,906	-0.8%
Average Weekday Riders	2,558	2,580	-0.9%
ACE Shuttles	207,257	181,175	14.4%
Average Weekday Riders	2,558	2,580	-0.9%
Total Contracted / Inter-Agency	5,739,116	5,079,448	13.0%
Combined Total Ridership (in Santa Clara County) ¹	27,708,336	26,778,480	3.5%

¹ These figures are based on estimated ridership in the VTA service area for Caltrain, ACE, Highway 17 Express, Dumbarton Express, and Monterey-San Jose Express. Paratransit, Light Rail Shuttles, ACE Shuttles, and Caltrain Santa Clara County Shuttles are operated wholly within the service area, therefore, 100% of the ridership is included.

Route Performance

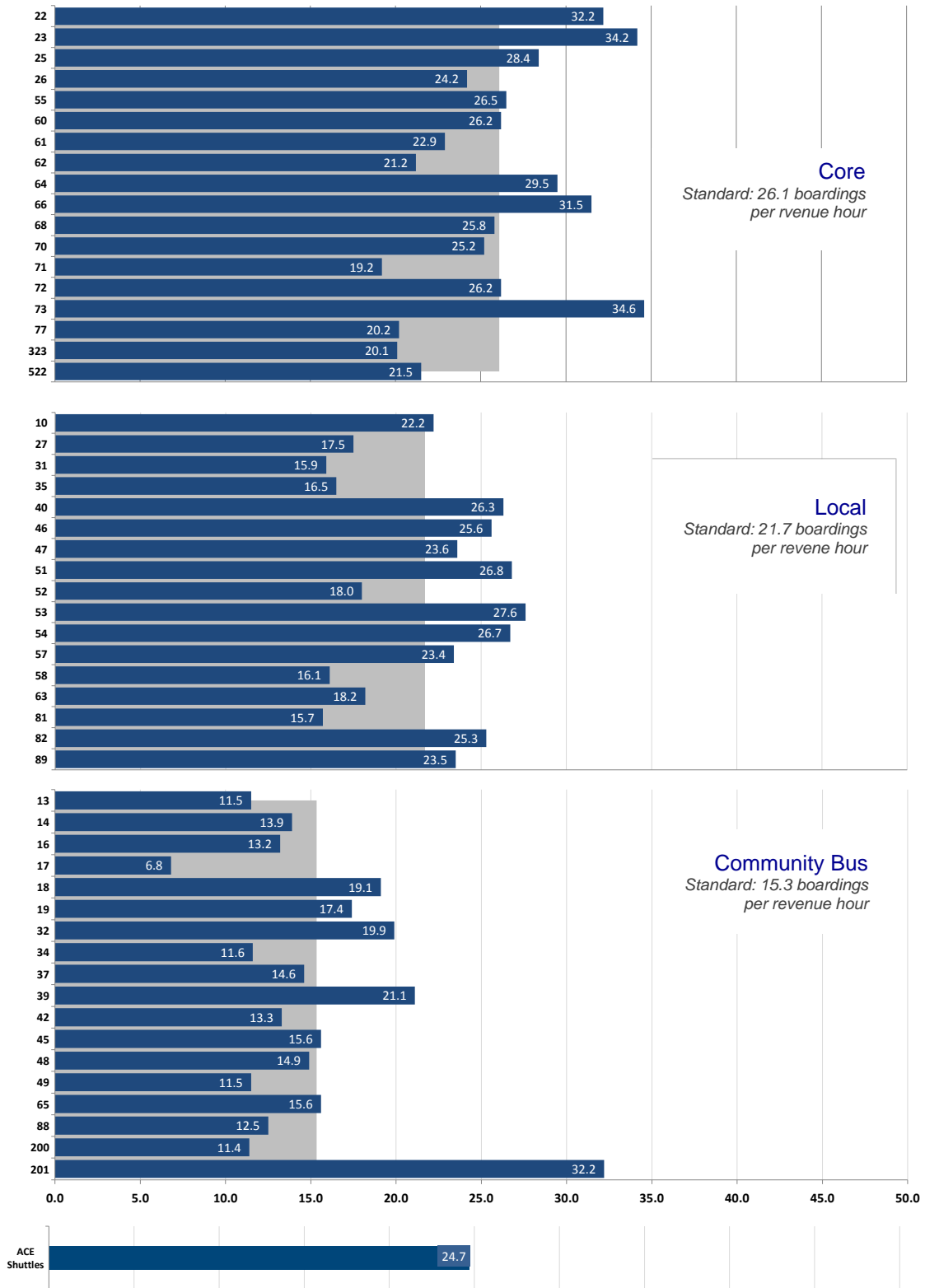
Route Listing

Route	Destination	Route	Destination
10	Santa Clara Transit Ctr.-San Jose International Airport-Metro Airport LRT Station	70	Capitol LRT Station-Great Mall/Main Transit Ctr.
12	San Jose Civic Ctr.-Eastridge Transit Ctr. via San Jose Flea Market	71	Eastridge Transit Ctr.-Great Mall/Main Transit Ctr. via White Rd.
13*	Almaden Expwy. & McKee-Ohlone/Chynoweth LRT Station	72	Senter & Monterey-Downtown San Jose
14*	Gilroy Transit Ctr. to St. Louise Hospital	73	Snell/Capitol-Downtown San Jose
16*	Morgan Hill Civic Ctr. to Burnett Ave.	77	Eastridge Tran Ctr.-Great Mall/Main Transit Ctr. via King Rd.
17*	Gilroy Transit Ctr. to Monterey & Las Animas	81	Weekday-Vallco-San Jose State University ; Sat-Vallco-Santa Clara Tran.Ctr
18*	Gilroy Transit Ctr. to Gavilan College	82	Westgate-Downtown San Jose
19*	Gilroy Transit Ctr. to Wren & Mantelli	88*	Palo Alto Veteran's Hospital-Middlefield & Colorado
22	Palo Alto Transit Ctr.-Eastridge Transit Ctr. via El Camino	89	California Ave. Caltrain Station-Palo Alto Veteran's Hospital
23	DeAnza College-Alum Rock Transit Ctr. via Stevens Creek	101	Camden & Hwy 85-Palo Alto
25	DeAnza College-Alum Rock Transit Ctr. via Valley Medical Ctr.	102	South San Jose-Palo Alto
26	Sunnyvale/Lockheed Martin Transit Ctr.-Eastridge Transit Ctr.	103	Eastridge Transit Ctr.-Palo Alto
27	Good Samaritan Hospital-Kaiser San Jose	104	Penitencia Creek Transit Ctr.-Palo Alto
31	Evergreen Valley College-Eastridge Transit Ctr.	120	Fremont BART-Lockheed Martin/Moffett Park-Shoreline
32*	San Antonio Shopping Ctr.-Santa Clara Transit Ctr.	121	Gilroy Transit Ctr.-Lockheed Martin/Moffett Park
34*	San Antonio Shopping Ctr.-Downtown Mountain View	122	South San Jose-Lockheed Martin/Moffett Park
35	Downtown Mountain View-Stanford Shopping Ctr.	140	Fremont BART-Mission College & Montague Expwy.
37*	West Valley College-Capitol LRT Station	168	Gilroy Transit Ctr.-San Jose Diridon Transit Ctr.
39*	The Villages-Eastridge Transit Ctr.	180	Great Mall/Main Transit Ctr./Aborn & White-Fremont BART
40	Weekday & Sat-Foothill College-La Avenida & Shoreline Sun-San Antonio & Lyell-La Avenida & Shoreline	181	San Jose Diridon Transit Ctr.-Fremont BART via Great Mall/Main Transit Ctr. late evenings & weekends
42*	Weekday-Kaiser San Jose-Evergreen Valley College Sat-Santa Teresa LRT-Monterey & Senter	182	Palo Alto-IBM/Bailey Ave.
45*	Alum Rock Transit Ctr.-Penitencia Creek Transit Ctr.	201	DASH San Jose Diridon Station-Downtown San Jose LRT Stations
46	Great Mall/Main Transit Ctr.-Milpitas High School	251	Fremont BART-Levi's Stadium (Gamedays Only)
47	Great Mall/Main Transit Ctr.-McCarthy Ranch	252	Vallco-Levi's Stadium (Gamedays Only)
48*	Los Gatos Civic Ctr.-Winchester Transit Ctr. via Winchester Blvd.	253	Gilroy/Morgan Hill-Levi's Stadium (Gamedays Only)
49*	Los Gatos Civic Ctr.-Winchester Transit Ctr. via Los Gatos Blvd.	254	Eastridge Transit Ctr.-Levi's Stadium (Gamedays Only)
51	De Anza College-Moffett Field/Ames Ctr.	255	Almaden-Levi's Stadium (Gamedays Only)
52	Foothill College-Downtown Mountain View	256	Ohlone-Chynoweth-Levi's Stadium (Gamedays Only)
53	West Valley College-Sunnyvale Transit Ctr.	304	South San Jose-Sunnyvale Transit Ctr. via Arques
54	De Anza College-Sunnyvale/Lockheed Martin Transit Ctr.	321	Great Mall/Main Transit Ctr.-Lockheed Martin/Moffett Park
55	De Anza College-Great America	323	De Anza College-Downtown San Jose
57	West Valley College-Great America via Quito Rd.	328	Almaden Expwy. & Via Valiente-Lockheed Martin/Moffett Park
58	West Valley College-Alviso via Fruitvale	330	Almaden Expwy. & Via Valiente-Tasman Drive
60	Winchester Transit Ctr.-Great America	522	Palo Alto Transit Ctr.-Eastridge Transit Ctr.
61	Good Samaritan Hospital-Sierra & Piedmont via Bascom	LRT	Line 902 - Mountain View-Winchester
62	Good Samaritan Hospital-Sierra & Piedmont via Union		Line 901 - Alum Rock-Santa Teresa
63	Almaden Expy & Camden-San Jose State University		Line 900 - Ohlone/Chynoweth-Almaden
64	Almaden LRT Station-McKee & White via Downtown San Jose	970	Highway 17 Express - Santa Cruz & Scotts Valley-San Jose Diridon Transit Ctr.
65*	Kooser & Meridian-13th & Hedding	971	Dumbarton Express - Union City BART-Palo Alto
66	Kaiser San Jose-Milpitas/Dixon Rd. via Downtown San Jose	972	Monterey-San Jose Express (MST55)
68	Gilroy Transit Ctr.-San Jose Diridon Transit Ctr.		

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

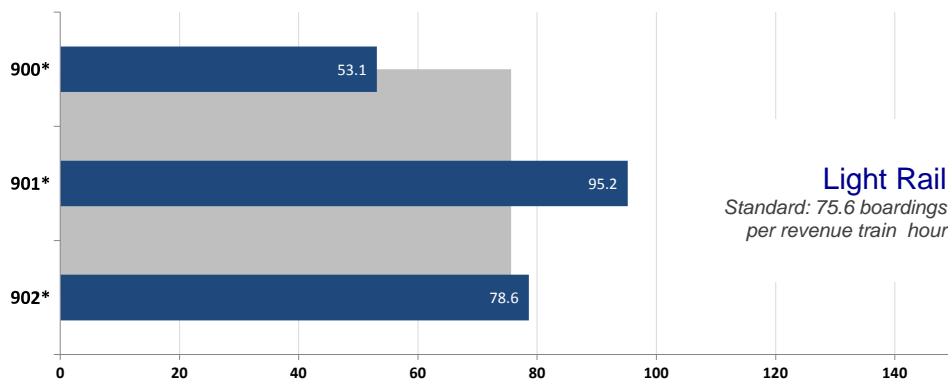
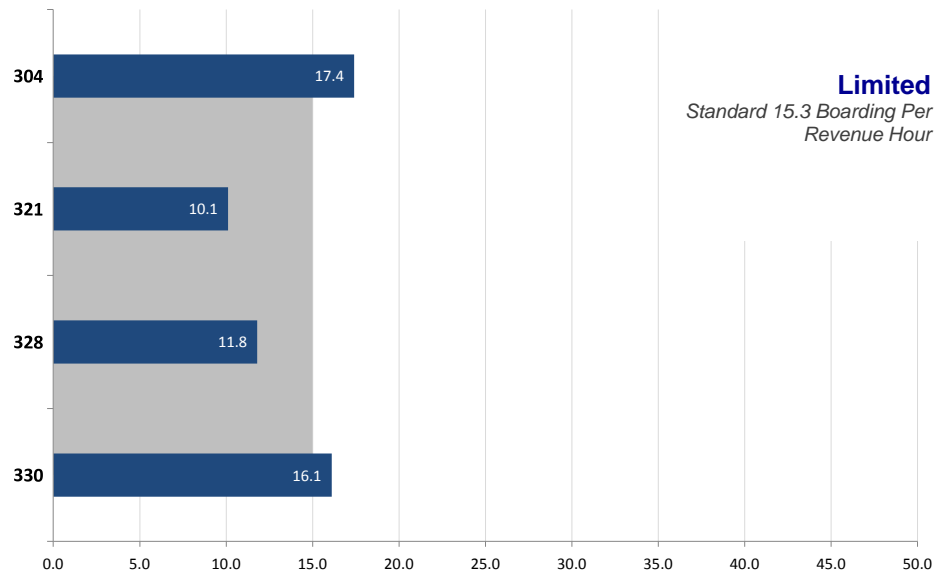
Weekday Boardings per revenue hour

Second Quarter FY 2015 Transit Operations Performance Report



Note: ACE shuttles are not considered in the calculation of the Community Bus standard, which is VTA-based only.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Weekday Boardings per revenue hour
Second Quarter FY 2015 Transit Operations Performance Report

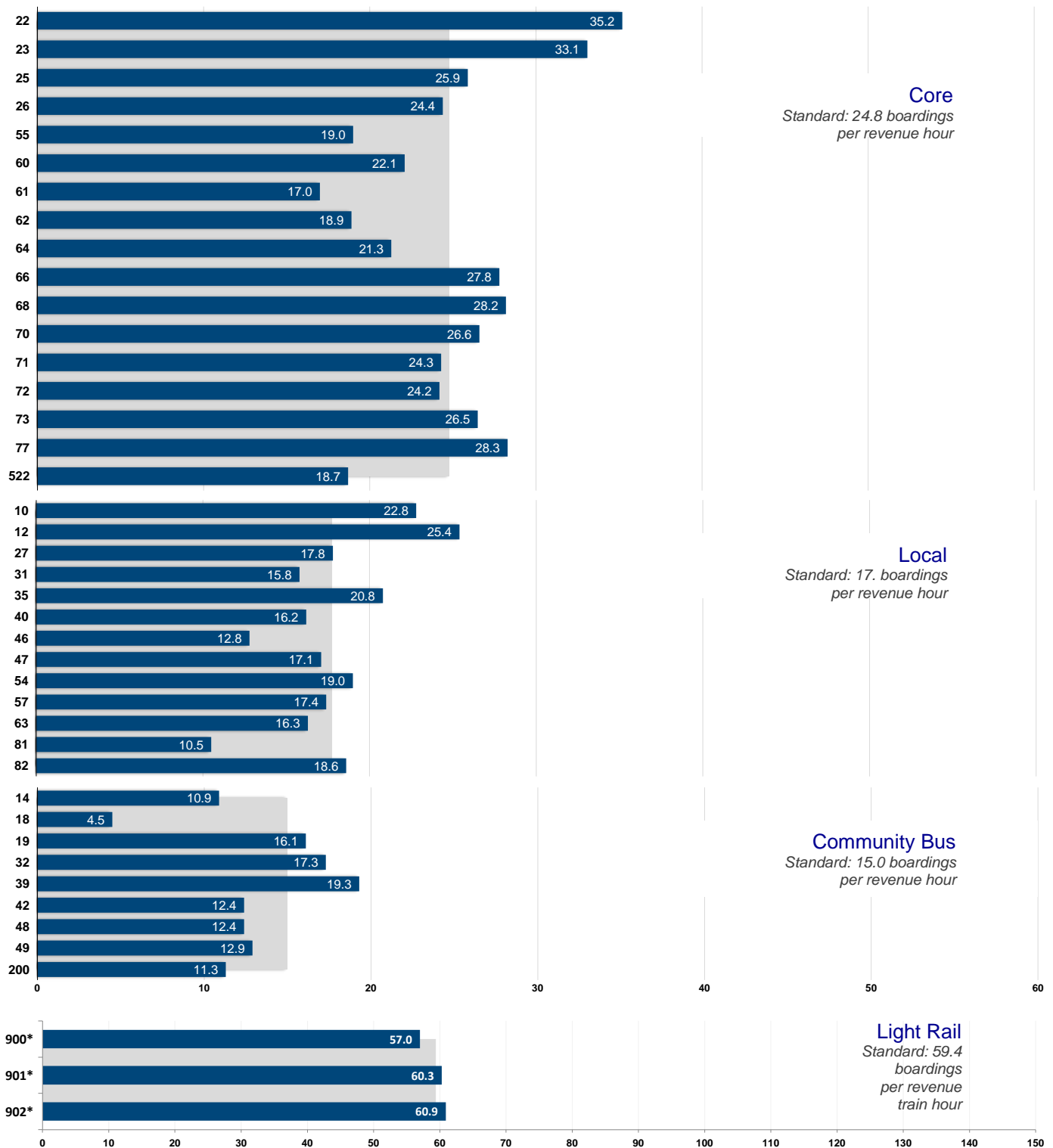


* Line 900 is the Ohlone/Chynoweth – Almaden line
Line 901 is the Alum Rock - Santa Teresa Line
Line 902 is the Mountain View - Winchester Line.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Saturday Boardings per revenue hour

Second Quarter FY 2015 Transit Operations Performance Report

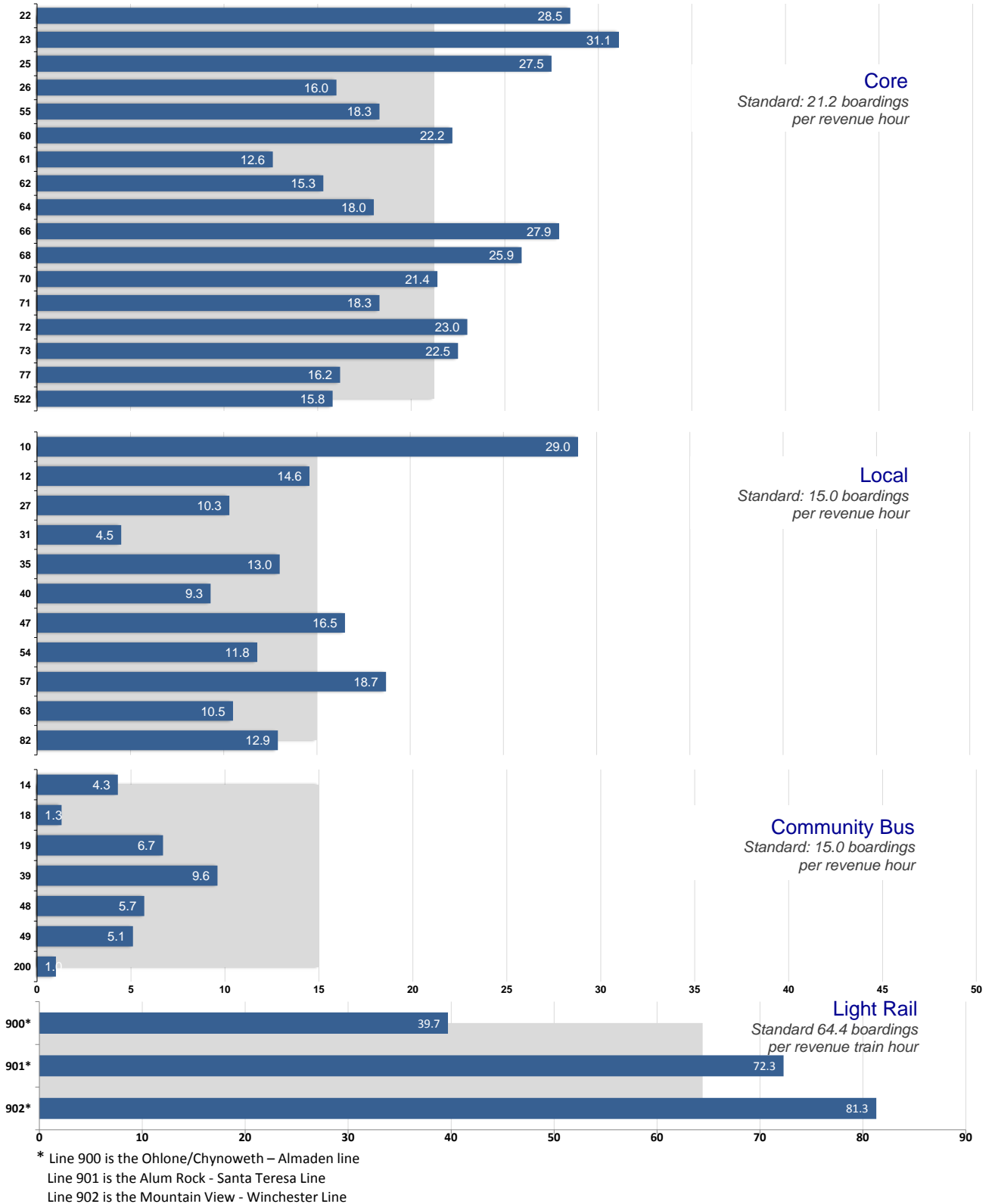


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SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Sunday Boardings per revenue hour

Second Quarter FY 2015 Transit Operations Performance Report

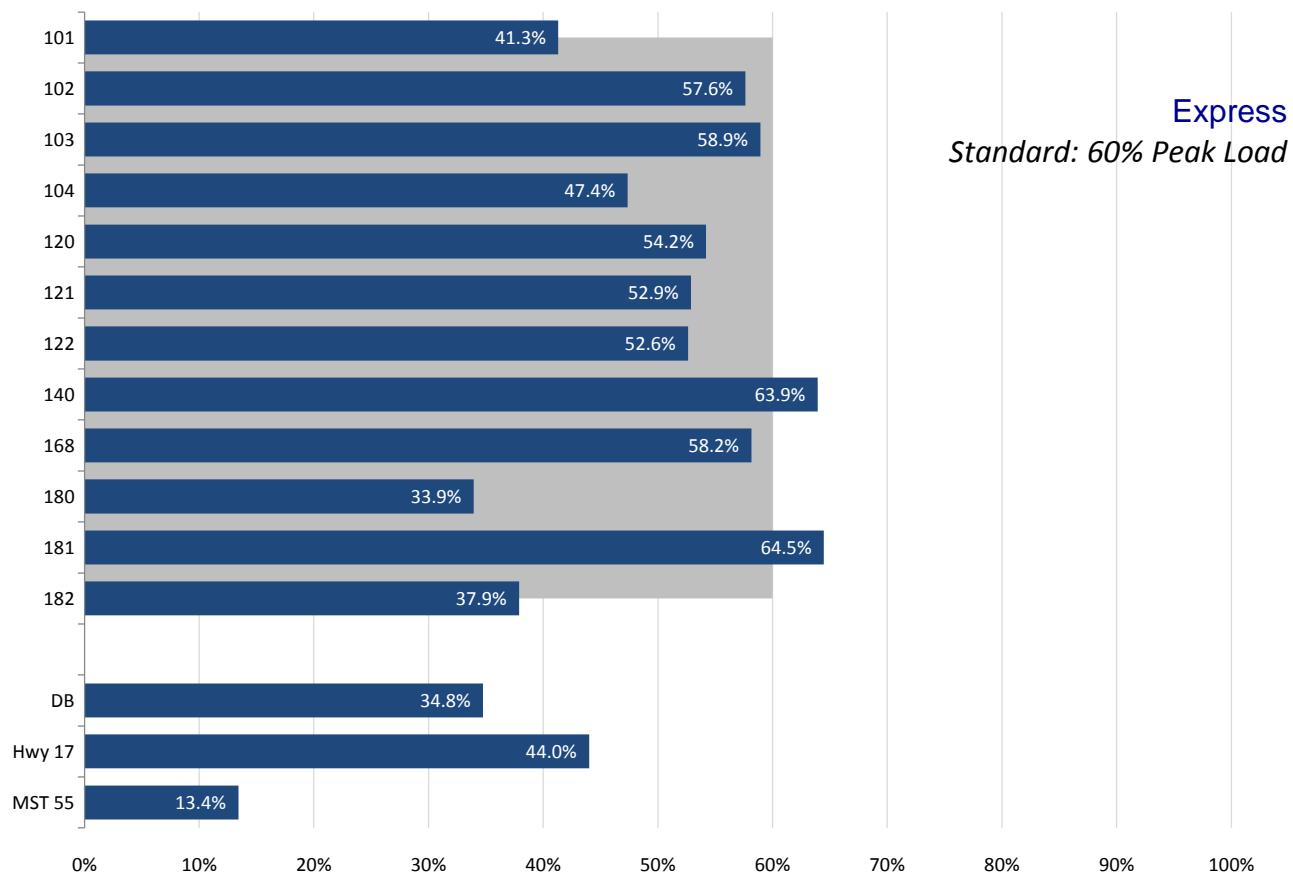


SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

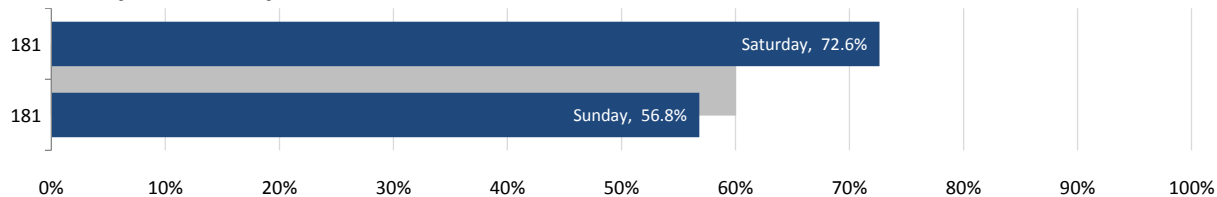
Second Quarter FY 2015 Transit Operations Performance Report

Express Routes Average Peak Load

Weekday



Saturday / Sunday



Note: HWY 17, MST and DB are not considered in the calculation of the standard which is VTA- based only.



Boardings per Revenue Hour by Time Period FY 2015 Second Quarter Transit Operations Performance Report

Core Routes

WEEKDAY

ROUTE	PEAK	MIDDAY	OFF PEAK	TOTAL
22	25.5	47.4	27.7	32.2
23	28.6	42.5	31.8	34.2
25	25.4	32.8	24.2	28.4
26	19.9	34.0	20.1	24.2
55	22.8	36.0	23.0	26.5
60	20.9	38.2	20.8	26.2
61	18.8	36.0	10.5	22.9
62	18.6	26.8	12.1	21.2
64	25.8	37.4	16.9	29.5
66	25.1	44.9	26.0	31.5
68	20.7	36.6	22.7	25.8
70	21.5	31.4	22.0	25.2
71	16.1	25.3	20.3	19.2
72	23.4	30.0	26.0	26.2
73	28.7	43.2	28.6	34.6
77	19.4	22.2	14.6	20.2
323	18.5	21.8		20.1
522	18.9	25.7	21.8	21.5
Standard	22.1	34.0	21.7	26.1

Weekday Service Periods

Peak 5:00 AM to 9:00 AM &
3:00 PM to 7:00 PM
Midday 9:00 AM to 3:00 PM
Off Peak 7:00 PM to 5:00 AM

Legend:

Below standard

No Service



Boardings per Revenue Hour by Time Period FY 2015 Second Quarter Transit Operations Performance Report

Core Routes

SATURDAY

ROUTE	AM	BASE	NIGHT	TOTAL
22	33.5	37.6	31.5	35.2
23	29.4	35.9	27.5	33.1
25	23.3	26.7	23.7	25.9
26	25.4	24.1	24.8	24.4
55	20.2	18.8	19.0	19.0
60	26.5	21.7	21.1	22.1
61	12.7	20.7	8.1	17.0
62	19.3	19.6	13.7	18.9
64	17.9	23.8	15.1	21.3
66	21.4	33.2	19.6	27.8
68	23.1	32.9	21.3	28.2
70	25.4	27.2	25.0	26.6
71	44.2	23.3	19.9	24.3
72	21.3	25.5	20.4	24.2
73	22.5	27.0	29.4	26.5
77	22.1	29.2	28.0	28.3
522	13.8	20.0	16.3	18.7
Standard	23.6	26.3	21.4	24.8

Saturday Service Periods

AM 5:00 AM to 9:00 AM

Base 9:00 AM to 6:00 PM

Night 6:00 PM to 5:00 AM

SUNDAY

ROUTE	AM	BASE	NIGHT	TOTAL
22	24.2	28.4	33.4	28.5
23	27.8	32.9	26.8	31.1
25	21.9	31.6	16.7	27.5
26	13.8	15.9	20.4	16.0
55	16.6	18.6	17.2	18.3
60	21.6	24.3	12.5	22.2
61	9.5	14.8	6.1	12.6
62	14.9	16.2	10.1	15.3
64	15.3	19.5	12.4	18.0
66	22.4	32.2	18.7	27.9
68	18.1	30.8	21.6	25.9
70	19.3	22.3	18.7	21.4
71	12.3	19.9	16.5	18.3
72	23.4	23.7	19.2	23.0
73	18.0	24.1	16.6	22.5
77	14.5	16.7	12.5	16.2
522	3.6	16.4		15.8
Standard	17.5	22.8	17.5	21.2

Sunday Service Periods

AM 5:00 AM to 9:00 AM

Base 9:00 AM to 6:00 PM

Night 6:00 PM to 5:00 AM

Legend:

Below standard

No Service



Boardings per Revenue Hour by Time Period

FY 2015 Second Quarter Transit Operations Performance Report

Local Routes

WEEKDAY

ROUTE	PEAK	MIDDAY	OFF PEAK	TOTAL
10	21.6	23.5	21.0	22.2
27	14.4	23.3	14.3	17.5
31	14.3	19.5	10.5	15.9
35	14.8	20.2	11.6	16.5
40	24.3	29.7	20.7	26.3
46	23.6	29.9		25.6
47	18.5	32.5	18.2	23.6
51	25.3	29.1		26.8
52	17.4	19.6	7.3	18.0
53	22.7	34.8		27.6
54	28.1	25.2	27.2	26.7
57	17.4	33.0	17.6	23.4
58	17.0	11.5	20.0	16.1
63	15.4	23.3	16.6	18.2
81	15.2	16.9	9.5	15.7
82	21.7	31.8	16.3	25.3
89	21.8	40.4		23.5
Standard	19.6	26.1	16.2	21.7

Weekday Service Periods

Peak	5:00 AM to 9:00 AM & 3:00 PM to 7:00 PM
Midday	9:00 AM to 3:00 PM
Off Peak	7:00 PM to 5:00 AM

Legend:

Below standard
No Service



Boardings per Revenue Hour by Time Period FY 2015 Second Quarter Transit Operations Performance Report

Local Routes

SATURDAY

ROUTE	AM	BASE	NIGHT	TOTAL
10	18.2	27.9	16.6	22.8
12		25.4		25.4
27	18.5	18.5	10.5	17.8
31	12.9	16.5	13.9	15.8
35	24.1	21.7	12.8	20.8
40	17.3	16.1		16.2
46		12.8		12.8
47	19.8	16.6	20.9	17.1
54	16.1	19.2	20.5	19.0
57	18.4	17.3	17.5	17.4
63	14.7	17.0	7.8	16.3
81		10.5		10.5
82	16.4	19.9	11.1	18.6
Standard	17.6	18.4	15.0	17.7

Saturday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

SUNDAY

ROUTE	AM	BASE	NIGHT	TOTAL
10	16.4	36.2	24.4	29.0
12		14.6		14.6
27		10.3		10.3
31		4.5		4.5
35	12.2	13.5	6.4	13.0
40		9.3		9.3
47	31.6	16.1	16.2	16.5
54	6.8	12.5	2.2	11.8
57	13.6	20.9	4.5	18.7
63		10.5		10.5
82		12.9		12.9
Standard	16.1	15.0	15.0	15.0

Sunday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

Legend:

Below standard
No Service



Boardings per Revenue Hour by Time Period

FY 2015 Second Quarter Transit Operations Performance Report

Community Bus

WEEKDAY

ROUTE	PEAK	MIDDAY	OFF PEAK	TOTAL
13	11.2	11.9		11.5
14	11.9	15.2		13.9
16	14.4	8.0		13.2
17	6.5	7.0		6.8
18	16.5	22.1		19.1
19	15.8	19.9	8.7	17.4
32	17.6	25.8	16.0	19.9
34		11.6		11.6
37	14.3	16.1	2.1	14.6
39	17.8	28.1	14.3	21.1
42	10.8	16.6		13.3
45	17.4	13.6		15.6
48	13.3	18.7	8.1	14.9
49	10.2	14.3	7.7	11.5
65	13.1	18.9		15.6
88	12.0	13.1		12.5
200			11.4	11.4
201	35.9	28.6	25.4	32.2
Standard	15.0	17.0	15.0	15.3

Weekday Service Periods

Peak	5:00 AM to 9:00 AM & 3:00 PM to 7:00 PM
Midday	9:00 AM to 3:00 PM
Off Peak	7:00 PM to 5:00 AM



Boardings per Revenue Hour by Time Period

FY 2015 Second Quarter Transit Operations Performance Report

Community Bus

SATURDAY

ROUTE	AM	BASE	NIGHT	TOTAL
14		10.0		10.0
18		6.0		6.0
19	7.1	17.3		15.8
32	4.2	18.4		16.9
39	16.7	20.8		19.6
42	4.1	13.1		12.6
48	10.3	12.5		10.3
49	27.4	13.2	7.5	13.9
200			6.8	6.8
Standard	15.0	15.0	15.0	15.0

Saturday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

SUNDAY

ROUTE	AM	BASE	NIGHT	TOTAL
14		4.3		4.3
18		1.3		1.3
19	5.5	6.9		6.7
39		9.6		9.6
48		5.7		5.7
49		5.1		5.1
200			1.0	1.0
Standard	15.0	15.0	15.0	15.0

Sunday Service Periods

Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

Legend:

Below standard

No Service



Boardings per Revenue Hour by Time Period FY 2015 Second Quarter Transit Operations Performance Report

Light Rail

WEEKDAY

ROUTE	PEAK	MIDDAY	OFF PEAK	TOTAL
900*	56.1	58.0	38.8	53.1
901*	87.1	134.1	63.1	95.2
902*	71.6	111.1	64.9	78.6
Standard	71.6	101.1	55.6	75.6

Weekday Service Periods

Peak	5:00 AM to 9:00 AM & 3:00 PM to 7:00 PM
Midday	9:00 AM to 3:00 PM
Off Peak	7:00 PM to 5:00 AM

SATURDAY

ROUTE	AM	BASE	NIGHT	TOTAL
900*	62.6	129.3	90.4	114.8
901*	64.1	147.6	112.3	120.6
902*	75.2	144.0	112.7	121.8
Standard	67.3	140.3	105.1	119.1

Saturday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

SUNDAY

ROUTE	AM	BASE	NIGHT	TOTAL
900*	17.6	45.7	30.1	39.7
901*	38.7	90.1	63.2	72.3
902*	46.4	104.9	60.2	81.3
Standard	34.2	80.2	51.2	64.4

Sunday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

Legend:

Below standard
No Service

- * Line 900 is the Ohlone/Chynoweth – Almaden line
- Line 901 is the Alum Rock to Santa Teresa Line
- Line 902 is the Mountain View to Winchester Line.

Paratransit Operating Statistics

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
PARATRANSIT OPERATING STATISTICS
Second Quarter FY 2015 Transit Operations Performance Report**

	FYTD 2015 2nd Quarter	FYTD 2014 2nd Quarter	Percent Change
RIDERSHIP			
Clients	255,601	263,786	-3.1%
Attendants	60,910	56,980	6.9%
Companions	46,465	45,140	2.9%
Total Ridership	362,976	365,906	-0.8%
Average Weekday Trips	2,558	2,580	-0.9%
Average Weekday Client Trips	1,794	1,855	-3.3%
Active Clients	6,175	6,694	-7.8%
Average Trips per Client	41	39	5.0%
PREMIUM SERVICES			
Same Day Trips	699	737	-5.2%
Second Vehicles	88	104	-15.4%
Open Returns	149	232	-35.8%
Service Area Surcharge Trips	1,474	1,476	-0.1%
Subscription Trips	46,367	50,840	-8.8%
Total	48,777	53,389	-8.6%
LEVEL OF SERVICE			
Revenue Miles	2,981,643	3,099,583	-3.8%
Revenue Hours	141,233	143,445	-1.5%
Passenger Miles (NTD)	3,486,502	4,052,945	-14.0%
ELIGIBILITY			
Total Data Cards Received	3,396	3,409	-0.4%
New Applicants Certified	1,101	1,105	-0.4%
New Applicants Denied	275	299	-8.0%
Clients Recertified	1,217	1,211	0.5%
Clients Denied Recertification	344	330	4.2%
Total Eligibility Assessments	2,937	2,945	-0.3%
EXPENSES AND REVENUES			
EXPENSES			
Eligibility Certification Costs	\$310,541	\$271,030	14.6%
Broker Costs	\$2,172,799	\$1,813,873	19.8%
Vendor Costs	\$7,810,472	\$7,766,400	0.6%
Total Operating Costs	\$10,293,812	\$9,851,303	4.5%
REVENUES			
Client Fare	\$971,238	\$999,136	-2.8%
Other Fare	\$682,609	\$528,453	29.2%
Non-VTA Broker Revenue	\$7,571	\$69,369	-89.1%
Total Revenue	\$1,661,417	\$1,596,959	4.0%
Net Expenses	\$8,632,394	\$8,254,344	4.6%
Fare Recovery Rate	16.07%	15.51%	3.6%
Capital Expenses	\$42,801	\$36,702	16.6%
Total Expenses	\$8,675,195	\$8,291,046	4.6%
COST PER PASSENGER TRIP (excludes capital expenses)			
Total Reported Costs	\$28.36	\$26.92	5.3%
Fare Revenue	\$4.56	\$4.17	9.1%
Non-fare revenue	\$0.02	\$0.19	-89.5%
Net Cost	\$23.78	\$22.56	5.4%

Glossary

GLOSSARY

AVERAGE FARE PER BOARDING – This measure is calculated by dividing the total fare revenue (cash, passes, tokens, and Eco Pass) by total boarding riders. It measures the rider contribution towards the farebox recovery ratio.

AVERAGE WEEKDAY BOARDINGS – The average number of persons who board the transit system on a day that normal weekday revenue service is provided.

BOARDINGS PER REVENUE HOUR – This is a productivity measure comparing the number of boardings to the number of revenue hours operated. It measures service utilization per unit of service operated. The Revenue hours is the time when a vehicle is available to the general public to carry passengers. This will include layover but exclude deadheads.

BRT (BUS RAPID TRANSIT) ROUTES – The BRT route is a multi-component transit improvement that includes preferential treatment at traffic signals to improve bus operating speed and on-time performance. It operates in mixed traffic and relies on priority for buses at traffic signals to provide much of its time advantage over conventional buses.

COMMUNITY BUS ROUTES – Community Bus service is characterized by weekday frequencies of 30 minutes or more in both the peak and midday periods. Service span is 14 hours or less, usually 12 hours for weekdays. Community Bus services operate seven days per week or less. These routes are defined as neighborhood-based circulator and feeder routes that travel within a limited area. They may be distinguished from Core and Local service by a unique and smaller vehicle.

CORE ROUTES – Core network routes are defined as bus routes or shared corridors that feature weekday frequencies of 15 minutes or less during the peak and midday periods and/or service spans of 18 hours or more. Core routes operate seven days per week. They typically travel on long distance corridors, which connect major trip generators such as universities, regional shopping malls and high-density housing and employment sites. Multiple core routes will sometimes operate on the same corridor where demand warrants, providing additional service frequency and transfer opportunities. Core network corridors are typically large arterial streets and intersect with freeways and expressways.

DEADHEAD: Time during movement of a transit vehicle without passengers aboard, typically from the operating division to the start of the route.

EXPRESS & LIMITED SERVICE ROUTES – Express routes generally operate during peak periods and are primarily commuter oriented. Midday, evening, and weekend service may be offered on regional express lines. Express routes emphasize direct service, use freeways and expressways to reduce travel time, and make few stops. Limited Service routes are characterized by limited stops.

FEEDER ROUTES – Feeder routes are short-length lines, usually less than 10 miles in length, that provide feeder or distribution service to and from major stops, transit centers, activity centers or rail stations. This classification of service includes neighborhood lines, which link residential areas to rail stations, activity centers, and/or transit centers; and shuttle lines, which serve industrial areas from nearby rail stations or transit centers.

LAYOVER: Break the driver or the vehicle is given at the end of a trip before it starts operating its reverse route, or if the route is circular, before beginning its next trip

LIMITED STOP ROUTES – Limited-stop service generally operates during peak periods and is primarily commuter oriented. Midday, evening, and weekend service may be offered on limited-stop lines. Limited-stop routes use major arterials, freeways, and/or expressways; and make fewer stops than grid routes, but more stops than express routes.

LOCAL ROUTES – Local network routes are defined as bus routes or corridors that feature weekday frequencies of thirty minutes or more during the peak and midday periods and/or service spans less than 18 hours. Local Network routes operate seven days per week or less. They typically travel on medium distance corridors, serving minor trip generators such as schools, hospitals and medium-density housing and employment. They also provide feeder service to the core network or to rail stations and transit centers.

MILES BETWEEN CHARGEABLE ACCIDENTS – Safety measure that captures the number of total scheduled miles traveled between each occurrence of a preventable accident. A preventable accident is defined as accidents in which the transit driver is normally deemed responsible or partly responsible for the occurrence of the accident.

MILES BETWEEN MECHANICAL SERVICE LOSS – Service quality measure capturing the number of total scheduled miles traveled between each mechanical breakdown that result in a loss of service to the public.

SPECIAL SERVICE ROUTES – Special services routes only operate on certain days of the week or on a seasonal basis to address a specific service need.

NATIONAL TRANSIT DATABASE (NTD) – The Federal Transit Administration's (FTA's) primary national database for statistics on the transit industry. Recipients of FTA's Urbanized Area Formula Program (Section 5307) grants are required by statute to submit data to the NTD. Each year, NTD performance data are used to apportion over \$4 billion of FTA funds to transit agencies in urbanized areas (UZAs). Annual NTD reports are submitted to Congress summarizing transit service and safety data. The NTD is the system through which FTA collects uniform data needed by the Secretary of Transportation to administer department programs. The data consist of selected financial and operating data that describe public transportation characteristics. The legislative requirement for the NTD is found in Title 49 U.S.C. 5335(a).

ON-TIME PERFORMANCE – A reliability measure capturing the percentage of transit vehicles departing or arriving at a location on time. On-time performance is measured only for specific locations called timepoints for which a schedule is published. A bus transit vehicle is considered “on time” if it departs a location within three minutes before and five minutes after its published scheduled time. A light rail transit vehicle is considered “on time” if it departs a location within one minute before and three minutes after its published scheduled time. At the last timepoint location of a trip, early arrival is considered on-time.

PASSENGER CONCERNS PER 100,000 BOARDINGS – A customer service measure that captures the number of passenger complaints/concerns per 100,000 boardings. This measure reports the amount of customer complaints received on the service that is attributed to an operating division.

PEAK LOAD (Express) - The Express bus standard is 60 percent of the seated vehicle loading capacity. This singular standard is needed due to the special characteristics of Express Bus lines where seat turnover is low.

PERCENT SCHEDULED SERVICE OPERATED – This service reliability measure indicates the percent of service hours completed based on published schedule. A service is considered not completed when scheduled service hours are lost due to equipment failure, missed or late pull-outs caused by operator absenteeism, pullouts, accidents/incidents, or natural causes.

PERSONAL TIME OFF (PTO) – This is defined as time off for non-scheduled absences such as: sick, industrial injury, FMLA (Family Medical Leave Act.), excused/unexcused leave, union business, and suspensions.

REVENUE HOURS: Time when a vehicle is available to the general public to carry passengers. This will include layover but exclude deadhead.

STANDARD (Boardings per revenue Hour): This is the average boardings per Revenue Hour and applies to Community Bus, Local, BRT, and Light Rail. The minimum standard is 15 boardings per revenue hour.

TOTAL BOARDINGS – The total number of boarding riders using VTA directly operated bus service and light rail service. Riders are counted each time they board a bus or light rail vehicle.



Date: February 27, 2015
 Current Meeting: March 12, 2015
 Board Meeting: April 2, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Technical Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: Lifeline Transportation Program Cycle 4 Grant Awards

Policy-Related Action: Yes

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

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

BACKGROUND:

In 2005, the Metropolitan Transportation Commission (MTC) established the Lifeline Transportation Program (Lifeline) which funds projects that improve mobility for the region's low-income communities. The nine Bay Area county congestion management agencies (CMAs) administer the program in their respective counties. In the first three funding cycles, approximately \$190 million in Lifeline funding was programmed to 224 projects throughout the region.

On January 5, 2006, the Santa Clara Valley Transportation Authority (VTA) Board of Directors authorized the General Manager to execute a Cooperative Agreement with the County of Santa Clara to jointly administer the Lifeline Transportation Program in Santa Clara County. This agreement established a Joint Lifeline Transportation Committee (JLTC) to solicit, review and recommend projects to the VTA Board, the County Board of Supervisors and MTC.

Each funding cycle is provided a combination of federal and state funds to support both operating and capital activities. Each funding source has unique requirements and supports different project types. The fund sources for Lifeline Transportation Program Fourth Cycle (FY2013/14 to FY2015-16) include approximately:

- \$2 million Section 5307 Urbanized Area funds,
- \$6.8 million State Transit Assistance (STA) funds
- \$4.8 million Proposition 1B - Transit funds

The FY2014/15 and FY2015/16 Section 5307 and STA amounts are preliminary projections subject to revision based on federal appropriations actions in the case of Section 5307, and actual revenue generation in the case of STA.

DISCUSSION:

Based on this information, VTA and County of Santa Clara County Lifeline Program administrators issued a call-for-projects on November 12, 2014. On February 2, 2015, the JLTC reviewed and scored three qualified applications requesting STA funds and two requesting Section 5307 funds. The JLTC's recommendations are described below by fund type and tabulated in Attachment A.

Section 5307 Urbanized Area

The Moving Ahead for Progress in the 21st Century Act (MAP-21) transportation funding act eliminated the Section 5316 Job Access and Reverse Commute Program (JARC), but made “job access and reverse commute projects” eligible under Section 5307. The Metropolitan Transportation Commission (MTC) has set aside Section 5307 funding for this purpose in the Lifeline program.

For the Lifeline Transportation Program, the use of Section 5307 funds is restricted solely to job access and reverse commute projects that support the development and maintenance of transportation services designed to transport welfare recipients and eligible low income individuals to and from jobs and activities related to their employment. Eligible recipients may request capital and/or operating funds.

Staff received two proposals requesting Section 5307 funds. Peninsula Family Services requested \$689,629 for *Vehicle Loan Program-Santa Clara County*. Outreach and Escort, Inc. requested \$1,937,427 for their *Family Transportation Program*. Both projects scored very well and are continuing operational programs.

The two projects, together, requested more 5307 Lifeline funding than is available in this cycle. After lengthy discussion, the JLTC recommended to fully fund the higher scoring *Vehicle Loan Program-Santa Clara County*. The committee recommended that the balance of the 5307 funds (\$1,308,909) be awarded to *Family Transportation Program* with the stipulation that this program be awarded any additional Section 5307 funds, if they become available in the Fourth Cycle. The JLTC recommends the projects receive the amounts as shown on Attachment A. Additional details about the proposals are on Attachment B.

State Transit Assistance (STA)

State Transit Assistance funds are provided to improve public transportation services including community transit services, and encourage regional transportation coordination. Eligible recipients may request capital and/or operating funds.

Staff received three proposals requesting STA funds from Outreach and Escort, Inc. for their programs as follows: \$1,000,000 for *Family Transportation Services*, \$3,600,000 for *Senior Transportation and Resources*, and \$2,171,361 for *Together We Ride*. Collectively, these projects are requesting all of the STA funding available in this cycle.

These projects scored very well and are continuing operational programs. The JLTC recommends the projects receive the requested amounts as shown on Attachment A. Additional details about the proposals are on Attachment B.

Proposition 1B - Transit

Transit operators are the only eligible recipients of Prop 1B funds. These funds are being allocated directly to transit operators by MTC, due to the limited eligibility and uses of this fund source. Transit operators may request funding for any capital project for public transportation purposes that is consistent with the Lifeline Transportation Program and goals. These applications require concurrence from the applicable Congestion Management Agency (CMA).

Staff received one proposal requesting Prop 1B-Transit funds from Santa Clara Valley Transportation Authority (VTA) requesting \$4,832,062 for *60-ft Hybrid Bus Procurement*. Due to the nature of the funds discussed in this section, the JLTC did not review or score this project. However, the CMA recommends the project receive the requested amount as shown on Attachment A. Additional details about the proposal are on Attachment B.

The JLTC requests that the VTA Board of Directors, acting as the CMA for Santa Clara County, approve the program of projects for the Fourth Cycle Lifeline Transportation Program and adopt a Resolution of Local Support - Attachment C.

ALTERNATIVES:

The VTA Board may request other programming alternatives. Any change in programming alternatives will require that the County Board of Supervisors approve the alternatives.

FISCAL IMPACT:

If approved, VTA will receive approximately \$4,832,062 in Prop. 1B Lifeline Program funds to purchase hybrid buses. There is no financial impact to VTA related to the 5307 and STA grant funds. VTA will claim the funds on behalf of Outreach & Escort and Peninsula Family Services, and reimburse same for eligible expenses incurred on the projects.

Prepared by: Celeste Fiore
Memo No. 4917

ATTACHMENTS:

- Res 4917_Attach A (PDF)
- RES 4917_Attach B (PDF)

ATTACHMENT A
LIFELINE TRANSPORTATION PROGRAM FOURTH CYCLE
RECOMMENDED AWARDS

Sponsor <i>Program Name</i>	Score (Max 105)	Requested Grant Amount	Recommended Award	Cumulative Award
Federal Section 5307 Urbanized Area				
Peninsula Family Services <i>Vehicle Loan Program-Santa Clara County</i>	99.6	\$689,629	\$689,629	\$689,629
Outreach & Escort, Inc. <i>Family Transportation Services</i>	97.8	\$1,937,427	\$1,308,909	\$1,998,538
Total Recommended Funds				\$1,998,538
Section 5307 Funds Available				\$1,998,538
State Transit Assistance STA				
Outreach & Escort, Inc. <i>Family Transportation Services</i>	97.8	\$1,000,000	\$1,000,000	\$1,000,000
Outreach & Escort, Inc. <i>Senior Transportation & Resources</i>	98.8	\$3,600,000	\$3,600,000	\$4,600,000
Outreach & Escort, Inc. <i>Together We Ride</i>	97.8	\$2,171,361	\$2,171,361	\$6,771,361
Total Recommended Funds				\$6,771,361
STA Funds Available (with 5% MTC mandated reduction)				\$6,771,361
State Proposition 1B - Transit				
Santa Clara Valley Transportation Authority <i>60-ft Hybrid Bus Procurement</i>	n/a	\$4,832,062	\$4,832,062	\$4,832,062
Total Recommended Funds				\$4,832,062
Prop 1B Transit Funds Available				\$4,832,062

ATTACHMENT B
FOURTH CYCLE LIFELINE TRANSPORTATION PROGRAM
DESCRIPTION OF PROJECTS

Family Transportation Services

Outreach & Escort, Inc.

Operating funds requested

Family Transportation Services provides a range of no-cost transportation alternatives for CalWORKs participants, veterans, older adults and other low-income individuals to assist them in finding and retaining employment. Services include: door-to-door rides to work, training, school and/or support services; support of public transit use; and vehicle repairs.

This program offers a menu of subprograms referred to as Guaranteed Ride Program, Jump Start, and Mobility Management. Guaranteed Ride is a demand-response transportation option. Jump Start is a vehicle repair program that supports CalWORKs families. Mobility Management is the coordinated centralized system of transportation information that responds to individual requests.

During the 3-year contract period, Outreach estimates the program will assist 2,880 individuals; provide 84,000 new passengers trips; and inspect or repair 360 vehicles.

Vehicle Loan Program-Santa Clara County

Peninsula Family Services

Operating funds requested

As an approved provider of the National Ways to Work Program, PFS manages a Vehicle Loan Program which provides low-interest auto loans to individuals who are unable to access affordably priced consumer loan financing. The loans, coupled with financial education and credit repair assistance, help address transportation barriers so that individuals can pursue efforts at self-sufficiency, including work, education, asset building, and job training.

The goal of the program is to provide an effective method for low-income individuals to improve their quality of life through employment stabilization/advancement and asset building. The benefits for program clients also benefit their employers as borrowers are at less risk for absences, interrupted productivity and high turnover. Under this grant, given an average household size of three, we expect to serve a total of 250 low-income individuals and families with affordably priced vehicle loans. Over the three years of funding, we also expect to serve a total of 700+ low-income persons through our financial education workshops.

Senior Transportation and Resources

Outreach & Escort, Inc.

Operating funds requested

Senior Transportation and Resources provides door-to-door transportation and other mobility alternatives that prevent isolation and enable the County's older adults, veterans and persons with disabilities to maintain their necessary schedules and appointments with a sense of independence. A major component of this project is the cooperative working relationships with senior centers that resulted in a successful shared ride program. The demand-response rides offer individual transportation options with enrollment and advance scheduling. The program offers individualized transportation planning, especially for use of public transit.

ATTACHMENT B
FOURTH CYCLE LIFELINE TRANSPORTATION PROGRAM
DESCRIPTION OF PROJECT PROPOSALS

During the 3-year contract period, Outreach estimates the program will assist 9,300 seniors who are 65 years of age or older, veterans and persons with disabilities; and provide 234,000 new passengers trips.

Together We Ride

Outreach & Escort, Inc.

Operating funds requested

Together We Ride addresses the transportation needs of homeless individuals and families, veterans, emancipated foster youth, persons with disabilities and other vulnerable populations in the County's Communities of Concern by providing transportation assistance. Assistance is provided through several options. The program offers demand-response (dial-a-ride) services not available by fixed route public transit; individualized public transit transportation plans; shared rides/carpools; group trips; and mobility management. These services are provided at no-cost to low-income riders every day of the year.

During the 3-year contract period, Outreach estimates the program will assist 2,880 individuals; and provide 84,000 new passengers trips.

60-ft Hybrid Bus Procurement

Santa Clara Valley Transportation Authority

Capital funds requested

SCVTA will purchase twenty-nine 60-foot articulated hybrid diesel-electric buses to replace the existing articulated bus fleet and prepare for BART service requirements. Presently, VTA operates 60-foot articulated buses on Line 22. These buses were placed in service in 2002, reaching the end of their useful life in 2014. Line 22 is VTA's highest capacity line and operates in a severe stop and go situation that places significant stress on the buses. Replacement of these buses will be necessary to continue effective operation of this route. Furthermore, it is anticipated that additional articulated buses will be required to support service connections with the BART extension. Each bus is low-floor accessible with a ramp and a carrying capacity of approximately 80 seated passengers or 80-90 passengers seated plus standing.



Date: March 2, 2015
 Current Meeting: March 12, 2015
 Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Technical Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: AB1193 - Cycle Tracks and Bicycle Design Flexibility

FOR INFORMATION ONLY

BACKGROUND:

Assembly Bill (AB) 1193 was introduced to the California Legislature in February 2013, and approved by the Governor on September 20, 2014. This Bill is an amendment to Section 891 of the Street and Highway Code and relates to bikeways. The amendment provides more flexibility in designing bicycle facilities and it allows local governments to establish their own design criteria. Prior to this amendment, local agencies were required by Section 891 to use the Caltrans Highway Design Manual to design bikeways, even on local roads.

The new amendment also identifies cycle tracks, or separated bikeways, as the fourth type of bikeway facilities or Class IV bikeways. The previous law defines bikeway in three classes; Class I bike paths or shared use paths, Class II bike lanes, and Class III bike routes. Cycle tracks are designated for bicycle travel and are protected from vehicular traffic. The types of protection include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, and on-street parking.

DISCUSSION:

This item is brought to VTA committees as an informational item, at the request of the Technical Advisory Committee.

Summary of Legislation

AB 1193 defines cycle tracks as Class IV bikeways and requires the California Department of Transportation (Caltrans) to establish minimum geometric design criteria for each type of bikeway (including Class IV). The design criteria should consider safety of vulnerable populations, such as children, seniors, persons with impaired vision, and persons of limited mobility. In addition, it is to be developed in cooperation with local agencies and in consultation with the existing advisory committee of the department dedicated to improve access for persons with disabilities.

AB 1193 requires Caltrans to publish the new criteria by January 1, 2016. The criteria shall include, but not be limited to, design speed of the facility, minimum widths and clearances, grade, curve radius, pavement surface, actuation of automatic traffic control devices, drainage, and general safety. More detail on AB 1193 is provided in Attachment A.

AB 1193 also authorizes all city, county, regional and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted, to utilize other geometric design criteria. Accordingly, local governments must show that:

- The alternative criteria have been reviewed and approved by a qualified engineer with consideration for the unique characteristics and features of the proposed bikeway and surrounding environs.
- The alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment.
- The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

Impacts on Local Agencies

The former language of Section 891 of the Streets and Highways Code required local agencies to use Caltrans Highway Design Manual for the geometric design of bikeways on local roads. Caltrans permitted local agencies to use a design exception process for variations in the design, but no formal process was provided. This has been a deterrent for implementing non-standard bikeway designs, such as cycle tracks, on local roadways.

With the passage of AB 1193, local agencies and Caltrans now have a clear process for documenting geometric design exceptions. Further, once Caltrans incorporates the geometric design criteria for Class IV cycle tracks into the Highway Design Manual, cities will not need to use a design exception process to build cycle tracks.

Caltrans Progress on Meeting AB 1193

Several documents published by Caltrans in advance of the passage of AB 1193 already support flexibility in local design. These include, most recently:

- The April 10, 2014 Memorandum, “Design Flexibility in Multimodal Design,” issued by the Chief of the Division of Design. <http://www.dot.ca.gov/Documents/2014-4-2-Flexibility-in-Design.pdf>
- Caltrans April 11, 2014 press release endorsing the North American City Transportation Officials Urban Street Design Guide and Urban Bikeway Design Guide. <http://www.dot.ca.gov/hq/paffairs/news/pressrel/14pr036.htm>

As of February 2015, Caltrans was in the process of developing an outreach plan for creating the minimum safety design criteria for Class IV cycle tracks.

NEXT STEPS:

VTA will continue to keep Committees and Member Agency staff updated on Caltrans progress in developing design criteria for Class IV cycle tracks. Also, VTA will coordinate with Caltrans on the next steps of the process through their role on District 4 Bicycle Advisory Committee. After the approval of the Caltrans Cycle Track (Class IV Bikeway) design criteria VTA will review and incorporate it into the VTA Bicycle Technical Guidelines.

Prepared By: Malahat Owrang
Memo No. 4817

Assembly Bill No. 1193

CHAPTER 495

An act to amend Sections 890.4, 890.6, and 891 of, to add Section 885.1 to, and to repeal Section 891.1 of, the Streets and Highways Code, relating to bikeways.

[Approved by Governor September 20, 2014. Filed with
Secretary of State September 20, 2014.]

LEGISLATIVE COUNSEL'S DIGEST

AB 1193, Ting. Bikeways.

(1) Existing law defines "bikeway" for certain purposes to mean all facilities that provide primarily for bicycle travel. Existing law categorizes bikeways into 3 classes of facilities.

This bill would additionally categorize cycle tracks or separated bikeways, as specified, as Class IV bikeways.

(2) Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish and update minimum safety design criteria for the planning and construction of bikeways, and requires the department to establish uniform specifications and symbols regarding bicycle travel and bicycle traffic related matters. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all of those minimum safety design criteria and uniform specifications and symbols.

This bill would revise these provisions to require the department, in cooperation with local agencies and in consultation with the existing advisory committee of the department dedicated to improve access for persons with disabilities, to establish minimum safety design criteria for each type of bikeway with consideration for the safety of vulnerable populations, as specified, and would require the department to publish the new criteria by January 1, 2016. The bill would authorize a local agency to utilize other minimum safety criteria that meet specified conditions if adopted by resolution at a public meeting, as specified.

(3) Existing law requires the Department of Transportation to establish, by June 30, 2013, procedures for cities, counties, and local agencies to be granted exceptions from the requirement to use design criteria and uniform specifications for purposes of research, experimentation, testing, evaluation, or verification. Existing law requires the department, by November 1, 2014, to report to the transportation policy committees of both houses of the Legislature the steps that the department has taken to implement those requirements, including, but not limited to, information regarding requests received and granted by the department from July 1, 2013, to June 30, 2014,

inclusive, for those exceptions, and the reasons the department rejected any requests for those exceptions.

This bill would repeal those requirements.

The people of the State of California do enact as follows:

SECTION 1. The Legislature finds and declares all of the following:

(a) It is the goal of the state to increase the number of trips Californians take by bicycling, walking, and other forms of active transportation in order to help meet the state's greenhouse gas emissions reduction goals, improve Californians' health by helping more people be active, and stimulate the economy.

(b) Protected bikeways are part of a vital transportation infrastructure used by many to commute to and from work and other destinations. Unlike trails or pathways used for recreation, protected bikeways provide alternatives to vehicles that otherwise would transport citizens across the state's roads and highways.

(c) Property and businesses adjacent to protected bikeways experience increases in real estate values and sales compared to unimproved streets.

(d) Bicycling accounts for 2,000,000 trips every day in California, showing the important role that bicycles play in transportation.

(e) Safe street-level bikeways are proven to reduce bike riding on the sidewalk, wrong-way riding, and other illegal or unsafe bicycling practices.

(f) It is the objective of the state to encourage the planning, design, and construction of protected bikeways, so as to foster bicycling as a means of transportation, in a manner that improves safety for all users, including motorists, transit users, pedestrians, and persons with disabilities, with special attention to the needs of visually impaired persons.

SEC. 2. Section 885.1 is added to the Streets and Highways Code, to read:

885.1. This chapter shall be known, and may be cited, as the Protected Bikeways Act of 2014.

SEC. 3. Section 890.4 of the Streets and Highways Code is amended to read:

890.4. As used in this article, "bikeway" means all facilities that provide primarily for, and promote, bicycle travel. For purposes of this article, bikeways shall be categorized as follows:

(a) Bike paths or shared use paths, also referred to as "Class I bikeways," which provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

(b) Bike lanes, also referred to as "Class II bikeways," which provide a restricted right-of-way designated for the exclusive or semiexclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

(c) Bike routes, also referred to as “Class III bikeways,” which provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.

(d) Cycle tracks or separated bikeways, also referred to as “Class IV bikeways,” which promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

SEC. 4. Section 890.6 of the Streets and Highways Code is amended to read:

890.6. (a) The department, in cooperation with county and city governments, shall establish minimum safety design criteria for the planning and construction of each type of bikeway identified in Section 890.4 and roadways where bicycle travel is permitted.

(b) The criteria shall include, but not be limited to, the design speed of the facility, minimum widths and clearances, grade, radius of curvature, pavement surface, actuation of automatic traffic control devices, drainage, and general safety, with consideration for the safety of vulnerable populations, such as children, seniors, persons with impaired vision, and persons of limited mobility. The criteria shall be published by January 1, 2016, and updated biennially, or more often, as needed.

(c) The criteria shall be established in consultation with the existing advisory committee of the department dedicated to improving access for persons with disabilities.

SEC. 5. Section 891 of the Streets and Highways Code is amended to read:

891. (a) All city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted shall utilize the minimum safety design criteria established pursuant to Section 890.6, except as provided in subdivision (b), and shall utilize the uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to Section 890.8.

(b) An agency may utilize minimum safety design criteria other than those established by Section 890.6 if all of the following conditions are met:

(1) The alternative criteria have been reviewed and approved by a qualified engineer with consideration for the unique characteristics and features of the proposed bikeway and surrounding environs.

(2) The alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment.

(3) The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

SEC. 6. Section 891.1 of the Streets and Highways Code is repealed.



Date: February 26, 2015
 Current Meeting: March 12, 2015
 Board Meeting: April 2, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Technical Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: VTA's Response to SPUR Report - Freedom to Move

FOR INFORMATION ONLY

BACKGROUND:

SPUR is a non-profit civic planning organization whose mission is to promote good planning and good government through research, education and advocacy. Their program areas span Community Planning, Disaster Planning, Economic Development, Good Government, Housing, Regional Planning, Sustainable Development, and Transportation. SPUR has offices in San Francisco, San Jose and Oakland.

In July 2014, SPUR San Jose released a comprehensive report on VTA, titled *Freedom to Move - How the Santa Clara Valley Transportation Authority can create better transportation choices in the South Bay*. The report identified seven strategies and 35 recommendations that VTA should take to improve transportation options throughout Santa Clara County.

SPUR staff presented the report to the advisory and standing committees and Board of Directors in fall 2014 and to the Technical Advisory Committee Land Use/Transportation Integration Working Group in February 2015. The report was also discussed on KLIV -Inside Silicon Valley with Russell Hancock and in a Mercury News article in fall 2014.

DISCUSSION:

VTA welcomes the SPUR report and views it as an opportunity to respond to SPUR's recommendations as well as share information regarding current VTA efforts and how they address our common goals of improving transportation in Santa Clara County.

Each strategy and recommendation identified by SPUR will be addressed in two phases. Phase I, addressed in this memo, will describe the efforts that VTA currently performs relating to the recommendations. The current activities have been distributed among the following categories: Policies; Studies; Program; Capital Projects; Technology; and Partnerships. The matrix of the

activities can be found in Attachment A.

Phase II of the response will examine the efforts that VTA would like to undertake in order to address the strategies and recommendations outlined by SPUR. Phase II will also include the strategies and needs required to be successful. This response will be taken through VTA Committees and the Board of Directors in the coming months.

Prepared By: Jane Shinn
Memo No. 4887

		Policies/Implementation Policies	Studies	Programs	Capital Projects	Technology	Partnerships
Strategy	SPUR Recommendation						
1. Make the transit network great in the places it works best	1. Offer great bus service in corridors where there is a large transit market.	<ul style="list-style-type: none">● Adopted Transit Sustainability Policy● Adopted Bus Rapid Transit Strategic Plan● Service Design Guidelines● Transit Service Plan● Transit Passenger Waiting Environment Plan	<ul style="list-style-type: none">● BART Transit Integration Plan● North Central County Bus Study● New Service Delivery Model Study: includes market study; locations studies		<ul style="list-style-type: none">● Santa Clara/Alum Rock BRT - Construction completed in 2016.● El Camino Real BRT - In Draft EIR Review period● Providing dedicated bus-only lanes within BART SV Phase I campuses● Stevens Creek BRT in planning stage	<ul style="list-style-type: none">● Transit Mix - Web-based Service Route Planning tool● New Service Delivery Models: Developing software/app	<ul style="list-style-type: none">● Partner with regional agencies to provide express services
	2. Identify low-cost improvements on high-potential bus lines.	<ul style="list-style-type: none">● Transit Passenger Waiting Environment Plan● Transit Service Plan		<ul style="list-style-type: none">● Adopt-a-Stop Program● Complete Streets Program● Transit Signal Priority for buses & LR	<ul style="list-style-type: none">● High-volume Bus Stop Improvements● Bus Stop Improvements - Federal Formula Funds - East San Jose	<ul style="list-style-type: none">● Transit Mix - Web-based Service Route Planning tool● Smartphone Apps	
	3. Make the light rail fast and direct.	<ul style="list-style-type: none">● New Service Plan for BART service	<ul style="list-style-type: none">● LR system as a whole - review slow speed zones● All LR intersections on First St, including Tasman & First	<ul style="list-style-type: none">● Light Rail Express service	<ul style="list-style-type: none">● Mountain View Double Tracking● N. First Street Near Term - Fencing & Gates● Downtown SJ Near Term - Fencing & Bollards● Installing Transit Signal Priority units at 100 intersections on LR system - construction begins mid-2015		
	4. Improve access to transit stations.		<ul style="list-style-type: none">● Pedestrian Access to Transit Plan● First & Last Mile/Core Connections Studies	<ul style="list-style-type: none">● BART Station Plans	<ul style="list-style-type: none">● Capital Expressway Pedestrian Improvements at Eastridge Transit Center● BART Station On-Site Multimodal Access Improvements including: bike trails, pedestrian bridges, indoor bicycle storage, bike share accommodation, private employer shuttle loading areas, taxi loading, kiss-and-ride loading areas, direct light rail connection, and VTA bus transit centers.	<ul style="list-style-type: none">● Developing on-demand & subscription software/app	

Response to SPUR Report - Freedom to Move
- Current Efforts -

		Policies/Implementation Policies	Studies	Programs	Capital Projects	Technology	Partnerships
Strategy	SPUR Recommendation						
			<ul style="list-style-type: none">Berryessa Creek Trail Connector at Milpitas BART Station Plans		<ul style="list-style-type: none">Santa Clara Station Pedestrian Underpass ExtensionUpper Penitencia Creek Trail to Berryessa BART StationMontague Expressway Pedestrian OvercrossingBay Area Bike ShareTamien Parking Garage - Environmental Doc		
	5. Make transit simple and appealing.			<ul style="list-style-type: none">Train the Trainer Academy for seniorsMobility Options program for seniorsVTA Daycation Program for seniorsMarketing campaigns focus on visual & audio appeal	<ul style="list-style-type: none">CCTV at LR Stations and Bus Transit CentersProviding local landmark/destination, bike facility network and transit connectivity information on Transit Information Displays at VTA's BART stations	<ul style="list-style-type: none">Real-Time Information appsReal-Time Information signage at stationsWi-Fi on LR and Express Buses; also at three transit centersDeveloping universal app that will consolidate all VTA apps - Pilot program: early 2015Improving trip-planning siteDeveloping a real-time multi-modal trip appDeveloping on-demand & subscription software/appDeveloping interactive transit messaging kiosk - Pilot programImproving Real-Time Information - adding buses to TransLoc App	<ul style="list-style-type: none">Transfer privileges between Regional Transit Agencies

		Policies/Implementation Policies	Studies	Programs	Capital Projects	Technology	Partnerships
Strategy	SPUR Recommendation						
						<ul style="list-style-type: none">● Improving vta.org as easy-to-use rider website● Event-tix mobile fare app	
	6. Support regional rail services.		<ul style="list-style-type: none">● BART Transit Integration Plan● First & Last Mile/Core Connections Studies	<ul style="list-style-type: none">● Promote shuttles to ACE● Clipper Card Program	<ul style="list-style-type: none">● Extending BART to Santa Clara County● Santa Clara Station Pedestrian Underpass Extension● Caltrain Electrification/Modernization Project	<ul style="list-style-type: none">● Real-time multi-modal trip app● Developing on-demand & subscription software/app	<ul style="list-style-type: none">● Partner of Caltrain Electrification/Modernization Project
	7. Extend transit only when there is demonstrated demand.	<ul style="list-style-type: none">● Transit Service Plan● Service Design Guidelines	<ul style="list-style-type: none">● New Service Delivery Model Study: includes market study; locations studies			<ul style="list-style-type: none">● New Service Delivery Models: Developing software/app	
	8. Make transit fares reasonable and rational.	<ul style="list-style-type: none">● Board action to make youth fare the same Bay Area-wide● Event Tix fares● Developing VTA's BART SV Extension fare policy		<ul style="list-style-type: none">● Sumer blast pass for all youth			
2. Develop mobility solutions beyond transit	9. Establish a Mobility Solutions and Innovation Team at VTA.	<ul style="list-style-type: none">● Developing Demonstration Partnership Policy to facilitate implementation of projects to test technology innovations to improve transportation		<ul style="list-style-type: none">● Develop Technology Innovation Council & Program		<ul style="list-style-type: none">● Create an Innovation Lab @ River Oaks campus	
	10. Support jurisdictions, employers and institutions pursuing mode shift.			<ul style="list-style-type: none">● Working with tech firms and cities to address transit needs			<ul style="list-style-type: none">● Work closely with Member Agencies to help deliver OBAG projects

		Policies/Implementation Policies	Studies	Programs	Capital Projects	Technology	Partnerships
Strategy	SPUR Recommendation						
				● Promote Regulation 14 (CA Govt. Code Section 65081) transit benefits to employers			● Partner with Chambers of Commerce for Regulation 14 (CA Govt. Code Section 65081)
	11. Support local public transit.						
	12. Manage or operate employee transit.						● Working with tech firms and cities to address transit needs
	13. Create or scale new transportation options.	● Developing Demonstration Partnership Policy to facilitate implementation of projects to test technology innovations to improve transportation					● Working with MTC/Caltrans for connected vehicle project application to US DOT
	14. Designate "car-light corridors" for focused interventions.		● "Great Streets" Program - Multiple Corridor Studies				● Working with cities on "Road Diet" projects
	15. Support transportation demand management into and out of Santa Clara County.			● Support Cities' efforts to encourage & mandate TDM in new developments by certain revisions in the 2014 TIA Guidelines update ● Express Lanes operator			● Partner with ACE train to provide 8 shuttles
	16. Create a seamless experience across transportation modes.					● Developing a universal app to convey information to customer in one convenient, easy to use tool	

Response to SPUR Report - Freedom to Move
- Current Efforts -

		Policies/Implementation Policies	Studies	Programs	Capital Projects	Technology	Partnerships
Strategy	SPUR Recommendation						
	17. Collect and share detailed transportation data and use it to conduct research.	<ul style="list-style-type: none">● Draft open data policy	<ul style="list-style-type: none">● Submitted interest paper to the US DOT Connected Vehicles Program	<ul style="list-style-type: none">● CMP Monitoring Program - data from all models● Transparency Program developed to share data		<ul style="list-style-type: none">● Moov Box/Amigo Cloud Data Collection● Multi-modal trip app: Users can subscribe to transit	
3. Make streets work for all users and stop expanding roads	18. Manage and price existing auto facilities.			<ul style="list-style-type: none">● Express Lanes operator● Ramp Metering	<ul style="list-style-type: none">● SR85/US 101 Express Lanes Corridors● SR237 Express Lanes Ph II		<ul style="list-style-type: none">● Coordinating with Alameda Co. for 880 Express Lanes Project● Working with San Mateo Co. - seamless express lanes
	19. Retrofit streets for all users.	<ul style="list-style-type: none">● Complete Streets Program/Policy	<ul style="list-style-type: none">● El Camino Real Relinquishment Exploration Study● "Great Streets" Program - Multiple corridor studies	<ul style="list-style-type: none">● NACTO workshops/activities● Land Use and Transportation Integration Partnership Program			<ul style="list-style-type: none">● Working with cities on "Road Diet" projects● Land Use and Transportation Integration Working Group
	20. Increase cycling and walking.		<ul style="list-style-type: none">● Pedestrian Access to transit plan● Countywide Bike Plan update● Evaluating 3-bike bike racks for buses● Evaluating interior bike racks on new BRT buses	<ul style="list-style-type: none">● Promote Bike to Work Day; Energizer station sponsor● Bike Locker program at various stations● Bicycle Expenditure Plan	<ul style="list-style-type: none">● Bay Area Bike Share● Capital Expy Pedestrian Improvements at Eastridge Transit Center● BART Station On-Site Multimodal Access Improvements including: bike trails, pedestrian bridges, indoor bicycle storage, bike share accommodation, private employer shuttle loading areas, taxi loading, kiss-and-ride loading areas, direct light rail connection, and VTA bus transit centers.		<ul style="list-style-type: none">● Work closely with Member Agencies to help deliver OBAG projects● Partner with Good Karma Bikes

		Policies/Implementation Policies	Studies	Programs	Capital Projects	Technology	Partnerships
Strategy	SPUR Recommendation						
	21. Reevaluate existing road projects.			● Updated Traffic Impacts Analysis Guidelines			
4. Shape Communities around transit	22. Create a Community Planning Team at VTA.						● Land Use and Transportation Integration Partnership Program
	23. Champion a grand vision for BART station areas.						
	24. Integrate short- and long-range transit and land use planning.			● Updating Community Design & Transportation Manual ● Land Use Data Tracking	● Requested FY15&FY16 budget for Cap & Trade expertise to navigate grant requirements		● Land Use and Transportation Integration Partnership Program
	25. Use VTA real estate to model transit-oriented development.			● Joint Development Program Developer Conference ● North Division Joint Development RFP ● Cerone Division Joint Development RFP ● SR 85/SR 87 Corridor Joint Development RFP	● Tamien Parking Structure		● Tamien Plans Development - Need Zoning Approvals
	26. Work to locate large institutions around transit.			● Eco-Pass Program			
5. Set clear sustainable transportation goals and align resources to meet them	27. Articulate shared goals and mobility objectives. Track progress against goals.	● Updating the VTA Strategic Plan ● Developing Sustainable Vehicle Procurement Policy	● Envision Silicon Valley	● Valley Transportation Plan 2045			
	28. Match investment to policy goals.						

Response to SPUR Report - Freedom to Move
- Current Efforts -

		Policies/Implementation Policies	Studies	Programs	Capital Projects	Technology	Partnerships
Strategy	SPUR Recommendation						
	29. Ensure that congestion monitoring program tools reflect multi-modal goals.			<ul style="list-style-type: none">• Transportation Systems Monitoring Program• Updated Traffic Impacts Analysis Guidelines• CMP Monitoring Program			
6. Increase public engagement and innovation	30. Improve VTA's brand and public image.	<ul style="list-style-type: none">• Draft open data policy		<ul style="list-style-type: none">• Sharing of info via variety of social media platforms• Major rebranding effort			
	31. Partner with the public for planning and problem-solving.			<ul style="list-style-type: none">• Create agencywide survey program• Working with Community Outreach to develop new methods to get more public feedback i.e. Comment cards• Create open data sets for internal & public consumption		<ul style="list-style-type: none">• Hackathon• Crowdsourcing	
	32. Partner with Silicon Valley companies and with universities.	<ul style="list-style-type: none">• Developing Demonstration Partnership Policy to facilitate implementation of projects to test technology innovations to improve transportation		<ul style="list-style-type: none">• Naming rights to LR stations		<ul style="list-style-type: none">• Working with private companies to develop software/apps	<ul style="list-style-type: none">• Working with tech firms and Cities to address transit needs• Partnering with Prospect Silicon Valley• Working with private companies to develop software/apps
7. Grow funding	33. Charge user fees to rebalance funding to travel modes other than cars.	<ul style="list-style-type: none">• Vehicle Registration Fee		<ul style="list-style-type: none">• Express Lanes Program			

		Policies/Implementation Policies	Studies	Programs	Capital Projects	Technology	Partnerships
Strategy	SPUR Recommendation						
	34. Collect impact fees as a way to fund sustainable growth.			<ul style="list-style-type: none">Voluntary contributions to transportation improvements by some Member Agencies as a mitigation measure for developers in their jurisdictions			
	35. Continue to use broad-based revenue sources.	<ul style="list-style-type: none">Sales Tax Measures	<ul style="list-style-type: none">Researching feasibility of ballot measure for transportation projects - Envision Silicon ValleyInvestigating Public/Private PartnershipsEducating public about transportation/measure funding	<ul style="list-style-type: none">Express Lanes operator			