SANTA CLARA
Valley Transportation Authority

TECHNICAL ADVISORY COMMITTEE

Thursday, October 13, 2016

1:30 PM

PLEASE NOTE CHANGE IN MEETING ROOM LOCATION

VTA Conference Room B-106

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) (Rensi)

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

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. ACTION ITEM **-** Approve the Regular Meeting Minutes of September 8, 2016.

8. INFORMATION ITEM - Review the Final Legislative Update Matrix for 2016.

9. INFORMATION ITEM - Receive the 2000 Measure A Transit Improvement Program Semi-Annual Report Ending June 30, 2016.

10. INFORMATION ITEM - Receive the FY2016 Annual Transit Operations Performance Report.

REGULAR AGENDA

11. ACTION ITEM - Conduct voting to select the replacement TAC vice chairperson for the remainder of 2016.

12. ACTION ITEM - Appoint a nomination subcommittee to identify Committee members interested in serving as the chairperson or vice chairperson for 2017.

13. ACTION ITEM - Recommend that the VTA Board of Directors adopt a policy to establish standards for VTA to determine placement of bus stops and when and under what conditions it will make bus stop closures and relocations.

14. ACTION ITEM - Recommend that the VTA Board of Directors adopt the Countywide Bicycle Plan Prioritization Criteria.

15. INFORMATION ITEM - Receive a presentation on Strategic Plan Update.

16. INFORMATION ITEM - Receive a presentation on expansion plans for bike share in Santa Clara County.

OTHER

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

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

- I–80 SMART Corridor Project Presentation

19. Review the TAC Committee Work Plan. (Rensi)

20. ANNOUNCEMENTS

21. 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.

TECHNICAL ADVISORY COMMITTEE

Thursday, September 8, 2016

MINUTES

CALL TO ORDER

The Regular Meeting of the Technical Advisory Committee (TAC) was called to order at 1:34 p.m. by Chairperson Servín in Conference Room B-106, 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
VACANT	Member	City of Santa Clara	N/A
Dennis Ng	Alternate Member	City of Santa Clara	Absent
Karl Bjarke	Member	City of Morgan Hill	Absent
Scott Creer	Alternate Member	City of Morgan Hill	Absent
Timm Borden	Member	City of Cupertino	Present
David Stillman	Alternate Member	City of Cupertino	N/A
Todd Capurso	Member	City of Campbell	Present
Matthew Jue	Alternate Member	City of Campbell	N/A
John Cherbone	Member	City of Saratoga	Absent
Macedonia Nunez	Alternate Member	City of Saratoga	Absent
Richard Chiu	Member	Town of Los Altos Hills	Absent
Tina Tseng	Alternate Member	Town of Los Altos Hills	Absent
Dawn Cameron	Member	County of Santa Clara	Present
Michael Murdter	Alternate Member	County of Santa Clara	N/A
Helen Kim	Member	City of Mountain View	Present
Linda Forsberg	Alternate Member	City of Mountain View	N/A
Steven Machida	Member	City of Milpitas	Absent
Steve Chan	Alternate Member	City of Milpitas	Absent
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	Present
Susanna Chan	Alternate Member	City of Los Altos	N/A
Joshuah Mello	Member	City of Palo Alto	Present
Jessica Sullivan	Alternate Member	City of Palo Alto	N/A
John Ristow	Member	City of San José	Present
Jessica Zenk	Alternate Member	City of San José	N/A
Henry Servín	Chairperson	City of Gilroy	Present
Teresa Mack	Alternate Member	City of Gilroy	N/A
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)	N/A
Therese Trivedi	Ex-Officio Member	Metropolitan Transportation Commission (MTC)	Present
Stefanie Hom	Ex-Officio Alternate Member	Metropolitan Transportation Commission (MTC)	N/A

* Alternates do not serve unless participating as a Member.

A quorum was present.

2. ORDERS OF THE DAY

Chairperson Servín requested the following changes to the agenda: 1) defer **Agenda Item #14** – Bus Stop Impact Policy, to the October 13, 2016, Committee meeting; 2) place **Agenda Item #17** – VTA Complete Streets Policy Development, as the first item on the Regular Agenda; and 3) remove **Agenda Item #8** – 2016 Transportation Systems Monitoring Program Report from the Consent Agenda and place it on the Regular Agenda, immediately after **Agenda Item #17** – VTA Complete Streets Policy Development.

M/S/C (Capurso/Novenario) to approve the Orders of the Day.

RESULT:	**APPROVED [UNANIMOUS] – Orders of the Day**
MOVER:	Todd Capurso, Member
SECONDER:	Cedric Novenario, Member
AYES:	Abbas, Borden, Cameron, Capurso, Kim, Mello, Morley, Novenario, Ristow, Servín
NOES:	None
ABSENT:	Bjarke, Chiu, Chen (Machida Alt.), Cherbone, Creer (Bjarke Alt.), Machida, Ng (Santa Clara Alt.), Nunez (Cherbone Alt.), Sharma, Tseng (Chiu Alt.)

3. PUBLIC PRESENTATIONS

There were no Public Presentations.

4. Committee Staff Report

Marcella Rensi, Transportation Planning Manager – Planning and Grants, announced her appointment as Staff Liaison to the TAC and expressed appreciation to the Committee for their work.

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

5. Chairperson's Report

Chairperson Servín gave a brief report, which included receiving an overview from staff regarding the sales tax measure schedule update and the Transportation Systems Monitoring Program Report.

6. TAC Working Groups Report

- Capital Improvement Program (CIP) Working Group

  Celeste Fiore, Transportation Planner, noted the CIP Working Group met on August 23, 2016, and engaged in a discussion concerning One Bay Area Grant (OBAG) funding and anti-displacement policies.

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

Ms. Fiore noted the next meeting of the CIP Working Group is scheduled on September 27, 2016.

- Systems Operations & Management (SOM) Working Group

  Eugene Maeda, Senior Transportation Planner, noted the SOM Working Group met on August 24, 2016, and discussed the following: 1) 2016 Congestion Management Program (CMP) monitoring schedule; 2) Crossroads software implementation update; and 3) the City of San Francisco's experience with switching from Level of Service (LOS) to Vehicle Miles Traveled (VMT).

  Mr. Maeda noted the next meeting of the SOM Working Group is tentatively scheduled for September 28, 2016.

- Land Use/Transportation Integration (LUTI) Working Group

  Chris Augenstein, Deputy Director, Planning Department, noted there is no LUTI Working Group report, and the next meeting will be in November 2016.

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

CONSENT AGENDA

7. Regular Meeting Minutes of August 11, 2016

M/S/C (Ristow/Capurso) to approve the Regular Meeting Minutes of August 11, 2016.

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

Receive information from the 2016 Transportation Systems Monitoring Report.

9. Fiscal Year 2016 State Route (SR) 237 Express Lanes Annual Report

M/S/C (Ristow/Capurso) to receive an update on SR 237 Express Lanes Fiscal Year 2016 annual report.

10. Programmed Project Monitoring - Quarterly Report

M/S/C (Ristow/Capurso) to receive the Programmed Projects Quarterly Monitoring Report for April-June 2016.

11. Legislative Update Matrix

M/S/C (Ristow/Capurso) to review the Legislative Update Matrix.

RESULT:	**APPROVED [UNANIMOUS] – Consent Agenda Items 7, 9-11**
MOVER:	John Ristow, Member
SECONDER:	Todd Capurso, Member
AYES:	Abbas, Borden, Cameron, Capurso, Kim, Mello, Morley, Novenario, Ristow, Servín
NOES:	None
ABSENT:	Bjarke, Chiu, Chen (Machida Alt.), Cherbone, Creer (Bjarke Alt.), Machida, Ng (Santa Clara Alt.), Nunez (Cherbone Alt.), Sharma, Tseng (Chiu Alt.)

REGULAR AGENDA

The Agenda was taken out of order.

17. VTA Complete Streets Policy Development

Lauren Ledbetter, Senior Transportation Planner, provided a brief background and overview of the staff report.

Members of the Committee made the following comments: 1) asked about the difference between the proposed VTA Complete Streets Policy and other design guidelines; 2) public opposition should not be a valid reason for exemption, particularly when a project has safety benefits; 3) importance of public outreach in the policy development process; 4) requested involvement of Caltrans and MTC staff; 5) expressed desire for a better checklist and a more streamlined process; and 6) suggested involvement of the CIP Working Group, SOM Working Group, and the VTA Bicycle and Pedestrian Advisory Committee (BPAC) and local BPACs in the checklist development.

Chairperson Servín acknowledged receipt of the City of San Jose BPAC's letter of support regarding inclusion of Complete Streets requirement in all Envision Silicon Valley projects.

On order of Chairperson Servín, and there being no objection, the Committee reviewed and discussed the development of VTA's Complete Streets Policy.

8. 2016 Transportation Systems Monitoring Program (TSMP) Report

Mr. Maeda provided a brief background and overview of the report.

The Committee commended staff on their work, noting data contained in the report could help inform where resources, such as potential measure funds, are needed. The Committee and staff engaged in a discussion regarding potential strategies to address issues raised in the report, particularly with freeway and roadside litter and graffiti.

On order of Chairperson Servín, and there being no objection, the Committee received information from the 2016 Transportation Systems Monitoring Report.

12. Third-party Agreements of Voluntary Contributions and Programming of Vehicle Registration Fee (VRF) Funds to Transportation Improvement Projects

Gene Gonzalo, Highways Program Manager, provided an overview of the report.

M/S/C (Abbas/Ristow) to recommend that the VTA Board of Directors authorize the General Manager to negotiate and enter into cooperative funding agreements with the City of Santa Clara in the amount of $16.164 million for its voluntary contribution and with the City of Sunnyvale for an amount up to $11.380 million to help fund mutually defined regional transportation improvements to be delivered by the Santa Clara Valley Transportation Authority, and to approve $4 million in Vehicle Registration Fee matching funds for the SR 237 Express Lanes Phase 2 project.

RESULT:	**APPROVED [UNANIMOUS] – Agenda Item #12**
MOVER:	Shahid Abbas, Member
SECONDER:	John Ristow, Member
AYES:	Abbas, Borden, Cameron, Capurso, Kim, Mello, Morley, Novenario, Ristow, Servín
NOES:	None
ABSENT:	Bjarke, Chiu, Chen (Machida Alt.), Cherbone, Creer (Bjarke Alt.), Machida, Ng (Santa Clara Alt.), Nunez (Cherbone Alt.), Sharma, Tseng (Chiu Alt.)

13. Vehicle Registration Fund Advance: City of Gilroy North First Street Paving

Marcella Rensi, Transportation Planning Manager and Staff Liaison, provided an overview of the staff report.

Members of the Committee commended the City of Gilroy on the creative funding strategy to advance the project.

M/S/C (Morley/Cameron) to recommend that the VTA Board of Directors approve up to a $5.5 million advance of Vehicle Registration Fee (VRF) Program funding to the City of Gilroy for the First Street repaving project.

RESULT:	**APPROVED [UNANIMOUS] – Agenda Item #13**
MOVER:	Matt Morley, Vice Chairperson
SECONDER:	Dawn Cameron, Member
AYES:	Abbas, Borden, Cameron, Capurso, Kim, Mello, Morley, Novenario, Ristow, Servín
NOES:	None
ABSENT:	Bjarke, Chiu, Chen (Machida Alt.), Cherbone, Creer (Bjarke Alt.), Machida, Ng (Santa Clara Alt.), Nunez (Cherbone Alt.), Sharma, Tseng (Chiu Alt.)

14. (Deferred to the October 13, 2016, TAC Regular Meeting)

Recommend that the VTA Board of Directors adopt a policy to guide the decision-making procedure on bus stop modification requests from outside parties.

15. Next Network: Light Rail Service Plan Recommendation

Jason Kim, Senior Project Manager, provided a brief project background and overview of the report.

Upon query of the Committee, staff noted strategies to address change to operating costs are being considered for the next budget proposal. The Committee emphasized the importance of community outreach to inform the public of the recommended changes.

Public Comment

Roland Lebrun, Interested Citizen, noted there is high ridership at the Tamien light rail station and suggested staff consider a Commuter Express Service stop at Tamien to connect South County Caltrain riders with light rail.

On order of Chairperson Servín, and there being no objection, the Committee reviewed the recommended 2017 Light Rail Operating Plan.

16. VTA's Next Network Plan Outreach Update

Jay Tyree, Senior Project Manager, provided a summary of Next Network Phase I Outreach.

Public Comment

Michael Tsai, Interested Citizen, noted the importance of widespread community and media outreach regarding the Next Network effort and suggested budget increase for outreach activities. He further noted the need for a better transportation network and the importance of land use and transportation integration.

Doug Muirhead, Interested Citizen, commended VTA staff for their work on the community workshops and offered suggestions for improvement on future workshop exercises.

Members of the Committee made the following comments: 1) expressed concern from City of Palo Alto residents regarding the elimination of bus route 88 in the "Network 80" and "Network 90" concepts; 2) public sentiment about providing service for school access; 3) data reflects demand periods that does not correspond to traditional AM/PM peak commuting periods; and 4) expressed appreciation of staff for their work on the community workshops.

Member Capurso left the meeting at 3:03 p.m.

On order of Chairperson Servín, and there being no objection, the Committee received an update on Phase I of the outreach efforts for VTA's Next Network Plan.

OTHER ITEMS

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

Ex-Officio Member Trivedi provided a brief update, highlighting: 1) Association of Bay Area Governments (ABAG) Administrative Committee discussion regarding Plan Bay Area 2040 at their September 9, 2016 meeting, noting formal comments on the Draft Preferred Scenario are due on October 14, 2016; and 2) informational workshop regarding Caltrans Planning Grant opportunities scheduled on September 15, 2016.

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

19. Update on Caltrans Activities and Initiatives

Ex-Officio Member Saleh noted the following project updates: 1) US 101 pavement rehabilitation project between South San Jose and the City of Morgan Hill; 2) Highway 9 and 17, freeway closures; 3) release of Saratoga Creek Bridge replacement project environmental study.

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

20. TAC Committee Work Plan

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

21. ANNOUNCEMENTS

Chairperson Servín announced his retirement from the City of Gilroy and that this would be his last TAC meeting. He expressed his gratitude and appreciation to the Committee for their work. He also expressed appreciation of VTA staff for their work and diligence. Chairperson Servín noted Vice Chairperson Morley will lead the committee as chair beginning on October 2016.

The Committee expressed their congratulations and appreciation to Chairperson Servín for his work.

22. ADJOURNMENT

On order of Chairperson Servín, and there being no objection, the meeting was adjourned at 3:09 p.m.

Respectfully submitted,

Michelle Oblena, Board Assistant
VTA Office of the Board Secretary

SANTA CLARA
Valley Transportation Authority

Date: October 3, 2016
Current Meeting: October 13, 2016
Board Meeting: November 3, 2016

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Technical Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Government Affairs, Jim Lawson

SUBJECT: Final Legislative Update Matrix for 2016

FOR INFORMATION ONLY

BACKGROUND:

The Final Legislative Update Matrix for 2016 describes the key bills that were considered by the California State Legislature during the second year of the 2015-2016 regular session, as well as measures that have been introduced as part of 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.

Bills Signed by the Governor: The Legislature officially brought the 2015-2016 regular session to a close during the early morning hours of September 1, after determining the fate of hundreds of bills. Those measures that did not make it through the legislative process before lawmakers adjourned are dead. Those that did were sent to Gov. Brown, who had until midnight on September 30 to act on them.

Of the 790 pieces of legislation that lawmakers passed before ending the regular session, the Governor signed the following bills of interest into law:

- AB 1550 (Gomez) requires the three-year investment plan prepared by the Department of Finance for the expenditure of cap-and-trade auction proceeds deposited into the Greenhouse Gas Reduction Fund to do both of the following: (1) allocate a minimum of 25 percent of available dollars to projects located within the boundaries of a disadvantaged community; and (2) allocate a minimum of 10 percent of available dollars to projects that benefit low-

income households or that are located within the boundaries of a low-income community. Under the provisions of AB 1550, money allocated pursuant to one of the aforementioned cannot count toward meeting the other required minimum allocation. By contrast, current law requires a minimum of 25 percent of available cap-and-trade auction proceeds to be expended for projects that benefit disadvantaged communities, with 10 percent required to be located within such communities. The 10 percent counts toward achieving the 25 percent minimum.

- AB 1613 (Budget Committee) appropriates $900 million of the $1.4 billion in "uncommitted" cap-and-trade auction proceeds currently sitting in the Greenhouse Gas Reduction Fund to 16 different categories of expenditures. Included in the bill are appropriations for the Transit and Intercity Rail Capital Program ($135 million) and the Active Transportation Program ($10 million). With the enactment of AB 1613, there is roughly $500 million remaining in the Greenhouse Gas Reduction Fund that still needs to be appropriated by the Legislature.

- AB 1889 (Mullin) facilitates the expenditure of $1.1 billion in Proposition 1A bond proceeds appropriated to the California High-Speed Rail Authority in 2012 for projects in the northern- and southern-most portions of the state's high-speed train system, including $600 million dedicated to electrifying the Caltrain Corridor.

- AB 2196 (Low) makes a series of technical, clean-up changes to VTA's enabling statutes that are intended to revise provisions that are outdated, delete provisions that are obsolete or inoperable, and modify provisions that are unclear or inconsistent. In addition, AB 2196 adjusts certain VTA bidding thresholds for materials, supplies and equipment contracts to match federal procurement guidelines.

- AB 2374 (Chiu), among other things, deletes provisions in current law limiting the use of the Construction Manager/General Contractor (CMGC) delivery method for expressway projects to only those included in a voter-approved expenditure plan, thereby allowing VTA and other regional transportation agencies to use CMGC for <u>any</u> expressway project that is not on the state highway system.

- AB 2722 (Burke) creates the Transformative Climate Communities Program to be administered by the Strategic Growth Council and funded with cap-and-trade auction proceeds. Under this program, the Strategic Growth Council would award competitive grants for the development and implementation of neighborhood-level transformative climate community plans. Such plans must include multiple and coordinated greenhouse gas emissions reduction projects that would provide local economic, environmental and health benefits to disadvantaged communities. AB 1613 includes an appropriation of $140 million from the Greenhouse Gas Reduction Fund for the Transformative Climate Communities Program.

- SB 838 (Budget Committee) is the FY 2017 transportation budget trailer bill. Included in this legislation are provisions requiring the Controller's Office to use the same list of eligible recipients and the same proportional operator shares from the fourth quarter of FY 2015 to

distribute any unallocated FY 2016, and all FY 2017 and FY 2018 State Transit Assistance Program (STA) revenue-based funds. These provisions are intended to temporarily undo changes to the methodology used to distribute STA revenue-based funds that were implemented by the Controller's Office beginning with the first quarter allocations for FY 2016. In addition, SB 838 eliminates the 85,000 cap in current law and, instead, authorizes the Department of Motor Vehicles (DMV), until January 1, 2019, to issue an unlimited number of "green stickers" to allow carpool lane access for plug-in hybrid electric vehicles without the required number of occupants in the vehicle.

- SB 824 (Beall) provides a few more tools and a little more flexibility to enable public transit agencies to more effectively manage and utilize their formula shares under the Low Carbon Transit Operations Program (LCTOP). The modest changes to LCTOP proposed by this bill would put public transit agencies in a better position to be able to maximize reductions in greenhouse gas emissions by allowing them to expend their formula shares in a way that makes the most sense for their individual systems and their unique set of circumstances.

- SB 998 (Wieckowski) prohibits motorists from parking, stopping or driving in a roadway lane that has been designated for the exclusive use of public transit buses. While the Vehicle Code prohibits motorists from parking, stopping or leaving their cars at a curbside bus stop, there are no comparable provisions in state law relating to bus-only lanes. SB 998 corrects this deficiency, so that public transit agencies can address situations where motorists are inappropriately using bus-only lanes and obstructing the operation of their bus rapid transit (BRT) service.

- SB 1128 (Glazer) eliminates the January 1, 2017, sunset date pertaining to the Bay Area's ordinance that requires certain employers in the region to offer one of four specified commute benefits to their employees, and allows the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District (BAAQMD) to continue to implement this ordinance on a permanent basis.

- SB 1383 (Lara) requires the California Air Resources Board (CARB) to approve and begin implementing a comprehensive short-lived climate pollutants strategy to reduce methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030.

Climate Change: On September 8, Gov. Brown signed into law two bills that put in place a framework for reducing greenhouse gas emissions beyond 2020. The first measure, SB 32 (Pavley), requires CARB to establish a post-2020 greenhouse gas emissions limit equivalent to 40 percent below the 1990 level to be achieved by 2030, which is consistent with an Executive Order that was issued by the Governor in April 2015. In addition, this bill effectively extends the core provisions of the Global Warming Solutions Act of 2006 (AB 32), except for those that authorized CARB to set up and implement the state's cap-and-trade system. According to the Legislative Counsel's Office, without future action on the part of the Assembly and Senate, cap-and-trade will sunset on December 31, 2020.

The second bill, AB 197 (Garcia), includes various provisions that are intended to address

concerns raised by moderate Assembly Democrats about the need for the Legislature to play a much stronger role in overseeing how CARB is implementing cap-and-trade and other elements of the state's climate strategy. For example, AB 197 provides for the appointment of one senator and one Assemblymember to serve as ex-officio, non-voting members on CARB. It also creates the Joint Legislative Committee on Climate Change Policies consisting of at least three senators and at least three Assemblymembers to ascertain facts and make recommendations to the Legislature concerning the state's programs, policies and investments related to climate change. In addition, the bill requires CARB, when adopting rules and regulations to achieve the 2030 limit, to consider the social costs of greenhouse gas emissions and to prioritize actions that result in direct emissions reductions. From a political perspective, AB 197 was needed in order to entice enough moderate Assembly Democrats to support SB 32. Without it, SB 32 would not have passed the Assembly.

While SB 32 and AB 197 do not resolve the uncertainty surrounding the future of cap-and-trade, they represent a big step in that direction. By committing California, in statute, to achieving a 2030 greenhouse gas emissions limit, SB 32 and AB 197 put to rest the question of whether the state's climate efforts would extend past 2020. Thus, they set the stage for the Assembly and Senate to enter into negotiations next year to determine how the state could continue to use cap-and-trade beyond 2020, given that cap-and-trade is considered to be essential if California hopes to achieve the 2030 greenhouse gas emissions limit established by SB 32.

Transportation Funding: In August, Senate Transportation & Housing Committee Chairman Jim Beall and Assembly Transportation Committee Chairman Jim Frazier jointly released a revised transportation funding proposal. Since then, the proposal has been amended into SBX1-1 (Beall) and has been introduced in the Assembly as a new bill, ABX1-26 (Frazier). The two measures are identical.

SBX1-1 and ABX1-26 would generate new money for transportation through a variety of revenue sources to accomplish all of the following:

- Begin closing the significant funding shortfalls that currently exist for state highway and local roadway maintenance and rehabilitation.
- Improve mobility in key goods movement corridors.
- Provide additional investments in public transit.
- Supplement existing resources for active transportation.

The two bills also tackle a number of lingering challenges that have been plaguing transportation funding for years, including:

- Fixing the volatility of the variable gasoline excise tax, which, in recent years, has resulted in large decreases in funding for the State Transportation Improvement Program (STIP), the State Highway Operation and Protection Program (SHOPP), and local streets/roads.
- Ending the erosion of purchasing power of both the gasoline and diesel excise taxes by indexing them to the Consumer Price Index.
- Ensuring the repayment of all outstanding loans owed by the General Fund to various transportation accounts over the next two years.

- Gradually ending the diversion of vehicle weight fee revenues to the General Fund over a five-year period, thereby recapturing all of these dollars for transportation purposes by FY 2021.

Finally, SBX1-1 and ABX1-26 include several key policy reforms, such as:

- Creating an Office of the Transportation Inspector General to ensure that state agencies are expending transportation funds efficiently, effectively and in compliance with the law.
- Re-establishing the California Transportation Commission (CTC) as an independent entity within state government.
- Permanently extending a California Environmental Quality Act (CEQA) exemption in current law for roadway projects occurring within existing rights-of-way.
- Establishing an Advance Mitigation Program to improve the success and effectiveness of actions implemented to mitigate the environmental impacts of future transportation projects.

The special session called by Gov. Brown in 2015 to consider transportation funding issues expires on November 30. Therefore, although the Assembly and Senate were unable to pass a transportation funding bill before the two-year regular legislative session concluded on September 1, lawmakers could conceivably be called back to Sacramento any time before midnight on November 30 to vote on such a measure if a deal appears to be in the works.

Prepared By: Kurt Evans, Government Affairs Manager
Memo No. 5396

FINAL LEGISLATIVE UPDATE MATRIX
2016 State Legislative Session
October 7, 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: Held in Committee	
AB 51 (Quirk) Motorcycles: Lane Splitting	Defines "lane splitting" to mean driving a motorcycle that has two wheels in contact with the ground between rows of stopped or moving vehicles in the same lane, including on divided or undivided streets, roads or highways. Authorizes the California Highway Patrol (CHP) to develop educational guidelines relating to lane splitting in a manner that would ensure the safety of the motorcyclist, and the drivers and passengers of the surrounding vehicles.	6/1/16	Signed into Law: Chapter #141	
AB 197 (E. Garcia) Joint Legislative Committee on Climate Change Policies	Provides for the appointment of one senator by the Senate Rules Committee and one Assemblymember by the Speaker to serve as ex-officio, non-voting members of the California Air Resources Board (CARB). Creates the Joint Legislative Committee on Climate Change Policies consisting of at least three senators and at least three Assemblymembers to ascertain facts and make recommendations to the Legislature concerning the state's programs, policies and investments related to climate change. Requires CARB to make available on its Internet Web site, and update at least annually, the emissions of greenhouse gases, criteria pollutants and toxic air contaminants for each facility that reports to CARB. Requires the data to be displayed in a manner that illustrates the changes in emissions levels over time. At least once a year at a hearing of the Joint Legislative Committee on Climate Change Policies, requires CARB to present an informational briefing on the reported emissions of greenhouse gases, criteria pollutants and toxic air contaminants from all sectors covered by its scoping plan prepared pursuant to the Global Warming Solutions Act of 2006. Requires this presentation to evaluate emission trends, and include a discussion of the regulatory requirements, initiatives and other programs that may influence those trends. Provides that the presentation may also include recommendations for legislative action or consideration. When adopting rules and regulations pursuant to the Global Warming Solutions Act to achieve emissions reductions beyond the statewide greenhouse gas emissions limit and to protect the state's most impacted and disadvantaged communities, requires CARB to consider the social costs of greenhouse gas emissions, and prioritize both of the following: (1) rules and regulations that result in direct emissions reductions at large stationary sources and from mobile sources; and (2) rules and regulations that result in direct emissions reductions from other sources. Requires each scoping plan update to identify the following information for each emissions reduction measure, including for each alternative compliance mechanism, market-based compliance mechanism, and potential monetary and non-monetary incentive: (1) the range of projected greenhouse gas emissions reductions that result from the measure; (2) the range of projected air pollution reductions that result from the measure; and (3) the cost-effectiveness, including avoided social costs, of the measure. Provides that this bill shall become operative only if SB 32 is also enacted into law.	8/19/16	Signed into Law: Chapter #250	

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: Held in 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: Held in Committee	
AB 516 (Mullin) Temporary License Plates	No later than January 1, 2019, 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 provides proof that he or she has submitted an application to the DMV, and it has been no more than 14 days since the permanent license plates were issued to the owner. 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, 2019, authorizes vehicle dealers to raise their document processing fees by $5. 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.	6/23/16	Signed into Law: Chapter #90	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: Held in 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	Signed into Law: Chapter #738	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 626 (Chiu) Public Works Contracts: Claims	Establishes a claim resolution process that would be applicable to all public works contracts entered into by a public entity on or after January 1, 2017. Upon receipt of a claim from a contractor sent by registered mail or certified mail with return receipt requested, requires the public entity to conduct a reasonable review of the claim and, within a period not to exceed 45 days, to provide a written statement to the contractor identifying what portion of the claim is disputed and what portion is undisputed. Allows this time period to be extended by mutual agreement between the public entity and the contractor. Requires the contractor to furnish reasonable documentation to support the claim. Specifies that if a public entity needs approval from its governing board to provide such a written statement to the contractor and its governing board does not meet within the 45-day period or within the mutually agreed to extension of time following receipt of the claim, allows the public entity to have up to three days following the next publicly noticed meeting of its governing board after the 45-day period or time extension to provide the written statement to the contractor. Provides that failure by the public entity to respond to the claim within the specified time period shall result in the claim being rejected in its entirety. Requires any payment due on the undisputed portion of the claim to be processed and made within 60 days after the public entity issues its written statement. If the contractor disputes the public entity's written statement or if the public entity fails to respond to a claim within the time prescribed, allows the contractor to demand in writing an informal conference to meet and confer for settlement of the issues in dispute. Requires any disputed portion of the claim following the conclusion of the meet-and-confer conference, as identified in writing, to be submitted to non-binding arbitration, with the public entity and the contractor sharing the associated costs equally. Unless otherwise agreed to by the public entity and the contractor in writing, provides that the mediation conducted pursuant to this bill shall excuse any further obligation to mediate after litigation has commenced. Allows a contractor to present a claim to a public entity on behalf of a subcontractor or a lower-tier subcontractor lacking legal standing to assert such a claim. Requires the contractor to notify the subcontractor in writing within 45 days as to whether the claim was presented to the public entity, or to provide the subcontractor a statement of reasons as to why the claim was not presented. Subjects amounts for claims not paid by the public entity to the contractor in a timely manner as required by this bill to bear interest at 7 percent per annum. Specifies that a waiver of the rights granted by the bill is void and contrary to public policy, except that: (1) upon receipt of a claim, the parties may mutually agree to waive, in writing, mediation and proceed directly to the commencement of a civil action or binding arbitration; and (2) a public entity may prescribe reasonable change order, claim, and dispute resolution procedures and requirements in addition to the provisions of the bill, so long as the contractual provisions do not conflict with or otherwise impair the timeframes and procedures set forth in the bill. Exempts certain state agencies from the provisions of the bill, including Caltrans, the California High-Speed Rail Authority and the Department of General Services. Sunsets the provisions of the bill on January 1, 2020.	8/19/16	Signed into Law: Chapter #810	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
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: Held in Committee	
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: Held in Committee	
AB 779 (Garcia) Local Government: Compensation Disclosures	By April 30 of each year, requires a city, county or special district to post compensation information in a conspicuous location on its Internet Web site that contains the names, positions and total compensation, including a breakdown of the types of compensation provided, of each elected official within that entity for the previous calendar year. Defines "total compensation" to include payments for salaries, overtime, unused vacation time, stipends, pension contributions, retirement contributions, health premium contributions, automobile allowances, phone allowances, and technology allowances. Specifies that "total compensation" does not include reimbursements or payments for work-related travel expenses. Exempts school districts from the provisions of the bill.	8/3/16	Vetoed by the Governor	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 828 (Low) Regulated Transportation Services	Until January 1, 2018, excludes any motor vehicle operated in connection with a transportation network company from the definition of "commercial vehicle" if the vehicle: (1) is operated only for passenger service; (2) is limited to seven passengers, not including the driver; (3) is operated exclusively by the person to whom it is registered or insured; (4) is not a paratransit vehicle; (5) is not operated for public transit services; and (6) is not operated for school bus services. Requires the California Public Utilities Commission (CPUC) to conduct an investigation to consider whether existing statutes and regulations relating to for-hire passenger transportation services meet the public interest, encourage innovation, and create a fair and competitive transportation market among 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.	6/30/16	Senate Appropriations Committee: Held in Committee	
AB 869 (Cooper) Fare Evasion and Prohibited Conduct on Transit Vehicles	For those public transit agencies that use an administrative adjudication process for fare evasion and passenger misconduct violations, provides that a person who fails to pay the administrative penalty when due or to have the violation dismissed may be subject to criminal penalties. Requires the public transit agency to include in the notice of fare evasion or passenger misconduct a printed statement indicating that the person may be charged with an infraction or misdemeanor if the administrative penalty is not paid when due or is not dismissed. Requires the public transit agency to dismiss the original notice of fare evasion or passenger misconduct, and to make no further attempts to collect the administrative penalty if the person is charged with an infraction or misdemeanor after failing to pay the administrative penalty or failing to successfully complete the administrative adjudication process. Requires the public transit agency to serve the person charged with an infraction or misdemeanor with a new notice of fare evasion or passenger misconduct that sets forth the criminal violation.	6/18/15	Senate Floor: Held on the 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: Held in Committee	
AB 1108 (Burke) Zero-Emission Vehicles	Declares that it is the policy of the state to foster the use of zero-emission vehicles as an environmentally and economically beneficial strategy to reduce air pollution, and promote public health and well-being. No later than December 31, 2017, requires the California Air Resources Board (CARB) to adopt a regulation establishing that by 2025, no less than 15 percent of all new car sales within the state shall be zero-emission vehicles.	8/16/16	Senate Rules Committee: Held in Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1360 (Ting) Transportation Network Companies: Ridesharing	Allows a transportation network company or a charter-party carrier of passengers that prearranges a ride among multiple passengers who share the ride in whole or in part to charge an individual fare, rather than a vehicle-mileage or time-of-use fare, provided that all of the following conditions are met: (1) the vehicle seats no more than seven passengers, not including the driver; (2) the driver is a participating driver, as defined; (3) the vehicle is not used to provide public transit services or to carry passengers over a fixed route; (4) the vehicle is not used to provide pupil transportation or public paratransit services; and (5) the individual fare for each passenger is less than the fare that would be charged for the same ride to a passenger traveling alone.	7/2/15	Senate Energy, Utilities & Communications Committee: Held in Committee	
AB 1364 (Linder) California Transportation Commission	Excludes the California Transportation Commission (CTC) from the California State Transportation Agency (CalSTA), and establishes it as a separate and independent entity in state government.	As Introduced	Senate Transportation & Housing Committee: Held in Committee	
AB 1549 (Wood) State Highway Rights-of-Way: Fiber-Optic Cables	During the planning phase of a Caltrans-led highway construction project that was initiated on or after January 1, 2017, is parallel to the highway, and involves construction methods suitable for installing broadband conduit, requires Caltrans to notify companies and organizations working on broadband deployment of the project on its Internet Web site to encourage collaborative broadband installations. By January 1, 2018, requires Caltrans, in consultation with stakeholders, to develop guidelines to facilitate the installation of broadband conduit on state highway rights-of-way. Requires these guidelines to address access to information on existing assets and collaboration on future projects.	8/19/16	Signed into Law: Chapter #505	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
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 into 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 benefiting individuals living in, disadvantaged communities; (2) allocate a minimum of 5 percent of available dollars to projects that benefit low-income households; or to projects located within the boundaries of, and benefit individuals living in, low-income communities located anywhere in the state; and (3) a minimum of 5 percent of available dollars either to projects that benefit low-income households that are outside of, but within a half mile of disadvantaged communities; or to projects located within the boundaries of, and benefiting individuals living in low-income communities that are outside of, but within a half mile of disadvantaged communities. Provides that money allocated pursuant to one of the aforementioned shall not count toward the minimum requirements of any of the other aforementioned. Defines "low-income households" to mean those with household incomes at or below 80 percent of the statewide median income, or with household incomes at or below the threshold designated as low income by the Department of Housing and Community Development's list of state income limits. Defines "low-income communities" to mean census tracts with median household incomes at or below 80 percent of the statewide median income, or with household incomes at or below the threshold designated as low income by the Department of Housing and Community Development's list of state income limits. Provides that this bill shall become operative only if AB 1613 is also enacted into law.	8/23/16	Signed into Law: Chapter #369	
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: Held in 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: Held in Committee	
AB 1572 (Campos) School Transportation	Provides that a pupil attending a public, non-charter school that receives 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 receives 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 municipality owned transit system 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 municipality owned transit system are public employees; and (2) the municipality owned transit system can certify that the 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.	4/21/16	Assembly Appropriations Committee: Held in 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: Held in 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 a driver seated in the driver's seat, 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; and (2) the autonomous vehicles operate at speeds of less than 35 miles per hour. Specifies that a change in ownership of the property comprising the GoMentum Station does not affect the authorization to conduct the testing. Prior to the start of testing of any autonomous vehicles pursuant to this bill, requires CCTA or a private entity or a combination of the two to do both of the following: (1) obtain an instrument of insurance, surety bond or proof of self-insurance in an amount of $5 million; and (2) submit a detailed description of the testing program to the Department of Motor Vehicles (DMV). Requires the operator of the autonomous vehicle technology being tested to disclose to an individual participating in the pilot project what personal information, if any, concerning the individual will be collected by the autonomous vehicle. For the testing of autonomous vehicles within the designated business park, allows the DMV to require data collection for evaluating the safety of the vehicles. Specifies that the bill does not limit the authority of the DMV to promulgate regulations governing the testing and operation of autonomous vehicles on public roads, with or without the presence of a driver inside the vehicle. Specifies that the provisions of the bill shall remain in effect only until 180 days after the operative date of any regulations promulgated by the DMV that allow for the testing of autonomous vehicles without a driver in the vehicle. Requires any testing of autonomous vehicles conducted by CCTA to conform to those regulations.	8/19/16	Signed into Law: Chapter #814	
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 Appropriations Committee: Held in Committee	Support

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1613 (Budget Committee) Cap-and-Trade Expenditure Plan	Appropriates $900 million in "uncommitted" cap-and-trade auction proceeds that have been deposited into the Greenhouse Gas Reduction Fund for the following: (1) $135 million for the Transit and Intercity Rail Capital Program; (2) $10 million for the Active Transportation Program; (3) $80 million for urban greening programs; (4) $140 million for transformative climate communities grants; (5) $2 million for technical assistance to disadvantaged communities; (6) $25 million for the Healthy Forest Program; (7) $15 million for urban forestry programs; (8) $133 million for the Clean Vehicle Rebate Program; (9) $80 million for the Enhanced Fleet Modernization Program Plus-Up Pilot Project and other light-duty vehicle equity pilot projects; (10) $150 million for heavy-duty vehicle and off-road equipment investments; (11) $5 million for black carbon wood smoke programs; (12) $20 million for weatherization and renewable energy projects; (13) $7.5 million for the State Water Efficiency and Enhancement Program; (14) $7.5 million for the Healthy Soils Program; (15) $50 million for methane emissions reductions from dairy and livestock operations; and (16) $40 million for waste diversion and greenhouse gas emissions reduction financial assistance.	8/30/16	Signed into Law: Chapter #370	
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).	6/20/16	Senate Floor: Held on the Floor	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: Held in Committee	
AB 1661 (McCarthy) Sexual Harassment Training and Education	Requires local agency officials to receive sexual harassment prevention 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's legislative board and any elected local agency official. Allows a local agency to also require any of its employees to receive such training and education. If applicable, requires each local agency official or employee to receive at least two hours of sexual harassment prevention training and education within the first six months of taking office or commencing employment, and every two years thereafter. Provides that this training shall be in addition to any other law requiring similar or related training. 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. Requires an entity that develops curricula for this training and education to consult with the city attorney or county counsel regarding the sufficiency and accuracy of the curricula content. Allows an entity to include local sexual harassment prevention training and education policies in the curricula.	8/15/16	Signed into Law: Chapter #816	

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.	5/9/16	Signed into Law: Chapter #45	
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 Local Government Committee: Held in Committee	
AB 1710 (Calderon) Zero-Emission and Near-Zero-Emission Vehicles	By January 1, 2019, requires the California Air Resources Board (CARB) to develop and implement a comprehensive program to promote zero-emission and near-zero-emission vehicle deployment in the state to drastically increase the use of those vehicles, and to meet the goals established by the Governor and the Legislature. Requires this program to consist of a portfolio of incentives, including the following: (1) an employer incentive program; (2) an incentive program targeted at low-income individuals; and (3) on-road incentives. Specifies that incentives may include grants, loans, revolving loans, or other appropriate measures. Requires the incentives 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, excludes the cost of a new or used zero-emission or near-zero-emission vehicle purchased by a low-income individual that does not exceed $40,000. For each taxable year beginning January 1, 2017, and before January 1, 2026, provides an income tax credit in an amount equal to $2,500 to a qualified taxpayer who purchased a zero-emission or near-zero-emission vehicle during the taxable year.	4/5/16	Assembly Appropriations Committee: Held in 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: Held in 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, the Los Angeles County Metropolitan Transportation Authority (LA Metro), 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.	5/24/16	Senate Transportation & Housing Committee: Held in 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: Held in 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: Held in Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1785 (Quirk) Vehicles: Wireless Electronic Devices	Recasts provisions in current law to prohibit a person from driving a motor vehicle while holding and operating a handheld wireless telephone or an electronic wireless communications device for any purpose, unless the device is specifically designed and configured to be used in a voice-operated and hands-free manner. Specifies that this prohibition shall not apply to manufacturer-installed systems that are embedded in a motor vehicle. Allows a handheld wireless telephone or an electronic wireless communications device to be operated in a manner requiring the use of the driver's hand while he or she is operating the vehicle only if both of the following conditions are met: (1) the handheld wireless telephone or electronic wireless communications device is mounted on a vehicle's windshield in the same manner as a portable Global Positioning System, or is mounted on or affixed to a vehicle's dashboard or center console in a manner that does not hinder the driver's view of the road; and (2) the driver's hand is used to activate or deactivate a feature or function of the handheld wireless telephone or electronic wireless communications device with the motion of a single swipe or tap of the driver's finger. Provides that a violation is an infraction punishable by a base fine of $20 for a first offense and $50 for each subsequent offense.	8/3/16	Signed into Law: Chapter #660	
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	Signed into Law: Chapter #117	
AB 1814 (Allen) State Highways: Roadside Rest Areas	Authorizes Caltrans to enter into one or more agreements for the operation of safety roadside rest areas by private entities in conjunction with the development of a retail establishment.	4/11/16	Assembly Transportation Committee: Held in 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; (4) conducting community outreach to residents of disadvantaged communities that CalEPA determines require such assistance; or (5) conducting the planning process for future greenhouse gas emissions reductions programs. 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.	5/2/16	Assembly Appropriations Committee: Held in Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
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).	4/25/16	Assembly Appropriations Committee: Held in Committee	
AB 1841 (Irwin) Cybersecurity Strategy Incident Response Standards	By July 1, 2018, requires the Department of Technology to update the Technology Recovery Plan Element of the State Administrative Manual to ensure the inclusion of cybersecurity strategy incident response standards for each state agency to secure its critical infrastructure controls and critical infrastructure information. In updating these standards, requires the Department of Technology to consider all of the following: (1) costs to implement the standards; (2) security of critical infrastructure information; (3) centralized management of risk; (4) industry best practices; (5) continuity of operations; and (6) protection of personal information. Requires each state agency to report on its compliance with these standards to the Department of Technology in a manner and at a time directed by the department, but no later than July 1, 2019. Authorizes the Department of Technology to provide suggestions to a state agency to improve its compliance with the standards.	8/15/16	Signed into Law: Chapter #508	
AB 1851 (Gray) Clean Vehicle Rebate Project	For purposes of the state's Clean Vehicle Rebate Project, requires the California Air Resources Board (CARB), until January 1, 2026, to provide specified rebate amounts for the purchase of battery electric, fuel-cell and plug-in hybrid electric vehicles. Limits these rebates to the first $60,000 of the manufacturer's suggested retail price or the final sales price, whichever is less. Until January 1, 2026, 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, until January 1, 2026, 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 Appropriations Committee: Held in Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
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: Held in Committee	
AB 1873 (Holden) Board of Infrastructure Planning, Development and Finance	Within the Office of Planning and Research, creates the 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.	4/19/16	Assembly Appropriations Committee: Held in 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 limited review under 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.	5/11/16	Senate Environmental Quality Committee: Held in Committee	
AB 1889 (Mullin) High-Speed Rail: FY 2013 Proposition 1A Appropriations	For purposes of expending Proposition 1A bond proceeds appropriated to the California High-Speed Rail Authority in the FY 2013 Budget Act, clarifies that a corridor or usable segment is deemed to be suitable and ready for high-speed rail operation if the bond proceeds are to be used for capital costs for a project that would enable high-speed trains to operate immediately, or after additional planned investments are made on the corridor or useable segment and passenger train service providers will benefit from the project in the near-term. Requires the High-Speed Rail Authority to include in its business plan and project update reports information describing the use of these bond proceeds, demonstrating that the investments made are consistent with its current business plan and advance the development of the Phase 1 blended system as described in the plan.	8/19/16	Signed into Law: Chapter #744	Support

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: Held in 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: Held in Committee	
AB 1919 (Quirk) Local Transportation Authorities: Bonds	Clarifies that accrued interest and premiums 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	Signed into Law: Chapter #745	
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: Held in 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 four-year period. Beginning January 1, 2019, prohibits the DMV from issuing a decal, sticker or other identifier to allow HOV lane access for plug-in hybrid vehicles to an applicant who has received a consumer rebate under the Clean Vehicle Rebate Project, unless the rebate was issued to a buyer whose income falls below $125,000 for an individual who files a tax return as a single person, $170,000 for an individual who files a tax return as a head-of-household, or $250,000 for an individual who files a joint tax return. 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 9.2 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 sale of new plug-in hybrid electric vehicles resulting in less than 9.2 percent of the total new car market share in a later year. Requires Caltrans to remove an individual HOV lane, or a portion of the lane, from the access provisions of this bill upon the request of, and with the concurrence of, the regional transportation planning agency (RTPA) whose jurisdiction includes the lane, if the department finds all of the following: (1) the lane, or portion of the lane, exceeds a level of service C; (2) the operation or projected operation within the next 12 months of vehicles with decals, stickers or other identifiers in the lane, or portion of the lane, significantly contributes to, or is projected to significantly contribute to, congestion of the lane; and (3) alleviating the congestion by reducing the use of the lane by non-eligible vehicles through increased enforcement or further increasing vehicle occupancy is either infeasible in the immediate future or is forecast to result in increased congestion in the corridor overall.	8/17/16	Senate Floor: Held on the Floor	
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: Held in Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
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: Held in Committee	
AB 2028 (Cooper) CalPERS: Wrongful Termination and Service Credits	Requires a member of the California Public Employees' Retirement System (CalPERS) who was involuntarily terminated from employment on or after January 1, 2017, and subsequently reinstated to that employment pursuant to an administrative, arbitral or judicial proceeding to be reinstated in CalPERS with all retirement benefits that the member otherwise would have accrued.	6/13/16	Signed into Law: Chapter #794	
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.	6/1/16	Signed into Law: Chapter #143	
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	Senate Transportation & Housing Committee: Held in Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
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: Held in Committee	
AB 2087 (Levine) Regional Conservation Investment Strategies	Authorizes the California Department of Fish and Wildlife to approve a regional conservation investment strategy proposed by the department or any other public agency that has been developed in consultation with local agencies that have land-use authority within the geographic area of the strategy. Provides that the department may only approve a regional conservation investment strategy if one or more state agencies request approval through a letter indicating that the strategy would contribute to meeting both of the following state goals: (1) conservation; and (2) public infrastructure or forest management. Specifies that the purpose of a regional conservation investment strategy is to inform science-based non-binding and voluntary conservation and habitat enhancement actions that would advance the conservation of focal species, including the ecological processes, natural communities and habitat connectivity upon which those focal species depend. Requires a regional conservation investment strategy to provide non-binding, voluntary guidance for one or more of the following: (1) identification of wildlife and habitat conservation priorities, including actions to address the impacts of climate change and other wildlife stressors; (2) investments in resource conservation; (3) infrastructure; or (4) identification of areas for compensatory mitigation for impacts to species and natural resources. Allows a conservation or habitat enhancement action that measurably advances the objectives of an approved regional conservation investment strategy to be used to create mitigation credits to compensate for impacts to focal and other species, habitat, and other natural resources. Provides that such mitigation credits may be used to fulfill, in whole or in part, compensatory mitigation requirements established under any state or federal environmental law, as determined by the applicable local, state or federal regulatory agency.	8/31/16	Signed into Law: Chapter #455	

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.	5/27/16	Senate Appropriations Committee: Held in Committee	Support
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: Held in 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: Held in 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	Signed into Law: Chapter #750	

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 (TCIF). Makes a series of changes to the statutes governing the TCIF. In determining which projects are eligible for TCIF funding, requires the CTC to consult the California Sustainable Freight Action Plan released in July 2016 pursuant to a gubernatorial executive order. Requires projects eligible for TCIF funding to further the state's economic, environmental and public health objectives and goals for freight policy. In selecting projects for TCIF funding, requires the CTC to evaluate the total potential costs, and the total potential economic and non-economic benefits to California's economy, environment and public health. Requires the CTC to consult with the California Air Resources Board (CARB) in order to utilize the appropriate models, techniques and methods to develop the parameters for the evaluation of projects for TCIF funding. Requires the CTC to adopt any amendments to the current TCIF guidelines by April 1, 2017. In adopting amended guidelines, and in developing and adopting the program of projects for TCIF funding, requires the CTC to do all of the following: (1) accept nominations for projects to be included in the program of projects from regional and local transportation agencies, and from Caltrans; (2) recognize the key role of the state in project identification and support integrating statewide goods movement priorities into the corridor approach; and (3) make a finding that adoption and delivery of the TCIF program of projects is in the public interest.	8/17/16	Vetoed by the Governor	
AB 2196 (Low) VTA Enabling Statutes	Makes a number of technical 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 "boundaries" 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. To match federal procurement regulations, raises the minimum dollar amount from $2,500 to $3,500, above which VTA must obtain three quotes from vendors for the purchase of materials, supplies and equipment, as well as increases the maximum amount allowed under this procurement method from $100,000 to $150,000.	6/8/16	Signed into Law: Chapter #381	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 any of the following: (1) pupils attending public middle schools or high schools that are eligible for funding under Title 1 of the federal No Child Left Behind Act of 2001; (2) students attending a California community college who qualify for a waiver of student fees pursuant to the Education Code; or (3) a student who attends a campus of the California State University or the University of California, and who receives an award under the Cal Grant Program, the federal Pell Grant Program, or both. Requires Caltrans to administer this program. Provides that the Transit Pass Program is to be funded from money made available for this purpose through appropriations by the Legislature. Requires Caltrans to develop guidelines describing the criteria that public transit agencies shall use to make available free or reduced-fare transit passes to eligible participants. 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 Transit Pass 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 from the Transit Pass Program. After the initial $20,000 amount is allocated, 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.	8/2/16	Senate Appropriations Committee: Held in 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: Held in Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 2257 (Maienschein) Local Agency Meetings: Online Posting of Agendas	Requires an online posting of an agenda for a meeting occurring on or after January 1, 2019, of a legislative body of a local agency that has an Internet Web site to be posted on the agency's primary Internet Web site homepage accessible through a prominent, direct link to the current agenda. Requires the direct link to be posted in an open format that meets all of the following requirements: (1) retrievable, downloadable, indexable, and electronically searchable by commonly used Internet search applications; (2) platform independent and machine readable; and (3) available to the public free of charge and without any restriction that would impede the reuse or redistribution of the agenda. Provides that a local agency that has an Internet Web site and an integrated agenda management platform does not have to comply with this requirement if all of the following are met: (1) a direct link to the integrated agenda management platform is posted on the local agency's primary Internet Web site; (2) the integrated agenda management platform may contain the prior agendas of the legislative body of the local agency occurring on or after January 1, 2019; and (3) the current agenda of the legislative body of the local agency is the first agenda available at the top of the integrated agenda management platform.	6/22/16	Signed into Law: Chapter #265	
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	Signed into Law: Chapter #76	
AB 2292 (Gordon) Disadvantaged Communities: CalEnviroScreen	By July 1, 2017, requires the California Environmental Protection Agency (CalEPA) to revise its CalEnviroScreen tool used to identify disadvantaged communities for investment opportunities for cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund to include areas of the state that are disproportionately impacted by any of the following: (1) high poverty rates; (2) high rent burden and severe rent burden where households pay more than 50 percent of their household income in gross rent; or (3) high cost of living.	4/14/16	Assembly Appropriations Committee: Held in Committee	
AB 2293 (C. Garcia) Cap-and-Trade: Green Assistance and California Green Business Programs	Requires the California Environmental Protection Agency (CalEPA) to establish and administer the Green Assistance Program to do all of the following: (1) provide technical assistance, including assistance with the development of competitive project proposals, to small businesses and small non-profit organizations applying for an allocation of cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund; (2) assist small businesses in applying for cap-and-trade funding for energy upgrades to meet and exceed the state's greenhouse gas emissions reduction goals; (3) advise small businesses in complying with all applicable federal, state and local air quality laws; (4) identify state agencies with appropriate grant programs; and (5) coordinate existing local programs to reduce greenhouse gas emissions with new programs receiving cap-and-trade funding. Requires CalEPA to also establish the California Green Business Program to provide support and assistance to green business certification programs operated by local governments that certify small- and medium-sized businesses that voluntarily adopt environmentally preferable business practices. Annually appropriates an unspecified amount of cap-and-trade auction proceeds to the Green Assistance Program and to the California Green Business Program. In the case of the California Green Business Program, requires a minimum of 25 percent of the funding to be used for local government programs benefitting disadvantaged communities.	4/27/16	Assembly Appropriations Committee: Held in Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
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: Held in Committee	
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 Employees' Retirement System (CalPERS). 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.	5/27/16	Vetoed by the Governor	
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: Held in Committee	
AB 2374 (Chiu) CMGC Contracting: Local Expressways	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 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.	8/17/16	Signed into Law: Chapter #753	Support

State Assembly Bills	Subject	Last Amended	Status	VTA Position
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: Held in Committee	
AB 2394 (E. Garcia) Medi-Cal: Non-Medical Transportation	Requires Medi-Cal to provide coverage for non-medical transportation for a beneficiary to obtain covered Medi-Cal services, subject to utilization controls, and permissible time and distance standards. Specifies that the provisions of the bill would become operative on July 1, 2017, or the effective date of any necessary federal approvals, whichever is later. Defines "non-medical transportation" to include, at a minimum, round trip transportation for a beneficiary to obtain covered Medi-Cal services by passenger car, taxicab, or any other public or private conveyance.	8/16/16	Signed into Law: Chapter #615	
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: Held in Committee	
AB 2411 (Frazier) Miscellaneous Caltrans Revenues	On July 1, 2017, 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.	5/27/16	Senate Transportation & Housing Committee: Held in Committee	
AB 2426 (Low) Workplace Charging Station Grant Program	Until January 1, 2021, requires the California Air Resources Board (CARB) to establish and implement the Workplace Charging Station Grant Program to award grants to commercial property owners or lessees for the installation of electric vehicle charging stations in their parking facilities for employees or visitors.	3/18/16	Assembly Transportation Committee: Held in 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, and who are new members, 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 and 1.7 at 62.	4/12/16	Assembly Public Employees, Retirement & Social Security Committee: Held in Committee	
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	Signed into Law: Chapter #525	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 2559 (Frazier) Highway Signs: Visitor Centers	Requires Caltrans to authorize guide signs for any visitor center seeking such signs if the center is located within two miles from a state highway intersection. Requires Caltrans to establish and charge the visitor center a fee to fully offset the department's costs to place and maintain such signs.	8/2/16	Vetoed by the Governor	
AB 2564 (Cooper) Clean Vehicle Rebate Project	Requires the California Air Resources Board (CARB) to adopt regulations for the Clean Vehicle Rebate Project that do all of the following: (1) limit eligibility based on a person's gross annual income; (2) increase the rebate payment by $500 for all eligible vehicle types for low-income applicants; (3) include outreach to low-income households; and (4) prioritize rebate payments for low-income applicants. Defines "low income" to mean a resident whose household income is less than or equal to 300 percent of the federal poverty level.	4/20/16	Senate Environmental Quality Committee: Held in 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 with existing rail service by the California Transportation Commission (CTC). Specifies that the state's high-speed rail project is not eligible to receive any of the reallocated funds.	8/29/16	Signed into Law: Chapter #763	
AB 2653 (E. Garcia) Greenhouse Gas Reduction Fund: Status Report	In its annual report to the Legislature regarding the status of projects funded with cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund, requires the Department of Finance to include, at a minimum, the following information: (1) the greenhouse gas emissions reductions attributable to each project: (2) actions and outcomes from those actions taken to assist the residents of disadvantaged communities and other targeted populations with the business, employment and training opportunities offered through activities with cap-and-trade auction proceeds; (3) the geographic location, industry sector and number of employees of the business entities receiving cap-and-trade auction proceeds; (4) the number of jobs created, including wage levels, by the business entities receiving cap-and-trade auction proceeds; and (5) the amount of other public or private dollars leveraged with cap-and-trade auction proceeds.	8/2/16	Senate Appropriations Committee: Held in Committee	
AB 2675 (Chiu) Tax Exclusions and Credits: Electric Vehicle Infrastructure	For each taxable year beginning on or after January 1, 2017, and before January 1, 2020, allows an income tax credit equal to 10 percent of the amount paid or incurred for electric vehicle infrastructure during the taxable year for use at a qualified dwelling, not to exceed $2,500. Beginning January 1, 2017, and until January 1, 2020, excludes 10 percent of the price of electric vehicle infrastructure purchased for a qualified dwelling from the state portion of the sales and use tax, up to the first $400,000. Defines "qualified dwelling" to mean a multi-family residence or dwelling unit, a mobile home or manufactured home located at a mobile home park, duplex, townhome, apartment, and condominium.	5/2/16	Assembly Appropriations Committee: Held in Committee	
AB 2702 (Atkins) Greenhouse Gas Emissions Reductions Study	Requires the California Air Resources Board (CARB) to conduct a study that outlines best practices and policies for meeting the state's goals related to reducing greenhouse gas emissions.	3/18/16	Assembly Appropriations Committee: Held in Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 2722 (Burke) Transformative Climate Communities Program	Creates the Transformative Climate Communities Program to be administered by the Strategic Growth Council. Under this program, requires the council to award competitive grants to eligible applicants for the development and implementation of neighborhood-level transformative climate community plans that include multiple, coordinate greenhouse gas emissions reduction projects that provide local economic, environmental and health benefits to disadvantaged communities. Specifies that eligible applicants under the Transformative Climate Communities Program include any of the following: (1) a non-profit organization; (2) a community-based organization; (3) a faith-based organization; (4) a coalition or association of non-profit organizations; (5) a community development finance institution; (6) a community development corporation; (7) a local agency; (8) a joint powers authority; or (9) a tribal government. Provides that in order to be eligible for funding under the Transformative Climate Communities Program, a plan or project implementing a plan must demonstrate that it will achieve a reduction in greenhouse gas emissions. Specifies that the Strategic Growth Council, in awarding grants, may give priority to plans and projects that cover areas that have a high proportion of census tracks identified as disadvantaged communities and that focus on communities that are the most disadvantaged. Requires the California Environmental Protection Agency (CalEPA) to provide assistance in performing outreach to disadvantaged communities and assessing the environmental justice benefits of grant awards. Requires projects to maximize climate, public health, environmental, workforce, and economic benefits. Before awarding grants under the Transformative Climate Communities Program, requires the Strategic Growth Council to develop guidelines and selection criteria for the program. In adopting the guidelines, requires the council to consider whether eligible plans and projects avoid economic displacement of low-income disadvantaged community residents and businesses.	8/31/16	Signed into Law: Chapter #371	
AB 2741 (Salas) California Transportation Plan	Beginning in 2020, requires Caltrans to submit updates to the California Transportation Plan to the California Transportation Commission (CTC) for its approval. Requires Caltrans to submit a draft of the updated plan to the CTC for its comments by June 30, 2020, and every five years thereafter. If the CTC does not approve an updated plan, requires Caltrans to revise its proposed update in consultation with the commission.	6/8/16	Vetoed by the Governor	
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: Held in Committee	Support

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 2762 (Baker) Altamont Pass Regional Rail Authority	Establishes the Altamont Pass Regional Rail Authority for purposes of planning and delivering a cost-effective and responsive interregional rail connection between the Bay Area Rapid Transit District (BART) regional rail system and the Altamont Commuter Express in the Tri-Valley within the city of Livermore. Provides that Phase 1 of the project shall consist of an extension of BART along Interstate 580 to a new station in the vicinity of the Isabel Avenue Interchange in the city of Livermore. By December 1, 2017, requires the authority to publish a detailed management, finance and implementation plan relating to the project. Requires the Livermore Amador Valley Transit Authority (LAVTA) to provide all necessary administrative support to the authority for an initial one-year period. At the conclusion of the initial one-year period, allows the authority to select LAVTA, the San Joaquin Regional Rail Commission or another existing public rail transit agency to provide administrative support for a three-year term. Requires BART to assume ownership of all physical improvements constructed as part of the project, as well as operational control, maintenance responsibilities and related financial obligations. Specifies that the authority shall not be responsible for any core BART system upgrades that pre-exist its establishment, including those needed to support prior system expansions such as the extension to Silicon Valley.	4/5/16	Assembly Transportation Committee: Held in Committee	
AB 2796 (Bloom) Active Transportation Program	For funding cycles occurring on or after January 1, 2018, requires a minimum of 10 percent of all available Active Transportation Program funds to be programmed for planning and non-infrastructure purposes, including activities related to safe routes to school. Of this amount, requires a minimum of 50 percent to be programmed for planning activities to develop comprehensive active transportation master plans, including community engagement activities related to the development of a master plan. Provides that if a project contains both infrastructure and non-infrastructure activities, only the portion of funding used for planning and non-infrastructure activities shall contribute to meeting the minimum percentages required by the bill. 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. Requires the guidelines for the Active Transportation Program adopted by the California Transportation Commission (CTC) to allow for the streamlining of project delivery by authorizing an implementing agency to do both of the following: (1) seek CTC approval of a letter of no prejudice (LONP) that would allow the agency to expend its own funds for a project programmed in a future year of an adopted program of projects in advance of an allocation of funds, and to be reimbursed at a later time for eligible expenditures; and (2) notify the CTC of its intent to expend its own funds for a project programmed in the current fiscal year of an adopted program of projects in advance of an allocation of funds upon transmittal and receipt of an allocation request by the CTC, and to be reimbursed upon approval of the allocation for eligible expenditures occurring after the commission's receipt of the request.	6/30/16	Senate Appropriations Committee: Held in Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 2800 (Quirk) Climate-Safe Infrastructure Working Group	Requires state agencies to take into account the current and future impacts of climate change when planning, designing, building, operating, maintaining, and investing in state infrastructure. By July 1, 2017, requires the Natural Resources Agency to establish a Climate-Safe Infrastructure Working Group for the purpose of examining how to integrate scientific data concerning projected climate change impacts into state infrastructure engineering. Requires the working group to consist of: (1) registered professional engineers with relevant expertise in state infrastructure design from the Departments of Transportation, Water Resources and General Services, and other relevant state agencies; (2) scientists with expertise in climate change projections and impacts from the University of California, the California State University and other institutions; and (3) licensed architects with relevant experience in state infrastructure design. Requires the working group to consider and investigate, at a minimum, the following issues: (1) the current informational and institutional barriers to integrating projected climate change impacts into state infrastructure design; (2) the critical information that engineers responsible for infrastructure design and construction need to address climate change impacts; and (3) how to select an appropriate engineering design for a range of future climate scenarios as related to infrastructure planning and investment. By July 1, 2018, requires the working group to make recommendations to the Legislature regarding all of the following: (1) integrating scientific knowledge of projected climate change impacts into state infrastructure design; (2) addressing critical information gaps identified by the working group; and (3) developing a platform or process to facilitate communication between climate scientists and infrastructure engineers. Specifies that the provisions of the bill will become inoperative on July 1, 2020.	8/17/16	Signed into Law: Chapter #580	
AB 2843 (Chau) Public Records: Employee Contact Information	Provides that the home addresses, home telephone numbers, personal cellular telephone numbers, and birth dates of all employees of a public agency shall not be deemed to be public records, and shall not be open to public inspection. Allows disclosure of this information to be made in the following circumstances: (1) to an agent or a family member of the individual to whom the information pertains; (2) to an officer or employee of another public agency when necessary for the performance of official duties; (3) to an employee organization pursuant to regulations and decisions of the Public Employment Relations Board; or (4) to an agent or employee of a health benefit plan providing health services or administering claims for health services to public agencies and their enrolled dependents.	8/18/16	Signed into Law: Chapter #830	
AB 2847 (Patterson) California High-Speed Rail Authority: Reporting Requirements	Requires the business plan prepared by the California High-Speed Rail Authority to identify projected financing costs for each segment or combination of segments of the high-speed rail system for which financing is proposed by the authority. In the business plan and in other reports that High-Speed Rail Authority is required to prepare, specifies that the authority shall call out any significant changes in scope for segments of the high-speed rail system identified in the previous version of the report, and provide an explanation of adjustments in cost and schedule attributable to the changes.	5/23/16	Vetoed by the Governor	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 2853 (Gatto) Public Records	Allows a public agency that posts a public record on its Internet Web site to refer a member of the public that requests to inspect that public record to the Web site where it is posted. If a member of the public requests a copy of the public record due to an inability to access or reproduce it from the Web site where it is posted, requires the public agency to promptly provide a copy to the member of the public.	6/16/16	Signed into Law: Chapter #275	
AB 2866 (Gatto) Autonomous Vehicles	By July 1, 2018, requires the Department of Motor Vehicles (DMV) to adopt regulations for the testing and operation of autonomous vehicles without a driver in the vehicle, and not equipped with a brake pedal, accelerator pedal or steering wheel.	4/11/16	Assembly Appropriations Committee: Held in 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: Held in Committee	
ACA 4 (Frazier) Local Transportation Special Taxes	Calls for placing before the voters an amendment to the California Constitution to allow a city, county or special district to impose, extend or increase a sales and use or a transactions and use tax for the purpose of providing funding for local transportation projects, if approved by a 55 percent majority vote. Defines "local transportation project" to mean the planning, design, development, financing, construction, reconstruction, rehabilitation, improvement, acquisition, lease, operation, or maintenance of local streets, roads and highways; state highways and freeways; and public transit systems. Specifies that this constitutional amendment shall become effective upon approval by the voters, and shall apply to any local measure imposing, extending or increasing a sales and use or transactions and use tax to fund local transportation projects that is submitted at the same election.	8/17/15	Assembly Appropriations Committee: Held in Committee	Support

State Assembly Bills	Subject	Last Amended	Status	VTA Position
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	5/27/16	Senate Energy, Utilities & Communications Committee: Held in 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
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	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
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	
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	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
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 Assembly Bills	Subject	Last Amended	Status	VTA Position
ABX1-26 (Frazier) Transportation Funding	Creates the Road Maintenance and Rehabilitation Account to be funded from the following sources: (1) an increase in the gasoline excise tax of 17 cents per gallon, which would be indexed to inflation every three years; (2) a registration surcharge of $38 per year imposed on all motor vehicles, which would be indexed to inflation every three years; (3) a registration surcharge of $165 per year imposed on zero-emission vehicles starting with the second year of ownership, which would be indexed to inflation every three years; and (4) revenues obtained by Caltrans through the rental or sale of property, the sale of documents, and charges for other miscellaneous services provided to the public. Distributes the revenues deposited into the Road Maintenance and Rehabilitation Account in the following manner: (1) $200 million per year would be taken off the top for allocation to local jurisdictions that have sought and gained voter approval of a local transportation special tax, or that have imposed uniform developer or other fees solely for transportation improvement;. (b) $80 million per year would be taken off the top and distributed to the Active Transportation Program; (c) for FY 2018 through FY 2021, $30 million per year would be taken off the top and allocated to Caltrans to be used to fund the implementation of regional advance environmental mitigation plans for future transportation projects; (4) $2 million per year would be taken off the top and distributed to the California State University to conduct transportation research, and transportation-related workforce education, training and development; and (5) of the amount remaining after the aforementioned set-asides, 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), and 50 percent would be provided to cities and counties for their local roadway systems. Provides new funding for public transit through the following sources: (1) an increase in the diesel sales tax by a rate of 3.5 percent for the State Transit Assistance Program (STA); (2) an 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; and (3) an increase in the percentage of cap-and-trade auction proceeds continuously appropriated to the Low Carbon Transit Operations Program from 5 percent to 10 percent. Increases the diesel excise tax by 30 cents per gallon, which would be indexed to inflation every three years, and deposits these revenues into the Trade Corridors Improvement Fund for goods movement projects programmed by the California Transportation Commission (CTC) according to the process in current law. Converts the variable gas tax to a fixed rate of 17.3 cents per gallon, which would be indexed to inflation every three years. Requires the repayment of approximately $700 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 over a two-year period ending June 30, 2018. Distributes these one-time revenues in the following manner: (1) 50 percent to Caltrans for maintenance of the state highway system, and for SHOPP projects; and (2) 50 percent to cities and counties for their local roadway systems. Gradually recaptures $1 billion in annual vehicle weight fee revenues for the State Highway Account over a five-year period ending June 30, 2022. Requires gasoline excise tax revenues derived from boats, agricultural vehicles and off-road vehicles to be deposited into HUTA and distributed as follows: (1) 44 percent to the State Transportation Improvement Program (STIP); (2) 44 percent to cities and counties for their local roadway systems; and (3) 12 percent to the SHOPP. Indexes the existing 18-cent gasoline and 13-cent diesel excise taxes to inflation every three years.	8/30/16	Assembly Transportation & Infrastructure Development Committee	Support

State Senate Bills

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 20 (Pavley) Low Carbon Fuels Council	Creates the Low Carbon Fuels Council to consist of six members as follows: (1) the chair of the California Air Resources Board (CARB) or designee; (2) the chair of the State Energy Resources Conservation and Development Commission or designee; (3) the director of the Governor's Office of Business and Economic Development or designee; (4) one member appointed by the Senate Rules Committee; (5) one member appointed by the Assembly speaker; and (6) one member appointed by the Governor, with the advice and consent of the Senate. Requires the council to do all of the following: (1) coordinate state agencies' activities related to the acceleration and development of the in-state production of low carbon fuels and very low carbon transportation fuels; (2) identify and evaluate any gaps in existing programs, policies or activities that may impede the in-state construction of new or the expansion of existing low carbon fuel production facilities or very low carbon transportation fuel production facilities; and (3) make recommendations to the Legislature for changes in the law needed to achieve the state's greenhouse gas emissions reduction goals.	8/15/16	Assembly Floor: Held on the Floor	
SB 32 (Pavley) 2030 Greenhouse Gas Emissions Limit	In adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions authorized under the Global Warming Solutions Act, requires the California Air Resources Board (CARB) to ensure that statewide greenhouse gas emissions are reduced to at least 40 percent below the 1990 level no later than December 31, 2030.	8/19/16	Signed into Law: Chapter #249	
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: Held in 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.	8/15/16	Signed into Law: Chapter #476	

State Senate Bills	Subject	Last Amended	Status	VTA Position
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: Held in 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: Held in Committee	
SB 321 (Beall) Variable Gas Tax Rate	In calculating adjustments to the variable gas tax rate to be made for FY 2017 and each fiscal year thereafter in order to ensure that the same amount of revenue is generated as by the former state sales tax on gasoline pursuant to the 2010-2011 transportation funding swap, requires the Board of Equalization to use a combined average based on an estimate of fuel prices for the current fiscal year and the actuals for the four previous fiscal years, rather than using projections of fuel prices for only the upcoming fiscal year.	8/18/15	Senate Floor: Concurrence: Held on the Floor	Support

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 344 (Monning) Commercial Driver's License: Education	Beginning January 1, 2018, requires a person, in addition to a written and driving test, to successfully complete a course of instruction from either a commercial driver training institution or a program offered by an employer that has been certified by the Department of Motor Vehicles (DMV) before he or she is issued an original commercial driver's license. Provides an exemption to this course of instruction requirement in the following cases: (1) a commercial motor vehicle driver with military motor vehicle experience who is currently licensed with the U.S. Armed Forces; (2) a commercial motor vehicle driver who presents a valid certificate of driving skill from an approved employer-testing program that includes a course of instruction that meets the minimum standards set by the DMV; (3) a commercial motor vehicle driver who presents a certificate issued by the California Highway Patrol (CHP) or a Transit Driver Training Record DL 260 form signed by an employer trainer certified by the Federal Transit Administration's "Train-the-Trainer" Program; or (4) a commercial motor vehicle driver who has received and documented training in compliance with the Education Code.	6/23/15	Assembly Appropriations Committee: Held in 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: Held in 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: Held in Committee	
SB 433 (Berryhill) Variable Gas Tax Rate: Department of Finance	For FY 2017 through FY 2021, requires the Department of Finance, rather than the Board of Equalization, to calculate any adjustments to the variable gas tax rate that would be needed to ensure that the same amount of revenue is generated as by the former state sales tax on gasoline pursuant to the 2010 transportation funding swap. Similarly, for FY 2017 through FY 2021, requires the Department of Finance, rather than the Board of Equalization, to adjust the diesel excise tax rate to maintain revenue neutrality with the increase in the state sales tax rate on diesel fuel that was enacted as part of the 2010 transportation funding swap.	5/7/15	Assembly Revenue & Taxation Committee: Held in Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 441 (Wolk) Public Disclosure: Vendor or Contractor Identification Numbers	Exempts from disclosure under the California Public Records Act any identification number, alphanumeric character or other unique identifying code used by a public agency to identify a vendor or contractor, unless it is used in a public bidding or an audit involving the public agency.	6/22/16	Signed into Law: Chapter #477	
SB 773 (Allen) Vehicle Registration Fraud Study	Until January 1, 2021, 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 if the study is conducted. Requests the University of California to post a report regarding the study on its Internet Web site by January 1, 2018.	6/15/16	Signed into Law: Chapter #776	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 824 (Beall) Low Carbon Transit Operations Program	Makes a number of changes to the Low Carbon Transit Operations Program (LCTOP) to enhance flexibility in the use of the funds by public transit agencies. Clarifies that a recipient transit agency may use its LCTOP formula share to purchase zero-emission buses, including electric buses, and to install the necessary equipment and infrastructure to operate and support these buses, without also having to expand service. Provides that a recipient transit agency that has used its LCTOP funding share for any type of operating assistance in a previous fiscal year may use LCTOP money to continue the same service or program in any subsequent fiscal year, so long as the agency can demonstrate that 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. Requires a recipient transit agency to demonstrate that each expenditure of LCTOP funding does not supplant another source of funds. 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. Limits the number of fiscal years that a recipient transit agency may retain its funding share to four fiscal years. 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 recipient transit agency to apply to Caltrans to do either of the following: (1) reassign any savings of LCTOP funding allocated for a completed expenditure to another eligible expenditure; or (2) reassign to another eligible expenditure any LCTOP funding previously allocated to an expenditure 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.	8/18/16	Signed into Law: Chapter #479	Support

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 838 (Budget & Fiscal Review Committee) Transportation Budget Trailer Bill	Provides that after the amounts required under current law have been repaid using either tribal gaming or Budget Stabilization Account revenues to various transportation accounts for prior loans made to the General Fund, or in any year during which any portion of the outstanding loans are repaid from the Budget Stabilization Account in an amount that is greater than or equal to the amount of tribal gaming revenues, requires tribal gaming revenues to be remitted to the California Gambling Control Commission for deposit in the General Fund. For the third and fourth quarters of FY 2016, and for all four quarters of FY 2017 and FY 2018, requires the Controller's Office to calculate and publish the allocation of State Transit Assistance Program (STA) revenue-based funds based on the same list of public transit operators and the same individual operator ratios that were published by the Controller's Office for the fourth quarter of FY 2015. Requires the remaining FY 2016 distributions of STA revenue-based funds to individual public transit operators be adjusted so that the total FY 2016 amount received by an operator ultimately reflects the FY 2015 operator ratios. Effective April 1, 2017, increases the base vehicle registration fee from $43 to $53, which shall be adjusted annually pursuant to the Consumer Price Index. On January 1, 2019, 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. Eliminates the 85,000 cap in current law and, instead, authorizes the DMV, until January 1, 2019, to issue an unlimited number of decals, stickers or other identifiers to allow HOV lane access for plug-in hybrid vehicles without the required number of occupants in the vehicle.	6/10/16	Signed into Law: Chapter #339	
SB 859 (Budget & Fiscal Review Committee) Cap-and-Trade Expenditure Plan Trailer Bill	Contains the necessary statutory changes for implementing the cap-and-trade expenditure plan contained in AB 1613. Among other things, requires the California Air Resources Board (CARB), effective November 1, 2016, to limit eligibility for rebate payments under the Clean Vehicle Rebate Project to those individuals whose gross annual income, as reported for tax purposes, does not exceed the following: (1) $150,000 for single filers; (2) $204,000 for head-of-household filers; or (3) $300,000 for joint filers. Specifies that these income caps do not apply for rebates for the purchase of fuel-cell electric vehicles. Limits rebates offered for the purchase of plug-in hybrid electric vehicles to those that have an electric-only range of more than 20 miles. For a low-income applicant, increases the rebate payment by $500 for all eligible vehicle types. Requires CARB to prioritize rebate payments for low-income applicants. For purposes of the Clean Vehicle Rebate Project, defines "low income" to mean a resident of California whose household income is less than or equal to 300 percent of the federal poverty level. Specifies that these provisions shall be in effect only for FY 2017 and shall become inoperative on July 1, 2017.	8/31/16	Signed into Law: Chapter #368	

State Senate Bills	Subject	Last Amended	Status	VTA Position
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: Held in 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. Specifies that nothing in the bill shall limit the ability of a public transit agency to assess a minor an administrative penalty for acts of fare evasion, not to exceed $250 upon a first or second violation and not to exceed $400 upon a third or subsequent violation.	5/31/16	Signed into Law: Chapter #167	
SB 885 (Wolk) Design Professional Contracts: Indemnity	Commencing with all contracts, and amendments thereto, entered into on or after January 1, 2017, provides that a design professional shall only have the duty to defend himself or herself from claims that arise out of, pertain to or relate to the negligence, recklessness or willful misconduct of the design professional. Specifies that all provisions, clauses, covenants, and agreements contained in, collateral to, or affecting any such contract that purport to require a design professional to defend claims against another party shall be unenforceable. Specifies that the bill does not prohibit a design professional from mutually agreeing with another party to the timing or immediacy of a defense, and provisions for reimbursement of defense fees and costs. Specifies that the bill shall not be construed to affect: (1) any duty of a design professional to defend any claims brought against him or her on an ongoing basis during their pendency; or (2) a design professional's obligation to reimburse reasonable defense costs incurred by other persons or entities, limited to the design professional's degree of fault as determined by a court, arbitration or negotiated settlement.	6/16/16	Assembly Judiciary Committee: Held in 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: Held in Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
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: Held in 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: Held in Committee	
SB 940 (Vidak) High-Speed Rail: Selling of Property	Prior to selling property, requires the California High-Speed Rail Authority to send notification by certified mail to the last known owner advising him or her that the property will be offered for sale. Provides that the High-Speed Rail Authority shall not sell the property until at least 30 days after the notification has been sent.	4/12/16	Signed into Law: Chapter #169	
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. Requires Caltrans to administer the 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. Caps the amount of funding that a participating transit operator primarily serving an urban area could receive under the program at $2 million. Establishes caps for participating transit operators primarily serving suburban and rural areas at $900,000 and $100,000, respectively. Requires a transit operator selected to participate in the pilot program to match any state money that it receives with local funds. Sunsets the pilot program on January 1, 2022.	4/26/16	Senate Appropriations Committee: Held in 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.	8/11/16	Signed into Law: Chapter #716	Co-Sponsor

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 1001 (Mitchell) Employment: Unfair Immigration-Related Practices	Provides that it is unlawful for an employer, in verifying the immigration status or work authorization of an employee, to do any of the following: (1) request more or different documents than are required under federal law; (2) refuse to honor documents tendered that on their face reasonable appear to be genuine; (3) refuse to honor documents or a work authorization based on the specific status or term of status that accompanies the authorization to work; or (4) attempt to reinvestigate or reverify an incumbent employee's authorization to work using an unfair immigration-related practice.	8/18/16	Signed into Law: Chapter #782	
SB 1029 (Hertzberg) California Debt and Investment Advisory Commission: Accountability Reports	Requires the report of proposed debt issuance submitted by state and local government debt issuers to the California Debt and Investment Advisory Commission pursuant to current law to include a certification by the issuer that it has adopted local debt policies concerning the use of debt and that the contemplated debt issuance is consistent with those policies. Requires a local debt policy to include all of the following: (1) the purposes for which the debt proceeds may be used; (2) the types of debt that may be issued; (3) the relationship of the debt to the issuer's capital improvement program or budget, if applicable; (4) policy goals related to the issuer's planning goals and objectives; and (5) the internal control procedures that the issuer has implemented to ensure that the proceeds of the proposed debt issuance will be directed to the intended use. Beginning January 21, 2017, requires any state or local government debt issuer to provide an annual report to the California Debt and Investment Advisory Commission for any issue of debt for which the issuer has submitted a report of final sale pursuant to current law. Requires this annual report to cover a period from July 1 to June 30, and to include all of the following information: (1) debt authorized during the reporting period; (2) debt outstanding during the reporting period; and (3) the use of proceeds of issued debt during the reporting period.	8/15/16	Signed into Law: Chapter #307	
SB 1051 (Hancock) AC Transit: Automated Enforcement of Parking Violations in Bus-Only Lanes	Until January 1, 2022, authorizes the Alameda-Contra Costa Transit District (AC Transit) to install automated forward-facing cameras on its public transit vehicles for the purpose of video imaging of parking violations occurring in transit-only traffic lanes.	8/4/16	Signed into Law: Chapter #427	
SB 1063 (Hall) Wage Differential: Race or Ethnicity	Prohibits an employer from paying any of its employees at wage rates less than the rates paid to employees of another race or ethnicity for substantially similar work, except where the employer can demonstrate: (1) the wage differential is based on one or more of the following factors: a seniority system; a merit system; a system that measures earnings by quantity or quality of production; or a bona fide factor other than race or ethnicity, such as education, training or experience; (2) each factor relied on is applied reasonably; and (3) the one or more factors relied on account for the entire wage differential.	8/19/16	Signed into Law: Chapter #866	
SB 1066 (Beall) FAST Act	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. Conforms state law related to driving under the influence of alcohol to federal law in order to allow California to be eligible to receive certain federal grant funding under the FAST Act.	6/29/16	Assembly Appropriations Committee: Held in 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	Signed into Law: Chapter #483	Support
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: Held in 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: Held in Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 1216 (Hueso) 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 and guidelines that were used for the Proposition 1B Trade Corridors Improvement Fund. Expands the list of eligible projects under the Trade Corridors Improvement Fund to include rail landside access improvements, landside freight access improvements to airports, and truck corridor and border capital and operational improvements.	8/19/16	Assembly Rules Committee: Held in Committee	
SB 1259 (Runner) Toll Facilities: Veterans	Exempts vehicles registered to 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.	4/21/16	Assembly Veterans Affairs Committee: Held in Committee	
SB 1279 (Hancock) Bulk Coal Terminal Projects	To the extent consistent with federal law, prohibits the California Transportation Commission (CTC) from programming or allocating any state funds under its jurisdiction, including proceeds from the sale of general obligation bonds, for any new bulk coal terminal project proposed on or after January 1, 2017. Requires the CTC to evaluate each new terminal project pending before the commission to determine whether the purpose or intent of the project is to increase the state's overall capacity to facilitate the transportation of coal in bulk. Requires the lead agency for a terminal project subject to the provisions of this bill to annually notify the CTC that the project is not being used to handle, store or transport coal in bulk.	8/4/16	Signed into Law: Chapter #215	
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: Held in Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 1383 (Lara) Short-Lived Climate Pollutants	By January 1, 2018, requires the California Air Resources Board (CARB) to approve and begin implementing a comprehensive short-lived climate pollutants strategy to achieve a reduction in methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030. Prior to approving this strategy, requires CARB to: (1) evaluate the best-available scientific, technological and economic information to ensure that the strategy is cost effective and technologically feasible; and (2) incorporate and prioritize, as appropriate, measures that provide co-benefits related to job growth and local economies; public health; and the potential for new innovations in technology, energy and resource management practices. Establishes the following targets for reducing the landfill disposal of organics: (1) a 50 percent reduction in the amount of the statewide disposal of organic waste from the 2014 level by 2020; and (2) a 75 percent reduction in the amount of the statewide disposal of organic waste from the 2014 level by 2025. Requires the Department of Resources Recycling and Recovery, in consultation with CARB, to adopt regulations to achieve these targets. Requires the State Energy Resources Conservation and Development Commission to develop recommendations to increase the sustainable production and use of renewable gas, including biomethane and biogas.	8/31/16	Signed into Law: Chapter #395	
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.	5/31/16	Senate Floor: Held on the Floor	
SB 1402 (Pavley) California Low-Carbon Fuels Incentive Program	Establishes the California Low-Carbon Fuels Incentive Program to be administered by the California Air Resources Board (CARB), in conjunction with the State Energy Resources Conservation and Development Commission. Authorizes cap-and-trade auction proceeds deposited into the Greenhouse Gas Reduction Fund to be appropriated for the program. Requires the program to provide incentives for the in-state production of low-carbon transportation fuels from new and existing facilities using sustainable feedstock. Requires priority to be given to projects providing direct benefits to disadvantaged communities.	3/28/16	Senate Appropriations Committee: Held in Committee	
SB 1405 (Pavley) Zero-Emission Vehicles	Requires the California Air Resources Board (CARB) to conduct a study to determine the feasibility and efficacy of providing grants to public transit agencies to subsidize cost-effective rides serving disadvantaged communities through the use of zero-emission vehicles that are utilized by rental car, transportation network, taxicab, or car-sharing companies in a manner that complements the service provided by the public transit agency.	4/13/16	Senate Appropriations Committee: Held in Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 1436 (Bates) Local Agency Executive Compensation	Prior to taking final action on a recommendation related to a local agency executive's salary, salary schedule or compensation paid in the form of fringe benefits, requires the legislative body of the agency to orally report a summary of the recommendation during the open meeting in which the final action is to be taken.	4/6/16	Signed into Law: Chapter #175	
SB 1464 (De Leon) Greenhouse Gas Emissions Reduction Programs: Consultation	In identifying priority programmatic investments, requires the three-year investment plan prepared by the Department of Finance for the expenditure of cap-and-trade auction proceeds deposited into the Greenhouse Gas Reduction Fund to do both of the following: (1) assess how proposed investments interact with current state regulations, policies and programs; and (2) evaluate if and how those proposed investments could be incorporated into existing programs. Requires the investment plan to recommend metrics that would measure progress and benefits from the proposed programmatic investments.	4/11/16	Signed into Law: Chapter #679	
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: Held in Committee	

SJR 24 (Beall) Federal Transportation Funding	Urges Congress and the President to do the following: (1) fully fund the Transportation Investment Generating Economic Recovery (TIGER) Program at a level of $525 million in FY 2017 to provide additional critical transportation investment in California and elsewhere; and (2) to work together to finally find a long-term, sustainable funding solution to restore the lost purchasing power of the federal fuel excise tax, and provide California and the rest of the country with the resources needed to rebuild our infrastructure, invest in our people through good, well-paying jobs, and restore our economy.	As Introduced	Passed by the Legislature: Chapter #188	

SBX1-1 (Beall) Transportation Funding	Creates the Road Maintenance and Rehabilitation Account to be funded from the following sources: (1) an increase in the gasoline excise tax of 17 cents per gallon, which would be indexed to inflation every three years; (2) a registration surcharge of $38 per year imposed on all motor vehicles, which would be indexed to inflation every three years; (3) a registration surcharge of $165 per year imposed on zero-emission vehicles starting with the second year of ownership, which would be indexed to inflation every three years; and (4) revenues obtained by Caltrans through the rental or sale of property, the sale of documents, and charges for other miscellaneous services provided to the public. Distributes the revenues deposited into the Road Maintenance and Rehabilitation Account in the following manner: (1) $200 million per year would be taken off the top for allocation to local jurisdictions that have sought and gained voter approval of a local transportation special tax, or that have imposed uniform developer or other fees solely for transportation improvement;. (b) $80 million per year would be taken off the top and distributed to the Active Transportation Program; (c) for FY 2018 through FY 2021, $30 million per year would be taken off the top and allocated to Caltrans to be used to fund the implementation of regional advance environmental mitigation plans for future transportation projects; (4) $2 million per year would be taken off the top and distributed to the California State University to conduct transportation research, and transportation-related workforce education, training and development; and (5) of the amount remaining after the aforementioned set-asides, 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), and 50 percent would be provided to cities and counties for their local roadway systems. Provides new funding for public transit through the following sources: (1) an increase in the diesel sales tax by a rate of 3.5 percent for the State Transit Assistance Program (STA); (2) an 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; and (3) an increase in the percentage of cap-and-trade auction proceeds continuously appropriated to the Low Carbon Transit Operations Program from 5 percent to 10 percent. Increases the diesel excise tax by 30 cents per gallon, which would be indexed to inflation every three years, and deposits these revenues into the Trade Corridors Improvement Fund for goods movement projects programmed by the California Transportation Commission (CTC) according to the process in current law. Requires revenues apportioned to California from the formula-based National Highway Freight Program to be deposited into the Trade Corridors Improvement Fund and programmed by the CTC in the same manner. Converts the variable gas tax to a fixed rate of 17.3 cents per gallon, which would be indexed to inflation every three years. Requires the repayment of approximately $700 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 over a two-year period ending June 30, 2018. Distributes these one-time revenues in the following manner: (1) 50 percent to Caltrans for maintenance of the state highway system, and for SHOPP projects; and (2) 50 percent to cities and counties for their local roadway systems. Gradually recaptures $1 billion in annual vehicle weight fee revenues for the State Highway Account over a five-year period ending June 30, 2022. Requires gasoline excise tax revenues derived from boats, agricultural vehicles and off-road vehicles to be deposited into HUTA and distributed as follows: (1) 44 percent to the State Transportation Improvement Program (STIP); (2) 44 percent to cities and counties for their local roadway systems; and (3) 12 percent to the SHOPP. Indexes the existing 18-cent gasoline and 13-cent diesel excise taxes to inflation every three years. Allocates any efficiency savings achieved by Caltrans, up to $70 million per year, to the Active Transportation Program.	8/29/16	Senate Appropriations Committee	Support

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	

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	

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	

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: October 5, 2016
Current Meeting: October 13, 2016
Board Meeting: November 3, 2016

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Technical Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Interim Director - Planning & Program Development, Carolyn M. Gonot

SUBJECT: 2000 Measure A Semi-Annual Report Ending June 30, 2016

FOR INFORMATION ONLY

BACKGROUND:

Please find attached the Semi-Annual Report for the 2000 Measure A Program for the period of January 1 to June 30, 2016. Highlights for this reporting period include the following:

Extend BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station

A Second Administrative Draft SEIS/ SEIR document was submitted to the Federal Transit Administration on June 28, 2016. This document reflects revisions based on comments provided by the Federal Transit Administration and BART. New options for the station location at Diridon and a single-bore tunnel were also included in the document.

A Request for Proposals was issued for a single-bore tunnel technical study focusing on areas such as station configurations, ventilation and emergency egress. Proposals have been received and contract award is anticipated in Fall 2016.

BART received the first pilot revenue vehicle in March 2016 and commenced qualification testing and train operator training.

The SVBX Line, Track, Stations and Systems Design-Build contract is nearing completion of guideway trench structures. Ballast, track, and special trackwork installation has been completed north of Kato Road, and is underway in Milpitas.

Work continued on building interior, elevator installation and site work at the Berryessa and Milpitas parking garages. At the Berryessa Station campus, work continued on the Police Zone Facility, the Ancillary Building, and on Berryessa Station Way construction.

The VTA Communication Backbone Network (C671) contract was advertised in February 2016, and was awarded in June 2016. The Notice to Proceed was issued in July 2016.

The Milpitas Campus surface parking lot construction contract (C740) was completed in April 2016.

Mountain View Light Rail Double Track project was completed in December 2015. Project closed out process is underway. The double track will support the new line planned from Mountain View to Alum Rock that connects Caltrain and new Milpitas BART station.

Extend Light Rail from Downtown San Jose to the East Valley

Phase I which includes pedestrian and bus improvements along Capitol Expressway from Capitol Avenue to Quimby Road (completed in the spring of 2013) and reconstruction of the Eastridge Transit Center was completed in May 2015. Phase II will extend light rail to the Eastridge Transit Center. In June 2016, VTA Board of Directors approved funding to complete design, acquire right of way and relocate utilities. Construction is dependent on securing funds.

Improve Caltrain: Double Track to Gilroy & Electrify from Palo Alto to Gilroy

The environmental process for electrification and new electric trains was completed in January 2015. In July 2016, the Caltrain Board of Directors approved award of the design - build contract for $697 million to Balfour Beatty Infrastructure, Inc. for the Peninsula Corridor Electrification Project (PCEP). The contract for the manufacture of high-performance electric trains for $551 million was awarded to Stadler US, Inc. Caltrain expects to begin rollout of electrified passenger service in winter 2020. VTA continues to reimburse Caltrain for project related cost.

Caltrain Service Upgrades

Construction contract for the Santa Clara Pedestrian Underpass was advertised in March 2016 and awarded to the apparent lowest bidder in June 2016. Field construction is expected to start in fall 2016 and completed by summer of 2017.

Improve Bus Service in Major Corridors

After the safety shutdown of the contractor for the Alum Rock Santa Clara Bus Rapid Transit (BRT) project in July 2015, VTA entered into a Closeout Agreement with the contractor for the prompt and orderly closeout and demobilization of contractor from the project. Using the completion contractor and certain subcontractors from the original contract, VTA prioritized

critical and unfinished work and completed this scope in April 2016. The work scope not started by the original contractor was repackaged into two new contracts. Field work began in April 2016 and all construction work will be completed by early 2017.

Design for new shelters, seating, lighting and other associated bus stop improvements for the Stevens Creek Rapid 523 is currently ongoing. Construction contract will be advertised for bids in late 2016. Conceptual engineering for an interim transit facility at De Anza College has been completed.

Develop New Light Rail Corridors

In June 2016, VTA Board approved funding to advance final design and right of way acquisition for the Vasona light rail extension/double track project. VTA Board also authorized the General Manager to execute all documents required for VTA's acquisition of right of way for the Vasona light rain extension/ double track project.

Prepared By: Suja Prasad, Sr. Cost & Schedule Coordinator
Memo No. 5173

2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM

	STATUS
Extend BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station	
BART - Silicon Valley Program Development & Implementation	
BART - Silicon Valley Program Development & Implementation	Ongoing
Warm Springs Extension (WSX) - VTA Share	Construction
BART - Silicon Valley Corridor Establishment and Maintenance	
Silicon Valley Corridor Establishment and Maintenance	Ongoing
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
BART - Other Supporting Projects	
King Road Bus Rapid Transit	Ongoing
Northern Light Rail Express	Ongoing
Santa Clara Pocket Track	Completed
BART Transit Integration Analysis & Improvements	Ongoing
N. First St. Speed Improvements & First St./Tasman Ave. Modidifications	Ongoing
Provide Connection from Mineta San Jose International Airport to BART, Caltrain and VTA Light Rail	
Mineta San Jose Airport People Mover	Ongoing
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	Ongoing
Low Floor Light Rail Vehicles	
Low Floor Light Rail Vehicles	Completed
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
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	Design Complete; Pending CAHSR
Santa Clara Station Pedestrian Underpass Extension	Ongoing
Santa Clara & San Jose Diridon Station Upgrades	Completed
Palo Alto Intermodal Transit Center	
Palo Alto Intermodal Transit Center	Pending CA High Speed Rail
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
Upgrade Altamont Commuter Express (ACE)	
Included in Santa Clara and San Jose Diridon Station Upgrade	Completed
Improve Highway 17 Express Bus Service	
Improve Highway 17 Express Bus Service	Completed
Connect Caltrain with Dumbarton Rail Corridor	
Dumbarton Rail Corridor	Inactive

As of 06/02/16

2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM STATUS

Purchase Zero-Emission Buses & Construct Service Facilities

✓ 3 Zero-Emission Bus Procurement	Completed
✓ Zero-Emission Bus Facility Improvements	Completed

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	Ongoing
● Winchester Light Rail Double Track & Platform Extension	Ongoing

Fund Operating & Maintenance Costs for Increased Bus, Rail & Paratransit Service - Ongoing

As of 06/02/16

2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM

Expenditures through June 30, 2016

Project	Total Estimate [1]	Planned Funding (in $M)			Incurred through Jun 2016 (in $M)		
		Others	Measure A	TBD	Others	Measure A	Total
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	$ 403.8	$ 243.9[2]	$ 159.9	$ -	$ 243.9[2]	$ 154.2	$ 398.1
1-2 BART SV Corridor Establishment and Maintenance (CEM)	$ 470.3	$ 157.6	$ 312.7	$ -	$ 126.2	$ 301.1	$ 427.3
1-3 BART Silicon Valley Berryessa Extension	$ 2,421.3	$ 1,343.6	$ 1,077.7	$ -	$ 918.8	$ 629.1	$ 1,547.9
1-4 BART Silicon Valley Santa Clara Extension [3]	$ 4,692.7	$ 160.5	$ 1,425.0[4]	$ 3,107.2	$ 160.5	$ 10.6	$ 171.1
1-5 BART Core System Modifications (BCS)	$ 266.7	$ 69.8	$ 196.9	$ -	$ 57.1	$ 65.4	$ 122.5
1-6 BART Other Supporting Projects	$ 101.6	$ 9.1	$ 87.5	$ 5.0	$ 8.0	$ 77.1	$ 85.1
Total	**$ 8,356.4**	**$ 1,984.6**	**$ 3,259.7**	**$ 3,112.2**	**$ 1,514.5**	**$ 1,237.5**	**$ 2,752.0**
2 - Provide Connections from Mineta San Jose International Airport to BART, Caltrain and VTA Light Rail							
Mineta San Jose Airport People Mover (APM) [5]	$ 800.0	$ -	$ 5.0	$ 795.0	$ -	$ 2.0	$ 2.0
3 - Extend Light Rail From Downtown San Jose to the East Valley							
Capitol Exp. Way Eastridge Light Rail Extn (CELR) Environmental/Eng	$ 64.5	$ 5.9	$ 58.6	$ -	$ 5.9	$ 58.6	$ 64.5
CELR Phase I - Pedestrian Improvements	$ 19.0	$ 16.0	$ 3.0	$ -	$ 16.0	$ 3.0	$ 19.0
CELR Phase I - Eastridge Transit Center	$ 61.9	$ 26.9	$ 35.0	$ -	$ 26.8	$ 30.7	$ 57.5
CELR Phase II - LRT to Eastridge [6]	$ 376.9	$ -	$ 70.0	$ 306.9	$ -	$ -	$ -
Total	**$ 522.3**	**$ 48.8**	**$ 166.6**	**$ 306.9**	**$ 48.7**	**$ 92.3**	**$ 141.0**
4 - Purchase Low-Floor Light Rail Vehicles							
70 Low-Floor Light Rail Vehicles	$ 200.6	$ 200.6	$ - [7]	$ -	$ 200.6	$ - [7]	$ 200.6
5 - Improve Caltrain: Double Track to Gilroy and Electrify from Palo Alto to Gilroy							
Caltrain South County Capacity Improvements [8]	$ 17.2	$ 14.9	$ 2.3	$ -	$ 14.9	$ 2.3	$ 17.2
Caltrain Electrification (VTA Share)	$ 88.0	$ 26.4[9]	$ 61.6	$ -	$ 26.4[9]	$ 20.7	$ 47.1
Total	**$ 105.2**	**$ 41.3**	**$ 63.9**	**$ -**	**$ 41.3**	**$ 23.1**	**$ 64.4**
6 - Increase Caltrain Service							
Caltrain Service Upgrades/Caltrain Improvement Plan	$ 16.2	$ -	$ 16.2	$ -	$ -	$ 16.1	$ 16.1
Caltrain Mountain View Parking Structure [10]	$ 0.3	$ 0.1	$ 0.2	$ -	$ 0.1	$ 0.2	$ 0.3
Blossom Hill Pedestrian Grade Separation	$ 12.1	$ 9.9	$ 1.6	$ 0.5	$ 9.7	$ 1.3	$ 10.9
Caltrain Safety Enhancements	$ 15.8	$ 0.1	$ 15.7	$ -	$ 0.1	$ 15.6	$ 15.7
Santa Clara Station Pedestrian Underpass Extension	$ 13.7	$ 13.0	$ 0.7	$ -	$ 2.3	$ 0.7	$ 3.0
Santa Clara and San Jose Diridon Station Upgrade	$ 12.2	$ -	$ 12.2	$ -	$ -	$ 12.2	$ 12.2
Bike Sharing Pilot Project	$ 0.9	$ 0.6	$ 0.3	$ -	$ 0.6	$ 0.2	$ 0.8
Total	**$ 71.2**	**$ 23.8**	**$ 47.0**	**$ 0.5**	**$ 12.8**	**$ 46.4**	**$ 59.2**
7 - Construct a New Palo Alto Intermodal Transit Center							
Palo Alto Intermodal Transit Center [11]	$ 0.2	$ 0.2	$ 0.0	$ -	$ 0.2	$ 0.0	$ 0.2
8 - Improve Bus Service in Major Bus Corridors							
BRT Alternative Analysis/ BRT Strategic Plan	$ 2.2	$ 0.7	$ 1.5	$ -	$ 0.7	$ 1.5	$ 2.2
Alum Rock - Santa Clara Bus Rapid Transit	$ 148.0	$ 90.7	$ 57.4	$ -	$ 71.7	$ 26.2	$ 97.9
Stevens Creek Bus Rapid Transit	$ 151.0	$ 0.8	$ 3.6	$ 146.6	$ 0.8	$ 2.7	$ 3.5
El Camino Real Bus Rapid Transit [12]	$ 229.0	$ -	$ 15.0	$ 214.0	$ -	$ 10.5	$ 10.5
Procure BRT Articulated Buses	$ 57.7	$ 19.5	$ 38.1	$ -	$ 19.1	$ 13.0	$ 32.1
Modifications to Chaboya and North Division for BRT Buses	$ 14.4	$ -	$ 14.4	$ -	$ -	$ 2.1	$ 2.1
Money Counting Facility Replacement	$ 0.1	$ -	$ 0.1	$ -	$ -	$ 0.1	$ 0.1
De Anza College Transit Center Improvement	$ 10.0	$ -	$ 10.0	$ -	$ -	$ 0.1	$ 0.1
Rapid 523 Bus Stop Improvements	$ 3.9	$ 0.7	$ 3.2	$ -	$ -	$ 0.0	$ 0.0
Total	**$ 616.3**	**$ 112.4**	**$ 143.3**	**$ 360.6**	**$ 92.3**	**$ 56.1**	**$ 148.5**
9 - Upgrade Altamont Commuter Express (ACE)							
Included in Santa Clara and San Jose Diridon Station Upgrade	$ -	$ -	$ - [13]	$ -	$ -	$ - [13]	$ -
10 - Improve Highway 17 Express Bus Service							
Highway 17 Bus Service Improvements	$ 2.5	$ -	$ 2.5	$ -	$ -	$ 2.5	$ 2.5
11 - Connect Caltrain with Dumbarton Rail Corridor							
Dumbarton Rail Corridor [14]	$ 2.3	$ -	$ 2.3	$ -	$ -	$ 2.3	$ 2.3
12 - Purchase Zero-Emission Buses and Construct Service Facilities							
3 Zero Emission Buses (Pilot Program)	$ 14.7	$ 11.4	$ 3.2	$ -	$ 11.4	$ 3.2	$ 14.7
Zero Emission Buses Facility Improvements	$ 4.8	$ 2.4	$ 2.4	$ -	$ 2.4	$ 2.4	$ 4.8
Total	**$ 19.4**	**$ 13.9**	**$ 5.6**	**$ -**	**$ 13.9**	**$ 5.6**	**$ 19.4**
13 - Develop New Light Rail Corridors							
New Rail Corridors Study	$ 1.5	$ -	$ 1.5	$ -	$ -	$ 0.8	$ 0.8
Light Rail Systems Analysis	$ 1.7	$ -	$ 1.7	$ -	$ -	$ 1.7	$ 1.7
Southern Light Rail Express	$ 1.1	$ -	$ 1.1	$ -	$ -	$ 1.1	$ 1.1
LRT Extension to Vasona Junction	$ 174.1	$ -	$ 20.9	$ 153.2	$ -	$ 0.9	$ 0.9
Winchester LR Double Track & Platform Extension	$ 172.8	$ -	$ 22.0	$ 150.8	$ -	$ -	$ -
Total	**$ 351.1**	**$ -**	**$ 47.2**	**$ 304.0**	**$ -**	**$ 4.4**	**$ 4.4**
14 - Fund Operating and Maintenance Cost for Increased Bus, Rail and Paratransit Service							
Fund Operating and Maintenance Costs	$ 1,365.8	$ -	$ 1,365.8	$ -	$ -	$ 318.4	$ 318.4
Other Expenditures							
Debt Service on Current Bonds (includes principal, interest & other bond costs)	$ 1,859.5	$ -	$ 1,859.5	$ -	$ -	$ 298.5	$ 298.5
Fund Exchange Payments [15]	$ 122.5	$ -	$ 122.5	$ -	$ -	$ 99.5	$ 99.5
Miscellaneous Operating Expenses	$ 34.5	$ -	$ 34.5	$ -	$ -	$ 8.3	$ 8.3
Total	**$ 2,016.5**	**$ -**	**$ 2,016.5**	**$ -**	**$ -**	**$ 406.3**	**$ 406.3**
GRAND TOTAL	**$ 14,430.0**	**$ 2,425.5**	**$ 7,125.4**	**$ 4,879.2**	**$ 1,924.4**	**$ 2,196.9**	**$ 4,121.2**

[1] *Current estimate as of June 2016.*
[2] *Includes $8M in State-Local Partnership Program (SLPP) and $111.4M in Traffic Congestion Relief Program (TCRP) grant funds designated directly to BART.*
[3] *Estimated costs includes a 4-station, 6 mile project.*
[4] *Includes $1.0B of projected debt issuance.*
[5] *Completed studies of Automated Transit Guideway system.*
[6] *Construction Phase Cost Estimate.*
[7] *Project funded through a Board approved fund exchange between Santa Clara County, VTA and Measure A. Measure A costs incurred for this item reflected as a portion of Debt Service.*
[8] *Completed fiber optic cable relocation of the northern segment (5.3 miles).*
[9] *Includes $26.4M in Prop 1A CTC grant funds designated directly to Caltrain.*
[10] *Completed conceptual design.*
[11] *Completed project studies.*
[12] *Planned funding reflects current project definition and scope which is subject to policy decisions.*
[13] *Included in Santa Clara and San Jose Diridon Station Upgrade.*
[14] *Completed preliminary design, ridership studies and conceptual estimates.*
[15] *Payments related to exchange of State Transportation Improvement Program(STIP) and Measure A funding approved by the Board in June 2007, December 2007 and November 2013.*

2000 Measure A Program

Semi-Annual Report

June 2016

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SECTION 1.0

EXECUTIVE SUMMARY AND PROJECT COSTS

SECTION 1.0

EXECUTIVE SUMMARY AND PROJECT COSTS

A. EXECUTIVE SUMMARY

The Semi-Annual Report is a periodic update of the 2000 Measure A Transit Improvement Program prepared by VTA staff and provided to the 2000 Measure A Citizens Watchdog Committee and the VTA Board of Directors.

In the same manner VTA was committed to and completed all projects in the 1996 Measure B Program, VTA is committed to completing all the projects in the 2000 Measure A Program. During FY2016, VTA will advance projects to a ready state and advocate for outside fund sources and matched funds to advance projects including potential public-private partnerships.

This report shows a snapshot of the 2000 Measure A Program at the time of writing. However, it is important to understand that the timing and prioritization of projects in the program remains fluid. The report is based on the Program's budgeted, forecast, and incurred costs as of June 30, 2016.

Key activities that occurred in the six months leading up to June 30, 2016 are described below:

Extend BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station

- A Second Administrative Draft SEIS/SEIR document was submitted to the Federal Transit Administration on June 28, 2016. This document reflects revisions based on comments provided by the Federal Transit Administration and BART. New options for the station location at Diridon and a single-bore tunnel were also included in the document.
- A Request for Proposals was issued for a single-bore tunnel technical study focusing on areas such as station configurations, ventilation and emergency egress. Proposals have been received and contract award is anticipated in Fall 2016.
- BART received the first pilot revenue vehicle in March 2016 and commenced qualification testing and train operator training.
- The SVBX Line, Track, Stations and Systems Design-Build contract is nearing completion of guideway trench structures. Ballast, track, and special trackwork installation has been completed north of Kato Road, and is underway in Milpitas.
- Work continued on building interior, elevator installation and site work at the Berryessa and Milpitas parking garages. At the Berryessa Station campus, work continued on the Police Zone Facility, the Ancillary Building, and on Berryessa Station Way construction.

- The VTA Communication Backbone Network (C671) contract was advertised in February 2016, and was awarded in June 2016. The Notice to Proceed was issued in July 2016.

- The Milpitas Campus surface parking lot construction contract (C740) was completed in April 2016.

- Mountain View Light Rail Double Track project was completed in December 2015. Project closed out process is underway. The double track will support the new line planned from Mountain View to Alum Rock that connects Caltrain and new Milpitas BART station.

Extend Light Rail from Downtown San Jose to the East Valley

- Phase I which includes pedestrian and bus improvements along Capitol Expressway from Capitol Avenue to Quimby Road (completed in the spring of 2013) and reconstruction of the Eastridge Transit Center was completed in May 2015. Phase II will extend light rail to the Eastridge Transit Center. In June 2016 VTA Board of Directors approved funding to complete design, acquire right of way and relocate utilities. Construction is dependent on securing funds.

Improve Caltrain: Double Track to Gilroy & Electrify from Palo Alto to Gilroy

- The environmental process for electrification and new electric trains was completed in January 2015. In July 2016, the Caltrain Board of Directors approved award of the design-build contract for $697 million to Balfour Beatty Infrastructure, Inc. for the Peninsula Corridor Electrification Project (PCEP). The contract for the manufacture of high-performance electric trains was awarded to Stadler US, Inc for $551 million. Caltrain expects to begin rollout of electrified passenger service in winter 2020. VTA continues to reimburse Caltrain for project related costs.

Caltrain Service Upgrades

- Final design and bid package incorporating comments from stakeholders for the Santa Clara Caltrain Station Pedestrian Underpass Extension is currently ongoing. Construction contract was advertised in March 2016 and awarded to the apparent lowest bidder in June 2016. Field construction is expected to start in fall 2016 and completed by summer of 2017.

Improve Bus Service in Major Corridors

- After the safety shutdown of the contractor for the Alum Rock Santa Clara Bus Rapid Transit (BRT) project in July 2015, VTA entered into a Closeout Agreement with the contractor for the prompt and orderly closeout and demobilization of contractor from the project. Using the completion contractor and certain subcontractors from the original contract, VTA prioritized critical and unfinished work along the corridor so traffic can be restored to its final configuration and all areas reopened to vehicles and pedestrians before Thanksgiving 2015. The remaining unfinished work was completed in April 2016. The work scope not started by the original contractor was repackaged into two new contracts C836 and C837. Notice to Proceed (NTP) was issued to Graniterock Company for the

Downtown San Jose and City Hall BRT Stations (C837) in February 2016 and field work began in April 2016. Contract is forecasted to be complete by September 2016. Notice to Proceed (NTP) for Alum Rock Avenue Roadway, Busway and Stations (C836) was issued to Ghilloti Construction in June 2016. Submittal preparations and reviews are on-going and field work for critical station and median busway construction began at the end of June 2016. All construction work will be completed by early 2017.

- Design for new shelters, seating, lighting and other associated bus stop improvements for the Stevens Creek Rapid 523 is currently ongoing. Construction contract will be advertised for bids in late 2016. Conceptual engineering for an interim transit facility at De Anza College has been completed.

Develop New Light Rail Corridor

- In June 2016, VTA Board approved funding to advance final design and right of way acquisition for the Vasona Light Rail Extension/ Double Track project. VTA Board also authorized the General Manager to execute all documents required for VTA's acquisition of right of way for the Vasona Light Rail Extension/Double Track project.

B. PROJECT COSTS

Figure 1.1, on page 1-7, shows the incurred costs for each of the 14 transit projects/program areas as identified in the 2000 Measure A sales tax.

2000 Measure A Programwide

Programwide costs are incurred when activities are performed that provide either an indirect benefit to multiple projects or provide benefit to the overall 2000 Measure A Program. There are five programwide cost components to the 2000 Measure A Program:

- Capitalized Interest and Bond Costs
- Non-Capitalized Interest and Bond Costs
- Programwide Expenses
- VTA Operating Assistance
- Miscellaneous Operating Expenses

Interest and Bond Costs

Interest and Bond Costs represent interest and other bond charges (net of interest earned on bond proceeds) related to 2000 Measure A Sales Tax Revenue Bonds. Other bond charges include periodic fees related to variable rate bonds, including liquidity, remarketing, trustee and rating fees.

Capitalized interest/bond charges need to be associated with the assets that were funded by the bond proceeds. In accordance with Financial Accounting Standards Board (FASB) 62, capitalized interest related to restricted assets should be net of the interest income earned by the reinvested bond proceeds. Costs are allocated directly to specific projects based on the prorata share of bond proceeds used to fund expenditures on a quarterly basis. These costs will continue to be allocated directly to project expenditures until the bonds are repaid in full or until such projects are completed, whichever comes first.

Non-Capitalized interest/bond charges represent the bond costs allocated to projects that have been completed as well as the costs associated with Taxable Build America Bonds proceeds that have not yet been drawn down.

Bonds were initially issued beginning in 2003, prior to the start of the 2000 Measure A Sales Tax, in order to advance the SVRT, Commuter Rail, and Light Rail programs prior to sales tax revenue collections. Currently there are approximately $933.2 million in 2000 Measure A Sales Tax Revenue Bonds outstanding.

Programwide Expenses

Programwide expenses include preparation of progress and cost reports and other general project related tasks that are not attributable to individual projects. On a quarterly basis, the programwide expenses are allocated to individual projects based on the incremental costs of the projects during the quarter. The allocation is necessary to associate the costs to the individual projects that were benefited by the incurrence of the programwide costs.

VTA Operating Assistance
18.46% of the Measure A Sales Tax revenue is used in support of VTA operations. Through June 30, 2016, a cumulative total of $318.4 million has been expended for this purpose.

Miscellaneous Operating Expenses
Miscellaneous Operating Expenses represent expenditures related to the ongoing costs of administering the overall Measure A program. These expenses include financial forecasting, investment consultants, annual financial audit preparation, election fees, publication of annual financial audits and public hearings conducted by the 2000 Measure A Citizen's Watchdog Committee, and other general tasks.

Figure 1.1 – Incurred Cost

$ in millions

Project	Incurred Cost Thorugh Dec 2015 A	Incurred Cost Thorugh Jun 2016 B	Incurred Cost This Period C = A-B
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	$ 392.5	$ 398.1	$ 5.6
1-2 BART SV Corridor Establishment and Maintenance (CEM)	$ 421.7	$ 427.3	$ 5.6
1-3 BART Silicon Valley Berryessa Extension	$ 1,360.0	$ 1,547.9	$ 187.9
1-4 BART Silicon Valley Santa Clara Extension	$ 168.1	$ 171.1	$ 3.1
1-5 BART Core System Modifications (BCS)	$ 120.1	$ 122.5	$ 2.4
1-6 BART Other Supporting Projects	$ 77.5	$ 85.1	$ 7.5
Total	**$ 2,539.9**	**$ 2,752.0**	**$ 212.1**
2 - Provide Connections from Mineta San Jose International Airport to BART, Caltrain and VTA Light Rail			
Mineta San Jose Airport People Mover (APM)	$ 2.0	$ 2.0	$ 0.0
3- Extend Light Rail From Downtown San Jose to the East Valley			
DTEV Planning & Conceptual Engg/DTEV Environmental & 90% CELR	$ 64.0	$ 64.5	$ 0.5
CELR Phase I - Pedestrian Improvements	$ 19.0	$ 19.0	$ -
CELR Phase I - Eastridge Transit Center	$ 55.8	$ 57.5	$ 1.7
CELR Phase II - LRT to Eastridge	$ -	$ -	$ -
Total	**$ 138.8**	**$ 141.0**	**$ 2.3**
4 - Purchase Low-Floor Light Rail Vehicles			
70 Low-Floor Light Rail Vehicles	$ 200.6	$ 200.6	$ 0.0
5 - Improve Caltrain: Double Track to Gilroy and Electrify from Palo Alto to Gilroy			
Caltrain South County Capacity Improvements	$ 17.2	$ 17.2	$ -
Caltrain Electrification (VTA Share)	$ 39.9	$ 47.1	$ 7.2
Total	**$ 57.1**	**$ 64.4**	**$ 7.2**
6- Increase Caltrain Service			
Caltrain Improvement Plan/Caltrain Service Upgrades	$ 16.0	$ 16.1	$ 0.2
Caltrain Mountain View Parking Structure	$ 0.3	$ 0.3	$ -
Blossom Hill Pedestrian Grade Separation	$ 10.8	$ 10.9	$ 0.1
Caltrain Safety Enhancements	$ 15.7	$ 15.7	$ 0.0
Santa Clara Station Pedestrian Underpass Extension	$ 2.2	$ 3.0	$ 0.8
Santa Clara and San Jose Diridon Station Upgrade	$ 12.2	$ 12.2	$ -
Bike Sharing Pilot Project	$ 0.8	$ 0.8	$ 0.0
Total	**$ 58.0**	**$ 59.2**	**$ 1.1**
7 - Construct a New Palo Alto Intermodal Transit Center			
Palo Alto Intermodal Transit Center	$ 0.2	$ 0.2	$ 0.0
8 - Improve Bus Service in Major Bus Corridors			
BRT Alternative Analysis/ BRT Strategic Plan	$ 2.2	$ 2.2	$ -
Alum Rock - Santa Clara Bus Rapid Transit	$ 80.9	$ 97.9	$ 17.0
Stevens Creek Bus Rapid Transit	$ 3.2	$ 3.5	$ 0.3
El Camino Real Bus Rapid Transit	$ 10.3	$ 10.5	$ 0.2
Procure BRT Articulated Buses	$ 32.1	$ 32.1	$ 0.0
Modifications to Chaboya and North Division for BRT Buses	$ 1.7	$ 2.1	$ 0.4
Money Counting Facility Replacement	$ 0.1	$ 0.1	$ -
De Anza College Transit Center Improvement	$ 0.0	$ 0.1	$ 0.1
Rapid 523 Bus Stop Improvements	$ -	$ 0.0	$ 0.0
Total	**$ 130.5**	**$ 148.5**	**$ 18.0**
9 - Upgrade Altamont Commuter Express (ACE)			
Included in Santa Clara and San Jose Diridon Station Upgrade	$ -	$ -	$ -
10 - Improve Highway 17 Express Bus Service			
Highway 17 Bus Service Improvements	$ 2.5	$ 2.5	$ 0.0
11 - Connect Caltrain with Dumbarton Rail Corridor			
Dumbarton Rail Corridor	$ 2.3	$ 2.3	$ 0.0
12 - Purchase Zero-Emission Buses and Construct Service Facilities			
3 Zero Emission Buses (Pilot Program)	$ 14.7	$ 14.7	$ 0.0
Zero Emission Buses Facility Improvements	$ 4.8	$ 4.8	$ 0.0
Total	**$ 19.4**	**$ 19.4**	**$ 0.0**
13 - Develop New Light Rail Corridors			
New Rail Corridors Study	$ 0.8	$ 1.0	$ 0.2
Light Rail Systems Analysis	$ 1.7	$ 1.7	$ -
Southern Light Rail Express	$ 1.1	$ 1.1	$ -
LRT Extension to Vasona Junction	$ 0.9	$ 0.9	$ 0.0
Winchester LR Double Track & Platform Extension	$ -	$ -	$ -
Total	**$ 4.4**	**$ 4.7**	**$ 0.2**
14 - Fund Operating and Maintenance Cost for Increased Bus, Rail and Paratransit Service			
Fund Operating and Maintenance Costs	$ 300.1	$ 318.4	$ 18.2
Other Expenditures			
Debt Service on Current Bonds (incl principal, interest & other bond costs)	$ 283.6	$ 298.5	$ 14.9
Fund Exchange Payments	$ 97.1	$ 99.5	$ 2.4
Miscellaneous Operating Expenses	$ 7.9	$ 8.3	$ 0.4
Total	**$ 388.6**	**$ 406.3**	**$ 17.7**
GRAND TOTAL	**$ 3,844.6**	**$ 4,121.5**	**$ 276.9**

C. MEASURE A FUND EXCHANGE

State law guarantees Santa Clara County a formula share of the State Transportation Improvement Program (STIP) over a six-year period. State law and regional policy make the VTA Board of Directors responsible for determining which eligible transportation projects will receive those funds.

The VTA Board of Directors, at its June 7, 2007, and December 13, 2007 meetings approved the exchange of STIP grant funds for Measure A funds and programmed STIP funds to Measure A projects in exchange for an equivalent amount of 2000 Measure A Sales Tax funds. The exchange of funds creates the Local Program Reserve (LPR) which allows the Board of Directors to use those funds to program to other transportation projects. The Board approved the fund exchange because it:

- *Accelerates Project Delivery and Reduces Administrative Costs* - STIP funds come with substantial state requirements that impact schedule and cost of project delivery. The exchange of funds allows the Board to free the projects from costly administrative burdens.

- *Enables the VTA Board to Manage Valley Transportation Plan (VTP) Expenditures* - By exchanging STIP funds, the VTA Board eliminates the need for Metropolitan Transportation Commission (MTC) and the California Transportation Commission (CTC) to approve all STIP programming decisions after they are approved by the VTA Board. Further, it eliminates the CTC's approval of all subsequent STIP fund allocations for all STIP funded projects.

A portion of the exchange funds will be used to pay interest to the Measure A Program for fund advances. The initial amount is paid back when the CTC allocates STIP funds to the Measure A projects and VTA draws the cash from the State. The interest will be calculated, and paid from the LPR account when (1) all STIP funds are drawn by the project and (2) all associated LPR funds are actually paid to projects. Interest will be calculated at that time as well, based on VTA's rates of return on its pooled investment accounts at the time the advances occurred.

Of note, the first three projects in the "Local Program Reserve Projects" table (Appendix B) qualified for CMIA funds only because we were able to use exchange funds to advance these projects. These CMIA projects are under construction.

These and other VTP Highway projects that utilize Measure A exchange funds are the subject of the VTP Highway Semi-Annual Report that goes as an information item to the VTA Board in twice each year.

D. FUNDING

Funding is a key issue for many of the 2000 Measure A projects. As a consequence, in this report we refer to several terms associated with a project's funding level. These terms, arranged in order of increasing certainty of funding availability, are as follows:

1. Estimated Cost – An estimate of the total cost of a project given the currently known scope and configuration of the project. In the case of projects where there is little or no scope definition, "TBD" (To be Determined) is shown. As the project is better defined, estimated cost figures will be included for these projects. In the individual project information sheets, we have included the "Estimate Class" in order to give an idea of the level of uncertainty associated with the estimated cost. A more detailed discussion of this topic is included in Appendix A.

2. Secured Funding – Funding that has been committed by funding agencies and is now available to VTA for project expenditures. In many cases, secured funding is at a lower level than the appropriation in the Adopted Budget. For these projects, it is anticipated that additional funding may be secured during the FY16/FY17 period. It is important to note that, regardless of the level of appropriation, actual expenditures will not exceed secured funding at any time.

SECTION 2

PROJECT SUMMARY REPORTS

1-1 BART SV Program Development & Warm Springs

Estimated Cost: $403.8 million**

Secured Funding: $403.8 million**

Year of Completion: TBD

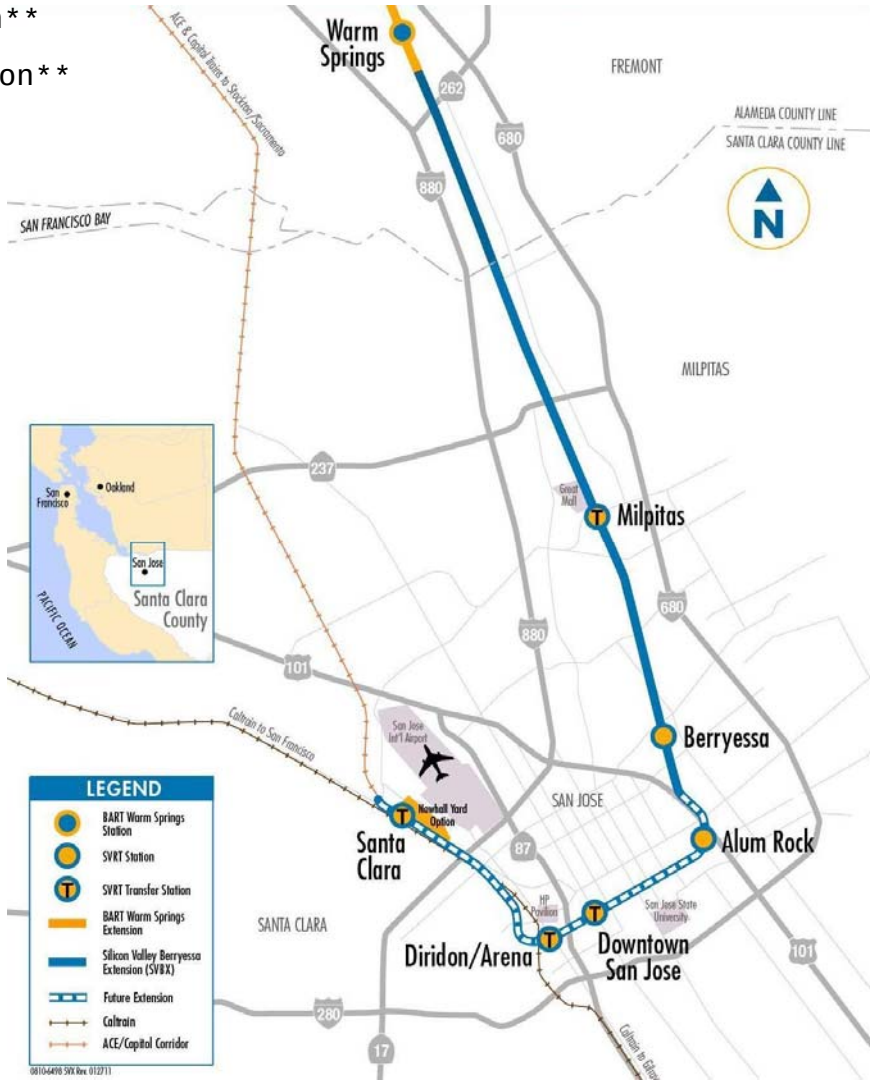
Project Description:

Project Development Through FY09: When work began on VTA's Silicon Valley Rapid Transit (SVRT) extension, environmental clearance and preliminary engineering was performed for the entire 16-mile extension. However, in 2009 this approach was changed to focus on the first 10 miles of the extension (SVBX), leading to the execution of a Full Funding Grant Agreement in 2012.

Initial project development costs not transferred to the SVBX project as well as costs associated with previously allocated Measure A program-wide and bond costs still reside in this account.

Project Development after FY09: SVRT program management, early Measure A program-wide allocations, and ongoing bond cost allocations are included here.

Warms Springs Extension: VTA has assigned $8 million in State Local Partnership Program (SLPP) funds and $111.4 million in TCRP funds directly to BART for the project, and has provided an additional $8 million of Measure A funds to match the SLPP grant as well as $1 million of financing costs.



Project Status:

Measure A matching funds attributable to the Warm Springs Extension have been paid. At this point, SVRT program management and allocations of Measure A bond costs are the only ongoing efforts.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
BART SV Program Development and Implementation	$ 275.2	$ 124.5	$ 150.7	$ -	$ 124.5	$ 145.0	$ 269.5	Ongoing
Warm Springs Extension (WSX) (VTA Share)**	$ 128.6	$ 119.4	$ 9.2	$ -	$ 119.4	$ 9.2	$ 128.6	Construction
Total	**$ 403.8**	**$ 243.9**	**$ 159.9**	**$ -**	**$ 243.9**	**$ 154.2**	**$ 398.1**	

Project Schedule:

Activity	Start	End	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Proj Dev. Through FY09	Early 2003	Mid 2009													
Proj Dev. After FY09	Mid 2009	TBD													
Warm Springs Extension	Mid 2009	Late 2016													

*P-0501 (portion) P-0502, P-0509 (portion), P-3101, P-0732

**Warm Springs Extension cost includes $8M in SLPP and $111.4M in TCRP grant funds designated directly to BART.

Silicon Valley Rapid Transit

June 2016

1-2 BART SV Corridor Establishment and Maintenance

Estimated Cost: $470.3 million

Secured Funding: $463.8 million

Year of Completion: 2018

Project Description:

- Relocate freight railroad from VTA-purchased right-of-way to existing UPRR right-of-way, between Warm Springs Yard and Calaveras Blvd.
- Build a new railroad overcrossing structure at Mission Boulevard and a new roadway underpass at Warren Avenue and Kato Road, and sever shipper freight service south of Montague Expressway.
- Construct flood control improvements at Berryessa Creek, Wrigley Creek, Scott Creek, Line B, and Agua Caliente.
- Widen Montague Expressway and construct flood control improvements near the intersection of South Milpitas Blvd.
- Environmental clearance and final design of a pedestrian overcrossing (POC) that spans Montague Expressway and connects to the new Milpitas BART Station.
- Construct a shared-use trail, a new traffic signal, and intersection improvements to connect to the Upper Penitencia Creek Trail.
- Install a solar photovoltaic system on the roof of the Berryessa Station parking garage, adjacent to the future BART station.

Project Status:

- The Chevron petroleum pipelines relocation, SFPP/Kinder-Morgan petroleum pipeline relocation, and Verizon/MCI fiber optic relocation have been completed.
- The Berryessa Creek crossing, Abel Street Seismic Retrofit, and Railroad Relocation contract has been completed.
- On the Mission Boulevard/Warren Avenue/Union Pacific Railroad Relocation Construction contract, Warren Avenue was opened to traffic in August 2014. Mission Boulevard was fully opened to traffic in Spring 2015. Creek work was completed in 2011/2012.
- The Kato Grade Separation was opened to traffic in April 2013.
- The Montague Expressway Reconstruction Project is underway with utility installation and civil construction proceeding.
- The Montague POC design contract is in the procurement stage. Cost sharing arrangements are being negotiated with the City of Milpitas.
- Upper Penitencia Creek Trail Connector construction is underway with utility relocations and intersection improvements proceeding as well as rough grading for the trail alignment.
- A change order for the Berryessa Station solar system has been issued to the SVBX Parking Garages contractor and equipment procurement is underway.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
BART SV Corridor Establishment and Maintenance	$ 470.3	$ 157.6	$ 312.7	$ -	$ 126.2	$ 301.1	$ 427.3	Ongoing
Total	**$ 470.3**	**$ 157.6**	**$ 312.7**	**$ -**	**$ 126.2**	**$ 301.1**	**$ 427.3**	

Project Schedule:

Activity	Start	End	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Design	Early 2008	Late 2017										
Utility Relocations	Mid 2008	Mid 2015										
Construction	Early 2009	Late 2017										

**P-3100, P-3121 through P-3129, P-0508, P-0832, P-0890, P-0985, P-0992*

Silicon Valley Rapid Transit

June 2016

1-3 Berryessa Extension Project SVBX – Phase 1

Estimated Cost: $2,421.3 million

Secured Funding: $2,421.3 million

Year of Completion: 2018

Project Description:

The first phase of VTA's 16.1-mile Silicon Valley Rapid Transit (SVRT) extension of BART, the Berryessa Extension (SVBX) is an approximately ten-mile extension of BART service.

SVBX extends from the Warm Springs Station in the City of Fremont, proceeds on the former Union Pacific Railroad (UPRR) right-of-way, and ends near Las Plumas Avenue in the City of San Jose.

The SVBX Project includes one station in retained-cut (Milpitas Station) and one above-grade station (Berryessa Station).

The project also includes facility additions to BART's existing Hayward Yard (located in the City of Hayward, approximately 14 miles north of Santa Clara County) to provide fleet management operations for the revenue vehicles procured by BART for the extension, as well as the purchase of 40 BART vehicles.

Project Status:

Guideway and Trackwork:

The Line, Track, Stations and Systems (LTSS) Design-Build contract is nearing completion of guideway trench structures. Ballast, track, and special trackwork installation has been completed north of Kato Road, and is underway in Milpitas.

Stations:

At the future Milpitas Station system, civil, and building work is underway. The parking garage has been topped out and elevator installation and site work is underway as well as parking technology installation. Work is complete on the surface parking lot.

At the Berryessa Station system, civil and building work is underway. The parking garage has been topped out and elevator installation and site work is underway as well as parking technology installation. At the Berryessa Station Campus work is underway on the Police Zone Facility and Ancillary Building. Berryessa Station Way construction continues as well as Berryessa Station plaza decorative concrete placement.

Systems:

Work is underway on pulling system cables, testing train control houses and traction power substations. Also, Systems Startup Meetings are occurring on a weekly basis with the contractor.

BART Revenue Vehicles:

BART received the first pilot vehicle in March 2016 and commenced qualification testing and train operator training.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Berryessa Extension Project (SVBX - Ph I)	$ 2,421.3	$ 1,343.6	$ 1,077.7	$ -	$ 918.8	$ 629.1	$ 1,547.9	Construction
Total	**$ 2,421.3**	**$ 1,343.6**	**$ 1,077.7**	**$ -**	**$ 918.8**	**$ 629.1**	**$ 1,547.9**	

Project Schedule:

Activity	Start	End	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Environmental	Early 2004	Early 2011										
Design	Early 2004	Mid 2015										
Right-of-Way	Mid 2007	Mid 2015										
Construction	Mid 2012	Late 2017										
Testing and Commissioning	Mid 2017	Mid 2018										
Revenue Service	Mid 2018	N/A										

**P-0728*

Silicon Valley Rapid Transit

June 2016

1-4 Future Extension to Santa Clara – Phase II and NMF

Estimated Cost: $4,692.7 million

Secured Funding: $223.7 million

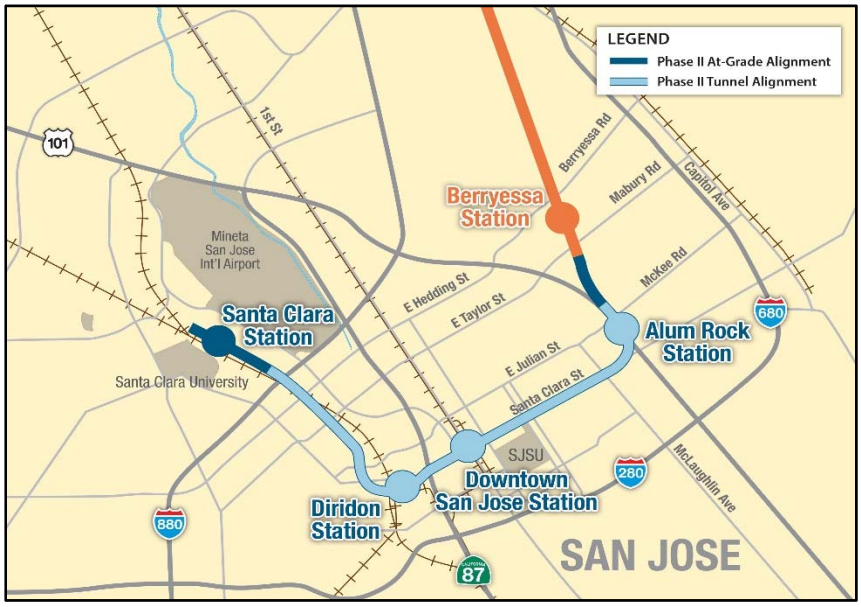
Year of Completion: 2026

Project Description:

The second phase of VTA's 16.1-mile Silicon Valley Rapid Transit (SVRT) extension of BART, the Santa Clara Extension is an approximately six-mile extension of BART service.

Phase II of the project will include four stations and will extend from the Phase I terminus for approximately six miles, with a five-mile-long subway tunnel through downtown San Jose. The extension will end at-grade in Santa Clara, near the Caltrain Station.

The project also includes the construction of a maintenance facility at the current Newhall Yard, the Newhall Maintenance Facility (NMF), as well as the purchase of 48 BART vehicles.



Project Status:

A Request for Proposals (RFP) was issued for a single-bore tunnel technical study focusing on areas such as station configurations, ventilation and emergency egress. Proposals have been received and contract award is anticipated in Fall 2016.

A Second Administrative Draft SEIS/SEIR document was submitted to Federal Transit Administration (FTA) on June 28, 2016. This document reflects revisions based on comments provided by the FTA and BART. New options for the station location at Diridon and a single-bore tunnel were also included in the document.

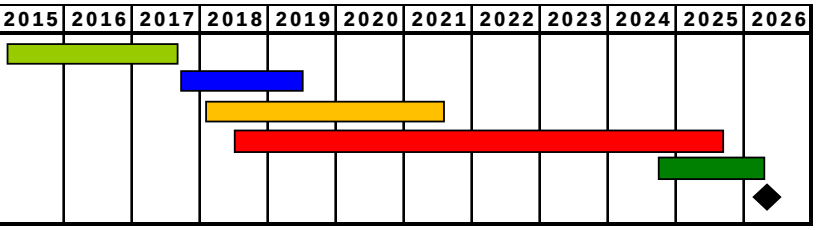
Phase II Community Working Group meetings continue to be held. Recent meeting topics included a presentation on the single-bore construction methodology, updates on VTA's Joint Development Program, and the City of San Jose's Developer's Forum conducted for the Alum Rock Station area.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Future Extension to Santa Clara (SVSX - Ph II)	$ 4,304.4	$ 135.1	$ 1,424.5	$ 2,744.8	$ 135.1	$ 10.1	$ 145.2	Under Development
Newhall Maintenance Facility (NMF)	$ 388.3	$ 25.4	$ 0.5	$ 362.4	$ 25.4	$ 0.5	$ 25.9	Under Development
Total	**$ 4,692.7**	**$ 160.5**	**$ 1,425.0**	**$ 3,107.2**	**$ 160.5**	**$ 10.6**	**$ 171.1**	

Project Schedule:

Activity	Start	End
Environmental	Early 2015	Late 2017
Design	Late 2017	Mid 2019
Right-of-Way	Early 2018	Late 2021
Construction	Mid 2018	Late 2025
Testing and Commissioning	Late 2024	Mid 2026
Revenue Service	Mid 2026	N/A



*** P-0501 (portion), P-0503 through P-0507, P-0509 (portion)*

Silicon Valley Rapid Transit

June 2016

1-5 BART Core Systems Modifications (BCS)

Estimated Cost: $266.7 million

Secured Funding: $266.7 million

Year of Completion: 2018

New BART Vehicle

Project Description:

Some modifications to the BART **Hayward Maintenance Complex (HMC)** are required due to greater demands arising from the Berryessa Extension. This project includes property acquisition and construction of several shop buildings.

60 BART rail cars are required for SVBX. 40 of these vehicles are included in SVBX. This project covers the purchase of the additional **20 railcars** required to integrate into BART.

Under the Comprehensive Agreement between VTA and BART covering the extension to Santa Clara County, VTA committed to pay a proportional share of BART Core System capital investments made by BART that are used by the SVRT extension. A key element of this effort is the new **BART Operations Control Center (OCC)**, to which VTA is contributing funds.

Hayward Maintenance Complex (HMC) Site Plan

Project Status:

On the **Hayward Maintenance Complex (HMC)**, On BART's Component Repair Facility and Hayward Shop Modification contract, building demolition has been completed and foundation work and reinforcing steel installation is in progress for the new Component Repair Shop facility. Additionally, excavation work inside the Main Shop has commenced.

On the **20 Non-New Starts BART Vehicles**, BART received the first pilot vehicle and commenced qualification testing and train operator training. The vehicle manufacturer continued pilot vehicle production and inspection at the carbody manufacturing facility. Final assembly of the pilot vehicles continued in Plattsburgh, New York. Delivery of the second pilot vehicle has also been made.

VTA and BART have finalized an agreement for a new **BART Operations Control Center (OCC)**. VTA and BART will execute the agreement after BART completes the environmental review for OCC project.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
BART Core System Modifications (BCS)	$ 266.7	$ 69.8	$ 196.9	$ -	$ 57.1	$ 65.4	$ 122.5	Construction
Total	**$ 266.7**	**$ 69.8**	**$ 196.9**	**$ -**	**$ 57.1**	**$ 65.4**	**$ 122.5**	

Project Schedule:

Activity	Start	End	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Hayward Maintenance Complex (HMC)														
Design	Mid 2011	Late 2014												
Right-of-Way	Mid 2013	Mid 2015												
Construction	Early 2015	Early 2018												
20 Non-New Starts BART Vehicles														
Design	Mid 2012	Late 2014												
Pilot Vehicle Delivery	Early 2016	Late 2016												
Production Vehicle Delivery	Mid 2017	Late 2025												
BART Core Sytems Mod's Incl OCC														
Schedule TBD	TBD	TBD												

** P-0800, P-0801, P-0861

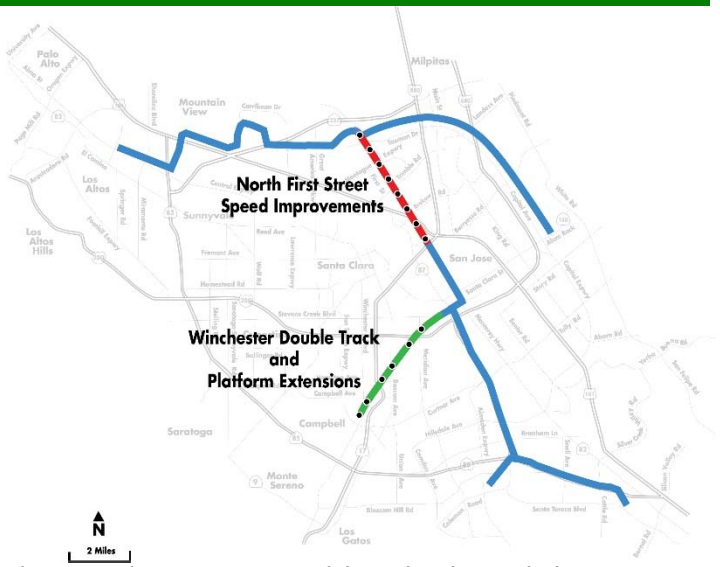
Extend BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station

1-6 - Other Supporting Projects

Estimated Cost: $101.6 million

Secured Funding: $101.6 million

Year of Completion: 2018



Project Description:

The **Santa Clara Pocket Track** project installed additional track and supporting infrastructure so one track can be used as a pocket track to store additional cars on Tasman, near Old Ironsides Station, in the City of Santa Clara.

Northern Light Rail Express implemented a series of improvements including double-tracking in Mountain View to establish a new line from Mountain View to Alum Rock to connect with Caltrain and the new Milpitas BART Station, commensurate with the opening of the BART Silicon Valley Berryessa extension.

The **N. First St. Improvement & Tasman Modification project** will construct improvements to increase Light Rail Transit (LRT) speeds along the North First Street corridor to 45 miles per hour.

Project Status:

The **Santa Clara Pocket Track** construction started in February 2014 and was completed in early 2015. Project is currently being closed out.

The **Northern Light Rail Express** (Mountain View Double Track Phase I) construction contract was awarded in August 2014 and field construction started in September 2014. Phase II construction contract was awarded in January 2015. All major construction under both contracts was completed in December 2015. Construction contracts have been closed out and project closeout is ongoing.

Project team is currently reviewing alternatives, and developing conceptual plans and estimates for the **N. First St. Improvement & Tasman Modification** project.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
King Road BRT	$ 3.0	$ -	$ 3.0	$ -	$ -	$ 0.4	$ 0.4	Ongoing
Northern Light Rail Express	$ 60.6	$ 8.0	$ 52.6	$ -	$ 8.0	$ 48.5	$ 56.5	Ongoing
Santa Clara Pocket Track	$ 30.1	$ -	$ 30.1	$ -	$ -	$ 27.8	$ 27.8	Ongoing
BART Transit Integration Analysis & Imp	$ 0.8	$ -	$ 0.8	$ -	$ -	$ 0.3	$ 0.3	Ongoing
N.1st Speed Imp & 1st/Tasman Mods	$ 7.0	$ 1.1	$ 0.9	$ 5.0	$ -	$ 0.0	$ 0.0	Ongoing
Total	**$ 101.6**	**$ 9.1**	**$ 87.5**	**$ 5.0**	**$ 8.0**	**$ 77.1**	**$ 85.1**	

Project Schedule:

Activity	Start	End	2011	2012	2013	2014	2015	2016	2017	2018
Santa Clara Pocket Track	Late 2012	Early 2015								
Mountain View Phase I	Early 2013	End 2015								
Mountain View Phase II	Mid 2013	End 2015								
N First St Improvements & Tasman Mods	Late 2015	Mid 2018								

Environmental | Design/ Bid | Construction

Mineta San Jose Airport

June 2016

2 Mineta San Jose Airport People Mover

Estimated Cost: $800 million

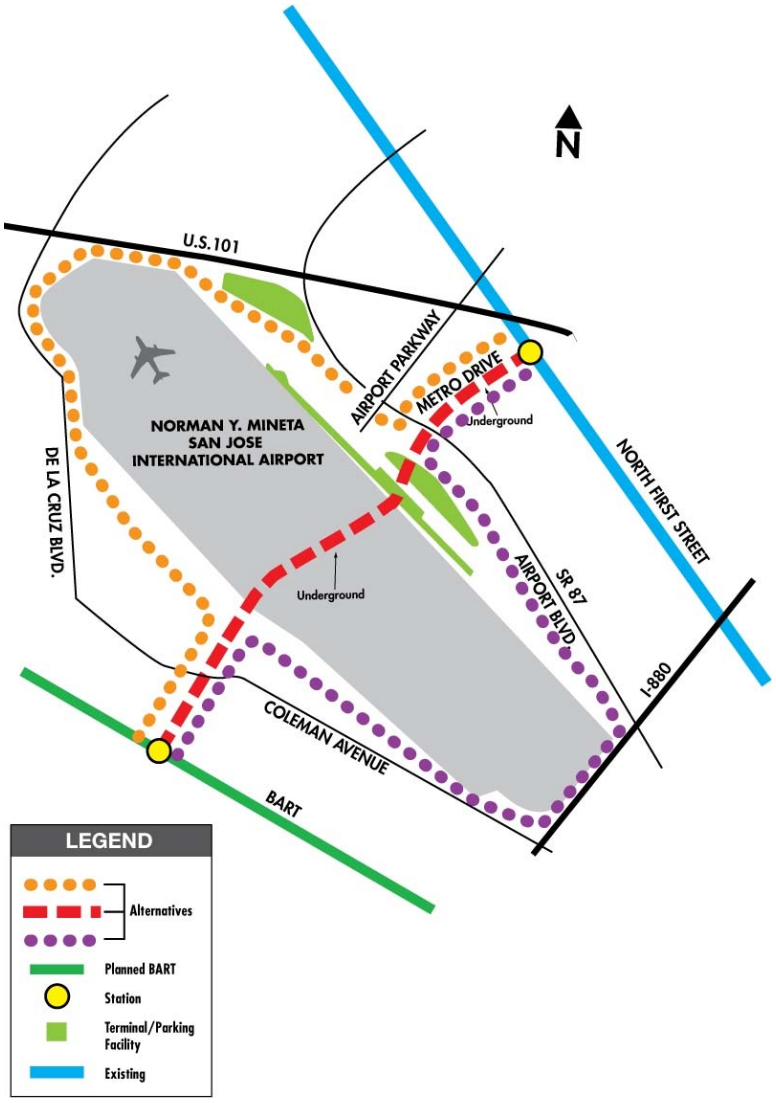
Secured Funding:

$5.0 million

Year of Completion: TBD

Project Description:

The Airport People Mover Project will provide a dedicated guideway connection from the San Jose International Airport to the Caltrain, Bus Rapid Transit (BRT), and future BART stations at the Santa Clara Transit Center, and the VTA Light Rail on North First Street.



Project Status:

The Airport People Mover project has completed a conceptual vehicle technology level analysis. June 2016 VTA Board approved additional funds 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, City of Santa Clara, San Jose Airport, High Speed Rail and likely the private sector in order to develop and fund a fixed rail connection to the airport.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Mineta San Jose Airport People Mover (APM)	$ 800.0	$ -	$ 5.0	$ 795.0	$ -	$ 2.0	$ 2.0	Ongoing
Total	**$ 800.0**	**$ -**	**$ 5.0**	**$ 795.0**	**$ -**	**$ 2.0**	**$ 2.0**	

Project cost is very preliminary and can be better defined once scope is established.

Project Schedule:

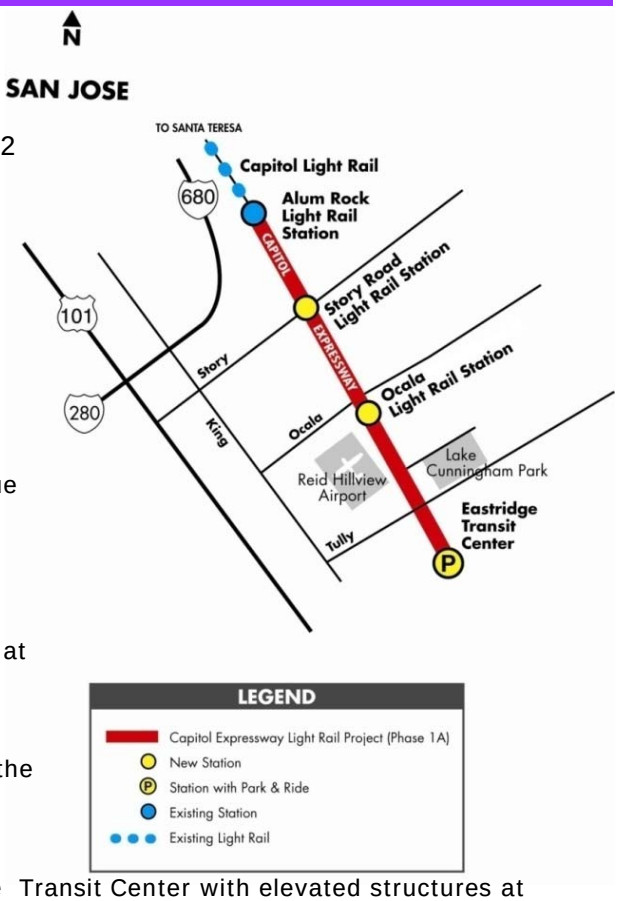
A Request for Proposal (RFP) will be issued in late 2016 to obtain a consultant for the conceptual alternatives analysis phase. This phase is expected to take twelve (12) months to complete. The schedule for subsequent activities will be established once this phase is completed.

3 Capitol Expressway Light Rail to Eastridge

Estimated Cost: $522.3 million*

Secured Funding: $222.7 million

Year of Completion: Phase 1: 2015, Phase 2: 2022



Project Description:

This project will transform Capitol Expressway into a multi-modal boulevard offering bus and light rail transit, and safe pedestrian pathways with connections to the regional trail system.

Phase I includes pedestrian and bus improvements along Capitol Expressway to improve pedestrian access by adding sidewalks, street lights, and landscaping from Capitol Avenue to Quimby Road. This phase also includes reconstruction of the Eastridge Transit Center.

Phase II will extend light rail to the Eastridge Transit Center with elevated structures at Capitol Avenue, Story Road, and Tully Road. The Eastridge extension will include LRT station at Story Road (aerial) and Eastridge (at-grade).

Project Status:

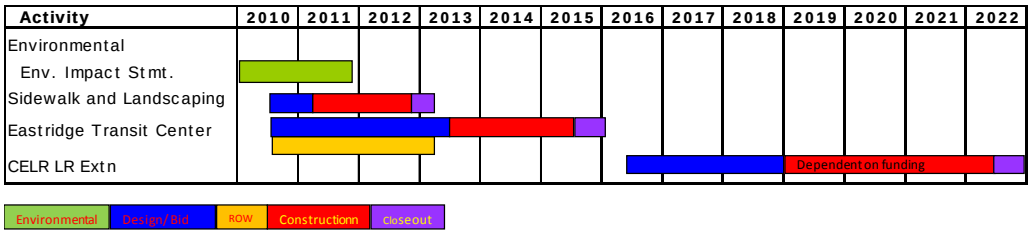
Phase I - The pedestrian improvements were completed in the spring of 2013. Eastridge Transit Center was completed in May 2015.

Phase II – This project will extend light rail to the Eastridge Transit Center with elevated structures at Capitol Avenue, Story Road and Tully Road. It will include stations at Story Road (aerial) and Eastridge (at-grade). In June 2016, VTA Board of Directors approved funding to complete design, acquire right of way and relocate utilities. Construction phase is dependent on securing funding.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
DTEV Planning & Conceptual Engg	$ 11.1	$ 5.7	$ 5.3	$ -	$ 5.7	$ 5.3	$ 11.1	Completed
DTEV Environmental & 90% CELR	$ 53.5	$ 0.2	$ 53.3	$ -	$ 0.2	$ 53.3	$ 53.4	Ongoing
CELR Phase I - Pedestrian Improvements	$ 19.0	$ 16.0	$ 3.0	$ -	$ 16.0	$ 3.0	$ 19.0	Completed
CELR Phase I - Eastridge Transit Center	$ 61.9	$ 26.9	$ 35.0	$ -	$ 26.8	$ 30.7	$ 57.5	Closeout; Underrun projected
CELR Phase II - LRT to Eastridge	$ 376.9		$ 70.0	$ 306.9	$ -	$ -	$ -	Ongoing
Total	**$ 522.3**	**$ 48.8**	**$ 166.6**	**$ 306.9**	**$ 48.7**	**$ 92.3**	**$ 141.0**	

Project Schedule:



* P-0375, P-0476, P-0743, P-0744, P-0787

4 Low Floor Light Rail Vehicles

Estimated Cost: $200.6 million*

Secured Funding: $200.6 million

Year of Completion: 2004

Project Description: VTA purchased 70 low floor light rail vehicles to serve the entire VTA Light Rail system. Low floor vehicles provide enhanced ADA accessibility and improved service by minimizing boarding and exit times for all riders. Low floor light rail vehicles eliminate the need for wheelchair lifts and enhance access for all VTA riders, as well as providing additional space for bicycles.

Project Status: Project was completed and closed.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
70 Low-Floor Light Rail Vehicles	$ 200.6	$ 200.6	$ -	$ -	$ 200.6	$ -	$ 200.6	Completed
Total	**$ 200.6**	**$ 200.6**	**$ -**	**$ -**	**$ 200.6**	**$ -**	**$ 200.6**	

Project funded through a Board approved fund exchange between Santa Clara County, VTA and Measure A. Measure A costs incurred for this item reflected as a portion of Debt Service.

* P-0447

5- Caltrain – Capacity Improvements & Electrification

Estimated Cost: $1.5 billion (Total)

$105.2 million (VTA)

Secured Funding*: $105.2 million (VTA)

Year of Completion: 2021

Project Description:

Original scope included 8 miles of double tracking on the existing Union Pacific Railroad (UPRR) corridor between San Jose and Gilroy to increase **Caltrain capacity**.

Caltrain from San Jose to San Francisco will be upgraded to an electric system in conjunction with the California High Speed Rail (CHSRA) Project.

Project Status:

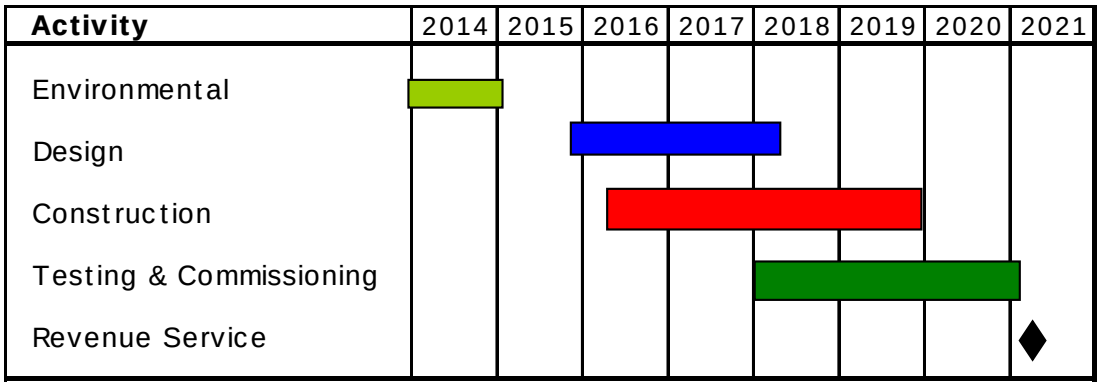
Fiber optic cable relocation of the northern segment ($5.3 miles) required for double tracking was completed. Remaining scope is pending Cal Mod to San Jose and High Speed Rail project.

The environmental process for electrification and new electric trains was completed in January 2015. On July 7, 2016, Caltrain Board of Directors approved $1.25 billion in contracts to begin work on the Peninsula Corridor Electrification Project (PCEP). The contract for design and construction of the corridor's electrification infrastructure was awarded to Balfour Beatty Infrastructure, Inc. The contract for the manufacture of high-performance electric trains was awarded to Stadler US, Inc. Caltrain expects to begin rollout of electrified passenger service in winter 2020. VTA continues to reimburse Caltrain for project related cost.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Caltrain South County Capacity Improvements	$ 17.2	$ 14.9	$ 2.3	$ -	$ 14.9	$ 2.3	$ 17.2	Inactive
Caltrain Electrification/ HS Rail	$ 1.3	$ -	$ 1.3	$ -	$ -	$ 0.5	$ 0.5	Ongoing
Caltrain Electrification Early Investment Program	$ 86.7	$ 26.4	$ 60.2	$ -	$ 26.4	$ 20.2	$ 46.6	Ongoing
Total	**$ 105.2**	**$ 41.3**	**$ 63.9**	**$ -**	**$ 41.3**	**$ 23.1**	**$ 64.4**	

Project Schedule:



*P-0550, P-0595, P-0829

**Caltrain Electrification includes $26.4M in Prop 1A CTC grant funds designated directly to Caltrain

6 - Caltrain Service Upgrades

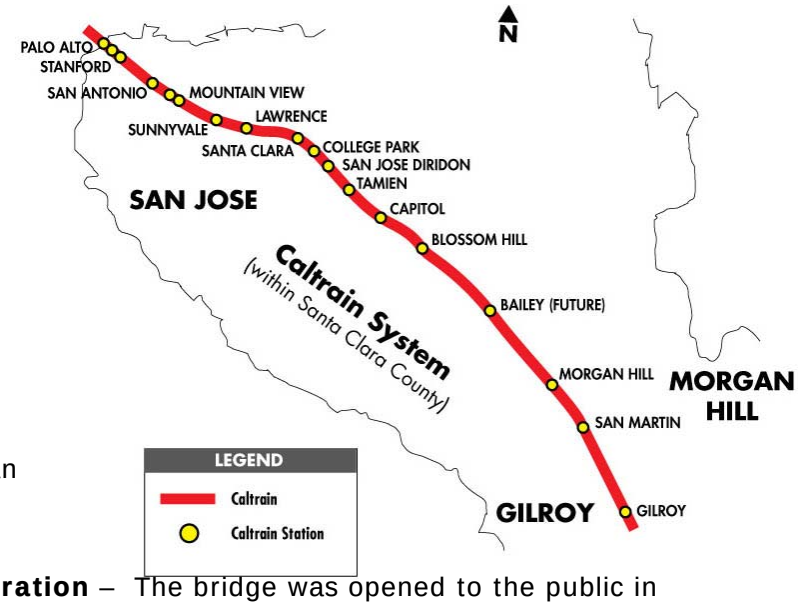
Estimated Cost: $71.2 million

Secured Funding: $88.1 million

Year of Completion: 2018

Project Description:

Capital improvement projects to the Caltrain system with the goals of improving service, ridership and passenger accessibility.



Project Status:

- **Mountain View Parking** – Project is inactive until right-of-way needs of High Speed Rail project are known, and the plan for future Caltrain capital and operating improvements is determined.
- **Blossom Hill Pedestrian Grade Separation** – The bridge was opened to the public in September 2012.
- **Safety Enhancements** Construction along the JPB segment is completed and design for approximately 15 crossings along the UPRR segment started in January 2012. Design for the next phase is complete, construction is pending High Speed Rail project.
- **Santa Clara Caltrain Station Pedestrian Underpass Extension** - This project will provide an extended pedestrian tunnel under the UPRR tracks to Brokaw Road at the Santa Clara Station. Construction contract was awarded to Shimmick Construction in June 2016 and construction is planned for completion by md-2017.
- **Santa Clara and Diridon Station Upgrades** was administered by Caltrain and is now complete. Final invoice from Caltrain has been paid.
- **The Bike Share Pilot Program** opened on August 29, 2013 with 280 bicycles and 28 bike share stations at Caltrain stations and downtown areas in the cities of San Jose, Mountain View, and Palo Alto. The grant-funded pilot concluded in June 2016. Post-pilot expansion will occur in select cities, including San Jose, and will be funded by a private company.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Caltrain Service Upgrades	$ 15.9	$ -	$ 15.9	$ -	$ -	$ 15.8	$ 15.8	Ongoing
Caltrain Improvement Plan	$ 0.3	$ -	$ 0.3	$ -	$ -	$ 0.3	$ 0.3	Completed
Caltrain Mountain View Parking Structure	$ 0.3	$ 0.1	$ 0.2	$ -	$ 0.1	$ 0.2	$ 0.3	Inactive; on hold
Blossom Hill Pedestrian Grade Separation	$ 12.1	$ 9.9	$ 1.6	$ 0.5	$ 9.7	$ 1.3	$ 10.9	Completed; Closeout -in claim
Caltrain Safety Enhancements	$ 15.8	$ 0.1	$ 15.7	$ -	$ 0.1	$ 15.6	$ 15.7	Next phase dependent on electrification/HSR
Santa Clara Station Pedestrian Underpass Extension	$ 13.7	$ 13.0	$ 0.7	$ -	$ 2.3	$ 0.7	$ 3.0	Ongoing
Santa Clara and San Jose Diridon Station Upgrade	$ 12.2	$ -	$ 12.2	$ -	$ -	$ 12.2	$ 12.2	Completed
Bike Sharing Pilot Project	$ 0.9	$ 0.6	$ 0.3	$ -	$ 0.6	$ 0.2	$ 0.8	Completed
Total	**$ 71.2**	**$ 23.8**	**$ 47.0**	**$ 0.5**	**$ 12.8**	**$ 46.4**	**$ 59.2**	

Project Schedule:

Activity	Start	End	2010	2011	2012	2013	2014	2015	2016	2017	2018
Santa Clara Station Ped UC Design/Bid/Award	Mid 2010	Mid 2016									
Santa Clara Station Ped UC Construction/Closeout	Mid 2016	Early 2018									

P-0511, P-0553, P-0740, P-3201 through P-3205

7 - Palo Alto Intermodal Transit Center

Estimated Cost: $TBD*

Secured Funding: $0.2 million

Year of Completion: TBD; Studies completed: 2004

Project Description: This project will create an intermodal facility for trains, buses, bicycles, autos and pedestrians, and act as a gateway to both Downtown Palo Alto and Stanford University. This project is inactive, as significant issues related to the High Speed Rail project will need to be resolved before further planning work can proceed for this project.

Project Status: Project is inactive/ on hold.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Palo Alto Intermodal Transit Center	$ 0.2	$ 0.2	$ 0.0	$ -	$ 0.2	$ 0.0	$ 0.2	Inactive; on hold
Total	**$ 0.2**	**$ 0.2**	**$ 0.0**	**$ -**	**$ 0.2**	**$ 0.0**	**$ 0.2**	

Project on hold. Completed project studies.

Project Schedule: Project on hold

8 Bus Rapid Transit

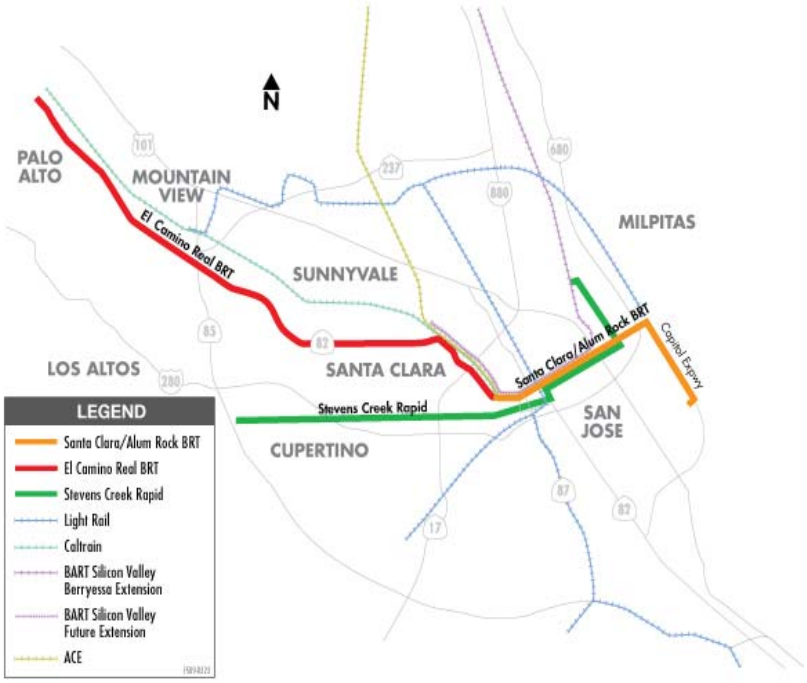
Estimated Cost: $616.7 million

Secured Funding: $266.2 million*

Year of Completion: TBD

Project Description:

Bus Rapid Transit (BRT) is an enhanced bus transit service that offers many of the same service attributes as rail transit, such as specialized vehicles, large stations, real-time information, and more frequent and reliable operations.



Project Status:

After the safety shutdown of the contractor for the **Alum Rock Santa Clara Bus Rapid Transit (BRT)** project in July 2015, VTA entered into a closeout Agreement with the contractor for the prompt and orderly closeout and demobilization of contractor from the Project. Using the completion contractor and certain subcontractors from the original contract, VTA prioritized critical and unfinished work along the corridor so traffic can be restored to its final configuration and all areas reopened to vehicles and pedestrians. The work scope not started by the original contractor was repackaged into a two new contracts. All construction work will be completed by early 2017.

The **El Camino Real Rapid Transit** Policy Advisory Board of VTA is exploring new project alternatives in an effort to identify a project design that will attract widespread support from the corridor cities.

Design for new shelters, seating, lighting and other associated bus stop improvements for the Stevens Creek **Rapid 523** is currently ongoing. Construction contract will be advertised in late 2016. Conceptual engineering for an interim transit facility at **De Anza college** has been completed. Options are being developed for the King Road/Alum Rock northbound bus stops. **Modifications at Chaboya / North Divisions** Phase I (North Yard) were completed in March 2015. RFP for design services for Phase II involving modifications to the Chaboya Yard is planned for late 2016. Construction is expected to start in late 2017.

Articulated Buses (29 units) have been accepted by VTA and are starting to be used for special event service. An option for 20 additional buses to operate on the Stevens Creek corridor is also available and is being considered.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
BRT Strategic Plan	$ 1.3	$ -	$ 1.3	$ -	$ -	$ 1.3	$ 1.3	Completed
Highway-Based BRT Alternative Analysis	$ 0.9	$ 0.7	$ 0.2	$ -	$ 0.7	$ 0.2	$ 0.9	Completed
Alum Rock - Santa Clara Bus Rapid Transit	$ 148.0	$ 90.7	$ 57.4		$ 71.7	$ 26.2	$ 97.9	Ongoing
Stevens Creek Bus Rapid Transit	$ 151.0	$ 0.8	$ 3.6	$ 146.6	$ 0.8	$ 2.7	$ 3.5	Contingent on funding
El Camino Real Bus Rapid Transit	$ 229.0	$ -	$ 15.0	$ 214.0	$ -	$ 10.5	$ 10.5	Ongoing; Est. depends on LPA
Procure BRT Articulated Buses	$ 57.7	$ 19.5	$ 38.1	$ -	$ 19.1	$ 13.0	$ 32.1	Ongoing
Modifications to Chaboya and North Division for BRT	$ 14.4	$ -	$ 14.4	$ -	$ -	$ 2.1	$ 2.1	Ongoing
Money Counting Facility Replacement	$ 0.1	$ -	$ 0.1	$ -	$ -	$ 0.1	$ 0.1	Closed
De Anza College Transit Center Improvement	$ 10.0	$ -	$ 10.0	$ -	$ -	$ 0.1	$ 0.1	Ongoing
Rapid 523 Bus Stop Improvements	$ 3.9	$ 0.7	$ 3.2		$ -	$ 0.0	$ 0.0	Ongoing
Total	**$ 616.7**	**$ 112.4**	**$ 143.3**	**$ 360.6**	**$ 92.3**	**$ 56.1**	**$ 148.5**	

** P-0551,P-0725, P-0475, P-0715, P-0717, P-0719, P-0785, P-0786, P-0967, P-0998*

9 Upgrade Altamont Commuter Express (ACE)

Estimated Cost: $10.0 million*

Secured Funding: $0.0 million

Year of Completion: 2013

Project Description: ACE provides weekday commute service between Stockton and San Jose to three stations in Santa Clara County: Great America, Santa Clara, and Downtown San Jose. Work was completed in 2012.

Project Status: Closed.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Included in Santa Clara and San Jose Diridon Station Upgrade	$ -	$ -	$ -	$ -	$ -	$ -	$ -	Included in SC/SJ Station Upgrade
Total	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

* A $10 million Measure A contribution to the $26 million Santa Clara Station project was approved and included in the Caltrain Service Upgrades project for improvements to the Santa Clara Station to allow ACE trains to stop at the station.

Project Schedule: Project completed in 2013.

10 - Highway 17 Bus Service Improvements

Estimated Cost: $2.5 million*

Secured Funding: $2.5 million

Year of Completion: 2011

Project Description: VTA reimbursed Santa Cruz Metro $2.5 million for the procurement of five buses necessary to operate service between Santa Cruz, Scott Valley, and Downtown San Jose. These buses replaced existing buses that are 20 years old, with an average of 950,000 miles each. The five buses went into service in March/April 2011.

Project Status: Project closed.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Highway 17 Bus Service Improvements	$ 2.5	$ -	$ 2.5	$ -	$ -	$ 2.5	$ 2.5	Completed
Total	**$ 2.5**	**$ -**	**$ 2.5**	**$ -**	**$ -**	**$ 2.5**	**$ 2.5**	

Project Schedule: Project completed in 2011.

11 Dumbarton Rail Corridor

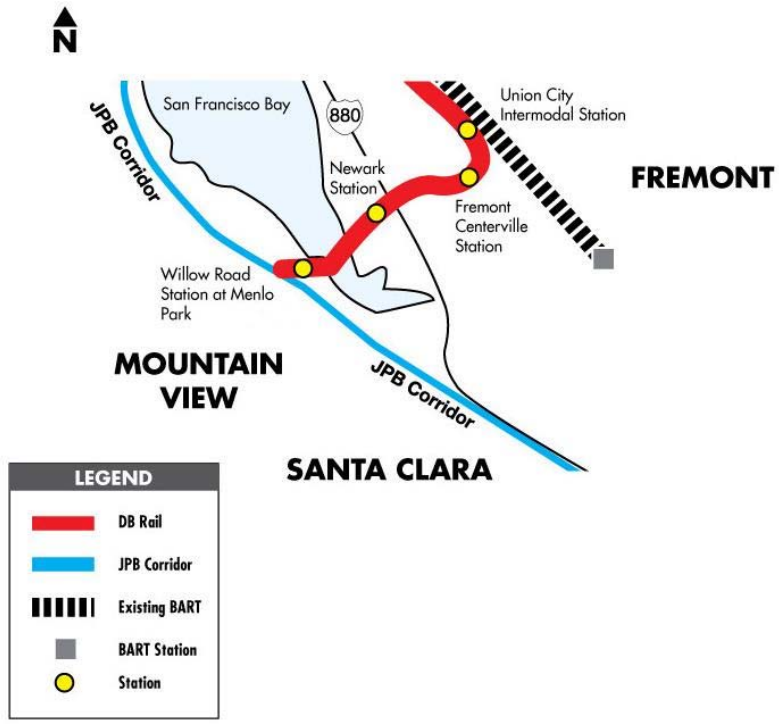
Estimated Cost: TBD

Secured Funding: $2.3 million (VTA)

Year of Completion: TBD

Project Description:

The project will rehabilitate rail bridges and tracks that span the bay between Redwood City and Newark and make improvements to existing tracks in Union City and Fremont. The project will involve the construction of two new rail stations at Menlo Park and Newark, as well as upgrades to the Fremont Centerville Station and a new intermodal station at the Union City BART station.



Project Status:

Environmental / Design: Based on the detailed cost estimate prepared by the Peninsula Corridor Joint Powers Board (JPB), the project is now projected to cost between $700 million and $1 billion.

Environmental information was prepared but due to funding constraints, an Environmental Impact Report (EIR) was not completed. Operational funds and an operator have yet to be identified for the proposed service.

This Project is currently inactive.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Dumbarton Rail Corridor	$ 2.3	$ -	$ 2.3	$ -	$ -	$ 2.3	$ 2.3	Inactive; on hold
Total	**$ 2.3**	**$ -**	**$ 2.3**	**$ -**	**$ -**	**$ 2.3**	**$ 2.3**	

Project Schedule:

Activity	Start	End	2006	2007	2008	2009	2010	2011	2012	2013
Environmental	Late 2006	Mid 2013								
Design										
Construction										

Project development will proceed on a schedule consistent with available funding.

12 ZEB Demonstration and Facility Improvements

Estimated Cost: $19.4 million*

Secured Funding: $19.4 million

Year of Completion: 2005

Project Description: VTA procured three 40-foot low-floor zero-emission fuel-cell bus (ZEB) to comply with California Air Resources Board's (CARB) regulation to reduce nitrogen oxide and particulate matter emitted by public transit buses. Facilities were modified, a hydrogen fueling station was installed, and training was provided for staff, emergency responders, and others. The three ZEBs started revenue service in February 2005. Project is closed.

Project Status: Closed.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
3 Zero Emission Buses (Pilot Program)	$ 14.7	$ 11.4	$ 3.2	$ -	$ 11.4	$ 3.2	$ 14.7	Completed
Zero Emission Buses Facility Improvements	$ 4.8	$ 2.4	$ 2.4	$ -	$ 2.4	$ 2.4	$ 4.8	Completed
Total	**$ 19.4**	**$ 13.9**	**$ 5.6**	**$ -**	**$ 13.9**	**$ 5.6**	**$ 19.4**	

Project Schedule: Project completed in 2005

P-0336; P-0449

13 - Develop New Light Rail Corridors

Estimated Cost: $351.1 million*

Secured Funding: $47.2 million

Year of Completion: Varies

Description:

The VTA Board adopted the **Light Rail Systems Analysis** in May 2010. The Systems Analysis provides an evaluation of infrastructure and operational shortcomings of the existing light rail system along with a three-phase improvement plan for immediate action.

Southern Light Rail Express project developed alternatives for more efficient operation of the light rail system.

The **Vasona LRT Extension** project will provide a 1.6 mile extension from existing Winchester Station to a new Vasona Junction Station in Los Gatos.

Status:

The **Light Rail Systems Analysis** was adopted by the VTA Board in May 2010. The initial projects recommended from the Systems Analysis began planning, design and construction in Fall 2011.

Southern Light Rail Express project has been closed out. Findings from this study will be used for future operating plan analysis. This study did not result in a capital construction project.

Vasona LRT Extension - Since 2000, environmental and design conditions have changed; therefore, the **Vasona LRT extension** project was re-evaluated in a Supplemental Environmental Impact Report (SEIR)/Environmental Assessment (EA). The VTA Board of Directors certified the SEIR and approved the project in March 2014. FTA approved the project in August 2014. In June 2016 VTA Board of Directors approved funding to complete design, acquire right of way and relocate utilities. Construction phase is dependent on securing funding.

The **Winchester Light Rail Double Track & Platform Extension -** In June 2016 VTA Board of Directors approved funding to complete design, acquire right of way and relocate utilities. Construction phase is dependent on securing funding.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
New Rail Corridors Study	$ 1.5	$ -	$ 1.5	$ -	$ -	$ 1.0	$ 1.0	Ongoing
Light Rail Systems Analysis	$ 1.7	$ -	$ 1.7	$ -	$ -	$ 1.7	$ 1.7	Completed
Southern Light Rail Express	$ 1.1	$ -	$ 1.1	$ -	$ -	$ 1.1	$ 1.1	Completed
LRT Extension to Vasona Junction	$ 174.1	$ -	$ 20.9	$ 153.2	$ -	$ 0.9	$ 0.9	Ongoing
Winchester LR Double Track & Platform Extension	$ 172.8	$ -	$ 22.0	$ 150.8	$ -	$ -	$ -	Ongoing
Total	**$ 351.1**	**$ -**	**$ 47.2**	**$ 304.0**	**$ -**	**$ 4.7**	**$ 4.7**	

Project Schedule:

Activity	Start	End	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Vasona LRT Extn	Late 2009	TBD											
Winchester LR Double Track & Platform Extension	Late 2016	TBD											

Construction schedule dependent on funding

Environmental | Design/Bid | Construction

* P-0552, P-0660, P-0799, P-0587, P-0968

OFFICIAL BALLOT
COUNTY OF SANTA CLARA

GENERAL ELECTION
November 7, 2000

DISTRICT
SANTA CLARA VALLY TRANSPORTATION AUTHORITY

A ½ CENT TRANSIT SALES TAX

To:

- Connect BART to Milpitas, San Jose, Santa Clara;
- Build rail connection from San Jose International Airport to BART, Caltrain, light rail;
- Purchase vehicles for disabled access, senior safety, clean air buses;
- Provide light rail throughout Santa Clara County;
- Expand, electrify Caltrain;
- Increase rail, bus service.

Shall Santa Clara Valley Transportation Authority enact a ½ cent sales tax for 30 years beginning 4/1/06 when current tax expires, with annual audits published in local newspapers and an independent citizens watchdog committee?

COMPLETE TEXT OF MEASURE A

Shall the Board of Directors of the Santa Clara Valley Transportation Authority (VTA) be authorized to enact a retail transactions and use tax ordinance imposing (a) a tax for the privilege of selling tangible personal property at retail upon every retailer in Santa Clara County, the territory of VTA; such tax to be at the rate of one-half of one percent of the gross receipts of the retailer from the sale of all tangible personal property sold by him at retail in the territory of VTA, and (b) a complimentary tax upon the storage, use, or other consumption in Santa Clara County, the territory of VTA; such tax to be at the rate of one-half of one percent of the sales price of the property whose storage, use , or other consumption is subject to the tax, such taxes to be imposed for a period not to exceed 30 years, and to take effect only upon the expiration of the current County of Santa Clara 1996 Measure B ½ cent sales tax in April, 2006, and to be used only to:

- **Extend BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station, specifically,**

  To build a BART Extension from Fremont to Milpitas, San Jose and Santa Clara with a major connection to the Tasman Light Rail line at the Milpitas BART Station. In San Jose to include a BART subway section with stations at San Jose State University, the new San Jose City Hall, Downtown San Jose at Market Street, San Jose Arena and the Diridon Multimodal Station connecting to Caltrain, ACE, Amtrak, the Vasona Light Rail line and VTA bus service. In Santa Clara, to serve Santa Clara University, and the Caltrain Station with a

people mover connection to San Jose International Airport.

- **Provide Connections from San Jose International Airport to BART, Caltrain and the VTA Light Rail, specifically,**

  To build a people mover rail line connecting the airport passenger terminals directly with BART, Caltrain and the VTA Light Rail line.

- **Extend Light Rail from Downtown San Jose to the East Valley by**

  Building a Downtown/East Valley Light Rail line from downtown San Jose serving the new San Jose City Hall and San Jose State University, out Santa Clara Street to Capitol Avenue to join the Capitol Light Rail line then south to Eastridge Shopping Center.

- **Purchase Low Floor Light Rail Vehicles, specifically**

  To better serve disabled, seniors and others; purchase an additional 20 low floor light rail vehicles to join the 30 low floor vehicles now being constructed for the new Tasman, Capitol and Vasona Light Rail lines and 50 new low floor vehicles to replace VTA's existing 50 light rail vehicles.

- **Improve Caltrain: Double Track to Gilroy and Electrify from Palo Alto to Gilroy**

  Extend the Caltrain double track from the San Jose Tamien Station through Morgan Hill to Gilroy. Provide VTA's funds for the partnership with San Francisco and San Mateo counties to electrify Caltrain from San Francisco to Gilroy.

- **Increase Caltrain Service, specifically**

  Purchase new locomotive train sets for increased Caltrain service in Santa Clara County from Gilroy to Palo Alto and provide additional facilities to support the increased service.

- **Construct a New Palo Alto Intermodal Transit Center**

  In partnership with the City of Palo Alto and Stanford University, design and construct a new parkway and underpass for University Avenue from the campus to downtown Palo Alto to improve bicycle, pedestrian and transit access to the campus, Palo Alto Caltrain station and downtown Palo Alto. Upgrade passenger facilities at the historic Palo Alto Caltrain station, upgrade transit facilities for VTA, SAMTRANS, Dumbarton Express and the Stanford Marguerita and Palo Alto shuttle services.

- **Improve Bus Service in Major Bus Corridors**

  For VTA Line 22 (Palo Alto to Eastridge Center) and the Stevens Creek Boulevard Corridor, purchase new low floor articulated buses. Improve bus stops and major passenger transfer points and provide bus queue jumping lanes at intersections to permit buses quick access along the corridors.

- **Upgrade Altamont Commuter Express (ACE)**

  Provide VTA's matching funds for additional train sets, passenger facilities and service upgrades for the ACE Commuter Service from San Joaquin and Alameda Counties.

- **Improve Highway 17 Express Bus Service**

  Provide VTA's share of funds for the partnership with the Santa Cruz County Transit District for additional buses and service upgrades for the Highway 17 Express Bus Service.

- **Connect Caltrain with Dumbarton Rail Corridor**

  Provide VTA's share of matching funds for a partnership with Alameda and San Mateo counties for the rebuilding of the Dumbarton Rail Corridor to connect to Caltrain and train sets for this new service conditioned on Alameda and San Mateo County's funding.

- **Purchase Zero Emission Buses and Construct Service Facilities**

  Provide funds to supplement federal funds to expand and replace existing VTA diesel bus fleet from current size of just over 500 vehicles to 750 vehicles with the new zero emission buses and to provide maintenance facilities for this new, clean vehicle propulsion system. All new buses to be low floor for easier boarding by seniors and the disabled.

- **Develop New Light Rail Corridors**

  Provide capital funds for at least two new future light rail corridors to be determined by Major Investment Studies (MIS). Potential corridors include: Sunnyvale/Cupertino; Santa Teresa/Coyote Valley; Downtown/East Valley Connection to Guadalupe Line; Stevens Creek Boulevard; North County/Palo Alto; Winchester/Vasona Junction; and, initial study of BART connection from Santa Clara through Palo Alto to San Mateo County.

- **Fund Operating and Maintenance Costs for Increased Bus, Rail and Paratransit Service**

  Provide revenue to ensure funding, to at least 2014, and possibly longer, of the following: the new Tasman East, Capitol and Vasona Light Rail lines, the commuter rail connection to BART, expanded paratransit services, expanded bus fleet of 750 vehicles, the Downtown/East Valley Light Rail line operations, which can commence in 2008, and the BART extension to San Jose which can commence operations by 2010;

All subject to the following mandatory requirements:

- The Tax Must Expire 30 Years After Implementation.
  If approved by the voters, this half-cent sales tax must expire 30 years after implementation. The tax will be imposed for the period commencing April 1, 2006 when current tax expires and terminate on March 31, 2036. The length of this tax cannot be extended without a vote – and the approval – of the residents of Santa Clara County.

- An Independent Citizen's Watchdog Committee Must Review all Expenditures.
  The Independent Citizen's Watchdog Committee will consist of private citizens, not elected officials, who comprise the VTA's Citizen's Advisory Committee. Responsibilities of the Citizen's Watchdog Committee are:

  - Public Hearings and Reports: The Committee will hold public hearings and issue reports on at least an annual basis to inform Santa Clara County residents how the

funds are being spent. The hearings will be held in full compliance with the Brown Act, California's open meeting law with information announcing the hearings well-publicized and posted in advance.

- Annual Independent Audits: An annual audit conducted by an independent Auditor will be done each fiscal year to ensure tax dollars are being spent in accordance with the intent of this measure.
- Publish results of Audits and Annual Reports: The Committee must publish the results of the Independent Auditor and the Annual Report in local newspapers. In addition, copies of these documents must be made available to the public at large.

such authorization being pursuant to the provisions of Sections 100250 et seq. of the public Utilities Code and Sections 7251 et seq. of the Revenue and Taxation Code.

APPENDIX B – 2000 MEASURE A FUND SWAPS

Figure 1.2
Funds Outgoing From Measure A:
Local Program Reserve Projects Receiving Measure A Funds

Sponsor	Project	Total LPR Allocated to by Board (000s)	Expended as of Jun 2016	Status Phase
VTA	I-880 HOV Widening: SR-237 to US-101	$17,791	$17,789	***Completed***
VTA	VTP PW	$100	$0	***Closed***
VTA	US 101 Improvements (280/680 to Yerba Buena)	$6,088	$5,633	***Completed***
VTA	US 101/Capitol Expwy and Yerba Buena Int. Imp.	$5,088	$4,343	***Completed***
VTA	US 101 Improvements (85 to Embarcadero)	$15,119	$14,957	***Completed***
VTA	I-880/I-280/Stevens Creek Interchange	$1,700	$1,004	***Completed***
VTA	US 101/SR-25 Interchange	$4,900	$4,900	***Env./PA/ED***
VTA/ACCMA	I-680 Sunol Grade HOV/HOT Lane	$8,000	$8,000	***Completed***
VTA	SR-87 HOV North & South - Cost Increase	$2,500	$2,497	***Completed***
VTA	SR-152/SR-156 Interchange - Cost Increase	$405	$361	***Completed***
Gilroy	Gilroy/Arroyo Circle/Arroyo Camino Improvements	$6,725	$6,725	***Completed***
Morgan Hill	Butterfield Blvd Extension Project	$2,510	$2,510	***Completed***
San Jose	Julian/St. James Downtown Couplet Conversion	$5,076	$5,076	***Completed***
Saratoga	Citywide Signal Upgrade Project Phase 2	$400	$0	***Not initiated yet***
SCCounty	ITS Enhancements on Bascom Ave	$450	$342	***Completed***
SCCounty	Santa Teresa/Fitzgerald Ave Intersection Signals	$275	$268	***Completed***
SCCounty	Alum Rock School District Area Traffic Calming	$315	$315	***Completed***
Sunnyvale	Mathilda Ave Caltrain Bridge Construction	$524	$524	***Preliminary Engineering***
Sunnyvale	Mary Ave Extn PS&E; moved to MB	$0	$0	***Completed***
Sunnyvale	US101/Mathilda Ave/SR237 IC	$2,000	$1,136	***Preliminary Engineering***
VTA	SR 237 Express Lanes-Phase II Extension	$9,405	$4,655	***Final Design***
VTA	Route 85 Express Lanes	$972	$972	***Environmental Completed***
VTA	US 101 Express Lanes	$7,878	$7,878	***Environmental Completed***
VTA/SBCOG	SR-152 New Alignment	$5,000	$3,899	***Pre-PA/ED***
Milpitas	Tasman East LRT Landscaping	$1,800	$0	***Not initiated yet***
VTA	Caltrans PID Work - US 101/De La Cruz/ Trimble	$54	$40	***Pre-PA/ED***
VTA	Caltrans PID Work - El Camino Real/SR237	$46	$46	***Completed***
VTA	SR87 South Landscaping	$55	$27	***Completed***
VTA	US 101 SB Off-Ramp to SR-87	$200	$0	***Pre-PA/ED***
VTA	I-280/Foothill Expressway Ramp Impr.	$700	$700	***Final Design***
Palo Alto	California Ave Transit Hub	$1,175	$1,175	***Design***
VTA/Caltrans	Combined Landscape Maintenance	$2,200	$1,450	***Construction/Design***
VTA	I-680 Corridor Study (Calaveras to US 101)	$250	$250	***Study Completed***
VTA	I-280 Corridor Study (US101/I680 IC to Page Mill)	$250	$69	***Study***
VTA	I-280/Winchester Off Ramp Environmental Phase	$250	$36	***Env./PA/ED***
VTA	SV Express Lanes - US101/SR85 - PH 3	$5,100	$606	***Preliminary Engineering***
VTA	SV Express Lanes - US101/SR85 - PH 4	$2,855	$114	***Preliminary Engineering***
VTA	SV Express Lanes - Electronic Toll System (ETS)	$3,728	$431	***Preliminary Engineering***
VTA	Noise Reduction Program on SR85	$285	$197	***Preliminary Engineering***
VTA	Innovative Transportation Technology Program	$85	$71	***Study***
VTA	SR87 Corridor Study	$150	$0	***Study***
N/A	Unprogrammed LPR - TBD	($6)	$0	***Unprogrammed***
		$82	$0	
		$0	$0	
TOTALS		**$122,480**	**$98,997**	

APPENDIX B – 2000 MEASURE A FUND SWAPS

Figure 1.3
Funds Incoming To Measure A: Projects Receiving STIP Funds

Sponsor	Programmed by Board (000s)	Received to Date (000s)	Project	Status Phase
VTA	$57,540	$24,340	Capitol Expressway LRT Extension	ROW/ Construction
VTA	$50,440	$50,440	BART Hayward Maintenance Complex	ROW/Design
VTA	$14,500	$0	VTA BART to Silicon Valley - Santa Clara Extension	PA/ED
TOTAL	**$122,480**	**$74,780**		

SANTA CLARA
Valley Transportation Authority

Date: October 3, 2016
Current Meeting: October 13, 2016
Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Technical Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Operating Officer, Inez Evans

SUBJECT: Transit Operations Performance Report - FY2016

FOR INFORMATION ONLY

BACKGROUND:

The FY2016 Annual Transit Operations Performance Report presents the Fiscal Year's (July 2015-June 2016) key performance information for VTA Operations. This report is routinely produced after each quarter and at the end of the fiscal year. A summary of the FY2016 Annual Transit Operations Performance Report follows.

DISCUSSION:

Ridership (page 12 of the report)

Bus ridership for FY2016 totaled 32.2 million, a decrease of 1.3% compared to FY2015. Average weekday ridership was 104,009, down 2.1 % compared to FY2015. FY2016 had 2 more days than FY2015.

Light rail recorded 10.7 million boardings during FY2016, a decrease of 5.5% compared to the prior fiscal year. Average weekday ridership was 33,308, down 4.7% compared to FY2015.

Overall, system ridership (bus and rail) was down 2.4% at 42.9 million. Average weekday ridership decreased 2.7%, from 141,159 last year to 137,317 this year.

Special Event Service: A total of 51 stadium events occurred in FY2016 - twenty three at the Avaya Stadium and twenty eight at the Levi's Stadium. Events at the Levi's Stadium included nine 49ers and four Copa América football games, Super Bowl 50, a Beyoncé concert and two college football championship/bowl games. A total of 372,860 riders rode to the Levi's Stadium and averaged 13,316 riders from the twenty eight events. VTA carried a total of 18,954 riders to the Super Bowl at the Levi's Stadium.

Bus service ridership to the Avaya Stadium averaged 1,285, with a total of 29,549 riders from the twenty three events.

Levis Stadium events				
Year	**Month**	**Riders**	**Events**	**Average per event**
2015	July	30,300	3	10,100
2015	August	54,100	6	9,017
2015	September	37,118	2	18,559
2015	October	57,600	3	19,200
2015	November	31,482	2	15,741
2015	December	38,022	3	12,674
2016	January	14,550	1	14,550
2016	February	18,954 (Super Bowl)	1	18,954
2016	April	12,970	2	6,485
2016	May	10,590	1	10,590
2016	June	67,174	4	16,794
Totals		372,860	28	13,316
Avaya Stadium events				
Year	**Months**	**Riders**	**Events**	**Average per event**
2015	July- October	20,831	16	1,302
2016	February-June	8,718	7	1,245
Totals		29,549	23	1,285

Key Performance Indicators (page 11 of the report)

Service reliability performance for the system (both bus and light rail) in FY2016 was 99.64%, and met and exceeded the goal. Bus on-time performance was stable at 85.8%. Light rail on-time performance was stable at 77.5%.

Bus recorded 10,011 miles between major mechanical schedule losses, a 1.2% improvement from 9,890 miles in FY2016, and exceeding the goal of 8,000 miles. Light rail recorded 23,528 miles between major mechanical schedule losses, a 15.9% improvement from 20,292 miles in FY2016. It did not, however, meet the goal of 40,000 miles.

Absenteeism goals were met for all except Way, Power and Signal personnel.

Paratransit (page 27 of the report)

Trips taken by eligible clients increased by 5.0% from 512,810 in FY2015 to 539,514 in FY2016. The average number of eligible customers taking at least one trip per month increased 1.4% during FY2016. Attendant and companion trips, however, declined 34.1% and 59.7%, respectively. Overall, paratransit ridership decreased by 9.6% from 720,587 in FY2015 to 651,679 in FY2016.

In March 2016, the broker's prime Americans with Disabilities Act paratransit contractor ended a contractual relationship with the San Andreas Regional Center (SARC). This prevented the broker from being able to place ADA paratransit customers as attendants and companions on the prime contractor's SARC service vehicles at a discounted rate. This caused attendant and companion ridership to decline.

Net cost per passenger trip in FY2016, including eligibility program expenses, was $30.24. This net cost per trip is 24.5% higher than last year and exceeds the cost per trip performance goal of $26.75. This increase is due to staffing expense increases related to driver living wage and pension contributions, and unforeseen costs associated with the prime contractor's decision to end its service provision to SARC.

OUTREACH did not meet three of the ten FY2016 contractually established performance measures.

Performance Indicators	Goal	FY2016	Met Goal
VTA Net-Cost Per Passenger Trip	<= $26.75	$29.54	No
On-Time Performance	>= 92.0%	90.6%	No
Passengers per Revenue Hour	>= 2.4	2.3	No

Inter-Agency Partners and Contracted Services (page 12 of the report)

VTA's Inter-agency partners and contracted services recorded ridership decreases, with the exception of ACE and Caltrain:

- Dumbarton Express ridership was 281,609, down 7.9%.
- Highway 17 Express ridership was 336,522, down 11.0%.
- Monterey-San Jose Express ridership was 25,058, down 18.7 %.
- ACE ridership was 1,289,648 up 7.1%.
- Caltrain ridership was 19,233,427, up 3.7%.
- ACE shuttle ridership was 428,687, up 2.8%.

Prepared By: Lalitha Konanur
Memo No. 5279

Transit Operations Performance Report

FY2016 Annual Report
(July 1, 2015-June 30, 2016)

SANTA CLARA
Valley Transportation Authority
Part of every trip you take SM

Transit Operations Performance Report

FY 2016 Annual Report

(July 1, 2015 – June 30, 2016)

Santa Clara Valley Transportation Authority
FY2016 Annual Transit Operations Performance Report

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Prepared by: Operations Analysis, Reporting & Systems

Executive Summary

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
SUMMARY OF PERFORMANCE
FY2016 Annual Transit Operations Performance Report
(July 1, 2015 –June 30, 2016)

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SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
EVENT HIGHLIGHTS
FY2016 Annual Transit Operations Performance Report
(July 1, 2015 to June 30, 2016)

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

July 1, 2015 – Severe heat warning issued by the National Weather Service.

July 1, 2015 – San Jose Earthquakes vs. Los Angeles soccer match held at Avaya Stadium.

July 4, 2015 – VTA featured increased light rail service to the downtown Rotary Club fireworks show at Discovery Meadow. Bus service was rerouted to accommodate the downtown fireworks, the Morgan Hill 4th of July Car Show and parade, the Fremont 4th of July Parade, and the San Jose Rose, White, and Blue Parade and Festival.

July 5, 2015 – Atlas vs. Leon soccer match held at Avaya Stadium.

July 7, 2015 – BART train fire closes down five East Bay BART stations and stops BART service during morning commute, causing severe delays.

July 10, 2015 – Earthquakes vs. Houston soccer match held at Avaya Stadium.

July 11, 2015 – One Direction concert held at Levi's Stadium.

July 12, 2015 – Light rail service shut down through July 19, 2015 between Mountain View and Whisman Stations and July 18-19 between Mountain View and Lockheed Stations for double-tracking work. Bus Bridge replacement service provided.

July 28-29, 2015 – Spare July 14, 2015 – Earthquakes vs. Club America soccer match held at Avaya Stadium.

July 18, 2015 – VTA provided expanded bus service to Avaya Stadium for the Pacific Nations Cup rugby tournament.

July 21, 2015 – Earthquakes vs. Manchester United soccer match held at Avaya Stadium.

July 25, 2015 – Manchester United vs. Barcelona Soccer match held at Levi's Stadium.

July 27, 2015 – Cisco Rocks! Corporate event held at Levi's Stadium.

July 2015 – VTA experienced reroutes and service delays due to police activity, Thursday Night Live Summer Concert Series in Mountain View; construction in Mountain View, Sunnyvale, San Jose, and Milpitas; the Garlic City Fun Run and Car Show in Gilroy; a gas leak in San Jose; Sunnyvale Music in the Market; accidents; and mechanical issues.

July 2015 – There was no measurable rainfall during the month.

July 2015 – The Santa Clara County unemployment rate was 4.2%.

July 2015 – Unleaded gas averaged $3.46 per gallon during the month.

August 1, 2015 – Monterey-Salinas Transit debuts new service between King City and San Jose, including an airport connection to Mineta San Jose airport.

August 1, 2015 – Wedemeyer High School Football event held at Levi's Stadium.

August 2, 2015 – Earthquakes vs. Portland soccer match held at Avaya Stadium.

August 5, 2015 – Training Camp Day event held at Levi's Stadium.

August 14, 2015 – Earthquakes vs. Colorado soccer match held at Avaya Stadium.

August 14-15, 2015 – Two Taylor Swift concerts held at Levi's Stadium.

August 15, 2015 – Line 254, serving Levi's Stadium on game days from Eastridge Transit Center, is discontinued due to low ridership.

August 15-16, 2015 – Heat advisory issued by the National Weather Service.

August 16-17, 2015 – Spare the Air days.

August 23, 2015 – '49ers vs. Dallas Cowboys game at Levi's Stadium.

August 26, 2015 – Intuit, in Mountain View, announces layoffs of 249 employees following June layoffs of 399 employees.

August 27, 2015 – Amazon lays off engineers at Silicon-Valley-based Lab126.

August 28, 2015 – Earthquakes vs. Galaxy soccer match held at Avaya Stadium.

August 29, 2015 – Luke Bryan concert held at Levi's Stadium.

August 31, 2015 – McCandless Drive in Milpitas re-opens for Line 77 service and VTA's Montague light rail station re-opens for service following 5-month BART construction closure.

August 2015 – VTA experienced reroutes and service delays due to the Silicon Valley Pride Parade and Festival; Levi's Stadium events; the FroYo Run; South First Fridays in San Jose; the San Jose Jazz Summer Fest; Thursday Night Live Summer Concert Series; National Night Out event in Morgan Hill; mechanical issues; and construction in Mountain View and San Jose.

August 2015 – The Santa Clara County unemployment rate was 4.0%.

August 2015 – Rainfall during the month was 100% of normal.

August 2015 – Unleaded gas averaged $3.33 per gallon during the month.

September 3, 2015 – '49ers vs. San Diego Chargers Thursday night game at Levi's Stadium.

September 5, 2015 – Earthquakes vs. Philadelphia soccer match held at Avaya Stadium.

September 5-13, 2015 – Light rail service between Mountain View and Middlefield is replaced with bus bridge service for double-tracking project.

September 8-10, 2015 – Spare the Air days.

September 9-10, 2015 – Whisman light rail station was closed, with substitute bus service provided, for the double-tracking project.

September 12, 2015 – Earthquakes vs. Seattle soccer match held at Avaya Stadium.

September 14, 2015 – '49ers vs. Minnesota Vikings Monday Night Football game at Levi's Stadium.

September 16, 2015 – Earthquakes vs. Impact soccer match held at Avaya Stadium.

September 19-20, 2015 – Light rail service was replaced by a bus bridge between the Mountain View and Whisman stations due to the double-tracking project.

September 20-21, 2015 – Spare the Air days.

September 27, 2015 – Earthquakes vs. Real Salt Lake soccer match held at Avaya Stadium.

September 2015 – VTA experienced reroutes and service delays due to medical emergencies/ police action; accidents; track repair; South First Fridays Street Market; Morgan Hill Auto Show;

SoFa Street Fair; Willow Glen Founders Day Parade; A Taste of Morgan Hill; and an SAP event in San Jose.

September 2015 – The Santa Clara County unemployment rate was 3.7%.

September 2015 – Rainfall during the month was 6% of normal.

September 2015 – Unleaded gas averaged $3.01 per gallon during the month.

October 3, 2015 – Earthquakes vs. Vancouver soccer match held at Avaya Stadium.

October 4, 2015 – '49ers vs. Green Bay Packers football game held at Levi's Stadium.

October 16, 2015 – Earthquakes vs. Kansas City soccer match held at Avaya Stadium.

October 18, 2015 – '49ers vs. Baltimore Ravens football game held at Levi's Stadium.

October 22, 2015 – '49ers vs. Seattle Seahawks Thursday night football game held at Levi's Stadium.

October 28, 2015 – Cisco Systems lays off 899 employees in San Jose.

October 2015 – VTA experienced reroutes, bus bridges, and service delays due to special events on October 3rd and 8th in downtown Mountain View, double-track work near Whisman station in Mountain View, the Tournament of Bands parade in Cupertino, Viva Calle in San Jose, an accident near Fruitdale Station in San Jose, a water main break in Palo Alto, fires in Sunnyvale and San Jose, a weekday Levi's Stadium event, the Zombie Run in San Jose, the Morgan Hill Marathon, the Chardonnay Run in San Jose, and the Morgan Hill Safe Trick-or-Treat event.

October 2015 – The Santa Clara County unemployment rate was 4%

October 2015 – Rainfall during the month was 6% of normal.

October 2015 – Unleaded gas averaged $2.84 per gallon.

November 8, 2015 – '49ers vs. Atlanta Falcons football game held at Levi's Stadium.

November 14-22, 2015 – Substitute bus service replaced light rail service from Tasman Station to Mountain View to accommodate the double-track project.

November 17, 2015 – Citrix Systems in Santa Clara announced 1,000 job cuts.

November 25, 2015 – New second light rail track in Mountain View is opened for revenue service.

November 29, 2015 – '49ers vs. Arizona Cardinals football game at Levi's Stadium.

November 2015 – VTA experienced reroutes due to the Firehouse Run, police activity, construction, and the Turkey Trot race, all in San Jose.

November 2015 – The Santa Clara County unemployment rate was 3.9%

November 2015 – Rainfall during the month was 144% of normal.

November 2015 – Unleaded gas averaged $2.73 per gallon.

December 5, 2015 – PAC-12 College Championship football game held at Levi's Stadium.

December 20, 2015 – '49ers vs. Cincinnati Bengals football game held at Levi's Stadium.

December 26, 2015 – Foster Farms Bowl college football game held at Levi's Stadium.

December 2015 – VTA experienced reroutes and bus bridges due to police activity, construction, Christmas Tree Lighting in Sunnyvale, the Holiday Lights Parade in Morgan Hill, the Procession to Our Virgin Mary in San Jose, the Gilroy Holiday Parade, the Children's Holiday Christmas Parade in Los Gatos,

December 2015 – The Santa Clara County unemployment rate was

December 2015 – Rainfall during the month was 85% of the normal.

December 2015 – Unleaded gas averaged $2.65 per gallon.

January 3, 2016 – 49ers vs. Rams game at the Levi's stadium. The event was attended by 58,000, and VTA carried around 14,500 passengers to the event.

January 4, 2016 – New Service changes include merging of Line 51 and 81.

January 14, 2016 – VTA started FLEX on Demand Service as a Pilot Program. FLEX is an on-demand connection service between regular transit stops and high-density employment centers and/or retail centers that prioritizes your valuable time by minimizing wait times. In addition, FLEX provides better access to transit by shortening or eliminating the distance that you have to walk to a bus or light rail stop. FLEX does not travel a fixed route or fixed schedule.

January 2016 – Rainfall during the month was 133% of normal.

January 2016 – The Santa Clara County Unemployment Rate was 3.9%

January 2016 – Unleaded gas averaged $2.64 per gallon.

February 15, 2016 – Transit Signal Priority has been installed at 29 intersections along Line 323. The limits of the project are Stevens Creek/Stelling to San Carlos/Delmas.

February 7, 2016 – Super bowl 50- 49ers vs. Bronco. Event was attended by 71,000. VTA carried around 19,000 riders.

February 27, 2016 – Earthquakes vs. NY Cosmos at the Avaya Stadium.

February 2016 – Rainfall during the month was 10% of normal.

February 2016 – The Santa Clara County Unemployment Rate was 3.8%

February 2016 – Unleaded gas averaged $2.26 per gallon.

March 6, 2016 – Earthquakes vs. Colorado at the Avaya Stadium.

March 13, 2016 – Earthquakes vs. Portland at the Avaya Stadium.

March 24, 27-2016 – Due to emergency repair on the light rail tracks near First St. & Clayton, tracks were closed between the St. James and Civic Center Stations. Trains from Santa Teresa and Winchester operated to St. James north and return from St. James south. Trains from Mountain View terminated at Baypointe, where passengers were able to transfer to trains operating between Alum Rock and Civic Center. The Japantown/Ayer Station was closed. A bus bridge operated between the St. James and Civic Center Stations. Special light rail schedules were in operation for the weekend closures.

March 2016 – Intel announces cuts to 12,000 jobs globally.

March 2016 – Rainfall during the month was 156% of normal.

March 2016 – The Santa Clara County Unemployment Rate was 3.9%.

March 2016 – Unleaded gas averaged $2.50 per gallon.

January- March 2016 – Bay Area experienced its wettest January since 2010. February and March also experienced rain fall more than usual.

No spare the Air day was declared in January, February and March 2016.

April 2, 2016 – Monster Super Cross at the Levi's stadium.

April 9, 2016 – Monster Jam at the Levi's stadium.

May 5, 2016 - San Jose Stand-off with man standing on a top of VTA Light Rail car ended in 12 hours.

May 16, 2016 – Monday Beyoncé concert held at Levis, attended by 45,000 fans.

June 2, 3 and 4, 2016 - Spare the Air days.

June 3, 2016 –Copa America: USA vs. Columbia Football match held at Levi's stadium

June 6, 2016 - Copa America: Argentina vs. Chile Football match held at Levi's stadium

June 13, 2016 - Copa America: Uruguay vs. Jamaica Football match held at Levi's stadium

June 18, 2016 - Copa America: Quarterfinals Mexico vs. Chile held at Levi's stadium

June 21, 2016 – Spare the Air day.

June 28, 2016 – Spare the Air day.

June 2016 – The Santa Clara County Unemployment Rate was 4.2%.

June 30, 2016 - Gas price averaged $2.91.

Key Performance Indicators

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
KEY PERFORMANCE INDICATORS
FY2016 Annual Transit Operations Performance Report

	FY 2013 Annual	FY 2014 Annual	FY 2015 Annual	**FY 2016 Annual**	**Met Goal?**	**Q4 2016 Goals**	
SYSTEM (Bus & Light Rail)							
Total Boarding Riders (in millions)	43.15	43.43	43.94	42.92	No	>=	**45.00**
Average Weekday Boarding Riders	140,402	140,965	141,149	137,317	No	>=	**144,600**
Boardings per Revenue Hour	31.9	29.6	30.5	29.7	YES	>=	**29.5**
Percent of Scheduled Service Operated	99.73%	99.67%	99.67%	99.64%	YES	>=	**99.55%**
Miles Between Major Mechanical Schedule Loss[1]	13,110	10,839	9,890	10,655	YES	>=	**9,000**
Miles Between Chargeable Accidents	88,300	80,812	78,449	168,454	YES	>=	**110,800**
Passenger Concerns per 100,000 Boardings	13.7	16.2	18.4	21.0	No	<=	**10.6**
BUS OPERATIONS							
Total Boarding Riders (in millions)	32.40	32.48	32.62	32.20	No	>=	**33.32**
Average Weekday Boarding Riders	106,161	105,969	106,214	104,009	No	>=	**108,500**
Boardings per Revenue Hour	26.7	26.0	25.1	24.7	No	>=	**25.0**
Percent of Scheduled Service Operated	99.70%	99.64%	99.64%	99.60%	YES	>=	**99.50%**
Miles Between Major Mechanical Schedule Loss[1]	12,080	9,964	9,890	10,011	YES	>=	**8,000**
Miles Between Chargeable Accidents	80,608	73,702	78,449	153,146	YES	>=	**100,000**
On-time Performance	87.4%	85.9%	85.6%	85.8%	No	>=	**92.5%**
Operator Personal Time-off	8.5%	8.1%	7.2%	7.6%	YES	<=	**10.0%**
Maintenance Personal Time-off	7.4%	8.2%	6.0%	5.5%	YES	<=	**8.0%**
Passenger Concerns per 100,000 Boardings	17.1	20.2	21.3	22.4	No	<=	**11.8**
LIGHT RAIL OPERATIONS							
Total Boarding Riders (in millions)	10.74	10.95	11.32	10.72	No	>=	**11.68**
Average Weekday Boarding Riders	34,241	34,996	34,935	33,308	No	>=	**36,100**
Boardings per Revenue Hour	78.3	78.8	80.4	76.6	No	>=	**82.3**
Percent of Scheduled Service Operated	99.98%	99.97%	99.96%	99.97%	YES	>=	**99.90%**
Miles Between Major Mechanical Schedule Loss[1]	40,723	37,381	20,292	23,528	No	>=	**40,000**
Miles Between Chargeable Accidents[2]	366,503	367,582	558,019	1,117,584	No	>=	**2,235,167**
On-time Performance	88.5%	84.5%	77.4%	77.5%	No	>=	**95.0%**
Operator Personal Time-off	5.9%	7.2%	7.3%	7.7%	YES	<=	**10.0%**
Maintenance Personal Time-off	7.3%	8.1%	5.2%	4.1%	YES	<=	**8.0%**
Way, Power, & Signal Personal Time-off	6.3%	4.0%	8.6%	8.7%	No	<=	**8.0%**
Passenger Concerns per 100,000 Boardings	3.3	4.3	10.0	16.8	No	<=	**2.8**
Fare Evasion Rate	3.9%	3.1%	3.0%	2.8%	YES	<=	**5.0%**
PARATRANSIT							
Passengers per Revenue Hour[3]	2.50	1.80	2.60	2.20	NO	>=	**2.40**
Net Cost per Passenger	$22.69	$23.16	$24.22	$30.24	No	<=	**$26.75**
Ontime Performance [3]		96.9%	96.5%	90.9%	No	>=	**92.0%**
Complaints per 1,000 passenger Trips [3]		0.51	0.47	0.68	YES	<=	**1.0**
Schedule Calls Response Time (minutes) [3]		1.36	1.36	0.97	YES	<=	**2.0**
Days of Service Calls Response Time (minutes) [3]		1.09	1.14	1.40	YES	<=	**2.0**
ADA Eligibility Certification within 21 Days [3]		100.0%	100.0%	100.0%	YES	>=	**100.0%**
Preventative Maintenance Inspections Ontime [3]		99.8%	100.0%	100.0%	YES	>=	**95.0%**
Major Accidents and Incidents per 85,000 Passenger Trips [3]		0	0	0	YES	<=	**1.0**
Non-Major Accidents and Incidents per 85,000 Passenger Trips [3]		0.1	0.47	0.56	YES	<=	**2.0**

Note: Ridership goals were developed using budget projections.

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

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

[3] New ADA Paratransit Performance Indicators for Paratransit effective FY 2014

Ridership Summary

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY RIDERSHIP SUMMARY

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

FY2016 Annual Transit Operations Performance Report

	FY2016	FY2015	% Change
Directly Operated Services			
Bus	32,195,504	32,623,832	-1.3%
Average Weekday Riders	104,009	106,215	-2.1%
Light Rail	10,722,932	11,341,210	-5.5%
Average Weekday Riders	33,308	34,944	-4.7%
Total Directly Operated Services	42,918,436	43,965,042	-2.4%
Average Weekday Riders	137,317	141,159	-2.7%
Inter-Agency Partners			
Dumbarton Express	281,609	305,877	-7.9%
Average Weekday Riders	1,104	1,204	-8.3%
Highway 17 Express	336,522	378,084	-11.0%
Average Weekday Riders	1,038	1,170	-11.3%
Monterey-San Jose Express	25,058	30,818	-18.7%
Average Weekday Riders	61	83	-26.5%
Altamont Commuter Express (ACE)	1,289,648	1,204,568	7.1%
Average Weekday Riders	5,057	4,775	5.9%
Caltrain	19,233,427	18,544,667	3.7%
Average Weekday Riders	60,231	58,406	3.1%
Caltrain Shuttles (in Santa Clara County)	1,880,585	1,660,381	13.3%
Average Weekday Riders	7,317	6,386	14.6%
Contracted Services			
Paratransit	651,679	720,587	-9.6%
Average Weekday Riders	2,301	2,553	-9.9%
ACE Shuttles	321,048	311,244	3.1%
Average Weekday Riders	1,681	1,656	1.5%
Total Contracted / Inter-Agency	11,826,718	11,312,557	4.5%
Combined Total Ridership (in Santa Clara County) [1]	54,745,154	55,277,599	-1.0%

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

Route Performance

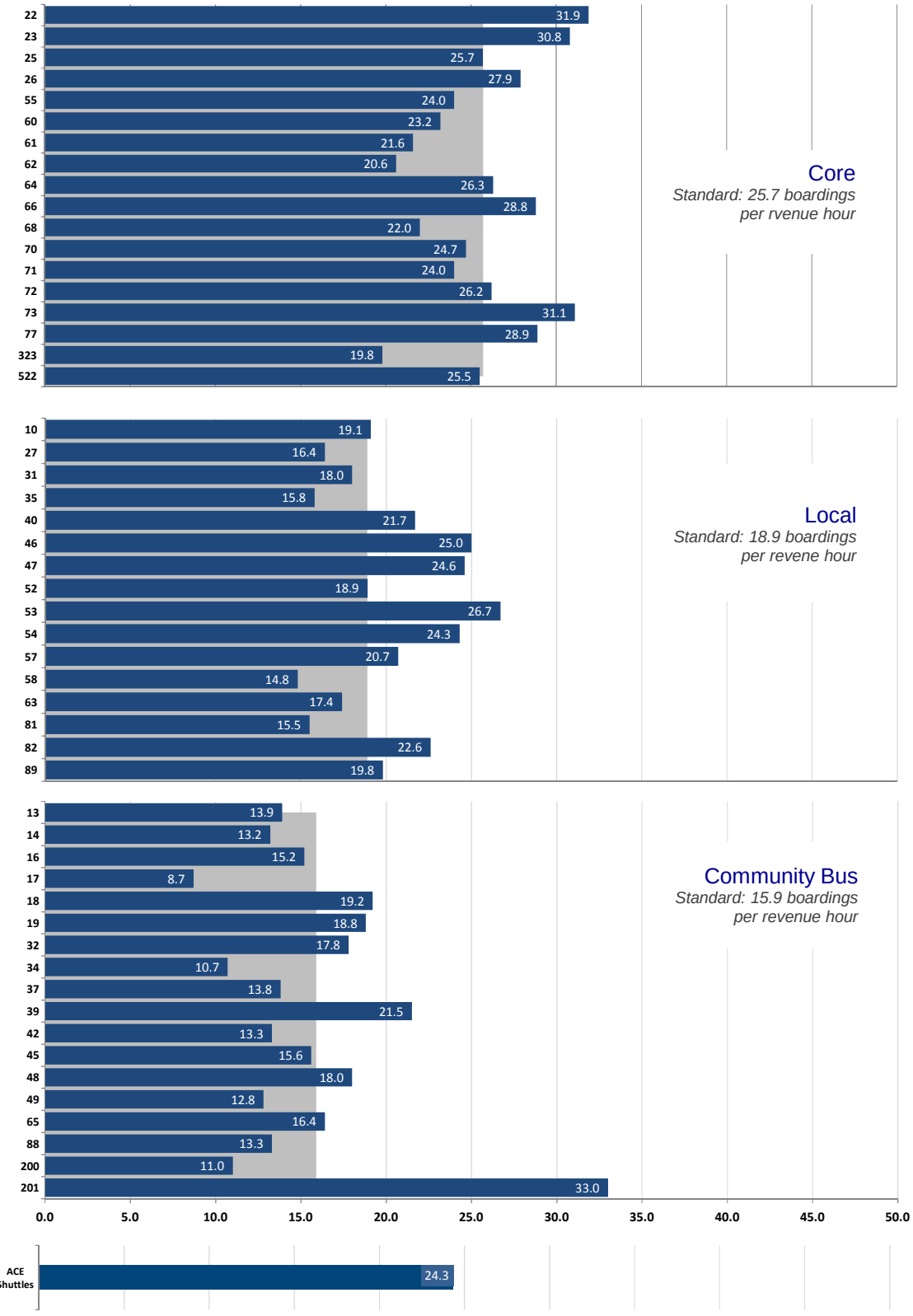
Route Listing

Rte	Destination	Rte	Destination
10	Santa Clara Transit Ctr.-San Jose International Airport-Metro Airport LRT Station	68	Gilroy Transit Ctr.-San Jose Diridon Transit Ctr.
12	San Jose Civic Ctr.-Eastridge Transit Ctr. via San Jose Flea Market	70	Capitol LRT Station-Great Mall/Main Transit Ctr.
13*	Almaden Expwy. & McKean-Ohlone/Chynoweth LRT Station	71	Eastridge Transit Ctr.-Great Mall/Main Transit Ctr. via White Rd.
14*	Gilroy Transit Ctr. to St. Louise Hospital via Camino Arroyo	72	Senter & Monterey-Downtown San Jose
16*	Morgan Hill Civic Ctr. to Burnett Ave.	73	Snell/Capitol-Downtown San Jose
17*	Gilroy Transit Ctr. to St. Louise Hospital via Murray Ave.	77	Eastridge Tran Ctr-Great Mall/Main Trans Ctr via King Rd
18*	Gilroy Transit Ctr. to Gavilan College	81	Moffett Field/Ames Ctr.-San Jose State University
19*	Gilroy Transit Ctr. to Wren & Mantelli	82	Westgate-Downtown San Jose
22	Palo Alto Transit Ctr.-Eastridge Transit Ctr. via El Camino	88*	Palo Alto Veteran's Hospital-Middlefield & Colorado
23	DeAnza College-Alum Rock Transit Ctr. via Stevens Creek	89	California Ave. Caltrain Station-Palo Alto Veteran's Hospital
25	DeAnza College-Alum Rock Transit Ctr. via Valley Medical Ctr.	101	Camden & Hwy 85-Palo Alto
26	Sunnyvale/Lockheed Martin Transit Ctr.-Eastridge Transit Ctr.	102	South San Jose-Palo Alto
27	Good Samaritan Hospital-Kaiser San Jose	103	Eastridge Transit Ctr.-Palo Alto
31	Evergreen Valley College-Eastridge Transit Ctr.	104	Penitencia Creek Transit Ctr.-Palo Alto
32*	San Antonio Shopping Ctr.-Santa Clara Transit Ctr.	120	Fremont BART-Lockheed Martin/Moffett Park-Shoreline
34*	San Antonio Shopping Ctr.-Downtown Mountain View	121	Gilroy Transit Ctr.-Lockheed Martin/Moffett Park
35	Downtown Mountain View-Stanford Shopping Ctr.	122	South San Jose-Lockheed Martin/Moffett Park
37*	West Valley College-Capitol LRT Station	140	Fremont BART-Mission College & Montague Expwy.
39*	The Villages-Eastridge Transit Ctr.	168	Gilroy Transit Ctr.-San Jose Diridon Transit Ctr.
40	Weekday/Sat-Foothill College-La Avenida & Shoreline Sun-San Antonio & Lyell-La Avenida & Shoreline	180	Great Mall/Main Transit Ctr/Aborn&White-Fremont BART
42*	Weekday-Kaiser San Jose-Evergreen Valley College Sat-Santa Teresa LRT-Monterey & Senter	181	San Jose Diridon Transit Ctr.-Fremont BART via Great Mall/Main Transit Ctr. late evenings & weekends
45*	Alum Rock Transit Ctr.-Penitencia Creek Transit Ctr.	182	Palo Alto-IBM/Bailey Ave.
46	Great Mall/Main Transit Ctr.-Milpitas High School	201	DASH SJ Diridon Stn-Downtown SJ LRT Stations
47	Great Mall/Main Transit Ctr.-McCarthy Ranch	231	Avaya Stadium-Downtown San Jose (Event Service Only)
48*	Los Gatos Civic Ctr.-Winchester Transit Ctr. via Winchester Blvd	251	Fremont BART-Levi's Stadium (Event Service Only)
49*	Los Gatos Civic Ctr.-Winchester Transit Ctr. via Los Gatos Blvd	252	Vallco-Levi's Stadium (Event Service Only)
51	*Line Discontinued*	253	Gilroy/Morgan Hill-Levi's Stadium (Event Service Only)
52	Foothill College-Downtown Mountain View	255	Almaden-Levi's Stadium (Event Service Only)
53	West Valley College-Sunnyvale Transit Ctr.	256	Ohlone-Chynoweth-Levi's Stadium (Event Service Only)
54	De Anza College-Sunnyvale/Lockheed Martin Trans Ctr.	304	South San Jose-Sunnyvale Transit Ctr. via Arques
55	De Anza College-Great America	321	Great Mall/Main Transit Ctr.-Lockheed Martin/Moffett Park
55X	Fremont High School-Lakewood Village (School Days Only)	323	De Anza College-Downtown San Jose
57	West Valley College-Great America via Quito Rd.	328	Almaden Expy/Via Valiente-Lockheed Martin/Moffett Pk
58	West Valley College-Alviso via Fruitvale	330	Almaden Expy. & Via Valiente-Tasman Drive
60	Winchester Transit Ctr.-Great America	522	Palo Alto Transit Ctr.-Eastridge Transit Ctr.
61	Good Samaritan Hospital-Sierra & Piedmont via Bascom	LRT	Line 902 - Mountain View-Winchester
62	Good Samaritan Hospital-Sierra & Piedmont via Union		Line 901 - Alum Rock-Santa Teresa
63	Almaden Expy & Camden-San Jose State University		Line 900 - Ohlone/Chynoweth-Almaden
64	Almaden LRT Station-McKee & White via Downtown San Jose	970	Highway 17 Express - Santa Cruz & Scotts Valley-San Jose Diridon Transit Ctr.
65*	Kooser & Blossom Hill-13th & Hedding	971	Dumbarton Express - Union City BART-Palo Alto
66	Kaiser San Jose-Milpitas/Dixon Rd. via Downtown San Jose	972	Monterey-San Jose Express (MST55)

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

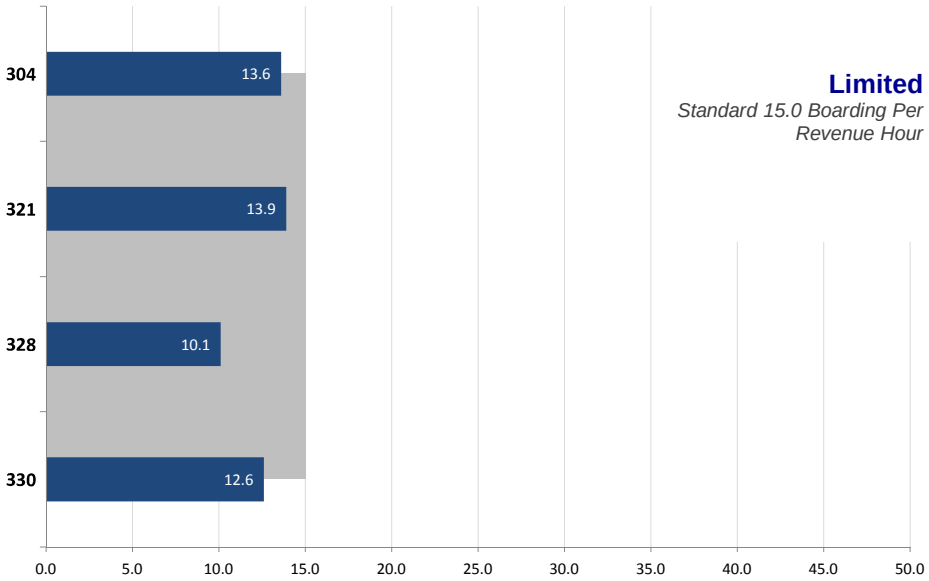
Weekday Boardings per revenue hour

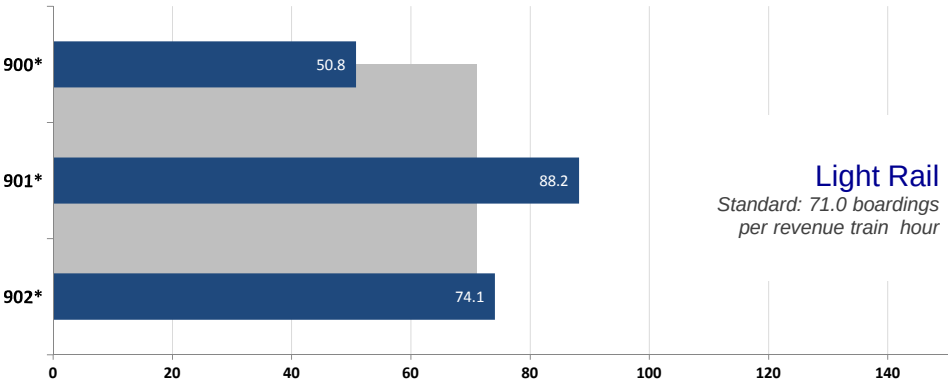
FY2016 Annual Transit Operations Performance Report



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

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Weekday Boardings per revenue hour
FY2016 Annual Transit Operations Performance Report



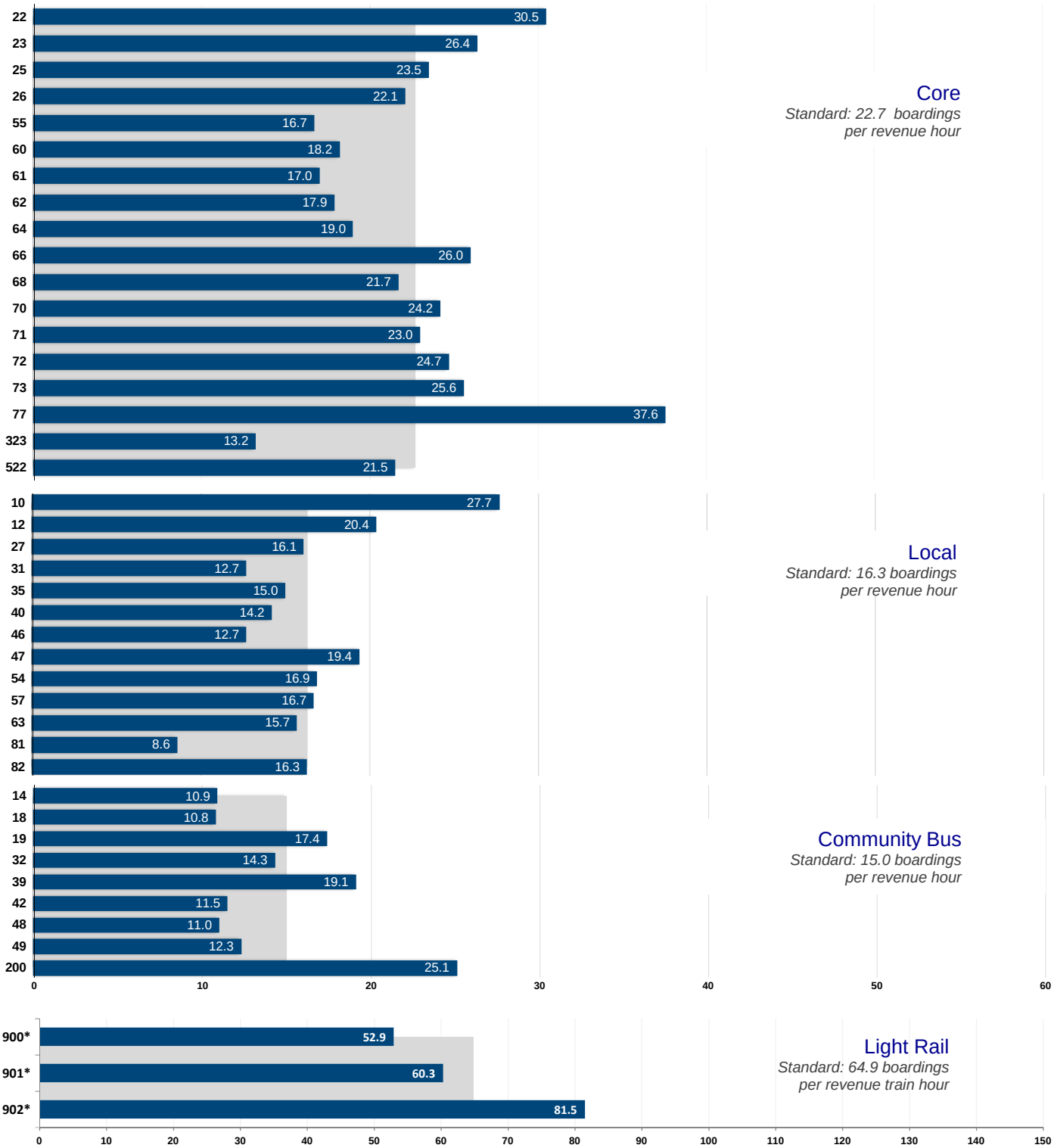


* Line 900 is the Ohlone/Chynoweth – Almaden line
Line 901 is the Alum Rock - Santa Teresa Line
Line 902 is the Mountain View - Winchester Line.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Saturday Boardings per revenue hour

FY2016 Annual Transit Operations Performance Report

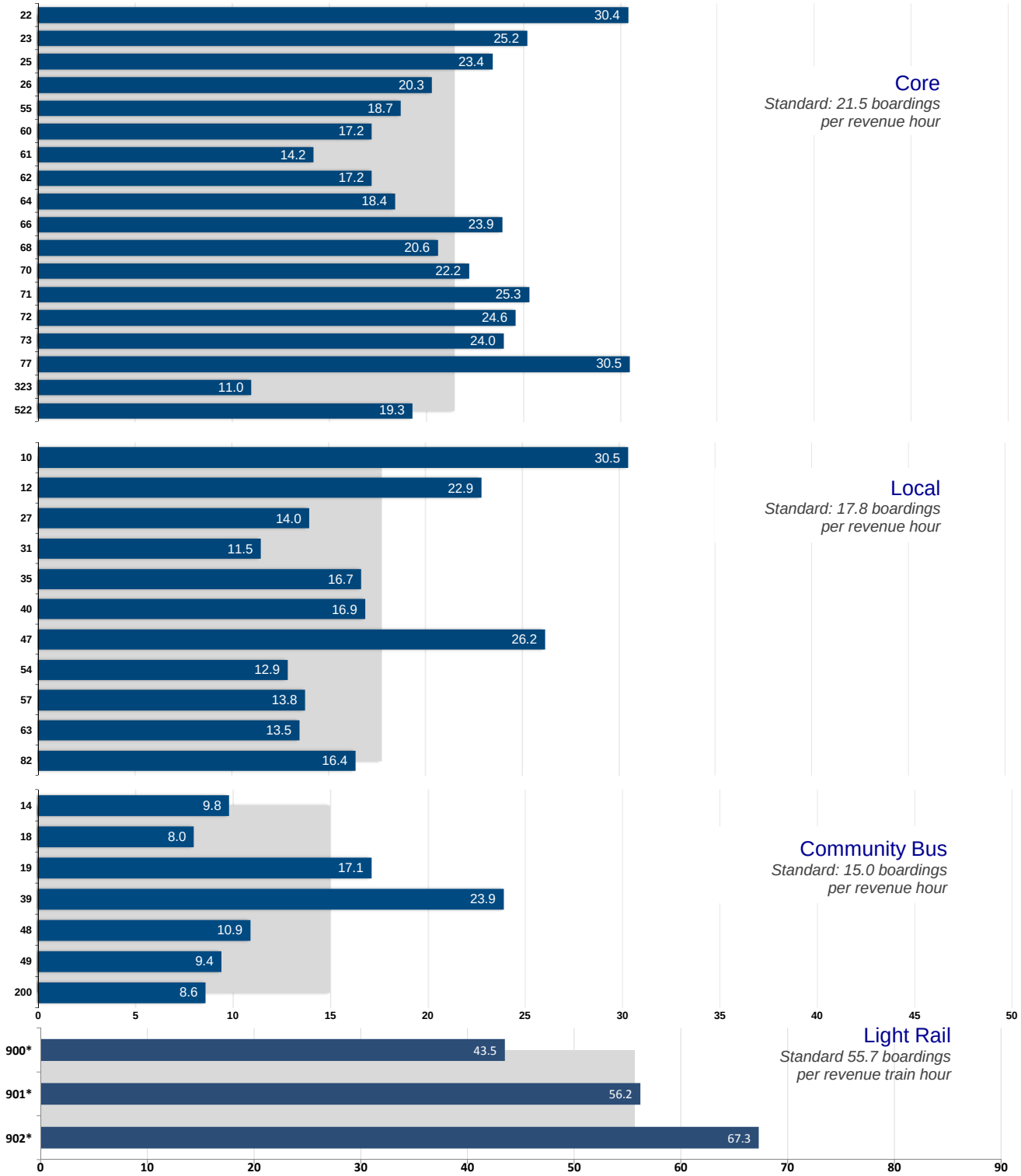


* Line 900 is the Ohlone/Chynoweth – Almaden line
Line 901 is the Alum Rock - Santa Teresa Line
Line 902 is the Mountain View - Winchester Line.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Sunday Boardings per revenue hour

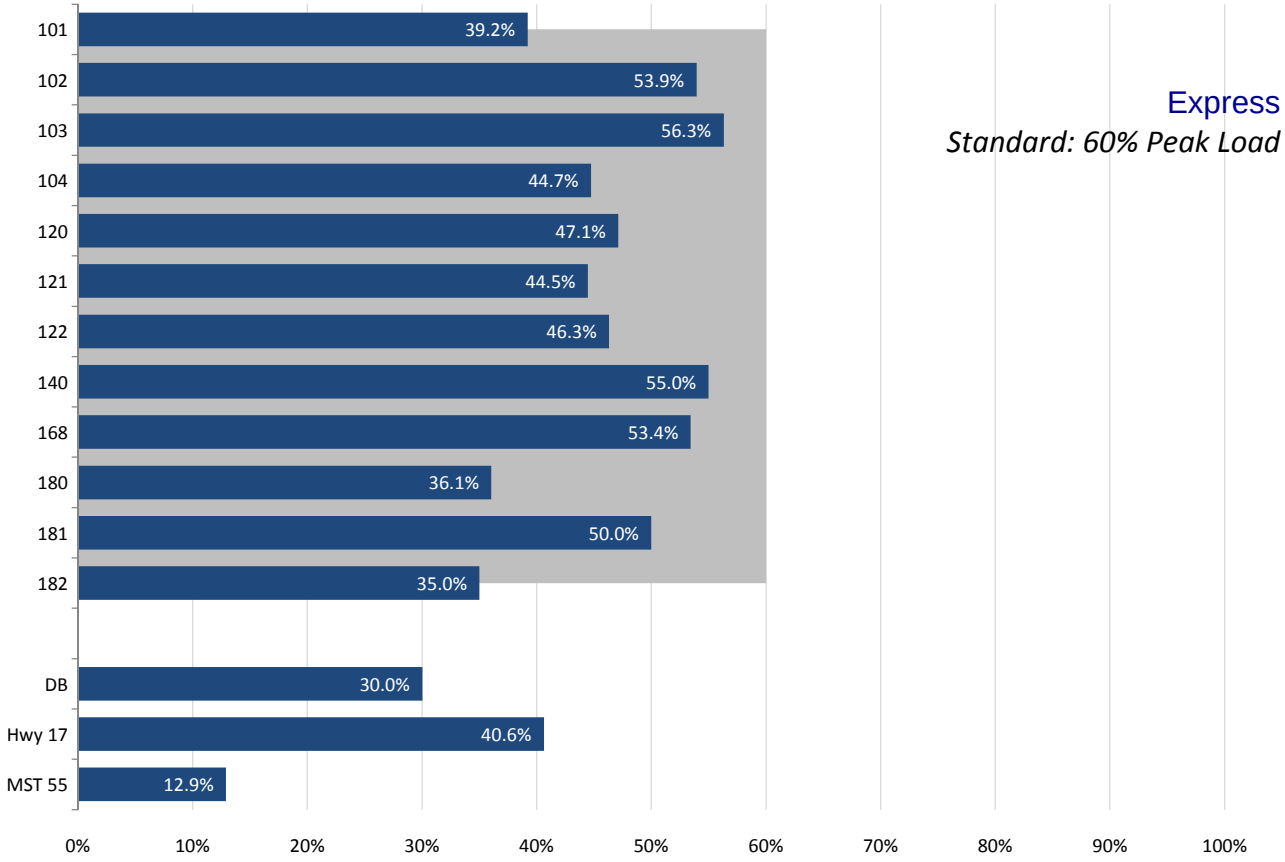
FY2016 Annual Transit Operations Performance Report



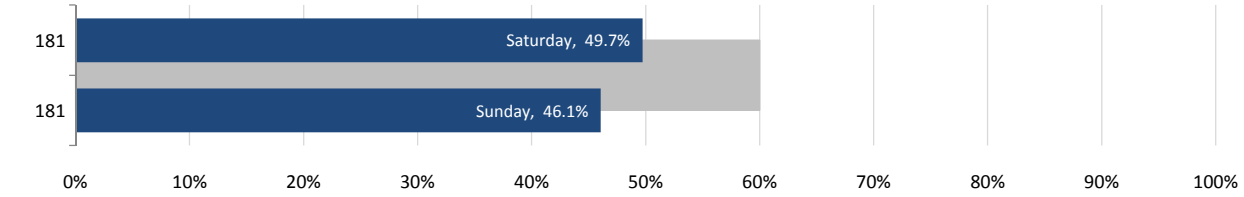
* Line 900 is the Ohlone/Chynoweth – Almaden line
Line 901 is the Alum Rock - Santa Teresa Line
Line 902 is the Mountain View - Winchester Line

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
FY2016 Annual Transit Operations Performance Report
Express Routes Average Peak Load

Weekday



Saturday / Sunday



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

SANTA CLARA
Valley Transportation Authority

Boardings per Revenue Hour by Time Period
FY2016 Annual Transit Operations Performance Report

Core Routes

WEEKDAY

ROUTE	PEAK	MIDDAY	OFF PEAK	TOTAL
22	29.9	34.5	31.2	31.9
23	28.1	34.9	26.2	30.8
25	24.8	27.0	22.8	25.7
26	25.6	31.7	24.5	27.9
55	23.5	26.1	19.0	24.0
60	21.4	27.0	19.1	23.2
61	21.6	22.9	12.8	21.6
62	18.2	25.9	10.4	20.6
64	26.0	28.9	14.9	26.3
66	25.5	33.6	26.9	28.8
68	20.3	24.4	21.7	22.0
70	23.0	27.8	20.0	24.7
71	21.7	29.3	20.1	24.0
72	24.5	28.9	22.9	26.2
73	26.3	37.3	27.3	31.1
77	25.2	34.7	23.5	28.9
323	19.7	21.3	14.4	19.8
522	25.2	25.8	25.3	25.5
Standard	**23.9**	**29.0**	**21.3**	**25.7**

Weekday Service Periods

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

Legend:

Below standard

No Service

SANTA CLARA
Valley Transportation Authority

Boardings per Revenue Hour by Time Period
FY2016 Annual Transit Operations Performance Report

Core Routes

SATURDAY

ROUTE	AM	BASE	NIGHT	TOTAL
22	28.0	33.5	29.7	30.5
23	23.8	30.1	23.4	26.4
25	21.3	25.7	22.2	23.5
26	17.9	23.9	32.6	22.1
55	14.8	17.5	21.7	16.7
60	16.7	19.9	16.4	18.2
61	14.8	19.9	13.3	17.0
62	16.7	19.9	13.1	17.9
64	16.7	22.7	13.3	19.0
66	24.2	27.9	24.5	26.0
68	22.1	21.6	20.5	21.7
70	21.8	26.4	24.1	24.2
71	23.6	21.4	30.0	23.0
72	22.6	27.0	23.2	24.7
73	21.7	28.8	26.7	25.6
77	32.0	41.9	46.3	37.6
323	13.1	14.1	9.4	13.2
522	18.4	23.5	23.3	21.5
Standard	**20.6**	**24.8**	**23.0**	**22.7**

Saturday Service Periods

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

SUNDAY

ROUTE	AM	BASE	NIGHT	TOTAL
22	26.2	37.0	29.0	30.4
23	24.2	25.9	25.7	25.2
25	19.7	30.3	14.5	23.4
26	15.5	24.8	21.6	20.3
55	15.5	22.3	15.1	18.7
60	14.4	19.2	20.0	17.2
61	11.2	19.4	6.5	14.2
62	16.3	18.6	13.1	17.2
64	15.9	21.3	14.4	18.4
66	19.3	28.4	25.2	23.9
68	19.2	22.4	18.8	20.6
70	18.6	26.2	20.3	22.2
71	24.2	28.1	18.4	25.3
72	21.4	29.0	19.7	24.6
73	18.6	30.5	6.0	24.0
77	24.5	36.3	16.5	30.5
323	10.9	11.0		11.0
522	16.0	21.2		19.3
Standard	**18.4**	**25.1**	**17.8**	**21.5**

Sunday Service Periods

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

Legend:

Below standard
No Service

SANTA CLARA
Valley Transportation Authority

Boardings per Revenue Hour by Time Period
FY2016 Annual Transit Operations Performance Report

Local Routes

WEEKDAY

ROUTE	PEAK	MIDDAY	OFF PEAK	TOTAL
10	18.5	19.7	19.2	19.1
27	14.6	19.6	10.7	16.4
31	15.9	23.0	9.0	18.0
35	15.9	16.2	12.2	15.8
40	22.0	23.3	11.9	21.7
46	26.1	22.4		25.0
47	23.3	27.7	15.5	24.6
51				
52	19.5	20.5	9.1	18.9
53	25.9	27.7		26.7
54	26.2	22.9	20.2	24.3
57	17.6	25.5	14.4	20.7
58	15.7	11.8	17.0	14.8
63	16.3	19.3	13.8	17.4
81	15.3	16.1	7.2	15.5
82	20.9	26.1	13.4	22.6
89	28.2	12.3		19.8
Standard	**20.1**	**20.9**	**15.0**	**20.1**

Weekday Service Periods

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

Legend:

Below standard
No Service

SANTA CLARA
Valley Transportation Authority

Boardings per Revenue Hour by Time Period
FY2016 Annual Transit Operations Performance Report

Local Routes

SATURDAY

ROUTE	AM	BASE	NIGHT	TOTAL
10	23.0	38.7	20.5	27.7
12	17.9	21.9		20.4
27	16.3	17.3	7.1	16.1
31	10.9	14.3		12.7
35	13.5	16.0	15.7	15.0
40	14.2	14.3		14.2
46	14.0	12.0		12.7
47	17.2	21.3	18.6	19.4
54	15.1	19.3	9.2	16.9
57	14.3	18.2	17.0	16.7
63	14.2	16.8		15.7
81	7.0	9.2		8.6
82	14.8	18.1	10.4	16.3
Standard	**15.0**	**18.3**	**15.0**	**16.3**

Saturday Service Periods

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

SUNDAY

ROUTE	AM	BASE	NIGHT	TOTAL
10	23.6	42.0	25.8	30.5
12	19.3	25.1		22.9
27	13.9	14.1		14.0
31	10.9	11.8		11.5
35	15.4	18.2	11.5	16.7
40	15.8	17.5		16.9
47	25.1	26.4	40.2	26.2
54	12.3	13.5		12.9
57	12.3	15.1		13.8
63	14.5	13.1		13.5
82	13.9	18.7		16.4
Standard	**16.1**	**19.6**	**25.8**	**17.8**

Sunday Service Periods

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

Legend:

Below standard
No Service

SANTA CLARA
Valley Transportation Authority

Boardings per Revenue Hour by Time Period
FY2016 Annual Transit Operations Performance Report

Community Bus

WEEKDAY

ROUTE	PEAK	MIDDAY	OFF PEAK	TOTAL
13	13.4	15.4	4.7	13.9
14	11.6	14.3		13.2
16	17.8	4.0		15.2
17	8.2	9.0		8.7
18	18.1	26.1	5.9	19.2
19	19.7	18.3	13.0	18.8
32	20.3	15.3	13.2	17.8
34		10.7		10.7
37	13.5	15.8	4.6	13.8
39	18.4	28.6	11.2	21.5
42	12.1	14.9	7.3	13.3
45	16.5	14.7		15.6
48	17.2	19.0		18.0
49	12.7	13.8	7.9	12.8
65	15.3	17.6		16.4
88	16.8	8.7		13.3
200			11.0	11.0
201	37.6	27.7	29.3	33.0
Standard	**16.8**	**16.1**	**15.0**	**15.9**

Weekday Service Periods

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

SANTA CLARA
Valley Transportation Authority

Boardings per Revenue Hour by Time Period
FY2016 Annual Transit Operations Performance Report

Community Bus

SATURDAY

ROUTE	AM	BASE	NIGHT	TOTAL
14	11.6	14.3		13.2
18	18.1	26.1	5.9	19.2
19	19.7	18.3	13.0	18.8
32	20.3	15.3	13.2	17.8
39	18.4	28.6	11.2	21.5
42	12.1	14.9	7.3	13.3
48	17.2	19.0		18.0
49	12.7	13.8	7.9	12.8
200			11.0	11.0
Standard	**16.3**	**18.8**	**15.0**	**16.8**

Saturday Service Periods

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

SUNDAY

ROUTE	AM	BASE	NIGHT	TOTAL
14	6.6	11.3		9.8
18	12.7	6.5		8.0
19	19.9	15.9		17.1
39	21.6	24.9		23.9
48	11.0	10.8		10.9
49	8.5	9.7		9.4
200			8.6	8.6
Standard	**15.0**	**15.0**	**15.0**	**15.0**

Sunday Service Periods

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

Legend:

Below standard
No Service

SANTA CLARA
Valley Transportation Authority

Boardings per Revenue Hour by Time Period
FY2016 Annual Transit Operations Performance Report

Limited Stop Routes

WEEKDAY

ROUTE	PEAK
304	13.6
321	13.9
328	10.1
330	12.6
Standard	**15.0**

Weekday Service Periods

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

Legend:

Below standard
No Service

SANTA CLARA
Valley Transportation Authority

Boardings per Revenue Hour by Time Period
FY2016 Annual Transit Operations Performance Report

Light Rail

WEEKDAY

ROUTE	PEAK	MIDDAY	OFF PEAK	TOTAL
900*	53.6	56.7	35.0	50.8
901*	91.2	100.1	57.2	88.2
902*	76.0	78.2	58.9	74.1
Standard	**73.6**	**78.3**	**50.4**	**71.0**

Weekday Service Periods

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

SATURDAY

ROUTE	AM	BASE	NIGHT	TOTAL
900*	53.8	57.9	41.2	52.9
901*	52.0	71.9	56.8	60.3
902*	68.6	94.4	85.7	81.5
Standard	**58.1**	**74.7**	**61.2**	**64.9**

Saturday Service Periods

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

SUNDAY

ROUTE	AM	BASE	NIGHT	TOTAL
900*	42.5	49.4	33.3	43.5
901*	46.4	72.7	48.4	56.2
902*	53.3	100.2	52.2	67.3
Standard	**47.4**	**74.1**	**44.6**	**55.7**

Sunday Service Periods

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

Legend:

Below standard
No Service

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

Paratransit Operating Statistics

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
PARATRANSIT OPERATING STATISTICS
FY2016 Annual Transit Operations Performance Report

	FY2016	FY2015	Percent Change
RIDERSHIP			
Clients	539,514	513,810	5.0%
Attendants	74,135	112,417	-34.1%
Companions	38,030	94,360	-59.7%
Total	651,679	720,587	-9.6%
Avg. Weekday Trips	2,301	2,553	-9.9%
Avg. Weekday Client Trips	1,898	1,815	4.6%
Active Clients	7,618	7,479	1.9%
Avg. Trips per Client	70.8	68.7	3.1%
PREMIUM SERVICES			
Same Day Trips	2,575	1,660	55.1%
Second Vehicles	168	167	0.6%
Open Returns	241	258	-6.6%
Service Area Surcharge Trips	3,219	2,912	10.5%
Subscription Trips	82,409	91,117	-9.6%
Total	88,612	96,114	-7.8%
LEVEL OF SERVICE			
Revenue Miles	5,851,047	5,922,864	-1.2%
Revenue Hours	302,979	280,706	7.9%
Maximum Vehicles Operated (non-Taxi)	225	225	0.0%
Total Vehicles Available (non-Taxi)	227	242	-6.2%
ELIGIBILITY			
Total Data Cards Received	6,926	6,842	1.2%
New Applicants Certified	2,395	2,274	5.3%
New Applicants Denied	399	541	-26.2%
Clients Recertified	2,580	2,382	8.3%
Clients Denied Recertification	369	558	-33.9%
Total Eligibility Assessments	5,743	5,755	-0.2%
Denial Rate	13.4%	19.1%	-30.0%
EXPENSES AND REVENUES			
EXPENSES			
Eligibility Certification Costs	$585,695	$605,349	-3.2%
Broker Costs	$5,952,942	$6,115,344	-2.7%
Vendor Costs	$15,922,241	$14,032,581	13.5%
Total Operating Costs	**$22,460,879**	**$20,753,274**	8.2%
REVENUES			
Client Fare	$2,057,950	$1,951,458	5.5%
Other Fare	$691,716	$1,290,425	-46.4%
Non-VTA Broker Revenue	$4,950	$14,575	-66.0%
Total Revenue	$2,754,616	$3,256,459	-15.4%
Net Expenses	**$19,706,262**	**$17,496,815**	12.6%
Fare Recovery Rate	12.2%	15.6%	-21.6%
Capital Expenses	$110,325	$82,019	34.5%
Total Expenses	**$19,816,588**	**$17,578,833**	12.7%
ST PER PASSENGER TRIP (excludes capital expenses)			
Total Reported Costs	$34.47	$28.80	19.7%
Fare Revenue	$4.22	$4.50	-6.2%
On-Time Performance	90.9%	96.5%	-5.8%

Glossary

GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SANTA CLARA Valley Transportation Authority

Date: October 3, 2016
Current Meeting: October 13, 2016
Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Technical Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Board Secretary, Elaine Baltao

SUBJECT: Elect Replacement Technical Advisory Committee Vice Chairperson for Remainder of 2016

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

ACTION ITEM

RECOMMENDATION:

Conduct voting to select the replacement TAC vice chairperson for the remainder of 2016.

BACKGROUND:

The Technical Advisory Committee (TAC) bylaws require that the committee elect from its membership a chairperson and vice chairperson each year to serve as the committee leadership for the upcoming calendar year. The bylaws provide that these positions serve a one-year term and are eligible for election to successive terms. Only members, not alternates, are eligible to serve in these positions. The bylaws also prescribe the order of succession and required actions in the event either of the TAC leadership positions become vacant.

The duties of the chairperson are to preside at all meetings of the committee and represent the committee before the Board of Directors. The duty of the vice chairperson is to perform the duties of the chairperson when the chairperson is absent.

At its January 2016 meeting, the TAC selected its 2016 leadership by electing Henry Servín, representing the City of Gilroy, as committee chairperson and Matt Morley, representing the Town of Los Gatos, as vice chairperson.

DISCUSSION:

At the September 2016 TAC meeting, Chairperson Servín announced his resignation from the chairperson position, effective at the end of that meeting, due to relocating to Southern California. As prescribed by the TAC bylaws, Vice Chairperson Morley assumed the chairperson position, necessitating the need for the TAC to elect from its membership a successor to fill the now-vacant vice chairperson position for the remainder of the term (2016).

In cases where a large portion of the term has expired, it is VTA's practice to conduct nominations from the floor, as opposed to the standard process of the committee empanelling a nomination subcommittee to identify members interested in serving in the position. Given this, at the TAC's October 2016 meeting the chairperson will open the floor to nominations either for or from members wishing to serve as vice chairperson for the remainder of 2016.

Only members, not alternates, are eligible to serve in these positions, and election to this position will not preclude the member from serving in future TAC leadership positions.

Voting will be conducted immediately following the closing of the floor for nominations. The TAC requires the affirmative vote of nine members to elect the replacement vice chairperson, and the term of office commences immediately following successful completion of voting.

ALTERNATIVES:

There are no alternatives since the Committee's bylaws specify the election process in the event of a vacancy in any of the committee leadership positions.

FISCAL IMPACT:

There is no fiscal impact resulting from the election process.

Prepared by: Stephen Flynn, Advisory Committee Coordinator
Memo No. 5748

SANTA CLARA Valley Transportation Authority

Date: September 23, 2016
Current Meeting: October 13, 2016
Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority Technical Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Board Secretary, Elaine Baltao

SUBJECT: Election Process for 2017 Advisory Committee Leadership: Appoint Nomination Subcommittee

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

ACTION ITEM

RECOMMENDATION:

Appoint a nomination subcommittee to identify Committee members interested in serving as the chairperson or vice chairperson for 2017.

BACKGROUND:

VTA has five advisory committees providing input to the Board of Directors: Bicycle & Pedestrian Advisory Committee (BPAC); Citizens Advisory Committee (CAC); Committee for Transit Accessibility (CTA); Policy Advisory Committee (PAC); and Technical Advisory Committee (TAC).

The bylaws for these committees specify that each committee must elect from its membership a chairperson and vice chairperson annually. The duties of the chairperson are to preside at all meetings of the committee and represent the committee before the Board of Directors. In addition, it is the responsibility of the CAC and PAC chairpersons to provide at each regular VTA Board meeting a verbal report on the previous meeting of their respective committees and any of the committee's concerns. The duty of the vice chairperson is to perform the duties of the chairperson when the chairperson is absent. The chairperson and vice chairperson positions both serve a one-year term coinciding with the calendar year and are eligible for election to multiple and consecutive terms. For the PAC and TAC, only members, not alternates, are eligible to serve in these positions.

The bylaws for all advisory committees except PAC specify that the elections for these positions are held the last meeting of the calendar year (usually December), whenever possible. The PAC bylaws specify that the elections for that committee are conducted the first meeting of the calendar year (usually January).

DISCUSSION:

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

Appointing the Nomination Subcommittee

The chairperson requests a small number of volunteers to serve on the nomination subcommittee, typically two or three members. For PAC and TAC, only members, not alternates, are eligible to serve on the nomination subcommittee. If there are no volunteers or an insufficient number, it is the chairperson's prerogative to appoint committee members to serve on it. The bylaws require that each committee vote to approve the appointment of members to the nomination subcommittee. This step normally takes place two meetings prior to conducting the elections.

The mission of the nomination subcommittee is to determine members interested in serving as the chairperson or vice chairperson. This is done by soliciting nominations from members, either for themselves or other members, and is done at a time other than during the committee meeting. Additionally, it is the nomination subcommittee's responsibility to determine that members that have been nominated are willing to serve.

Report from the Nomination Subcommittee

At the meeting immediately preceding the elections, whenever feasible, the nomination subcommittee provides a verbal report to the advisory committee identifying committee members who have confirmed their willingness to serve. In instances where a report cannot be provided at the targeted committee meeting, the nomination subcommittee's report is emailed to the committee prior to the elections. This action establishes the initial list of candidates for the elections to be held at the next meeting. The nomination subcommittee is automatically discharged when its report is formally presented to the committee. No action is required of the committee other than to receive the report.

Election of Chairperson and Vice Chairperson

These elections, which are held at the bylaw-specified meeting whenever possible, are conducted for the chairperson and vice chairperson positions individually and in sequence. Immediately preceding the vote, the chairperson will ask whether there are any nominations from the floor, then close the nomination process to establish the final list of candidates for each position.

For all advisory committees except CTA and PAC, the affirmative vote of a majority of the total authorized membership is required to elect the chairperson and vice chairperson. CTA requires the affirmative vote of nine members or a majority of the members present, whichever is greater, and PAC requires the affirmative vote of the majority of the quorum present.

For PAC, the term for the newly elected chairperson and vice chairperson commences immediately following completion of the voting for each office. For the other four committees, the term of office begins January 1 of the calendar year following the scheduled vote.

ALTERNATIVES:

There are no alternatives since the Committee's bylaws specify that to complete the required election process, the Committee must first appoint a nomination subcommittee to identify members interested in serving as the chairperson or vice chairperson.

FISCAL IMPACT:

There is no fiscal impact associated with this action.

Prepared by: Stephen Flynn, Advisory Committee Coordinator
Memo No. 5749

SANTA CLARA Valley Transportation Authority

Date: October 4, 2016
Current Meeting: October 13, 2016
Board Meeting: November 3, 2016

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Technical Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Operating Officer, Inez Evans

SUBJECT: Bus Stop Placement, Closures and Relocations Policy

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

ACTION ITEM

RECOMMENDATION:

Adopt a policy to establish standards for VTA to determine placement of bus stops and when and under what conditions it will make bus stop closures and relocations.

BACKGROUND:

VTA has made a significant investment in establishing the existing 4,000 bus stops that provide safe access to bus transit services to thousands of passengers every day. These bus stops include design features and amenities suitable to the specific locations and level of ridership. There is a strong public interest in improving these assets, as expressed in numerous passenger comments and the recent Envision Silicon Valley public process. The placement of bus stops is critical in improving passenger safety and accessibility, efficient operations, and increasing ridership on VTA's bus system.

DISCUSSION:

The VTA Board adopted the *Service Design Guidelines* in 2006, which provides policy guidance in the placement and spacing of bus stops. In addition, the *Transit Passenger Environment Plan (2015)* developed eight overarching guiding principles for bus stop design, experience, safety, accessibility, information, comfort, operation, branding, and community. Staff follows these guidelines in evaluating and determining the placement and spacing of bus stops and adding passenger amenities.

Because of changes in areas surrounding existing bus stops, VTA periodically receives

comments from outside parties, including passengers, community members, business and property owners, and other agencies about the location of our bus stops. Some parties may request to add, relocate, or remove bus stops or bus stop amenities. There can be a variety of potential reasons for outside parties to request changes to the existing bus stops. These include, but are not limited to, changes in the built environment, losses or gains of trip generators, and changes in pedestrian or roadway access. VTA takes all requests seriously, conducts site visits, and interviews stakeholders to determine whether or not the request is reasonable. In doing so, VTA considers whether or not the modifications are safe for passengers and operators, and whether they provide the same or better level of customer service and accessibility.

VTA has an excellent track record of working with outside parties and corresponding local jurisdictions to find reasonable and mutually agreed-upon alternatives that meet its safety, service and accessibility standards. Occasionally, these proposed changes do not meet VTA's safety, service and accessibility standards. Changes that may result in unsafe situations, unfavorable conditions for bus operations, unwanted disruption to vehicle traffic, or that inhibit access for customers with disabilities would not be acceptable. It is not always possible to find reasonable alternative solutions to existing bus stops. Frequently, alternatives do not meet safety requirements, or they are not readily available, mutually beneficial to all stakeholders, or cost effective.

To maximize VTA's ability to maintain the highest level of safe, reliable transit service possible, it is essential to establish a reasonable policy for determining bus stop placement, evaluating these requests, and making decisions. (See proposed policy, Attachment A). This policy should guide the process in evaluating the impacts of these bus stop modification requests on safety and transit services, as well as establish the procedures on how to respond to bus stop modification requests.

The proposed new Policy on Bus Stop Placement, Closures and Relocations would provide the evaluation and decision-making criteria, specific to each type of requested action. Following is a summary of the policy:

1. Placement: Far side stops, defined as bus stops located immediately after an intersection, are the preferred location for bus stops, although the ultimate decision is based on the inherent safety considerations, ridership potential, operational efficiency, ease of connection, availability of space, and compliance with American Disability Act (ADA) requirements.

2. Spacing: VTA should follow the guidelines for bus stop spacing in the *Service Design Guidelines*, adopted in 2006. Bus stops on local routes will typically be spaced between 750 ft. - 2,500 ft. apart. The spacing will increase for Bus Rapid Transit and Express Bus Routes.

3. Passenger Amenities: Shelters, benches and other amenities should be added to provide comfort and protection to passengers. The placement and the selection of these amenities should be based on ridership, passenger needs, and compatibility of surrounding land use.

4. Removal: VTA will have the discretion to remove a bus stop if the Operations Division, after making a reasonable evaluation of a bus stop's location, makes any one of the following findings:

    - The bus stop's location is unsafe;
    - There is unnecessarily close spacing between bus stops;
    - There is or there will be construction of a new land development which includes an adequate and acceptable replacement bus stop provided by the property owner or developer;
    - The bus stop has insufficient ridership to support a stop at that location.

5. Relocation: VTA will have the discretion to relocate a bus stop if the Operations Division staff is satisfied that there is an adequate and acceptable alternative location. In evaluating whether the alternative location is adequate and acceptable, staff will consider the following factors: passenger safety and convenience, passenger transfer activities, operations safety, and impacts on the surrounding land uses. If the relocation request is made by a third party and a right-of-way and/or easement is required to relocate the bus stop, then the bus stop shall be relocated only if the third party obtains such right of way or easement at his or her own cost. VTA shall also have the discretion to require the third party to pay for the construction of the relocation, depending on the cost and whether the relocation is being done solely for the benefit of the third party.

6. Temporary Relocation During Construction: VTA will not temporarily relocate a bus stop until and unless a property owner, developer or contractor enters into a mutually-acceptable agreement with VTA which includes details on the construction schedule, an approved traffic control plan, a schedule for moving the bus stop to the temporary location and back to its pre-construction location at the end of the construction period, and costs to be covered by the property owner, developer or contractor. If the bus stop pole, bench, shelter, or other amenities must be removed during construction, the property owner, developer or contractor must submit engineering drawings of the bus stop layout before and after the construction.

ALTERNATIVES:

The Board may choose not to adopt this policy or direct staff to modify the proposed policy.

FISCAL IMPACT:

There is no fiscal impact as a result of adopting the proposed policy.

Prepared by: Ying Smith
Memo No. 5714

ATTACHMENTS:

- Bus Stop Policy revised 09-30 (PDF)

OPERATIONS	Policy	
Passenger Facilities	Document Number:	OPS-PL-0003
Bus Stop Placement, Closures and Relocations	Version Number	01

1.0 Purpose:

To establish standards for VTA to determine the placement of Bus Stops and when and under what conditions it will make Bus Stop closures and relocations.

2.0 Scope:

This policy applies to the placement of Bus Stops. This policy also applies to any instance when a temporary or permanent relocation or closure of a Bus Stop is being considered by VTA, whether such consideration is initiated internally or by a third party.

3.0 Responsibilities:

3.1 The Operations Division staff, as assigned by the Chief Operating Officer, is responsible for evaluating and determining the placement and spacing of Bus Stops and adding passenger amenities.

3.2 The Operations Division staff, as assigned by the Chief Operating Officer, is responsible for evaluating temporary or permanent Bus Stop relocation or closure proposals based on the criteria established in this Policy. The Operations Division will develop an evaluation form to guide the evaluation process.

3.3 The Chief Operating Officer, or his or her designee, shall make the final decision on whether and under what conditions Bus Stops will be relocated or closed, either permanently or temporarily, consistent with this Policy after reviewing the staff evaluation.

4.0 Policy:

4.1 Placement: Far Side Stops are the preferred location for Bus Stops, although the ultimate decision is based on the inherent safety considerations, ridership potential, operational efficiency, ease of connection, availability of space, and compliance with ADA requirements. VTA should follow the guidelines for Bus Stop placement in the *Service Design Guidelines*, adopted in 2006.

4.2 Spacing: VTA should follow the guidelines for Bus Stop spacing in the *Service Design Guidelines*, adopted in 2006. Bus Stops on local routes will be spaced between 750 ft. – 2,500 ft. apart. The spacing will increase for Bus Rapid Transit and Express Bus Routes.

4.3 Passenger Amenities: Shelters, benches and other amenities should be added to provide comfort and protection to passengers. The placement and the selection of these amenities

should be based on ridership, passenger needs and compatibility of surrounding land use.

4.4 Removal: VTA will have the discretion to remove a Bus Stop if the Operations Division, after making a reasonable evaluation of a Bus Stop's location, makes any one of the following findings:

4.4.1 The Bus Stop's location is unsafe;

4.4.2 There is unnecessarily close spacing between Bus Stops;

4.4.3 There is or there will be construction of a new land development which includes an adequate and acceptable replacement Bus Stop provided by the property owner or developer;

4.4.4 The Bus Stop has insufficient ridership to support a stop at that location.

4.5 Relocation: VTA will have the discretion to relocate a Bus Stop if the Operations Division staff is satisfied that there is an adequate and acceptable alternative location. In evaluating whether the alternative location is adequate and acceptable, staff will consider the following factors: passenger safety and convenience, passenger transfer activities, operations safety, and impacts on the surrounding land uses. If the relocation request is made by a Requesting Party and a right-of-way and/or easement is required to relocate the Bus Stop, then the Bus Stop shall be relocated only if the Requesting Party obtains such right of way or easement at his or her own cost. VTA shall also have the discretion to require the Requesting Party to pay for the construction of the relocation, depending on the cost and whether the relocation is being done solely for the benefit of the Requesting Party.

4.6 Temporary Relocation During Construction: VTA will not temporarily relocate a Bus Stop until and unless a Requesting Party, property owner, developer or contractor enters into a mutually-acceptable agreement with VTA which includes details on the construction schedule, an approved traffic control plan, a schedule for moving the Bus Stop to the temporary location and back to its pre-construction location at the end of the construction period, and costs to be covered by the Requesting Party, property owner, developer or contractor. If the Bus Stop pole, bench, shelter, or other amenities must be removed during construction, the Requesting Party, property owner, developer or contractor must submit engineering drawings of the Bus Stop layout before and after the construction.

5.0 Definitions:

5.1 Bus Stop means a bus stop pole, bench, shelter or other amenities used at bus stop locations.

5.2 Far-Side Stops are those Bus Stops located immediately after an intersection, allowing the vehicle to pass through the intersection before stopping for passenger loading and unloading.

5.3 Requesting Party means any third party that requests from VTA that a Bus Stop be removed, relocated or modified.

6.0 Summary of Changes:

Initial release.

7.0 Approval Information:

PREPARED BY	*REVIEWED BY:*	*APPROVED BY*
Rodrigo Carrasco, Supervisor – Transit Service Development		
	Inez P. Evans Chief Operating Officer	Nuria I. Fernandez General Manager Date Signed

SANTA CLARA
Valley Transportation Authority

Date: October 4, 2016
Current Meeting: October 13, 2016
Board Meeting: November 3, 2016

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Technical Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Interim Director - Planning & Program Development, Carolyn M. Gonot

SUBJECT: Countywide Bike Plan Prioritization Criteria

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

ACTION ITEM

RECOMMENDATION:

Recommend that the VTA Board of Directors adopt the Countywide Bicycle Plan Prioritization Criteria.

BACKGROUND:

As the Congestion Management Agency for Santa Clara County, VTA is responsible for countywide transportation planning efforts including bicycle planning. The VTA Board of Directors adopted the Santa Clara Countywide Bicycle Plan (CBP) in 2008. The CBP guides the development of major bikeways by identifying Cross County Bicycle Corridors (CCBC) and other projects of countywide or intercity significance. In September 2015, VTA started the process of updating the CBP.

The CBP scope of work and schedule were presented to VTA Advisory Committees in November 2015, and the VTA Bicycle and Pedestrian Advisory Committee (BPAC) received a comprehensive update on the plan's progress at its June 2016 meeting. In addition to these formal updates, regular updates are to the BPAC as part of the monthly staff report, and meetings with Member Agency staff have been conducted to discuss proposed modifications to the CCBC network.

DISCUSSION:

As part of the CBP update, VTA is proposing criteria for identifying CCBC segments and other spot locations of high value for bicyclists. Once high value areas are identified, VTA will identify potential infrastructure and operational improvements that can improve bicycling in these areas.

Proposed Prioritization Framework
Under the proposed prioritization framework the following criteria will score high:

1. Projected bicycle ridership numbers - CCBC segments that have high projected ridership
2. Transit access - CCBC segments that provide first/last mile access to major transit stops
3. Employment access - CCBC segments that serve commuters
4. Equity - CCBC segments that serve Communities of Concern
5. Safety - CCBC segments that have a history of collisions or areas with high Level of Traffic Stress
6. Destinations - CCBC segments that serve many destinations (schools, retail, parks, etc.)
7. Community support - CCBC segments that are supported by public outreach

Details of the proposed prioritization criteria are described in Attachment A.

Methodology for Combining Scores
For each criterion, the project team will develop a map showing how the criterion varies across the CCBC network. Sores for each criterion will then be weighted based on the percentages provided in Attachment A, and added together to produce a composite map (score) that shows areas of high to low priority. Figure 1 provides a conceptual illustration of this process. The resulting composite map will be used to identify CCBC segments or spot locations that are of high value to bicyclists.

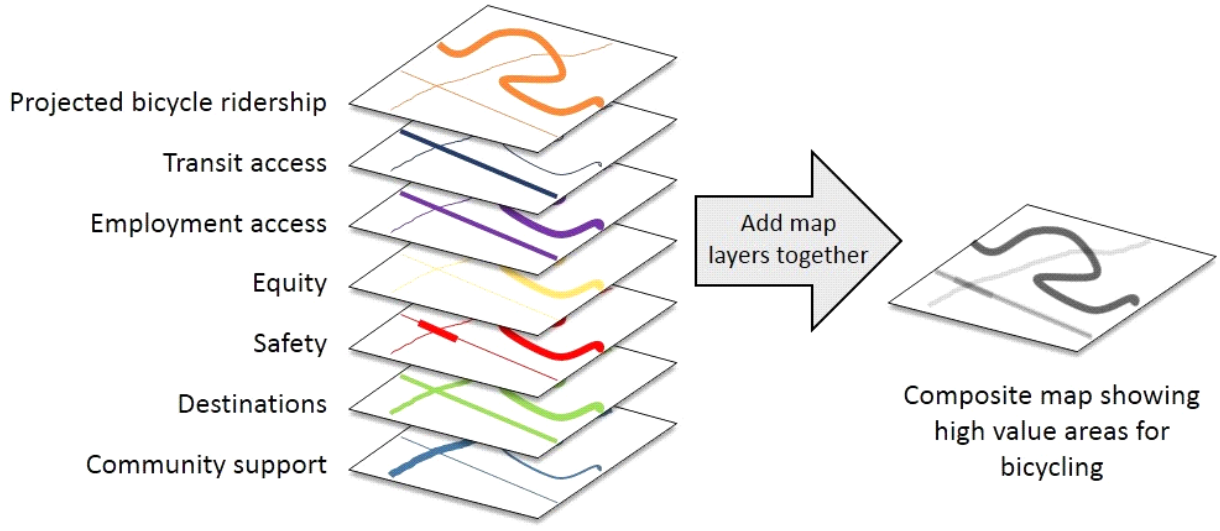


Figure 1: Conceptual illustration of how prioritization criteria will be mapped and combined

VTA Travel Demand Model
The first four criteria rely on outputs from VTA's travel demand model. The model inputs include demographics, origins, destinations, the time it takes to complete a trip, and

characteristics of the transportation network (including the bicycle network). These inputs are used to predict how many trips people will make, where they will travel, what mode they will use to travel, and what specific route they will take.

Using the Analysis to Identify High Priority Projects
Using the results of the prioritization process, VTA will identify several locations that provide high value for bicyclists and need improvement. Locations could consist of an entire CCBC, a portion of a CCBC or spot improvements along a CCBC, or locations where a new bicycle and pedestrian bridge or freeway interchange improvement is needed.

NEXT STEPS:

VTA will use the criteria to identify high value locations along the CCBC network, and develop conceptual improvement plans for five to seven of these high value locations. Proposed high-value projects will be shared with committees and Member Agency staff in early 2017.

FISCAL IMPACT:

There is no fiscal impact to VTA of adopting the Countywide Bicycle Plan Prioritization Criteria.

Prepared by: Lauren Ledbetter
Memo No. 5763

ATTACHMENTS:

- Attachment A - Criterion (DOCX)

Attachment A: Proposed Prioritization Criteria for the Countywide Bicycle Plan

Criterion		Assessment	Percent of Total Score
Projected Bicycle Ridership Numbers			
1	Has potential to serve many bicyclists.	Projected ridership in 2026, calculated by the VTA travel demand model, assuming the entire Cross County Bicycle Corridor (CCBC) network is built out.	20%
Transit Access			
2	Serves first mile/ last mile transit access.	Projected number of bicyclists traveling from major transit stops in 2026, calculated by the VTA travel demand model, assuming the entire CCBC network is built out.	15%
Employment Access			
3	Serves commuters.	Projected number of commuter bicyclists in 2026, calculated by the VTA travel demand model, assuming the entire CCBC network is built out.	15%
Equity			
4	Serves Communities of Concern (COC).*	Projected number of bicyclists traveling from COC's in 2026, calculated by the VTA travel demand model, assuming the entire CCBC network is built out.	10%
Safety			
5	Provides opportunity to improve safety in a corridor with high number of collisions.	Bicycle collision density, with fatal and severe injury collisions weighted higher than other types of collisions. Data from Statewide Integrated Traffic Records System, most recent five years of data.	10%
6	Provides opportunity to improve a corridor with high Bicycle Level of Traffic Stress (LTS).	Current LTS as calculated based on roadway factors such as posted speeds, vehicle volumes, and existing bicycle infrastructure.	10%
Destinations			
7	Serves all trip purposes.	Average density per mile of schools, parks, and shopping areas within 1/4 mile of corridor.	15%
Community Support			
8	Has support from the community.	Corridor desirability based on input from members of the public. (Comments received during public outreach for bicycle plan at in person events, or on web map survey in spring 2016.)	5%

* Metropolitan Transportation Commission has established Communities of Concern (COC) for the Bay Area. COCs are defined as Census tracts with high concentrations of both minority and low-income households or Census tracts with a high concentration of low-income households and three of the following criteria: limited English proficiency, zero-vehicle households, seniors 75 years or older, people with disabilities, single parent families, or rent-burdened households.

SANTA CLARA
Valley Transportation Authority

Date: October 4, 2016
Current Meeting: October 13, 2016
Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Technical Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Interim Director - Planning & Program Development, Carolyn M. Gonot

SUBJECT: Strategic Plan Report

FOR INFORMATION ONLY

BACKGROUND:

Updating the VTA's Strategic Plan is one of the five priorities identified by Chairperson Chavez for 2016. The Strategic Plan was last updated in 2009. The Plan will include a review of VTA's mission and vision statements, as well as its core values, opportunities, and business lines. The new Strategic Plan is designed to establish a strong foundation for VTA to help lead Silicon Valley into a more successful and sustainable future, provide the framework for its two-year budgets, and provide overarching guidance for all aspects of the agency's operations and management.

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Over the last 18 months, staff has been meeting with employees to gather their input. Key tasks include:

- Analysis of the agency's strengths, weaknesses, opportunities, and threats (SWOT).
- Establishing an internal working group represented by a broad cross-section of employees.
- Meeting with union leaders.
- Meetings and employee forums at all operating divisions.
- Meeting with the Employee Advisory Committee.
- Meetings with individual VTA staff members.
- Creating an on-line survey & anonymous comment cards for employees.
- Holding an all-day executive staff retreat.
- Regular updates to the Board's Governance & Audit Committee for their input and guidance.

Through this analysis and on-going discussions, staff has generated a draft outline of the Strategic Plan. The outline contains staff's examination of the following: (a) the agency's

strengths, weaknesses, opportunities, and threats (SWOT analysis); (b) mission statement; (c) vision statement; (d) values; and (e) business lines.

DISCUSSION:

At the October Advisory meetings, staff will provide an overview of the draft outline for the Committees' review and input. The discussion will provide further input to shape the draft plan. The draft plan is scheduled for review at the November Advisory Committees, and for adoption at the December 2016 Board Meeting.

Prepared By: Scott Haywood
Memo No. 5742

The VTA 2016 Strategic Plan

1. **Introduction and Purpose Statement**
    a. Who we are and what we do.

2. **How to Use This Plan**

    a. Strategic Plan provides mission, vision, values and business lines. Employees, through their divisions create goals, initiatives and key indicators to support the business lines. These elements will comprise the budget and business plan.

    b. Need to work with partners – cities, county, nonprofits, businesses, regional agencies, and community stakeholders to be successful.

3. **Mission, Vision and Values**
    a. Introduction – Purpose of mission, vision and values in agency.

    b. Mission**:**

    "Provide Solutions That Move You"

    c. Vision**:**

    "To innovate the way Silicon Valley moves."

    d. Core Values

        i. **Safety**
        ii. **Integrity**
        iii. **Quality**
        iv. **Sustainability**
        v. **Accountability**
        vi. **Diversity**

e. Action – how do we approach our work?
Creativity
Collaboration
Leadership

f. VTA employees are to "Create, Collaborate and Lead!"

4. Operations of VTA

a. Great People

i. Great People create great products now and in the future.
ii. Implement policies and programs that create environment for employees to thrive.

b. Great Products

Introduction to Business Lines.

a. TRANSIT
i. Fast – transit travel times will be optimized (preserved and continually improved)
ii. Frequent – transit service, especially in core areas, will be frequent (15-minutes or better)
iii. Reliable

- Further description of business line.
- Mission – how does this relate to mission statement?
- Vision – how does this relate to vision statement?
- Values – how are values applied?
- *Business Line Goals are outlined in Business Plan – goals will operationalize the mission, vision and values*

b. DEVELOPMENT, DELIVERY & SERVICES
i. Develop concepts, plans, designs, programs, and policies
ii. Build / Implement projects and programs on-time and within budget
iii. Provide services and mobility solutions to the public and Member Agencies

- Further description of business line.
- Mission – how does this relate to mission statement?
- Vision – how does this relate to vision statement?

- Values – how are values applied?
- *Business Line Goals are outlined in Business Plan*

c. TRANSPORTATION SYSTEM MANAGEMENT

i. <u>Manage</u> (Address) Roadway congestion

ii. <u>Maximize</u> value from infrastructure investments

iii. <u>Innovate</u> transportation systems and expand mobility options

- Further description of business line.
- Mission – how does this relate to mission statement?
- Vision – how does this relate to vision statement?
- Values – how are values applied?
- *Business Line Goals are outlined in Business Plan*

5. **What Does Success Look Like?**
    a. Transformable Business Plan that reflects new direction
    b. United and Thriving Workforce.
    c. Become Employer of Choice.
    d. Great Transportation Options for Everyone.
    e. Smart Growth linked to transportation / more cohesive and vibrant communities – basically, creating a better place to live.
    f. Optimizing all financial opportunities.
    g. Cleaner air.
    h. Deliver quantitative and qualitative goals outlined in business plans.
    i. Work with cities and county to create better places to live through smart growth.

6. **We can't do this alone. Need to work closely with:**
    a. Customers – current and future
    b. Community
    c. Cities & County
    d. Partner Agencies including – Caltrans, other transit agencies & MTC

7. **Appendix – How Plan was Developed**
    a. Data/Information Collection
        i. SWOT
        ii. Retreat
        iii. Forums, surveys, interviews and questionnaires
    b. Analysis / Findings
        i. How information was used
    c. Recommendations

NOTES:

- Plan will utilize graphics and icons.
- Plan will include quotes from employees.

CTA Agenda Item #19
CAC/CWC Agenda Item #15
BPAC Agenda Item #9
TAC Agenda Item #15
[illegible] Agenda Item #12

VTA STRATEGIC PLAN

October 2016

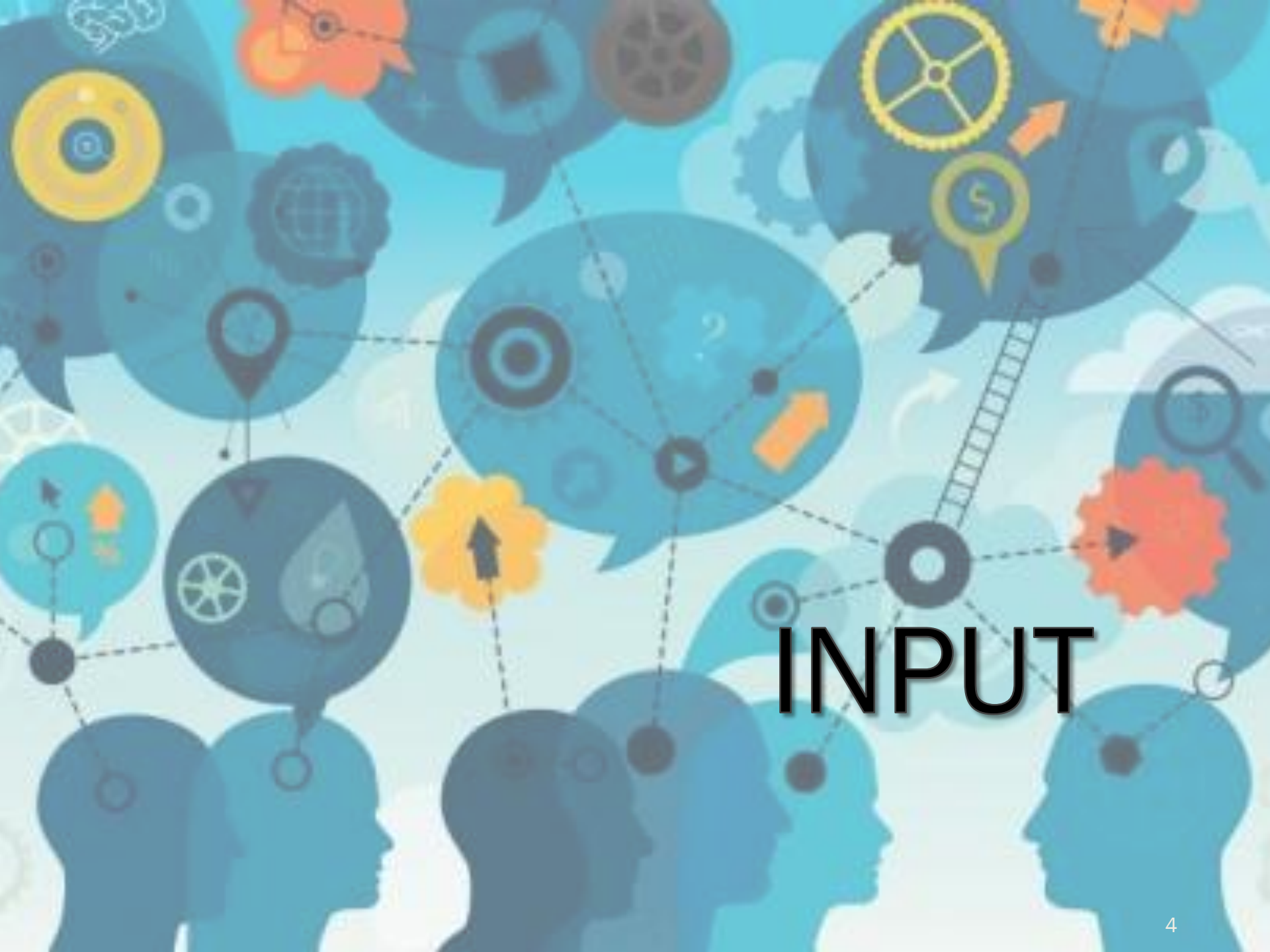
Advisory Meetings

OVERVIEW

Plan Structure

Content

- 5-year plan (2017 to 2021)
- Provides a framework for 2-year budget plans
- Aspects of the Plan include
  - *Vision*
  - *Mission*
  - *Values*
  - *Business Lines*
- Serves as a guiding masterpiece for the Organization


INPUT

Executives

- Questionnaire
- Startup Working Group
- Executive Retreat (February 2016)
  - *SWOT*
  - *Vision for Agency*
  - *Future of Agency*
  - *Group Assignments*
  - *Working Groups*
- VTA Governance & Audit Committee

Employee Input

- Union Leaders
- Employee Forums
- Employee Advisory Committee
- Online Survey
- Email
- Anonymous Comment Cards

Advisory Committees

- Review Draft Outline
- Receive Input from Board Members
- Review Next Steps

MISSION

Who we are

THE OLD VTA

Est. 1995 August 7, 2008

Mission Statement

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

Staff Recommendation

"Provide Solutions that Move You"

VISION

Who we want to be

THE OLD VTA

Est. 1995 August 7, 2008

Vision Statement

"VTA builds partnerships to deliver transportation solutions that meet the evolving mobility needs of Santa Clara County."

Staff Recommendation

"Innovate the way Silicon Valley moves."

VALUES

Proposed Values

- Safety
- Integrity
- Quality
- Sustainability
- Diversity
- Accountability

Action

- Operationalize values

- Establish action values: How staff will approach implementing core values.

- Infuse oxygen into values to bring them to life.
  - *Creativity*
  - *Collaboration*
  - *Leadership*

Accountability

Safety Integrity

Sustainability

Quality Diversity

Create!

Collaborate!

Lead!

OPERATIONS OF VTA

Great People, Great Products

Great People

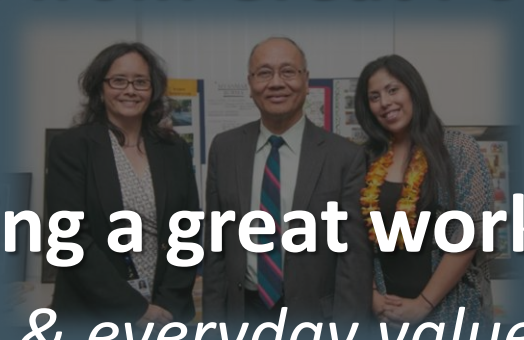
"Great Products come from Great People."

Strategies for cultivating a great workforce

- *Based on core & everyday values*

Great People

"Great Products come from Great People."



Strategies for cultivating a great workforce

– *Based on core & everyday values*

Great Products

- Introduction of three business lines
- Business lines cross divisions
- Define the products VTA delivers

BUSINESS LINES

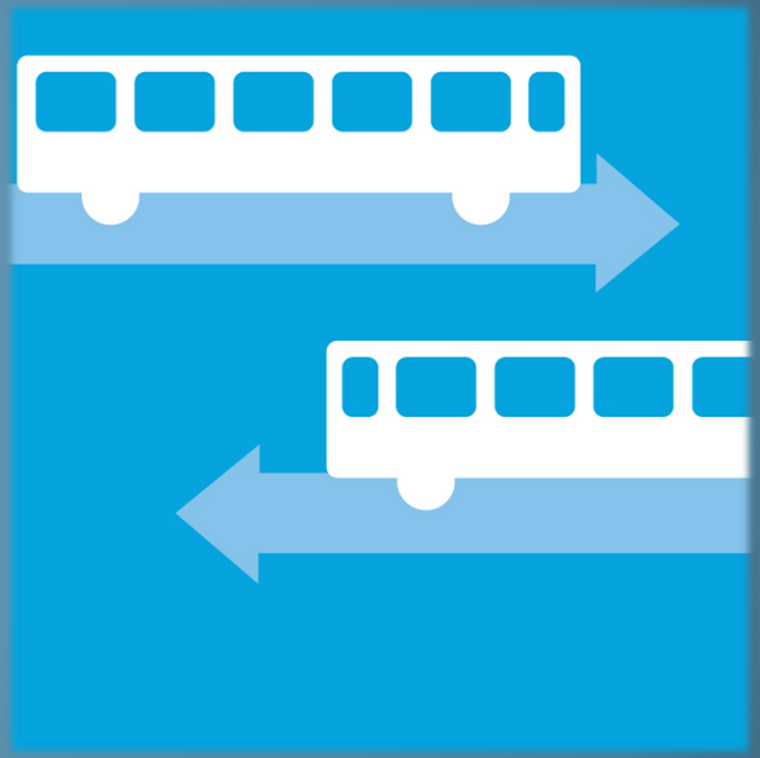
Business Lines

- Strategic Plan will:
  - *Define each business line*
  - *Describe how the business line relates to mission, vision, and values*

- Specific goals for each business line will be outlined in two-year business plans

Transit

- Fast
- Frequent
- Reliable



Development, Delivery, & Services

- Develop
- Build
- Provide

Transportation System Management

- Manage
- Maximize
- Innovate

MOVING FORWARD

What's Next

Success

Great transportation options for everyone

Transformable business plan that reflects new direction

Optimize financial opportunities

Cleaner air

United and thriving workforce

More cohesive and vibrant communities

Call to Action

- Success cannot be achieved alone

- Good working partnerships:
  - *Public*
  - *Customers*
  - *Cities*
  - *County*
  - *Partner Agencies*

- ***CREATE, COLLABORATE, and LEAD!***

2016 MILESTONES

SPRING

- ✓ Employee survey & data collection
- ✓ Identify & analyze issues
- ✓ Working Groups
- ✓ Executive team retreat

SUMMER

- ✓ Develop plan outline
- ✓ Employee forums

OCTOBER

- ❑ Board of Directors
- ❑ Advisory Committees
- ❑ Employee Brown Bag Session
- ❑ Public Outreach

NOVEMBER

- ❑ ***DRAFT PLAN***
- ❑ Board of Directors
- ❑ Advisory Committees
- ❑ Standing Committees
- ❑ Public Input

DECEMBER

- ❑ Board Approval

Are we on the right course?

SANTA CLARA
Valley Transportation Authority

Date: October 5, 2016
Current Meeting: October 13, 2016
Board Meeting: November 3, 2016

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Technical Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Interim Director - Planning & Program Development, Carolyn M. Gonot

SUBJECT: Bay Area Bike Share Expansion Update

FOR INFORMATION ONLY

BACKGROUND:

Pilot Bike Share Program

Between August 2013 and June 2016, the Bay Area Bike Share Pilot Program operated in five Bay Area cities along the Caltrain corridor: San Jose, Mountain View, Palo Alto, Redwood City and San Francisco. The Pilot Program was a multi-agency effort led by the Bay Area Air Quality Management District (Air District) in partnership with the Santa Clara Valley Transportation Authority (VTA), the San Francisco Municipal Transportation Agency (SFMTA), the San Mateo County Transit District (SamTrans), San Mateo County and the City of Redwood City. The Pilot Program was funded through a combination of federal, regional and local grants for a total cost of $11.2 million.

The initial phase of the pilot program launched with 700 bikes at 70 bike share stations region-wide, with 280 bikes and 28 stations located in Santa Clara County (40% of system).

Bay Area Bike Share Program users took more than 840,000 bicycle trips between August 2013 and March 2016. Approximately 91 percent of the trips occurred in San Francisco, where more than half of all Bay Area Bike Share Program equipment had been deployed. The table below compares the performance data of the five cities that participated in the pilot bike share program.

Bay Area Bike Share Pilot Program - Summary Statistics August 2013 - March 2016

City	Bicycles Deployed	Total Trips	Trips Per Bicycle Per Day	Average Trips Per Month	Percent of Total Trips

San Francisco	328	762,728	2.42	23,800	90.50
Redwood City	52	4,621	0.09	145	0.55
Palo Alto	37	8,315	0.23	260	0.98
Mountain View	59	21,818	0.39	680	2.59
San Jose	129	45,368	0.36	1,420	5.38
Total/Average	605	842,850	0.70	5,261	100
** Bicycles deployed does not sum to 700 due to bicycles out of service for maintenance.*					

Post-Pilot Expansion

In 2015, the management responsibilities for Bay Area Bike Share Pilot Program were transferred from the Air District to Metropolitan Transportation Commission (MTC). In December 2015, MTC entered into an agreement with Bay Area Motivate, LLC (Motivate) to operate and expand the bike share system to 7,000 bicycles by 2018 under a corporate sponsorship model, with no public funding. In September 2016, Motivate and Ford Motor Company announced that the companies would partner on the bike share expansion, with a rebranded service: Ford GoBike.

Ford GoBike will operate in San Francisco, San Jose, Berkeley, Emeryville, and Oakland. An additional 1,000 bicycles will be deployed in San Jose, with the first phase of installation planned for 2017.

Future Bike Share in Peninsula Cities

Motivate chose not to include the cities of Palo Alto, Mountain View, and Redwood City (Peninsula cities) in the expansion, citing low ridership, as measured by trips per bicycle per day. Peninsula cities were offered the option of continuing bike share past June 30, 2016 by buying into the Motivate system and funding the operating costs. To inform this decision, Peninsula cities conducted a study to analyze existing data, potential system size and performance and governance options. The results of this study showed that, as a permanent solution, it was cost prohibitive to buy into the Motivate system under the terms offered, due to ongoing operations and maintenance costs.

After negotiating better buy-in terms, in September 2016, the City of Palo Alto announced a new agreement with Motivate that will bring a 350-fleet bike share system to that city. The system will use smart bikes with on-board technology (provided by SoBi), in contrast to the docking-station technology currently used by Motivate. Palo Alto's bike share system will be operated by Motivate and members will be able to use their membership to ride up to 7,000 bicycles within the Ford GoBike system, including those in San Jose. Neighboring peninsula communities will be able to opt in to the Palo Alto bike share system, with buy-in terms anticipated to be announced by Motivate in October 2016.

The City of Mountain View will continue with the current dock-based Motivate system through November 30, 2016 and possibly until June 30, 2017. Mountain View city staff are currently working in partnership with the Mountain View Transportation Management Association,

interested Peninsula cities, and other interested stakeholders to explore bike share program options/solutions. Redwood City will discontinue bike share until a new system is in place.

DISCUSSION:

Representatives from the City of San Jose, City of Palo Alto, and Motivate/Ford GoBike will present their plans for expanding bike share at the October 12, 2016 Bicycle and Pedestrian Advisory Committee meeting.

Prepared By: Lauren Ledbetter
Memo No. 5717

Agenda Item #18

smart corridor

INTERSTATE 80
INTEGRATED CORRIDOR MOBILITY

VTA TAC

October 13, 2016

Caltrans

ALAMEDA County Transportation Commission

CONTRA COSTA transportation authority

WHY A SMART CORRIDOR?

- Cost to widen would be significant
  - Environmental areas
  - Development surrounding freeway
- Most congested freeway segment in Bay Area
- Elevated accident rates
- Secondary accidents cause more congestion

smart corridor
INTERSTATE 80
INTEGRATED CORRIDOR MOBILITY

I-80 SMART CORRIDOR GOALS

Operations

- Coordinates traffic operations
- Provide real-time traveler/traffic information
- Make trip times more reliable and predictable

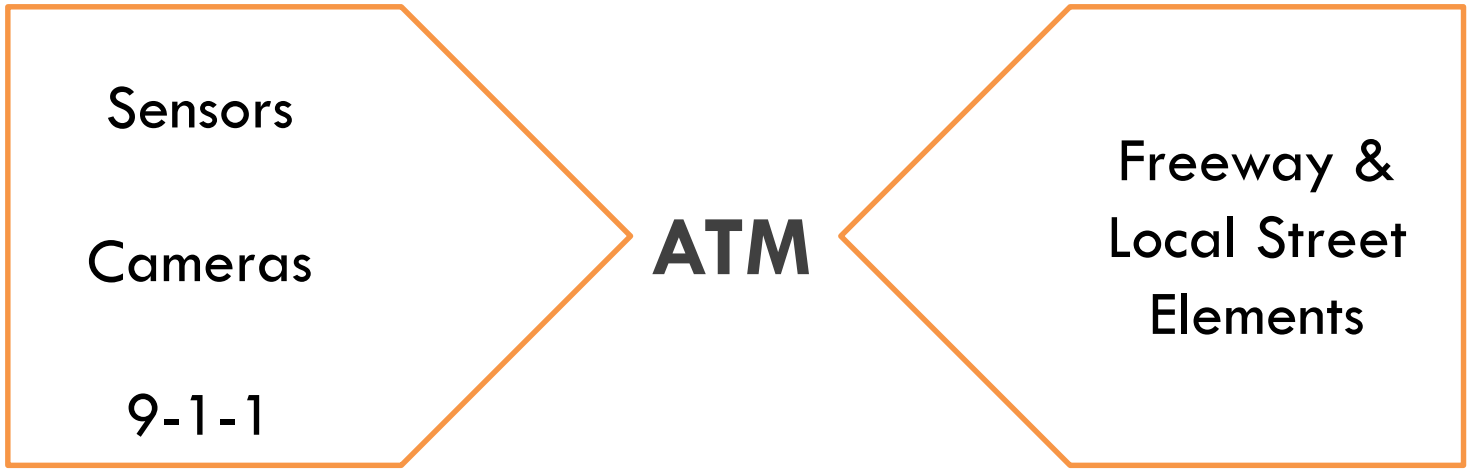
Safety

- Improve access for first responders
- Reduce secondary accidents & related congestion

smart corridor
INTERSTATE 80
INTEGRATED CORRIDOR MOBILITY

ACTIVE TRAFFIC MANAGEMENT (ATM)

- Technology to Improve Efficiency
- System Monitoring
- Incident Management
- Adaptive Ramp Metering
- Enhanced Traveler Information
- Transit Integration

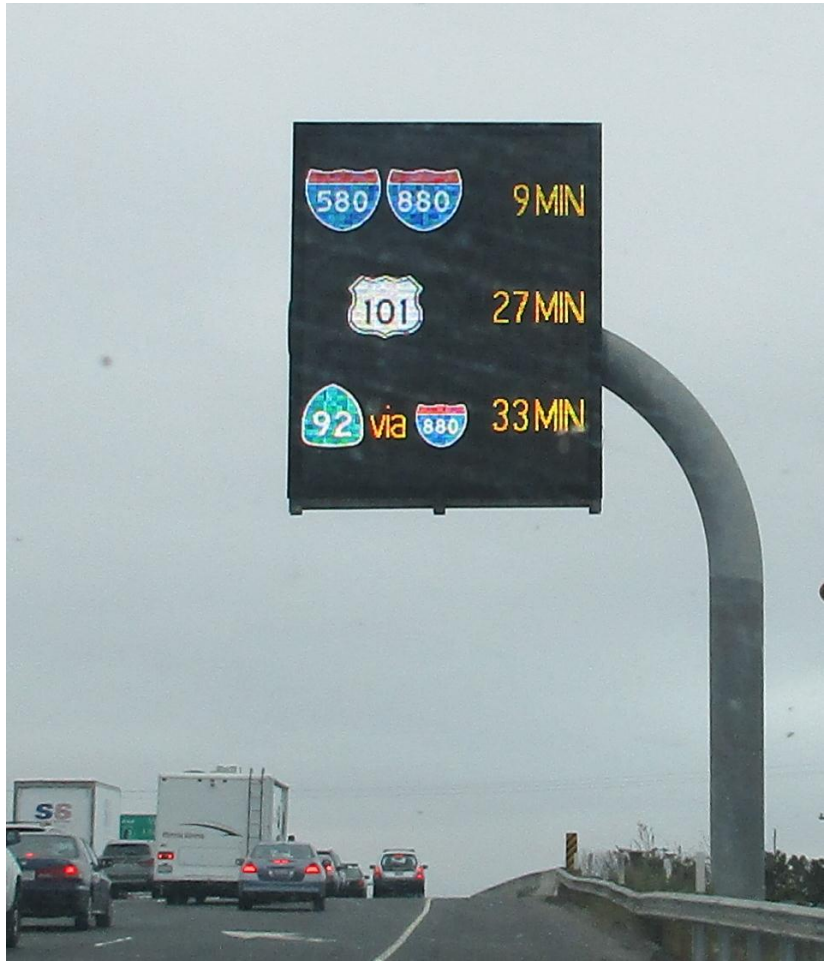


ADAPTIVE RAMP METERING

- Adapt to changing traffic conditions throughout corridor
- Balances mainline and ramp conditions
- Optimal metering rates calculated in real-time by fuzzy-logic algorithm

TRAFFIC INFORMATION BOARDS

- Enhanced traveler information
- Travel times, congestion and event information, transit information
- Working with FHWA for more advanced message concepts



INCIDENT MANAGEMENT

- Electronic signs on overhead structures and on the shoulder will turn ON
- Variable Advisory Speeds WB & EB I-80
- Lane Use Signs WB only

Advisory Speed

WHAT HAPPENS DURING AN INCIDENT?

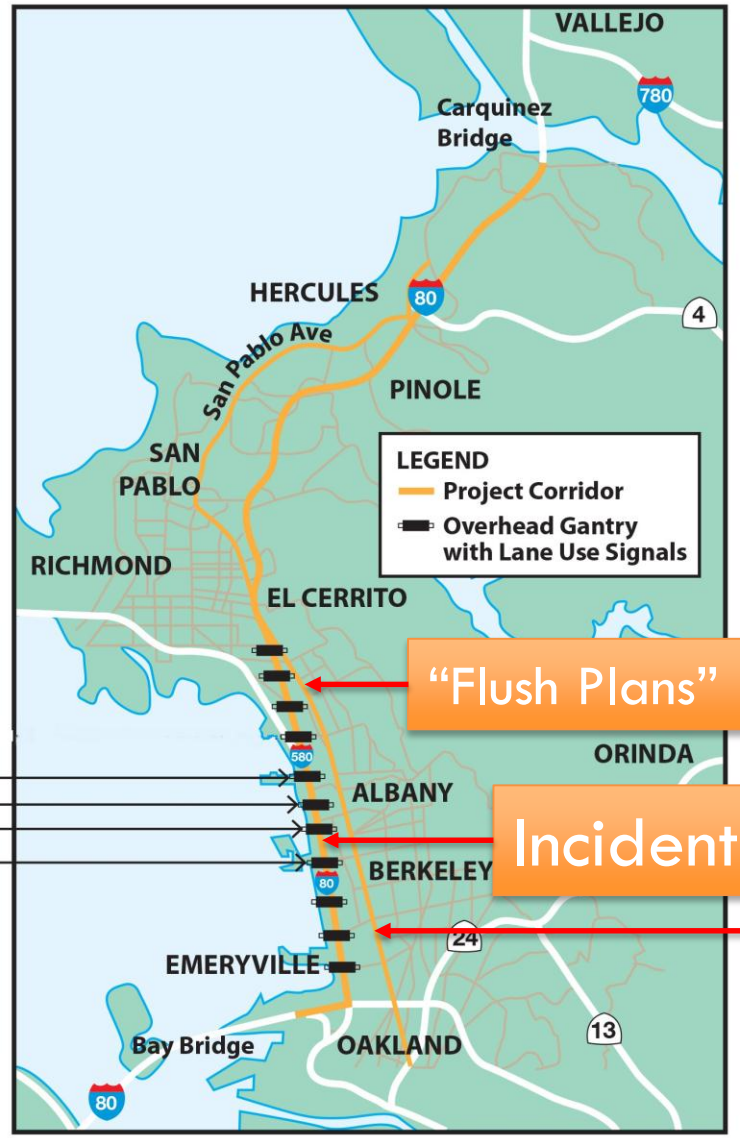
Electronic signs on overhead gantries are turned ON 2 to 3 miles upstream of an incident, and immediately past.

Lanes Open

Merge

Lane Blocked

Lanes Open



Trailblazer Signs ON along main arterial

smart corridor
INTERSTATE 80
INTEGRATED CORRIDOR MOBILITY

OPERATING HOURS

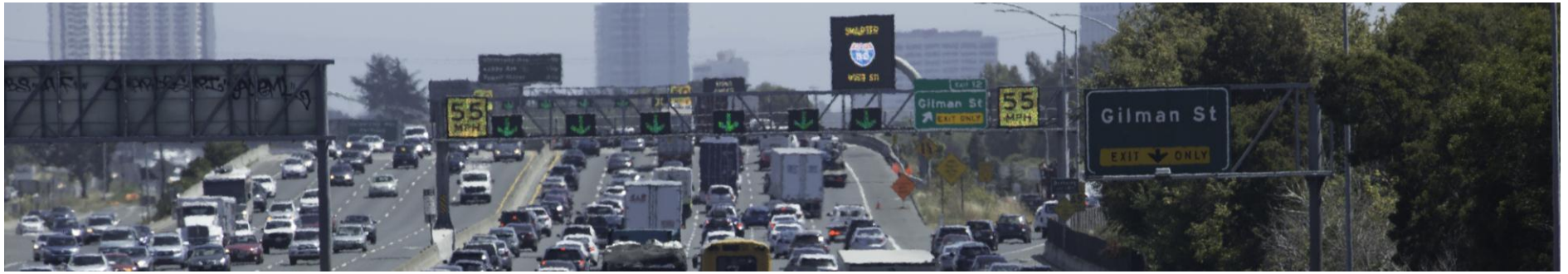
- Ramp Metering:
  - *5AM - 8PM* **ON**
  - *8PM - 5AM* **OFF** *except during incidents*
- Information Display Boards:
  - *5AM - 8PM* **ON**
  - *8PM - 5AM* **OFF** *except during incidents*
- Active Traffic Management:
  - Variable Advisory Speed Signs
  - Lane Use Signs
  - Trailblazer Signs
  - Traffic Signals

Available 24 /7: **ON** *During Incidents*

OPERATIONS UPDATE

- Ramp Metering began July 26
  - Reduced travel times during peaks
- Operations of Lane Use and Speed Signs began August 25
  - 18 Lane blocking events
  - No reported/observed secondary accidents
- Fine-tuning thru 2017

Sept. 19, 2016



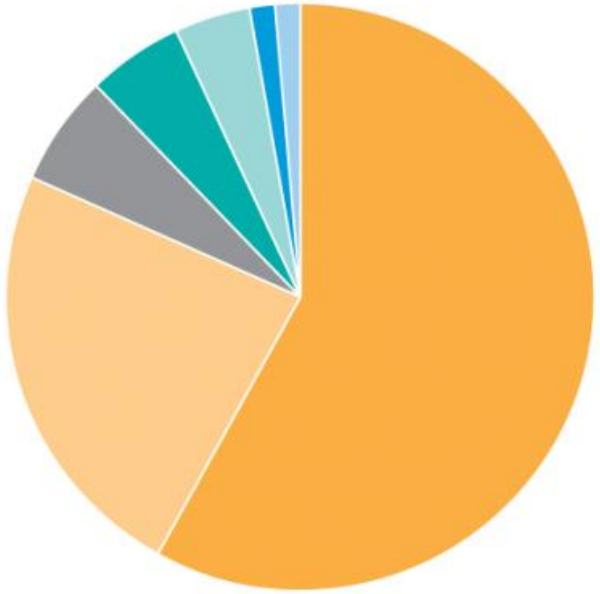
smart corridor
INTERSTATE 80
INTEGRATED CORRIDOR MOBILITY

CORRIDOR MANAGEMENT

- Caltrans Division of Traffic Ops Corridor Manager
- Dedicated engineering staff and maintenance crew
- Memorandum of Understanding
  - Technical Advisory Committee
    - Executive Steering Committee
    - Defined operational scenarios
  - ACTC/CCTA provide funds for maintenance of ITS elements on City ROW

LOCAL, REGIONAL, STATE PARTNERS WORKING TOGETHER

Total Budget: $79 million



STATE
Prop 1B-CMIA
$46 million

Federal
CMAQ
$3 million

STATE
Prop 1B-TLSP
$19 million

BAAQMD[3]
TFCA Regional
$1 million

CCTA[1]
Measure J
$5 million

STATE
STIP
$1 million

Alameda CTC[2]
CMA TIP, Measure B,
TFCA Local, PPM
$4 million

- 4 Construction Projects
- System Integrator
- System Manager

[1] Contra Costa Transportation Authority

[2] Alameda County Transportation Commission

[3] Bay Area Air Quality Management District

smart corridor
INTERSTATE 80
INTEGRATED CORRIDOR MOBILITY

QUESTIONS ?

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