SANTA CLARA
Valley Transportation Authority

TECHNICAL ADVISORY COMMITTEE

Thursday, May 12, 2016

1:30 PM

VTA Conference Room B-104

3331 North First Street

San Jose, CA

AGENDA

COMMITTEE MISSION STATEMENT:

The VTA Technical Advisory Committee (TAC) provides in-depth analysis, technical expertise and timely recommendations to the VTA Board of Directors regarding projects, programs, funding and other policy matters while giving voice to and reconciling local and regional perspectives.

CALL TO ORDER

1. ROLL CALL

2. ORDERS OF THE DAY

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)

5. Receive Chairperson's Report. (Verbal Report) (Servín)

6. Receive Reports from TAC Working Groups. (Verbal Report)

- Capital Improvement Program (CIP)
- Systems Operations & Management (SOM)
- Land Use/Transportation Integration (LUTI)

CONSENT AGENDA

7. Approve the Regular Meeting Minutes of April 14, 2016.

8. ACTION ITEM - Recommend that the VTA Board of Directors approve the programming of FY 2016/17 Transportation Fund for Clean Air Program Manager (TFCA 40%) funds to projects.

9. ACTION ITEM - Recommend that the VTA Board of Directors adopt a resolution approving the project priorities for the FY2016/17 Countywide Transportation Development Act Article 3 program and modify VTA policy regarding the banking of TDA3 funds.

10. ACTION ITEM - Recommend that the VTA Board of Directors approve revisions to VTA's Joint Development Policy.

11. INFORMATION ITEM - Review the Legislative Update Matrix.

12. INFORMATION ITEM - Receive the Development Review Quarterly Report for January to March 2016.

13. INFORMATION ITEM - Receive the 2015 Regional Pavement Condition Summary Report.

REGULAR AGENDA

14. ACTION ITEM - Recommend that the VTA Board of Directors adopt the framework for a ½-cent 30-year sales tax measure and place measure on the November 2016 ballot.

15. ACTION ITEM - Recommend that the VTA Board of Directors Adopt a framework and schedule for developing matching fund policies for future 2016 Sales Tax funded projects and programs

16. ACTION ITEM - Recommend that the Board of Directors modify the FY16/17 VTA Budget 2000 Measure A Transit Improvements Program and appropriate Measure A funds to projects.

17. INFORMATION ITEM - Receive a report on the Transit Ridership Improvement Program's network concepts.

18. INFORMATION ITEM - Receive and discuss information on land use and transportation in the San Jose Tri-Villages area.

OTHER

19. Receive an update on MTC Activities and Initiatives. (Verbal Report) (Committee)

20. Receive an update on Caltrans Activities and Initiatives. (Verbal Report) (Caltrans)

21. Review the TAC Committee Work Plan. (Ristow)

22. ANNOUNCEMENTS

23. ADJOURN

In accordance with the Americans with Disabilities Act (ADA) and Title VI of the Civil Rights Act of 1964, VTA will make reasonable arrangements to ensure meaningful access to its meetings for persons who have disabilities and for persons with limited English proficiency who need translation and interpretation services. Individuals requiring ADA accommodations should notify the Board Secretary's Office at least 48-hours prior to the meeting. Individuals requiring language assistance should notify the Board Secretary's Office at least 72-hours prior to the meeting. The Board Secretary may be contacted at ☎ (408) 321-5680 or ✉ board.secretary@vta.org or ☎ (408) 321-2330 (TTY only). VTA's home page is www.vta.org or visit us on www.facebook.com/scvta. ☎ (408) 321-2300: 中文 / Español / 日本語 / 한국어 / tiếng Việt / Tagalog.

All reports for items on the open meeting agenda are available for review in the Board Secretary's Office, 3331 North First Street, San Jose, California, (408) 321-5680, the 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.

SANTA CLARA Valley Transportation Authority

TECHNICAL ADVISORY COMMITTEE

Thursday, April 14, 2016

MINUTES

CALL TO ORDER

The Regular Meeting of the Technical Advisory Committee (TAC) was called to order at 1:31 p.m. by Vice Chairperson Morley in Conference Room B-104, Santa Clara Valley Transportation Authority (VTA), 3331 North First Street, San José, California.

1. ROLL CALL

Attendee Name		Representing	Status
Shahid Abbas	Member	City of Sunnyvale	Present
Carol Shariat	Alternate Member	City of Sunnyvale	N/A
Rajeev Batra	Member	City of Santa Clara	Present
Dennis Ng	Alternate Member	City of Santa Clara	N/A
Karl Bjarke	Member	City of Morgan Hill	Absent
Scott Creer	Alternate Member	City of Morgan Hill	Present
Timm Borden	Member	City of Cupertino	Present
David Stillman	Alternate Member	City of Cupertino	N/A
Todd Capurso	Member	City of Campbell	Present
Matthew Jue	Alternate Member	City of Campbell	N/A
John Cherbone	Member	City of Saratoga	Present
Macedonia Nunez	Alternate Member	City of Saratoga	N/A
Richard Chiu	Member	Town of Los Altos Hills	Present
Tina Tseng	Alternate Member	Town of Los Altos Hills	N/A
VACANT	Member	County of Santa Clara	-
Dawn Cameron	Alternate Member	County of Santa Clara	Present
Helen Kim	Member	City of Mountain View	Present
Linda Forsberg	Alternate Member	City of Mountain View	N/A
Steven Machida	Member	City of Milpitas	Present
Steve Chan	Alternate Member	City of Milpitas	N/A
Matt Morley	Vice Chairperson	Town of Los Gatos	Present
Lisa Petersen	Alternate Member	Town of Los Gatos	N/A
Cedric Novenario	Member	City of Los Altos	Absent
Susanna Chan	Alternate Member	City of Los Altos	Present
Joshuah Mello	Member	City of Palo Alto	Present
Jessica Sullivan	Alternate Member	City of Palo Alto	N/A
Paul Smith	Member	City of San José	Absent
Jim Ortbal	Alternate Member	City of San José	Present
Henry Servín	Chairperson	City of Gilroy	Absent
Teresa Mack	Alternate Member	City of Gilroy	Absent
Mo Sharma	Member	City of Monte Sereno	Absent
Nick Saleh	Ex-Officio Member	California Department of Transportation (Caltrans)	Present
Dina El-Tawansy	Ex-Officio Alternate Member	California Department of Transportation (Caltrans)	Present
Therese Trivedi	Ex-Officio Member	Metropolitan Transportation Commission (MTC)	Absent
Stefanie Hom	Ex-Officio Alternate Member	Metropolitan Transportation Commission (MTC)	Present

* Alternates do not serve unless participating as a Member.

A quorum was present.

2. ORDERS OF THE DAY

Vice Chairperson Morley noted Committee request to hear **Regular Agenda Item #14** – Envision Silicon Valley Update, immediately after **Agenda Item #3** – Public Presentations.

M/S/C (Ortbal/Batra) to approve the Orders of the Day.

RESULT:	**APPROVED [UNANIMOUS] – Orders of the Day**
MOVER:	Jim Ortbal, Alternate Member
SECONDER:	Rajeev Batra, Member
AYES:	Abbas, Batra, Borden, Cameron (County Alt.), Capurso, Chan (Novenario Alt.), Cherbone, Chiu, Creer (Bjarke Alt.), Kim, Machida, Mello, Morley, Ortbal (Smith Alt.)
NOES:	None
ABSENT:	Bjarke, Mack (Servín Alt.), Novenario, Servín, Sharma, Smith

3. PUBLIC PRESENTATIONS

There were no Public Presentations.

The Agenda was taken out of order.

REGULAR AGENDA

14. Envision Silicon Valley Update

Scott Haywood, Transportation Planning Manager, provided an overview of the stakeholder group proposals, potential category policies, and next steps. He noted staff recommendations will be presented for discussion at the VTA Board of Directors (Board) Workshop Meeting on April 22, 2016. Public meetings are scheduled in May 2016 and Board adoption is anticipated in June or August 2016.

Ex-Officio Member Saleh took his seat at 1:38 p.m.

Member Borden took his seat at 1:40 p.m.

Vice Chairperson Morley distributed a copy of the TAC recommended allocations for the potential ballot measure, titled "TAC Recommendation on Measure," as discussed by the TAC Ad-Hoc Envision Silicon Valley Working Group.

Members of the Committee made the following comments: 1) consider including overcrossings in the Highway Interchanges category to create capacity and facilitate connectivity; 2) noted previous discussion about complete streets elements under the Local Streets and Roads category and expressed concern on the addition of the Pavement Condition Index requirement; 3) the Highways category should include major regional corridors and state routes, such as El Camino Real; 4) in addition to VTA service, local transit service, such as programs in the City of Palo Alto, should be eligible in the Transit Operations category; 5) consider dividing the Bicycle/Pedestrian Program category into competitive and formula-based grant programs, noting localized projects, such as "Safe Routes to Schools" projects in the City of Los Altos, may not compete well in a competitive

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

grant program process; and 6) expressed concern about the policy requirement of 20% match and suggested either lowering the match to 10% or modifying the word "required" to "target" or "goal."

Public Comment

Roland Lebrun, Interested Citizen, gave a brief overview of a transit concept that would offer a north-south transportation alternative between South San Jose and the Alviso area in North San Jose.

Members of the Committee and staff continued their discussion on matching policies and funding allocation for VTA's BART Silicon Valley Extension Phase II (BART Phase II). Several Members of the Committee noted the 20% match requirement across different categories is difficult to achieve for local agencies, adding that funds generated through the potential tax measure, implementation of a countywide traffic impact fee, and other innovative funding mechanisms could help close the gap on the match issue. Some Members of the Committee advocated for increasing the BART Phase II funding recommendation, while others noted the current TAC recommendation is a good framework that highlight priorities, such as funding for BART Phase II and Local Streets and Roads, and further adjustments to funding levels could be discussed at a future meeting.

Vice Chairperson Morley noted the Town of Los Gatos will not support any recommendation that did not specifically identify funding allocation that benefits the town directly.

Member Mello stated *Footnote 1* of the "TAC Recommendation on Measure" already states the intent to allocate additional funds to BART Phase II, should the total revenue estimate end up higher than $6.0 billion.

Member Kim noted the City of Mountain View would support the Committee recommendations as discussed by the TAC Ad-Hoc Envision Silicon Valley Working Group.

M/S/F (Cameron/Ortbal) on a vote of 6 ayes and 8 noes, to recommend that the total revenue estimate for the potential sales tax measure be increased to $6.1 billion and funding allocation for BART Phase II category be increased to $1.5 billion; and to edit *Footnote 1* of the "TAC Recommendation on Measure" to indicated that if the total revenue estimate for the potential sales tax measure is $6.5 billion, remaining savings will go to Local Streets and Roads category. Members/Alternate Members Borden, Chan, Cherbone, Chiu, Creer, Kim, Mello, and Morley opposed.

RESULT:	**FAILED**
MOVER:	Dawn Cameron, Alternate Member
SECONDER:	Jim Ortbal, Alternate Member
AYES:	Abbas, Batra, Cameron (County Alt.), Capurso, Machida, Ortbal (Smith Alt.)
NOES:	Borden, Chan (Novenario Alt.), Cherbone, Chiu, Creer (Bjarke Alt.), Kim, Mello, Morley
ABSENT:	Bjarke, Mack (Servín Alt.), Novenario, Servín, Sharma, Smith

M/S/F (Mello/Kim) on a vote of 2 ayes and 12 noes, to forward the Committee's recommendation to the Board as written, and further, to set a goal of achieving a 20% local match for the program as a whole. In consultation with the TAC, VTA would determine criteria for each of the programs to achieve the local match requirements. Members/Alternate Members Abbas, Batra, Borden, Cameron, Capurso, Chan, Cherbone, Chiu, Creer, Machida, Morley, and Ortbal opposed.

RESULT:	**FAILED**
MOVER:	Joshuah Mello, Member
SECONDER:	Helen Kim, Member
AYES:	Kim, Mello
NOES:	Abbas, Batra, Borden, Cameron (County Alt.), Capurso, Chan (Novenario Alt.), Cherbone, Chiu, Creer (Bjarke Alt.), Machida, Morley, Ortbal (Smith Alt.)
ABSENT:	Bjarke, Mack (Servín Alt.), Novenario, Servín, Sharma, Smith

M/S/C (Batra/Borden) on a vote of 11 ayes and 3 noes, to forward the Committee's "TAC Recommendation on Measure," as discussed by the TAC Ad-Hoc Envision Silicon Valley Working Group, to the Board as written. Members/Alternate Members Cherbone, Morley, and Ortbal opposed.

RESULT:	**APPROVED**
MOVER:	Rajeev Batra, Member
SECONDER:	Timm Borden, Member
AYES:	Abbas, Batra, Borden, Cameron (County Alt.), Capurso, Chan (Novenario Alt.), Chiu, Creer (Bjarke Alt.), Kim, Machida, and Mello
NOES:	Cherbone, Morley, Ortbal (Smith Alt.)
ABSENT:	Bjarke, Mack (Servín Alt.), Novenario, Servín, Sharma, Smith

Members of the Committee and staff continued their discussion regarding match policies and made the following comments: 1) expressed concern on the competitiveness of County Expressways Tier 1 improvement projects when not all jurisdictions along the corridor are able to meet the local match; 2) an aggregate match requirement might be more appropriate for County Expressways, rather than a project-specific match requirement; 3) suggested a program-wide goal of 10% match, with the exclusion of the BART Phase II category; and 4) local agencies should strive for a higher match goal to maximize funding potential.

Member Mello suggested the Committee remove the percentage match figures in its recommendation to the Board.

Member Abbas noted he would not support a recommendation of more than 10% local match.

M/S/F (Ortbal/Cameron) on a vote of 3 ayes, 9 noes, and 2 abstentions, to adopt a program-wide goal of 20% match for categories that VTA staff have identified a need for a match. Any Board recommendation should be referred back to the TAC for further refinement and development of criteria in consultation with VTA staff. Members/Alternate Members Abbas, Borden, Capurso, Chan, Cherbone, Chiu, Creer, Machida, and Morley opposed. Members Kim and Mello abstained.

RESULT:	**FAILED**
MOVER:	Jim Ortbal, Alternate Member
SECONDER:	Dawn Cameron, Alternate Member
AYES:	Batra, Cameron, Ortbal
NOES:	Abbas, Borden, Capurso, Chan (Novenario Alt.), Cherbone, Chiu, Creer (Bjarke Alt.), Machida, Morley
ABSTAIN:	Kim, Mello
ABSENT:	Bjarke, Mack (Servín Alt.), Novenario, Servín, Sharma, Smith

John Ristow, Director of Planning and Program Development and Staff Liaison, noted recommendations will be presented to the Board for discussion at the April 22, 2016, Workshop Meeting. Feedback from the Board, including directions to staff, will be brought back to the Advisory Committees and the public for input.

Member Batra announced his appointment as Acting City Manager for the City of Santa Clara and noted this would be his last meeting as a member of the TAC. He expressed his appreciation to the Committee for their support and their service.

Member Batra left the meeting at 2:35 p.m.

4. Committee Staff Report

Mr. Ristow noted there was no Committee Staff Report.

- Revised 2016 State Transportation Improvement Program (STIP) Update

  Marcella Rensi, Transportation Planning Manager, provided an overview of the STIP milestones and California Transportation Commission (CTC) actions to date. She distributed the following to the Committee: 1) a copy of correspondence to the City of Palo from VTA regarding the 2016 STIP revision, dated April 7, 2016; and 2) a copy of the CTC letter to Regional Agencies and Caltrans, dated March 30, 2016. Ms. Rensi noted the CTC has not yet published their recommendations on the program and will provide an update to the Committee at a future meeting.

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

5. Chairperson's Report

Vice Chairperson Morley gave a brief report, which included receiving an overview from staff on the following topics: 1) Envision Silicon Valley; 2) corporate busing; and 3) future Land Use and Transportation Briefing Series presentations.

6. TAC Working Groups Report

- Capital Improvement Program (CIP) Working Group

  Celeste Fiore, Transportation Planner, gave a brief overview of the March 22, 2016, CIP Working Group meeting topics of discussion, including: 1) CIP Working Group leadership, noting Cedric Novenario as Chairperson and David Gittleson as Vice Chairperson; 2) draft Pedestrian Access to Transit Plan; 3) One Bay Area Grant (OBAG) Cycle 2; and 4) Caltrans' new Period of Performance End Date (PPED) requirement.

  Ms. Fiore announced the next CIP Working Group meeting is scheduled for April 26, 2016.

- Systems Operations & Management (SOM) Working Group

  Eugene Maeda, Senior Transportation Planner, provided a brief overview of the March 30, 2016, SOM Working Group meeting, noting the draft Monitoring and Conformance Report and the I-680 Corridor Study findings were discussed. The SOM Working Group also participated in a tour of the City of San Jose's Traffic Incident Management Center.

  Mr. Maeda noted the next SOM Working Group meeting is scheduled for April 27, 2016.

  Mr. Maeda also thanked the Metropolitan Transportation Commission for providing copies of the State Route (SR) 82 Relinquishment Exploration Study. He noted local agencies who participated in the study should receive a copy of the report in the mail.

- Land Use/Transportation Integration (LUTI) Working Group

  Robert Swierk, Senior Transportation Planner, noted the LUTI Working Group has not met since the last meeting and the next LUTI Working Group meeting is scheduled for May 11, 2016.

  Mr. Swierk announced the Traffic Safe Communities Network and the Santa Clara County Public Health Department will be hosting a transportation travel demand workshop on April 28, 2016, and additional information could be found on the *Eventbrite* webpage.

On order of Vice Chairperson Morley and there being no objection, the Committee received reports from TAC Working Groups.

CONSENT AGENDA

7. Regular Meeting Minutes of March 10, 2016

M/S/C (Ortbal/Abbas) to approve the Regular Meeting Minutes of March 10, 2016.

8. Legislative Update Matrix

M/S/C (Ortbal/Abbas) to review the Legislative Update Matrix.

9. Development Review Annual Report for 2015

M/S/C (Ortbal/Abbas) to receive the Development Review Annual Report for 2015.

10. I-680 Corridor Study Report Update

M/S/C (Ortbal/Abbas) to receive an informational report on the I-680 Corridor Study.

11. Bay Area Express Lanes Operations Policy Updates

M/S/C (Ortbal/Abbas) to receive an update on Bay Area Express Lanes Operations Policy Updates.

12. Crossroads Traffic Collision Database Progress Report

M/S/C (Ortbal/Abbas) to receive a progress report on Crossroads Traffic Collision Database Pilot Program.

13. Caltrans-VTA 3-Year FY 2016-18 Project Initiation Document Workplan Update

M/S/C (Ortbal/Abbas) to receive an update on Caltrans-VTA FY 2016-18 Three-Year Project Initiation Document Workplan.

RESULT:	**APPROVED [UNANIMOUS] – Consent Agenda**
MOVER:	Jim Ortbal, Alternate Member
SECONDER:	Shahid Abbas, Member
AYES:	Abbas, Borden, Cameron (County Alt.), Capurso, Chan (Novenario Alt.), Cherbone, Chiu, Creer (Bjarke Alt.), Kim, Machida, Mello, Morley, Ortbal (Smith Alt.)
NOES:	None
ABSENT:	Batra, Bjarke, Mack (Servín Alt.), Novenario, Servín, Sharma, Smith

REGULAR AGENDA **(continued)**

15. One Bay Area Grant Cycle 2 Formula and Criteria

Ms. Rensi provided an overview of the staff report and recommendations.

Members of the Committee expressed concern about the 35 % design drawings requirement in the program scoring criteria.

M/S/C (Abbas/Ortbal) on a vote of 12 ayes, 0 noes, and 1 abstention, to recommend that the VTA Board of Directors approve the Santa Clara County One Bay Area Grant (OBAG) Cycle 2 Guarantee Program Distribution Formula and Countywide Competitive Complete Streets Project Selection Criteria. Further, to remove the 35% design drawings requirement in the screening criteria. Member Mello abstained.

RESULT:	**APPROVED**
MOVER:	Shahid Abbas, Member
SECONDER:	Jim Ortbal, Alternate Member
AYES:	Abbas, Borden, Cameron (County Alt.), Capurso, Chan (Novenario Alt.), Cherbone, Chiu, Creer (Bjarke Alt.), Kim, Machida, Morley, Ortbal (Smith Alt.)
NOES:	None
ABSTAIN:	Mello
ABSENT:	Batra, Bjarke, Mack (Servín Alt.), Novenario, Servín, Sharma, Smith

16. Pedestrian Access to Transit Plan - Draft Project List

Lauren Ledbetter, Senior Transportation Planner, gave a brief overview of the Pedestrian Access to Transit Plan (Plan) and introduced Malahat Owrang, Transportation Planner.

Ms. Owrang provided the staff report, highlighting: 1) overview of the Plan and milestones; 2) overview of schedule and progress; 3) summary of focus area selection criteria; 4) overview of public outreach efforts and summary of public survey key findings; 5) overview of field review and walk audits; 6) summary of recommendations and recommended projects; and 7) next steps.

Public Comment

Mr. Lebrun noted increased development activities in South San Jose near the Santa Teresa and Cottle Light Rail Stations and expressed concern about a sound wall in the area as a barrier to accessing transit.

Member Mello left the meeting at 3:10 p.m.

Discussion ensued about deficiencies identified on state routes and expressways and how these issues could be addressed. Staff noted some of the improvements could be funded through OBAG applications.

On order of Vice Chairperson Morley, and there being no objection, the Committee received an information item on the draft project list for Pedestrian Access to Transit Plan.

OTHER ITEMS

17. Update on Metropolitan Transportation Commission (MTC) Activities and Initiatives

Alternate Ex-Officio Member Hom gave a brief update on the Plan Bay Area 2040 process, noting ongoing discussions with Congestion Management Agencies regarding the Project Performance Assessment and Needs Assessment results. Outreach meetings are planned in May and June 2016 and will focus on development of scenarios.

On order of Vice Chairperson Morley, and there being no objection, the Committee received an update on MTC Activities and Initiatives.

18. Update on Caltrans Activities and Initiatives

Ex-Officio Member Saleh provided a brief report noting adoption of the 2016 State Highway Operation and Protection Program (SHOPP) by the California Transportation Commission (CTC). He distributed a copy of the 2016 SHOPP for Santa Clara County as approved by the CTC on March 16, 2016. Mr. Saleh asked staff to inform other agencies about the Caltrans-VTA Fiscal Year 2016-18 Project Initiation Document (PID) Work Plan process and to refer their updates to VTA.

Mr. Ristow reminded the Committee to submit their updates to the PID Work Plan by April 18, 2016.

On order of Vice Chairperson Morley, and there being no objection, the Committee received an update on Caltrans Activities and Initiatives.

19. TAC Committee Work Plan

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

20. ANNOUNCEMENTS

There were no Announcements.

21. ADJOURNMENT

On order of Vice Chairperson Morley, and there being no objection, the meeting was adjourned at 3:23 p.m.

Respectfully submitted,

Michelle Oblena, Board Assistant
VTA Office of the Board Secretary

SANTA CLARA Valley Transportation Authority

Date: April 29, 2016
Current Meeting: May 12, 2016
Board Meeting: June 2, 2016

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: 2016 TFCA Program Manager Fund

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

ACTION ITEM

RECOMMENDATION:

Recommend that the VTA Board of Directors approve the programming of FY 2016/17 Transportation Fund for Clean Air Program Manager (TFCA 40%) funds to projects.

BACKGROUND:

The Transportation Fund for Clean Air (TFCA) is generated by a $4.00 surcharge on vehicle registrations in the nine-county Bay Area. The Bay Area Air Quality Management District (BAAQMD) administers the funds; money is available for allocation to alternative fuels, arterial management, bicycle, and trip-reduction projects that reduce vehicle emissions. State law is very specific as to how the funds may be spent.

BAAQMD returns 40% of TFCA funds to the county in which they are collected for allocation by a "program manager." This fund is called the TFCA County Program Manager Fund (TFCA 40%). VTA is the program manager for Santa Clara County and project sponsors apply directly to VTA for funding. The VTA Board of Directors allocates these funds to projects in Santa Clara County, subject to approval by BAAQMD. To be approved by BAAQMD, all TFCA projects must conform to BAAQMD's board-adopted policies, cost-effectiveness requirements, and the *County Program Manager Fund Expenditure Plan Guidance-Fiscal Year Ending 2017.*

The VTA Board of Directors set aside up to 25% of the annual TFCA 40% allocation to bicycle projects in the Countywide Bicycle Expenditure Program (BEP) for FY 2010/11-FY 2029/30 at its December 9, 2004 meeting. Under subsequent revisions to BEP policy in March 2013, only BEP Category 1 projects are eligible for this set-aside. Eligible BEP projects are funded "off the

top" subject to VTA Board-adopted screening criteria and BAAQMD policies cited above. Since TFCA 40% funds cannot be "banked" from year to year, if less than the set-aside amount can be programmed to qualified BEP projects, the remainder is programmed via the competitive process and the difference does not carry over to the following years.

Unless the program is undersubscribed, the competitive projects are evaluated by a scoring working group of the Technical Advisory Committee's Capital Improvement Program Working Group. The scoring group consists of transportation professional staff members from VTA's Member Agencies, and they serve on a volunteer basis. If necessary, this group meets, reviews project applications and ranks the projects subject to the BAAQMD policies and the VTA Board's TFCA 40% Screening/Scoring Criteria, as adopted on December 11, 2014.

DISCUSSION:

There is a total of $2,936,201 available for TFCA 40% projects this year and VTA received 13 applications from project sponsors requesting a total of $3,602,677.

BEP Projects:

Sunnyvale and Santa Clara County submitted two BEP projects, for a total amount of $370,000. Staff recommends funding these projects out of the BEP set-aside. The remaining 11 project applications went through the competitive review process described below:

Competitive Projects:

The total grant request for the 11 competitive project applications was $3,217,301, significantly greater than the amount available. On March 22, 2016, a scoring subcommittee of the Technical Advisory Committee's Capital Improvement Program Working Group met to evaluate these applications. The committee evaluated and ranked these projects, which are listed in Attachment A. Staff recommends approval of these projects, which are briefly described in Attachment B. Nine projects received full funding and the remaining two projects received partial funding: Santa Clara's County's Weekend Expressway Signal Timing Coordination project was only eligible for $180,000 in TFCA funds due to BAAQMD's cost-effectiveness requirements and Sunnyvale's Pedestrian Infrastructure Improvements-Phase 2 grant was reduced to the available $45,961. VTA staff recommended that Sunnyvale consider future funding opportunities such as the upcoming OBAG or VERBS cycles.

ALTERNATIVES:

The VTA Board may request other programming alternatives. However, all projects submitted for consideration in the TFCA program must adhere to state law and the BAAQMD policies cited above.

FISCAL IMPACT:

As the program manager for Santa Clara County, VTA distributes the TFCA 40% grant funds directly to the project sponsors, retaining 5% to cover administrative expenses. The projected

administrative expense and revenue reimbursement are included in the FY17 Adopted Congestion Management Program Fund Operating Budget. The grant revenue for the DASH Shuttle project, for which VTA is the project sponsor, is reflected in the FY17 Adopted VTA Transit Fund Operating Budget.

Prepared by: Bill Hough
Memo No. 5243

ATTACHMENTS:

- Attachment A -- FY16-17 TFCA 40% Program (PDF)
- Attachment B -- FY16-17 TFCA 40% Projects (PDF)

Attachment A

Santa Clara County FY 2016/17 TFCA 40% Program

Project Sponsor	Project Name	Grant Request	Grant Recommended	TFCA Cost/Ton
	Competitive Projects			
VTA	DASH Shuttle	$826,000	**$826,000**	$174,513
Santa Clara	Lafayette Street Signal Timing	$210,000	**$210,000**	$92,329
Santa Clara	Bowers Avenue Signal Timing	$590,000	**$590,000**	$93,159
Santa Clara	SRTS Pedestrian Infrastructure Improvements	$290,000	**$290,000**	$173,634
Sunnyvale	Fremont Avenue Signal Timing	$55,321	**$55,321**	$46,956
Sunnyvale	Mary Avenue Signal Timing	$98,724	**$98,724**	$59,076
Sunnyvale	Hollenbeck Avenue Signal Timing	$59,869	**$59,869**	$71,234
Sunnyvale	Remington Drive Signal Timing	$38,897	**$38,897**	$49,156
Palo Alto	Bike Share Expansion	$171,429	**$171,429**	$484,059
S.C. County	Weekend Expressway Signal Timing Coordination*	$240,000	**$180,000**	$59,961
Sunnyvale	Pedestrian Infrastructure Improvements phase 2**	$591,100	**$45,961**	$109,949
Subtotal		**$3,171,340**	**$2,566,201**	
	Bicycle Expenditure Program (BEP) Projects			
S.C. County	I-280/Page Mill Bike Improvements	$125,000	**$125,000**	$204,000
Sunnyvale	Mary Avenue Bike Lanes	$245,000	**$245,000**	$249,900
Subtotal		**$370,000**	**$370,000**	
Total		**$3,541,340**	**$2,936,201**	

*Santa Clara County was only able to obtain $180,000 of the $240,000 funding requested due to BAAQMD cost-effectiveness rules.

**Grant recommended reduced to the remaining available $45,961. VTA staff anticipates combining this project with last year's approved 16SC04-Comprehensive Pedestrian Infrastructure Improvements.

Attachment B
Santa Clara County FY 2016/17 TFCA 40% Program
Recommended Project Descriptions

DASH Shuttle
VTA will use TFCA funds to help support operations of the Downtown Area Shuttle (DASH) in downtown San Jose.

Lafayette Street Signal Timing
Santa Clara will perform signal timing on Lafayette Street between Lewis Street and Newhall Street.

Bowers Avenue Signal Timing
Santa Clara will perform signal timing on Bowers Avenue between El Camino Real and US-101.

SRTS Pedestrian Infrastructure Improvements
Santa Clara will improve safety for students walking and biking to school. Improvements include enhanced crosswalks, improve signals and traffic calming.

Fremont Avenue Signal Timing
Sunnyvale will perform signal timing on Fremont Avenue between SR 85 and Fieldfair Drive/Rembrandt Drive.

Mary Avenue Signal Timing
Sunnyvale will perform signal timing on Mary Avenue between Homestead Road and Maude Avenue.

Hollenbeck Avenue Signal Timing
Sunnyvale will perform signal timing on Hollenbeck Avenue between Homestead Road and Danforth Drive.

Remington Drive Signal Timing
Sunnyvale will perform signal timing on Remington Drive between Bernardo Avenue and Manet Drive.

Palo Alto Bike Share Expansion
Palo Alto will add three new stations and 30 bikes to its bike share network.

Weekend Expressway Signal Timing Coordination
Santa Clara County will perform signal timing along Foothill, Capitol, and Lawrence Expressways.

Pedestrian Infrastructure Improvements-Phase 2
Sunnyvale will improve safety for students walking and biking to school in Sunnyvale. Improvements include in-pavement lighted crosswalks, raised crosswalks and traffic calming.

I-280/Page Mill Bike Improvements
Santa Clara County will improve bicycle access at the I-280/Page Mill interchange area. Improvements include signing and striping improvements.

Mary Avenue Bike Lanes
Sunnyvale will construct Bike Lanes on Mary Avenue from Iowa Avenue to Maude Avenue.

SANTA CLARA
Valley Transportation Authority

Date: May 2, 2016
Current Meeting: May 12, 2016
Board Meeting: June 2, 2016

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: FY2016/17 TDA3 Project Priorities

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

ACTION ITEM

RECOMMENDATION:

Recommend that the VTA Board of Directors adopt a resolution approving the project priorities for the FY2016/17 Countywide Transportation Development Act Article 3 program and modify VTA policy regarding the banking of TDA3 funds..

BACKGROUND:

Transportation Development Act (TDA) funds are derived from a ¼-cent of the State's general sales tax. Article 3 of the TDA makes a portion of these funds available for use on bicycle and pedestrian projects.

The Metropolitan Transportation Commission (MTC) programs TDA Article 3 funds in the nine Bay Area counties. Each year, MTC requests that the Congestion Management Agency (CMA) in each Bay Area county coordinate and submit annual TDA Article 3 program funding priorities for their respective counties. VTA, as the CMA for Santa Clara County, develops the countywide program. After the VTA Board adopts the projects, the list is forwarded to MTC for approval and project sponsors apply for reimbursement directly to MTC.

On December 9, 2004, the VTA Board of Directors dedicated 25% of Santa Clara County's TDA Article 3 funds to projects on the countywide Bicycle Expenditure Program (BEP) list through 2030. Under subsequent revisions to BEP policy in March 2013, only BEP Category 1 projects are eligible for this set-aside. The remaining 75% of the annual allocation is guaranteed to Member Agencies based on the most recent California Department of Finance population estimates. These funds may be used for any eligible project and are referred to as the Guarantee

Fund.

On November 5, 2009, the VTA Board of Directors adopted a funding program for County Expressway Pedestrian Projects and dedicated up to $150,000 per year from the TDA3 BEP set-aside to help fund such projects.

If a Member Agency is unable to complete a TDA Article 3 funded project within the two-year period, the agency may rescind the project. When a project is rescinded, the funds are reallocated to the agency as part of its guarantee in the following cycle instead of reverting back to the countywide pool. In the event that an agency fails to rescind a project and funds lapse, the funds revert back to the countywide pool.

VTA policy also allows TDA Article 3 funds to be banked for up to two years plus one year to program funds. Banked funds are added to an agency's Guarantee Fund amount in the following year. A Member Agency must inform VTA in writing of its intent to either claim or bank its TDA3 guarantee funds; failure to do so means that the funds revert to the countywide pool in the next cycle.

DISCUSSION:

The total TDA Article 3 funding available for programming this year is $2,452,115. Attachment A lists the VTA staff recommendations for the entire Santa Clara County TDA Article 3 program as discussed below and Attachment B contains a brief description of each project. The TDA Article 3 program was developed in accordance with MTC's Local Process Resolution, MTC's project requirements and the VTA board-adopted policies discussed above. The following paragraphs explain the staff recommendation for programming these funds:

Guarantee Fund:

This year, a total of $1,962,399 is available to the cities and the County for the Guarantee Fund. This total includes funds that were banked or rescinded in prior years. Member Agencies claimed $1,664,905 of their Guarantee Funds this year. Per attachment A, five agencies are collectively banking $447,492 of their guaranteed funds and this total is not being added to the amount claimed.

BEP Fund:

This year, there is $339,716 available for BEP projects. Last year, VTA received 2 applications for BEP projects requesting the entire amount: Santa Clara County's Montague Expressway Bicycle Detection/Adaptive Signal Timing Project and San Jose's Hedding Street bicycle lane project. Although both projects were "ready to go," county staff indicated that they could defer their project until this year. To honor this commitment, staff recommends that this year's BEP set-aside funds be dedicated to the Montague Expressway Bicycle Detection/Adaptive Signal Timing Project.

County Expressway Pedestrian Projects:

VTA staff concurs with Santa Clara County staff's request that the $150,000 set aside for Expressway Pedestrian Improvements be banked this year. It will be combined with next year's funding for a $300,000 allocation to a project.

During the preparation of the project list, one of the smaller member agencies approached VTA staff with a proposal to relax the current TDA Article 3 banking policy which states "VTA policy also allows TDA Article 3 funds to be banked for up to two years plus one year to program funds." Some smaller agencies feel that allowing additional time to bank funds will allow more flexibility for agencies to save for a larger, more expensive, project. After a discussion at the April 26, 2016 Capital Improvement Program Working Group (CIPWG) meeting, they recommended that the policy be changed to "VTA policy also allows TDA Article 3 funds to be banked for up to four years plus one year to program funds." VTA staff concurs with the CIPWG recommendation and notes that this change in compatible with MTC policy and TDA law.

ALTERNATIVES:

The VTA Board may recommend an alternative list of project priorities. However, all projects submitted for TDA Article 3 funds must adhere to TDA law and MTC's TDA Article 3 Rules and Procedures.

FISCAL IMPACT:

Approximately $2.5 million in TDA Article 3 funds will be made available to projects in Santa Clara County. The projects and programming described in this memorandum are not included in the VTA Capital Budget because VTA's role in the TDA Article 3 process is limited to prioritizing the annual program of projects. Project sponsors apply for reimbursement directly to MTC. The appropriation for costs of VTA staff support of this program is included in the current Congestion Management Program Fund Operating Budget.

Prepared by: Bill Hough
Memo No. 5242

ATTACHMENTS:

- Attachment A -- FY 2016-17 TDA Article 3 (PDF)
- Attachment B -- FY 2016-17 TDA Article 3 projects (PDF)
- Attachment 0 -- 2016 TDA3 Resolution.doc (DOCX)

Attachment A: Submittal of Countywide Coordinated Claim to MTC for the Allocation of FY2016/17 Funds to Claimants in Santa Clara County

Project Sponsor	Project Name	Guarantee Request	BEP Project Request	Expressway Pedestrian Imps.	**Total Request**	Banked Funds
Campbell	Citywide Bicycle & Pedestrian Project	$32,543	$0	$0	**$32,543**	$0
Cupertino	McClellan Road Sidewalk Improvements-Phase 2	$106,926	$0	$0	**$106,926**	$0
Cupertino	Pedestrian Master Plan	$50,000	$0	$0	**$50,000**	$0
Gilroy	Funds banked	$0	$0	$0	**$0**	$79,816
Los Altos	Crosswalk Improvements at Edith/University	$45,429	$0	$0	**$45,429**	$0
Los Altos Hills	Funds banked.	$0	$0	$0	**$0**	$6,485
Los Gatos	Bicycle & Pedestrian Master Plan	$79,848	$0	$0	**$79,848**	$0
Milpitas	Construction of ADA ramps	$108,083	$0	$0	**$108,083**	$0
Monte Sereno	Highway 9 Pedestrian Safety Improvements	$9,028	$0	$0	**$9,028**	$0
Morgan Hill	green bike lane striping at major intersections	$32,482	$0	$0	**$32,482**	$0
Mountain View	Funds banked	$0	$0	$0	**$0**	$117,137
Palo Alto	Implementation of Bicycle Boulevards	$203,463	$0	$0	**$203,463**	$0
San Jose	Citywide Bikeway Implementation	$440,288	$0	$0	**$440,288**	$0
San Jose	Citywide ADA Curb Ramps	$100,000	$0	$0	**$100,000**	$0
San Jose	Citywide Bike Plan	$250,000	$0	$0	**$250,000**	$0
Santa Clara	Funds banked	$0	$0	$0	**$0**	$94,054
Saratoga	Saratoga Avenue Pathway Project	$23,945	$0	$0	**$23,945**	$0
Sunnyvale	Mary Avenue Bike Lanes	$115,088	$0	$0	**$115,088**	$0
S. C. County	Montague Expressway Bicycle Detection/Adaptive Signal Timing	$0	$339,716	$0	**$339,716**	$0
S. C. County	East San Jose Pedestrian Improvement Project	$67,782	$0	$0	**$67,782**	$0
S. C. County	Funds banked (Expressway Pedestrian Imps.)	$0	$0	$0	**$0**	$150,000
Totals		**$1,664,905**	**$339,716**	**$0**	**$2,004,621**	**$447,492**

Attachment B
Santa Clara County FY 2016/17 TDA3 Program
Project Descriptions

Campbell — Citywide Bicycle & Pedestrian Project
City will design and construct bike/ped improvements at seven locations throughout Campbell and install shared lane markings and construct ADA traffic signal improvements at several locations.

Cupertino — McClellan Road Sidewalk Construction Project
City will construct a sidewalk along the south side of McClellan Road between Orange and San Leandro Avenues.

Cupertino — Pedestrian Master Plan
City will develop a Pedestrian Master Plan identifying critical pedestrian networks, systemic issues, enhancement opportunities, and setting of priority for projects that improve safety, connectivity, and increased mobility and access.

Los Altos — Crosswalk Improvements at Edith/University
City will construct crosswalk improvements at the West Edith/University Avenue intersection to improve pedestrian Safety.

Los Gatos — Bicycle & Pedestrian Master Plan
City will update its Bicycle & Pedestrian Master Plan.

Milpitas — Construction of ADA ramps
City will construct ADA ramps at various locations throughout Milpitas.

Monte Sereno — Highway 9 Pedestrian Safety Improvements
City will construct ADA pedestrian safety improvements along Highway 9 in Monte Sereno.

Morgan Hill — Green Bike Lane Striping at Major Intersections
City will provide green bike lane striping at the Dunne/Monterey and Tennant/Monterey intersections.

Palo Alto — Implementation of Bicycle Boulevards
City will construct bicycle boulevards on Bryant Street, Maybell Avenue, Park Boulevard and Wilkie Way in Palo Alto.

San Jose — Citywide Bikeway Implementation
City will install approximately 60 miles of new bikeways throughout the City.

San Jose — Install ADA curb ramps on public sidewalks at various locations
City will install ADA Curb ramps on public sidewalks at locations throughout the City of San Jose.

San Jose — Citywide Bike Plan
City will develop a citywide bicycle master plan.

Saratoga — Saratoga Avenue Pathway
City will install a concrete/cement walkway along Saratoga Avenue from Park Place to just past La Paloma Avenue on the north side.

Sunnyvale — Mary Avenue Bike Lanes
City will install bicycle lane treatments along Mary Avenue between Iowa Avenue and Maude Avenue.

Santa Clara County Montague Expressway Bicycle Detection/Adaptive Signal Timing
County will install bicycle detection and adaptive signal timing at Montague Expressway intersections.

Santa Clara County East San Jose Pedestrian Improvements
County will construct sidewalks along various roads in East San Jose and will include ADA curb ramps and curbs/gutters.

Resolution No. **INSERT NUMBER**

Re: Submittal of Countywide Coordinated Claim to the Metropolitan Transportation Commission for the Allocation of Fiscal Year **2016/17** TDA Article 3 Pedestrian/Bicycle Project Funds to Claimants in **SANTA CLARA COUNTY.**

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 4108, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

WHEREAS, MTC Resolution No. 4108 requires that requests from eligible claimants for the allocation of TDA Article 3 funds be submitted as part of a single, countywide coordinated claim, composed of certain required documents; and

WHEREAS, the **SANTA CLARA VALLEY TRANSPORTATION AUTHORITY** has undertaken a process in compliance with MTC Resolution No. 4108 for consideration of project proposals submitted by eligible claimants of TDA Article 3 funds in SANTA CLARA COUNTY, and a prioritized list of projects, included as Attachment A of this resolution, was developed as a result of this process; and

WHEREAS, each claimant in **SANTA CLARA COUNTY** whose project or projects have been prioritized for inclusion in the fiscal year **2016/17** TDA Article 3 countywide coordinated claim, has forwarded to the **SANTA CLARA VALLEY TRANSPORTATION AUTHORITY** a certified copy of its governing body resolution for submittal to MTC requesting an allocation of TDA Article 3 funds; now, therefore, be it

RESOLVED, that the **SANTA CLARA VALLEY TRANSPORTATION AUTHORITY** approves the prioritized list of projects included as Attachment A to this resolution; and furthermore, be it

RESOLVED, that the **SANTA CLARA VALLEY TRANSPORTATION AUTHORITY** approves the submittal to MTC, of the **SANTA CLARA COUNTY** fiscal year **2016/17** TDA Article 3 countywide, coordinated claim, composed of the following required documents:

A. transmittal letter

B. a certified copy of this resolution, including Attachment A;

C. one copy of the governing body resolution and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;

D. a description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim;

PASSED AND ADOPTED by the Santa Clara Valley Transportation Authority Board of Directors on this second day of June, 2016 by the following vote:

AYES:

NOES:

ABSENT:

_____
Cindy Chavez, Chairperson
Board of Directors

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

ATTEST:

_____
Elaine F. Baltao
Board Secretary

APPROVED AS TO FORM:

_____
Robert R. Fabela
General Counsel

SANTA CLARA
Valley Transportation Authority

Date: May 4, 2016
Current Meeting: May 12, 2016
Board Meeting: June 2, 2016

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Technical Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Financial Officer, Raj Srinath

SUBJECT: Revisions to Joint Development Policy

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

ACTION ITEM

RECOMMENDATION:

Recommend that the VTA Board of Directors approve revisions to VTA's Joint Development Policy.

BACKGROUND:

The current *Joint Development Policy Guidance Documents* were adopted by the Board of Directors in 2009, and have not been significantly revised since then aside from the recent adoption of VTA's Affordable Housing Policy. Since creation of the Joint Development Fund as part of the policy, the balance in the Fund has grown to approximately $29 million, which provides resources to advance implementation of Joint Development projects and support intensification of land uses. VTA's understanding of the opportunities and challenges associated with Joint Development have increased since adoption of the Policy, setting the stage for revisions that facilitate an expanded Joint Development Program particularly with BART Phase 2, new Bus Rapid Transit lines, and other future transit system extensions.

DISCUSSION:

Staff recommends revisions to the *Preamble and Part I: Joint Development* Policy sections of VTA's *Joint Development Policy Guidance Documents* that will create an enhanced joint development, including: authority for acquisition of new sites for joint development, including as part of transit system expansions; expanded use of the Joint Development Fund for site acquisition, incentives to support land use intensification, and other one-time uses; language requiring joint development to be done via long-term ground leases unless otherwise approved by the Board of Directors; creation and use of Joint Development Program portfolio return metrics to measure long-term benefits; authority for the General Manager to negotiate agreements and make expenditures from the Joint Development Fund consistent with existing Administrative Code authority for the General Fund; incorporation of community workforce opportunities into joint development projects; references to affordable housing based on the recently adopted Affordable Housing Policy in *Part II: Implementation* Plan; and other revisions to provide clarification.

The recommended revisions to the Joint Development Policy are shown in redline form in "Attachment A" to this memorandum.

As noted in the recent Joint Development Program update, VTA seeks to issue multiple competitive developer offerings for Joint Development opportunities. There remain considerable opportunities for VTA, through its Joint Development projects and working with other Transit-Oriented Development adjacent to VTA transit stations, to advance greater intensification of land uses and better linkages between growth and VTA's transit investments.

Staff, in recommending revisions to the Policy, seeks to provide policy authorization for a wide range of new or expanded activities to allow acquisition of additional sites to increase the Joint Development portfolio and number of future Joint Development projects; broader use of the Joint Development Fund, including incentives to intensify land uses; and policy language for incorporation of community workforce opportunities, such as apprenticeship programs into Joint Development projects. Future Board of Directors approval would be required for all actions or programs based on the new policy authorizations.

VTA's practice has been to pursue Joint Development through long-term ground leases with developers, however this has never been adopted as policy even though it maximizes long-term revenues from Joint Development projects. The proposed Policy revisions would make this explicit, while allowing the Board of Directors to make exceptions in extraordinary situations.

An expanded Joint Development Program would result in a significant increase in workload for VTA. To facilitate more efficient and effective implementation, Staff proposes that the General Manager be provided authority to enter into agreements and make expenditures from the Joint Development Fund under $500,000 consistent with current Administrative Code provisions for General Fund expenditures.

Finally, other changes relate to the recent adoption of the Affordable Housing Policy, or other existing policies or practices that are not currently in the Joint Development Policy.

ALTERNATIVES:

The Board could approve a more limited set of revisions, or request Staff to provide additional information or re-evaluate certain aspects of the proposed policy changes.

FISCAL IMPACT:

Adoption of revisions to the Joint Development Policy that result in additional joint development projects would significantly increase the proceeds that VTA receives from these projects.

Prepared by: Ron Golem
Memo No. 5591

ATTACHMENT A: REDLINE OF JOINT DEVELOPMENT POLICY CHANGES
(SECTIONS WITH CHANGES)

VTA JOINT -DEVELOPMENT PROGRAM
GUIDANCE DOCUMENTS

PREAMBLE

The Santa Clara Valley Transportation Authority (VTA) has an extensive portfolio of real estate assets, many of which are underutilized and/or have potential for transit-oriented development. ~~VTA recognizes the importance of~~VTA's ongoing expansion of its transit system, including Bus Rapid Transit, light-rail, and other modes, also presents important opportunities to acquire additional real estate assets to support further transit-oriented development. VTA recognizes the importance of acquiring and developing these real estate assets, as reflected in the agency's creation and ongoing support of the Joint Development Program (JDP~~). Operating under the CMA division of VTA, the~~)) in the Real Estate & Joint Development Department. The JDP has primary organizational responsibility for managing the process by which development of VTA's real estate assets occurs.

To ensure the success of the JDP, the VTA Board of Directors has mandated this major organizational effort be guided in principle and procedure by the Joint Development Policy (Part I of the JDP Guidance Documents) and the Joint Development Implementation Plan (Part II of the JDP Guidance Documents), ~~both as adopted on ____, 2009. These two documents, along with this Preamble, together replace in its entirety the previously adopted Joint Development Policy, as last amended by the VTA Board of Directors on May 3, 2007.~~as amended by the Board from time to time.

The Joint Development Policy sets forth the fundamental principles that guide the JDP. This document articulates the primary goal of VTA's JDP as that of providing appropriate stewardship of VTA's real estate assets through maximization of their respective economic values. Secondary goals of the JDP are to create vibrant community assets in the form of transit-oriented development that includes affordable housing and enhance VTA's transit operations through improvements in ridership and infrastructure. All of these goals shall be accomplished through a ~~consensus-driven,~~broad-based site-appropriate development process which includes both comprehensive intra-agency coordination and extensive collaboration with external stakeholders both interested in, and affected by, VTA's JDP.

The Joint Development Implementation Plan, which comprises Part II of this document, lays out procedures that expand upon the core principles articulated in Part I. Together, these principles and procedures outline an intentioned path for VTA staff to follow to achieve success for the JDP. Starting with priority-setting of VTA's joint development assets, this path includes procedures for collaborative identification of site-appropriate development concepts, competitive developer selection processes, and industry standard legal instruments for effective public-private partnerships with selected developers. The Joint Development Implementation Plan also specifies VTA processes to ensure intra-

agency consultation and guidance, collaboration with affected localities, and an open public participation process.

PART I: JOINT DEVELOPMENT POLICY

I. MISSION STATEMENT

The mission of VTA's Joint Development Program is to provide appropriate stewardship of VTA's real estate assets by maximizing their respective economic values through ~~consensus-driven,~~ site-appropriate development that also increases transit ridership, creates vibrant community assets and enhances the long-term life of VTA's facilities.

II. GOALS

The goals of the Joint Development Program are set forth below, in priority order. These goals and their respective priorities shall inform the entire arc of development pursued under the Joint Development Program. In instances where a conflict appears either among these goals or between these goals and the interests of stakeholders, these goals and ~~there~~their respective priorities shall govern VTA's actions.

A. Revenue. To provide a long-term, stable source of revenue for VTA by obtaining fair market value on the sale or lease of its real property assets through an open and competitive process.

B. Transit-Oriented Development. To carry out transit-oriented development, where appropriate, that provides the highest and best use of each site, conforms to the regulations of the affected jurisdiction in which the site is located, provides affordable housing, and achieves the goals set forth in VTA's Community Design and Transportation Manual for high quality design and community benefits. This includes acquisition of new sites and use of construction staging areas for joint development, in accordance with applicable funding and regulatory requirements, in order to create additional projects.

C. Transit Operations. To create development that results in ridership growth on VTA's multi-modal transit system and/or enhances VTA's operational infrastructure. This includes evaluation of all new transit projects, including their construction staging areas, for the potential to create additional sites for joint development, consistent with applicable funding and regulatory requirements.

III. OBJECTIVES

The aforementioned Goals shall be met through implementation of the following Objectives, as each may be further articulated in Part II, the Joint Development Implementation Plan.

A. REVENUE

1. Return on Investment. For each Joint Development asset, VTA shall achieve a rate of return over the life of the asset that is competitive in the market and reflects fair market value. VTA will maximize long-term returns by entering into joint development projects through long-term ground leases with significant participation to share in project upside, except as otherwise approved by the VTA Board of Directors. VTA will develop portfolio return metrics to evaluate the long-term benefits from the joint development program, including increases in ridership.

2. Participation in Asset Value Increase. For each Joint Development asset involving a long-term ~~leasehold~~lease, VTA shall seek financial participation in the increase in the asset's value over time in the form of market competitive contractual mechanisms.

3. Use of Proceeds. Proceeds from the Joint Development Program shall be set aside in a special fund within the ~~agency's~~VTA's fiscal organization and shall be appropriated for use from this fund ~~for the continued operation and development of the agency,~~ as determined by the VTA Board of Directors from time to time through formal actions. These uses include support for increased land-use density to support joint development and transit-oriented development around station areas and along transit corridors, as well as other one-time uses.

The General Manager is authorized to negotiate and execute agreements and expend funds to support implementation of the Joint Development Policy, provided such agreements and expenditures are consistent with the Administrative Code.

B. TRANSIT-ORIENTED DEVELOPMENT

1. High Density Development. Residential development projects pursued under the Joint Development Program shall strive to provide higher density consistent with transit-oriented development best practices at VTA's major transit nodes and the downtown or core areas of the local jurisdictions in which the projects are situated.

2. Land Use Policies. Development projects pursued under the Joint Development Program shall comply with all the review and approval policies and procedures of the local jurisdictions in which the respective projects are sited. The Joint Development Program shall work with local jurisdictions in support of higher-density land uses consistent with transit-oriented development best practices.

3. Stakeholder Interests. Development projects pursued under the Joint Development Program shall address stakeholder interests to the extent consistent with the Joint Development Policy. This includes creation of community workforce opportunities.

4. Urban Design Standards. Development projects pursued under the Joint Development Program shall strive to incorporate the urban design concepts, principles and guidance set forth in VTA's Community Design and Transportation Program, the urban design

standards of the localities with jurisdiction over them, and the "best practices" identified by industry leaders in transit-oriented development.

5. Site Circulation. Development projects pursued under the Joint Development Program shall incorporate efficient and safe vehicular, bicycle and pedestrian circulation and promote convenient, accessible and safe connections to transit service.

6. Project Parking. Each development project shall provide parking commensurate with demand forecasts and smart growth principles resulting from site evaluation documents. These documents may include environmental impact reports, on-site and off-site parking analyses, shuttle and bus linkages, and non-physical solutions to parking that are consistent with local jurisdiction requirements.

C. TRANSIT OPERATIONS

1. Transit and Ridership Improvements. Development projects pursued under the Joint Development Program shall strive to include physical improvements and/~~ortransit~~or transit programs that encourage utilization of multi-modal transit services and increase long-term ridership.

2. VTA Operational Requirements. The Joint Development Program shall be implemented in a manner that is mindful of VTA's necessity to manage costs, maximize revenues and balance system expansion with the maintenance of existing service.

3. Replacement Parking. For any development project pursued at a VTA park-and~~–~~–ride lots, a site-by-site analysis shall be undertaken to determine the appropriate level at which existing parking should be replaced, with full consideration of the relative growth in future ridership that can result from dense joint development versus provision of future parking spaces.

SANTA CLARA
Valley Transportation Authority

Date: May 3, 2016
Current Meeting: May 12, 2016
Board Meeting: June 2, 2016

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Technical Advisory Committee

FROM: Director of Government Affairs, Jim Lawson

SUBJECT: Legislative Update Matrix

FOR INFORMATION ONLY

BACKGROUND:

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

DISCUSSION:

The purpose of this report is to provide an update on recent developments concerning important transportation issues facing lawmakers in Sacramento.

Transportation Funding Special Session: On April 22, Senate Transportation & Housing Committee Chairman Jim Beall (D-San Jose) released an amended version of SBX1-1, which calls for providing approximately $5.5 billion per year in new, ongoing revenues and $1 billion in one-time funding for transportation purposes. The money would be used to: (1) address the significant funding shortfalls that currently exist for maintaining and rehabilitating state highways and local streets/roads; (2) fund mobility improvements in key goods movement corridors; and (3) invest in public transit.

SBX1-1 establishes the Road Maintenance and Rehabilitation Account to be funded with revenues derived from the following sources:

- Increase in the gasoline excise tax of 12 cents per gallon, which would be indexed to inflation.

- Increase of 22 cents per gallon in the diesel excise tax, which would be indexed to inflation. Under the provisions of SBX1-1, the revenues derived from 12 cents of this increase would be deposited into the existing Trade Corridors Improvement Fund and

used for goods movement projects programmed by the California Transportation Commission (CTC). The revenues generated from the remaining 10 cents would be deposited into the Road Maintenance and Rehabilitation Account.

- Registration surcharge of $35 per year imposed on all motor vehicles, which would be indexed to inflation.

- Registration surcharge of $100 per year imposed on zero-emission vehicles.

- Road access charge of $35 per year imposed on all motor vehicles to be collected by the Department of Motor Vehicles (DMV) as part of the annual vehicle registration process. This charge would be indexed to inflation.

- Repayment by June 30, 2016, of approximately $1 billion in outstanding loans owed by the General Fund to the State Highway Account, the Motor Vehicle Fuel Account, the Highway Users Tax Account (HUTA), and the Motor Vehicle Account.

SBX1-1 calls for distributing the revenues deposited into the new Road Maintenance and Rehabilitation Account in the following manner:

- 5 percent would be taken off the top for allocation to counties that currently do not have a local transportation sales tax, but gain voter approval of one after July 1, 2016. SBX1-1 requires the CTC to develop guidelines to define the specific methodology that would be used to distribute these funds to eligible counties and to cities within those counties. The funds must be expended for road maintenance and rehabilitation purposes.

- Of the amount remaining in the Road Maintenance and Rehabilitation Account after the 5-percent set-aside, 50 percent would be allocated to Caltrans for maintenance of the state highway system, and for projects programmed in the State Highway Operation and Protection Program (SHOPP). The other 50 percent would be provided to cities and counties for maintenance and rehabilitation work on their local roadway systems. In the latter case, the funds would be equally divided between cities and counties, with the cities' portion being allocated by a formula based on population, and the counties' share by a formula based on vehicle registrations and miles of maintained county roads.

The amended version of SBX1-1 includes new funding for public transit, which would be derived from the following sources:

- Increase in the percentage of cap-and-trade auction proceeds continuously appropriated to the Transit and Intercity Rail Capital Program from 10 percent to 20 percent. Assuming that the total amount of cap-and-trade revenues raised through the allowance auctions held by the California Air Resources Board (CARB) is $2 billion per year, as projected in the Governor's FY 2017 budget, this program would receive $400 million, as opposed to $200 million under current law.

- Increase in the percentage of cap-and-trade auction proceeds continuously appropriated to

the Low Carbon Transit Operations Program (LCTOP) from 5 percent to 10 percent. This means the amount distributed to this program on an annual basis would grow from $100 million to $200 million, again assuming that cap-and-trade auction proceeds are $2 billion a year.

- Requirement that a total of $550 million in cap-and-trade auction proceeds currently dedicated to high-speed rail be set aside for allocation to intercity, commuter and urban rail systems through a competitive process administered by the CTC for projects that enhance connectivity to the state's planned high-speed rail system.

- Increase in the diesel sales tax rate to provide additional funding for the State Transit Assistance Program (STA). SBX1-1 requires public transit agencies to expend these new revenues for activities related to: (1) repairing, maintaining, rehabilitating, or modernizing their existing vehicles or facilities; or (2) designing, acquiring or construction new vehicles or facilities that would improve existing services or allow for the implementation of future planned services.

In addition to raising new revenues for transportation purposes, the amended version of SBX1-1 would:

- Address the volatility of the variable portion of the state's gasoline excise tax by: (1) ending the Board of Equalization's annual adjustments; (2) converting the variable rate to a fix rate of 17.3 cents per gallon; and (3) indexing the fixed rate to inflation to maintain purchasing power.

- End the erosion of purchasing power of the existing 18-cent-per-gallon gasoline and 13-cent-per gallon diesel excise taxes by indexing them to inflation.

- Retain half of the revenues generated annually from vehicle weight fees (approximately $500 million) in the State Highway Account for transportation purposes, rather than transferring these dollars to the General Fund for bond debt service. In addition, SBX1-1 requires the Department of Finance to develop a plan to ensure that all vehicle weight fee revenues are being spent for transportation purposes no later than FY 2022.

- Require Caltrans to submit a plan for increasing its efficiency by up to 30 percent over the next three fiscal years to the CTC. SBX1-1 also requires Caltrans to present to the CTC a five-year plan for generating additional income from properties that the department owns.

- Create the Division of Active Transportation within Caltrans to administer the state's Active Transportation Program (ATP). In addition, SBX1-1 requires $100 million per year in cap-and-trade auction proceeds to be allocated to the ATP.

- Require gas tax revenues derived from boats, agricultural vehicles and off-road vehicles to be deposited into HUTA, rather than the General Fund, and distributed to cities and counties for local roadway purposes.

- Require any reduction in debt service costs resulting from a refunding of transportation-related general obligation bonds to be transferred from the General Fund to the CTC for allocation to high-priority state highway and local street/road maintenance and rehabilitation projects.

The amended version of SBX1-1 incorporates a number of policy proposals that were included in the Governor's transportation funding package, or that were suggested by the Assembly and Senate Republican caucuses. These policy measures include:

- Making the existing statutory authority for using public-private partnerships for transportation projects permanent, as well as amending current law to allow VTA to take advantage of this project delivery tool.

- Creating an Office of the Transportation Inspector General to ensure that Caltrans, the California High-Speed Rail Authority and other state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with applicable federal and state laws.

- Providing an exemption from the California Environmental Quality Act (CEQA) for roadway maintenance projects occurring within existing rights-of-way.

- Pulling the CTC out from under the California State Transportation Agency (CalSTA) and re-establishing it as a separate state government entity.

- Establishing an Advanced Transportation Project Mitigation Program administered by the state Natural Resources Agency to accelerate project delivery and improve the outcomes of environmental mitigation through the use of mitigation banks, mitigation credits, conservation easements, and other tools.

- Extending indefinitely the statutory authorization for Caltrans to participate in a federal program that allows states to assume the responsibilities of the Federal Highway Administration (FHWA) under the National Environmental Policy Act (NEPA).

SBX1-1 is currently pending before the Senate Appropriations Committee. If approved by this committee, the bill would move to the Senate Floor, where a two-thirds majority vote is required for passage.

State Transportation Improvement Program: The CTC is poised to approve the 2016 State Transportation Improvement Program (STIP), which will cover FY 2017 through FY 2021. Because of an anticipated funding shortfall, the recommended 2016 STIP reflects the following: (1) no new projects; (2) project deletions and delays proposed by Caltrans and regional transportation agencies; and (3) additional project deletions and delays proposed by CTC staff that take into consideration geographic balance and other factors to ensure that the STIP stays within the amount of funding expected to be available.

Currently, the only source of funding for the STIP is the variable gas tax. The variable gas tax is a product of the complex transportation funding swap that was enacted by the Legislature in 2010-2011. Under the swap, the state's share of the sales tax on gasoline was eliminated and replaced with a variable excise tax that the Board of Equalization is required to adjust annually to ensure that the same amount of money is being generated as by the former sales tax. Revenues derived from the variable gas tax are allocated 44 percent to cities and counties for local streets/roads; 44 percent to the STIP; and 12 percent to the SHOPP.

Originally established at 17.3 cents per gallon in 2010, the variable gas tax rate has been adjusted annually since then. Earlier this year, the Board of Equalization announced that because of a continuing decline in fuel prices, the rate will be reduced to 9.8 cents per gallon, effective July 1, 2016. This action will be the third fiscal year in a row in which the Board of Equalization has adjusted the rate downward.

The CTC is required by law to estimate the amount of funding expected to be available over the five-year STIP period. The Fund Estimate for the 2016 STIP, which was adopted by the commission in January, takes into account the loss of revenues resulting from current and potentially future downward adjustments to the variable gas tax rate. The Fund Estimate projects a $1.5 billion shortfall in the amount of money needed to meet project commitments made in the 2014 STIP for FY 2017 through FY 2019. This marks the largest scaling back of the STIP since the creation of its current funding structure nearly 20 years ago. As a result, there is no capacity to add any new projects to the 2016 STIP. Instead, 98 projects totaling $754 million are recommended for full or partial deletion from the STIP, while another 90 projects totaling $755 million are recommended to be delayed to FY 2020 and FY 2021.

The variable gas tax problem is one of a myriad of issues being discussed as the Legislature grapples with trying to put together a comprehensive transportation funding package. The three major proposals that have been put forth -- SBX1-1, AB 1591 (Frazier) and Gov. Brown's plan -- all address the volatility of the variable gas tax in the same way. They call for converting the variable rate to a fix rate (18 cents per gallon under the Governor's plan versus 17.3 cents per gallon under SBX1-1 and AB 1591) and indexing the fixed rate to inflation to maintain purchasing power. However, this approach has not gained the support of Assembly or Senate Republicans, who consider it to be a tax increase.

Meanwhile, SB 321 (Beall) continues to linger on the Senate Floor. Addressing the problem in a completely different way, this bill changes the methodology used by the Board of Equalization to set the rate for the variable gas tax. While SB 321 would not eliminate downward adjustments to the rate, it would substantially "smooth out" the impact of any adjustments and, thus, reduce the volatility of this revenue stream.

High-Speed Rail: During the week of April 25, the California High-Speed Rail Authority formally adopted its 2016 business plan, which signals a major shift in the proposed planning and construction of the state's high-speed rail project. Rather than pursuing a south-oriented Initial Operating Segment (IOS) from the city of Merced in the Central Valley through the Tehachapi Mountains to the San Fernando Valley in Los Angeles County, the High-Speed Rail Authority is now proposing a north-oriented IOS running from the Central Valley to San Jose.

The authority expects construction of the north-oriented IOS to be completed by 2024 and service to begin in 2025. The estimated cost is $20.8 billion, and encompasses everything needed to construct the line and start revenue service, including rolling stock, maintenance facilities, stations, and all necessary rail systems. The business plan indicates that the north-oriented IOS can be completed using Proposition 1A bond revenues, federal funds already committed to the high-speed rail project, continued annual appropriations of cap-and-trade auction proceeds, and financing to be repaid with cap-and-trade money expected to be available from 2025 through 2050.

In addition, the 2016 business plan presents a fiscally constrained funding strategy for proceeding with an extension of the IOS to Bakersfield and to San Francisco, as well as corridor improvements between Burbank and Anaheim.

Finally, the plan updates the capital costs and schedule for the entire Phase I of the high-speed rail system (San Francisco to Anaheim), and assumes additional funding will become available, so that Phase 1 would be completed and operational by 2029. However, while the business plan discusses potential revenue sources that might be able to partially pay for additional portions of Phase I, it does not include a full funding plan.

State Transit Assistance Program: STA funding is derived solely from the sales tax on diesel fuel. The amount of money available for public transit agencies under this program varies from year to year based on the ups and downs of diesel fuel prices. The State Controller's Office is responsible for allocating STA dollars to the 26 regional transportation agencies in California, which subsequently suballocate the funds to public transit operators within their respective jurisdictions.

STA was created through the enactment of the Transportation Development Act in the early 1970s. For most of the life of this program, public transit operators and regional transportation agencies have understood the following:

- 50 percent of all STA funding flows from the State Controller's Office to regions based on the ratio of the population of each region to the population of the state. Each regional transportation agency has the discretion to determine how to suballocate these population-based dollars to public transit operators within its jurisdiction.

- 50 percent of all STA funding flows from the State Controller's Office to regions based on the ratio of the locally generated revenues of each public transit operator in each region to the locally generated revenues of all public transit operators in the state. Each regional transportation agency is required to suballocate these revenue-based dollars to public transit operators within its jurisdiction based on the specific ratios published by the Controller's Office.

- The definition of "transit operator" used by the Controller's Office to generate a list of eligible STA recipients each year means an agency providing transportation services to the general public for which a fare is collected.

Late last year, the State Controller's Office reinterpreted the statutes and regulations governing STA, and implemented significant changes to how STA revenue-based funds are to be distributed without any opportunity for legislative or public review and comment. These controversial changes went into effect starting with the first quarter allocations for FY 2016, which were issued in January 2016. The changes have resulted in a shifting of STA revenue-based funds not only between different regions of the state, but also between different public transit operators within each region, thereby creating winners and losers up and down the state. Moreover, the Controller's Office has stated that public transit operators are no longer guaranteed their share of STA revenue-based funds. Instead, the Controller's Office intends to calculate the total amount of STA revenue-based funding that would be allocated to each region, and then leave it up to each regional transportation agency to determine the suballocations to the public transit operators within its jurisdiction.

In response, the California Transit Association is pursuing a two-pronged legislative strategy to address this situation. First, in the short-term, the Association is pushing for the enactment of FY 2017 budget trailer bill language that would require the State Controller's Office to use the longstanding STA methodology for distributing any unallocated FY 2016 and all FY 2017 revenue-based funds. Second, the Association is planning to develop a subsequent policy measure to take effect beginning in FY 2018 that would fix the ambiguities in the current STA statutory and regulatory framework that caused the Controller's Office to depart from the longstanding methodology for distributing revenue-based funds.

In order to maintain STA as a stable source of public transit funding, it has become apparent that statutory changes clarifying how STA revenue-based dollars should be allocated are necessary. Making these changes through the policy bill process, however, may take some time. The budget trailer bill language is intended to prevent the State Controller's Office from using its reinterpreted allocation methodology until the appropriate statutory clarifications can be enacted. For the time being, the Controller's Office would be required to use the same list of eligible recipients and the same proportional shares as were used for the fourth quarter of FY 2015.

Prepared By: Kurt Evans, Government Affairs Manager
Memo No. 5392

LEGISLATIVE UPDATE MATRIX
2015 - 2016 State Legislative Session
April 22, 2016

2016 Regular Session Calendar

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

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

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

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

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

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

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

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

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

DAY	DECEMBER
5	2017-2018 Regular Session convenes.

State Assembly Bills

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 12 (Cooley) State Agency Regulations	By January 1, 2018, requires each state agency to do all of the following: (1) review all provisions of the California Code of Regulations adopted by that state agency; (2) identify any regulations that are duplicative, overlapping, inconsistent, or out-of-date; and (3) adopt, amend or repeal regulations to reconcile or eliminate any duplication, overlap, inconsistencies, or out-of-date provisions.	8/19/15	Senate Appropriations Committee	
AB 51 (Quirk) Motorcycles: Lane Splitting	Allows a motorcycle that has two wheels in contact with the ground to be driven between rows of stopped or moving vehicles in the same lane, including both divided and undivided streets, roads or highways, if both of the following conditions are present: (1) the motorcycle is not driven at a speed of more than 50 miles per hour (mph); and (2) the motorcycle is not driven more than 15 mph faster than the speed of traffic moving in the same direction. Specifies that the provisions of the bill do not authorize a motorcycle to be driven in contravention of other laws relating to the safe operation of a vehicle.	5/22/15	Senate Transportation & Housing Committee	
AB 156 (Perea) Cap-and-Trade: Disadvantaged Communities Technical Assistance Program	Requires the California Air Resources Board (CARB) to prepare and post on its Internet Web site a report on the projects being funded with cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund. Requires this report to include all of the following: (1) a general description of each project; (2) the location where each project will be implemented; (3) the estimated date of completion of each project; (4) the amount awarded to each project; and (5) the status of any revenues in the Greenhouse Gas Reduction Fund not awarded to projects and the reasons why those moneys have not been awarded. Upon an appropriation of cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund, requires CARB to establish a comprehensive technical assistance program for eligible applicants assisting disadvantaged communities that CARB determines require technical assistance in accessing programs funded with cap-and-trade auction proceeds. Requires this program to provide assistance to eligible applicants with regard to any of the following: (1) identifying state agencies with appropriate grant programs; (2) developing competitive project proposals to apply for cap-and-trade funding available through state agencies; (3) coordinating existing local programs to reduce greenhouse gas emissions with new programs receiving cap-and-trade funding; or (4) conducting community outreach to residents of disadvantaged communities that CARB determines require such assistance. Requires the technical assistance provided pursuant to the bill to promote programs that reduce greenhouse gas emissions and demonstrate a direct, meaningful benefit to disadvantaged communities.	8/18/15	Senate Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 318 (Chau) Lost Items Found on Public Transit Property	If a lost or unclaimed item worth $100 or more in value is found on a vehicle or the property of a public transit agency, requires the person who found the item to turn it in to the public transit agency, rather than to law enforcement. Provides 90 days for the owner of the item to reclaim it from the public transit agency. Allows the public transit agency to require payment by the owner of a reasonable charge to defray the costs of storage and care of the property. If the reported value of the item is $250 or more, and no owner appears and proves his or her ownership of the item within 90 days, requires the public transit agency to cause notice of the item to be published at least once in a newspaper of general circulation. If, after seven days, no owner appears and proves his or her ownership of the item, and the person who found or saved the item pays the cost of the publication, provides that the title shall vest in that person. If the item was found in the course of employment by an employee of the public transit agency, requires the item to be sold at public auction. If the reported value of the item is less than $250, and no owner appears and proves his or her ownership of the item within 90 days, provides that the title shall vest in the person who found the item. If the item was found in the course of employment by an employee of the public transit agency, requires the item to be sold at public auction. Applies all of the following with respect to lost or unclaimed bicycles turned in to or held by a public transit agency: (1) if the owner of a bicycle appears within 45 days after receipt by the public transit agency, proves his or her ownership, and pays all reasonable charges, requires the public transit agency to restore the bicycle to the owner; (2) if the bicycle remains unclaimed after 45 days, allows the public transit agency to dispose of it by sale at a public auction to the highest bidder; (3) requires the public transit agency to give notice of the sale at least five days prior to the auction by publication in a newspaper of general circulation in the county in which the bicycle was found; (4) if a bicycle remains unsold after the auction, allows the public transit agency to destroy or otherwise dispose of it; and (5) allows a public transit agency to donate an unclaimed bicycle after 45 days to a charitable organization if the agency's board of directors holds a public hearing to determine the organization that would receive the bicycle and the agency provides notice at least five days prior to the donation by publication in a newspaper of general circulation in the county in which the agency operates. Prohibits a public transit agency from donating unclaimed bicycles more than two times per calendar year. Provides that the number of bicycles donated shall not exceed 25 percent of the total number of lost or unclaimed bicycles found or saved by the public transit agency during the prior six months. Requires any public transit agency that donates unclaimed bicycles to a charitable organization pursuant to the provisions of this bill to submit a report, as specified, to the Assembly and Senate Judiciary Committees by January 1, 2020. Repeals all of the provisions of the bill on January 1, 2021.	6/11/15	Senate Judiciary Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 338 (R. Hernandez) LA Metro: Local Transportation Sales Taxes	In addition to any other tax that it is authorized to impose or has imposed, allows the Los Angeles County Metropolitan Transportation Authority (LA Metro) to impose a transactions and use tax at the rate of 0.5 percent for a period not to exceed 30 years that would be applicable in the incorporated and unincorporated areas of Los Angeles County. Requires the ordinance imposing the tax to contain the following: (1) an expenditure plan that lists the transportation projects and programs to be funded from net revenues from the tax; (2) a requirement that the expenditure plan include measures to ensure that net revenues are share equitably between regions of the county; (3) a provision limiting LA Metro's costs of administering the ordinance and the net revenues from the tax to 1.5 percent of the total tax revenues; (4) a requirement that the net revenues from the tax, defined to mean the total tax revenues less any refunds, costs of administration by the state Board of Equalization and LA Metro's administrative costs, be used to fund the transportation projects and programs identified in the expenditure plan; (4) a requirement that LA Metro, during the period that the ordinance is operative, allocate 20 percent of all net revenues from the tax for operating costs associated with bus service provided by LA Metro and the municipal transit operators in Los Angeles County; and (5) a requirement that LA Metro, during the period that the ordinance is operative, allocate 5 percent of all net revenues from the tax for rail operations. Requires LA Metro to notify the Legislature prior to taking action on any amendments to the adopted expenditure plan. Provides that the ordinance shall become operative if approved by a two-thirds vote of the electorate in Los Angeles County. Authorizes LA Metro to incur bonded indebtedness payable from the net revenues of the tax.	4/13/15	Senate Transportation & Housing Committee	
AB 516 (Mullin) Temporary License Plates	No later than January 1, 2018, requires the Department of Motor Vehicles to develop and implement an operational system that allows a vehicle dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate. Requires the dealer or lessor-retailer to attach a temporary license plate at the point of sale. Allows a vehicle to operate with temporary license plates until either: (1) the permanent license plates and registration card are received by the vehicle owner; or (2) 90 days have lapsed from the vehicle's selling date. Allows a vehicle to continue to display a report-of-sale form or temporary license plates after 90 days if the owner has not yet received the permanent license plates, and provides proof that he or she has submitted an application to the DMV. Requires the DMV to assess a fee for the recording of notices of delinquent parking and toll evasion violations given to the department by a processing agency that is sufficient to provide a total amount equal to at least its actual costs related to administering the electronic report-of-sale and temporary license plate system. Beginning January 1, 2018, authorizes vehicle dealers to raise their document processing fees by $10. In addition, allows vehicle dealers to impose an electronic filing charge for reporting vehicle sales and producing temporary license plates. Specifies that it is a felony for a person to alter, forge, counterfeit, or falsify a temporary license plate.	7/16/15	Senate Floor	Support

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 590 (Dahle) Cap-and-Trade: Biomass Power Generation	Allows cap-and-trade auction proceeds deposited into the Greenhouse Gas Reduction Fund to be made available to the State Energy Resources Conservation and Development Commission, upon appropriation by the Legislature, for purposes related to maintaining the current level of biomass power generation and geothermal energy generation in California, and revitalizing currently idle facilities in strategically located regions. To be eligible for funding, requires a generation facility to satisfy all of the following: (1) the energy is generated on and after January 1, 2016; (2) the energy is generated using biomass wood wastes and residues or geothermal resources, and is sold to a load-serving entity; (3) the energy is generated at a facility with a generation capacity of more than three megawatts; and (4) the energy is generated within California and sold to customers within the state. In prioritizing projects for funding, requires the State Energy Resources Conservation and Development Commission to maximize the reduction of greenhouse gas emissions achieved by a project for each dollar awarded. Working in consultation with the California Air Resources Board (CARB), requires the State Energy Resources Conservation and Development Commission to ensure that projects receiving funding achieve net reductions in greenhouse gas emissions.	7/9/15	Senate Appropriations Committee	
AB 620 (R. Hernandez) LA Metro Express Lanes: Low-Income Assistance Program	Requires the Los Angeles County Metropolitan Transportation Authority (LA Metro) to take additional steps to increase enrollment and participation in its existing low-income assistance program related to its I-10 and I-110 express lanes. In this regard, requires LA Metro to improve the awareness of the program through advertising, and by working with local community groups and social service agencies to distribute information about the program. Requires LA Metro to consider offering greater incentives to encourage participation in the program.	1/27/16	Senate Transportation & Housing Committee	
AB 645 (Williams) Electricity: California Renewables Portfolio Standard	Pursuant to the California Renewables Portfolio Standard, requires the California Public Utilities Commission (CPUC), by January 1, 2017, to establish the quantity of electricity products from eligible renewable energy resources to be procured by each retail seller for specified compliance periods sufficient to ensure that the procurement of electricity products from these resources achieves 50 percent of retail sales by December 31, 2030. Requires the quantities to reflect reasonable progress in each of the intervening years sufficient to ensure that the procurement of electricity products from eligible renewable energy resources achieves 25 percent of retail sales by December 31, 2016; 33 percent by December 31, 2020; 38 percent by December 31, 2023; 44 percent by December 31, 2026; and 50 percent by December 31, 2030. Requires the CPUC to require retail sellers to procure not less than 50 percent of retail sales of electricity products from eligible renewable energy resources in all subsequent years.	As Introduced	Senate Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 678 (O'Donnell) Energy Efficiency and Greenhouse Gas Reductions Ports Program	Requires the California Air Resources Board (CARB), in conjunction with the State Energy Resources Conservation and Development Commission, to develop and implement an Energy Efficiency and Greenhouse Gas Reductions Ports Program. Provides that the purpose of this program is to fund energy efficiency upgrades and investments at public ports that help reduce the emissions of criteria pollutants, toxic air contaminants and greenhouse gases. Authorizes CARB to expend cap-and-trade auction proceeds that it receives from an appropriation from the Greenhouse Gas Reduction Fund to implement the program. In order to receive funding from the program for energy-related projects, requires a port to develop and adopt, in consultation with the respective electric utility providing service to the port, an energy plan. Requires a port's energy plan to be approved by the State Energy Resources Conservation and Development Commission. Provides that the plan shall: (1) adhere to the state's preferred energy loading order; and (2) require benchmarking for energy retrofit projects and reporting of measurable energy savings. In prioritizing projects for funding, requires CARB to consider the extent to which a project would reduce greenhouse gas emissions, and provide environmental and public health co-benefits, including improved air and water quality.	8/18/15	Senate Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 779 (Garcia) Congestion Management Programs	Makes a number of modifications to state statutes pertaining to congestion management programs (CMPs). Eliminates the requirement that an infill opportunity zone must be located within one-half mile of a major transit stop and, instead, allows a city or county to designate an area as an infill opportunity zone if it is a transit priority area within a sustainable communities strategy or alternative planning strategy adopted by the applicable metropolitan planning organization (MPO). Replaces traffic level of service standards within a CMP with "measures of effectiveness" established for a system of highways and roadways designed by the congestion management agency (CMA). Requires the performance element of a CMP to include performance measures that support greenhouse gas emissions reduction objectives, as well as mobility, air quality, land-use, and economic objectives. Requires the land-use element of a CMP to analyze the relationship between land-use decisions made by local jurisdictions and regional transportation systems, instead of analyzing the impacts of local land-use decisions on regional transportation systems. If the capital improvement program (CIP) element of a CMP includes capacity enhancement projects, requires the CIP to evaluate the potential for those enhancement projects to induce additional travel. Requires a CMA to develop a uniform data base on transportation conditions for use in a countywide transportation computer model, instead of a uniform data base on traffic impacts. At least biennially, requires a CMA to determine if the applicable county and cities are conforming to its CMP, including, but not limited to, the following: (1) achieving performance standards for the transportation system as provided in the performance element of the CMP; (2) adoption and implementation of a program to analyze the relationship between land-use decisions and the regional transportation system; and (3) adoption and implementation of a deficiency plan, if required. Requires a city or county to prepare a deficiency plan if the CMA determines that it is not conforming with the CMP. Regarding the preparation of a deficiency plan, adds the following to the list of exclusions from an analysis of the cause of a deficiency: (1) traffic generated by any mixed-use development located within a transit priority project area or infill opportunity zone; (2) traffic generated by any transit priority project, as defined; and (3) improvements to facilities for bicyclists, pedestrians and public transportation. Specifies that the CMP statutes shall not be interpreted to require a local agency to implement improvements to reduce delay at intersections or roadway segments that the local agency determines would impede the development of a balanced, multimodal transportation network that meets the needs of all users of streets, roads and highways for safe and convenient travel in a manner set forth in the circulation element of the local agency's general plan.	8/19/15	Senate Transportation & Housing Committee	
AB 828 (Low) Regulated Transportation Services	Until January 1, 2018, excludes any motor vehicle operated in connection with a transportation network company from the definition of "commercial vehicle" if the vehicle: (1) is operated only for passenger service; (2) is limited to seven passengers, not including the driver; (3) is operated exclusively by the person to whom it is registered or insured; (4) is not a paratransit vehicle; (5) is not operated for public transit services; and (6) is not operated for school bus services. Requires the California Public Utilities Commission (CPUC) to conduct an investigation to consider whether existing statutes and regulations relating to transportation services meet the public interest, encourage innovation, and create a fair and competitive transportation market between companies that provide regulated transportation services. Requires the CPUC to complete this investigation, and report its conclusions and recommendations to the Legislature by January 1, 2017.	7/14/15	Senate Energy, Utilities & Communications Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 869 (Cooper) Fare Evasion and Prohibited Conduct on Transit Vehicles	For those public transit agencies that use an administrative adjudication process for fare evasion and passenger misconduct violations, provides that a person who fails to pay the administrative penalty when due or to have the violation dismissed may be subject to criminal penalties. Requires the public transit agency to include in the notice of fare evasion or passenger misconduct a printed statement indicating that the person may be charged with an infraction or misdemeanor if the administrative penalty is not paid when due or is not dismissed. Requires the public transit agency to dismiss the original notice of fare evasion or passenger misconduct, and to make no further attempts to collect the administrative penalty if the person is charged with an infraction or misdemeanor after failing to pay the administrative penalty or failing to successfully complete the administrative adjudication process. Requires the public transit agency to serve the person charged with an infraction or misdemeanor with a new notice of fare evasion or passenger misconduct that sets forth the criminal violation.	6/18/15	Senate Floor	
AB 1030 (Ridley-Thomas) Cap-and-Trade: Disadvantaged Workers	For projects involving hiring that are seeking an allocation of cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund, requires priority to be given to those projects that support the targeted training and hiring of workers from disadvantaged communities for career-track jobs.	7/7/15	Senate Appropriations Committee	
AB 1169 (Gomez) Strategic Growth Council: Signs for Project Funding	Requires recipients of state grant funding from the Strategic Growth Council or any of its member state agencies for a project located in a public place and that provides public benefits to post signs acknowledging the sources of funds for the project pursuant to guidelines adopted by the council. If the state funding equals 50 percent or more of the total cost of the project, requires the state funding sources to be listed first on the signs.	9/4/15	Senate Floor	
AB 1176 (Perea) Advanced Low-Carbon Diesel Fuels Access Program	Establishes the Advanced Low-Carbon Diesel Fuels Access Program to be administered by the State Energy Resources Conservation and Development Commission, in consultation with the California Air Resources Board (CARB). Specifies that the purpose of the program is to reduce greenhouse gas emissions of diesel motor vehicles by providing capital assistance for projects that expand advanced low-carbon diesel fueling infrastructure in communities that are disproportionately impacted by environmental hazards and where the greatest air quality impacts can be identified. Requires cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund to be available, upon appropriation by the Legislature, for implementing this program.	8/18/15	Senate Appropriations Committee	
AB 1360 (Ting) Transportation Network Companies: Ridesharing	Allows a transportation network company or a charter-party carrier of passengers that prearranges a ride among multiple passengers who share the ride in whole or in part to charge an individual fare, rather than a vehicle-mileage or time-of-use fare, provided that all of the following conditions are met: (1) the vehicle seats no more than seven passengers, not including the driver; (2) the driver is a participating driver, as defined; (3) the vehicle is not used to provide public transit services or to carry passengers over a fixed route; (4) the vehicle is not used to provide pupil transportation or public paratransit services; and (5) the individual fare for each passenger is less than the fare that would be charged for the same ride to a passenger traveling alone.	7/2/15	Senate Energy, Utilities & Communications Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1364 (Linder) California Transportation Commission	Excludes the California Transportation Commission (CTC) from the California State Transportation Agency (CalSTA), and establishes it as a separate and independent entity in state government.	As Introduced	Senate Transportation & Housing Committee	
AB 1549 (Wood) State Highway Rights-of-Way: Fiber-Optic Cables	Requires Caltrans to maintain an inventory of all conduits owned by the department that: (1) house fiber optic communication cables; (2) are located in state highway rights-of-way; and (3) were installed on or after January 1, 2017.	1/14/16	Senate Transportation & Housing Committee	
AB 1550 (Gomez) Greenhouse Gas Reduction Fund: Investment Plan	Requires the three-year investment plan prepared by the Department of Finance for the expenditure of cap-and-trade auction proceeds deposited in the Greenhouse Gas Reduction Fund to do the following: (1) allocate a minimum of 25 percent of available dollars in the fund to projects located within the boundaries of, and benefitting individuals living in, disadvantaged communities; and (2) allocate a minimum of 25 percent to projects that benefit low-income households, which must be separate from the minimum 25 percent required for disadvantaged communities.	4/11/16	Assembly Appropriations Committee	
AB 1555 (Gomez) Cap-and-Trade Auction Proceeds: FY 2017 Funds	For FY 2017, appropriates $800 million in cap-and-trade auction proceeds deposited into the Greenhouse Gas Reduction Fund for the following: (1) $290 million to the California Air Resources Board (CARB) for low carbon transportation and infrastructure programs; (2) $10 million to CARB for active transportation and transit pass investments; (3) $100 million to the Department of Community Services and Development, and the California Conservation Corps for weatherization and low-income solar rooftop programs; (4) $100 million to the State Energy Resources Conservation and Development Commission, and the Department of Water Resources for equipment and other replacement programs; (5) $10 million to the Department of Water Resources for energy efficient groundwater pump replacement grant programs; (6) $5 million to the Department of Food and Agriculture, and $15 million to the Department of Resources Recycling and Recovery to provide incentive programs for water diversion, biogas development and compost programs; (7) $10 million to the Department of Food and Agriculture for on-farm energy and water efficiency programs; (8) $100 million to the Department of Fish and Wildlife for wetland development, rehabilitation and enhancement; (9) $85 million to the California Coastal Conservancy for wetland and watershed restoration, and carbon sequestration; (10) $15 million to the Natural Resources Agency for riparian and revegetation programs; (11) $25 million to the Natural Resources Agency for local-climate-beneficial projects for urban greening, urban canopies, urban brownfield conversation, and other related projects; (12) $10 million to the Natural Resources Agency for agricultural and rangeland carbon sequestration programs; and (13) $25 million to the Department of Forestry and Fire Protection for urban forestry. States the intent of the Legislature to set aside and reserve $150 million in future cap-and-trade auction proceeds for legislative priorities.	3/28/16	Assembly Budget Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1569 (Steinorth) CEQA: Exemption for Certain Transportation Projects	Exempts from the California Environmental Quality Act (CEQA) a project that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of existing transportation infrastructure, including highways, roadways, bridges, tunnels, culverts, public transit systems, bikeways, paths and sidewalks serving bicycles or pedestrians, and the addition of auxiliary lanes or bikeways to existing transportation infrastructure, if the project meets all of the following conditions: (1) the project is located within an existing right-of-way; (2) any area surrounding the right-of-way that is to be altered as a result of construction activities that are necessary for the completion of the project will be restored to its condition before the project; and (3) the project does not add additional motor vehicle lanes, except auxiliary lanes.	3/28/16	Assembly Natural Resources Committee	
AB 1572 (Campos) School Transportation	Provides that a pupil attending a public, non-charter school that is eligible for Title 1 federal funding shall be entitled to free transportation to and from school if either of the following conditions are met: (1) the pupil resides more than one-half mile from the school; or (2) the neighborhood through which the pupil must travel to get to school is unsafe due to such factors as stray dogs, lack of sidewalks, known gang activity, presence of environmental problems and hazards, required crossings of freeways or busy intersections, or other reasons as documented by stakeholders. Requires a school district not currently providing transportation to all pupils attending schools that are eligible for Title 1 federal funding to implement a plan to ensure that all pupils entitled to free transportation pursuant to this bill receive it. Requires the plan to be developed in consultation with teachers, school administrators, regional and local transit authorities, local air districts, Caltrans, parents, pupils, and other stakeholders. Specifies that if free, dependable and timely transportation is currently not already available to pupils who are entitled to it pursuant to this bill, the school district must ensure that such pupils are provided free transportation. Allows a school district to partner with a transit authority to provide the transportation required pursuant to this bill to middle school and high school pupils if all of the following conditions are met: (1) all drivers of the transit agency are public employees; and (2) the transit agency can certify that the public transit system can ensure consistent, adequate routes and schedules to enable pupils to get home, to school and back, and does not charge the school district more than marginal cost for each transit pass. Creates the Transportation and Access to Public School Fund. Requires all transportation provided pursuant to this bill to be reimbursed by the Transportation and Access to Public School Fund. Upon appropriation by the Legislature, requires revenues distributed to the Transportation and Access to Public School Fund to be allocated to local educational agencies pursuant to a process established by the Department of Education.	4/5/16	Assembly Education Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1591 (Frazier) Transportation Funding	Proposes to generate new revenues for transportation purposes from the following sources: (1) an increase in the gasoline excise tax of 22.5 cents per gallon; (2) an increase in the diesel excise tax of 30 cents per gallon; (3) a registration surcharge of $38 per year imposed on all motor vehicles; and (4) a registration surcharge of $165 per year imposed on zero-emission vehicles. Requires the repayment over the next two years of approximately $879 million in outstanding loans owed by the General Fund to the State Highway Account, the Motor Vehicle Fuel Account, the Highway Users Tax Account (HUTA), and the Motor Vehicle Account. Beginning July 1, 2019, and every three years thereafter, indexes the gas tax and the diesel excise tax to inflation. Calls for the revenues derived from the 30-cent-per-gallon increase in the diesel excise tax to be deposited into the Trade Corridors Improvement Fund and used for goods movement projects programmed by the California Transportation Commission (CTC). Requires the revenues derived from the 22.5-cent-per gallon increase in the gas tax and the two vehicle registration surcharges to be deposited into a new Road Maintenance and Rehabilitation Account. Requires the revenues in the account to be used for the following purposes: (1) road maintenance and rehabilitation; (2) safety projects; (3) railroad grade separations; and (4) active transportation and pedestrian/bicycle safety projects in conjunction with any other allowable project. Requires 5 percent of the funds in the Road Maintenance and Rehabilitation Account to be set aside for counties that currently do not have a local transportation sales tax, but gain voter approval for one after July 1, 2016. Allocates the remaining balance in the account after the 5-percent set-aside as follows: (1) 50 percent to Caltrans for state highway maintenance, or State Highway Operation and Protection Program (SHOPP) projects; and (2) 50 percent to cities and counties for their local roadway systems. In the latter case, equally divides the funds between cities and counties, with the cities' portion being allocated by a formula based on population, and the counties' share by a formula based on vehicle registrations and miles of maintained county roads. Requires cities and counties to use their formula shares for any of the following: (1) improvements to transportation facilities that will assist in reducing further deterioration of the existing roadway system; (2) to satisfy a local match requirement for federal or state funds for similar purposes; or (3) an active transportation or pedestrian/bicycle safety project that is done in conjunction with any other eligible project. Allows a city or county to spend its formula share for other priorities only if it has an average Pavement Condition Index that meets or exceeds 85. In order to remain eligible for an allocation from the Road Maintenance and Rehabilitation Account, requires cities and counties to maintain their historic commitment of local funds for street/road purposes by annually spending not less than the average of its expenditures from FY 2010, FY 2011 and FY 2012. Increases the percentage of cap-and-trade auction proceeds distributed to the Transit and Intercity Rail Program from 10 percent to 20 percent. Requires 20 percent of cap-and-trade auction proceeds to be distributed to the Trade Corridors Improvement Fund. Converts the variable gas tax rate to a fixed rate of 18 cents per gallon and indexes it to inflation every three years, beginning July 1, 2019. Eliminates the Board of Equalization's annual adjustments to the diesel excise tax rate pursuant to the 2010-2011 transportation funding swap. Prohibits vehicle weight fee revenues from being used to pay debt service on transportation general obligation bonds or from being loaned to the General Fund.	As Introduced	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1592 (Bonilla) Contra Costa Transportation Authority: Autonomous Vehicles Pilot Project	Authorizes the Contra Costa Transportation Authority (CCTA) to conduct a pilot project for the testing of autonomous vehicles that do not have an operator, and that are not equipped with a steering wheel, a brake pedal or an accelerator, provided that the following requirements are met: (1) the testing is conducted only at a privately owned business park designated by CCTA and at the GoMentum Station located within the boundaries of the former Concord Naval Weapons Station; (2) the autonomous vehicles operate at speeds of less than 35 miles per hour; and (3) a change in ownership of the property comprising the GoMentum Station does not affect the authorization to conduct the testing.	3/28/16	Senate Rules Committee	
AB 1595 (Campos) Mass Transportation Employees: Human Trafficking Training	Requires a private or public employer that provides mass transportation services in California to train its relevant employees in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency. Requires the Department of Justice to develop guidelines for this training that include all of the following: (1) the definition of human trafficking, including sex and labor trafficking; (2) myths and misconceptions about human trafficking; (3) red flags of human trafficking to be aware of, including physical and mental signs; and (4) guidance on how to report human trafficking, including national hotlines and that the person reporting may do so confidentially. By January 1, 2018, requires this training to be incorporated into the initial training process for all new employees who are likely to interact or come into contact with victims of human trafficking. Requires all existing employees who are likely to interact or come into contact with victims of human trafficking to receive this training by January 1, 2018. Exempts taxi services and airlines from the provisions of the bill.	3/29/16	Assembly Labor & Employment Committee	Support
AB 1640 (Stone) Retirement: Public Transit Employees	Clarifies that public transit employees whose interests are protected under Section 5333(b) of Title 49 of the United States Code and who became a member of a state or local public retirement system prior to December 30, 2014, are exempt from the California Public Employees' Pension Reform Act of 2013 (PEPRA).	As Introduced	Assembly Appropriations Committee	Sponsor
AB 1641 (Allen) Private Shuttles	Allows a public transit agency, by ordinance or resolution, to permit the vehicles of a private shuttle service provider to stop for the loading or unloading of its passengers alongside any or all curb spaces designated for the passengers of the public transit agency's buses. States that it is not the intent of the Legislature to replace public transit service.	As Introduced	Assembly Transportation Committee	
AB 1661 (McCarthy) Sexual Harassment Training and Education	Requires local agency officials to receive sexual harassment training and education if the agency provides any type of compensation, salary or stipend to those officials. Defines "local agency official" to mean any member of a local agency governing board and any elected local agency official. Allows a local agency to also require any of its employees to receive such training and education. Requires each local agency official or employee who is so required to receive at least two hours of sexual harassment training and education within the first six months of taking office or commencing employment, and every two years thereafter. Requires a local agency to maintain records indicating both of the following: (1) the dates that local agency officials or employees satisfied the requirements of this bill; and (2) the entity that provided the training.	4/11/16	Assembly Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1665 (Bonilla) Contra Costa Transportation Authority: Transactions and Use Taxes	Until December 31, 2024, allows the Contra Costa Transportation Authority to impose a transactions and use tax for the support of countywide transportation programs at a rate of not more than 0.5 percent that would, in combination with all other such taxes imposed in the county, exceed the state's limit of 2 percent, subject to the following conditions: (1) the authority adopts an ordinance imposing the tax by the appropriate voting approval requirement; and (2) the ordinance is submitted to the county's electorate on a November general election ballot and is approved by the voters pursuant to Article XIII C of the California Constitution.	As Introduced	Assembly Revenue & Taxation Committee	
AB 1669 (R. Hernandez) Service Contracts: Solid Waste Collection and Transportation	Requires local agencies to give a bidding preference to any bidder on a contract for the collection and transportation of solid waste who agrees to retain employees of the prior contractor or subcontractor.	3/8/16	Assembly Appropriations Committee	
AB 1707 (Linder) Written Public Records Requests	Requires a local agency's response to a written request for public records that includes a denial of the request, in whole or in part, to be in writing. Requires a local agency's written response demonstrating that the record in question is exempt under an express provision of state law to also identify the type of record withheld and the specific exemption that justifies the withholding of that type of record.	3/28/16	Assembly Judiciary Committee	
AB 1717 (Hadley) Cap-and-Trade: High-Speed Rail	Provides that if the state's high-speed rail project becomes ineligible for cap-and-trade funding from the Greenhouse Gas Reduction Fund because of the selection of an alternative initial operating segment by the California High-Speed Rail Authority that is not as described in its 2012 business plan, requires the 25 percent in cap-and-trade auction proceeds that is required to be allocated to the authority under current law to be, instead, continuously appropriated to the Transit and Intercity Rail Capital Program.	3/18/16	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1746 (Stone) Transit-Bus-Only Traffic Corridors	Allows the Santa Clara Valley Transportation Authority (VTA), the Alameda-Contra Costa Transit District (AC Transit), the Central Contra Costa Transit Authority (County Connection), the Livermore Amador Valley Transit Authority, North County Transit District, the San Diego Association of Governments (SANDAG), and the San Diego Metropolitan Transit System (MTS) to utilize the shoulders of state highways within their service areas as transit-bus-only traffic corridors, subject to the approval of Caltrans and the California Highway Patrol (CHP). Requires these agencies to determine jointly with Caltrans and the CHP which state highway segments within their service areas would be designated as transit-bus-only traffic corridors based on right-of-way availability and capacity, peak congestion hours, and the most heavily congested areas. Requires the agencies to actively work with Caltrans and the CHP to develop guidelines that ensure driver and vehicle safety, as well as the integrity of the highway infrastructure. Requires the agencies and Caltrans to monitor the state of repair of highway shoulders used as transit-bus-only traffic corridors. Requires the agencies to be responsible for all costs associated with this effort, including those costs related to repairs attributable to the operation of transit buses on highway shoulders. Two years after an agency commences the operation of public transit service on a highway shoulder, requires the agency, in conjunction with Caltrans and the CHP, to submit a report to the Legislature that includes all of the following: (1) information regarding the geographic scope of the service; (2) a copy of the guidelines agreed to by the agency, Caltrans and the CHP; (3) information about any highway modifications; (4) information regarding the costs associated with the service; and (5) performance measures used to evaluate the success of the service, such as safety, freeway operations, and public transit travel time reliability and savings. Requires the agency to post the report on its Internet Web site to enable the public to access it.	3/30/16	Senate Rules Committee	Sponsor
AB 1768 (Gallagher) High-Speed Rail: Bond Funding	Specifies that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A), except as specifically provided with respect to an existing appropriation for early improvement projects related to the Phase I blended system. Upon appropriation by the Legislature, requires the unspent proceeds received from outstanding bonds issued and sold for high-speed rail purposes prior to the effective date of the provisions of this bill to be redirected to retiring the debt incurred from the issuance and sale of those outstanding bonds. Allows the remaining unissued bonds, as of the effective date of the provisions of this bill, that were authorized for high-speed rail purposes to be issued and sold. Upon appropriation by the Legislature, requires the net proceeds from the sale of these remaining unissued bonds to be made available to fund projects in the State Highway Operation and Protection Program (SHOPP). Makes no changes to the authorization under Proposition 1A for the issuance of $950 million in bonds for rail purposes other than high-speed rail.	2/25/16	Assembly Transportation Committee	
AB 1780 (Medina) Cap-and-Trade: Trade Corridors	Requires 20 percent of the annual amount of cap-and-trade auction proceeds deposited into the Greenhouse Gas Reduction Fund to be continuously appropriated to the California Transportation Commission (CTC) to be allocated to reduce greenhouse gas emissions in trade corridors consistent with the guidelines developed by the commission for the Proposition 1B Trade Corridors Improvement Fund.	3/28/16	Assembly Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1813 (Frazier) California High-Speed Rail Authority: Membership	Provides for the appointment of one senator by the Senate Rules Committee and one Assemblymember by the Speaker to serve as ex-officio members of the California High-Speed Rail Authority. Specifies that the ex-officio members shall participate in the activities of the High-Speed Rail Authority to the extent that such participation is not incompatible with their positions as members of the Legislature.	As Introduced	Senate Rules Committee	
AB 1815 (Alejo) Cap-and-Trade: Disadvantaged Communities Technical Assistance Program	Upon an appropriation of cap-and-trade auction proceeds deposited into the Greenhouse Gas Reduction Fund, requires the California Environmental Protection Agency (CalEPA) to establish a comprehensive technical assistance program for eligible applicants assisting disadvantaged communities that the agency determines require technical assistance in accessing programs funded with cap-and-trade auction proceeds. Requires this program to provide assistance to eligible applicants with regard to any of the following: (1) identifying state agencies with appropriate grant programs; (2) developing competitive project proposals to apply for cap-and-trade funding available through state agencies; (3) coordinating existing local programs to reduce greenhouse gas emissions with new programs receiving cap-and-trade funding; or (4) conducting community outreach to residents of disadvantaged communities that CalEPA determines require such assistance. Requires the technical assistance provided pursuant to the bill to promote programs that reduce greenhouse gas emissions and demonstrate a direct, meaningful benefit to disadvantaged communities. Requires the three-year cap-and-trade investment plan developed by the Department of Finance and submitted to the Legislature to allocate money from the Greenhouse Gas Reduction Fund to CalEPA to implement the technical assistance program.	4/11/16	Assembly Appropriations Committee	
AB 1833 (Linder) Advanced Mitigation Program	Requires Caltrans to establish an Advanced Mitigation Program to accelerate project delivery and improve the outcomes of environmental mitigation for transportation infrastructure projects. Allows the program to utilize mitigation instruments, including mitigation banks and conservation easements. Allows Caltrans to use advanced mitigation credits to fulfill mitigation requirements of any environmental law for a transportation project eligible for the State Transportation Improvement Program (STIP), or the State Highway Operation and Protection Program (SHOPP).	3/16/16	Assembly Natural Resources Committee	
AB 1841 (Irwin) Office of Emergency Services: Cybersecurity	By July 1, 2017, requires the Office of Emergency Services to transmit to the Legislature the Cyber Security Annex to the State Emergency Plan, also known as Emergency Function 18 or EL 18, which must include all of the following: (1) methods for providing emergency services; (2) command structure for statewide coordinated emergency services; (3) emergency service roles of appropriate state agencies; (4) identification of resources to be mobilized; (5) public information plans; and (6) continuity of government services. By July 1, 2018, requires the Office of Emergency Services to develop a comprehensive cybersecurity strategy setting standards for state agencies to prepare for cybersecurity interference with, or the compromise or incapacitation of, critical infrastructure and the development of critical infrastructure information, and to transmit critical infrastructure information to the office. Requires each state agency to report on its compliance with these standards to the Office of Emergency Services in a manner and at a time directed by the office, but no later than January 1, 2019. Requires the Office of Emergency Services to provide suggestions to a state agency to improve its compliance with the standards.	4/14/16	Assembly Governmental Organization Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1851 (Gray) Clean Vehicle Rebate Project	As part of the state's Clean Vehicle Rebate Project, requires the California Air Resources Board (CARB) to provide specified rebate amounts for the purchase of battery electric, fuel-cell and plug-in hybrid electric vehicles. Limits these rebates to vehicles with a manufacturer's suggested retail price of $60,000 or less. Requires CARB to issue specified rebates to a property owner or lessee up to the costs associated with the purchase and installation of electric vehicle charging stations. Requires the rebates for clean-fuel vehicles and electric vehicle charging stations to be funded with cap-and-trade auction proceeds deposited into the Greenhouse Gas Reduction Fund, subject to annual appropriations by the Legislature. For purposes of calculating the amount of sales and use tax owed, requires that the value of a trade-in vehicle be deducted from the sales price of the purchase of battery electric, fuel-cell and plug-in hybrid electric vehicles. Requires cap-and-trade auction proceeds deposited into the Greenhouse Gas Reduction Fund, subject to annual appropriations by the Legislature, to be used to reimburse cities and counties for any resulting loss of revenues. Deletes the current 85,000 cap on the number of decals, stickers or other identifiers that can be issued by the Department of Motor Vehicles (DMV) to allow plug-in hybrid electric vehicles to use high-occupancy vehicle (HOV) lanes without the required number of occupants in the vehicle.	4/13/16	Assembly Transportation Committee	
AB 1866 (Wilk) High-Speed Rail: Bonding Funding	Specifies that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A), except as specifically provided with respect to an existing appropriation for early improvement projects related to the Phase I blended system. Upon appropriation by the Legislature, requires the unspent proceeds received from outstanding bonds issued and sold for high-speed rail purposes prior to the effective date of the provisions of this bill to be redirected to retiring the debt incurred from the issuance and sale of those outstanding bonds. Allows the remaining unissued bonds, as of the effective date of the provisions of this bill, that were authorized for high-speed rail purposes to be issued and sold. Upon appropriation by the Legislature, requires the net proceeds from the sale of these remaining unissued bonds to be made available to fund the construction of water capital projects, including desalination facilities, wastewater treatment and recycling facilities, reservoirs, water conveyance infrastructure, and aquifer recharge. Makes no changes to the authorization under Proposition 1A for the issuance of $950 million in bonds for rail purposes other than high-speed rail.	As Introduced	Assembly Transportation Committee	
AB 1873 (Holden) Board of Infrastructure Planning, Development and Finance	Within the Strategic Growth Council, creates a Board of Infrastructure Planning, Development and Finance. Requires the board to categorize and recommend the priority of the state's infrastructure needs and develop funding to finance those projects.	3/18/16	Assembly Accountability & Administrative Review Committee	
AB 1886 (McCarty) CEQA: Transit Priority Projects	Specifies that a transit priority project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor and, thus, shall qualify for an exemption from the California Environmental Quality Act (CEQA), if all parcels within the project have no more than 50 percent, rather than 25 percent, of their area farther than one-half mile from the stop or corridor.	As Introduced	Assembly Natural Resources Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1908 (Harper) HOV Lanes in Southern California	Prohibits establishing a high-occupancy vehicle (HOV) lane on a state highway in Southern California, unless the lane is established as an HOV lane only during the hours of heavy commuter traffic, as determined by Caltrans. Requires existing HOV lanes in Southern California to be modified to conform to this provision. On or after May 1, 2018, provides that if Caltrans determines that there is an adverse impact on safety, traffic conditions or the environment by limiting the use of HOV lanes in Southern California only during the hours of heavy commuter traffic, authorizes the department to submit to the Legislature a notice of that determination and of the intent to reinstate 24-hour HOV lanes in Southern California. Provides that Caltrans may reinstate 24-hour HOV lanes following the submittal of the notice to the Legislature.	3/17/16	Assembly Transportation Committee	
AB 1910 (Harper) Transportation Advisory Ballot Measure	Requires the Secretary of State's Office to submit the following advisory question to the voters as part of the November 8, 2016, general election ballot: "Shall the California Legislature disproportionately target low-income and middle-class families with a regressive tax increase on gasoline and annual vehicle registrations to fund road maintenance and rehabilitation, rather than ending the diversion of existing transportation tax revenues for nontransportation purposes, investing surplus state revenue in transportation accounts, repaying funds borrowed from transportation accounts, prioritizing roads over high-speed rail, and eliminating waste at the Department of Transportation?"	As Introduced	Assembly Transportation Committee	
AB 1919 (Quirk) Local Transportation Authorities: Bonds	Clarifies that accrued interest received on the sale of bonds by a local transportation authority may be used either for the payment of bond debt service or for transportation purposes for which the debt was incurred.	4/4/16	Assembly Local Government Committee	
AB 1938 (Baker) Bay Area Toll Authority	Clarifies that the existing 1 percent limitation on the amount of direct contributions or loans that the Bay Area Toll Authority (BATA) may make to the Metropolitan Transportation Commission (MTC) applies to any revenues derived from bridge tolls, fees or taxes, regardless of classification.	As Introduced	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1964 (Bloom) HOV Lanes: Low-Emission and Energy Efficient Vehicles	On January 1, 2018, ends the authority of the Department of Motor Vehicles (DMV) to issue decals, stickers or other identifiers allowing battery electric, hydrogen fuel cell and compressed natural gas vehicles to use high-occupancy vehicle (HOV) lanes without the required number of occupants in the vehicle. Specifies that decals, stickers or other identifiers issued for these vehicles before January 1, 2018, are valid until January 1, 2019. Provides that decals, stickers or other identifiers allowing plug-in hybrid electric vehicles to use HOV lanes without the required number of occupants in the vehicle issued by the DMV prior to January 1, 2018, are valid until January 1, 2019. Provides that decals, stickers or other identifiers issued to plug-in hybrid electric vehicles after January 1, 2018, and prior to January 1, 2019, are valid until January 1, 2021. Beginning January 1, 2019, authorizes the DMV to issue an unlimited number of decals, stickers or other identifiers to allow HOV lane access for plug-in hybrid vehicles, which shall be valid for a three-year period. Prohibits the DMV from issuing decals, stickers or other identifiers for plug-in hybrid electric vehicles if the sale of new plug-in hybrid electric vehicles reaches at least 8.6 percent of the total new car market share for two consecutive years. Prohibits the DMV from reinstating the issuance of decals, stickers or other identifiers for plug-in hybrid electric vehicles if there is a subsequent decrease in the sales of new plug-in hybrid electric vehicles resulting in less than 8.6 percent of the total new car market share in a later year.	4/11/16	Assembly Appropriations Committee	
AB 1982 (Bloom) California Transportation Commission Membership	Increases the membership of the California Transportation Commission (CTC) to 15 by providing for the Senate Rules Committee and the Assembly speaker to each appoint an additional member. Requires one member appointed by the Senate Rules Committee and by the Assembly speaker to be a person who works directly with communities in California that are most significantly burdened by, and vulnerable to, high levels of pollution, including communities with diverse racial and ethnic populations, and communities with low-income populations.	4/12/16	Assembly Transportation Committee	
AB 2014 (Melendez) Freeway Service Patrols: Program Assessment	No later than June 20, 2018, and every five years thereafter, requires Caltrans, in coordination with the California Highway Patrol (CHP) and regional and local entities, to publish a statewide Freeway Service Patrol Program Assessment. Requires this assessment to do all of the following: (1) identify, quantify and analyze existing freeway service patrols, and identify opportunities to increase or expand service levels; (2) analyze and provide recommendations regarding the current and anticipated future financial condition of the program; (3) include, as attachments, supporting data provided to Caltrans by regional and local entities, and by the CHP; (4) examine the financial sustainability of maintaining current freeway service patrols, the route miles unserved or underserved by freeway service patrols, and historical, current and future state and local funding for freeway service patrols; (5) analyze and quantify the public benefits received or to be received from existing and potential new freeway service patrols; and (6) discuss how freeway service patrols relate to other state policies, plans and goals. Requires the state budget to include a line item for Caltrans and the CHP to identify the amount of local assistance and state funds provided in support of freeway service patrols.	4/13/16	Assembly Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 2030 (Mullin) SamTrans and BART: Contracting Issues	Allows the San Mateo County Transit District (SamTrans) and the Bay Area Rapid Transit District (BART) to use an informal bidding process for materials, supplies and equipment contracts, under which a minimum of three quotations are obtained from vendors, for those contracts between $5,000 and $150,000. In the case of SamTrans, indexes the $5,000 threshold to inflation on an annual basis. Raises the threshold for when SamTrans and BART would be required to competitively bid construction contracts from $10,000 to $100,000. In the case of SamTrans, indexes the $100,000 threshold to inflation on an annual basis.	As Introduced	Assembly Local Government Committee	
AB 2034 (Salas) Federal Environmental Review Process	Extends indefinitely the statutory authorization for Caltrans to participate in a federal program that allows states to assume the responsibilities of the Federal Highway Administration (FHWA) under the National Environmental Policy Act (NEPA). In addition, extends indefinitely provisions in existing law that authorize Caltrans to consent to the jurisdiction of the federal court's with regard to the assumption of FHWA's responsibilities under NEPA and that waive the state's Eleventh Amendment protection against NEPA-related lawsuits brought in federal court for as long as Caltrans participates in the program.	3/17/16	Assembly Appropriations Committee	
AB 2049 (Melendez) High-Speed Rail: Bond Funding	Specifies that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A), except as specifically provided with respect to an existing appropriation for early improvement projects related to the Phase I blended system. Upon appropriation by the Legislature, requires the unspent proceeds received from outstanding bonds issued and sold for high-speed rail purposes prior to the effective date of the provisions of this bill to be redirected to retiring the debt incurred from the issuance and sale of those outstanding bonds. Allows the remaining unissued bonds, as of the effective date of the provisions of this bill, that were authorized for high-speed rail purposes to be issued and sold. Upon appropriation by the Legislature, requires the net proceeds from the sale of these remaining unissued bonds to be made available as follows: (1) 40 percent for the State Transportation Improvement Program (STIP); (2) 40 percent for the State Highway Operation and Protection Program (SHOPP); and (3) 20 percent for the Trade Corridors Improvement Fund. Makes no changes to the authorization under Proposition 1A for the issuance of $950 million in bonds for rail purposes other than high-speed rail.	As Introduced	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 2090 (Alejo) Low Carbon Transit Operations Program	Authorizes Low Carbon Transit Operations Program (LCTOP) funding to be expended by a public transit agency to support the operation of existing bus or rail service if all of the following occur: (1) the governing board of the public transit agency declares a fiscal emergency within 90 days prior to requesting its formula share of LCTOP funds; (2) the LCTOP funds are necessary to sustain the agency's public transit service in the fiscal year in which the money is to be spent; (3) the governing board of the public transit agency would be required to reduce or eliminate public transit service if the LCTOP funds are not received; (4) the governing board makes a finding that a reduction in, or elimination of, public transit service would increase greenhouse gas emissions because customers would choose other less-efficient modes of transportation; (5) the public transit agency does not request funds over consecutive funding years unless it has declared a fiscal emergency in each year; and (6) the public transit agency does not request funds for more than three consecutive funding years. Requires the LCTOP funds to be expended to provide public transit operating assistance that meets both of the following criteria: (1) the expenditures support current bus or rail service operating costs, which may include labor, fueling, maintenance, and other costs to operate and maintain those services; and (2) the recipient public transit agency demonstrates that each expenditure directly sustains public transit service that would otherwise be reduced or eliminated in the upcoming year if those funds were not received.	4/7/16	Assembly Appropriations Committee	
AB 2094 (Obernolte) Transportation Development Act (TDA) Funding	Beginning in FY 2017, requires $1 billion in cap-and-trade auction proceeds deposited into the Greenhouse Gas Reduction Fund to be transferred to the Retail Sales Tax Fund for allocation pursuant to the Transportation Development Act (TDA) if certain conditions are met. Provides that in each fiscal year in which this transfer occurs, requires $1 billion in TDA funding to be redirected, as follows: (1) 50 percent to Caltrans for maintenance of the state highway system, or for projects funded through the State Highway Operation and Protection Program (SHOPP); and (2) 50 percent to cities and counties for local streets/roads.	3/18/16	Assembly Transportation Committee	
AB 2100 (Calderon) 21st Century Infrastructure Act of 2016	Requires the California Public Utilities Commission (CPUC), the State Energy Resources Conservation and Development Commission, the Independent System Operator, and the California Air Resources Board (CARB) to review and evaluate their policies and plans for the expansion of 21st century infrastructure. Requires these agencies to do all of the following: (1) develop an interagency permitting committee to institute reforms and modernize infrastructure permitting and reviews; (2) strengthen dispute resolution mechanisms to quickly resolve conflicts and ensure that interagency disputes do not delay projects that are consistent with existing state policy priorities; and (3) identify duplicative, burdensome or unnecessary requirements, permits or processes, and evaluate whether they can be minimized or eliminated in a manner that would not jeopardize safety or electrical grid reliability.	3/18/16	Assembly Natural Resources Committee	
AB 2126 (Mullin) CMGC Contracting: Caltrans	Increases the number of state highway projects for which Caltrans may use the Construction Manager/General Contractor (CMGC) method of project delivery from six to 12. For at least eight of these projects, requires Caltrans to use department employees or consultants under contract to the department to perform all design and engineering services. For all 12 projects, requires Caltrans to use department employees or consultants under contract to the department to perform all construction inspection services.	As Introduced	Assembly Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 2170 (Frazier) Trade Corridors Improvement Fund: Federal Dollars	Requires revenues apportioned to California from the National Highway Freight Program established by the federal Fixing America's Surface Transportation (FAST) Act to be allocated by the California Transportation Commission (CTC) for projects pursuant to the process that was used for the Proposition 1B Trade Corridors Improvement Fund.	3/15/16	Assembly Appropriations Committee	
AB 2196 (Low) VTA Enabling Statutes	Makes a number of technical, non-substantive clean-up changes to the enabling statutes of the Santa Clara Valley Transportation Authority (VTA). Consistently uses "VTA" as the name of the organization throughout the enabling statutes. Uses the term "territory" to refer to VTA's area of jurisdiction. Clarifies that the representatives on the VTA Board of Directors from the cities may be either mayors or city council members. Changes references to "board of supervisors" to "board of directors" to reflect the appropriate governing board of VTA. Deletes obsolete provisions that relate to one-time events that occurred to form the Santa Clara County Transit District in the 1970s, and that occurred to implement the merger of the Transit District and the Santa Clara County Congestion Management Agency (CMA) to form VTA in the mid-1990s. Deletes obsolete provisions that have been superseded by the enactment of other state laws. Clarifies that the administrative head of VTA is a "general manager," not an "executive director." Changes references to "transit facilities" to "transit and other transportation facilities" to reflect the fact that VTA is a multi-modal transportation organization.	As Introduced	Assembly Local Government Committee	Sponsor

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 2222 (Holden) Cap-and-Trade Funding: Transit Pass Program	Creates the Transit Pass Program to support local programs that provide free or reduced-fare public transit passes to public school, community college, California State University, and University of California students. Requires Caltrans to administer this program. Beginning in FY 2017, continuously appropriates $50 million annually in cap-and-trade auction proceeds deposited into the Greenhouse Gas Reduction Fund for the Transit Pass Program. Requires Caltrans, in coordination with the California Air Resources Board (CARB), to develop guidelines describing the criteria that public transit agencies shall use to make available free or reduced-fare transit passes to eligible participants, and the methodologies that eligible participants shall use to demonstrate that the proposed expenditures will reduce greenhouse gas emissions. Defines "eligible participants" to mean a public agency, including a transit operator, school district, community college district, the California State University, or the University of California. Requires Caltrans to develop performance measures and reporting requirements to evaluate the effectiveness of the program, including an annual update of the number of free or reduced-fare transit passes distributed to students and whether the program is increasing transit ridership among students. Requires funds allocated to the Transit Pass Program to be expended to provide low- or no-cost public transit passes to students through programs that support new or existing transit pass programs. Allows a public transit agency to give priority to an application from an eligible participant with an existing, successful transit pass program, provided that the eligible participant can demonstrate that the additional funds will further reduce the cost of the transit pass or expand program eligibility. Requires each public transit agency to receive $20,000 per year from the Transit Pass Program. Requires the remaining program funds to be distributed according to the State Transit Assistance Program (STA) formula. Requires any funds not used by a public transit agency in a fiscal year to be added to the allocation for the Transit Pass Program for the following fiscal year. Requires at least 33 percent of the money allocated under the Transit Pass Program to be used to benefit disadvantaged communities.	4/6/16	Assembly Appropriations Committee	
AB 2233 (Brown) Highways: Exit Information Signs	Requires Caltrans to adopt rules and regulations to allow for the placement, near exits and off-ramps on freeways located in urban and rural areas, of informational signs identifying the closest hospital owned and operated by a county that includes the full name of the hospital, if both of the following conditions are met: (1) the county requests the placement of the sign; and (2) the county agrees to pay for the cost of the sign. Requires Caltrans to erect the sign or signs within 30 days of receipt of payment from the county.	As Introduced	Assembly Transportation Committee	
AB 2257 (Maienschein) Local Agency Meetings: Online Posting of Agendas	Requires an online posting of an agenda of a meeting of a local agency's legislative body to have a prominent, direct link to the current agenda itself. Requires the link to be on the local agency's Internet Web site homepage, not in a contextual menu on the homepage.	4/11/16	Assembly Local Government Committee	
AB 2289 (Frazier) SHOPP Projects	Clarifies that capital projects to improve the operation of state highways and bridges are eligible for funding under the State Highway Operation and Protection Program (SHOPP).	As Introduced	Assembly Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 2293 (C. Garcia) Cap-and-Trade: Green Assistance Program	Requires the California Environmental Protection Agency (CalEPA) to establish and administer the Green Assistance Program to do all of the following: (1) provide assistance, including the development of competitive project proposals, to small businesses and small non-profit organizations when they are applying for an allocation of cap-and-trade auction proceeds deposited into the Greenhouse Gas Reduction Fund; (2) assist small businesses in applying for cap-and-trade funding for energy efficiency upgrades to meet and exceed the state's greenhouse gas emissions reduction goals; (3) assist small businesses in complying with all applicable federal, state and local air quality laws; (4) identify state agencies with appropriate cap-and-trade grant programs; and (5) coordinate existing local programs to reduce greenhouse gas emissions with new programs receiving cap-and-trade funding.	4/11/16	Assembly Appropriations Committee	
AB 2332 (E. Garcia) Caltrans: State Transportation Goals	By 2020, requires Caltrans to increase the annual number of complete streets projects undertaken by the department by 20 percent over the 2016 baseline. Establishes the following goals for Caltrans: (1) reducing the number of transit, pedestrian and bicyclist fatalities by 10 percent, based on the 2016 baseline; and (2) by 2020, reducing vehicle miles traveled by 15 percent of the statewide per capita relative to 2010 levels reported by Caltrans district. Establishes a Caltrans goal to increase travel by non-automobile modes by doing all of the following: (1) tripling the amount of bicycle travel relative to 2010-2012 California Household Travel Survey levels; (2) doubling the amount of pedestrian travel relative to 2010-2012 California Household Travel Survey levels; and (3) doubling the amount of transit travel relative to 2010-2012 California Household Travel Survey levels. Requires the draft five-year Interregional Transportation Improvement Program (ITIP) to include complete streets projects. Not later than July 1, 2017, requires the California Transportation Commission (CTC) to adopt targets and performance measures for the assets management plan prepared by Caltrans that reflect state transportation goals and objectives. Requires these targets and performance measures to include all of the following: (1) improving mobility, access and safety for non-motorized users in disadvantaged communities by requiring not less than 35 percent of State Highway Operation and Protection Program (SHOPP) projects to be located in urban and rural disadvantaged communities; (2) providing targeted and meaningful benefits to residents in disadvantaged communities; (3) prioritizing projects identified by the community through strong public participation in disadvantaged communities; and (4) prioritizing projects that recruit, hire or train low-income, formerly incarcerated, underrepresented, or disconnect youth and adults, and other individuals with barriers to employment. Requires Caltrans to hold at least one public hearing in each of its districts on SHOPP projects. Requires these hearings to be accessible by public transit and held at times that are convenient for disadvantaged community residents.	4/5/16	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 2348 (Levine) Retirement Plans: Infrastructure Investments	Authorizes the Department of Finance to identify infrastructure projects in the state for which the department will guarantee a rate of return for an investment made in that infrastructure project by the Public Employment Retirement System, the State Teachers' Retirement Plan, or the retirement system created pursuant to the County Retirement Law of 1937. Creates the Reinvesting in California Special Fund as a continuously appropriated fund. Requires money in the fund to be used to pay the rate of return on investments made in infrastructure projects. States the intent of the Legislature to identify special fund dollars to be transferred to the Reinvesting in California Special Fund.	As Introduced	Assembly Public Employees, Retirement & Social Security Committee	
AB 2355 (Dababneh) Intercity Rail Services: Noise Mitigation	Requires Caltrans to develop a program for the reasonable mitigation of noise and vibration levels in residential neighborhoods along railroad lines where the department contracts for state-funded intercity rail passenger service.	As Introduced	Assembly Transportation Committee	
AB 2374 (Chiu) CMGC Contracting: Local Expressways and Ramps	Clarifies that regional transportation agencies, including the Santa Clara Valley Transportation Authority (VTA), may use the Construction Manager/General Contractor (CMGC) project delivery method to design and construct projects on expressways and ramps that are not on the state highway system. Deletes provisions in current state law that require an expressway project to be developed in accordance with an expenditure plan approved by the voters in order for the regional transportation agency to be able to use CMGC contracting for that project.	As Introduced	Senate Rules Committee	Support
AB 2382 (Lopez) High-Speed Rail Authority: Membership	Beginning with an available vacancy on and after January 1, 2017, requires one of the Governor's appointments to the California High-Speed Rail Authority to be a person, other than a current or former elected official, who is from a disadvantaged community.	4/11/16	Assembly Transportation Committee	
AB 2398 (Chau) State Highways	Every five years, requires the California Transportation Commission (CTC) to report to the Legislature both of the following: (1) the number of selections, adoptions and location determinations for state highway routes; and (2) the amount of money allocated for the construction, improvement or maintenance of the various highways under the jurisdiction of Caltrans.	3/18/16	Assembly Transportation Committee	
AB 2411 (Frazier) Miscellaneous Caltrans Revenues	Prohibits revenues generated by Caltrans through the rental or sale of property, the sale of documents and other miscellaneous services to the public from being transferred to the General Fund and used for debt service on general obligation transportation bonds. Instead, requires these revenues to be retained in the State Highway Account and used for transportation purposes.	As Introduced	Assembly Appropriations Committee	
AB 2468 (Hadley) Public Employees' Retirement	Authorizes a public agency that has contracted with the California Public Employees' Retirement System (CalPERS) to offer an alternative formula from the one required by the Public Employees' Pension Reform Act of 2013 to be applicable to miscellaneous, non-safety employees hired after January 1, 2017, provided that the agency and the representative employee organization have agreed to its application in a valid memorandum of understanding. Specifies that the alternative formula would be 1 percent at 55.	4/12/16	Assembly Public Employees, Retirement & Social Security Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 2542 (Gatto) Streets and Highways: Reversible Lanes	When submitting a capacity-increasing project, or a major street or highway lane realignment project to the California Transportation Commission (CTC) for approval, requires Caltrans or a regional transportation agency to demonstrate that reversible lanes were considered for the project.	3/15/16	Assembly Transportation Committee	
AB 2620 (Dababneh) Proposition 116 Passenger Rail Funding	Requires Proposition 116 funds not expended or encumbered by July 1, 2020, to be reallocated to any other existing passenger rail project in the state by the California Transportation Commission (CTC) on a pro-rata basis.	4/11/16	Assembly Transportation Committee	
AB 2651 (Gomez) Urban Water and Transportation Environmental Revitalization Grant Program	Requires the Natural Resources Agency to establish and administer the Urban Water and Transportation Environmental Revitalization Grant Program. Requires the program to provide grants for projects that develop greenways in areas that are adjacent to an urban creek in certain areas. Appropriates $500 million from the General Fund to the Natural Resources Agency for the program.	3/29/16	Assembly Water, Parks & Wildlife Committee	
AB 2741 (Salas) California Transportation Plan	Requires the California Transportation Plan to be approved by the California Transportation Commission (CTC).	3/18/16	Assembly Appropriations Committee	
AB 2742 (Nazarian) Public-Private Partnerships	Extends existing statutory authority for Caltrans and regional transportation agencies, including the Santa Clara Valley Transportation Authority (VTA), to utilize public-private partnerships for transportation infrastructure projects to January 1, 2030.	As Introduced	Assembly Appropriations Committee	Support
AB 2762 (Baker) Toll Bridges: Bicycles and Pedestrians	Extends the sunset date from January 1, 2021, to January 1, 2022, for provisions in current law that prohibit a toll from being imposed on the passage of a pedestrian or bicycle over any toll bridge that is part of the state highway system.	4/5/16	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 2796 (Bloom) Active Transportation Program	Requires a minimum of 5 percent of available funds in each of the following three distribution categories under the Active Transportation Program to be awarded for planning and community engagement for active transportation in disadvantaged communities: (1) metropolitan planning organizations (MPOs) in urban areas with populations greater than 200,000; (2) small urban and rural regions with populations of 200,000 or less; and (3) the California Transportation Commission (CTC). Requires a minimum of 10 percent of all available Active Transportation Program funds to be programmed for non-infrastructure purposes, including activities related to safe routes to school. Provides that if a project contains both infrastructure and non-infrastructure activities, only the portion of funding used for non-infrastructure activities shall contribute to meeting the minimum 10 percent. Specifies that if applications submitted in any funding cycle are not sufficient to exceed the minimum percentages required by this bill, the funds may be expended for other authorized purposes.	4/4/16	Assembly Appropriations Committee	
AB 2847 (Patterson) California High-Speed Rail Authority: Reporting Requirements	Specifies that the California High-Speed Rail Authority, in each report that it is required to prepare, shall provide an explanation of adjusted costs and schedules in each situation in which the authority has approved a change in the scope or sequencing of the state's proposed high-speed rail project since the issuance of the previous report. With respect to any segment of the high-speed rail project that the authority is proposing to deliver as the current highest priority, requires the explanation to clearly detail the estimated costs for each segment in a manner that allows the current estimated costs for the segment to be directly compared to the cost estimate previously provided by the authority in the immediately prior report for the same segment. In its business plan, requires the High-Speed Rail Authority to identify all estimated financing and administrative costs associated with the construction of the high-speed rail project as contemplated by the authority at the time that the business plan is prepared.	4/11/16	Assembly Transportation Committee	
ACA 3 (Gallagher) Public Employees' Retirement	Calls for placing before the voters an amendment to the California Constitution to make several changes to retirement benefits for public employees. Requires any enhancement to a public employee's retirement formula or benefit adopted on or after the effective date of this constitutional amendment to apply only to serve performed on and after the operative date of the enhancement, and not to any service performed prior to that date. Provides that if a change to a public employee's retirement membership classification or a change in employment results in an enhancement to the retirement formula or benefit applicable to that employee, requires that enhancement to apply only to serve performed on or after the operative date of the change, and not to service performed prior to that date. Specifies that an increase to a retiree's annual cost-of-living adjustment within existing statutory limits is not considered to be an enhancement to a retirement benefit.	As Introduced	Assembly Public Employees, Retirement & Social Security Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
ACA 4 (Frazier) Local Transportation Special Taxes	Calls for placing before the voters an amendment to the California Constitution to allow a city, county or special district to impose, extend or increase a sales and use or a transactions and use tax for the purpose of providing funding for local transportation projects, if approved by a 55 percent majority vote. Defines "local transportation project" to mean the planning, design, development, financing, construction, reconstruction, rehabilitation, improvement, acquisition, lease, operation, or maintenance of local streets, roads and highways; state highways and freeways; and public transit systems. Specifies that this constitutional amendment shall become effective upon approval by the voters, and shall apply to any local measure imposing, extending or increasing a sales and use or transactions and use tax to fund local transportation projects that is submitted at the same election.	8/17/15	Assembly Appropriations Committee	Support
ACA 11 (Gatto) Public Utility Reform Act of 2016	Calls for placing before the voters an amendment to the California Constitution to authorize the Legislature to reallocate and reassign all or a portion of the functions of the California Public Utilities Commission (CPUC) to other state agencies, departments, boards, or others entities that it may create. Requires the Legislature's reallocation or reassignment of the CPUC's functions to be done to further consumer protection, public health, environmental protection, increased transparency, public access, and the preservation of the ability of third parties to advocate for and intervene on behalf of those who need their advocacy. Requires the Legislature to adopt appropriate structures to: (1) provide greater accountability for the public utilities of California; (2) provide the necessary guidance to focus regulatory efforts on safety, reliability and ratesetting; and (3) implement statutorily authorized programs for reducing greenhouse gas emissions	As Introduced	Assembly Utilities & Commerce Committee	
ABX1-1 (Alejo) Transportation Funding	Retains the revenues generated by vehicle weight fees in the State Highway Account, and requires the General Fund to pay debt service on transportation general obligation bonds. With regard to the revenues derived from increases in the state gasoline excise tax resulting from the transportation funding swap initially enacted in 2010 and reaffirmed in 2011, requires all of the money to be allocated in the following manner: (1) 44 percent to the State Transportation Improvement Program (STIP); (2) 44 percent to cities and counties for local streets and roads; and (3) 12 percent to the State Highway Operation & Protection Program (SHOPP). With respect to any loans made to the General Fund from the State Highway Account, the Public Transportation Account, the Bicycle Transportation Account, the Motor Vehicle Fuel Account, the Highway Users Tax Account, the Pedestrian Safety Account, the Transportation Investment Fund, the Traffic Congestion Relief Fund, the Motor Vehicle Account, and the Local Airport Loan Account with a repayment date of January 1, 2019, or later to be repaid to the account from which the loan was made by December 31, 2018. Recaptures revenues generated by Caltrans through the rental or sale of property, the sale of documents and other miscellaneous services to the public for transportation purposes.	As Introduced	Assembly Desk	Support
ABX1-2 (Perea) Public-Private Partnerships	Extends existing statutory authority for Caltrans and regional transportation agencies, including the Santa Clara Valley Transportation Authority (VTA), to utilize public-private partnerships for transportation infrastructure projects indefinitely.	As Introduced	Assembly Desk	Support

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

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

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

State Assembly Bills	Subject	Last Amended	Status	VTA Position
ABX1-21 (Obernolte) Environmental Quality: Highway Projects	Prohibits a court in a judicial action or proceeding under the California Environmental Quality Act (CEQA) from staying or enjoining a project related to constructing or improving a highway unless the court finds either of the following: (1) the project presents an imminent threat to the public health and safety; or (2) the project site contains unforeseen important Native American artifacts, or unforeseen important historical, archaeological or ecological values that would be materially, permanently and adversely affected by the project unless the court stays or enjoins the project.	As Introduced	Assembly Desk	
ABX1-22 (Patterson) Design-Build Contracting: Highway Projects	Authorizes Caltrans to utilize design-build contracting for an unlimited number of state highway projects, and requires the department to contract with consultants to perform construction inspection services related to those projects. For design-build contracts for state highway projects administered by regional transportation agencies, including the Santa Clara Valley Transportation Agency (VTA), eliminates the requirement in existing law that Caltrans perform construction inspection services related to those projects.	As Introduced	Assembly Desk	
ABX1-23 (E. Garcia) Transportation Projects: Disadvantaged Communities	By January 1, 2017, requires the California Transportation Commission (CTC) to establish a process whereby Caltrans and local agencies receiving funding for highway capital improvement projects from the State Highway Operation and Protection Program (SHOPP), or from the State Transportation Improvement Program (STIP) prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as identified by the community through strong public participation. In this regard, requires the CTC to do all of the following: (1) establish a funding floor where no less than 35 percent of rehabilitation and reconstruction projects are located in urban and rural disadvantaged communities, and provide meaningful benefits to the residents of those communities; (2) include robust public stakeholder engagement with regard to the development of guidelines relating to the prioritization of projects in disadvantaged communities; and (3) prioritize projects that recruit, hire and train low-income, formerly incarcerated, or disconnected youth and adults, as well as other individuals with barriers to employment. Specifies that a "disadvantaged community" means a community with any of the following characteristics: (1) an area with a median household income that is less than 80 percent of the statewide median household income based on the most current census-tract-level data from the American Community Survey; (2) an area identified as among the most disadvantaged 25 percent of areas in the state according to the California Environmental Protection Agency (CalEPA), based on the latest version of CalEnviroScreen scores; or (3) an area where at least 75 percent of public school students are eligible to receive free or reduced-price meals under the National School Lunch Program. Requires $125 million to be appropriated annually from the State Highway Account to the Active Transportation Program, with these additional funds to be used for network grants that prioritize projects in underserved areas.	As Introduced	Assembly Desk	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
ABX1-24 (Levine) Bay Area Transportation Commission	Effective January 1, 2017, redesignates the Metropolitan Transportation Commission (MTC) as the Bay Area Transportation Commission. Requires commissioners to be elected by districts comprised of approximately 750,000 residents, based on the 2010 Census. Declares the intent of the Legislature that the district boundaries should be drawn by a citizen's redistricting commission. Requires each district to elect one commissioner, except that a district with a toll bridge within its boundaries would elect two commissioners. Requires the initial elections for commissioners to occur in 2016. Requires the elected commissioners to take office on January 1, 2017. Declares the intent of the Legislature that campaigns for commissioners should be publicly financed. Specifies that each commissioner's term of office is four years. Effective January 1, 2017, deletes the Bay Area Toll Authority's status as a separate entity from MTC and merges the authority into the Bay Area Transportation Commission.	As Introduced	Assembly Desk	

State Senate Bills

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 3 (Leno) Minimum Wage	Increases the minimum wage for all industries as follows: (1) to $11 per hour beginning January 1, 2016; and (2) to $13 per hour beginning July 1, 2017. Commencing on January 1, 2019, requires the Industrial Welfare Commission to automatically adjust the minimum wage each year to maintain employee purchasing power diminished by the rate of inflation that occurred during the previous year. Requires the automatic adjustment to be calculated using the California Consumer Price Index. Prohibits the Industrial Welfare Commission from adjusting the minimum wage if the average percentage of inflation for the previous year was negative. Specifies that the provisions of the bill apply to all industries, including public and private employment.	3/11/15	Assembly Appropriations Committee	
SB 32 (Pavley) Greenhouse Gas Emissions Limit	Requires the California Air Resources Board (CARB), based on the best available scientific, technological and economic assessments, to approve a statewide greenhouse gas emissions limit that is equivalent to 40 percent below the 1990 level to be achieved by 2030. Requires CARB to make recommendations to the Governor and the Legislature on how to continue reductions of greenhouse gas emissions beyond 2030. Provides that the Legislature and appropriate state agencies should adopt complementary policies ensuring that long-term emissions reductions advance all of the following: (1) job growth and local economic benefits; (2) public health benefits for California residents, particularly in disadvantaged communities, that result from direct onsite reductions of greenhouse gas emissions; (3) innovation in technology, as well as in energy, water and resource management practices; and (4) regional and international collaboration to adopt similar greenhouse gas emissions reduction policies. Specifies that CARB shall not take any action to implement the next update of its scoping plan for reducing greenhouse gas emissions unless it has conducted an evaluation of both of the following: (1) the current and projected actions that other jurisdictions within the United States and around the world are taking to reduce greenhouse gas emissions, and how those actions compare to and complement California's efforts; and (2) the cost effectiveness of the various emissions reduction strategies that CARB has undertaken to achieve the 2020 statewide greenhouse gas emissions limit. Requires CARB to submit the next update of its scoping plan to the Legislature. Allows the Legislature to modify, reject or delay some or all of the scoping plan update before its approval by CARB. By January 1, 2017, and each year thereafter, requires CARB to submit to the Legislature a report that contains both of the following: (1) a detailed list of regulatory policies that have been adopted and implemented by state agencies in furtherance of achieving the statewide greenhouse gas emissions limit; and (2) the amounts, sources and locations of greenhouse gas emissions reductions achieved toward the statewide limit. By July 1, 2017, requires the Office of Environmental Health Hazard Assessment to prepare and make available a report analyzing the impacts of the statewide greenhouse gas emissions limit on disadvantaged communities. Requires this report to include all of the following: (1) tracking and analysis of greenhouse gas emissions, criteria air pollutants and other pollutant emission levels in disadvantaged communities; (2) compliance strategies used for greenhouse gas emissions sources in disadvantaged communities; and (3) analysis of public health and other relevant environmental health exposure indicators related to air pollutants in disadvantaged communities.	9/10/15	Assembly Natural Resources Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 39 (Pavley) HOV Lanes: Low-Emission and Fuel-Efficient Vehicles	Increases the number of green stickers that can be issued by the Department of Motor Vehicles (DMV) to allow certain low-emission and fuel-efficient vehicles to use high-occupancy vehicle (HOV) lanes regardless of the number of occupants from 70,000 to 85,000.	4/8/15	Assembly Transportation Committee	
SB 122 (Jackson) CEQA: Record of Proceedings	At the request of a project applicant, requires the lead agency for California Environmental Quality Act (CEQA) purposes to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, environmental impact report (EIR), or other environmental documents for the project, as specified. Requires the Office of Planning and Research to establish and maintain a database for the collection, storage, retrieval, and dissemination of environmental documents, notices of exemption, notices of preparation, notices of determination, and notices of completion provided to the office. Requires a lead agency to submit a sufficient number of copies, in either a hard copy or electronic form as required by the Office of Planning and Research, of its draft environmental document, proposed negative declaration or proposed mitigated negative declaration to the State Clearinghouse for review and comment by state agencies. Requires a lead agency to accept comments on these documents through electronic mail and to treat such comments as equivalent to written comments.	6/1/15	Assembly Appropriations Committee	
SB 189 (Hueso) Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee	Creates the Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee within the California Environmental Protection Agency (CalEPA) to be comprised of seven members appointed by the Governor, the Speaker of the Assembly and the Senate Rules Committee. Requires the committee to consist solely of persons with expertise in economic, financial or policy aspects of clean energy, economic growth, job creation, workforce standards, or employment opportunities for disadvantaged workers. Requires the committee to advise state agencies on the most effective ways to: (1) expend funds related to clean energy and the reduction of greenhouse gas emissions; and (2) implement policies in order to maximize California's economic and employment benefits. In addition, requires the committee to do all of the following: (1) develop guidance for tracking, reporting and evaluating jobs outcomes for state clean energy and low-carbon investments; (2) develop guidance to measure the quantity and quality of jobs created by state clean energy and low-carbon investments, as well as the geographic and demographic distribution of those jobs; (3) advise state agencies on the most effective ways to require responsible contractor standards, as applicable, and minimum training and skill certifications for workers to ensure high-quality work for state clean energy and low-carbon investments; (4) advise state agencies on the most effective ways to connect disadvantaged communities to good quality jobs and career pathways created by state clean energy and low-carbon investments; and (5) advise state agencies on the most effective ways to align state clean energy and low-carbon training funds with existing state workforce development investments and strategies.	8/17/15	Assembly Appropriations Committee	
SB 207 (Wieckowski) Greenhouse Gas Reduction Fund: State Agency Reporting	Requires any state agency expending cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund to post on its Internet Website a record describing each expenditure and how that expenditure would reduce greenhouse gas emissions.	3/24/15	Assembly Natural Resources Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 321 (Beall) Variable Gas Tax Rate	In calculating adjustments to the variable gas tax rate to be made for FY 2017 and each fiscal year thereafter in order to ensure that the same amount of revenue is generated as by the former state sales tax on gasoline pursuant to the 2010-2011 transportation funding swap, requires the Board of Equalization to use a combined average based on an estimate of fuel prices for the current fiscal year and the actuals for the four previous fiscal years, rather than using projections of fuel prices for only the upcoming fiscal year.	8/18/15	Senate Floor: Concurrence	Support
SB 344 (Monning) Commercial Driver's License: Education	Beginning January 1, 2018, requires a person, in addition to a written and driving test, to successfully complete a course of instruction from either a commercial driver training institution or a program offered by an employer that has been certified by the Department of Motor Vehicles (DMV) before he or she is issued an original commercial driver's license. Provides an exemption to this course of instruction requirement in the following cases: (1) a commercial motor vehicle driver with military motor vehicle experience who is currently licensed with the U.S. Armed Forces; (2) a commercial motor vehicle driver who presents a valid certificate of driving skill from an approved employer-testing program that includes a course of instruction that meets the minimum standards set by the DMV; (3) a commercial motor vehicle driver who presents a certificate issued by the California Highway Patrol (CHP) or a Transit Driver Training Record DL 260 form signed by an employer trainer certified by the Federal Transit Administration's "Train-the-Trainer" Program; or (4) a commercial motor vehicle driver who has received and documented training in compliance with the Education Code.	6/23/15	Assembly Appropriations Committee	
SB 398 (Leyva) Green Assistance Program	Establishes the Green Assistance Program to be administered by the California Environmental Protection Agency (CalEPA). Requires the Green Assistance Program to provide technical assistance to small businesses, small non-profit organizations and disadvantaged communities in applying for an allocation of cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund. Specifies that the Green Assistance Program may include the following: (1) basic information on available programs funded with cap-and-trade auction proceeds, and the eligibility requirements and deadlines for those programs; and (2) referrals to designated contact people in public agencies administering programs funded with cap-and-trade auction proceeds. Requires CalEPA to use existing resources appropriated by the Legislature in the annual Budget Act to administer the Green Assistance Program.	6/2/15	Assembly Appropriations Committee	
SB 400 (Lara) Cap-and-Trade: High-Speed Rail	Requires not less than 25 percent of the cap-and-trade auction proceeds continuously appropriated to the California High-Speed Rail Authority from the Greenhouse Gas Reduction Fund to be allocated for projects that either reduce or offset greenhouse gas emissions directly associated with the construction of the high-speed rail project and provide a co-benefit of improving air quality. Requires priority to be given to measures and projects in communities that are located in areas designated as extreme non-attainment. Provides that measures and project eligible for funding may include the following: (1) public transit improvements that reduce congestion; (2) transportation improvements that reduce congestion, including network improvements and roadway modifications; (3) alternative transportation options, including infrastructure improvements that support clean transportation, facilitate bicycle and pedestrian use, and connect bicycle and pedestrian routes to public transit facilities; (4) natural systems, including rural and urban forests, that reduce greenhouse gas emissions or increase the sequestration of carbon to mitigate the impacts of greenhouse gas emissions, and create greater climate resiliency; and (5) the use of low- and zero-emission equipment for transportation and construction.	6/1/15	Assembly Appropriations Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 433 (Berryhill) Variable Gas Tax Rate: Department of Finance	For FY 2017 through FY 2021, requires the Department of Finance, rather than the Board of Equalization, to calculate any adjustments to the variable gas tax rate that would be needed to ensure that the same amount of revenue is generated as by the former state sales tax on gasoline pursuant to the 2010 transportation funding swap. Similarly, for FY 2017 through FY 2021, requires the Department of Finance, rather than the Board of Equalization, to adjust the diesel excise tax rate to maintain revenue neutrality with the increase in the state sales tax rate on diesel fuel that was enacted as part of the 2010 transportation funding swap.	5/7/15	Assembly Revenue & Taxation Committee	
SB 564 (Cannella) Traffic Violations: School Zones	Adds $35 to the base fine for certain traffic violations that occur: (1) when passing a school building or grounds contiguous to a highway; or (2) when passing any school grounds not separated from the highway by a fence, gate or other physical barrier while in use by children. Requires the revenues from these additional fines to be deposited in the State Transportation Fund for school zone safety projects in the Active Transportation Program.	As Introduced	Assembly Transportation Committee	
SB 773 (Allen) Vehicle Registration Fraud Study	Requests the University of California to conduct a study on motor vehicle registration fraud and failure to register a motor vehicle. If conducted, requires the study to include all of the following: (1) quantification of the magnitude of the problem; (2) the strategies being used by motorists to commit motor vehicle registration fraud; (3) the reasons for the behaviors of motorists who commit motor vehicle registration fraud or who fail to register their motor vehicles; (4) the costs to the state and local governments in lost revenues; (5) increases in air pollution; (6) other costs and consequences of these behaviors; and (7) recommended strategies for increasing compliance with registration requirements. Requires the Department of Motor Vehicles (DMV) to enter into an agreement with the University of California to share its vehicle registration information with university researchers for purposes of conducting the study. Requests the University of California to post a report regarding the study on its Internet Web site by January 1, 2017.	6/23/15	Assembly Transportation Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 824 (Beall) Low Carbon Transit Operations Program	Makes a number of changes to the structure of the Low Carbon Transit Operations Program (LCTOP). Eliminates certain restrictions in current law to maximize flexibility with regard to the types of expenditures that are eligible to be funded under LCTOP to ensure that recipient transit agencies are able to use their funding shares for the broadest array of projects and services that reduce greenhouse gas emissions. Clarifies that a recipient transit agency may continue to use its LCTOP funding share to support new or expanded service beyond the first year in which the service is implemented, so long as the agency can demonstrate that additional greenhouse gas emissions reductions will be realized. For capital projects, requires a recipient transit agency to do all of the following: (1) specify the phases of work for which the agency is seeking an allocation of funding from LCTOP; (2) identify the sources and timing of all funding required to undertake and complete any phase of a project for which the agency is seeking an allocation from the program; and (3) described intended sources and timing of funding to complete any subsequent phases of the project through construction or procurement. Allows a recipient transit agency that does not submit an expenditure for funding in a particular fiscal year to retain its funding share, and to accumulate and utilize that funding share in a subsequent fiscal year for a larger expenditure. Requires the recipient transit agency to specify the number of years that it intends to retain its funding share and the expenditure for which the agency intends to use these dollars. Prohibits a limit being placed on the number of fiscal years that a recipient transit agency may retain its funding share. Allows a recipient transit agency, in any particular fiscal year, to loan or transfer its funding share to another recipient transit agency within the same region for any identified eligible expenditure. Allows a group of recipient transit agencies, in any particular fiscal year, to enter into an agreement to pool their funding shares for any identified eligible expenditure. Allows a recipient transit agency to apply to Caltrans to do either of the following: (1) reassign any savings of LCTOP funding allocated for a completed project to another eligible project; or (2) reassign to another eligible project any LCTOP funding previously allocated to a project that the agency has determine is no longer a high priority. Allows for the use of Letters of No Prejudice (LONPs), so that recipient transit agencies can advance their projects or services with local money and then get reimbursed with LCTOP dollars when that funding becomes available.	4/11/16	Senate Transportation & Housing Committee	Sponsor
SB 876 (Liu) Homelessness: Use of Public Spaces	Provides that persons experiencing homelessness shall be permitted to use public space at any time that the space is open to the public without discrimination based on their housing status, and without being subject to criminal, civil or administrative penalties. Allows persons experiencing homelessness to use public space for all of the following: (1) free movement without restraint; (2) sleeping or resting, and protecting oneself from the elements while sleeping or resting, in a non-obstructive manner; (3) eating, sleeping, accepting, or giving food in a space in which food is not otherwise generally prohibited; and (4) praying, meditating, worshipping, or practicing religion. Defines "public space" to mean any property that is owned by a government entity or upon which there is an easement for public use, and that is held open to the public, including plazas, courtyards, parking lots, sidewalks, public transportation facilities and services, public buildings, shopping centers, and parks. Provides that the ability to rest does not apply to a space during a time when it is closed to all persons or when a fee is required for entry or use.	3/28/16	Senate Transportation & Housing Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 879 (Beall) Housing Bond Act	Declares the intent of the Legislature to enact a bill that would authorize the issuance of bonds for financing housing-related programs that would serve the homeless, as well as extremely low-income and very low-income Californians over the course of the next decade.	3/30/16	Senate Appropriations Committee	
SB 882 (Hertzberg) Fare Evasion: Minors	Prohibits a public transit agency from charging a minor with an infraction or misdemeanor for acts of fare evasion.	As Introduced	Senate Public Safety Committee	
SB 885 (Wolk) Design Professionals: Claims	Commencing with contracts entered into on or after January 1, 2017, provides that a design professional shall only have the duty to defend claims that arise out of, pertain to or relate to the negligence, recklessness or willful misconduct of the design professional. Provides that a design professional shall have no duty to defend claims against other persons or entities.	As Introduced	Senate Judiciary Committee	
SB 901 (Bates) Advanced Mitigation Program	Requires Caltrans to establish an Advanced Mitigation Program to accelerate project delivery and improve the outcomes of environmental mitigation for transportation infrastructure projects. Allows the program to utilize mitigation instruments, including mitigation banks and conservation easements. Allows Caltrans to use advanced mitigation credits to fulfill mitigation requirements of any environmental law for a transportation project eligible for the State Transportation Improvement Program (STIP), or the State Highway Operation and Protection Program (SHOPP). Beginning with FY 2017, requires Caltrans to set aside at least $30 million per year from the annual appropriations for the STIP and the SHOPP for the planning and implementation of projects in the Advanced Mitigation Program.	As Introduced	Senate Transportation & Housing Committee	
SB 902 (Cannella) Federal Environmental Review Process	Extends indefinitely the statutory authorization for Caltrans to participate in a federal program that allows states to assume the responsibilities of the Federal Highway Administration (FHWA) under the National Environmental Policy Act (NEPA). In addition, extends indefinitely provisions in existing law that authorize Caltrans to consent to the jurisdiction of the federal court's with regard to the assumption of FHWA's responsibilities under NEPA and that waive the state's Eleventh Amendment protection against NEPA-related lawsuits brought in federal court for as long as Caltrans participates in the program.	As Introduced	Senate Transportation & Housing Committee	
SB 903 (Nguyen) Transportation Loans	Acknowledges that as of June 30, 2015, there is $879 million in loans of certain transportation revenues still outstanding, and requires this amount to be repaid by the General Fund from the Budget Stabilization Account no later than June 30, 2016. Requires the loan repayments to be distributed as follows: (1) $148 million to be allocated by the California Transportation Commission (CTC) to fund construction and associated support costs for projects that are programmed in the Traffic Congestion Relief Program (TCRP), but which have not received their full allocations pursuant to current law; (2) $334 million to the Trade Corridors Improvement Fund; (3) $265 million to the Transit and Intercity Rail Capital Program; and (4) $132 million to the State Highway Operation and Protection Program (SHOPP).	As Introduced	Senate Transportation & Housing Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 940 (Vidak) High-Speed Rail: Selling of Property	Prior to selling property that is no longer necessary for the state's high-speed rail project, requires the California High-Speed Rail Authority to offer the person, or his or her next of kin, from whom the property was acquired the right of first refusal to purchase the property at fair market value.	4/12/16	Senate Transportation & Housing Committee	
SB 951 (McGuire) Golden State Patriot Passes Program	Creates the Golden State Patriot Passes Program as a pilot program to provide veterans with free access to public transit services, thereby reducing greenhouse gas emissions and increasing veteran mobility. Requires Caltrans to administer the program. For FY 2018 through FY 2021, appropriates $3 million per year in cap-and-trade auction proceeds deposited into the Greenhouse Gas Reduction Fund for the pilot program. By January 1, 2018, requires Caltrans to select three transit operator applicants to receive funding under the pilot program. If there are sufficient applicants, requires Caltrans to do all of the following: (1) not select a transit operator applicant that is currently providing veterans with free access to public transit services; (2) select applicants that serve entirely different counties; (3) select one application that primarily serves an urban area, one that primarily serves a suburban area, and one that primarily serves a rural area. Requires a transit operator selected to participate in the pilot program to match any state money that it receives with local funds. In selecting applicants, requires Caltrans to ensure that benefits are provided under the pilot program to disadvantaged communities. Sunsets the pilot program on January 1, 2022.	3/17/16	Senate Environmental Quality Committee	
SB 998 (Wieckowski) Bus-Only Lanes: Motorist Violations	Prohibits a person from operating, parking, stopping, or leaving standing a motor vehicle in a highway or roadway lane that has been designated for the exclusive use of public transit buses.	4/6/16	Senate Transportation & Housing Committee	Co-Sponsor
SB 1051 (Hancock) AC Transit: Automated Enforcement of Parking Violations	Authorizes the Alameda-Contra Costa Transit District (AC Transit) to install automated forward-facing parking control devices on its public transit vehicles for the purpose of video imaging of parking violations occurring in transit-only traffic lanes or at bus stops.	4/6/16	Senate Transportation & Housing Committee	
SB 1066 (Beall) STIP Fund Estimate: FAST Act Apportionments	Requires the fund estimate for the State Transportation Improvement Program (STIP) prepared by Caltrans and the California Transportation Commission (CTC) to identify and include federal funds derived from apportionments made to the state under the Fixing America's Surface Transportation (FAST) Act.	As Introduced	Senate Appropriations Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 1128 (Glazer) Bay Area Regional Commute Benefit Ordinance	Eliminates the January 1, 2017, sunset date, and indefinitely extends provisions in current law that authorize the Bay Area Air Quality Management District (BAAQMD) and the Metropolitan Transportation Commission (MTC) to jointly adopt a regional commute benefit ordinance requiring certain employers to offer their employees one of three specified commute benefits. Deletes bicycle commuting as a pretax option under the ordinance and, instead, allows an employer covered by the ordinance, at its discretion, to offer commuting by bicycle as an employer-paid benefit. If the covered employer chooses to offer a subsidy to offset the monthly cost of commuting by bicycle, requires such subsidy to be either the monthly cost of commuting by bicycle or $20, whichever is lower. Deletes provisions in current law that require BAAQMD and MTC to jointly report to the Legislature regarding the implementation of the regional commute benefit ordinance.	As Introduced	Assembly Desk	
SB 1141 (Moorlach) Pilot Program: Transferring State Highways to Local Agencies	Establishes a five-year pilot program under which two counties, one in Northern California and one in Southern California, may be selected to operate, maintain and make improvements to all state highways within their respective jurisdictions. For the duration of the pilot program, requires Caltrans to convey all of its authority and responsibility over state highways in a participating county to the applicable county or regional transportation agency that has jurisdiction in the county. Requires the California Transportation Commission (CTC) to administer and oversee the pilot program, and to select the county or counties that will participate no later than January 1, 2018, from applications received by the commission. Provides that participation of a county in the pilot program is voluntary. Specifies that if the CTC is unable to select at least one county to participate in the pilot program by January 1, 2018, because no county has submitted an application, the provisions of the bill shall become inoperative on January 15, 2018. For the duration of the pilot program, requires funding to be appropriated as block grants in the annual Budget Act to the participating counties in an amount equivalent to federal and state dollars otherwise to be expended by Caltrans on state highways in those counties, including money for operations, maintenance, capital outlay support, the State Highway Operation and Protection Program (SHOPP), and the State Transportation Improvement Program (STIP). In consultation with Caltrans, requires the CTC to determine the applicable grant amounts for each participating county, and to submit its recommendations to the Governor and the Legislature. Provides that any cost savings realized by a participating county, compared to comparable expenditures that otherwise would have been undertaken by Caltrans on state highways in the county in the absence of the pilot program, may be used by the county for other transportation priorities consistent with eligible expenditures for the funding sources involved, subject to approval by the CTC.	4/5/16	Senate Transportation & Housing Committee	
SB 1197 (Cannella) Intercity Rail Corridors: Extensions	At any time after an interagency transfer agreement for an intercity rail corridor between Caltrans and a joint powers board has been executed, allows the agreement to be amended to extend the affected rail corridor to provide intercity rail service beyond the defined boundaries of the corridor. Requires a proposed extension to be recommended and justified in the business plan for the intercity rail corridor by the joint powers board, and to be approved by the California State Transportation Agency (CalSTA).	As Introduced	Senate Transportation & Housing Committee	
SB 1259 (Runner) Toll Facilities: Veterans	Exempts vehicles occupied by a veteran and displaying a specialized veterans license plate from the payment of tolls or other charges on a toll road, high-occupancy toll (HOT) lane, toll bridge, toll highway, vehicular crossing, or any other toll facility.	As Introduced	Senate Transportation & Housing Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 1320 (Runner) California Transportation Commission and SHOPP Projects	Excludes the California Transportation Commission (CTC) from the California State Transportation Agency (CalSTA) and, instead, establishes the commission as a separate entity in state government to act in an independent oversight role. Requires Caltrans to submit its proposed program of projects for the State Highway Operation and Protection Program (SHOPP) to the CTC. Requires Caltrans to program capital outlay support resources for each project included in the SHOPP. Requires Caltrans to provide the CTC with detailed information for all programmed SHOPP projects, including cost, scope and schedule. Specifies that the CTC is not required to approve the SHOPP in its entirety, as submitted by Caltrans, and may approve or reject individual SHOPP projects programmed by the department. Requires Caltrans to submit to the CTC for approval any changes in a programmed SHOPP project's cost, scope or schedule.	As Introduced	Senate Transportation & Housing Committee	
SB 1397 (Huff) Highway Changeable Message Signs: Advertising	Authorizes Caltrans, subject to federal approval, to enter into an agreement pursuant to a best value competitive procurement process with a contractor to construct, upgrade, reconstruct, and operate a network of changeable message signs within the rights-of-way of the state highway system. Requires the contractor, subject to certain standards established by Caltrans, to contract and receive funds for the placement of advertising on these changeable message signs when they are not being used by the department. Requires revenues derived from advertising on these changeable message signs to be allocated between Caltrans and the contractor. Requires the revenues received by Caltrans to be deposited into the State Highway Account, subject to appropriations by the Legislature. Authorizes Caltrans to adopt guidelines and procedures relative to advertising on changeable message signs.	As Introduced	Senate Transportation & Housing Committee	
SB 1464 (De Leon) Greenhouse Gas Emissions Reduction Programs: Consultation	In addition to other states, the federal government and other nations, requires the California Air Resources Board (CARB) to consult with local agencies to identify the most effective strategies and methods to: (1) reduce greenhouse gas emissions; (2) manage greenhouse gas control programs; and (3) facilitate the development of integrated and cost-effective regional, national and international greenhouse gas emissions reduction programs.	4/11/16	Senate Environmental Quality Committee	
SCA 7 (Huff) Motor Vehicle Fees and Taxes: Restrictions on Expenditures	Calls for placing before the voters an amendment to the California Constitution to prohibit the Legislature from borrowing revenues derived from fees and taxes imposed by the state on motor vehicles or their use or operations, and from using these revenues other than for state highways, local streets and roads, and fixed guideway mass transit as specified in Article 19 of the Constitution. Also prohibits these revenues from being pledged or used for the payment of principal and interest on bonds, or for other indebtedness. Requires the revenues derived from that portion of the vehicle license fee that exceeds 0.65 percent of the market value of a vehicle to be used for street and highway purposes. Prohibits the Legislature from borrowing these revenues and from using them other than as specifically permitted. Also prohibits these revenues from being pledged or used for the payment of principal and interest on bonds, or for other indebtedness.	5/28/15	Senate Transportation & Housing Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SBX1-1 (Beall) Transportation Funding	Proposes to generate between $4 billion and $5 billion per year in new revenues for transportation purposes from the following sources: (1) an increase in the gasoline excise tax of 12 cents per gallon; (2) an increase in the diesel excise tax of 22 cents per gallon; (3) a registration surcharge of $35 per year imposed on all motor vehicles; (4) a registration surcharge of $100 per year imposed on zero-emission vehicles; and (5) a road access charge of $35 per year imposed on all motor vehicles to be collected by the Department of Motor Vehicles (DMV) as part of the annual vehicle registration process. Requires the repayment over the next three years of approximately $879 million in outstanding loans owed by the General Fund to the State Highway Account, the Motor Vehicle Fuel Account, the Highway Users Tax Account (HUTA), and the Motor Vehicle Account. Beginning July 1, 2019, and every three years thereafter, indexes the gas tax and the diesel excise tax to inflation. Calls for 12 cents of the 22-cent increase in the diesel excise tax to be deposited into the Trade Corridors Improvement Fund and used for goods movement projects programmed by the California Transportation Commission (CTC). Requires the balance of the new revenues generated from the five tax and fee increases, as well as the one-time revenues from the General Fund loan repayments, to be deposited into a new Road Maintenance and Rehabilitation Account. Requires the revenues in the account to be used for the following purposes: (1) road maintenance and rehabilitation; (2) safety projects; (3) railroad grade separations; (4) active transportation and pedestrian/bicycle safety projects in conjunction with any other allowable project; or (5) wildlife crossings. Every year, requires 5 percent of the funds in the Road Maintenance and Rehabilitation Account to be set aside for allocation to counties that currently do not have a local transportation sales tax, but gain voter approval for one after July 1, 2015. Requires the CTC to develop guidelines to define the specific methodology that would be used to distribute these funds to eligible counties. Requires any of the 5-percent set-aside that is not allocated to counties in a given fiscal year to be split 50/50 between Caltrans and cities/counties. Allocates the remaining balance in the account after the 5-percent set-aside as follows: (1) 50 percent to Caltrans for state highway maintenance, State Highway Operation and Protection Program (SHOPP) projects, or other eligible purposes; and (2) 50 percent to cities and counties for their local roadway systems. In the latter case, equally divides the funds between cities and counties, with the cities' portion being allocated by a formula based on population, and the counties' share by a formula based on vehicle registrations and miles of maintained county roads. Requires cities and counties to use their formula shares for any of the following: (1) improvements to transportation facilities that will assist in reducing further deterioration of the existing roadway system; (2) to satisfy a local match requirement for federal or state funds for similar purposes; (3) an active transportation project that is done in conjunction with a roadway maintenance, repair or rehabilitation project; or (4) any other eligible project, as specified. Allows a city or county to spend its formula share for other priorities only if it has an average Pavement Condition Index that meets or exceeds 85. In order to remain eligible for an allocation from the Road Maintenance and Rehabilitation Account, requires cities and counties to maintain their historic commitment of local funds for street/road purposes by annually spending not less than the average of its expenditures from FY 2010, FY 2011 and FY 2012. Establishes a substantial oversight role for the CTC to ensure that the funds allocated from the Road Maintenance and Rehabilitation Account are used by Caltrans and cities/counties in manner that is consistent with performance criteria adopted by the commission related to highway/roadway performance, greenhouse gas emissions, social equity impacts, and public health impacts. Requires Caltrans, by April 1, 2016, to submit a plan to the CTC to increase its efficiency by up to 30 percent over the subsequent three years.	9/1/15	Senate Appropriations Committee	Support

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

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

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

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

SANTA CLARA
Valley Transportation Authority

Date: April 21, 2016
Current Meeting: May 12, 2016
Board Meeting: June 2, 2016

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: Development Review Quarterly Report for Jan-March 2016

FOR INFORMATION ONLY

BACKGROUND:

VTA's Development Review Program encompasses two separate, yet interrelated efforts to review and comment on development and transportation projects occurring in and adjacent to Santa Clara County: 1) the review of environmental documents and development proposals submitted by Member Agencies; and 2) the review of Transportation Impact Analysis (TIA) reports for proposed projects meeting the Congestion Management Program (CMP) TIA Guideline requirements.

The objectives of the Development Review Program include improving land use/transportation coordination, promoting alternative travel modes, and encouraging a balanced approach to addressing congestion. To share information and foster an open dialogue on land use and development matters with Member Agencies, VTA produces quarterly reports highlighting two sets of projects and types of information:

- **Projects Reviewed by VTA:** For projects or environmental documents reviewed by VTA staff under the Congestion Management Program and Development Review Program in the past quarter, relevant VTA comments are summarized.
- **Projects Approved by Local Agencies:** For projects or environmental documents approved by local agencies in the past quarter, relevant VTA comments and agency responses or conditions of approval are summarized.

DISCUSSION:

The following discussion provides a summary of the January through March 2016 Development Review Quarterly Report. The summary highlights key projects and topics contained in the report, which is provided as Attachment A. The report includes a table summarizing all of the reviewed and approved projects, a reference map showing the locations of these projects, and a glossary of common acronyms and abbreviations.

- VTA commented on 37 projects between January and March 2016. The city with the most activity was San José with 11 projects followed by Sunnyvale with 7 projects and Morgan Hill with 6 projects.

- Twelve of the 37 projects that VTA commented on involved environmental documents such as an Environmental Impact Report (EIR), Notice of Preparation (NOP), or Mitigated Negative Declaration. Eight of the projects involved stand-alone TIA documents, and 17 consisted of site plan reviews.

- Thirty four of the 37 items that VTA commented on were private development projects. The remaining items consisted of two public charter schools and a city-led General Plan Update.

- Ten projects which VTA previously commented on were approved by local agencies during this quarter. The City of San José saw the greatest number with three approvals, followed by Mountain View, Santa Clara and Sunnyvale with two approvals each.

Key plans and documents that VTA reviewed and commented on during the past quarter included the following:

- **730-750 Capitol Avenue Residential Project, City of Milpitas:** The City of Milpitas circulated site plans for 580 residential units on a 9.38-acre site at 730-750 East Capitol Avenue, across the street from the future Milpitas BART station and existing Montague Light Rail Transit (LRT) station. VTA submitted a comment letter supporting the land use intensification near existing and planned transit services, but noting that a previous proposal on the site was at a higher density and encouraging the City to maximize densities in the Transit Area Specific Plan (TASP) to generate transit ridership; commending the project applicant for providing 10-foot sidewalks and 24-foot planted buffers between pedestrians and automobiles, but requesting that sidewalks also be provided along all internal public streets in the development; inviting the City to coordinate with VTA, the City of San José and the Santa Clara Valley Water District to provide a bicycle/pedestrian connection from Capitol Avenue to Lundy Place; and recommending that the project include transportation demand management (TDM) measures such as parking management and transit incentives.

- **Diridon Transit Oriented Development, City of San José**: The City of San José circulated a Traffic Operations Analysis for up to 1 million square feet of office space, 325 residential units and 40,000 square feet of retail on an 8.93-acre site bounded by West Santa Clara Street, the Guadalupe River, VTA Light Rail tracks and the Los Gatos Creek. VTA submitted a comment letter supporting this land use intensification adjacent to the San Fernando Light Rail Transit (LRT) station and in close proximity to abundant transit services

at Diridon Station; noting that vehicle queues from project driveways could potentially disrupt light rail service and degrade transit speed and reliability, and recommending project design changes to avoid these impacts; recommending that the project include exceptional pedestrian accommodations along all frontages and place active uses, building entrances and transparent facades facing West Santa Clara Street and the San Fernando Light Rail station; recommending active coordination between VTA, the City and the developer regarding the proposed alignment of the VTA BART Silicon Valley Extension underneath the site; noting that VTA permits and California Public Utilities Commission (CPUC) approval will be required for project modifications to roadways with light rail tracks; and recommending TDM measures to reduce project vehicle trips.

- **Moffett Towers II, City of Sunnyvale:** The City of Sunnyvale circulated a DEIR and TIA Report for the redevelopment of a 47.4-acre site bounded by 5th Street, E Street, 11th Street and G Street in Moffett Park for a net increase of 727,448 square feet of office space. VTA submitted a comment letter recommending that the project provide exceptional pedestrian and bicycle connections to transit given that the majority of the site is outside a quarter-mile walking distance from light rail; commending the City for identifying voluntary contributions to regional transportation improvements as a mitigation measure for significant freeway impacts; recommending that the City work with the applicant to provide a financial contribution to offset increased transit delay disclosed in the DEIR; and commending the City and applicant for including a commitment to a TDM program including a specific trip reduction target, monitoring program and enforcement mechanism.

As noted above, 10 items that VTA previously provided comments on were approved during this past quarter. The following is a brief summary of key VTA comments and the local agency responses or conditions of approval on three of these items.

- **1050 Page Mill Office Project, City of Palo Alto:** The City of Palo Alto circulated a DEIR and TIA Report for 265,895 square feet of office space and 10,745 amenity space replacing a vacant R&D/warehouse building of the same size at 1050 Page Mill Road. VTA submitted a comment letter recommending that the project improve pedestrian and bicycle accommodations along the project frontages and maintain pedestrian and bicycle access through the site; encouraging the City and project applicant to adopt a TDM program including a trip reduction target, monitoring program and enforcement mechanism; and requesting improvements to a bus stop adjacent to the site. The project was approved by City Council on January 13, 2016, with conditions for the project to provide a landscape reserve for a future bicycle and pedestrian spine along the project boundary and include a TDM program to reduce single occupancy vehicle trips by 20% during the AM and PM peak hours.

- **Mission Town Center, City of Santa Clara:** The City of Santa Clara circulated a DEIR and TIA Report for 385 residential units and 27,000 square feet of ground floor retail replacing a self-storage facility, 10 residential units and 13,000 square feet of office/retail uses on a 5.7-acre site bounded by Benton Street, The Alameda, Harrison Street and El Camino Real. This was a reduction from the project description in the previous Notice of Preparation (NOP) for the project of 450 residential units and 27,000 square feet of retail. VTA submitted a comment letter supporting the proposed land use intensification at this important location

across the street from the Santa Clara Transit Center, served by several VTA bus lines, the future BART Silicon Valley Extension, Caltrain, Altamont Corridor Express (ACE) and the Capitol Corridor; commending the City and project applicant for including high quality pedestrian accommodations in the project but recommending that the project include further safety improvements by straightening existing angled crosswalks adjacent to the site; requesting further information about proposed bicycle improvements; and recommending TDM measures to reduce automobile trips. The Final Environmental Impact Report (FEIR) included a commitment to a TDM program achieving a 10% reduction in vehicle miles traveled (VMT) with an annual monitoring program and included additional details regarding proposed bicycle improvements. The project was approved by the City Council on February 23, 2016, with a reduction in density to 318 residential units and 22,000 square feet of ground floor retail. Subsequently, the developer terminated the ground lease for the property, reporting that the reduced density made the project uneconomical to develop (Silicon Valley Business Journal, March 16, 2016).

- **Winchester Reserve Mixed Use, City of San José:** The City of San José circulated a DEIR and TIA Report for 641 residential units and 13,000 square feet of retail space on a 7.68-acre site located northwest of the intersection of Winchester Boulevard and Williams Street. VTA submitted a comment letter supporting the land use intensification at this infill location; recommending pedestrian improvements along the project's Winchester Boulevard frontage; noting that increased congestion along Stevens Creek Boulevard identified in the DEIR could result in delay to transit vehicles and recommending that the City work with VTA to implement transit priority measures as a mitigation measure; recommending transit incentives as a TDM measure for residents of the development; and requesting improvements to a VTA bus stop on Winchester Boulevard. The project was approved on February 23, 2016 with a $2.24 Million contribution toward potential transportation projects identified in the Transportation Development Policy being developed for the Winchester and Santana Row/Valley Fair Urban Villages and a $50,000 contribution towards a parking permit program for the area adjacent to the proposed project.

Prepared By: Rob Cunningham
Memo No. 5550

VTA Development Review Program

Quarterly Report
January, February and March of 2016

Development Review Projects Summary

January to March 2016

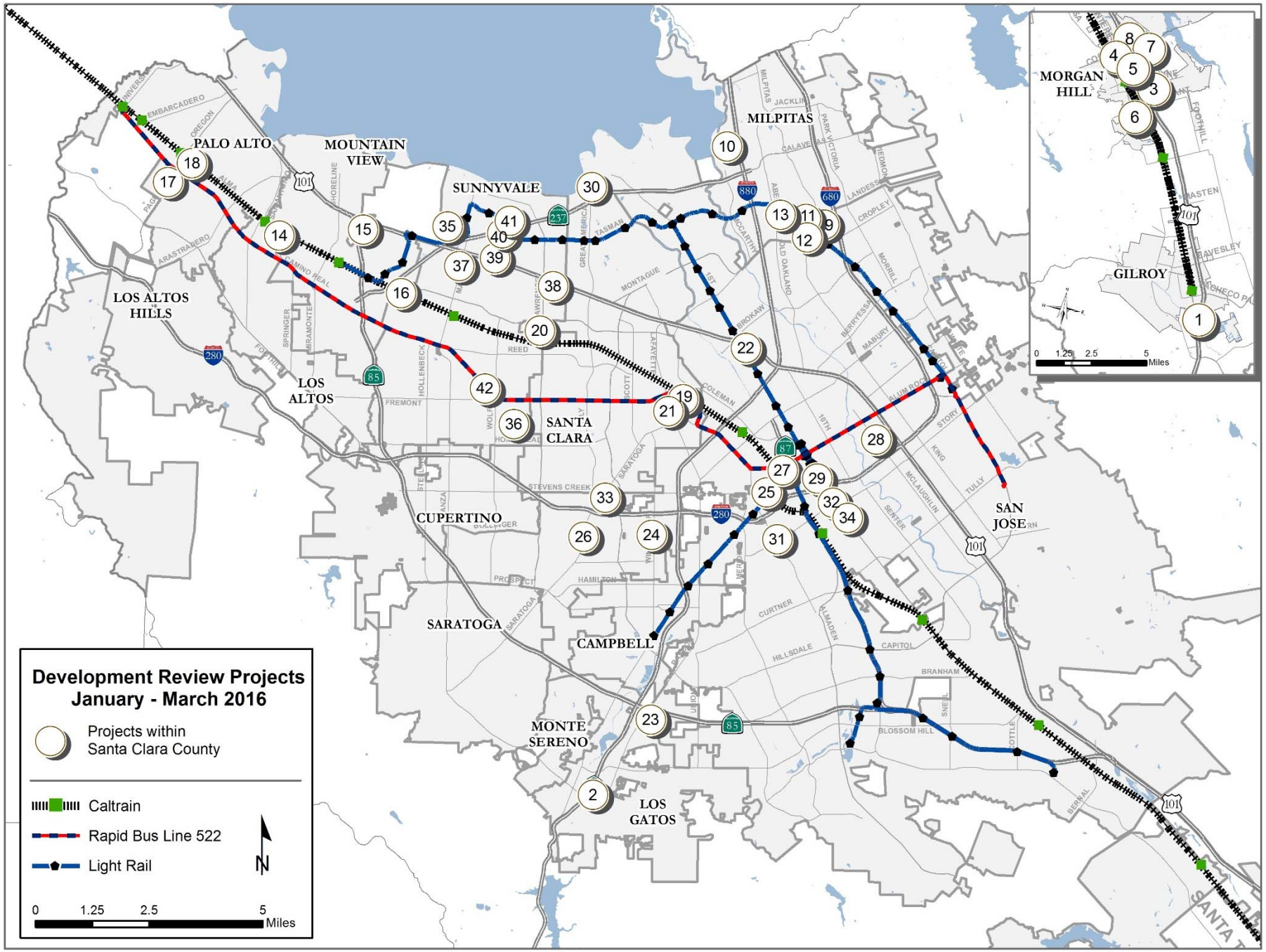
Map No.	CMP ID	Lead Agency	Project Name/Location	Project Description	Document Type	Comments this quarter?	Approved this quarter?	VTA Comment Topics
1	GI1603	City of Gilroy	Hampton Inn - 5955 Travel Park Circle	100 hotel rooms totaling 65,120 s.f.	Initial Study, TIA	y		Pedestrian and Bicycle Accommodations
2	LG1502	Town of Los Gatos	401-409 Alberto Rd - Northeast of the intersection of Los Gatos-Saratoga Road and SR 17	92,800 s.f. office building replacing existing 30,000 s.f. office building	NOP	y		Transportation Impact Analysis (TIA) Report; Trip Generation Assumptions; Pedestrian Accommodations; Bicycle Accommodations; Alberto Way / SR 9 / SR 17 Ramp Improvement
3	MH1005	City of Morgan Hill	Condit Evergreen - Northeast corner of San Pedro Avenue and Condit Road	180 multi-family residential units on 10.2-acre site	Site Plans	y		Transportation Demand Management/Trip Reduction; Pedestrian Accommodations
4	MH1203	City of Morgan Hill	The Village - Southeast corner of Cochrane Road and Butterfield Blvd	136,300 s.f. retail and 60,000 s.f. medical office on 20-acre site	Site Plans	y		Pedestrian Accommodations; Bus Service
5	MH1501	City of Morgan Hill	Morgan Hill 2035 General Plan Update	Morgan Hill's comprehensive update to the General Plan	Draft EIR	y		Land Use and Alternatives Analysis; VMT Analysis; Freeway Analysis; TIA Report; Transportation Demand Management; Roadway Connectivity
6	MH1601	City of Morgan Hill	Monterey Dynasty - West side of Monterey Road, 500 feet south of Vineyard Boulevard	Two retail buildings totaling 19,717 s.f. of commercial space	Site Plans	y		Pedestrian Accommodations and Access to Transit; Bicycle Accommodations; Transportation Demand Management - Transit Incentives
7	MH1602	City of Morgan Hill	Cochran Browman - Northeast corner of DePaul Drive and Cochrane Road	New gas station and 3,200 s.f. convenience store replacing an existing gas station	Site Plans	y		Pedestrian Accommodations and Access to Transit; Bicycle Accommodations
8	MH1603	City of Morgan Hill	Hilton Garden Inn - Madrone Parkway and Lightpost Way	149-room hotel	Site Plans	y		TIA Report
9	ML1403	City of Milpitas	Montague Self Storage - 985 Montague Expressway at S Milpitas Blvd	97,523 s.f. self-storage on 4.6 acres	Initial Study	y		VTA Construction Coordination

Map No.	CMP ID	Lead Agency	Project Name/Location	Project Description	Document Type	Comments this quarter?	Approved this quarter?	VTA Comment Topics
10	ML1601	City of Milpitas	625 N McCarthy Blvd - West side of N. McCarthy Boulevard, north of Ranch Drive	810,502 s.f. industrial on 44.17 acres	Site Plans	y		Pedestrian Accommodations; Bicycle Accommodations; Transportation Demand Management (TDM) and Trip Reduction; Project Impacts and Mitigation
11	ML1602	City of Milpitas	730-750 E Capitol Ave Residential Project	580 residential units on a 9.38-acre site	Site Plans	y		Land Use; Pedestrian and Bicycle Accommodations; Transportation Demand Management (TDM) and Trip Reduction
12	ML1603	City of Milpitas	1980 Tarob Court Residential - East side of Tarob Court, near intersection of Lundy Place and E Capitol Ave	61 residential units on a 2.6-acre site	Site Plans	y		Land Use; Pedestrian and Bicycle Accommodations; Transportation Demand Management (TDM) and Trip Reduction
13	ML1604	City of Milpitas	1316 Main Street	18 residential units on 0.4 acre	Site Plans	y		Land Use; Pedestrian and Bicycle Accommodations; Transportation Demand Management/Trip Reduction
14	MV1502	City of Mountain View	Mora Drive Residential - East side of Ortega Avenue, on both sides of Mora Drive	75 townhomes replacing 15 industrial buildings on a 5.13-acre site	Initial Study		y	Land Use; Pedestrian Accommodations
15	MV1504	City of Mountain View	Moffett Gateway - Bounded by Moffett Boulevard, US 101, and Stevens Creek	200,000 s.f. office and 180,000 s.f. hotel uses on a 9.7-acre site	Revised NOP	y		TIA Report; CMP Facilities; Transportation Demand Management; Pedestrian and Bicycle Accommodations; Drainage Changes to US 101
16	MV1601	City of Mountain View	779 E Evelyn Residential - SW corner of E Evelyn Ave and S Bernardo Ave	116 residential units replacing existing office and retail uses on a 1.9-acre site	Initial Study, TIA	y	y	Pedestrian and Bicycle Accommodations
17	PA1402	City of Palo Alto	1050 Page Mill Rd Office Project	265,895 s.f. office space and 10,745 s.f. amenity space	DEIR, TIA		y	Pedestrian and Bicycle Accommodations; Transit Incentives; Transportation Demand Management; Bus Service
18	PA1501	City of Palo Alto	2747 Park Boulevard	33,323 s.f. R&D building	Initial Study	y		Pedestrian Accommodations and Access to Transit; Transit Analysis; Transportation Demand Management

Map No.	CMP ID	Lead Agency	Project Name/Location	Project Description	Document Type	Comments this quarter?	Approved this quarter?	VTA Comment Topics
19	SC1503	City of Santa Clara	Mission Town Center - Between Benton, El Camino Real and The Alameda	385 residential apartments and 27,000 s.f. ground floor retail	DEIR, TIA	y	y	Land use; Pedestrian Accommodations and Site Design; Bicycle Accommodations; Potential Impacts on Transit Travel Times; Transportation Demand Management (TDM) and Trip Reduction
20	SC1509	City of Santa Clara	3607 Kifer Road Office Project - NW corner of Kifer Road and Lawrence Expressway	177,134 s.f. office building	Initial Study, TIA	y	y	Land Use; Pedestrian Accommodations and Access to Transit; Bicycle Accommodations; Transportation Demand Management (TDM)/Trip Reduction.
21	SC1601	City of Santa Clara	Franklin and Alviso Streets Partial Vacation Project	Conversion of public roadway segments into a landscaped pedestrian mall.	Initial Study, Traffic Operations Analysis	y		Bus Service; Pedestrian Accommodations
22	SJ1323	City of San Jose	Bay 101 Casino - Bounded by First Street, Fourth Street, and Matrix Boulevard (US 101 frontage road)	125,000 s.f. casino and two hotels totaling 470 rooms	Site Plans	y		Metro / First Street Intersection Design
23	SJ1407	City of San Jose	Samaritan Medical Offices - Both sides of Samaritan Drive at Samaritan Court	365,000 s.f. net increase medical office use on 10.96 acres	TIA	y		Freeway Impacts and Voluntary Contributions; Pedestrian and Bicycle Accommodations; Transportation Demand Management/Trip Reduction; Auto Trip Reduction Statement (ATRS); Transit Analysis; Bus Service
24	SJ1412	City of San Jose	Winchester Reserve Mixed Use - 863-917 S. Winchester Blvd	641 residential units and 13,000 s.f. retail on a 7.68-acre site	DEIR, TIA		y	Land Use; Pedestrian Accommodations; Congestion Impacts to Transit Service; Transit Incentives; Bus Service
25	SJ1505	City of San Jose	777 West San Carlos Mixed Use - Bounded by W. San Carlos Street, Sunol Street, and McEvoy Street	110 multi-family residential units and 2,990 s.f. commercial uses on 1.3 acres	Initial Study, TIA		y	Land Use; Pedestrian Accommodations; Transit Incentives; Bus Service
26	SJ1521	City of San Jose	Saratoga-Williams Bus Stop - Southwest corner of Saratoga Avenue and Williams Road	Public improvements involving bus stop on commercial development at Saratoga-Williams	Site Plans	y		Bus Stop Relocation; Pedestrian Accommodations

Map No.	CMP ID	Lead Agency	Project Name/Location	Project Description	Document Type	Comments this quarter?	Approved this quarter?	VTA Comment Topics
27	SJ1523	City of San Jose	Diridon Transit Oriented Development- Bounded by Santa Clara, Los Gatos Creek, Guadalupe River and LRT tracks	1.04 million s.f. office/commercial and 325 residential units	Traffic Operations Analysis	y		Land Use; Vehicular Access and Transit Operations; Pedestrian Accommodations and Access to Transit; Site Circulation; Bicycle Accommodations; Coordination with VTA BART Silicon Valley; VTA and CPUC Permits; Transportation Demand Management; Bus Service
28	SJ1601	City of San Jose	William Street Plaza - Southeast corner of McLaughlin Ave and E William Street	20,000 s.f. commercial/retail, relocation of bus stop	Site Plans	y		Bus Service
29	SJ1603	City of San Jose	470 S. Market Street Mixed Use - Northwest corner of Williams Street and First Street	24-story, 292-unit, 5,880 s.f. retail mixed-use development on 0.50 acres	Site Plans	y		VTA Transit Service; Land Use; Pedestrian Accommodations and Site Design; Bicycle Accommodations
30	SJ1604	City of San Jose	Residences and Fairfield Inn - East side of northerly terminus of America Center Court	261 room hotel	TIA	y	y	Pedestrian and Bicycle Accommodations & Access to Transit; Transportation Demand Management
31	SJ1605	City of San Jose	1096 Lincoln Avenue Retail Project - Northeast corner of Lincoln Avenue and Willow Street	9,552 s.f. retail building on 1/2-acre site	Site Plans	y		Bus Service
32	SJ1606	City of San Jose	955-987 First Street Bus Stop	Bus stop relocation	Site Plans	y		Bus Service
33	SJ1607	City of San Jose	Garden City Site Mixed Use - Bounded by Stevens Creek Blvd, Saratoga Ave, Kiely Blvd and Northlake Dr	871 residential units, 400,000 s.f. office space, 15,214 s.f. retail space and a 1.5-acre park	TIA Notification Form	y		Land Use; Pedestrian and Bicycle Accommodations; TIA Report; Congestion Impacts on Transit Travel Times; Transportation Demand Management; Intersection and Freeway Analysis & Mitigation Measures
34	SJ1608	City of San Jose	Downtown College Prep - Southeast corner of Monterey Highway and Alma Avenue	Reoccupation of former 80,800 s.f. building for 1,237-student public charter middle & high school	TIA Notification Form	y		TIA Report; Pedestrian and Bicycle Accommodations; Transportation Demand Management

Map No.	CMP ID	Lead Agency	Project Name/Location	Project Description	Document Type	Comments this quarter?	Approved this quarter?	VTA Comment Topics
35	SU1504	City of Sunnyvale	Moffett Towers II - Bounded by 11th St, G St, 5th St and E St	1,651,795 s.f. office campus replacing 924,347 s.f. office on 47.4-acre site	DEIR, TIA	y		Land Use, Pedestrian and Bicycle Accommodations and Access to Transit; Freeway Impacts; Transit Delay; Transportation Demand Management
36	SU1506	City of Sunnyvale	Stratford Middle School - 1500 Partridge Avenue at Dunford Way	520-student private middle school	DEIR		y	Pedestrian Accommodations; Transit Analysis; Auto Trip Reduction Statement
37	SU1512	City of Sunnyvale	Hilton Garden Inn - 767 N Mathilda Ave	320 room hotel	TIA	y		Pedestrian Accommodations; Transportation Demand Management
38	SU1516	City of Sunnyvale	1250 Lakeside Drive Hotel/Residential	250 multifamily residential units and 263 hotel rooms	NOP	y		Pedestrian Accommodations
39	SU1517	City of Sunnyvale	Summit School - 539 E. Weddell Drive	300 max. capacity public charter middle school	TIA, TIA Notification Form	y		Pedestrian and Bicycle Accommodations
40	SU1601	City of Sunnyvale	460 Persian Drive	66-unit affordable housing project	Site Plans	y	y	Land Use; Pedestrian Accommodations; Transportation Demand Management
41	SU1602	City of Sunnyvale	1240 Crossman Avenue	332,970 s.f. office/R&D uses	TIA Notification Form	y		Land Use; Pedestrian and Bicycle Accommodations; Transportation Analysis; Freeway Analysis; Transportation Demand Management
42	SU1603	City of Sunnyvale	Hilton Homewood - 830 East El Camino Real	130 hotel rooms	Site Plans	y		Bus Service


Development Review Projects
January - March 2016
Projects within
Santa Clara County
Caltrain
Rapid Bus Line 522
Light Rail
N
0 1.25 2.5 5 Miles
PALO ALTO
MOUNTAIN VIEW
SUNNYVALE
MILPITAS
LOS ALTOS HILLS
LOS ALTOS
SANTA CLARA
CUPERTINO
SARATOGA
CAMPBELL
MONTE SERENO
LOS GATOS
SAN JOSE
MORGAN HILL
GILROY
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
31
32
33
34
35
36
37
38
39
40
41
42

DEVELOPMENT REVIEW QUARTERLY REPORT
GLOSSARY

ABAG	Association of Bay Area Governments
ABC	Across Barrier Connections
AC	Acre(s)
ACE	Altamont Corridor Express
ATRS	Auto Trip Reduction Statement
BART	Bay Area Rapid Transit
BMPs	Best Management Practices
BRT	Bus Rapid Transit
BTG	Bicycle Technical Guidelines
CDT	Community Design & Transportation
CMP	Congestion Management Program
CSA	Construction Staging Area
CUP	Conditional Use Permit
CWC	Citizen Watchdog Committee
DASH	Downtown Area Shuttle
DEIR	Draft Environmental Impact Report
DU/AC	Dwelling Units Per Acre
EIR	Environmental Impact Report
ER	Environmental Review
FAR	Floor Area Ratio
FEIR	Final Environmental Impact Report
GHG	Greenhouse Gas
GPA	General Plan Amendment
HCM	Highway Capacity Manual
HOV	High-Occupancy Vehicle
HSR	High-Speed Rail
IS	Initial Study
ITS	Intelligent Transportation System
LOS	Level of Service
LRT	Light Rail Transit
LU/TD	Land Use/Transportation Diagram
MF RES	Multi-Family Residential
MM	Mitigation Measure
MMRP	Mitigation Monitoring & Reporting Program
MND	Mitigated Negative Declaration
MTC	Metropolitan Transportation Commission
ND	Negative Declaration
NOI	Notice of Intent
NOP	Notice of Preparation
PCC	Portland Concrete Cement
PDA	Priority Development Area
PDP	Planned Development Permit
PDR	Planned Development Rezoning
PE	Preliminary Engineering
PTG	Pedestrian Technical Guidelines
PUD	Planned Urban Development
QOS	Quality of Service
R&D	Research & Development
RES	Residential
ROW	Right-Of-Way
SAR	Site and Architectural Review
SCVWD	Santa Clara Valley Water District
SDP	Site Development Permit
SF	Square Foot
SF RES	Single-Family Residential
SOV	Single-Occupant Vehicle
SPA	Specific Plan Amendment
SPRR	Southern Pacific Railroad
SWPPP	Storm Water Pollution Prevention Program
TCE	Temporary Construction Easement
TDM	Transportation Demand Management
TIA	Transportation Impact Analysis
TIA NF	Transportation Impact Analysis Notification Form
TM	Tentative Map
TMA	Transportation Management Association
TOD	Transit-Oriented Development
TPA	Transit Priority Area
UPRR	Union Pacific Railroad
VMT	Vehicle Miles Traveled
VTP	Valley Transportation Plan

SANTA CLARA
Valley Transportation Authority

Date: April 29, 2016
Current Meeting: May 12, 2016
Board Meeting: June 2, 2016

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: 2015 Regional Pavement Condition Summary Report

FOR INFORMATION ONLY

BACKGROUND:

The Metropolitan Transportation Commission (MTC) releases an annual Bay Area regional pavement condition report, broken down by county and each jurisdiction within a county. The current summary reflects information from MTC's 2015 StreetSaver pavement management system. This system evaluates the regional arterials, collector roadways and residential streets.

The weighted pavement condition index (PCI) assigned to each jurisdiction ranges between zero and one hundred. PCI scores of 90 or higher are considered "excellent." These are newly built or resurfaced streets that show little or no distress. Pavement with a PCI score in the 80 to 89 range is considered "very good," and shows only slight or moderate distress, requiring primarily preventive maintenance. The "good" category ranges from 70 to 79, while streets with PCI scores in the "fair" (60-69) range are becoming worn to the point where rehabilitation may be needed to prevent rapid deterioration. Major repairs in the "fair" range cost five to 10 times more than routine maintenance; therefore these streets are at an especially critical stage.

MTC established a regional target for roadway quality at PCI of 75 or better. However, persistent funding shortages and unpredictable revenue streams hinder the local jurisdictions from reaching and maintaining this goal. Additionally, there are the competing priorities to either address the needs of growth or the needs of aging systems. And the systems not only include the roadway surface, but also curbs and gutters, sidewalks, storm drains, traffic signs, signals and lights that are necessary for functioning roadways.

DISCUSSION:

For 2015, MTC determined the region's average pavement condition index (PCI) score to be 67 out of a maximum possible 100 points. This is calculated on a three-year moving average basis,

and marks a one point improvement from the prior six years.

For 2015, all Santa Clara County jurisdictions' network average PCI scores fall between the low "fair" (61) and "very good" (82) categories, as shown in Attachment A. Of the sixteen county agencies, six have network PCI averages between 70 and 79. This is a decrease from nine agencies in 2014, three agencies previously ranked "good" have slipped into the “fair” range.

The change in PCI from 2014 to 2015 for each jurisdiction and the slow downward trend of county-wide weighted average scores can be found in Attachment A. Of note, Palo Alto’s pavement condition improved to “very good." Cupertino, Los Altos Hills, and Sunnyvale had positive changes from 2014 to 2015. However, the remaining twelve agencies showed negative changes between the same years.

Further details are found on Attachment B-Santa Clara Countywide Pavement Conditions Statistics, regarding PCI by functional class, historical network PCI, and 2014/2015 comparisons of percentage of pavement by categories. Notably, none of the four functional classes have improved since 2012. Additionally, between 2014 and 2015, the “excellent/very good” percentage has decreased, while the “poor/failed” increased.

Prepared By: Celeste Fiore
Memo No. 5510

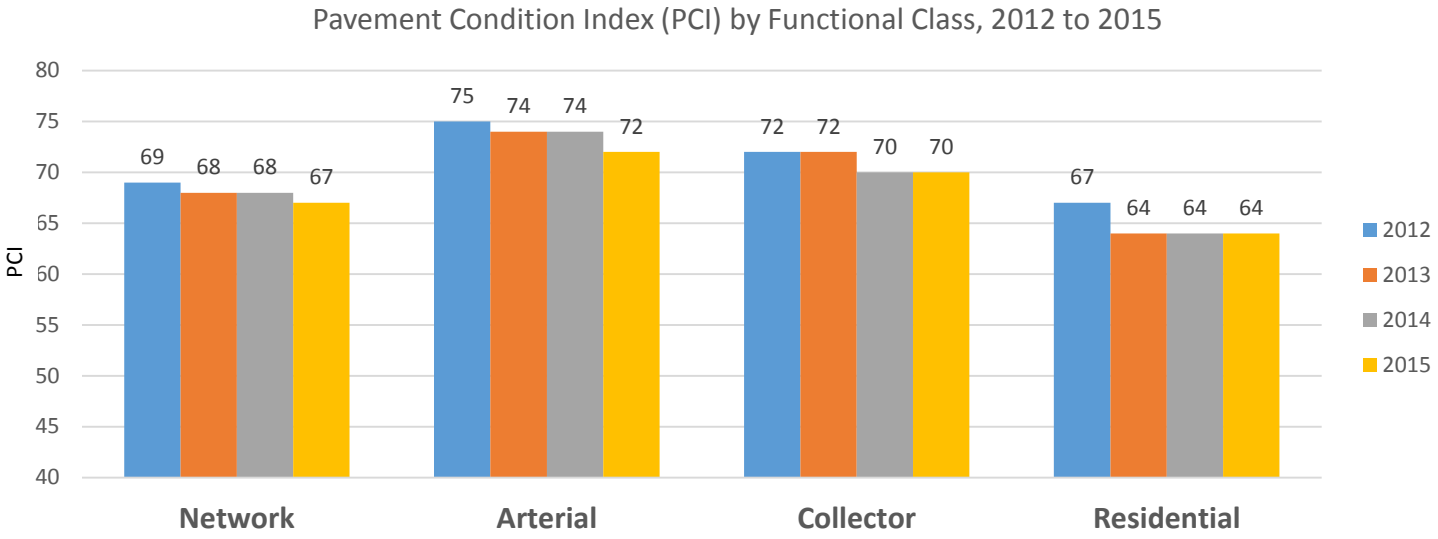
Attachment A
2015 Pavement Condition Index Scores
Santa Clara County

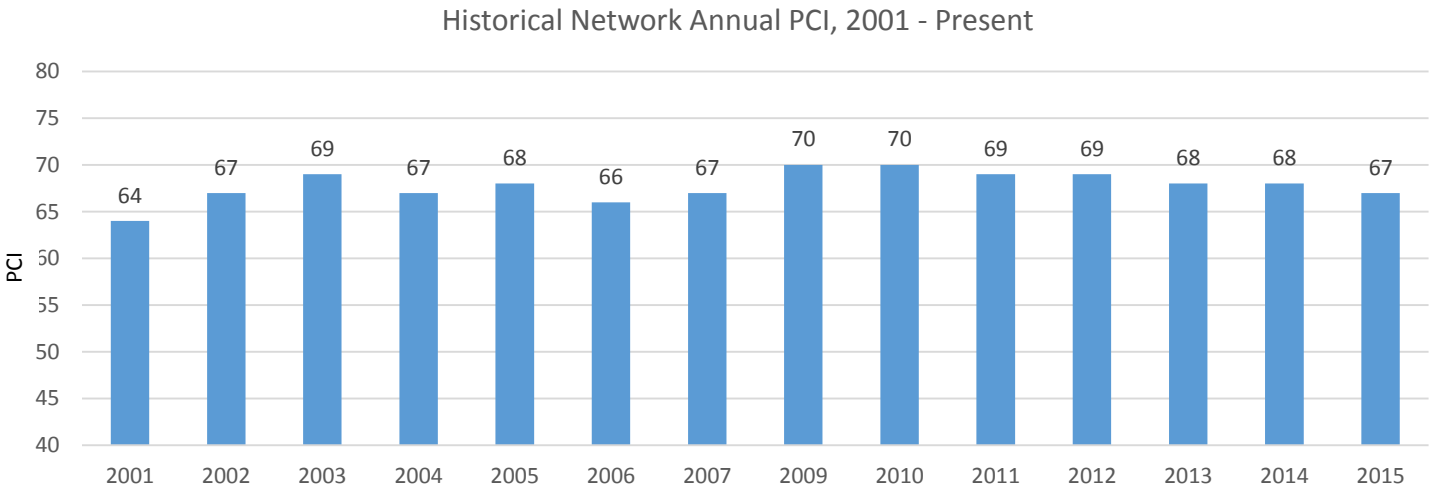
Jurisdiction	Total Lane Miles	Annual Network PCI Scores			3-Year Moving Average		
		2014	**2015**	Change, 2014 to 2015	2013	2014	**2015**
VERY GOOD (PCI = 80-89)							
Palo Alto	415	79	**82**	3	77	78	**79**
GOOD (PCI = 70-79)							
Los Altos Hills	120	76	**79**	3	77	76	**77**
Sunnyvale	637	76	**77**	1	77	77	**77**
Milpitas	298	74	**73**	-1	69	72	**72**
Santa Clara	590	73	**72**	-1	75	74	**73**
Los Altos	227	77	**71**	-6	79	78	**76**
Cupertino	298	67	**70**	3	66	65	**67**
FAIR (PCI = 60-69)							
Mountain View	331	70	**69**	-1	73	72	**70**
Campbell	230	73	**68**	-5	74	73	**72**
Santa Clara County	1,456	70	**68**	-2	74	72	**70**
Gilroy	258	68	**66**	-2	73	73	**69**
Los Gatos	226	68	**66**	-2	70	70	**68**
Morgan Hill	256	68	**66**	-2	74	71	**68**
Saratoga	283	67	**65**	-2	72	70	**67**
San Jose	4,304	63	**62**	-1	62	62	**62**
Monte Sereno	25	63	**61**	-2	67	65	**63**
MTC County-wide Weighted Average		68	**67**	-1	69	68	**68**

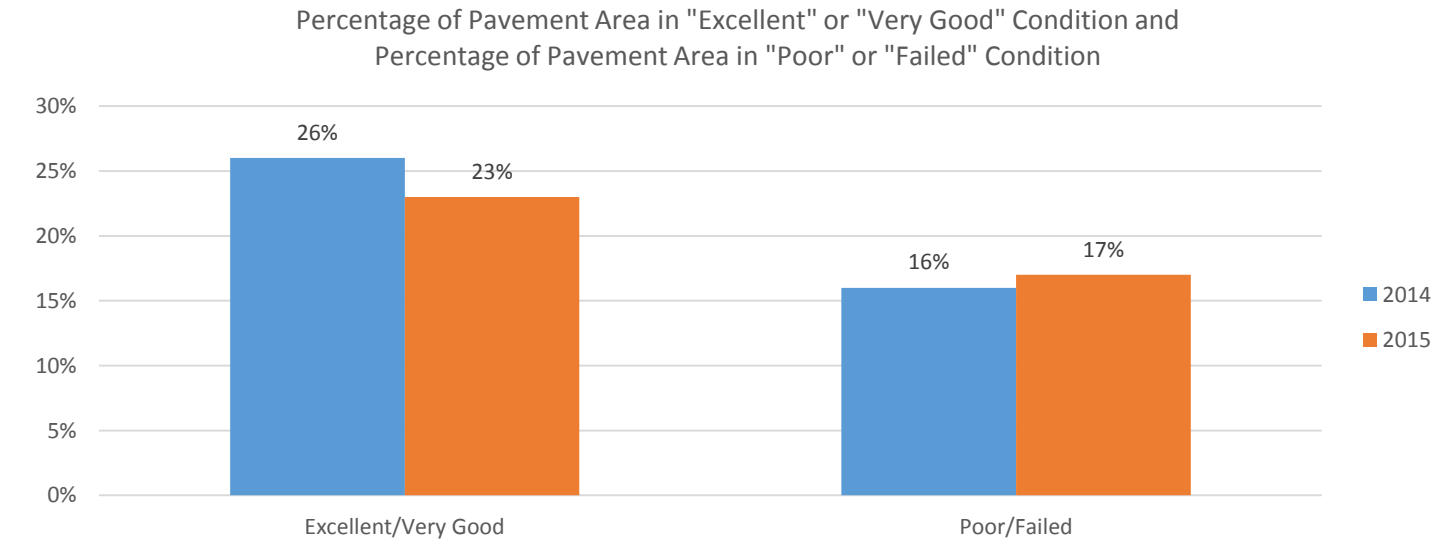
VERY GOOD (PCI = 80-89)	Pavement shows only slight or moderate distress, requiring primarily preventive maintenance.
GOOD (PCI = 70-79)	Pavement requiring mostly preventive maintenance and showing only low levels of distress.
FAIR (PCI = 60-69)	Pavement at the low end of this range is significantly distressed and may require a combination of rehabilitation and preventive maintenance.

Attachment B

Santa Clara Countywide Pavement Condition Statistics







Reflects area weighted average of all jurisdictions located in county

Source: 2015 Regional Pavement Condition Summary Report-Final. Metropolitan Transportation Commission. March 21, 2016

SANTA CLARA
Valley Transportation Authority

Date: May 10, 2016
Current Meeting: June 2, 2016
Board Meeting: June 2, 2016

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Bicycle & Pedestrain, Citizens, Policy and Technical Advisory Committees

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: Potential ½-cent 30-year Sales Tax Measure

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

ACTION ITEM

RECOMMENDATION:

Recommend the VTA Board of Directors adopt the framework for a ½-cent 30-year sales tax measure and place measure on the November 2016 ballot.

BACKGROUND:

Based on the input received over the past 18 months, the analysis staff conducted by comparing the board adopted goals to projects and the polling conducted by the Silicon Valley Leadership Group, VTA presented a recommendation for a ½-cent, 30-year Sales Tax Measure at the April 22 Board Workshop. The Board requested staff to consider the following:

1. Increase the funding level for Transportation Operations from $450 million to $500 million.

2. Work with the Technical Advisory Committee (TAC) regarding match requirement(s) for projects in the measure.

Based on the Board's recommendations, staff (a) increased the Transportation Operations category to $500 million for a total estimated program of $6.3 billion; and (b) will be discussing the match requirements for the grant programs with the TAC at their May meeting. Furthermore, staff made adjustments to the highway, bicycle/pedestrian, Caltrain Capacity and Caltrain grade separation programs based on feedback from cities and Board Members.

It should be noted that the Sales Tax Measure will help fund projects and programs but will not be the sole funding source for a project. Transportation projects, especially larger projects, are typically built using a variety of funding sources. One significant advantage of a countywide

sales tax is that it provides a local revenue source for obtaining additional funds through regional, state and federal fund sources. Per the discussions with the TAC, staff will bring forward recommended match policies for the program/project categories.

DISCUSSION:

BART Phase II - 23.81% ($1.5 Billion in 2017 Dollars)

BART Phase II will create a new regional rail connection by extending BART from the Berryessa Station in San Jose to Santa Clara with stations at Alum Rock, downtown San Jose, San Jose Diridon Station and Santa Clara. It will ring rail around the south bay by connecting BART with Caltrain at Diridon and Santa Clara. The projected ridership for Phase II is approximately 55,000 average weekday ridership in the year 2035.

This project scored "high" or "medium high" for many of the Board's adopted goals including:

- Congestion relief and improve efficiency
- Expand transportation choices
- Actively promote healthy communities, environmental sustainability and plan for the next generation
- Improve System Financial Sustainability and Maintenance

The funding raised by the proposed tax will be used for the capital construction costs of the BART Phase II extension and will serve as the local match, allowing VTA to compete for an additional $1.5 billion from the Federal New Starts Program and $750 from the State's Cap and Trade Program.

Bicycle/Pedestrian Program - 3.97% ($250 Million in 2017 Dollars)

This program will help fund bicycle and pedestrian projects identified by the cities, county and VTA. The program will complete gaps in the Cross County Bicycle Corridors and construct Across Barrier Connections throughout the County. The project will help construct a "Bicycle Superhighway" which will connect jobs, residents and transit services. The corridors will have a uniform design, provide superior bicycle infrastructure and showcase innovative treatments that prioritize bicycle safety.

The Countywide Bicycle and Pedestrian Program and Bicycle Superhighway Program scored "high" or "medium high" on several of the Board's adopted goals including

- Congestion relief and improve efficiency
- Expand transportation choices
- Actively promote healthy communities, environmental sustainability and plan for the next generation
- Improve system financial sustainability and maintenance

Staff is recommending a competitive grant program to fund capital projects. Bicycle and pedestrian educational programs, such as Safe Routes to School will be eligible for funding and will be allocated to cities on a formula basis. It should also be noted that the Complete Streets Requirement staff is proposing on all roadway-related categories will result in better pedestrian and bicycle facilities and safer access throughout the county. Attachment A contains the list of candidate projects.

Caltrain Capacity Improvements - 4.76% ($300 Million in 2017 Dollars)

This program will fund Caltrain capacity improvements and increased service in Santa Clara County including:

- Station Improvements
- Level Boarding
- Extended Platforms
- Service Enhancements

Caltrain ridership continues to break records as more and more people are realizing the benefits of the system. As a result, capacity is becoming an issue. The Caltrain Modernization Program, which will electrify the system and add positive train control, is fully funded and moving forward. The Caltrain Capacity Improvements program will take the next step by helping Caltrain expand capacity and serve more riders through enhanced service and improved operations.

This project scored "high" on the following Board-adopted goals:

- Expand transportation choices
- Actively promote healthy communities, environmental sustainability and plan for the next generation

With BART connecting Santa Clara County with the eastern part of the bay, it is essential that Caltrain be improved and the two systems work together to serve residents throughout the county with connections to the peninsula and San Francisco.

Caltrain Grade Separations - 11.11% ($700 Million in 2017 Dollars)

This program will fund grade separations along the Caltrain corridor in the cities of Sunnyvale, Mountain View and Palo Alto. Separating the Caltrain tracks from roadways provides increased safety benefits for drivers, bicyclists and pedestrians. These projects also reduce congestion at the intersection.

Grade Separations scored "high" on the following Board-adopted goals:

- Enhance Safety
- Expand Transportation Choices

The grade separation program will require close coordination and cooperation with both High Speed Rail Authority, Caltrain, as well with local cities.

County Expressways - 11.9 % ($750 Million in 2017 Dollars)

This program will fund the Tier 1 improvement projects contained in the County's Expressway Plan. The County of Santa Clara conducted a very robust planning study and outreach process to determine the highest priority projects for the expressway system. These improvements will increase the effectiveness of the expressway system throughout the county. While the two Caltrain Grade Separations projects listed in Tier 1 are not included in staff's proposed funding level, these two projects will be eligible to apply for the Grade Separation Program. The list of Tier 1 projects staff is recommending is included in Attachment B. The County of Santa Clara will administer this program. A Complete Streets requirement will be included to maximize opportunities for bicycle and pedestrian access.

The Tier 1 County Expressways scored "high" or "medium high" for the following Board-adopted goals:

- Expand Transportation Choices
- Congestion Relief and Improve Efficiency
- Enhance Safety

Highway Interchanges - 11.9 % ($750 Million in 2017 Dollars)

This program would fund highway projects throughout the valley. VTA will administer a competitive grant program to ensure that the best projects are moved forward. It will also have a Complete Streets requirement to maximize opportunities for bicycle and pedestrian access.

Attachment C provides a list of candidate projects that staff has identified as providing significant congestion relief. However other candidate projects may emerge over the life of the 30-year measure and these projects will also be eligible candidates for this funding. Additionally, staff modified the list to make noise abatement, overcrossings, and Intelligent Transportation Systems (ITS) projects eligible.

The analysis on the freeway/highway interchanges vary by location, however several projects scored well for the following board-adopted goals:

- Expand Transportation Choices
- Enhance Safety

Local Streets and Roads - 19.05% ($1.2 Billion in 2017 Dollars)

These funds will be returned to the cities and the county on a formula basis. The recommended distribution formula mirrors the existing formula VTA uses for the Vehicle Registration Fee. The formula is contained in Attachment D.

These funds will be used to repair streets and include a Complete Streets requirement to improve bicycle and pedestrian elements of the street system. Cities and the county will be required to demonstrate that these funds will be used to enhance and not replace their current investments for road system maintenance and repair. Should a city or the County have a Pavement Condition Index score of at least 70, they could use the funds for other transportation projects and programs.

Because the Local Streets and Roads program is a maintenance program it was not included in the model evaluation. However, better road conditions result in a safer and more comfortable transportation experience for all users including drivers, transit passengers, bicyclists and pedestrians.

SR 85 Corridor - 5.56% ($350 Million in 2017 Dollars)

This category will provide funds for a project or projects in the Highway 85 corridor. Currently the Highway 85 Policy Advisory Board (PAB) is studying this corridor and working to identify the most effective and efficient transportation projects for this corridor. Because the PAB is not yet finished its work in identifying a project(s), staff cannot provide any analysis at this time. However, it should be noted that State Route 85 is one of the most congested corridors in Santa Clara County. Staff will provide an update once the PAB has made a recommendation.

Transit Operations - 7.94% ($500 Million in 2017 Dollars)

This category will provide additional funding for bus operations. Currently, VTA is conducting a major study of its operations and routes. These funds will help fund the recommendations that result from this study including:

- Increased service frequency along high-ridership corridors
- Improved amenities at bus stops to improve safety, security and access including shelters, sidewalks and lighting
- Support new service models to address first/last mile connections
- Develop programs and services for students, seniors, disabled and low-income riders

VTA modeled several transit expansion programs for bus service. Increasing transit service frequencies in the core network scored “high” or “medium high” for the following board-adopted goals:

- Expand transit ridership and promote quality transit for everyone
- Expand transportation choice.
- Actively promote healthy communities, environmental sustainability and plan for the next generation

If the Board elects to move forward with a Ballot Measure, and the Measure is approved by the voters, staff will prepare detailed administrative process and timelines for the Board’s consideration. VTA will also establish the parameters for a Public Oversight Committee to

ensure the funds are allocated in accordance with the Measure language.

ALTERNATIVES:

The Board of Directors may elect not to place the Sales Tax Measure on the ballot. The Board may also decide to change any or all of the project categories, funding amounts and program policies.

FISCAL IMPACT:

If the Board of Directors decides to ask the voters to consider the sales tax in November, VTA would be responsible for the cost of placing the measure on the ballot. Previous ballot measure election costs in 2010 were approximately $867,000. Appropriation for this expenditure is included in the FY17 Transit Fund Operating Budget. If voters approve the measure, it would generate an estimated $6.3 billion (2017). VTA adminstration costs of the program would be recovered through direct charges to programs and projects and through VTA's administrative overhead charges.

Prepared by: Scott Haywood
Memo No. 5577

ATTACHMENTS:

- Bike Superhwy Final (PDF)
- Tier 1 Expwy List Final (PDF)
- Envision Hwy Recommended List Final_050916 (PDF)
- LSCR Percentages (PDF)

ATTACHMENT A - ENVISION BICYCLE PROGRAM LIST

Project Title	Location
Implementation of Santa Clara Countywide Bicycle Plan	VTA
Trails in Expressway Rights-of-Way	County
Coyote Creek Trail Completion	County-San Jose
Lions Creek Trail	Gilroy
Miramonte Ave Bikeways	Los Altos
Fremont Road Pathway	Los Altos Hills
Los Gatos Creek Trail Connector to SR 9	Los Gatos
Berryessa Creek Trail	Milpitas
West Llagas Creek Trail	Morgan Hill
Gualadupe River Trail-Extension to south	San Jose
Five Wounds Trail from William Street to Mabury Road/Berryessa	San Jose
Hwy 237 Bike Trail: Great America Parkway to Zanker (Class I , II, and IV)	San Jose
Lower Gudalupe River Access Ramps	San Jose
Los Gatos Creek Trail Gap Closure	San Jose-Campbell-County
Calabazas Creek Trail	Santa Clara
San Tomas Aquino Trail Extension to South & Campbell Portion	Santa Clara-Campbell
Union Pacific Railroad Trail	Saratoga-Cupertino

Stevens Creek Trail extension	Sunnyvale-Los Altos-Cupertino
Bike/Ped Bridges or Undercrossings	
Hamilton Avenue/Highway 17 Bicycle Overcrossing	Campbell
Ped/Bike Bridge over SR 17 from Railway/Sunnyside to Campbell Technology Pkwy	Campbell
Stevens Creek Trail grade separation at Stevens Creek Blvd	Cupertino
UPRR Bike/Ped Bridge Crossing: Stevens Creek Boulevard to Snyder Hammond House/Rancho San Antonio Park	Cupertino
Montague Expwy Bike/Ped Overcrossing at Milpitas BART Station	Milpitas/VTA
Shoreline/101 Bike Ped Bridge	Mountain View
Mayfield Tunnel Ped/Bike under Central Expressway connecting to San Antonio Caltrain station	Mountain View
South Palo Alto Caltrain Bike/Ped Crossing	Palo Alto
Matadero Creek Trail Undercrossing	Palo Alto
Caltrain Capitol Undercrossing	San Jose
Phelan Avenue Pedestrian & Bike Bridge over Coyote Creek	San Jose
Newhall Street Bike/Ped Overcrossing over Caltrain Tracks	SanJose
Kiely Bicycle & Pedestrian Overcrossing	Santa Clara
Winchester Bicycle and Pedestrian Overcrossing	Santa Clara
Bernardo Caltrain Undercrossing	Sunnyvale-Mountain View
San Tomas Aquino Creek Trail Underpass at 49er Stadium	Santa Clara
Safe Routes to School Educational Program	
Bike & ped safety education at approximately ~200 schools.	Countywide

ATTACHMENT A - ENVISION BICYCLE PROGRAM LIST

First-Last Mile Transit Connection	
Implementation of Pedestrian Access to Transit Plan (VTA)	Countywide
Bike amenities at transit stops and on transit vehicles	Countywide
Vision Zero/Safety	
Countywide Vision Zero Program (VTA)	Countywide
Highway 9 Pedestrian Safety Improvements	Saratoga-Los Gatos

ATTACHMENT B - ENVISION COUNTYWIDE EXPRESSWAY TIER 1 LIST

Project Title	Desctiption
Almaden Expressway at SR-85 - Interim Improvements	Interim improvement: add left-turn lane from southbound Almaden Expressway to SR 85 in San Jose
Almaden Expressway at Branham Lane Intersection Improvement	Extend 4th southbound lane to begin north of intersection at the intersection of Almaden Expressway and Branham Lane in San Jose
Almaden Expressway at Camden Ave intersection improvements	Add 2nd left turn lane from Almaden Expressway onto Camden Avenue in San Jose; provide for three through lanes at the intersection; and close sidewalk gaps
Capitol Expressway Widening from I-680 to Capitol Avenue	Widen Capitol Expressway from 6 to 8 lanes: includes ramp realignments and sound wall and sidewalk gap closures in San Jose
Central Expressway at Thompson	Remove uncontrolled median opening (either signalize or close median) in Mountain View
Foothill Expressway widening between El Monte and San Antonio	Widen from 4 to 6 lanes by extending right turn lanes (auxiliary lanes) and make intersection improvements at El Monte and San Antonio in Los Altos
Lawrence Expressway at Homestead Road Interim Improvements	Interim improvement: Add eastbound through lane on Homestead Road through Lawrence Expressway intersection in Santa Clara
Lawrence Expressway at Homestead Road Grade Separation	Grade separation of Lawrence Expressway at Homestead Road, including HOV lanes and class I bike/ped trail (Part of ultimate plan to make Lawrence freeway-like between I-280 and US 101 by removing all signals).
Lawrence Expressway from Reed/Monroe to Arques Grade Separation	Grade separation of Lawrence Expressway from Reed/Monroe to Arques including HOV lanes and class I bike/ped trails on both sides of expressway (Part of ultimate plan to make Lawrence freeway-like between I-280 and US 101 by removing all signals).
Montague Expressway widening between Main/Oakland and McCarthy/O'Toole	Widen Montague Expressway from 6 to 8 lanes (HOV lane in westbound only) including modifications to I-880 interchange and closing sidewalk gaps
Montague Expressway widening between Trade Zone and Main/Oakland	Widen Montague Expressway between Trade Zone Boulevard and Main Street/Oakland Avenue to add eastbound auxiliary lane in Milpitas
Montague Expressway Widening Between Great Mall to Trade Zone	Widen Montague Expressway from 6 to 8 lanes (HOV lanes) including closing sidewalk gaps in San Jose and Milpitas
Oregon-Page Mill widening between I-280 and Foothill Expressway	Widen Oregon-Page Mill Expressway from 4 to 6 lanes between I-280 and Foothill Expressway with intersection improvements at Junipero Serra Blvd-Foothill intersection, including a bike/pedestrian trail extension from Deer Creek Road to I-280 and enhanced bicycle connection from easterly Old Page Mill Road access to Junipero Serra Blvd
Oregon-Page Mill intersection improvements	Intersection improvements include - extend/add left turn lanes at various intersections between Porter Drive and north of Hansen, and convert Hanover intersection to 8-phase signal operations
Oregon-Page Mill/El Camino Real	Intersection improvements: extend double left turn from westbound Page Mill to southbound El Camino and modify southwest and southeast corners for improved pedestrian crossings

San Tomas Expressway Widening between Homestead and Stevens Creek	Widen San Tomas Expressway from 6 to 8 lanes, including extending San Tomas Aquino Spur Trail along west side of Expressway, from Homestead to Stevens Creek Blvd and add sidewalks along east side consistent with pedestrian route plan
Santa Teresa-Hale Corridor Extension	Build 2-lane road connection with trail on Santa Teresa Blvd from DeWitt to Main in Morgan Hill
Santa Teresa-Hale Corridor widening	Widen Santa Teresa Boulevard to 4 travel lanes and add trail between Long Meadow and Fitzgerald Avenue
SR 17/San Tomas Expressway Interim Improvements	Interim improvement: northbound SR 17 off-ramp improvements to include signal at White Oaks with interconnect at San Tomas/Camden signal and lane reconfigurations (Tier 1 Exp Plan 2040)
I-280/Foothill Expressway Interchange Modifications	Add signal at the southbound I-280 off-ramp intersection and intersection improvements at northbound I-280 off-ramp, including pedestrian crossing enhancements, potential Stevens Creek Trail and northbound auxiliary lane on Foothill to Homestead
I-280/Oregon-Page Mill Road Interchange Improvements	Modify interchange: Proposed concept is roundabout west of interchange, park-and ride lot reconfiguration, signal at northbound I-280 off-ramp, frontage road from Christopher Lane to Old Page Mill, and signal at Old Page Mill. Plus bicycle and pedestrian improvements throughout.
Expressway ITS/Signal System	Intelligent Transportation System (ITS) Short Term: Replace/upgrade/add fiber optic lines; upgrade equipment for new technologies; systemwide pedestrian sensors; enhance/replace bicycle and vehicle detection with new technologies on the County expressways

Project Title (Location)	Description
US 101 Improvements to address regional connectivity and circulation between San Antonio and Charleston (Palo Alto and Mountain View)	US 101/San Antonio to Charleston/Rengstorff Improvements
	US 101/Shoreline Improvements
SR 85/SR 237 Area Improvements to address mainline congestion and regional connectivity (Mountain View)	SR 85/SR 237 Connector Improvements
	SR 85/El Camino Real Improvements
	SR 237/El Camino Real/Grant Rd Improvement
SR 237/US 101/Mathilda Area Improvements to address local roadway congestion (Sunnyvale)	Improve Mathilda Ave and the interchanges at SR 237/US 101/Mathilda
SR 237 Corridor Improvements to address mainline congestion and regional connectivity (San Jose, Santa Clara and Milpitas)	SR 237 WB/EB Aux Lane (Zanker to N. First /N. First to Zanker)
	SR 237/Great America WB off-ramp Improvements
	Calaveras Boulevard Replacement/Widening over UPRR tracks
I-280 West County Improvements to address mainline congestion (Los Altos, Los Altos Hills, Cupertino and Palo Alto)	I-280 Mainline and Interchange Improvements (Magdalena to San Mateo County Line)
SR 85/I-280 Area Improvements to address regional Connectivity (Cupertino, Los Altos, and Sunnyvale)	NB I-280/Foothill Braided Ramp
	NB I-280/Foothill off-ramp Improvements
US 101/Trimble to Zanker Area Improvements to address local roadway connectivity and mainline congestion (San Jose and Santa Clara)	US 101/SR 87/Trimble/De La Cruz Improvements
	US 101/SB SR 87 Connector Improvements
	US 101/Zanker Overcrossing
US 101/Mabury Improvements (San Jose)	US 101/Mabury New I/C to address regional access

I-680 Corridor Improvements to address mainline congestion and regional connectivity (San Jose and Milpitas)	I-680/Alum Rock Improvements
	I-680/McKee Improvements
I-280/Winchester Area Improvements (San Jose and Santa Clara)	I-280/Winchester Area Improvements to address regional connectivity
SR 87 Technology-based Corridor improvements (San Jose)	SR 87 Technology-based Corridor improvements to address mainline congestion and system reliability
SR 17 Corridor Improvements (Los Gatos)	SR 17/ SR 9 Interchange Improvements to enhance safety and bike/ped mobility
US 101/Blossom Hill I/C (San Jose)	US 101/Blossom Hill I/C to address local roadway congestion and connectivity including for bicyclists and pedestrians
US 101 Improvements to address mainline congestion and regional connectivity (Gilroy)	US 101/Buena Vista I/C
	US 101/SR 152 10th Street Ramp and Intersection Improvement
SR 152 Corridor Improvements (Gilroy)	SR 152 Corridor including US 101/SR 25 interchange to address regional connectivity and goods movement network improvements.
I-280/Wolfe I/C Improvments (Cupertino)	I-280/Wolfe I/C Improvement to address mainline congestion and improve local traffic circulation.
I-880/Charcot Avenue (San Jose)	New Charcot Avenue overcrossing over I-880 to address local relief circulation and adjacent I-880 interchanges congestion relief.
All Freeways (Countywide)	Noise Abatement projects to implement treatments to address existing freeway noise levels.
All Freeways (Countywide)	ITS (Intellingent Transportation Systems) projects such as integrated corridor management systems, traffic operations systems, ramp metering, managed lanes, and local traffic signal control systems to address freeway mainline congestion and local roadway congestion caused by cut-through traffic.

** Working assumption is that Tax Measure would fund at most 80% of Total Needed Cost of any project selected for Tax Measure*

ATTACHMENT D - ENVISION LOCAL STREETS AND ROADS FORMULA

City/County	Percentage
Campbell	2.0%
Cupertino	2.8%
Gilroy	2.5%
Los Altos	1.4%
Los Altos Hills	0.4%
Los Gatos	1.5%
Milpitas	3.5%
Monte Sereno	0.2%
Morgan Hill	2.0%
Mountain View	3.7%
Palo Alto	3.2%
San Jose	48.3%
Santa Clara	5.8%
Saratoga	1.5%
Sunnyvale	7%
Santa Clara County	14.30%

SANTA CLARA Valley Transportation Authority

Date: May 4, 2016
Current Meeting: May 12, 2016
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: Adopt Schedule and Framework for Developing Matching Fund Policies for 2016 Sales Tax Measure Funded Programs

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

ACTION ITEM

RECOMMENDATION:

Adopt a framework and schedule for developing matching fund policies for future 2016 Sales Tax funded projects and programs

BACKGROUND:

On April 22, 2016, The VTA Board of Directors held a workshop on proposals for a potential 2016 sales tax measure to be placed on the November 2016 ballot. VTA staff proposed that the sales tax program require 20% minimum match from project sponsors in all funding categories except transit operations and local streets and roads. Several Board members raised concerns about the match proposal and the Board directed VTA staff to return the item to the Technical Advisory Committee (TAC) for additional discussion and a future recommendation to the Board. The Board also requested a that the TAC discuss whether to reserve a portion of the future sales tax funded bicycle program to be distributed to cities and the County by formula for safe-routes-to-school programs.

DISCUSSION:

VTA staff proposes the following schedule and framework for developing matching fund policies for 2016 Measure funded programs.

Schedule:

Date	Action
May 2016	TAC recommends to the VTA Board a framework for applying matching fund requirements to Measure funded programs, if the VTA Board places a sales tax measure on the November 2016 ballot, and that measure passes.
June 2016	VTA Board adopts the matching fund framework.
December 2016 - June 2017	Pending passage of the November 2016 Measure: • VTA Staff and TAC develop specific matching fund policies for those programs. • VTA Staff, TAC and BPAC develop a recommendation for distributing a portion of the Bicycle/Pedestrian Program by formula to the cities and the County.
September 2017	VTA Board adopts matching fund policies for each program.

Framework:

VTA staff recommends that the Board adopt a matching fund requirement for the potential 2016 Measure funded programs where the VTA Board will exercise discretion in selecting projects. VTA Staff and TAC will develop recommendations to the Board on minimum match levels, incentivizing higher matches, and implementation of the match requirement at the project or program level.

The matching funding requirement will apply to programs where the Board will be using its' discretion to select projects from a list included in the ballot language which may include the following:

- Bicycle/Pedestrian Program
- Caltrain Capacity Improvements
- Caltrain Grade Separations
- County Expressways
- Highway Program
- SR 85 Corridor

The matching fund requirement will not apply to programs where funds flow to project sponsors on a formula basis. If the VTA Board distributes a portion of a program on a formula basis, the matching fund requirement will not apply to the formula distribution. It will apply to the discretionary share. VTA staff recommends that the programs include the following:

- Local Streets and Roads
- Transit Operations

ALTERNATIVES:

The VTA Board may choose to adopt a different schedule and/or framework, or none at all.

FISCAL IMPACT:

There is no direct fiscal impact to VTA.

Prepared by: Marcella Rensi
Memo No. 5587

SANTA CLARA
Valley Transportation Authority

Date: May 8, 2016
Current Meeting: June 2, 2016
Board Meeting: June 2, 2016

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: Measure A Project Funding Recommendation

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

ACTION ITEM

RECOMMENDATION:

Establish funding commitments for the projected available 2000 Measure A revenue and augment the 2000 Measure A Transit Improvement Program Fund Capital Budget by $79,000,000 for the Capitol Expressway Light Rail to Eastridge, Vasona Light Rail Extension/Double Track, and Airport People Mover Connection to Mineta SJ Airport projects.

BACKGROUND:

In November 2000, the voters of Santa Clara County passed Measure A, imposing a ½ cent sales tax for 30 years to fund a list of transit projects outlined in Attachment A. Collection of the new tax began in April of 2006 and will continue until March 2036. The original estimate of total revenue at the time of the 2000 vote was approximately $14 Billion. Due to two economic recessions and now a more conservative revenue estimate, the current total revenue estimate for the 30 year tax has been revised to $7.4 Billion. VTA has been working to deliver the program of projects since early 2001 and Attachment A also provides a summary status of the program of projects to date.

Because of the reduced revenue projection, the VTA Board of Directors has made a series of policy decisions to prioritize projects for investment, development and delivery.

September 7, 2000 - M/S/C (Chavez/LeZotte) to adopt Resolution No. 00.09.58 designating the Downtown/East Valley Transit Improvement Program as VTA's next priority after the 1996 Measure A + B Transportation Improvement projects.

August 7, 2008 - M/S/C (Liccardo/Pyle) to reaffirm the VTA Board of Directors support for the

Capitol Expressway Light Rail Extension to Eastridge Mall and recommend the continuation of planning and design activities in coordination with the review and approval of the 2000 Measure A Expenditure Plan Light Rail Systems Analysis.

January 8, 2009 - M/S/C (Gage/Pyle) on a vote of 9 Ayes, 1 No and 1 Abstention, to reaffirm as amended the Board's commitment to the Silicon Valley Rapid Transit Corridor project (BART to Milpitas, San Jose, and Santa Clara); and approve a funding plan for an operable BART segment in Santa Clara County as an assurance for the BART Warm Springs Extension project. Member Kishimoto voted No. Member Reed Abstained.

December 9, 2010 - M/S/C (Herrera/Reed) to Approve the Expenditure Prioritization, Key Financial Principles and Deficit Reduction Targets as recommended by the Ad-Hoc Financial Recovery Committee; include the following language in Principle Number 2: Limit Use of Capital Funding: *Revenue collected from the 2000 Measure A Sales Tax shall be dedicated to the delivery of the Measure A Capital Projects maintaining the BART Extension to Santa Clara County as the Board's adopted first priority.* The Board policy of committing only a small share of these funds to support transit service should remain unaltered, to uphold the public commitment to the voters to use these funds for highest-priority capital projects; and further, include the italicized language in the first sentence under Guidance on Expenditure Prioritization to read as follows: "In developing VTA's Biennial Operating Budget and associated financial plans, VTA shall prioritize its activities for the expenditure of operating funds in the following order."; 2) Direct staff to prepare the FY 2012 and FY 2013 Biennial Operating Budget according to these recommendations and further direct staff to utilize the Expenditure Prioritization, Key Financial Principles and Deficit Reduction Targets in guiding the Santa Clara Valley Transportation Authority (VTA) to financial sustainability; 3) Convert the deficit reduction targets to percentages; 4) Direct staff to facilitate the creation an internal efficiencies committee comprised of employee representatives; 5) Bring back the recommendations from the Harvey Rose report for consideration during the budget process; and 6) Utilize the Audit Committee for focused engagements.

The actions described above prioritize the BART extension as the highest priority project and Downtown East Valley Project - Capitol Light Rail Extension to Eastridge as the second priority project for the use of 2000 Measure A funds.

This memorandum provides a staff recommendation for commitment and appropriation of 2000 Measure A funds and reaffirms Board prioritization of the 2000 Measure A program of projects.

DISCUSSION:

The staff recommendation for commitment of 2000 Measure A funds is based on previous Board established priority, project readiness, public support and whether the project is dependent on third party actions needed in order to proceed.

VTA has projected a balance of approximately $1,817 Billion in available 2000 Measure A revenue that can be allocated to projects over the remaining life of the program.

BART Phase II Project

As the first Board priority, staff recommends full commitment of the funds to complete the BART Phase II planned funding.

Total Estimated Cost	**$4,700 Million**
Planned Revenue	$750 Million - State Cap & Trade Funds (Secured Summer 2016)
	$1,500 Million - New Sales Tax Measure (November 2016 Ballot)
	$1,500 Million - Federal New Starts (Secured late 2017)
	$160 Million - Transit Congestion Relief Program (TCRP) Grant
	$790 Million - 2000 Measure A
	$4,700 Million

Staff recommends a 2000 Measure A commitment to the BART Phase II project of $790 Million plus a $635 Million estimate for debt service financing, potential funding shortfalls from other sources, and cost increase contingency on the project for a total commitment of $1,425 Million.

2000 Measure A Commitment:	$790 Million Project Funding Plan
	$635 Million Debt Service/Funding Shortfall/Cost Contingency
	$1,425 Million Total 2000 Measure A Commitment

It is important to acknowledge that should funding for BART Phase II not be secured as planned, additional 2000 Measure A funding would need to be programmed to the BART Phase II project to make up for shortfalls in planned funding or cost increases on the project.

Therefore, staff also recommends that until the BART Phase II project has secured all funding required, only funding needed to advance additional projects through pre-construction phases be programmed at this time.

The BART Phase II funding plan schedule is outlined above and is anticipated to be complete by end of 2017 with execution of a federal New Starts Full Funding Grant Agreement.

After full funding commitment to the BART Phase II project, the estimated remaining balance of 2000 Measure A funding is approximately $390 Million.

Capitol Expressway Light Rail Extension to Eastridge

As the second priority established by the Board of Directors, staff recommends establishing a commitment to fund the Capitol Expressway Light Rail Extension to Eastridge project of $70 Million to complete design, acquire right of way and relocate utilities in order to prepare the project for construction. This will require an augmentation to the 2000 Measure A Transit Improvement Program Fund Capital Budget of $50 Million.

Total Estimated Cost:	$377 Million
Recommended 2016 Commitment**:**	$70 Million
Current Available Appropriation:	($20 Million)

Additional Appropriation Required:	$50 Million

Vasona Light Rail Extension to Vasona Junction

The Vasona Extension/Doubletrack Project is the only other 2000 Measure A project that is environmentally approved and ready to advance into final design and right of way acquisition, therefore staff recommends a commitment of $40 Million to complete final design and acquire right of way. This will require an augmentation to the 2000 Measure A Transit Improvement Program Fund Capital Budget of $28 Million.

Total Estimated Cost:

LRT Extension Project	$174 Million
Doubletrack/Platform Extensions	$173 Million
Total	$347 Million

Recommended 2016 Commitment:	$40 Million
Current Available Appropriation:	($12 Million)
Additional Appropriation Required:	$28 Million

Airport People Mover Rail Connection to Airport

The Airport People Mover project has completed a conceptual vehicle technology level analysis to date. Staff is recommending to commit $3 Million for Conceptual Alternatives Analysis phase in order to further define the route options, type of vehicle technology and to develop a funding/business plan. The Conceptual Alternative Analysis would also include evaluation of a link between Diridon Station and airport facilities. Staff believes that this project will require a partnership between several agencies including the City of San Jose, San Jose Airport, High Speed Rail and likely the private sector in order to develop and fund a fixed rail connection to the airport. This will require an augmentation to the 2000 Measure A Transit Improvement Program Fund Capital Budget of $1 Million.

Estimated Cost:	$600-800 Million

Recommended 2016 Commitment:	$3 Million
Current Available Appropriation	($2 Million)
Additional Appropriation Required:	$1 Million

Other 2000 Measure A Projects

The El Camino Real and Stevens Creek BRT projects still require final approval of project scope through environmental clearance. The VTA Staff recommendation is to maintain the existing 2000 Measure A funding included in the FY16 2000 Measure A Budget for these projects at this time.

The remaining projects in 2000 Measure A require either further development of third party projects such as the Caltrain Modernization Program and High Speed Rail Project in order to

determine any remaining VTA responsibility. Therefore, staff does not recommend any additional 2000 Measure A funding commitment at this time.

The total additional appropriation requested for the 2000 Measure A Transit Improvement Program Fund Capital Budget is as follows:

Capitol Expressway Light Rail Extension to Eastridge:	$50 Million
Vasona Light Rail Extension to Vasona Junction:	$28 Million
Airport People Mover Rail Connection to Airport:	$1 Million
Total Appropriation:	$79 Million

Following Board of Directors approval of these funding commitments and appropriations, staff will initiate project development work on Capitol Light Rail, Vasona Light Rail and Airport People mover projects and continue work on the BRT projects.

ALTERNATIVES:

The Board of Directors could choose a different priority for allocation of the available 2000 Measure A funding.

FISCAL IMPACT:

This action will add $79,000,000 to the 2000 Measure A Transit Improvement Program Fund Capital Budget for the Capitol Expressway Light Rail to Eastridge, Vasona Light Rail Extension/Double Track, and Airport People Mover Connection to Mineta SJ Airport projects. The action will also establish a Board commitment of $1,425 Million for the BART Phase II project.

Prepared by: John Ristow
Memo No. 5563

ATTACHMENTS:

- Attachment_A_MT_5563 (PDF)

2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM

	STATUS
1- Extend BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station	
1-1 BART SV Program Development, Implementation & Warm Springs	
BART - Silicon Valley Program Development & Implementation	Ongoing
Warm Springs Extension (WSX) - VTA Share	Construction
1-2 BART SV Corridor Establishment and Maintenance (CEM)	
Silicon Valley Corridor Establishment and Maintenance	Ongoing
1-3 BART Silicon Valley Extension	
Berryessa Extension Project (SVBX Phase I)	Construction
Future Extension to Santa Clara (SVSX Phase II)	Under Development -Awaiting Funding
Newhall Maintenance Facility	Under Development
BART Core Systems Modifications	Construction
1-4 BART Other Supporting Projects	
King Road Bus Rapid Transit	Ongoing
Northern Light Rail Express	Completed
Santa Clara Pocket Track	Completed
BART Transit Integration Analysis & Improvements	Ongoing
N. First St. Speed Improvements & First St./Tasman Ave. Modidifications	Ongoing
2 - Provide Connection from Mineta San Jose International Airport to BART, Caltrain and VTA Light Rail	
Mineta San Jose Airport People Mover	Inactive - PRT technology not ready
3 - Extend Light Rail from Downtown San Jose to The East Valley	
Downtown East Valley Planning & Conceptual Engineering	Completed
Downtown East Valley Environmental & 90% CELR	Ongoing
Capitol Expressway Light Rail - Pedestrian Improvements	Completed
Capitol Expressway Light Rail - Eastridge Transit Center	Completed
Capitol Expressway Light Rail Phase II: Light Rail to Eastridge	Awaiting Funding
4 - Low Floor Light Rail Vehicles	
Low Floor Light Rail Vehicles	Completed
5 - Improve Caltrain: Double Track to Gilroy & Electrify from Palo Alto to Gilroy	
Caltrain South County Capacity Improvements	Pending CA High Speed Rail
Caltrain Electrification/High Speed Rail	Ongoing
Caltrain Electrification Early Investment Program (VTA Share)	Ongoing
6 - Caltrain Service Upgrades	
Caltrain Service Upgrades	Ongoing
Caltrain Improvement Plan	Completed
Bike Sharing Pilot Project	Ongoing
Caltrain Mountain View Parking Structure	Pending CA High Speed Rail
Caltrain/Union Pacific Blossom Hill Pedestrian Grade Separation	Completed
Caltrain Safety Enhancements	Next Phase Pending CA High Speed Rail
Santa Clara Station Pedestrian Underpass Extension	Ongoing
Santa Clara & San Jose Diridon Station Upgrades	Completed
7 - Palo Alto Intermodal Transit Center	
Palo Alto Intermodal Transit Center	Pending CA High Speed Rail
8 - Improve Bus Service in Major Corridors	
Bus Rapid Transit Strategic Plan	Ongoing
Highway-Based Bus Rapid Transit Alternatives Analysis	Completed
Alum Rock/Santa Clara Bus Rapid Transit	Construction
Stevens Creek Bus Rapid Transit	Planning - Awaiting Funding
El Camino Real Bus Rapid Transit	Environmental - Awaiting Funding
Procurement of 40 Bus Rapid Transit Buses	Ongoing
Bus Rapid Transit Modifications - Chaboya & North Divisions	Ongoing
Money Counting Facility Replacement	Closed - Not needed
DeAnza College Transit Center Improvements	Ongoing
9 - Upgrade Altamont Commuter Express (ACE)	
Included in Santa Clara and San Jose Diridon Station Upgrade	Completed
10 -Improve Highway 17 Express Bus Service	
Improve Highway 17 Express Bus Service	Completed
11 - Connect Caltrain with Dumbarton Rail Corridor	
Dumbarton Rail Corridor	Inactive
12 - Purchase Zero-Emission Buses & Construct Service Facilities	
3 Zero-Emission Bus Procurement	Completed
Zero-Emission Bus Facility Improvements	Completed
13 - Develop New LR Corridors	
New Rail Corridors Study	Ongoing
Light Rail System Analysis	Completed
Southern Light Rail Express	Completed
Light Rail Transit Extension to Vasona Junction	Awaiting Funding
Winchester Light Rail Double Track & Platform Extension	Awaiting Funding
14 - Fund Operating & Maintenance Costs for Increased Bus, Rail & Paratransit Service	**Ongoing**

SANTA CLARA
Valley Transportation Authority

Date: April 19, 2016
Current Meeting: May 12, 2016
Board Meeting: June 2, 2016

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: Network Concepts for the Transit Ridership Improvement Program

---

FOR INFORMATION ONLY

BACKGROUND:

The Transit Ridership Improvement Program (TRIP) is a two-year policy and planning effort to redesign VTA's transit service network. The Program seeks to accomplish the goals of increasing transit ridership, improving VTA's farebox recovery rate, and integrating VTA's transit network with BART service to Milpitas and San Jose. The program's four major components are an assessment of VTA's current service, development of transit service policies, partner education and involvement, and the development of VTA's next transit network. These efforts will culminate in a redesigned transit network for implementation coincident with the extension of BART service in 2017.

The Transit Ridership Improvement Program will culminate with the Next Network, a complete redesign of VTA's transit network (bus and light rail) for implementation in the second half of 2017. Due to the significance of this network redesign and the policy choices involved, the project will engage the community and decision makers twice over the course of the project -- first over the summer of 2016 to guide the development of the draft Next Network plan, followed by a second phase in early 2017 to present and refine the draft plan.

VTA's Board of Directors was introduced to the TRIP in late 2015, was presented with a project update in February 2016, and received the Transit Choices Report in April 2016. In addition, at the April 2016 meeting, the Board of Directors was presented with a preview of the network concepts that will be used over the project's summer outreach phase to illustrate the ridership/coverage policy choice.

DISCUSSION:

As the second major deliverable of the Transit Ridership Improvement Program (the first being

the Transit Choices report), three network concepts have been developed to illustrate the most significant Next Network policy choice for VTA - the ridership/coverage balance.

As explained in the Transit Choices report, public transit operators like VTA are charged with two opposing goals in providing transit service. One goal comes from VTA's role as a social service and aims to provide service to as many people as possible, spreading out transit service and "covering" as much geographical area as possible, without regard to service productivity or ridership. However, in addition to this coverage goal, VTA is also charged with thinking like a business and focusing on areas where high ridership is possible, focusing on building a useful transit network for the greatest number of people in areas that can support it. Transit agencies must balance these goals and allocate resources between them. Currently, VTA allocates about 70% of its local bus network resources on services aimed at achieving high ridership, and 30% to services aimed at spreading coverage. This ridership/coverage balance represents the major policy choice for VTA as it develops its Next Network - should VTA adjust its ridership/coverage balance in order to increase ridership? The first outreach phase over the summer of 2016 will engage the community and decision makers on this ridership/coverage policy decision so that the draft Next Network plan reflects the community's desire.

The network concepts as presented in Attachments A, B, and C were developed to illustrate what VTA's Next Network could look like at different points along the ridership/coverage allocation spectrum. These concepts were developed by Jarrett Walker + Associates in collaboration with VTA staff. The three concepts are:

> **Network 70** presents a concept that reflects VTA's existing allocation of resources between ridership and coverage goals, while still making some improvements to the network to improve efficiency and expand usefulness. This network concept would maintain service access to **100%** of today's transit riders, would expand the frequent network to serve **1.2 million** residents and jobs, and would likely result in a **low/minimal** ridership increase over today.
>
> **Network 80** presents a concept that would shift some resources from coverage to ridership, which would result in a network with 80% of resources focused on ridership and 20% focused on coverage. As a middle point between network concepts, this network concept would maintain service access to **99%** of today's transit riders, would expand the frequent network to serve **1.3 million** residents and jobs, and would likely result in a **medium** ridership increase over today.
>
> **Network 90** presents a concept that would shift significant resources from coverage to ridership, which would result in a network with 90% of resources focused on ridership and 10% focused on coverage. This network concept would maintain service access to **96%** of today's transit riders, would expand the frequent network to serve **1.6 million** residents and jobs, and would likely result in a **high** ridership increase over today. As such, this network represents the most ambitious ridership increasing concept.

All three concepts accomplish the following:

- Each concept would connect with BART service at Milpitas and Berryessa stations.

- Each concept would replace VTA's existing Fremont BART Express service with service to Milpitas and Berryessa stations.

- Each concept would expand VTA's frequent grid network to other areas of the county that have the land use intensity that supports transit.

Each network concept assumes BART service at Milpitas and Berryessa stations, plus Caltrain and ACE commuter rail service. In addition, each concept assumes the following services continue:

- VTA's Express network (excluding those to Fremont BART)

- Caltrain and ACE shuttles

- FLEX service

As the ridership/coverage decision applies to the geographical allocation of transit resources, it is most applicable to buses, which may drive on most streets, rather than light rail, which may only travel on tracks. As such, the three network concept maps treat light rail as a fixed element of the transit system and merely adjust how bus service resources are deployed around the county. The 2017 light rail operating plan, with three service change alternatives, is being considered by the VTA Committees and Board of Directors as a separate item. Designing the light rail and bus changes are coordinated efforts. The FY 18-19 Service Plan, including changes to both bus and light rail, will be presented to the Board for adoption in 2017.

The network concepts will be used to facilitate discussions of the difficult ridership/coverage policy choice during this summer's first phase of outreach. The VTA Board of Directors will be presented with a summary of community input in late summer/early fall, which will aid the Board in deciding how the draft Next Network will allocate resources between coverage and ridership.

Prepared By: Jay Tyree
Memo No. 5562

BART-shadowing overnight service includes: San Jose - Milpitas - Fremont, every 60 minutes overnight only, connecting with AC northwards.

This is not a proposal; it is one of three alternative concepts.

This map shows only light rail and VTA local and Rapid bus service. *During rush hour, VTA Express, Limited, and ACE/Caltrain shuttle services are retained, except where duplicated by other services shown. All Express lines to Fremont are deleted, replaced by BART connections to light rail and local bus at Milpitas and Berryessa Stations.*

Palo Alto
Mountain View
Sunnyvale
Santa Clara
San Jose
Milpitas
Cupertino
Campbell
Saratoga
Los Gatos

Morgan Hill Service

Gilroy Service

0 1 2 3 4 mi

Conceptual Alternative
Network 70
(70% ridership goal, 30% coverage goal)

VTA Route Midday Frequencies

- Extra Frequent Rapid: Rapid plus every 7.5 minutes at peak (BART - Diridon)
- Rapid: every 15 minutes or better and limited stops
- Every 15 minutes or better
- Every 30 minutes plus 15 minute peak
- Every 30 minutes
- Every 60 minutes plus 30 minute peak
- Every 60 minutes
- VTA light rail
- VTA Transit Center

Other Transit Services

- Future BART
- Caltrain / ACE commuter rail
- natural area
- outside Santa Clara County

JARRETT WALKER + ASSOCIATES

04/04/2016

BART-shadowing overnight service includes: San Jose - Milpitas - Fremont, every 60 minutes overnight only, connecting with AC northwards.

This is not a proposal; it is one of three alternative concepts.

This map shows only light rail and VTA local and Rapid bus service. *During rush hour, VTA Express, Limited, and ACE/Caltrain shuttle services are retained, except where duplicated by other services shown. All Express lines to Fremont are deleted, replaced by BART connections to light rail and local bus at Milpitas and Berryessa Stations.*

Palo Alto
Mountain View
Sunnyvale
Cupertino
Santa Clara
San Jose
Milpitas
Campbell
Saratoga
Los Gatos
Foothill College
De Anza College
SCV Medical Center
San Antonio
Lockheed Martin
Mission College
Great Mall / Main
Berryessa
Alum Rock
Eastridge
Evergreen College
Santa Teresa
Diridon
Valley Fair
West Valley
Winchester
Metro/Airport
San Jose Airport
Santa Clara
Curtner
Capitol
Ohlone/Chynoweth
Oakridge
Almaden
Snell
Cottle
Race St
Fruitdale
Tamien
Paseo de San Antonio / Convention Center
Superior Court
Main & Hale

Morgan Hill Service

Gilroy Service

0 1 2 3 4 mi

Conceptual Alternative
Network 80
(80% ridership goal, 20% coverage goal)

VTA Route Midday Frequencies

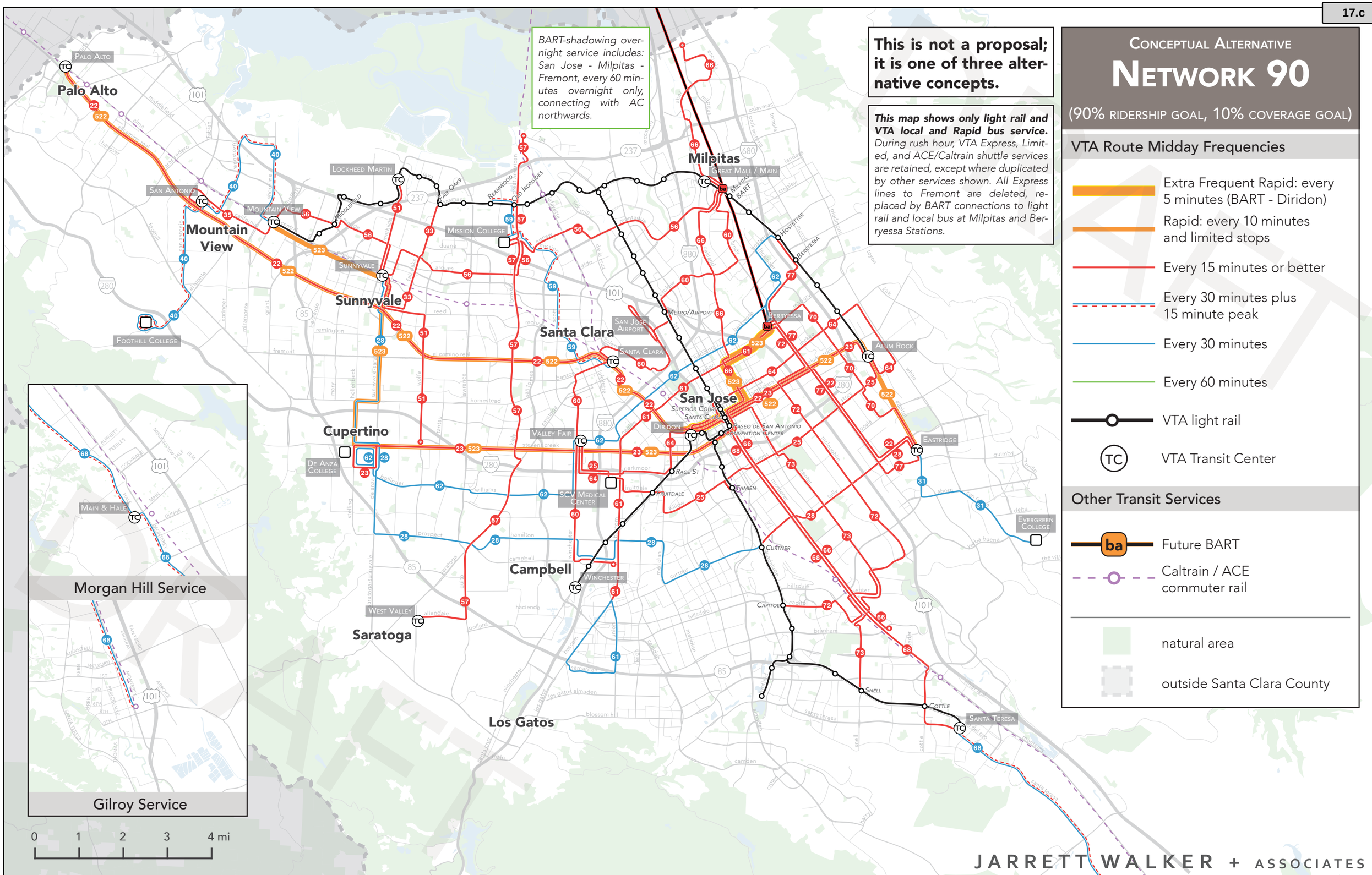
- Extra Frequent Rapid: Rapid plus every 6 minutes at peak (BART - Diridon)
- Rapid: every 12 minutes or better and limited stops
- Every 15 minutes or better
- Every 30 minutes plus 15 minute peak
- Every 30 minutes
- Every 30 minutes peak only
- Every 60 minutes plus 30 minute peak
- Every 60 minutes
- Every 60 minutes peak only
- VTA light rail
- TC VTA Transit Center

Other Transit Services

- ba Future BART
- Caltrain / ACE commuter rail
- natural area
- outside Santa Clara County

JARRETT WALKER + ASSOCIATES

04/04/2016



Conceptual Alternative
Network 90
(90% ridership goal, 10% coverage goal)
This is not a proposal; it is one of three alternative concepts.
This map shows only light rail and VTA local and Rapid bus service. During rush hour, VTA Express, Limited, and ACE/Caltrain shuttle services are retained, except where duplicated by other services shown. All Express lines to Fremont are deleted, replaced by BART connections to light rail and local bus at Milpitas and Berryessa Stations.
BART-shadowing overnight service includes: San Jose - Milpitas - Fremont, every 60 minutes overnight only, connecting with AC northwards.
VTA Route Midday Frequencies
Extra Frequent Rapid: every 5 minutes (BART - Diridon)
Rapid: every 10 minutes and limited stops
Every 15 minutes or better
Every 30 minutes plus 15 minute peak
Every 30 minutes
Every 60 minutes
VTA light rail
VTA Transit Center
Other Transit Services
Future BART
Caltrain / ACE commuter rail
natural area
outside Santa Clara County
Palo Alto
Mountain View
Sunnyvale
Santa Clara
San Jose
Milpitas
Cupertino
Campbell
Saratoga
Los Gatos
Morgan Hill Service
Gilroy Service
0 1 2 3 4 mi
JARRETT WALKER + ASSOCIATES

04/04/2016

SANTA CLARA
Valley Transportation Authority

Date: April 21, 2016
Current Meeting: May 12, 2016
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: Land Use and Transportation Briefing Series: San Jose Tri-Villages

---

FOR INFORMATION ONLY

BACKGROUND:

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

The core goal of VTA's land use activities is to strengthen the connection between land use decisions and transportation investments in order to increase walking, biking and transit ridership, manage congestion, and improve the livability and economic vitality of Santa Clara County. VTA has developed several programs and initiatives to coordinate local land use decision-making with countywide transportation planning. These efforts, which VTA refers to as the Land Use and Transportation Integration (LUTI) Partnerships Program, were discussed in presentations to VTA Board Committees in August 2014, January 2015 and January 2016.

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

DISCUSSION:

Building on the LUTI Partnerships objective of creating opportunities for VTA and Member Agencies to work together, VTA staff initiated a series of Land Use and Transportation Briefings at VTA Board Committees in September 2015, which is ongoing. The purpose of this series is to highlight areas around the county where large-scale development is currently occurring, or is planned or proposed in the near future. These briefings will provide an opportunity for VTA and local agency staff to highlight the development projects or plans that are occurring in an area, the transportation opportunities and challenges associated with this growth, and potential strategies to address these issues. Bringing these items to VTA Committees will provide a forum for multi-jurisdictional discussions about land use decisions that are likely to have implications for the regional transportation system - fulfilling one of VTA's roles as a CMA.

At the May Technical Advisory Committee (TAC), Policy Advisory Committee (PAC), and Congestion Management Program & Planning Committee (CMPP) meetings, VTA and City of San Jose staff will provide a brief presentation on area planning efforts and major development projects occurring within West San Jose in the Santana Row/Valley Fair, Winchester Boulevard, and Stevens Creek Boulevard Urban Village areas, also known as the 'Tri-Villages.' The City's General Plan designated approximately 70 Urban Villages to channel the City's projected jobs and housing growth, each to determine its land use and urban design, infrastructure and implementation through a robust community planning process. Among the areas staff will highlight are current and in-process transportation initiatives such as the I-280 Winchester Project, Rapid 523, and long-term transportation strategies such as Transportation Demand Management (TDM) and funding/value capture from development. The briefing will also describe the ongoing planning coordination between VTA, City of San Jose, and neighboring jurisdictions.

VTA staff's intent is to bring these briefings to the TAC, PAC and CMPP on a regular basis, based on the timing of major development projects and proposals, and interest from VTA Committee members and Member Agency staff. VTA welcomes suggestions for other areas of the county to cover, or ways to enhance and further this dialogue.

Prepared By: Melissa Cerezo
Memo No. 5552