BOARD OF DIRECTORS MEETING

Thursday, February 6, 2014

5:30 PM

Board of Supervisors’ Chambers
County Government Center
70 West Hedding Street
San Jose, CA 95110

AGENDA

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

- Persons wishing to address the Board of Directors on any item on the agenda or not on the agenda should complete a blue card located at the public information table and hand it to the Board Secretary staff prior to the meeting or before the item is heard.

- Speakers will be called to address the Board when their agenda item(s) arise during the meeting and are asked to limit their comments to 2 minutes. The amount of time allocated to speakers may vary at the Chairperson's discretion depending on the number of speakers and length of the agenda. If presenting handout materials, please provide 25 copies to the Board Secretary for distribution to the Board of Directors.

- The Consent Agenda items may be voted on in one motion at the beginning of the meeting under Orders of the Day. If you wish to discuss any of these items, please request the item be removed from the Consent Agenda by completing a blue card at the public information table and handing it to the Board Secretary staff prior to Orders of the Day, Agenda Item #1.2.
• Disclosure of Campaign Contributions to Board Members (Government Code Section 84308)

In accordance with Government Code Section 84308, no VTA Board Member shall accept, solicit, or direct a contribution of more than $250 from any party, or his or her agent, or from any participant, or his or her agent, while a proceeding involving a license, permit, or other entitlement for use is pending before the agency. Any Board Member who has received a contribution within the preceding 12 months in an amount of more than $250 from a party or from any agent or participant shall disclose that fact on the record of the proceeding and shall not make, participate in making, or in any way attempt to use his or her official position to influence the decision.

A party to a proceeding before VTA shall disclose on the record of the proceeding any contribution in an amount of more than $250 made within the preceding 12 months by the party, or his or her agent, to any Board Member. No party, or his or her agent, shall make a contribution of more than $250 to any Board Member during the proceeding and for three months following the date a final decision is rendered by the agency in the proceeding. The foregoing statements are limited in their entirety by the provisions of Section 84308 and parties are urged to consult with their own legal counsel regarding the requirements of the law.

• All reports for items on the open meeting agenda are available for review in the Board Secretary’s Office, 3331 North First Street, San Jose, California, (408) 321-5680, the Monday, Tuesday, and Wednesday prior to the meeting. This information is available on our website, www.vta.org, and also at the meeting. Any document distributed less than 72-hours prior to the meeting will also be made available to the public at the time of distribution. Copies of items provided by members of the public at the meeting will be made available following the meeting upon request.

In accordance with the Americans with Disabilities Act (ADA) and Title VI of the Civil Rights Act of 1964, VTA will make reasonable arrangements to ensure meaningful access to its meetings for persons who have disabilities and for persons with limited English proficiency who need translation and interpretation services. Individuals requiring ADA accommodations should notify the Board Secretary’s Office at least 48-hours prior to the meeting. Individuals requiring language assistance should notify the Board Secretary’s Office at least 72-hours prior to the meeting. The Board Secretary may be contacted at (408) 321-5680 or e-mail: board.secretary@vta.org or (408) 321-2330 (TTY only).


NOTE: THE BOARD OF DIRECTORS MAY ACCEPT, REJECT OR MODIFY ANY ACTION RECOMMENDED ON THIS AGENDA.

70 West Hedding St., San Jose, California is served by bus lines *61, 62, 66, 181, and Light Rail. (*61 Southbound last trip is at 8:55 pm for this location.)

For trip planning information, contact our Customer Service Department at (408) 321-2300 between the hours of 6:00 a.m. to 7:00 p.m. Monday through Friday and 7:30 a.m. to 4:00 p.m. on Saturday. Schedule information is also available on our website, www.vta.org.
1. CALL TO ORDER AND ROLL CALL

1.1. ROLL CALL
1.2. Orders of the Day - approve Consent Agenda (Item #6)

2. AWARDS AND COMMENDATION

2.1. INFORMATION ITEM - Recognize Patricia “Patty” Ferguson, Construction Contracts Administrator II, River Oaks; and Jesus Jaras, Paint and Body Worker, Cerone Division Paint and Body Shop for Employees of the Month for February 2014.

3. PUBLIC COMMENT

This portion of the meeting is reserved for persons desiring to address the Board of Directors on any item within the Board's jurisdiction. Speakers are limited to 2 minutes.

The law does not permit Board action or extended discussion of any item not on the agenda except under special circumstances. If Board action is requested, the matter can be placed on a subsequent agenda. All statements that require a response will be referred to staff for reply in writing.

4. PUBLIC HEARINGS

There are no Public Hearings.

5. REPORTS


5.3. General Manager Report. (Verbal Report)

5.3.A. INFORMATION ITEM - Receive VTA's BART Silicon Valley Program Update.

5.3.B. Receive updates regarding Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) activities.

5.4. Chairperson's Report. (Verbal Report)

5.4.A. ACTION ITEM - Appoint Director David Whittum to Congestion Management Program and Planning Committee.
6. CONSENT AGENDA

6.1. Approve the Board of Directors Regular Meeting Minutes of January 9, 2014.

6.2. ACTION ITEM -Adopt the Priority Development Area (PDA) Planning Grant Program.

6.3. ACTION ITEM -Authorize the General Manager to execute a five-year license agreement, with one option to renew for five years, with Sprint Spectrum for the placement of three attached antennas to the VTA-owned 65 foot high telecommunications pole and 240 square feet of ground-level equipment cabinets at VTA’s Chaboya Maintenance Yard. The starting annual license fee for antennas and cabinet is $35,000 with 4% increases annually thereafter.

6.4. ACTION ITEM -Authorize the General Manager to execute a contract with STC, Incorporated (manufacturer of EMTRAC products) through a preferred vendor procurement for $340,305 for Transit Signal Priority Equipment for the Stevens Creek Limited 323 Transit Signal Priority Project on San Carlos Street and Stevens Creek Boulevard.

6.5. ACTION ITEM -Authorize the General Manager to execute a contract amendment with URS Corporation in an amount not to exceed $525,000 for Final Design and Design Services During Construction for the Santa Clara Pocket Track and Double Crossover to accommodate scope additions for a new contract amount not to exceed $7,299,375.

6.6. INFORMATION ITEM -Review the Monthly Legislative Update Matrix.

7. REGULAR AGENDA

7.1. ACTION ITEM -Authorize the General Manager to amend and extend the terms and conditions of a labor agreement negotiated between Amalgamated Transit Union (ATU), Local 265 and the Santa Clara Valley Transportation Authority (VTA).

8. OTHER ITEMS

8.1. ITEMS OF CONCERN AND REFERRAL TO ADMINISTRATION

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

8.2.A. VTA Standing Committees

8.2.B. VTA Advisory Committees

8.2.C. VTA Policy Advisory Boards (PAB)

8.2.D. Joint Powers Boards and Regional Commissions

8.3. Announcements
9. CLOSED SESSION

9.1. Recess to Closed Session

A. Existing Litigation - Conference with Legal Counsel
   [Government Code Section 54956.9(a)]
   Name of Case: Santa Clara Valley Transportation Authority v. Kunde, et al.
   (Eminent Domain) (Santa Clara Superior Court Case No.: 1-12-CV-218104)

B. Existing Litigation - Conference with Legal Counsel
   [Government Code Section 54956.9(a)]
   Name of Case: Truck Rail Handling, Inc., et al. v. Santa Clara Valley
   Transportation Authority, et al.
   (Alameda County Superior Court Case No.: RG12628077)

9.2. Reconvene to Open Session

9.3. Closed Session Report

10. ADJOURN
1.2. X Make determinations (1) that there is a need to take immediate action on the question of whether the Santa Clara Valley Transportation Authority should participate as an *amicus curiae* in support of a Writ Petition filed by the California High Speed Rail Authority with the Third District Court of Appeal, and (2) that the need to take action on this item came to the attention of the VTA subsequent to the posting of the Board Agenda.

*(Must pass by at least a two-thirds vote of the Board, or if only seven members of the Board are present, then by a unanimous vote.)*

7.1.X Authorize the General Counsel to participate, on behalf of the VTA, as an *amicus curiae* in support of a Writ Petition filed by the California High Speed Rail Authority with the Third District Court of Appeal.
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

FROM: General Counsel Robert R. Fabela

SUBJECT: Participation as Amicus Curiae in Support of California High Speed Rail Authority

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

ACTION ITEM

RECOMMENDATION:

Make determinations (1) that there is a need to take immediate action on the question of whether the Santa Clara Valley Transportation Authority should participate as an amicus curiae in support of a Writ Petition filed by the California High Speed Rail Authority with the Third District Court of Appeal, and (2) that the need to take action on this item came to the attention of the VTA subsequent to the posting of the Board Agenda. (Must pass by at least a two-thirds vote of the Board, or if only seven members of the Board are present, then by a unanimous vote.)

BACKGROUND:

Section 54954.2 of the Brown Act requires legislative bodies to post an agenda at least 72 hours prior to regular meetings. That Section further prohibits legislative bodies from discussing or taking any action on any item not appearing on the posted agenda. However, Section 54954.2 does allow a legislative body to take action on any item of business not appearing on the posted agenda where the legislative body determines that there is a need to take immediate action and that the need for action came to the attention of the local agency subsequent to the agenda being posted. These determinations must be made by a two-thirds vote of the members of the legislative body (in the case of the VTA Board, that would mean 8 members), or if less than two-thirds of the members are present, then by a unanimous vote. Under the VTA’s administrative code, at least a majority of the Board must be present in order for the Board to take any action, so no fewer than seven members may take action on this item.

DISCUSSION:

Staff is recommending that the Board make the determinations (1) that there is a need to take
Immediate action on the question of whether the Valley Transportation Authority should participate as an *amicus curiae* in support of a Writ Petition filed by the California High Speed Rail Authority with the Third District Court of Appeal, and (2) that the need to take action on this item came to the attention of the VTA subsequent to the posting of the Board Agenda.

Immediate action must be taken by the Board on this item because the court deadline for the VTA to participate as an *amicus* in this matter is Monday, February 10, 2014. This will be the last Board meeting before the deadline. Although the Administrative Code authorizes the General Counsel to participate in litigation matters where “litigation is necessary to meet a statutory or court deadline in order to preserve the VTA’s interests,” the General Counsel wants to ensure, in an abundance of caution, that the Board agrees that participation as an *amicus* in support of the California High Speed Rail Authority is in the VTA’s interests.

Furthermore, the opportunity for the VTA to participate as an *amicus* first came to the attention to VTA staff in the afternoon of Wednesday, February 5, 2014. At that time, counsel for the Peninsula Corridor Joint Powers Board (the author of the *amicus* brief) notified staff about the desire to have the VTA and other participating members of the Joint Powers Board co-sign the *amicus* brief. By that time, it was too late to update the Board agenda with this item at least 72 hours prior to the February 6 meeting.

**ALTERNATIVES:**

The Board could decide not to make these determinations, in which case the Board would be unable to discuss the underlying issue of whether the VTA should participate as an *amicus* in this case.

**FISCAL IMPACT:**

There is no fiscal impact to making these determinations.

Prepared by: Robert Fabela
Memo No. 4518
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

FROM: General Counsel Robert R. Fabela

SUBJECT: Participation as Amicus Curiae in Support of California High Speed Rail Authority

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

ACTION ITEM

RECOMMENDATION:

Authorize the General Counsel to participate, on behalf of the VTA, as an amicus curiae in support of a Writ Petition filed by the California High Speed Rail Authority with the Third District Court of Appeal.

BACKGROUND:

In 2012, VTA and its partners signed the High Speed Rail Early Investment Strategy Memorandum of Understanding (MOU). The eight partners are California High Speed Rail Authority, Metropolitan Transportation Commission, Peninsula Corridor Joint Powers Board, San Francisco Transportation Authority, San Mateo County Transportation Authority, City of San Jose, City and County of San Francisco, and Transbay Joint Powers Authority.

The MOU details a $1.5 billion funding strategy for the Caltrain Modernization Program. The Modernization Program includes the electrification of the existing Caltrain corridor between San Francisco and San Jose and the replacement of Caltrain’s diesel trains with high-performance electric trains. It also includes installation of a Communications Based Overlay Signal System Positive Train Control which is an advanced signal system that includes federally-mandated safety improvements.

Electrification has been a part of Caltrain’s long-term vision for several years and is one of the projects included in VTA’s 2000 Measure A Program. The funding plan contained in the MOU provides a path to fulfill this long-held vision. As part of the funding plan, $706 million will be provided by the State of California through the sale of Proposition 1A bond funds. Proposition 1A was approved by the state voters and authorizes the sale of state general obligation bonds, in
a principal amount of up to $9.95 billion, in order to begin construction of a high-speed train system in California. Caltrain electrification is necessary to support the eventual high-speed train system between San Jose and San Francisco.

A trial court in Sacramento has recently issued decisions in two separate cases that impede the High Speed Rail Authority’s ability to finance the high speed rail system and, therefore, the Caltrain Modernization Program. In one case, the trial court refused to validate approximately $8.6 billion in bond proceeds. In a separate case, the trial court directed the High Speed Rail Authority to rescind and re-adopt a preliminary funding plan, which has had the effect of blocking access to bond funds for the foreseeable future and has cast a “cloud of uncertainty” over the entire project.

DISCUSSION:

The High Speed Rail Authority has filed a “writ” petition with the Third District Court of Appeal seeking to have the appellate court review the lower court rulings. On February 10, 2014, the Peninsula Corridor Joint Powers Board (JPB) will be filing an “amicus curiae” brief with the Third District in support of the State’s request for review. In order to show broad support for the legal position that the matter should be reviewed, the JPB has requested that the VTA and other member agencies participate by co-signing the amicus brief.

Should the writ petition be granted by the Third District, the High Speed Rail Authority would have an opportunity to make its argument that the lower court decisions should be overturned. This would be the first step in its attempt to clear the legal hurdles that could prevent or delay Proposition 1A funds from funding the high-speed train and thus Caltrain’s Modernization Project.

ALTERNATIVES:

The Board could decide not to participate in the amicus brief. Because the JPB will be filing the amicus brief with or without VTA’s participation, such a decision will likely have little impact on the legal proceedings themselves. However, VTA’s participation as an amicus could demonstrate more broad support for the State’s legal position.

FISCAL IMPACT:

There is no immediate fiscal impact to filing an amicus brief. However if the lower court’s ruling is upheld, the $706 million in Proposition 1A funding for the Caltrain Modernization Program may not be available and VTA may be asked to increase their contribution to the program.

Prepared by: Robert Fabela
Memo No. 4517
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Administrative Officer, Bill Lopez

SUBJECT: Employees of the Month for February 2014

FOR INFORMATION ONLY

BACKGROUND:

Patricia “Patty” Ferguson, Construction Contracts Administrator II at River Oaks, is the Administration Award Winner for February. Patty joined VTA in 2001 and carries a heavy workload managing a wide variety of complex, specialized projects and contracts. Patricia has shown leadership by training new staff members in the areas of proposal solicitation, contract development, accounting and invoice review. She maintains a positive attitude, providing excellent customer service to VTA’s project managers and consultants. Patricia has been an asset and outstanding role model to her team. Congratulations to Patricia Ferguson, Administration Employee of the Month for February!

Jesus Jaras, Paint and Body Worker at the Cerone Division Paint and Body Shop, is the Maintenance Award Winner for February. Serving VTA for over 12 years, Jesus is a talented paint and body worker who is always willing to share his expertise. Through his work, Jesus maintains the appearance of VTA’s fleet vehicles and undertakes every task assigned to him with enthusiasm and professionalism. His supervisors commend Jesus for his high standards and for ensuring the job is done right the first time. His attention to detail and positive attitude make Jesus an asset to his department and an outstanding and worthy recipient. Congratulations to Jesus Jaras, Maintenance Employee of the Month for February!

Prepared By: Employee Relations
Memo No. 4444
FOR INFORMATION ONLY

Significant activities and progress on VTA’s BART Silicon Valley Extension during January 2014 include:

**Berryessa Extension Project Construction Activities**

**Milpitas**

North of Montague Expressway, construction continues on the freight bridge that will allow Union Pacific Railroad to cross over the BART alignment and serve freight customers located to the east of the project. Crews continue to build the bridge deck, pour concrete for the trench walls, and backfill the areas where retaining walls that support the railroad have been placed.

At Montague Expressway, Skanska, Shimmick, Herzog (SSH), the C700 Line, Track, Systems and Stations contractor, continues to relocate City of Milpitas and Santa Clara Valley Water District water lines. In mid-January SSH completed waterline relocation in the area of the roadway’s center median and prepared to shift traffic for work to begin within the northern portion of the roadway.

In the future Milpitas Station area, south of Montague Expressway, SSH continued support of excavation activities after top soil removal. It was anticipated that station excavation would resume in late January.

**San Jose**

At the future Berryessa Station site, construction continues on the temporary framework that will form the Berryessa Aerial Structure. Roadwork along the southern side of Berryessa Road, adjacent to the station’s aerial guideway and main roadway entrance has also been completed.
At Hostetter Road, sanitary sewer work continues adjacent to the BART trench. The eastern and western tie-ins to the existing line were anticipated to occur in late January.

Construction of the Las Plumas High-voltage Substation continued in January, with duct bank installation and foundation work underway.

**Corridor Preparation Activities**
In Fremont, work continued on improvements in the Mission Boulevard and Warren Avenue area. At Mission Boulevard, sheet piles that were installed for the newly constructed railroad bridge were removed, construction of the Kato on/off-ramps continued and excavation for roadway widening continued. Near Warren Avenue, Union Pacific crews continued to lay new track north of Warren Avenue, while VTA’s contractor continued construction of the roadway retaining walls and storm drain.

**Parking Garages Design-Build Contract**
In January, VTA issued an additional Q&A addendum to provide clarification for the Information for Bid. The technical review has been completed and four of five firms have passed. Bids are due on January 23, 2014.

**Parking Technology and Revenue Collection Equipment Procurement**
The schedule for this procurement remains on track, with proposals due to VTA in early February. Staff anticipates bringing the item to the Administration and Finance Committee’s April meeting and the May Board of Directors meeting.

**Residential Noise Insulation Program (RNIP)**
The Group 1 (C750) construction contract for noise insulation improvements is in the construction phase. The installation of improvements for Group 1 residences, located closest to the first major construction activities near the future Berryessa Station, began in December 2013 and is planned to be complete in February 2014.

The Group 2 (C751) contractor completed the verification of measurements and has ordered materials. Installation of improvements is planned to begin in February 2014. The Group 3 (C752) construction bid package was awarded to G&G Specialty Contractors, Inc., who will perform the verification of measurements in February 2014. Staff is in the process of obtaining the last remaining owner permit to enter form for the Group 4 (C753) construction contract and the bid package is going to the March Board Meeting for approval to award the contract to G&G Specialty Contractors, Inc., the apparent lowest responsible bidder.

**Communications and Outreach**
During January and February 2014, the project outreach team scheduled opportunities to staff informational tables at the Caltrain 150th Anniversary Celebration, the City of Milpitas 60th Anniversary Celebration and the Vietnamese TET Festival. An outreach presentation was provided to residents of Creekview Inn and Betty Anne Gardens to address project activities in the Berryessa Station area. In addition, outreach activities included individual project briefings with key stakeholders within the project corridor, such as Courtyard by Marriott and Marriott
Town Place Suites, The Crossing at Montague Complex, Great Mall of the Bay Area, LBA Realty, and the San Jose Flea Market.

Informational project information was also presented to area stakeholders, including the Legacy Real Estate Association, the Santa Clara Valley Water District and several area schools. Staff attended meetings held by the Berryessa Business Association, San Jose Downtown Association and San Jose Silicon Valley Chamber of Commerce.

Recent collateral and communications materials developed includes construction fliers and project signage to support companies located near project construction, a project video on Milpitas construction activity, routine Twitter and Facebook social media updates, timely website updates, and traffic advisories and construction updates delivered through email and GovDelivery. Media coverage totaled six news articles printed in publications such as the San Jose Mercury News, the Milpitas Post, the Silicon Valley Business Journal and SF Gate.

Prepared By: Kevin Kurimoto
Memo No. 4273
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

FROM: Chairperson Ash Kalra

SUBJECT: Revised 2014 Appointments to Board Standing Committees, Joint Powers
    Boards, Policy Advisory Boards, and Ad Hoc Committees

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

ACTION ITEM

RECOMMENDATION:

Appoint Director David Whittum to Congestion Management Program and Planning Committee.

DISCUSSION:

Appointment to the above listed committee is made by the Chair and approved by the Board of Directors.

Due to the recent appointment of Director Whittum to the Board of Directors replacing Director Jamie Matthews, it is necessary to appoint him to the Board Standing Committee. All other appointments remain in effect including the appointment of now Alternate Director Matthews to the Levi’s Stadium Task Force.

FISCAL IMPACT:

There is no fiscal impact.

Prepared by: Jim Lawson
Memo No. 4502
BOARD OF DIRECTORS MEETING
Thursday, January 9, 2014

MINUTES

1. CALL TO ORDER AND ROLL CALL

The Regular Meeting of the Santa Clara Valley Transportation Authority’s (VTA) Board of Directors was called to order by Chairperson Kalra at 5:31 p.m. in the Board of Supervisors’ Chambers, County Government Center, 70 West Hedding Street, San José, California.

Chairperson Kalra welcomed newly appointed Alternate Board Member Rich Larsen, representing the Group 2, North West Cities.

1.1. ADMINISTER OATH OF OFFICE

Elaine Baltao, Acting Board Secretary, administered the Oath of Office to newly appointed Alternate Board Member Rich Larsen.

Chairperson Kalra welcomed Regular Board Members Gail Price and Johnny Khamis and new General Manager, Nuria I. Fernandez.

1.2. ROLL CALL

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<th>Attendee Name</th>
<th>Title</th>
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<td>Xavier Campos</td>
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<td>Larry Carr</td>
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<td>Cindy Chavez</td>
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<td>Perry Woodward</td>
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<td>Ken Yeager</td>
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* Alternates do not serve unless participating as a Member.

A quorum was present
1.3. Orders of the Day

Chairperson Kalra noted the Agenda was revised to reflect the following: **Agenda Item #7.3:** Authorize the General Manager to execute a contract with Shimmick Construction Company, the lowest responsible bidder, in the amount of $5,865,000 for construction for the Rail Rehabilitation; and added **Addendum #9.1.C.X:** Existing Litigation – Conference with Legal Counsel.

Chairperson Kalra noted that the following memos were distributed last week to the VTA Board Members and are located on the public table: **Agenda Item #6.1** Board of Directors Meeting Minutes of December 12, 2013; revised **Agenda Item #7.3:** Rail Rehabilitation – Signal and Track Improvements (Rebid); and **Addendum #9.1.C.X:** Existing Litigation – Conference with Legal Counsel.

Chairperson Kalra noted that staff requested to move the following items from the Regular Agenda to Consent Agenda: **Agenda Item #7.1:** VTA Transit Centers Janitorial Supply and Service; **Agenda Item #7.2:** Contract Amendment with Parsons Transportation Group for the El Camino Bus Rapid Transit Project (BRT); **Agenda Item #7.3:** Rail Rehabilitation – Signal and Track Improvements (Rebid); and **Agenda Item #7.5:** Silicon Valley Rapid Transit Program – Contract Amendment Construction Contract C610 (11088F) Water, Storm, and Sewer Utility Relocation at Piper Drive – Con-Quest Contractors, Inc.

Chairperson Kalra noted that staff requested the following items be removed from the Agenda: **Agenda Item #4.1:** Light Rail Efficiency Resolution of Necessity; **Agenda Item #9.1.A:** Conference with Real Property Negotiators; and **Agenda Item #9.1.B:** Conference with Legal Counsel - Anticipated Litigation.

Chairperson Kalra noted in consideration of the staff and public, the Closed Session has been moved to the end of the Board of Directors and exceptions will be on a case-by-case basis.

Board Member Rocha noted he had an inquiry on **Agenda Item #7.1.** Chairperson Kalra indicated that the item would remain on the Regular Agenda.

Chairperson Kalra noted that any Public Comment regarding **Agenda Item #7.2** will be heard prior to approving the Orders of the Day.

**Public Comment**

Michael Ludwig, Interested Citizen, expressed support for staff recommendation for the Contract Amendment with Parsons Transportation Group for the El Camino Bus Rapid Transit Project. He suggested staff to consider longer dedicated BRT Lanes along the corridor.
RESULT: ADOPTED [UNANIMOUS]
MOVER: Rose Herrera, Board Member
SECONDER: Cindy Chavez, Board Member
AYES: Campos, Chavez, Esteves, Herrera, Kalra, Khamis, Matthews, Pirzynski, Price, Rocha, Woodward, Yeager

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

2. AWARDS AND COMMENDATION

2.1 Employees of the Month for December 2013 and January 2014; and Supervisors of the Quarter

Chairperson Kalra recognized Reyne Jimeno, Management Secretary, River Oaks; Robert Hannibal, Coach Operator, Chaboya Division; Seth Mallory, Transit Mechanic, North Maintenance, as Employees of the Month for December 2013; and Mark Thomas, Technical Training Supervisor; Bus Technical Training, Chaboya for Supervisor of the Quarter for the fourth quarter of 2013.

Chairperson Kalra recognized Benedicta “Bennie” Medicielo, Materials Resource Scheduler, River Oaks; Ed Siarot, Light Rail Operator, Guadalupe Division; David Delgado, Transit Mechanic, Cerone Overhaul & Repair Maintenance, as Employees of the Month for January 2014; and Steven Keller, Risk Manager, River Oaks, for Supervisor of the Quarter for the first quarter of 2014.

2.2 Board Resolution of Appreciation

Board Member Woodward presented the Resolution of Appreciation to VTA Board Chairperson Joe Pirzynski.

2.3 Receive Remarks from Outgoing 2013 Chairperson Joe Pirzynski

Board Member Pirzynski thanked staff and highlighted the following accomplishments for 2013: 1) progress on VTA’s extension of BART to Silicon Valley; 2) receipt of Project of the Year Award and celebration of the one millionth customer for the 237 Express Lanes Project; 3) groundbreaking for the new Eastridge Transit Center; 4) completion of improvements to Tully/Yerba Buena interchanges; 5) 26th Anniversary of VTA Light Rail; 6) launch of the Bike Share Program; 7) initiation of webcasting Board of Directors meeting; 8) adoption of a two-year budget with fully funded reserves; and 9) completion of labor negotiations with bargaining units.

Board Member Pirzynski gave special thanks to former General Manager Michael T. Burns for the extraordinary work and leadership that he provided to VTA.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.
Board Member Pirzynski thanked the following Board Members who, with him, were part of a Selection Committee in successfully finding the new General Manager, Nuria I. Fernandez: Ash Kalra, Ken Yeager, Margaret Abe-Koga and Jamie Matthews.

2.2 **Board Resolution of Appreciation (continued)**

| RESULT: | ADOPTED [UNANIMOUS] |
| MOVER: | Donald Rocha, Board Member |
| SECONDER: | Cindy Chavez, Board Member |
| AYES: | Campos, Chavez, Esteves, Herrera, Kalra, Khamis, Matthews, Pirzynski, Price, Rocha, Woodward, Yeager |

M/S/C (Rocha/Chavez) – to adopt the Resolution of Appreciation No. 2014.01.01 for 2013 VTA Board Chairperson Joe Pirzynski.

Board Member Esteves relinquished his seat to Alternate Board Member Whittum and left the meeting at 5:55 p.m.

3. **PUBLIC COMMENT**

John Sullivan, Zee Medical Services Inc., addressed the Board to express his frustration for not having an opportunity to bid for First Aid supplies.

John Rainville, Interested Citizen, welcomed Ms. Fernandez to VTA. Mr. Rainville expressed concern about the lighting on Capitol Expressway along bus line 70 Northbound, in the City of San Jose.

Ross Signorino, Interested Citizen, expressed support on bringing BART to San Jose, but suggested a different alignment. Mr. Signorino also expressed concern about the need for bicycle safety.

James Wightman, Interested Citizen, inquired about the transportation services to Levi’s Stadium. Mr. Wightman also expressed concern about intoxicated passengers on VTA Light Rail.

Mr. Ludwig, expressed support for the recent changes made to the Board of Directors’ Agenda. Mr. Ludwig also expressed concern about the graffiti at the Curtner light rail station.

Eugene Bradley, Silicon Valley Transit Users, expressed support for the recent changes made to the Board of Directors Agenda.

4. **PUBLIC HEARINGS**

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

Close Hearing and adopt Resolution of Necessity determining that the public interest and necessity requires the acquisition of property interests from one
property owned by: (1) Lake Marriot, LLC c/o Divco West, a Delaware limited liability company located in Santa Clara, California, for the Light Rail Efficiency (LREP) Project.

**Property ID/Assessor’s Parcel Number/Owner**

LREP-01 (104-49-029) owned by Lake Marriot, LLC c/o Divco West, a Delaware limited liability company

5. **REPORTS**

5.1. **Citizens Advisory Committee (CAC) Chairperson’s Report**

There was no Citizens Advisory Committee (CAC) Chairperson’s Report.

5.2. **Policy Advisory Committee (PAC) Chairperson’s Report**

There was no Policy Advisory Committee (PAC) Chairperson’s Report.

5.3. **General Manager’s Report**

Nuria I. Fernandez, General Manager, thanked the staff and public for the warm welcome and looks forward to the upcoming year.

Ms. Fernandez informed the staff and public that a Joint Workforce Investment (JWI) video that will be shown highlights the following: 1) importance of growing ridership; 2) preparation for Levi’s Stadium; 3) BRT System; 4) completion of VTA’s BART to Silicon Valley; 5) diversity of VTA’s workforce; and 6) VTA employee commitment to riders.

Ms. Fernandez provided a report, highlighting the following: 1) VTA initiated a Safety Awareness Campaign; 2) Ridership, noting the 12-month trend and the average weekday ridership increase; 3) January 2014 service changes; and 4) successful Stuff the Bus event.

5.3.A **Silicon Valley Rapid Transit (SVRT) Program Update**

Carolyn Gonot, Chief SVRT Program Officer, provided a presentation entitled, “Bart Silicon Valley Update,” highlighting: 1) 2013 Major Milestones; 2) Milpitas Station; 3) Montague Trench & Union Pacific Railroad (UPRR) Bridge; 4) Berryessa Station Structure; 5) 2014 Major Efforts; and 6) Berryessa Extension Project Cost Summary.

5.3.B **Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) updates.**

Scott Haywood, Policy and Community Relations Manager, provided a brief report on the following: 1) Framework for distributing Cap-and Trade revenues; and 2) VTA Funding.
Public Comment

Mr. Signorino requested that ridership information be presented with actual numbers instead of percentage.

Mr. Bradley urged for better and more efficient transit connections.

Mr. Ludwig expressed support in keeping VTA’s BART Silicon Valley Project on schedule and under budget.

Board Member Chavez referred to the cap and trade revenues and inquired what steps should be taken to put VTA in a better position in terms of receiving funding when it becomes available.

Mr. Haywood noted that through the leadership and commissioners, strategies were in place in order to build relationships with staff at MTC.

Board Member Chavez encouraged VTA to take a more of active role at the state level and seek more funding.

On order of Chairperson Kalra and there being no objection, the General Manager’s Report was received.

5.4. Chairperson’s Report

Chairperson Kalra spoke briefly highlighting the partnership between VTA and San Jose Job Corps. Chairperson Kalra noted that Febe Hipol-Tan, Career Transition Manager; Chandra Lopez-Brooks, Business & Community Liaison; and Ralph Guzman, student of Job Corps along with two VTA Senior Human Resources Analysts Belle Pannu and Mitsuno Bauermeister were in attendance.

Mr. Kalra noted that San Jose Job Corps held an awards ceremony on December 13, 2013 which recognized VTA as “Employer of the Year.”


Chairperson Kalra noted the Levi’s Stadium Transit Program Committee was created to ensure that staff, the 49ers and the community are all able to work together to make VTA the transportation choice of stadium patrons.

Chairperson Kalra noted in order to make the Board Meetings more effective, he emphasized the work that needed to be done at the committee level. Chairperson Kalra noted he would like to see more items placed on the Consent Agenda to give the Board ample time to discuss more important matters.
RESULT: ADOPTED [UNANIMOUS]
MOVER: Joe Pirzynski, Board Member
SECONDER: Jamie Matthews, Board Member
AYES: Campos, Chavez, Herrera, Kalra, Khamis, Matthews, Pirzynski, Price, Rocha, Whittum, Woodward, Yeager

M/S/C (Pirzynski/Matthews) to approve appointments to Board Standing Committees, Joint Powers Boards, Policy Advisory Boards, and Ad Hoc Committees for 2014.

5.4.B. Receive Remarks from Incoming 2014 Chairperson Ash Kalra.

Chairperson Kalra noted his vision for VTA in 2014 highlighting the following: 1) providing effective transportation to serve the Levi’s Stadium; 2) building community partnerships and obtain buy in for the BRT project; 3) Building an inclusive VTA; 4) making VTA a Community Partner; and 5) continuing progress for phase I of VTA’s securing funding for phase II.

Chairperson Kalra thanked VTA employees for being the heart and soul of the organization.

Chairperson Kalra congratulated the Board of Directors in hiring General Manager Nuria I. Fernandez. Chairperson Kalra noted he looks forward to working with Ms. Fernandez and to taking VTA to the next level.

Ms. Fernandez highlighted the following VTA priorities that VTA will work on: 1) providing spectacular transit service to the Levi’s Stadium; 2) working with the community for BRT; 3) listening and using feedback from employees, riders, and stakeholders to make VTA better; 4) making VTA involved in planning for the future of Silicon Valley; and 5) obtaining funding and completing VTA’s Extension of BART to Silicon Valley.

Board Members Campos and Chavez left the meeting at 6:42 p.m.

Public Comment

Roland Lebrun, Interested Citizen, expressed strong support for Caltrain and urged the Board to invest in transportation infrastructure that will serve South County.
6. CONSENT AGENDA

RESULT: ADOPTED [UNANIMOUS]
MOVER: Rose Herrera, Board Member
SECONDER: Cindy Chavez, Board Member
AYES: Campos, Chavez, Esteves, Herrera, Kalra, Khamis, Matthews, Pirzynski, Price, Rocha, Woodward, Yeager

6.1. Board of Directors Regular Meeting Minutes of December 12, 2013

M/S/C (Herrera/Chavez) to approve the Board of Directors Regular Meeting Minutes of December 12, 2013.

6.2. Transit Service Changes – January 2014

M/S/C (Herrera/Chavez) to review the Transit Service Changes for January 6, 2014.


M/S/C (Herrera/Chavez) to receive the Semi-Annual Report for the Facilities Program for the period ending September 30, 2013.

6.4. Programmed Project Monitoring – Quarterly Report

M/S/C (Herrera/Chavez) to receive the Programmed Projects Quarterly Monitoring Report for July-September 2013.

7.2. Contract Amendment with Parsons Transportation Group for the El Camino Bus Rapid Transit Project

M/S/C (Herrera/Chavez) to authorize the General Manager to execute a contract amendment with the Parsons Transportation Group to study improved transit services in portions of Sunnyvale, Mountain View and Santa Clara and to include two new alternatives in the environmental analysis for the El Camino Real Bus Rapid Transit Project. The amendment will add $878,586 to the contract amount for a new contract value not to exceed $7,159,725.

7.3. Rail Rehabilitation – Signal and Track Improvements (Rebid)

M/S/C (Herrera/Chavez) to authorize the General Manager to execute a contract with Shimmick Construction Company, the lowest responsible bidder, in the amount of $5,865,000 for construction of the Rail Rehabilitation - Signal and Track Improvements (Rebid).
7.5. **Silicon Valley Rapid Transit Program – Contract Amendment Construction**  
**Contract C610 (11088F) Water, Storm, and Sewer Utility Relocation at Piper Drive – Con-Quest Contractors, Inc.**

M/S/C (Herrera/Chavez) to authorize the General Manager to amend Contract C610 (11088F) with Con-Quest Contractors, Inc. for additional utility relocations work located in the City of Milpitas, in the amount of $602,215 for an amended total contract amount of $3,130,084.

7. **REGULAR AGENDA**

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

Authorize the General Manager to execute a contract amendment with the Parsons Transportation Group to study improved transit services in portions of Sunnyvale, Mountain View and Santa Clara and to include two new alternatives in the environmental analysis for the El Camino Real Bus Rapid Transit Project. The amendment will add $878,586 to the contract amount for a new contract value not to exceed $7,159,725.

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

Authorize the General Manager to execute a contract with Shimmick Construction Company, the lowest responsible bidder, in the amount of $5,865,000 for construction of the Rail Rehabilitation - Signal and Track Improvements (Rebid).

7.4. **LRT Efficiency Project – Tasman Drive Pocket Track Allocation of Measure A Funds and Contract Award**

Mark Robinson, Chief Engineering and Construction Officer, provided a brief overview of the staff report and provided a presentation highlighting the following: 1) Light Rail Efficiency Program benefits; 2) issues with the initial configuration of the Tasman Drive Pocket Track; and 3) Tasman Drive Pocket Track final configuration and location.

**Public Comment**

Mr. Wightman inquired about the construction timeline and the substitute transportation during construction.

**RESULT:** ADOPTED [UNANIMOUS]  
**MOVER:** Jamie Matthews, Board Member  
**SECONDER:** Rose Herrera, Board Member  
**AYES:** Herrera, Kalra, Khamis, Matthews, Pirzynski, Price, Rocha, Whittum, Woodward, Yeager  
**ABSENT:** Xavier Campos, Cindy Chavez
M/S/C (Matthews/Herrera) to authorize the General Manager to execute a contract with Stacy & Witbeck, Inc., the lowest responsible bidder, in the amount of $13,688,609 for construction of the LRT Efficiency Project - Tasman Drive Pocket Track. In addition, amend the FY 2014 2000 Measure A Transit Improvement Program Fund Capital Budget to add $14,810,000 for the Tasman Drive Pocket Track Project.

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

Authorize the General Manager to amend Contract C610 (11088F) with Conquest Contractors, Inc. for additional utility relocations work located in the City of Milpitas, in the amount of $602,215 for an amended total contract amount of $3,130,084.

7.1. **VTA Transit Centers Janitorial Supply and Service**

Upon inquiry of Board Member Rocha, Michael Hursh, Chief Operating Officer, clarified the following recommended contract elements: 1) term of contract is five years; 2) average costs is approximately $200,000 a year for a 24-hour, seven days a week service with one hour emergency response, when necessary; 3) due to the geographic spread of VTA’s service area and the working hours, this type of work has been consistently contracted in the past; 4) contract required preference for local contractors; and 5) recommended contractor does the work on an interim basis and staff is satisfied with their performance.

Jim Lawson, Executive Policy Advisor, added the contractor employees are paid higher than the minimum wage in the City of San Jose and are offered allowance if declining health care.

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<td>MOVER:</td>
<td>Joe Pirzynski, Board Member</td>
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<td>Gail A. Price, Board Member</td>
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<td>AYES:</td>
<td>Herrera, Kalra, Khamis, Matthews, Pirzynski, Price, Rocha, Whittum, Woodward, Yeager</td>
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<td>ABSENT:</td>
<td>Xavier Campos, Cindy Chavez</td>
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M/S/C (Pirzynski/Price) to authorize the General Manager to execute a five-year contract with Transpacific Building Maintenance, Incorporated, the lowest responsive and responsible bidder, in the amount of $981,900 to provide janitorial supplies and site services at all VTA Transit Centers and Operator break rooms.

8. **OTHER ITEMS**

8.1. **ITEMS OF CONCERN AND REFERRAL TO ADMINISTRATION**

There were no Items of Concern and Referral to Administration.
8.2. Reports from VTA Committees, Joint Powers Boards (JPB), and Regional Commissions.

8.2.A. VTA Standing Committees
- Congestion Management Program and Planning (CMPP) Committee – December 19, Notice of Cancellation was accepted as contained in the Agenda Packet.
- Administration and Finance Committee (A&F) – December 19, Notice of Cancellation was accepted as contained in the Agenda Packet.
- Transit Planning and Operations Committee (TP&O) – December 19, Notice of Cancellation was accepted as contained in the Agenda Packet.
- Audit Committee – There was no report.
- Silicon Valley Rapid Transit Program Working Committee – There was no report.

8.2.B. VTA Advisory Committees
- Committee for Transit Accessibility (CTA) – There was no report.
- Citizens Advisory Committee (CAC) and 2000 Measure A Citizens Watchdog Committee (CWC) – December 11, 2013, Notice of Cancellation was accepted as contained in the Agenda Packet.
- Bicycle & Pedestrian Advisory Committee (BPAC) – There was no report.
- Technical Advisory Committee (TAC) – December 12, 2013, Notice of Cancellation was accepted as contained in the Agenda Packet.
- Policy Advisory Committee (PAC) – December 12, 2013, Notice of Cancellation was accepted as contained in the Agenda Packet.

8.2.C. VTA Policy Advisory Boards (PAB)
- Diridon Station Joint Policy Advisory Board - There was no report.
- Downtown East Valley PAB - December 05, 2013, Notice of Cancellation was accepted as contained in the Agenda Packet.
- El Camino Real Rapid Transit PAB - December 13, 2013, Notice of Cancellation was accepted as contained in the Agenda Packet.

8.2.D. Joint Powers Boards and Regional Commissions
- Peninsula Corridor JPB – January 9, 2013, Summary Notes were accepted as contained on the dais.
- Capitol Corridor JPB – There was no report.
- Dumbarton Rail Corridor Policy Committee - There was no report.
- Metropolitan Transportation Commission (MTC) – December 18, 2013, Summary Notes were accepted as contained on the dais.
• Sunol Smart Carpool Lane Joint Powers Authority - There was no report.
• SR 152 Mobility Partnership - There was no report.

8.3. ANNOUNCEMENTS
There were no Announcements.

9. CLOSED SESSION

9.1. Recessed to Closed Session at 7:12p.m.

A. (Removed from the Agenda)

Conference with Real Property Negotiators
[Government Code Section 54956.8]

Property: Property located at near the intersections of Sunol and West San Carlos Streets in San Jose, California (APNs: 264-14-69, 90, 122, 130 and 131)

Agency Negotiator: Bijal Patel, Deputy Director, Property Development & Management

Negotiating Parties: Michael Van Every, Green Republic, LLLP, Michael Black, Case Swenson, Barry Swenson Builder

Under Negotiation: Price and terms of payment for VTA sale of Real Property

B. (Removed from the Agenda)

Conference with Legal Counsel - Anticipated Litigation
[Government Code Section 54956.9(b)(3)(C)]

Significant exposure to litigation pursuant to subdivision (b)(3)(C) of Government Code Section 54956.9

Number of potential cases: 1

C. Conference with Labor Negotiators
[Government Code Section 54957.6]

VTA Designated Representatives
Bill Lopez, Chief Administrative Officer
Robert L. Escobar, Deputy Director, Administrative Services
Joseph Smith, Chief Financial Officer

Employee Organizations
Amalgamated Transit Union, Local 265
9.1.C.X Existing Litigation - Conference with Legal Counsel
[Government Code Section 54956.9(a)]

Name of Case: Santa Clara Valley Transportation Authority v. RWL Investments, Inc., et al. (Eminent Domain)

(Santa Clara Superior Court Case No.: 1-13-CV-240829)

9.2. Reconvened to Open Session at 7:32 p.m.

9.3. Closed Session Report

C. Conference with Labor Negotiators
[Government Code Section 54957.6]

VTA Designated Representatives
Bill Lopez, Chief Administrative Officer
Robert L. Escobar, Deputy Director, Administrative Services
Joseph Smith, Chief Financial Officer

Employee Organizations
Amalgamated Transit Union, Local 265

Robert Fabela, General Counsel, reported that no reportable action was taken during Closed Session.

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

Name of Case: Santa Clara Valley Transportation Authority v. RWL Investments, Inc., et al. (Eminent Domain)

(Santa Clara Superior Court Case No.: 1-13-CV-240829)

Mr. Fabela reported that no reportable action was taken during Closed Session.

10. ADJOURNMENT

On order of Chairperson Kalra and there being no objection, the meeting was adjourned in at 7:32 p.m.

Respectfully submitted,

Theadora Travers, Board Assistant
VTA Office of the Board Secretary
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief CMA Officer, John Ristow

SUBJECT: PDA Planning Grant Program

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

ACTION ITEM

RECOMMENDATION:

Adopt the Priority Development Area (PDA) Planning Grant Program.

BACKGROUND:

On May 22, 2012, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) adopted the OneBayArea Grant (OBAG) program to distribute Federal funds to the nine-county Bay Area. The OBAG program provides the programming framework for Federal fiscal years 2013 - 2016.

MTC’s OBAG program set aside funding for local agencies to do planning work designed to promote growth within their Priority Development Areas (PDA). The competitive grants are only for planning projects. The projects are to be programmed in each county by the Congestion Management Agency (CMA). VTA is the CMA for Santa Clara County and $5.349 million of Federal Surface Transportation Program (STP) funding is available for PDA Planning grants in Santa Clara County. The CMAs are allowed to reserve up to 5% of the funds for program administration—approximately $267,000 for the Santa Clara County CMA. Attachment A provides a map and a list of the PDAs in Santa Clara County.

DISCUSSION:

MTC has directed that each CMA should design its' PDA planning program to emphasize and support growth in housing, employment, and transportation within its' PDAs. In accordance with this direction, VTA staff has developed a PDA Planning Grant program proposal in consultation
with member agency staff with the goal of enabling transit-oriented housing and employment growth in Santa Clara County’s PDAs.

The purpose of the PDA Planning Grants is to provide local jurisdictions with assistance in planning and implementing the vision for the Bay Area’s PDAs, namely, creating vibrant places with adequate housing for all income levels, a mix of uses, access to jobs, and multi-modal transportation infrastructure. VTA envisions that these grants will help local jurisdictions enhance their planning activities to enable developments in the planned or potential PDAs.

VTA staff worked with the Technical Advisory Committee’s (TAC) Land Use and Transportation Integration (LUTI) and Capital Improvement Program (CIP) Working Groups to develop the program criteria for the PDA Planning Grants. Attachment B provides details of the responsibilities of these two Working Groups. Staff began sharing the program information with the working groups in early 2013 and provided the draft program overview and criteria in the October and November meetings.

With the approval of this grant program process, VTA staff intends to release a Call-for-Projects in early 2014 based on the PDA Planning Grant eligibility and criteria as described in Attachment C. Included in the Call-for-Projects packet will be the approved eligibility, criteria, application, and program schedule of deadlines. As part of VTA public outreach efforts, all program information will be available on the VTA Call-for-Projects website. VTA staff will return to the Board of Directors for approval of a list of scored projects and a Resolution of Local Support.

**ALTERNATIVES:**

The Board may choose to adopt a different set of criteria for the PDA Planning Grants.

**FISCAL IMPACT:**

The action will make approximately $5.082 million available to Cities and County for planning of PDAs. Additionally, up to $267,000 federal STP Planning funds will be available to support VTA CMA planning and programming of the PDA Planning Grant program.

**ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION**

The Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC) and Policy Advisory Committee (PAC) reviewed and discussed this item at their respective meetings on January 15 and 16, 2014. All three committees recommended the item to the VTA Board for approval.

**CAC Comments**

Member Torres questioned if there were examples of previous projects that were similar to those that were described in the project types. Staff responded that since this was the first grant of its kind for VTA, that there weren’t current examples of projects similar to what the Authority has funded. Member Torres also asked if the various potential project benefits were prioritized.
VTA Staff responded that they were not.

Member Chang stated that there is a need for projects that would be able to stimulate mode shift and questioned if those projects would be eligible for this funding source. VTA staff responded that while Attachment C had a list of eligible activities, applicants could propose other qualifying planning activities. Member Chang also stated that under the project benefits category, consideration should be given to projects that include higher densities and that they should be rewarded against those that provide a smaller density figure.

Member Morrow requested that the Committee for Transit Accessibility (CTA) be included in any future discussion related to this item and asked that the next time that it go through committees that this be placed on the CTA agenda.

Member Tebo asked how Priority Development Areas (PDAs) were created. VTA staff responded that the PDA locations were created by Cities and the County through a process developed by the Association of Bay Area Governments (ABAG) in order to be included in the Plan Bay Area and be eligible for future funding. Staff also noted that beginning in January 2014 through June 2015 there would be an opportunity for local agencies to modify, add, and delete PDAs through ABAG.

Member Hashimoto asked how "affordable housing" was defined for this grant program. VTA staff responded that affordable housing had not yet been defined; that definition would be provided for the call-for-projects.

**TAC Comments**

Vice Chair Servin suggested using a locally based index to determine housing affordability.

Member Borden asked who came up with the $1 Million cap. Staff responded that it was proposed by the CIP Working Group for the purpose of ensuring that multiple projects would be funded countywide.

Member Gonzalez asked how long after the adoption of the program would the call for projects last. Staff responded that it would typically be between 4 and 6 weeks.

Member Witthaus asked Member Taubeneck from Caltrans how planning projects would fit under the local assistance process since this program would use Federal funds. Member Taubeneck responded that the Caltrans process would be similar to any other capital project, except that the environmental process would be streamlined leading to a categorical exemption.

Vice Chair Servin also asked if projects that would update CEQA requirements be eligible for funding through this program. Staff responded that those projects would not be eligible.
PAC Comments
Member Jensen asked if a City that did not have a PDA would be able to partner with one that does in this process. Staff replied that it would not be possible for that agency to apply.

Member Miller asked if Saratoga had a PDA. Staff responded that there was a list of all the PDAs and their boundaries that would be made available.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION

The Administration and Finance Committee (A&F) discussed this item at its January 22, 2014 meeting and approved it for adoption by the full Board with the following modifications: (1) Increase the points for Project Benefits from 35 to 40, (2) change "Project Outcomes" to "Project Deliverables, and increase the points from 20 to 30, (3) decrease "Existing Policies" from 25 points to 10 points, (4) require applicants to in their applications define "success" in achieving PDA Planning Program goals and provide three measures that they will use to evaluate the degree to which implementing their project has helped their community reach it. The point changes are incorporated into Attachment C recommendation as presented to the full VTA Board. The success definition and measure requirement will be incorporated into the call-for-project document.

Prepared by: John Sighamony
Memo No. 4290
Santa Clara County Priority Development Areas

- **BART Extension**
- **VTA Light Rail**
- **BRT 523**
- **Caltrain, ACE, Capitol Corridor**
- **BRT 522**
- **Priority Development Area**

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<tr>
<td>Sunnyvale: East Sunnyvale</td>
<td>Sunnyvale</td>
</tr>
<tr>
<td>Sunnyvale: Tasman Crossing</td>
<td>Sunnyvale</td>
</tr>
</tbody>
</table>
VTA Technical Advisory Committee
Working Group Role and Responsibilities

Land Use / Transportation Integration (LUTI) Working Group

The Land Use / Transportation Integration (LUTI) Working Group is one of the three working groups of the VTA Technical Advisory Committee (TAC), formed in March 2010. The LUTI Working Group consists of senior-level planning staff from the 16 Santa Clara County local agencies, generally from the Planning or Community Development departments of each agency. LUTI provides a forum for two-way communication between Member Agencies and VTA on topics related to land use / transportation integration. LUTI’s responsibilities include sharing of information on land use and transportation-related topics relevant to VTA’s role as a Congestion Management Agency and multimodal transportation authority; gathering input from Member Agency staff on these topics; and advising VTA staff and the TAC on matters related to land use / transportation integration, including the updates to the Congestion Management Program’s standard and guidelines, development of the Priority Development Areas, grant funding program and the Proactive Development process.

Capital Improvement Program Working Group (CIP)

Capital Improvement Program Working Group (CIP) is a Working Group of the Technical Advisory Committee (TAC). CIP consists of staffs from the 16 Santa Clara County local agencies and assist the TAC with reviewing Congestion Management Agency (CMA) related items. CIP also assist in reviewing and scoring of projects for various funding programs, and monitoring and delivery of programmed projects.
PDA PLANNING GRANTS PROGRAM

The Santa Clara Valley Transportation Authority (VTA) has created a planning grant program for Santa Clara County jurisdictions that will provide significant support for Priority Development Area (PDA) planning and implementation, complete streets policy implementation, and bicycle and pedestrian planning and engineering technical support.

PDA Planning and Implementation

Consistent with Plan Bay Area, the PDA Planning Grants provide local jurisdictions with assistance in planning and implementing the vision for Santa Clara County’s PDAs, namely, creating vibrant places with adequate housing for all income levels, a mix of uses, access to jobs, and multi-modal transportation infrastructure.

The goal of the program is to enable transit-oriented housing and employment growth in Santa Clara County’s Priority Development Areas (PDAs).

For those jurisdictions that have not yet completed PDA-specific planning activities, the PDA Planning Grant program will provide financial resources to complete specific or area plans, zoning code updates, and required CEQA analyses (e.g., programmatic EIRs). The PDA Planning Grant program may also support projects to update and implement community-based transportation plans and incorporate them into PDA planning and implementation efforts.

Many jurisdictions have already completed specific or area plans for their PDAs, however additional technical studies or analyses may still be needed to facilitate implementation of those plans. The PDA Planning Grant program will provide financial assistance that can be used to implement already completed plans in order to increase the number of housing units, including affordable housing, and jobs located within PDAs and transit corridors as well as improve multi-modal access and mobility.

Source of PDA Planning Grant Funding

$5.3 M in Federal Surface Transportation Program (STP) Planning Funds

Eligible Applicants

Local governments (cities and counties) are eligible for PDA Planning Funds. Eligibility is limited to those jurisdictions that have PDAs, both potential and planned. Partnerships with local non-profit groups and community-based organizations are also encouraged. VTA, in partnership with local government, may also apply for grant funds.

Eligible Locations

The planning project must be within a PDA (Planned and Potential). However, for policy planning projects, if a project extends outside of the PDA boundary, but has benefits to that PDA, the applicant must provide clear justification for those benefits.
**Program Administration**

There will be two alternatives to the distribution of funding.

- Direct Federal Grants to Applicants: $500,000 grant minimum
- VTA Administered: (between $50,000 and $500,000) VTA develops on-call consultant List, executes agreements with agencies for tasks

There will be a funding cap of $1,000,000 per project application. There is also a minimum local match requirement of 11.47%.

**Delivery Deadline**

Projects must be obligated through a Federal Authorization to Proceed by February 1, 2016.

**Eligible Activities**

The following types of activities will be eligible for PDA Planning Grants. Other activities not specifically listed here but consistent with the overall program goals and objectives and other funding requirements may be considered on a case-by-case basis.

<table>
<thead>
<tr>
<th>Type</th>
<th>Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Planning</td>
<td>- Zoning changes (e.g., density, mix of uses)</td>
</tr>
<tr>
<td></td>
<td>- Transportation Plans</td>
</tr>
<tr>
<td>Advanced Planning</td>
<td>- Station Area or Specific Plans (transportation component)</td>
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<tr>
<td></td>
<td>- PDA-supportive transportation improvement planning</td>
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<tr>
<td></td>
<td>- Bicycle, Pedestrian, or Streetscape Plans</td>
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<td></td>
<td>- Transit Oriented Development (TOD) Planning</td>
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<td></td>
<td>- Planning for housing that is supported by Transit</td>
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<td></td>
<td>- Planning for Employment near Transit</td>
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<td></td>
<td>- Transportation Infrastructure needs assessment</td>
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<td></td>
<td>- Feasibility studies for transportation projects (construction engineering, cost estimates, alternative studies)</td>
</tr>
<tr>
<td>Policy Planning</td>
<td>- Updates to parking requirements or parking policies in PDAs</td>
</tr>
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<td></td>
<td>- Parking management/pricing</td>
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<tr>
<td></td>
<td>- Area-wide or City/County-wide Design standards related to roadway and pedestrian improvements</td>
</tr>
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<td></td>
<td>- Complete Streets planning</td>
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<tr>
<td></td>
<td>- Development and/or revision of Level of Service (LOS) standards, including multimodal LOS standards</td>
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<tr>
<td></td>
<td>- Development of municipal auto trip reduction/Transportation Demand Management (TDM) requirements, monitoring and reporting programs, and collaborative employer-based activities to meet TDM requirements</td>
</tr>
</tbody>
</table>
**Evaluation**

The emphasis of this program is to support those planning projects that help development within the PDAs namely benefitting future housing, employment, or transportation in those locations. Projects that are received will be scored by a group of individuals from both the Land Use Transportation Integration (LUTI) working group and the Capital Improvement Program (CIP) working group. Below are the criteria that will be used for evaluation.

The evaluation criteria are shown on pages 4 and 5.

**Schedule**

Below is a schedule of events that highlight the steps in the development process before the release of the call for projects.

<table>
<thead>
<tr>
<th>Item</th>
<th>Parties</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Discuss effective strategies with member agencies</td>
<td>LUTI, CIP, VTA Planning/Programming</td>
<td>August - September</td>
</tr>
<tr>
<td>Develop evaluation/scoring criteria</td>
<td>LUTI, CIP, SCCAPO</td>
<td>September - December</td>
</tr>
<tr>
<td>Bring program through VTA Committees and Board</td>
<td>TAC, PAC, CAC, VTA Board</td>
<td>January - February</td>
</tr>
<tr>
<td>Call-for-Projects</td>
<td>Cities, County, VTA</td>
<td>February</td>
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## PDA PLANNING GRANTS SCORING CRITERIA

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
<th>Score</th>
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</thead>
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<tr>
<td><strong>PROJECT LOCATION</strong></td>
<td>The Project is located within a Community of Concern and/or Community Air Risk Evaluation (CARE) area.</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>The project is designed to serve low income residents.</td>
<td></td>
</tr>
<tr>
<td><strong>PROJECT BENEFITS</strong></td>
<td>The project or its implementation will help achieve One Bay Area Grant (OBAG) program goals and objectives and facilitate PDA implementation of housing, employment, or transportation via the following:</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>- The project relates to a physical setting where deficiencies exist that if corrected will provide significant community benefit; or the overall project will have identifiable and likely synergistic effects.</td>
<td></td>
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<tr>
<td></td>
<td>- The project supports employment concentrated near/at transit, and housing growth (especially affordable housing) in the PDA.</td>
<td></td>
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<tr>
<td></td>
<td>- The project provides benefits that may include: enhanced walkability and bikeability; safety and security; enhanced economic activity; protection of environmental resources; public transit access or amenity; parking design, streetscape design; gap closure of an essential pedestrian/bicycle route or network, and access to services that meet daily needs.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- This project encourages the use of alternative transportation modes and the reduction of automobile trips.</td>
<td></td>
</tr>
<tr>
<td><strong>PROJECT DELIVERABLES</strong></td>
<td>The project will result in a discrete and clear work product, which will guide the overall project to the next level of development, and/or form the basis to compete for funding for the overall project.</td>
<td>30</td>
</tr>
<tr>
<td><strong>EXISTING POLICIES</strong></td>
<td>The jurisdiction has the policy/policies that:</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>- Support the provision of housing and/or employment near transit or increases in transportation and housing choices;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Circulation element policies, performance measures, or LOS standards that encourage the consideration of alternative travel modes;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Parking management and pricing policies;</td>
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</tr>
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<td></td>
<td>- TOD zoning;</td>
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</tr>
<tr>
<td></td>
<td>- Transportation demand management/trip reduction strategies;</td>
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<tr>
<td></td>
<td>- Street standards that complies with Complete Streets principles and following the Community Design and Transportation (CDT) Manual or other best practices; and</td>
<td></td>
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<td></td>
<td>- Sustainability policies</td>
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</table>
## PDA PLANNING GRANTS SCORING CRITERIA

<p>| | | |</p>
<table>
<thead>
<tr>
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<th></th>
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</thead>
<tbody>
<tr>
<td><strong>COMMUNITY SUPPORT</strong></td>
<td>The project involves a collaborative planning process with community stakeholders (e.g. residents, businesses, property owners, local agencies, neighborhood associations, the project sponsor(s) and the Member Agency(s)).</td>
<td>10</td>
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<tr>
<td><strong>LOCAL MATCH</strong></td>
<td>Project commits from 12% to &gt; 15% of total project cost from non- federal sources. (E.g. 12% = 1 point; 13% = 2 points; 14% = 3 points; 15% = 4 points; and ≥ 15% = 5 points)</td>
<td>5</td>
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BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief CMA Officer, John Ristow

SUBJECT: Sprint Spectrum License Agreement at Chaboya

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

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to execute a five-year license agreement, with one option to renew for five years, with Sprint Spectrum for the placement of three attached antennas to the VTA-owned 65 foot high telecommunications pole and 240 square feet of ground-level equipment cabinets at VTA’s Chaboya Maintenance Yard. The starting annual license fee for antennas and cabinet is $35,000 with 4% increases annually thereafter.

BACKGROUND:

Located at 2240 South 7th Street in San Jose, the 19-acre Chaboya Division serves as a storage, maintenance and training facility for VTA’s bus fleet. Sprint Spectrum wants to utilize the location in order to bolster the telecommunications network in the surrounding area. A site plan of the proposed Sprint location cabinets at Chaboya Division is shown on the attached Exhibit A. This proposed location currently is improved with a VTA owned communication pole and equipment shelters adjacent to the bus operations parking lot and will not be needed for future VTA operations.

The existing land use at Chaboya Division is designated as Heavy Industrial (HI) under the approved City of San Jose’s 2040 General Plan. Zoning allows for wireless telecommunication facilities. VTA’s current pole and equipment site was approved by the VTA Board in 2001.

DISCUSSION:

Under the proposal, Sprint Spectrum will install associated equipment. Sprint will be responsible for the maintenance of its own telecommunication equipment and reimburse VTA $500 per month in electricity costs.
Currently, VTA also operates its own Advanced Communication System (ACS) on top of the telecommunications monopole at Chaboya Division that also allows T-Mobile antennas to co-locate through a respective license agreement. The proposed Sprint Spectrum infrastructure will not interfere with either VTA’s or the other carrier frequencies.

**Proposed Terms**

**Annual Starting License Fee:** $35,000 with 4% increases annually thereafter  
**Term:** 5 years with one (1) - five (5) year renewal option  
**Termination Right:** 6 month termination notice  
**Infrastructure:** 3 antennas with ancillary equipment and cabinets.  
**Other Terms:** If any new telecommunications carrier sub-licenses from Sprint on VTA’s pole, VTA will generate an additional 50% of gross annual rental revenue per year.  
- Any new Sprint antennas added after License commencement date will require additional fees from Sprint concurrent with VTA’s Telecommunication Fee Schedule.

**Valuation**

Staff believes the annual license fee charged to Sprint Spectrum is in line with market comparables in Northern California for telecommunication antennas and cabinets. It is also consistent with our annually adjusted Telecommunications Fee Schedule.

**Costs**

There is no direct cost to VTA. All of the installation costs, including the utility connections will be at Sprint Spectrum’s sole responsibility. In addition, all monthly electrical bills will be reimbursed by Sprint Spectrum.

**Next Steps**

If approved by the VTA Board, the license rent and commencement date would begin immediately upon execution of the agreement. Installation of the new antennas would begin once the Construction Access Permit (CAP) has been approved by VTA’s construction permitting office.

**ALTERNATIVES:**

The Board could deny the license agreement with Sprint Spectrum, eliminating the ability of VTA to realize this revenue.

**FISCAL IMPACT:**

Approval of the Sprint Spectrum agreement with VTA at Chaboya Division will generate $35,000 in the first year and more than $420,000 over 10 years to the Joint Development Program Fund.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

This item was heard at the January 23, 2014 Administration & Finance(A&F) Committee.

Committee members inquired about the process that real estate staff went through in order to
arrive at the proposed terms and conditions of the agreement. Committee members also expressed concern that not enough information was known regarding the market demands and forecasts. Following the discussion, the A&F Committee unanimously recommended approval under the condition that a Request for Inquiry (RFI) be performed prior to any new telecommunication lease agreements moving forward. The A&F Committee further recommended the item be placed on the February 6, 2014, Board of Directors' Consent Agenda.

Prepared by: Jennifer Rocci
Memo No. 4405
<table>
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<tr>
<th>Firm Name</th>
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<tr>
<td>Sprint Spectrum</td>
<td>Dan Burke</td>
<td>Sprint Representative</td>
<td>929 Spring Water St., Danville CA 94506</td>
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BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief CMA Officer, John Ristow

SUBJECT: Preferred Vendor Transit Signal Priority Equipment Procurement for Stevens Creek Limited 323 Service

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

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to execute a contract with STC, Incorporated (manufacturer of EMTRAC products) through a preferred vendor procurement for $340,305 for Transit Signal Priority Equipment for the Stevens Creek Limited 323 Transit Signal Priority Project on San Carlos Street and Stevens Creek Boulevard.

BACKGROUND:

In January 2012, the Metropolitan Transportation Commission (MTC) proposed to fund service improvements on major bus and light rail corridors as a regional component of the One Bay Area Grant program. The Transit Performance Initiative (TPI) program is a pilot program to fund low-cost capital improvements that improve operations and customer experience in high transit ridership corridors.

In May of 2012, VTA was awarded a $712,888 grant from MTC for the Stevens Creek Limited 323 Transit Signal Priority (TSP) Improvement Project to implement real-time transit signal prioritization in VTA’s second highest ridership corridor along Stevens Creek Boulevard and West San Carlos Street. Including the required 11.47% local match of $92,362, the total project budget is $805,250. The local match is from 2000 Measure A funds. The objective of the Stevens Creek Limited 323 Transit Signal Priority project is to reduce travel time for existing Limited 323 vehicles on the heavily traveled Stevens Creek Boulevard corridor in the cities of Cupertino, Santa Clara and San Jose' with the goal of increasing Limited 323 ridership.

Since May 2012, staff has worked with the Federal Transit Administration and MTC to secure
funding from the Congestion Mitigation and Air Quality Improvement Program (CMAQ),
drafted agreements with the cities of San Jose', Santa Clara and Cupertino to help install TSP
equipment in city controllers, and worked with the vendor to receive quotes on the TSP
equipment that VTA would use for the Stevens Creek Limited 323 project.

The Limited 323 TSP recommended equipment vendor, STC, Inc. (Manufacturer of EMTRAC
products), is also the current vendor for the TSP equipment used on the Rapid 522 service.
Using the same TSP equipment vendor for both the Rapid 522 and Limited 323 services results
in cost savings for TSP equipment; for example, by not having to maintain two separate
inventories of spare parts. While there are other vendors that provide similar equipment, the
equipment from the various vendors are not interoperable and therefore cannot be commingled in
VTA’s fleet.

DISCUSSION:

VTA recommends the purchase of STC, Inc. EMTRAC equipment for the Limited 323 service
through a preferred vendor procurement process. This preferred vendor procurement ensures
that the TSP system that would be implemented for the Limited 323 service would be the same
as what is already operated by VTA for the Rapid 522 service, and allows for a simple expansion
of the EMTRAC TSP system that has already been implemented for faster bus service. Having
the same system in both corridors allows for more efficient systems management, greater
flexibility for service scheduling, and for cost savings related to reduced inventory of TSP
equipment for the vehicles and intersections with the equipment being interchangeable between
the two corridors and for the purposes of maintaining spare parts.

When the TSP equipment was implemented for the Rapid 522 service, an evaluation of systems
from different vendors was conducted including field testing of equipment. The City of San
Jose' and Caltrans were part of the testing that was conducted. The cities of San Jose' and Santa
Clara were part of the project team that implemented TSP in the Rapid 522 Corridor and are
familiar with the STC, Inc. EMTRAC TSP system. The selection of STC, Inc. To provide TSP
for the 522 Rapid Corridor was through a competitive low-bid process has been implemented at
111 signalized intersections. The STC, Inc. EMTRAC TSP system has performed satisfactorily
and the costs are within expected industry standards for this type of equipment.

Furthermore, the City of Cupertino is already using STC, Inc. Equipment for fire vehicle
preemption in the Stevens Creek Boulevard corridor that is planned to provide TSP for the
Limited 323 service and that will assist in reducing costs to implement TSP. Based on the above
factors, the local agencies in the corridor and VTA are in agreement on the use of STC, Inc.
EMTRAC equipment in the Limited 323 corridor.

ALTERNATIVES:

The Board of Directors can elect not to authorize execution of this contract; however that action
would delay implementation of Transit Signal Priority in the Limited 323 corridor.
FISCAL IMPACT:

This action will authorize $340,305 for Transit Signal Priority Equipment. Appropriation for this expenditure is included in the FY14 Adopted 2000 Measure A Transit Improvement Program Fund Capital Budget. This contract is funded through a federal CMAQ grant and 2000 Measure A funds.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Transit Planning and Operations (TP&O) Committee considered this item as part of their consent agenda on November 21, 2013. The Committee unanimously recommended approval of this item without comment. Before the December Board meeting, VTA staff realized pricing information was needed from vendor so the memo was held until provided. STC, Incorporated (manufacturer of EMTRAC products) has provided the information requested by VTA to verify pricing and staff is ready to proceed with procurement request.

The TP&O considered this item as part of their regular agenda on January 23, 2014. Member Campos asked VTA staff if the TSP equipment would be on the local buses or only the Limited 323. Staff responded that the TSP in the Stevens Creek corridor is only on the Limited 323. Member Price asked if there were any financial impacts to cities. John Ristow, Chief CMA Officer responded that there were none and the grant would fund all costs related to the project. TP&O unanimously recommended approval of this item and placed it on the February 6, 2014 Board of Directors' Consent Agenda.

Prepared by: Jody Littlehales
Memo No. 4299
Attachment A

Preferred Vendor TSP Equipment Procurement for
Stevens Creek- Limited 323 Service
List of Consultants

<table>
<thead>
<tr>
<th>Firm Name</th>
<th>Name</th>
<th>Role</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>STC, Incorporated</td>
<td>Brad Cross</td>
<td>President</td>
<td>McLeansboro, IL</td>
</tr>
</tbody>
</table>


BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Engineering & Construction Officer, Mark S. Robinson

SUBJECT: Santa Clara Pocket Track - URS Corporation Final Design and Design Services During Construction Contract Amendment

ABOVE INFORMATION IS IN ACCORDANCE WITH POLICY 3.3.1.5 - POLICY REVIEW AND IMPLEMENTATION.

Policy-Related Action: No

Government Code Section 84308 Applies: Yes

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to execute a contract amendment with URS Corporation in an amount not to exceed $525,000 for Final Design and Design Services During Construction for the Santa Clara Pocket Track and Double Crossover to accommodate scope additions for a new contract amount not to exceed $7,299,375.

BACKGROUND:

The Light Rail Efficiency Project is a coordinated program of capital projects and operating changes to speed up the light rail system, increase service frequencies, introduce a new line of service, expand express service, and prepare for seamless, high-quality service to BART in 2017. In May 2010, the VTA Board recommended these projects for their high potential to cost-effectively reduce travel times and increase ridership on the light rail system.

These projects are time constrained and driven by the summer 2014 Levi's Stadium opening in Santa Clara, the need for robust feeder and distribution for the 2017 BART Silicon Valley Berryessa Extension (SVBX), and by anticipated large scale development along the North First Street corridor and in downtown San Jose.

The Light Rail Efficiency Project was originally budgeted for planning and preliminary engineering only. Due to the accelerated schedules for both the Levi’s Stadium and the BART to Silicon Valley projects, there was a critical need to complete final design and construction of the Santa Clara Pocket Track and Double Crossover. In October 2013, the Board authorized a URS Contract Amendment in the amount of $870,000 for Final Design and Design Services During
Construction for the Santa Clara Pocket Track. Since this Board action, additional services are required for VTA to maintain the progress of utility relocation, system design, real estate acquisition, and construction scheduling. Property acquisition negotiations have generated additional design work, such as sidewalk, landscaping, and parking lot modifications and modified easements for the City of Santa Clara. Traffic signal changes from the City require supplemental design services from URS and their sub consultants to ensure the operational design plans meet VTA and City requirements.

**DISCUSSION:**

This contract amendment funds additional Final Design and Design Services During Construction by URS for the Santa Clara Pocket Track project. Construction is underway with Design Services During Construction scheduled to last approximately 12 months and be completed by December 2014.

The current approved project budget for the Santa Clara Pocket Track and Double Crossover is $24,810,000. The proposed Board action does not change the overall project budget.

The current URS contract amount for Contract S12077 is $6,774,375. The Santa Clara Pocket Track portion would require an additional $525,000 increase to the $870,000 authorized in October 2013, for a new total of $1,395,000 for Santa Clara Pocket Track Final Design and Design Services During Construction. The overall amount of Contract S12077 would be a not to exceed amount of $7,299,375. The existing contract is a Cost Plus Fixed Fee agreement with a term through December 31, 2016. This amendment does not extend the term of the agreement. Delaying the contract amendment will endanger VTA’s ability to accomplish this improvement to LRT service in advance of the 2014 Levi’s Stadium opening.

**ALTERNATIVES:**

The Board could request staff to solicit additional proposals from other firms to provide these services. However, the cost for these services by other than the URS team would be substantially higher because they lack the history and knowledge of the project. The work is a continuation of design already developed by URS.

**FISCAL IMPACT:**

This action will authorize up to $525,000 for additional Final Design and Design Services During Construction for the Santa Clara Pocket Track and Double Crossover. Appropriation for this expenditure is available in the FY14 Adopted 2000 Measure A Transit Improvement Program Fund Capital Budget.

**SMALL BUSINESS ENTERPRISE (SBE) PARTICIPATION:**

Based on identifiable subcontracting opportunities, a Small Business Enterprise (SBE) goal of 6.41% was established for Contract S12077, Phase II Light Rail Efficiency Planning and Design. Contractor has committed to achieving 6.41% SBE participation, including the additional services, on this contract.
STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Transit Planning & Operations Committee received a brief presentation on this item on January 23, 2014. The Committee asked about the scope additions, and whether this would be the last URS contract amendment required for the project. Staff provided more details on the two primary scope additions involving the parking lot design, and train and traffic signal design. Also, this will be the last URS design contract amendment required for the Santa Clara Pocket Track Project. The Committee had no further questions, and recommended the item be placed on the Consent Agenda for approval at the February 6, 2014 Board of Directors meeting.

Prepared by: Adolf Daaboul, Sr. Transportation Engineer
Memo No. 4421
**Light Rail Efficiency Project- Contract Amendment, Consultant and Subconsultant Contact Information**

<table>
<thead>
<tr>
<th>Contractor Name</th>
<th>Role</th>
<th>Contact Person</th>
<th>Phone Number</th>
<th>Office Location</th>
<th>SBE</th>
</tr>
</thead>
<tbody>
<tr>
<td>URS</td>
<td>Prime</td>
<td>Sandy Stadtfeld</td>
<td>415-243-3804</td>
<td>San Francisco, CA</td>
<td></td>
</tr>
<tr>
<td>DKS</td>
<td>Sub-Consultant</td>
<td>Kevin Fehon PE</td>
<td>510-763-2061</td>
<td>Oakland, CA</td>
<td></td>
</tr>
<tr>
<td>CHS</td>
<td>Sub-Consultant</td>
<td>William Lieberman</td>
<td>415-392-9688</td>
<td>San Francisco, CA</td>
<td>Yes</td>
</tr>
<tr>
<td>LTK</td>
<td>Sub-Consultant</td>
<td>Thomas Matoff</td>
<td>530-795-4403</td>
<td>Winters, CA</td>
<td></td>
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<tr>
<td>Apex Strategies</td>
<td>Sub-Consultant</td>
<td>Eileen Goodwin</td>
<td>831-460-1530</td>
<td>Santa Cruz, CA</td>
<td></td>
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<tr>
<td>Haygood &amp; Associates</td>
<td>Sub-Consultant</td>
<td>Leah Haygood RLA</td>
<td>510-527-6343</td>
<td>Albany, CA</td>
<td>Yes</td>
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<tr>
<td>Roma Design Group</td>
<td>Sub-Consultant</td>
<td>Boris Dramov FAIA</td>
<td>415-788-8728</td>
<td>San Francisco, CA</td>
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<tr>
<td>Transportation Analytics</td>
<td>Sub-Consultant</td>
<td>Diana Dorinson</td>
<td>510-717-4137</td>
<td>Berkeley, CA</td>
<td>Yes</td>
</tr>
<tr>
<td>Fehr and Peers</td>
<td>Sub-Consultant</td>
<td>Matt Haynes</td>
<td>408-278-1700</td>
<td>San Jose, CA</td>
<td></td>
</tr>
<tr>
<td>MTH Engineers</td>
<td>Sub-Consultant</td>
<td>Curtis Takahashi</td>
<td>408-986-8558</td>
<td>San Jose, CA</td>
<td></td>
</tr>
<tr>
<td>William Kanemoto &amp; Associates</td>
<td>Sub-Consultant</td>
<td>William Kanemoto</td>
<td>510-655-9585</td>
<td>Oakland, CA</td>
<td>Yes</td>
</tr>
<tr>
<td>Y&amp;C Transportation</td>
<td>Sub-Consultant</td>
<td>Dan Yau</td>
<td>916-366-8000</td>
<td>Sacramento CA</td>
<td>Yes</td>
</tr>
<tr>
<td>Exploration Geo Services</td>
<td>Sub-Consultant</td>
<td>Bruce McCall</td>
<td>408-280-6822</td>
<td>San Jose, CA</td>
<td></td>
</tr>
<tr>
<td>Cal Safety</td>
<td>Sub-Consultant</td>
<td>Carmel Karrick</td>
<td>510-656-5544</td>
<td>Fremont, CA</td>
<td></td>
</tr>
<tr>
<td>Cruz Brothers</td>
<td>Sub-Consultant</td>
<td>Maria Culver</td>
<td>831-461-1467</td>
<td>Scotts Valley, CA</td>
<td></td>
</tr>
<tr>
<td>Cooper Testing Laboratories</td>
<td>Sub-Consultant</td>
<td>Peter Jacke</td>
<td>650-213-8436</td>
<td>Palo Alto, CA</td>
<td></td>
</tr>
<tr>
<td>Signet Testing Laboratories</td>
<td>Sub-Consultant</td>
<td>Greg Ruf</td>
<td>510-887-8484</td>
<td>Hayward, CA</td>
<td></td>
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<tr>
<td>Bess Testlab</td>
<td>Sub-Consultant</td>
<td>Jose Bohorquez</td>
<td>408-988-0101</td>
<td>Santa Clara, CA</td>
<td></td>
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</tbody>
</table>
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Government Affairs Manager, Kurt Evans

SUBJECT: Legislative Update Matrix

FOR INFORMATION ONLY

BACKGROUND:

The attached Legislative Update Matrix describes the key transportation-related bills that are being considered by the California State Legislature during the 2013-2014 regular session. The matrix indicates the status of these measures and any adopted VTA positions with regard to them.

DISCUSSION:

Lawmakers returned to Sacramento on January 6 for the second year of the 2013-14 regular legislative session. Bills that were introduced last year and did not make it through the process can be reconsidered. In addition, lawmakers will be able to introduce new measures.

In 2014, there are a number of transportation issues that may be considered by the Legislature, among them are the following:

**State Transportation Funding:** In November 2011, the California Transportation Commission (CTC) released a Statewide Transportation System Needs Assessment. This assessment indicates that the state has close to $300 billion in unfunded transportation needs (excluding high-speed rail) over the next 10 years. This number has almost tripled from the $120 billion estimate that the CTC provided in 1999.

As directed by Gov. Jerry Brown, Transportation Secretary Brian Kelly has convened a working group consisting of approximately 60 state and local transportation stakeholders to discuss California’s transportation future. The effort is being called the California Transportation Infrastructure Priorities Initiative (CTIP). The intended outcomes of CTIP include a prioritization of the state’s transportation infrastructure needs using the CTC’s assessment as a base of information, and recommendations for long-term funding options.
At the same time, Transportation California and the California Alliance for Jobs, two influential groups representing the interests of private-sector entities involved in transportation, are trying to decide whether to proceed with placing a constitutional amendment on the November 2014 general election ballot that would establish a new source of dedicated funding for maintaining and rehabilitating the state’s existing transportation infrastructure. The proposal calls for assessing an annual California Road Repair Fee on all vehicles, excluding heavy duty trucks, equal to 1 percent of each vehicle’s value. Heavy duty trucks would pay an equivalent increase in the diesel excise tax instead of the fee. The fee would be imposed in ¼ percent increments over a four-year period, starting in 2015. The amount of money that would be raised is estimated at $2.9 billion per year when the rate reaches 1 percent in 2018. All new revenues generated would be used exclusively for roadway, bridge and public transit system maintenance and rehabilitation, and public transit vehicle replacement.

**Cap-and-Trade:** The cornerstone of California’s efforts to combat greenhouse gas emissions is the implementation of a cap-and-trade system. Under cap-and-trade, the California Air Resources Board (CARB) will distribute annual allowances to approximately 430 industrial entities that emit large volumes of greenhouse gases. In 2015, the system will be extended to include distributors of motor vehicle fuels. In total, the allowances will constitute a ceiling on California’s annual greenhouse gas emissions. While most affected industries will receive a certain percentage of their allowances from the state for free, many will have to purchase additional allowances or use offset credits to cover all of their emissions. Companies will be able to buy allowances directly from CARB, which will hold regular auctions, or from other businesses.

The auctions held by CARB are expected to generate billions of dollars for the state. Last year, Gov. Brown and the Legislature opted to loan all proceeds generated in FY 2013 and FY 2014 to the General Fund for short-term, cash-flow purposes. Whether this trend continues in FY 2015 or whether these revenues are appropriated for projects will be one of the issues that will be resolved during budget negotiations between the Governor and lawmakers.

The major players within the transportation community, under the umbrella of the Transportation Coalition for Livable Communities, have rallied around AB 574 (Lowenthal) as the preferred statutory framework for investing cap-and-trade auction proceeds derived from motor vehicle fuels. This bill is pending before the Assembly Appropriations Committee. Under the provisions of AB 574, these proceeds would be dedicated for transportation. An unspecified amount would be allocated to metropolitan planning organizations (MPOs) based on population for the purpose of administering competitive grants to local agencies consistent with statewide criteria. The bill also would distribute an unspecified portion of these auction proceeds to the state Transportation Agency to be used for high-speed rail, rail modernization projects that have both regional and interregional benefits, and for “other statewide transportation priorities that achieve greenhouse gas emissions reductions.”

**Tax-Related Ballot Measures:** The prospect of Democratic supermajorities in both the Assembly and Senate spawned the introduction of a number of constitutional amendments in 2013 designed to lower the voting requirement for local governments to incur bonded
indebtedness and impose special taxes. All of these constitutional amendments stalled when Democratic legislative leaders decided to put off a conversation about tax issues until a later date.

Two of these constitutional amendments are specific to transportation: SCA 4 (Liu) and SCA 8 (Corbett). Both call for lowering the voting threshold for approving local transportation special taxes from a two-thirds to a 55 percent majority. However, SCA 4 contains several troublesome provisions, which require: (1) at least 50 percent of the tax proceeds from a local ballot proposition to be expended for programs or purposes included in a sustainable communities strategy; and (2) tax proceeds to be provided for ongoing maintenance of any state highway expansion project included in the ballot proposition’s expenditure plan. These amendments have raised concerns about limiting the ability of agencies to craft a ballot proposition that addresses local transportation priorities and that has a chance of succeeding at the polls. SCA 8 does not include these provisions.

**Project Delivery:** Last year, the Legislature passed and Gov. Brown signed into law AB 401 (Daly), which allows for the continued use of design-build contracting for state highway projects. Similar legislation will be needed for public transit projects, given that current state statutes addressing this subject sunset on January 1, 2015. The California Transit Association is expected to sponsor legislation to extend the statutory authority for local agencies to use design-build contracting for public transit projects beyond this expiration date.

**Bus Axle Weight Limit:** For more than 35 years, state law prohibited the gross weight on any single axle of a public transit bus from exceeding 20,500 pounds. However, because of numerous state and federal mandates that have been imposed since that weight limit was established in the mid-1970s, including federal Americans with Disabilities Act (ADA) requirements and mandated emissions reduction equipment, public transit buses may exceed that limit, especially when carrying significant passenger loads. This situation came to a head in 2011 when several public transit agencies in Southern California were ticketed by local police departments for being overweight.

In response, the California Transit Association sponsored AB 1706 (Eng), which was enacted into law in 2012. This measure permanently exempted the current bus fleets of public transit agencies from the single axle weight limit, as well as any new buses procured through a solicitation issued before January 1, 2013. After January 1, 2013, AB 1706 allowed public transit agencies to procure new buses that exceed the single axle weight limit under the following two conditions: (1) if the buses are no heavier than the vehicles they are replacing; or (2) if the buses are being purchased in order to incorporate a new fleet class into an agency’s inventory. Given that this latter provision expires on January 1, 2015, the California Transit Association is preparing to sponsor a follow-up measure. Without further legislative action, all buses purchased after January 1, 2013, could be in violation of the single axle weight limit and, thus, could be ticketed.

**BART Strike Aftermath:** In its current form, SB 423 prohibits public sector transit employees of the Bay Area Rapid Transit District (BART) from striking if such a clause is an element of an expired or previously written labor contract between a collective bargaining unit and the district.
However, the author of this measure, Senate Minority Leader Bob Huff (R-Diamond Bar), has indicated that he intends to amend SB 423 to prohibit all public transit employees in California from being able to strike.

**Mega-Projects:** The Senate Transportation & Housing Committee is holding a series of information hearings to explore ways to effectively manage large-scale infrastructure projects. Committee Chairman Mark DeSaulnier (D-Concord) has indicated that the motivation behind the hearings was the state’s experience with the San Francisco-Oakland Bay Bridge Project, which was beset by cost increases and schedule delays. According to DeSaulnier, he intends to use the information from the hearings to craft legislation aimed at reforming how state and local agencies manage increasingly complex and expensive “mega-projects” in order to “avert a costly repeat of the Bay Bridge.”

**CEQA:** Attempts to reform the California Environmental Quality Act (CEQA) were put off until 2014 after Senate President Pro Tempore Darrell Steinberg (D-Sacramento) decided to shelve his main bill on this issue, SB 731. Throughout 2013, SB 731 was the subject of intense negotiations between Steinberg; the CEQA Working Group, a coalition of business, housing and local government organizations leading the call for reform; and environmental and labor groups opposed to rewriting CEQA. The negotiations eventually bogged down.

The offensive on CEQA is the culmination of years of complaints from developers and other business interests, who contend that the law is being misused to block projects for reasons other than environmental impacts. Arguments that such lawsuits are problematic and hurt economic development are gaining traction as the state seeks to recover from the 2008 recession. In fact, Gov. Brown, in his 2013 State of the State Address, said tackling CEQA is one of his top priorities.

The CEQA Reform Group says it is committed to protecting the law, while finding fixes that would limit uncertainty for those wishing to pursue responsible development. Chief among their goals is limiting lawsuits over aspects of a proposed project that have already met certain planning and environmental standards. But any significant changes to CEQA face significant opposition from environmental groups, which are firm in their position that any rewrite of CEQA is unnecessary.

**Property Tax Increment Financing:** On the heels of eliminating redevelopment agencies, lawmakers considered a grab bag of bills last year to allow local governments to use other types of property tax increment financing mechanisms for economic development and infrastructure projects. Several of these measures were poised to be sent to Gov. Brown. However, the Governor warned lawmakers that he was not inclined to sign any bills expanding the scope of infrastructure financing districts or creating other types of property tax increment financing entities until the process for winding down redevelopment agencies has been completed. In response, the legislative leadership held over all of these measures for reconsideration in 2014.

Prepared By: Kurt Evans, Government Affairs Manager
Memo No. 4331
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<thead>
<tr>
<th>DAY</th>
<th>JANUARY</th>
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<th>DAY</th>
<th>JUNE</th>
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<td>1</td>
<td>Statutes signed into law in 2013 take effect.</td>
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<td>15</td>
<td>Budget must be passed by midnight.</td>
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<td>6</td>
<td>Legislature reconvenes.</td>
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<td>26</td>
<td>Last day for legislative measures to qualify for placement on the November 4, 2014, general election ballot.</td>
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<td>Budget must be submitted by the Governor to the Legislature on or before this date.</td>
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<td>Last day for policy committees to hear and report fiscal bills introduced in their house of origin in 2013.</td>
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<td>24</td>
<td>Last day for any committee to hear and report to the floor bills introduced in their house of origin in 2013.</td>
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<td>Last day to submit bill requests to the Legislative Counsel’s Office.</td>
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<td>Last day for bills introduced in 2013 to be passed out of their house of origin.</td>
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<td>21</td>
<td>Legislature reconvenes from Summer Recess.</td>
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<td>22</td>
<td>Last day to amend bills on the Assembly and Senate floors.</td>
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<td>31</td>
<td>Last day for each house to pass bills. Final Recess begins at the end of this day's session.</td>
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<td>FEBRUARY</td>
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<td>Last day for new bills to be introduced.</td>
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<td>DAY</td>
<td>AUGUST</td>
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<td>Summer Recess begins upon adjournment, provided that the Budget Bill has been enacted.</td>
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<td>Last day for policy committees to hear and report bills introduced in the other house.</td>
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<td>APRIL</td>
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<td>Spring Recess begins upon adjournment.</td>
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<td>Last day for policy committees to hear and report fiscal bills introduced in their house of origin in 2014.</td>
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<td>9</td>
<td>Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house of origin in 2014.</td>
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<td>Last day for fiscal committees to hear and report to the floor bills introduced in their house of origin in 2014.</td>
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<td>Last day for bills introduced in 2014 to be passed out of their house of origin.</td>
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<tr>
<td>DAY</td>
<td>SEPTEMBER</td>
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<td>30</td>
<td>Last day for the Governor to sign or veto bills passed by the Legislature before September 1, and in his possession after September 1.</td>
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<td>DAY</td>
<td>DECEMBER</td>
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<td>The 2015-2016 regular legislative session convenes.</td>
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<td>DAY</td>
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<td>Statutes signed into law in 2014 take effect.</td>
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### State Assembly Bills

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<tr>
<th>State Assembly Bills</th>
<th>Subject</th>
<th>Last Amended</th>
<th>Status</th>
<th>VTA Position</th>
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<tbody>
<tr>
<td>AB 5 (Ammiano)</td>
<td>Enacts the Homeless Person’s Bill of Rights and Fairness Act. Provides that the existence of homelessness requires that fundamental rights that are amply protected in the home and in private places be extended to the public domain to ensure the equal rights of all Californians, homeless or housed. Specifies that every homeless person in California shall have all of the following basic human rights, and legal and civil protections, except when prohibited by federal law: (1) the right to move freely in the same manner as any other person in public spaces; (2) the right to rest in a public space in the same manner as any other person, as long as that rest does not maliciously or substantially obstruct a passageway; (3) the right to eat, share, accept, or give food or water in public spaces in the same manner as any other person; (4) the right to solicit donations in public spaces in the same manner as any other person; (5) the right to the same protections that law enforcement agencies afford any other person; (6) the right to engage in lawful self-employment in the same manner as any other person, including self-employment in junk removal and recycling; (7) the right to pray, meditate or practice religion in public spaces in the same manner as any other person; (8) the right to decline admittance to a public or private shelter, or to any other accommodation, including social services programs, for any reason he or she sees fit; (9) the right to occupy a motor vehicle or recreational vehicle either to rest, sleep or use for the purposes of shelter, provided that the vehicle is legally parked on public property; (10) the right to confidentiality of his or her records and information by homeless shelters, medical centers, schools, or any other publicly funded human service provider, unless the disclosure is based on appropriate legal authority; and (11) the right to the assistance of legal counsel, if a county chooses to initiate judicial proceedings. Allows these rights to be exercised without the homeless person being subject to criminal or civil sanctions, harassment or arrest, except that existing local laws regarding resting in a public space may be enforced if specified human services criteria are met. Includes public transportation in the definition of “public spaces.” Prohibits a public employer from retaliating against an employee for offering available public resources to a homeless person in order to protect that person from harm. Requires every local government and disadvantaged unincorporated community within California to have sufficient health and hygiene centers available 24 hours a day, seven days a week, for use by homeless people. Requires such centers, which must contain public bathroom and shower facilities, to be funded by the state Department of Public Health through those county agencies that oversee public health programs. Allows any person to enforce these rights in a civil action.</td>
<td>4/30/13</td>
<td>Assembly Appropriations Committee</td>
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<tr>
<td>State Assembly Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
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<tr>
<td><strong>AB 25</strong>&lt;br&gt;(Campos) Public Employment: Social Media</td>
<td>Prohibits a public employer from requiring or requesting an employee or applicant for employment to do any of the following: (1) disclose a username or password for the purpose of accessing personal social media; (2) access personal social media in the presence of the employer; or (3) divulge any personal social media, unless it is reasonably believed to be relevant in an investigation of allegations of employee misconduct, or employee violation of application laws and regulations. Prohibits a public employer from discharging, disciplining, threatening to discharge or discipline, or otherwise retaliate against an employee or applicant for not complying with a request or demand by the employer that violates the provisions of this bill.</td>
<td>5/1/13</td>
<td>Senate Floor</td>
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<tr>
<td><strong>AB 26</strong>&lt;br&gt;(Bonilla) Greenhouse Gas Reduction Fund: Refineries</td>
<td>Specifies that cap-and-trade revenues deposited into the Greenhouse Gas Reduction Fund are public funds. If cap-and-trade revenues are made available to the owner or operator of a refinery to perform work to reduce greenhouse gas emissions, requires all work that is not performed by the owner’s or operator’s own employees and that falls within an apprenticeship occupation to be performed by skilled journeypersons and registered apprentices.</td>
<td>6/25/13</td>
<td>Senate Labor &amp; Industrial Relations Committee</td>
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<td><strong>AB 153</strong>&lt;br&gt;(Bonilla) Global Warming Solutions Act of 2006: Offset Protocols</td>
<td>By January 1, 2015, requires the California Air Resources Board (CARB) to adopt a process for the review and consideration of new offset protocols for purposes of compliance with its cap-and-trade regulation. Beginning January 1, 2014, and annually thereafter, requires CARB to use that process to review and consider new offset protocols. Requires CARB to establish incentives and guidelines that prioritize the approval of offset protocols, in the following order, the result in: (1) the creation of green jobs and the reduction of greenhouse gas emissions in the state; (2) air quality benefits in California communities disproportionately impacted by air pollution; and (3) co-benefits to public health and the environment anywhere in the state.</td>
<td>4/8/13</td>
<td>Assembly Appropriations Committee</td>
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<td><strong>AB 160</strong>&lt;br&gt;(Alejo) California Public Employees’ Pension Reform Act: Exemption for Transit Union Employees</td>
<td>Exempts the retirement plans for public transit employees whose collective bargaining rights are protected under the “13(c)” provisions of federal law from the California Public Employees’ Pension Reform Act (PEPRA), if the U.S. Department of Labor has issued a written determination that PEPRA is in conflict with federal law.</td>
<td>5/28/13</td>
<td>Assembly Appropriations Committee</td>
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<tr>
<td><strong>AB 185</strong>&lt;br&gt;(R. Hernandez) Open and Public Meetings</td>
<td>Provides that an audio or video recording of an open and public meeting made at the direction of a local agency may be erased or destroyed two years after the recording, but not sooner.</td>
<td>4/23/13</td>
<td>Assembly Local Government Committee</td>
<td></td>
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<tr>
<td><strong>AB 194</strong>&lt;br&gt;(Campos) Open Meetings</td>
<td>Expands the authorization for a district attorney or interested party to seek a judicial determination that an action taken by a local legislative body is null and void if that body violates Brown Act provisions that: (1) require every agenda for a regular meeting or notice for a special meeting to provide an opportunity for public comment; (2) allow a local legislative body to adopt reasonable regulations to ensure that the public has an opportunity to comment; and (3) prohibit a local legislative body from disallowing public criticism of the policies, procedures, programs, or services of the agency; or the acts of the legislative body.</td>
<td>1/6/14</td>
<td>Assembly Local Government Committee</td>
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<td>State Assembly Bills</td>
<td>Subject</td>
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<td>Status</td>
<td>VTA Position</td>
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<tr>
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<td><strong>AB 204</strong>&lt;br&gt;(Wilk)&lt;br&gt;Green Vehicles: Registration Fees</td>
<td>Declares the intent of the Legislature to enact a bill to impose a fee in conjunction with registration on green vehicles to address the costs of those vehicles using public roads and highways.</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
<td></td>
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<tr>
<td><strong>AB 220</strong>&lt;br&gt;(Ting)&lt;br&gt;Low-Emission Vehicles</td>
<td>Until January 1, 2018, provides either a partial exemption or a partial exclusion from existing sales and use taxes with respect to the sale of specified low-emission vehicles.</td>
<td>4/30/13</td>
<td>Assembly Revenue &amp; Taxation Committee</td>
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<tr>
<td><strong>AB 225</strong>&lt;br&gt;(Nestande)&lt;br&gt;Medium-Speed Electric Vehicles</td>
<td>Authorizes the operation of a medium-speed electric vehicle at speeds of no more than 45 miles per hour on a roadway with a speed limit that does not exceed 45 miles per hour. Defines “medium-speed electric vehicle” as one that has all of the following characteristics: (1) can attain a speed, in one mile, of more than 40 miles per hour and not more than 45 miles per hour on a paved level surface; (2) has a gross vehicle weight of no more than 3,000 pounds; (3) is propelled solely by an electric motor; and (4) contains a vehicle identification number that meets international standards. Requires a medium-speed electric vehicle to: (1) possess a fully enclosed passenger compartment with rigid doors and safety windows; (2) be equipped with a horn in good working condition; (3) meet or exceed Federal Motor Vehicle Safety Standards; and (4) meet any safety standards issued by the National Highway Traffic Safety Administration within one year of their adoption, unless an earlier compliance date is specified in the standards. Makes a medium-speed electric vehicle subject to all laws that are applicable to motor vehicles generally. Makes the driver of a medium-speed electric vehicle subject to all laws that are applicable to the driver of other motor vehicles.</td>
<td>5/9/13</td>
<td>Senate Transportation &amp; Housing Committee</td>
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AB 229
(J. Perez)
Infrastructure and Revitalization Financing Districts

Authorizes cities to form an infrastructure and revitalization financing district to finance the following types of facilities and projects of communitywide significance: (1) highways, interchanges, ramps, bridges, arterial streets, parking facilities, and transit facilities; (2) sewage treatment and water reclamation plants and interceptor pipes; (3) facilities and watershed lands used for the collection and treatment of water for urban uses; (4) flood management, including levees, bypasses, dams, retention basins, and drainage channels; (5) child care facilities; (6) libraries; (7) parks, recreational facilities, open space, and habitat restoration; (8) facilities for the transfer and disposal of solid waste; (9) brownfields restoration and other environmental mitigation; (10) purchase of land and property for development purposes and related site improvements; (11) acquisition, construction or repair of housing for rental or purchase, including multipurpose facilities; (12) acquisition, construction or repair of commercial or industrial structures for private use; (13) projects on a former military base; and (14) projects that implement a sustainable communities strategy prepared pursuant to SB 375. Prohibits an infrastructure and revitalization financing district from being used to finance routine maintenance, repair work, or the costs of ongoing operations or providing services of any kind. Allows an infrastructure and revitalization financing district to fund projects in any portion of a redevelopment project area, former redevelopment project area or former military base. Authorizes the creation of an infrastructure and revitalization financing district, adoption of a financing plan, and the issuance of bonds for implementing a financing plan with a two-thirds vote of landowners within the proposed district. Allows an infrastructure and revitalization financing district to be created for up to 40 years. Allows a district to issue debt with a final maturity date of up to 30 years. In proposing the formation of an infrastructure and revitalization financing district, prohibits a city from providing for the division of incremental property tax revenues of any affected taxing entity unless a resolution approving the district’s financing plan has been adopted by the governing body of an affected taxing entity.

Last Amended: 8/12/13
Status: Assembly Floor: Concurrence
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<th><strong>State Assembly Bills</strong></th>
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<td><strong>AB 243</strong> (Dickinson)</td>
<td>Infrastructure and Revitalization Financing Districts</td>
<td>Authorizes cities to form an infrastructure and revitalization financing district to finance the following types of facilities and projects of communitywide significance: (1) highways, interchanges, ramps, bridges, arterial streets, parking facilities, and transit facilities; (2) sewage treatment and water reclamation plants and interceptor pipes; (3) facilities and watershed lands used for the collection and treatment of water for urban uses; (4) flood management, including levees, bypasses, dams, retention basins, and drainage channels; (5) child care facilities; (6) libraries; (7) parks, recreational facilities, open space, and habitat restoration; (8) facilities for the transfer and disposal of solid waste; (9) brownfields restoration and other environmental mitigation; (10) purchase of land and property for development purposes and related site improvements; (11) acquisition, construction or repair of housing for rental or purchase, including multipurpose facilities; (12) acquisition, construction or repair of commercial or industrial structures for private use; (13) projects on a former military base; and (14) projects that implement a sustainable communities strategy prepared pursuant to SB 375. Prohibits an infrastructure and revitalization financing district from being used to finance routine maintenance, repair work, or the costs of ongoing operations or providing services of any kind. Allows an infrastructure and revitalization financing district to fund projects in any portion of a redevelopment project area, former redevelopment project area or former military base. Authorizes the creation of an infrastructure and revitalization financing district, adoption of a financing plan, and the issuance of bonds for implementing a financing plan with a 55 percent vote of landowners within the proposed district. Allows an infrastructure and revitalization financing district to be created for up to 40 years. Allows a district to issue debt with a final maturity date of up to 30 years. In proposing the formation of an infrastructure and revitalization financing district, prohibits a city from providing for the division of incremental property tax revenues of any affected taxing entity unless a resolution approving the district’s financing plan has been adopted by the governing body of an affected taxing entity.</td>
<td>8/19/13</td>
<td>Assembly Floor: Concurrence</td>
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<td><strong>AB 278</strong> (Gatto)</td>
<td>Low-Carbon Fuel Standard: Food Supply Sustainability</td>
<td>When promulgating regulations or other policies on the carbon intensity of fuels, requires the California Air Resources Board (CARB) to consider all of the following sustainability factors: (1) the full life-cycle carbon emissions from the production of a fuel; (2) the positive or negative effect of a fuel source on the domestic food supply, as determined by CARB, including crop displacement, food prices, food shipping, and market conditions; and (3) the direct and indirect land-use changes resulting from fuel production. In addition, requires CARB to consider the state of the fuel market and technologies. By December 1, 2014, requires CARB to: (1) include mechanisms and policies that favor low-carbon fuels with the highest possible sustainability based on the aforementioned factors; and (2) encourage incentives for sustainable fuels produced without food stock or displacement of food crops.</td>
<td>9/3/13</td>
<td>Senate Floor</td>
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<td><strong>AB 284</strong></td>
<td>Requires the California Air Resources Board (CARB) to convene the Road to 2050 Board consisting of the secretaries of Business Consumer Services, Food and Agriculture, Natural Resources, and Transportation, as well as the chair of the Energy Resources Conservation and Development Commission, and the president of the California Public Utilities Commission (CPUC). By January 31, 2016, and on January 31 of each even-numbered year thereafter, requires the board to submit a report to the Governor and Legislature regarding the impacts to California of global warming, as well as mitigation and adaption plans to combat these impacts. Requires the report to include the impacts of global warming to the state’s water supply, public health, agriculture, coastline, and forestry. Requires the report to be used, on an advisory basis, to guide key infrastructure decision-making processes and policies at the local and statewide levels.</td>
<td>5/8/13</td>
<td>Assembly Appropriations Committee</td>
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<td><strong>AB 294</strong></td>
<td>Creates the Local-State Joint Investment Partnership Program. Under this program, allows certain local government entities, including an infrastructure financing district or any special district, until January 1, 2020, to utilize the Educational Revenue Augmentation Fund (ERAF) portion of incremental property tax revenues to finance certain kinds of public works projects that further state policy, subject to review and approval by the California Infrastructure and Economic Development Bank. Allows the following types of public works projects to be financed under this program: (1) city streets, county highways and state highways; (2) sewage collection and treatment; (3) water treatment and distribution; (4) facilities for the collection and treatment of water for urban uses; (5) drainage, water supply and flood control; (6) educational facilities; (7) parks and recreational facilities; (8) solid waste collection and disposal; (9) public transit; (10) power and communications; (11) brownfield clean-up that promotes infill housing, and other related infill development consistent with regional and local plans; (12) economic development facilities; and (13) development of affordable housing. Authorizes the bank to approve up to a maximum of 15 applications or a total of $50 million in allocations for all approved projects, whichever comes first. Upon approval of the bank, the local government entity may issue bonds against ERAF funds, the proceeds of which shall only be used for a project approved pursuant to this program.</td>
<td>5/6/13</td>
<td>Assembly Appropriations Committee</td>
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<td><strong>AB 313</strong></td>
<td>Prohibits a person from driving a motor vehicle while using an electronic wireless communications device to write, send or read a text-based communications, even if the device is specifically designed and configured to allow voice-operated and hands-free operation.</td>
<td>As Introduced</td>
<td>Assembly Appropriations Committee</td>
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<td><strong>AB 380</strong></td>
<td>Requires a lead agency to file certain notices required by the California Environmental Quality Act (CEQA) with the Office of Planning &amp; Research and the applicable county clerk for the purpose of being posted for public review.</td>
<td>5/24/13</td>
<td>Senate Environmental Quality Committee</td>
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<td>AB 416 (Gordon)</td>
<td>Local Emission Reduction Program</td>
<td>Requires the California Air Resources Board (CARB) to create the Local Emission Reduction Program to provide grants and other financial assistance on a competitive basis to local entities to develop and implement greenhouse gas emissions reduction projects, subject to appropriations from the General Fund by the Legislature. Requires CARB to develop standards and guidelines for the distribution of funds to reduce greenhouse gas emissions, and to maximize the ability to achieve one or more of the following: (1) decrease air or water pollution; (2) reduce the consumption of natural resources or energy; (3) provide opportunities to achieve greenhouse gas emissions reductions in ways that increase localized energy resources; (4) promote public-private partnerships to implement energy efficiency and clean energy projects with financing incentives for residential and commercial facilities; (5) increase the reliability of local water supplies; (6) increase solid waste diversion from landfills; (7) increase electric vehicle infrastructure; (8) achieve greenhouse gas emissions reductions in ways that reduce vehicle miles traveled; or (9) prevent conversion of agricultural, forest and open space lands to uses that result in higher greenhouse gas emissions. Requires CARB to give priority to projects that demonstrate one or more of the following characteristics: (1) regional implementation; (2) the ability to leverage additional public and private funding; (3) the potential for co-benefits or multi-benefit attributes; (4) the potential for the project or program to be replicated; or (5) consideration of geographic and socioeconomic issues. Provides that the implementation of the Local Emission Reduction Program is contingent upon the appropriation of funds for this purpose by the Legislature.</td>
<td>4/4/13</td>
<td>Assembly Appropriations Committee</td>
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<td>AB 441 (Patterson)</td>
<td>California High-Speed Rail Authority: Contracts</td>
<td>Requires the California High-Speed Rail Authority to provide the following to the appropriate policy and fiscal committees of the Legislature: (1) a copy of each contract entered into by the authority if the dollar value of the goods or services to be provided or performed under the contract is $25,000 or more; and (2) a copy of each contract amendment and change order agreed to by the authority for $25,000 or more.</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
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<td>AB 463 (Logue)</td>
<td>California High-Speed Rail Authority: Contracts</td>
<td>Requires the California High-Speed Rail Authority to provide the following to the appropriate policy and fiscal committees of the Legislature: (1) a copy of each contract entered into by the authority if the dollar value of the goods or services to be provided or performed under the contract is $25,000 or more; and (2) a copy of each contract amendment and change order agreed to by the authority for $25,000 or more. Also requires each contractor of the authority and each subcontractor to provide the same information.</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
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<td>AB 487 (Linder)</td>
<td>Motor Vehicles: Confidential Home Addresses</td>
<td>Requires a person who requests the confidentiality of his or her home address to provide the Department of Motor Vehicles (DMV) with a current employment address for purposes of processing the service and collection of a traffic, parking or toll road violation. Requires a person who has requested such confidentiality to notify the DMV of any change in his or her employment address within 10 days. Requires the DMV to refuse to renew the registration of a vehicle owned or leased by such person if: (a) the person has been mailed a notice of delinquent parking violation or a failure to pay a traffic citation; (b) the processing agency has filed or electronically transmitted to the department an itemization of the unpaid parking or traffic citation penalty, including the administrative fee; and (c) the person has not paid the penalty and administrative fee.</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
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| **AB 515**
(Dickinson) CEQA: Writ of Mandate | Clarifies the procedures that apply when a court orders a public agency to take corrective action to comply with the California Environmental Quality Act (CEQA) by way of a peremptory writ of mandate. Specifically, requires a peremptory writ of mandate issued by the court to include the time by which the public agency must make an initial return of the writ. Requires the public agency’s initial return of the writ to describe all of the following: (1) the actions that the public agency will take to come into compliance with CEQA; (2) a schedule for those actions; and (3) the public comment period applicable to the agency’s revision of a negative declaration, mitigated negative declaration or environmental impact report, where applicable. | 1/6/14      | Assembly Appropriations Committee |              |
| **AB 543**
(Campos) CEQA: Translations | Requires a lead agency to translate certain notices required by the California Environmental Quality Act (CEQA), as well as a summary of any negative declaration, mitigated negative declaration or environmental impact report (EIR) when a group of non-English-speaking people comprises at least 25 percent of the population within the lead agency’s jurisdiction, and the project is proposed to be located at or near an area where the group of non-English-speaking people comprises at least 25 percent of the residents of that area. | 5/24/13    | Senate Environmental Quality Committee |              |
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<td>AB 574</td>
<td>Establishes the Sustainable Communities Infrastructure Program to provide a statutory framework for the distribution of any cap-and-trade revenues that are allocated for transportation purposes. Requires such revenues to be allocated to transportation projects that do all of the following: (1) provide cost-effective and feasible reductions in greenhouse gas emissions; (2) combine transportation investments with local land-use modifications and other local policy changes to provide greenhouse gas emission reductions and, where feasible, to achieve other public benefits; (3) implement either an approved sustainable communities strategy or alternative planning strategy pursuant to SB 375 (Steinberg) within existing urbanized or developed areas in regions with a metropolitan planning organization (MPO); (4) are selected through a competitive process based on cost-effective greenhouse gas emission reductions using criteria for evaluating such benefits established by the California Air Resources Board (CARB); and (5) comply with the requirements to benefit economically disadvantaged communities pursuant to current state law. Requires the agency responsible for the development of the regional transportation plan (RTP) to be the regional granting authority for these revenues for its area. Requires these revenues to be allocated to regional granting authorities on a per capita basis. Requires CARB, in consultation with the California Transportation Commission (CTC) and the Strategic Growth Council, to establish the criteria for the development and implementation of the regional grant programs. Requires regional granting authorities to allocate their share of the funds to projects selected through a competitive public process based on greenhouse gas emission reductions. Specifies that the eligible uses of these revenues shall include any of the following: (1) transportation network and demand management; (2) public transportation, including operations, maintenance and capital costs; (3) road and bridge maintenance, complete streets, bike projects, pedestrian safety enhancements, safe routes to school, and urban greening; (4) clean transportation fueling infrastructure and support; (5) multi-modal network connectivity to reduce travel distances and improve access to parks, schools, jobs, housing, and markets for rural and urban communities; (6) development and adoption of local plans and land-use policies that help to implement regional plans; (7) community infrastructure to support transit-oriented development, affordable housing, infill in existing urbanized areas, and small walkable communities in rural neighborhoods; (8) multi-use facilities and accommodations for bicyclists, pedestrians and neighborhood electric vehicles; and (9) interregional rail modernization and related community infrastructure.</td>
<td>4/15/13</td>
<td>Assembly Appropriations Committee</td>
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<td>AB 603</td>
<td>Allows the Capitol Southeast Connector Joint Powers Authority to use design-build contracting for the Southeast Connector Project in Sacramento County, subject to the approval of the California Transportation Commission (CTC).</td>
<td>4/16/13</td>
<td>Assembly Transportation Committee</td>
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<td>AB 716</td>
<td>Requires the five-year state infrastructure plan to include an analysis of investment coordination opportunities related to infill and transit-oriented development. For purposes of the plan, expands the definition of infrastructure to include housing.</td>
<td>6/18/13</td>
<td>Senate Appropriations Committee</td>
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<td><strong>AB 738</strong> (Harkey)</td>
<td>Public Entity Liability: Bicycles</td>
<td>Specifies that a public entity or an employee of a public entity acting within his or her official capacity is not liable for an injury caused to a person riding a bicycle while traveling on a roadway where the public entity has provided a bike lane.</td>
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<td><strong>AB 749</strong> (Gorell)</td>
<td>Public-Private Partnerships</td>
<td>Extends the statutory authority for Caltrans and regional transportation agencies to utilize public-private partnerships for transportation projects to January 1, 2022. Declares the intent of the Legislature that a project utilizing a public-private partnership should have the following characteristics: (1) a revenue source; (2) the purpose of constructing additional capacity for the transportation system; and (3) to the extent the project is proposed solely by a regional transportation agency and does not involve the use of any state funds, the regional transportation agency and its private-sector partners should be entirely responsible for the risks associated with the project.</td>
<td>4/11/13</td>
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<td><strong>AB 801</strong> (Brown)</td>
<td>Nonferrous Materials: Indicia of Ownership</td>
<td>Requires junk dealers and recyclers to obtain a proof of ownership record before providing payment for nonferrous materials marked with an indicia of ownership.</td>
<td>As Introduced</td>
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<td><strong>AB 840</strong> (Ammiano)</td>
<td>Driver’s License Application Requirements</td>
<td>Requires that every application for an original or a renewal of a driver’s license contain a statement requiring the applicant to acknowledge that he or she knows of the dangers of distracted driving. Requires the statement to be incorporated at the first reprinting of the application on or after January 1, 2014, and at each reprinting thereafter.</td>
<td>5/24/13</td>
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<td><strong>AB 842</strong> (Donnelly)</td>
<td>High-Speed Rail Funding</td>
<td>Prohibits federal or state funds from being expended by the California High-Speed Rail Authority or any other state agency on the construction of the state’s proposed high-speed rail project, except as necessary to meet contractual commitments entered into before January 1, 2014. Declares that this action is needed because many highway and bridge improvement and repair projects are of higher priority than high-speed rail.</td>
<td>As Introduced</td>
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<td><strong>AB 863</strong> (Torres)</td>
<td>Caltrans: NEPA Delegation for Transit Projects</td>
<td>Consistent with provisions in the federal Moving Ahead for Progress in the 21st Century Act (MAP-21), authorizes Caltrans to assume the responsibilities of the Federal Transit Administration (FTA) for environmental review and clearance for transit projects under the National Environmental Policy Act (NEPA). Provides that Caltrans consents to the jurisdiction of the federal courts with regard to the assumption of FTA’s responsibilities under NEPA and waives Eleventh Amendment protection against lawsuits brought in federal court.</td>
<td>As Introduced</td>
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<td><strong>AB 886</strong> (Allen)</td>
<td>California Transportation Financing Authority: Tax Credit Certificates</td>
<td>Allows the California Transportation Financing Authority to award tax credit certificates to exporters and importers who demonstrate to the satisfaction of the board that, during the taxable year, they have: (a) increased their cargo tonnage or value through California ports or airports by specified amounts; (b) had a net increase in qualified full-time employees hired in California; or (c) have incurred capital costs for a cargo facility in California. Permits an aggregate $500 million in tax credit certificates to be awarded by the California Transportation Financing Authority for taxable years beginning on or after January 1, 2014, and before January 1, 2019. Provides that the aggregate amount of tax credit certificates awarded to an exporter or importer cannot exceed $250,000 for a taxable year.</td>
<td>4/16/13</td>
<td>Assembly Appropriations Committee</td>
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<td><strong>AB 953</strong> (Ammiano)</td>
<td>CEQA: Natural Hazards</td>
<td>Requires the lead agency to include in an environment impact report (EIR) prepared pursuant to the California Environmental Quality Act (CEQA) a detailed statement on any significant effects that may result from locating the proposed project near, or attracting people to, existing or reasonably foreseeable natural hazards or adverse environmental conditions.</td>
<td>As Introduced</td>
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<td><strong>AB 1002</strong> (Bloom)</td>
<td>Vehicle Registration Surcharge: Sustainable Communities Strategies</td>
<td>Imposes a vehicle registration surcharge of $6. Requires the revenues generated by this surcharge to be deposited into the Sustainable Communities Strategy Subaccount established in the Motor Vehicle Account, and to be made available upon appropriate by the Legislature for implementation of sustainable communities strategies adopted pursuant to SB 375. Requires the revenues from this surcharge to be distributed as follows: (a) 50 percent appropriated to cities and counties on a per capita basis for planning and implementing projects that are consistent with the purposes of sustainable communities strategies, including first-mile-last-mile bicycle and pedestrian infrastructure projects that are intended to improve transit access in transit priority zones; bicycle and pedestrian infrastructure complete streets projects; Safe Routes to School projects; road and highway maintenance and repair projects that also facilitate transit and bicycle use; and pedestrian safety projects if the road and highway maintenance and repair costs make up no more than 20 percent of the total pedestrian safety project cost; (b) 40 percent appropriated to transportation commissions and transit operators to support transit operations, and maintain and expand reduced fare programs; and (c) 10 percent appropriated to metropolitan planning organizations (MPOs) and transportation planning agencies for competitive grants for implementing sustainable communities strategies, including livable communities projects, transit-oriented development and urban infill projects; complete streets projects; and bicycle and pedestrian projects and plans.</td>
<td>4/23/13</td>
<td>Assembly Local Government Committee</td>
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<td><strong>AB 1046</strong> (Gordon)</td>
<td>Innovative Delivery Team Demonstration Program</td>
<td>Authorizes the director of Caltrans District 4 to direct existing resources to the Innovative Delivery Team Demonstration Program (iTeam), and to utilize department staff to perform reimbursed work for projects on and off the state highway system within Santa Clara County pursuant to the demonstration program’s master agreement and accompanying work programs.</td>
<td>3/21/13</td>
<td>Senate Appropriations Committee</td>
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<td><strong>AB 1051</strong>&lt;br&gt;(Bocanegra)&lt;br&gt;Sustainable Communities for All Program</td>
<td>Establishes the Sustainable Communities for All Program with the goal of providing transportation and housing choices that allow lower-income Californians to drive less and reduce their household costs. Requires the program to begin operations on January 1, 2015. Requires the program to fund all of the following through competitive grants and loans: (1) expanded or improved public transit service; (2) public transit capital maintenance; (3) development and rehabilitation of transit-oriented residential development that is affordable to low-income households and provides trip reduction strategies, including public transit passes and car-sharing; (4) expanded bicycle and pedestrian networks, facilities and programs that promote additional use and safety, and that provide access to public transit, schools, colleges, shopping, and other destinations; (5) expanded vanpooling, car-share and carpool promotion programs; (6) transportation demand management strategies and incentives that reduce both vehicle travel and ownership, including discounted public transit passes in transit priority zones; (7) invest in energy efficiency improvements in existing multi-family rental homes affordable to low-income households; and (8) open-space protection, local parks and urban forestry. Provides that the implementation of the Sustainable Communities for All Program is contingent upon the appropriation of funds for this purpose by the Legislature. Appropriates an unspecified amount of money from the Greenhouse Gas Reduction Fund to be allocated as follows: (1) an unspecified amount to the Department of Housing and Community Development to be expended for loans for the development and construction of affordable housing within close proximity to public transit stations; (2) an unspecified amount to projects and programs that are eligible to receive funds through the State Transit Assistance Program (STA), and that show greenhouse gas emissions reductions; (3) an unspecified amount to projects and programs that are eligible to receive funds through the Bicycle Transportation Account, and that show greenhouse gas emissions reductions; (4) an unspecified amount to projects and programs that are eligible to receive funds through the Safe Routes to School Program, and that show greenhouse gas emissions reductions; (5) an unspecified amount to projects and programs that are eligible to receive funds through the federal Transportation Alternatives Program, and that show greenhouse gas emissions reductions; (6) an unspecified amount to the Energy Savings Assistance Program and the Weatherization Assistance Program; and (7) an unspecified amount to the Natural Resources Agency to fund urban forestry, local parks and open-space protection projects that show greenhouse gas emissions reductions.</td>
<td>4/8/13</td>
<td>Assembly Appropriations Committee</td>
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<td><strong>AB 1077</strong>&lt;br&gt;(Muratsuchi)&lt;br&gt;Alternative Fuel Vehicles</td>
<td>Until January 1, 2022, in calculating the sales tax owed, excludes from the terms “gross receipts” and “sales price” any amount allowed as a credit under federal or state law as an incentive to further reduce the purchase price of a new alternative fuel motor vehicle. Specifies that the exemption applies to the market value of the vehicle for purposes of assessing the vehicle license fee charge.</td>
<td>6/15/13</td>
<td>Assembly Appropriations Committee</td>
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<td><strong>AB 1080 (Alejo)</strong> Community Revitalization and Investment Authorities</td>
<td>Authorizes cities, counties and special districts to establish community revitalization and investment authorities to invest property tax increment revenues to relieve conditions of unemployment, reduce high crime rates, repair deteriorated or inadequate infrastructure, promote affordable housing, and improve conditions leading to increased employment opportunities. Prohibits a city or county with a redevelopment agency that was dissolved from forming a community revitalization and investment authority, unless the successor agency or designated local authority for the former redevelopment agency has received a finding of completion from the Department of Finance. Requires at least 80 percent of the land calculated by census tracts within the area for which a community revitalization and investment authority is proposed to be formed to be characterized by both of the following conditions: (1) an annual median household income that is less than 80 percent of the statewide annual median income; and (2) three of the following four conditions: non-seasonal unemployment that is at least 3 percent higher than statewide median unemployment, crime rates that are 5 percent higher than the statewide median crime rate, deteriorated or inadequate infrastructure, or deteriorated commercial or residential structures. Allows a community revitalization and investment authority to: (1) provide funding to rehabilitate, repair, upgrade, or construct infrastructure; (2) provide funding for low- and moderate-income housing; (3) remedy or remove a release of hazardous substances; (4) provide for seismic retrofits of existing buildings; (5) make loans or grants for owners or tenants to improve, rehabilitate or retrofit buildings or structures; and (6) provide direct assistance to businesses in connection with new or existing facilities for industrial or manufacturing uses. Allows a community revitalization and investment authority to receive property tax increment revenues from only those affected taxing entities that have adopted a resolution approving the authority’s investment plan. Every 10 years, requires a community revitalization and investment authority to conduct a protest proceeding to consider whether the property owners within the area wish for the authority to continue to take further actions to implement its investment plan.</td>
<td>8/20/13</td>
<td>Senate Appropriations Committee</td>
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<td><strong>AB 1081 (Medina)</strong> Goods-Movement-Related Infrastructure</td>
<td>Requires the state’s five-year infrastructure plan to include: (1) information pertaining to new, rehabilitated, modernized, improved, or renovated infrastructure identified by state or federal agencies, or by regional transportation agencies that directly relates to enhancing the movement of goods; (2) identification of state goods movement needs and strategies to address them, as outlined in the state freight plan; (3) recommendations for private-sector financing for goods-movement-related infrastructure; and (4) any good-movement-related infrastructure projects identified by Caltrans as eligible to submit to infrastructure financing exchanges.</td>
<td>8/12/13</td>
<td>Senate Appropriations Committee</td>
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<tr>
<td><strong>AB 1158 (Waldron)</strong> On-Street Parking for Electric Vehicles</td>
<td>Authorizes local agencies to adopt rules and regulations by ordinance or resolution regarding designating and enforcing on-street parking spaces for electric vehicles.</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
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<td><strong>AB 1193 (Ting)</strong> Bikeways</td>
<td>Adds “cycletracks,” also referred to as “protected bike lanes,” as a fourth class of bikeways in California, and requires Caltrans to establish minimum safety design criteria for them by June 30, 2015. Defines “cycletracks” to mean a bikeway that provides a right-of-way designated exclusively for bicycle travel within a roadway, and that is protected from other vehicle traffic with devices, such as grade separations, flexible posts, inflexible physical barriers, or parked cars.</td>
<td>1/23/14</td>
<td>Assembly Appropriations Committee</td>
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| **AB 1194**
(Ammiano)
Safe Routes to School Program | Requires the state’s Safe Routes to School Program to include the following elements: (1) construction of bicycle and pedestrian safety and traffic calming projects; and (2) non-infrastructure-related activities to encourage walking and bicycling to school, such as public awareness campaigns, outreach to the media and community leaders, traffic education and enforcement in the vicinity of schools, and student sessions on bicycle and pedestrian safety. Requires 20 percent of the program funds to be used for non-infrastructure-related activities. At the discretion of the Transportation Agency, allows the responsibility for selecting projects and awarding grants under this program to be transferred from Caltrans to the California Transportation Commission (CTC). Requires Caltrans to employ a full-time coordinator to administer the program. | 5/24/13 | Senate Transportation & Housing Committee |
| **AB 1272**
(Medina)
California Infrastructure and Economic Development Bank | Authorizes the California Infrastructure and Economic Development Bank to join or formally participate in regional, state, national, or international organizations related to infrastructure financing. In participating in any of these organizations, allows the bank to serve as facilitator of an infrastructure financing project that would be located in California, regardless of whether the bank would be funding a portion of the project. | As Introduced | Assembly Appropriations Committee |
| **AB 1330**
(J. Perez)
Environmental Justice | If the legislative body of a local government entity limits the time for public comment, prohibits that body from counting the time used by a translator to translate comments from a non-English-speaker in determining whether the speaker has exceeded his or her time limit, unless simultaneous translation equipment is used. By January 1, 2015, requires the California Environmental Protection Agency (CalEPA) to establish a list of environmental justice communities that identifies the top 15 percent of communities in the state, based on census tracts, disproportionately impacted by environmental hazards. Requires CalEPA to revise the list on a triennial basis. Requires enforcement agencies with jurisdiction over certain environmental laws and the courts to double the maximum amount of fines and penalties assessed if a violation occurs at a facility located in an environmental justice community that results in an increased level of emissions or discharges that exceeds the level permitted under law. Requires a portion of these fines and penalties to be deposited into the Green Zone Trust Fund to be used to support projects that are environmentally beneficial to environmental justice communities. By January 1, 2016, requires the Department of Toxic Substances Control to prepare and submit to the Legislature a state Hazardous Waste Reduction Plan that identifies measures necessary to achieve a significant reduction in the amount of hazardous waste generated and disposed of in California by 2025 to the maximum extent practicable. Requires the department to report to the Legislature on a biennial basis on its progress toward achieving the goals in the plan. | 9/6/13 | Senate Floor |
| **AB 1333**
(Hernandez)
Local Agency Contracts: Automatic Renewal Clauses | If a contract or memorandum of understanding (MOU) between a local agency and a private party with a total annual value of $250,000 or more contains an automatic renewal clause, requires the local agency to adopt a resolution that either exercises or declines to exercise the option to rescind the contract on or before the annual date by which the contract may be rescinded. Excludes a contract or MOU between a public agency and an employee organization that establishes terms and conditions of employment for the agency’s employees from the provisions of the bill. | 6/26/13 | Senate Governance & Finance Committee |
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<tr>
<td><strong>AB 1375</strong></td>
<td>Creates the Clean Technology Investment Account within the Greenhouse Gas</td>
<td>5/7/13</td>
<td>Assembly Appropriations</td>
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<td>(Chau) Clean Technology Investment Account</td>
<td>Reduction Fund. Requires the money in the account to be expended by the California Air Resources Board (CARB), subject to appropriations by the Legislature in the annual Budget Act, to accelerate the development and deployment of clean technologies that will reduce greenhouse gas emissions and foster job creation in California. Prior to disbursing any funds from the account, requires CARB to develop and adopt project solicitation and evaluation guidelines. Provides that the implementation of the provisions of this bill is contingent upon the appropriation of funds for this purpose by the Legislature.</td>
<td></td>
<td>Committee</td>
<td></td>
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<td><strong>AB 1501</strong></td>
<td>Prohibits the California High-Speed Rail Authority from expending federal</td>
<td>As Introduced</td>
<td>Assembly Transportation Committee</td>
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<td>(Patterson) High-Speed Rail: Federal Funding</td>
<td>funds appropriated pursuant to the Budget Act of 2012 unless state dollars appropriated from the High-Speed Rail Passenger Bond Act or from another state funding source are immediately available to the authority for the purpose of matching the federal funds. Specifies that this prohibition shall apply regardless of whether the federal government has authorized the expenditure of the federal funds.</td>
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<td><strong>AB 1536</strong></td>
<td>Prohibits public transportation employee or public transportation employee</td>
<td>As Introduced</td>
<td>Assembly Desk</td>
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<td>(Olsen) Public Transportation Employees: Strike Prohibition</td>
<td>organization from engaging in, causing, instigating, encouraging, or condoning a strike. Provides that a public transportation employee who violates this prohibition is subject to removal or other disciplinary action. Specifies that if the Public Employee Relations Board determines that a public transportation employee organization has violated the provisions of this bill, the board may order forfeiture of specified rights granted to the organization under state law.</td>
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<td><strong>ACA 6</strong></td>
<td>Calls for placing before the voters an amendment to the California Constitution that would increase the voting requirement from a simple majority to a 55 percent majority to amend the Constitution by an initiative measure. However, continues to permit the electors to repeal a previously adopted initiative or legislative amendment to the Constitution by an initiative measure passed by a simple majority.</td>
<td>As Introduced</td>
<td>Assembly Floor</td>
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<td>(Gatto) Constitutional Amendments</td>
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<td>4/4/13</td>
<td>Senate Governance &amp; Finance Committee</td>
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<td><strong>ACA 8</strong></td>
<td>Calls for placing before the voters an amendment to the California Constitution to allow a local agency to incur indebtedness in the form of general obligation bonds, if approved by its electorate by a 55 percent majority, to fund the construction, reconstruction, rehabilitation, maintenance, replacement, earthquake repair, or seismic retrofit of: (1) public improvements, including improvements to transportation infrastructure, streets and roads, sidewalks, transit systems, highways, freeways, sewer systems, water systems, wastewater systems, storm drain systems, and park and recreation facilities; and (2) facilities or buildings used primarily to provide sheriff, police or fire protection services to the public. Creates an exception to the 1 percent limit for property tax assessments if the revenues are being used to pay bonded indebtedness, approved by a 55 percent majority vote, to fund the construction, reconstruction, rehabilitation, maintenance, replacement, earthquake repair, or seismic retrofit of: (1) public improvements, including improvements to transportation infrastructure, streets and roads, sidewalks, transit systems, highways, freeways, sewer systems, water systems, wastewater systems, storm drain systems, and park and recreation facilities; and (2) facilities or buildings used primarily to provide sheriff, police or fire protection services to the public.</td>
<td>4/4/13</td>
<td>Senate Governance &amp; Finance Committee</td>
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### State Senate Bills

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<td><strong>SB 1</strong>&lt;br&gt;(Steinberg)&lt;br&gt;Sustainable Communities Investment Authorities</td>
<td>Allows a city, county or special district to form a Sustainable Communities Investment Authority for a designated Sustainable Communities Investment Area. Provides that a city or county that created a redevelopment agency that was dissolved pursuant to state law cannot form a Sustainable Communities Investment Authority, unless the successor agency or designated local authority for the former redevelopment agency has received a finding of completion from the Department of Finance. Also provides that a city, county or special district that has declared a fiscal emergency cannot form a Sustainable Communities Investment Authority, unless it subsequently declares that the fiscal emergency has been resolved. Requires a Sustainable Communities Investment Area to include only the following: (1) transit priority project areas; (2) areas that are small walkable communities; or (3) sites that have land-use approvals, covenants, conditions, or other effective controls restricting them to clean energy manufacturing. Provides that a taxing agency participating in or approving the formation of a Sustainable Communities Investment Authority, or appointing governing board members to the authority may authorize an allocation to the authority of all or part of the tax increment revenues that otherwise would be paid to that taxing agency. Excludes school districts from participating in a Sustainable Communities Investment Authority. Allows an authority to adopt a plan for a Sustainable Communities Investment Area, which may include a provision for the receipt of tax increment funds, if the local government with land-use jurisdiction has adopted all of the following: (1) a sustainable parking standards ordinance that restricts parking in transit priority project areas to encourage public transit use to the greatest extent feasible; (2) an ordinance creating a jobs plan; (3) for transit priority project areas and small walkable communities within a metropolitan planning organization (MPO), a plan consistent with the use designation, density, building intensity, and applicable policies specified for the Sustainable Communities Investment Area in the sustainable communities strategy; (4) within small walkable communities outside an MPO, a plan that provides a density of at least 20 dwelling units per net acre for new residential construction and a minimum floor area ratio of 0.75 for non-residential uses; and (5) an ordinance that prohibits the number of housing units occupied by extremely low-income, very low-income and low-income households from being reduced in the Sustainable Communities Investment Area, and that requires the replacement of any such units upon their removal. If a Sustainable Communities Investment Authority includes a provision for the receipt of tax increment revenues in its plan, requires the authority to dedicate no less than 20 percent of these revenues for affordable housing purposes. Allows a state or local pension fund system to invest capital in the public infrastructure projects, and private commercial and residential developments undertaken by an authority. Allows a Sustainable Communities Investment Authority to implement a local transactions and use tax, and to issue bonds. Prohibits pledging school district property tax revenues for the repayment of bonds issued by a Sustainable Communities Investment Authority.</td>
<td>9/3/13</td>
<td>Senate Floor: Concurrence</td>
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<td>SB 11 (Pavley) Alternative Fuel and Vehicle Technologies: Funding Programs</td>
<td>Extends the authorization and various funding sources for the following three alternative fuel and vehicle technology programs until January 1, 2024: (1) the Enhanced Fleet Modernization Program administered by the California Air Resources Board (CARB); (2) the Alternative and Renewable Fuel and Vehicle Technology Program administered by the California Energy Commission; and (3) the Air Quality Improvement Program administered by CARB. Extends the authorization for the Carl Moyer Program administered by local air districts until January 1, 2024. Provides that this bill shall become operative only if AB 8 (Perea) is also enacted.</td>
<td>9/6/13</td>
<td>Assembly Transportation Committee</td>
<td>Support</td>
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<td>SB 33 (Wolk) Infrastructure Financing Districts</td>
<td>Eliminates the requirement for voter approval for the creation of an infrastructure financing district, adoption of an infrastructure financing plan, and the issuance of bonds for implementing an infrastructure financing plan. Instead, provides that the legislative body of a city, at the conclusion of a public hearing, may adopt a resolution establishing an infrastructure financing district based upon a finding that: (1) the goals of the district are consistent with the city’s General Plan; and (2) the financing programs undertaken by the district are an efficient means of implementing the goals of the district. Requires a public financing authority to be created to serve as the legislative body of an infrastructure financing district. Requires the public financing authority to be comprised of five people, three of whom must be members of the city council or board of supervisors that established the district and two of whom must be public members. Allows for the public financing authority to adopt the infrastructure financing plan and to issue bonds by a majority vote of the authority. If an infrastructure financing plan provides for the division of taxes of any affected taxing entity, requires a public accountability committee to be created to review the actions of the public financing authority. Requires the committee to be comprised of a representative from each affected taxing entity that has agreed to the division of its taxes, a representative of the public financing authority, and one or more public members. Generally prohibits an infrastructure financing district from paying for: (1) routine maintenance; (2) repair work; (3) the costs of ongoing operations; or (4) providing services of any kind. Clarifies that an infrastructure financing district shall finance only structural and non-structural public capital facilities of communitywide significance. Allows an infrastructure financing district to finance any project that implements a transit priority project regional transportation plan (RTP), or other projects that are consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy. Prohibits an infrastructure financing district from providing any form of financial assistance to: (1) a vehicle dealer; (2) a big box retailer; or (3) a business entity that sells or leases land to a vehicle dealer or big box retailer that is relocating from the territorial jurisdiction of one local agency to the territorial jurisdiction of another local agency but within the same market area. Prohibits an infrastructure financing district from financing any project or portion of a project within the boundaries of a former redevelopment agency until the successor agency to the former redevelopment agency has received a finding of completion from the Department of Finance. Specifies that the date on which an infrastructure financing district would cease to exist would not be more than 40 years from the date the public financing authority adopted the infrastructure financing plan. Requires an infrastructure financing district to distribute an annual report to each owner of land within the district and each affected taxing entity. Requires the report to contain all of the following: (1) a summary of the district’s expenditures; (2) a description of the progress made toward the district’s adopted goals; and (3) an assessment of the status regarding completion of the district’s public works projects.</td>
<td>8/26/13</td>
<td>Assembly Floor</td>
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<td><strong>SB 64</strong> (Corbett) Global Warming Solutions Act of 2006: Clean Technology Investment Account</td>
<td>Creates the Clean Technology Investment Account within the Greenhouse Gas Reduction Fund. Requires the Legislature to annually appropriate cap-and-trade revenues or other funds to the Clean Technology Investment Account in the Budget Act. Requires the revenues in the account to be made available to the California Air Resources Board (CARB) to provide grants to non-profit public benefit corporations and regional technology alliances to design and implement programs that accelerate the development, demonstration and deployment of transformative technologies that would reduce greenhouse gas emissions and foster job creation in the state.</td>
<td>6/14/13</td>
<td>Assembly Natural Resources Committee</td>
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<td><strong>SB 123</strong> (Corbett) Environmental and Land-Use Court Divisions</td>
<td>Beginning July 1, 2014, requires the Judicial Council to direct the creation of an Environmental and Land-Use Division within two or more Superior Courts within each of the Appellate Districts of the state to process civil proceedings brought pursuant to the California Environmental Quality Act (CEQA), as well as in the following subject areas: (1) air quality; (2) biological resources; (3) climate change; (4) hazards and hazardous materials; (5) land-use planning; and (6) water quality. By rule of court, requires the Judicial Council to: (1) identify statutes in the specified six subject areas that would be within the jurisdiction of the Environmental and Land-Use Court Divisions; and (2) establish appropriate standards and protocols for the divisions to accomplish the objectives of consistency, expediency and expertise. Requires the Controller’s Office to transfer $10 of each fee collected for an environmental license plate to the Environmental and Land-Use Court Account for the exclusive use, upon appropriation by the Legislature, of the Judicial Council to supplement funding for the operation of the Environmental and Land-Use Court Divisions.</td>
<td>5/2/13</td>
<td>Senate Appropriations Committee</td>
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<td><strong>SB 230</strong> (Knight) Farebox Recover Ratio: Certificates of Participation</td>
<td>Excludes the principal and interest payments on all capital projects funded with certificates of participation (COPs) from the definition of operating costs for purposes of calculating a public transit agency’s farebox recovery ratio pursuant to the Transportation Development Act (TDA).</td>
<td>3/18/13</td>
<td>Senate Transportation &amp; Housing Committee</td>
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<td><strong>SB 242</strong> (Wyland) Toll Collection: Alternative Technologies</td>
<td>Authorizes Caltrans, and local and regional transportation agencies with existing or planned toll facilities within their respective jurisdictions to conduct a pilot project that uses automated toll collection technologies as an alternative to the existing radio-frequency identification tolling technology in order to identify opportunities to facilitate lower-cost tolling infrastructure, lower related operating costs and more rapid deployment of high-occupancy toll lane networks. Provides that such a pilot project may include the deployment of tolling technologies that may or may not meet interoperability requirements. Allows Caltrans, and local and regional transportation agencies to undertake alternative tolling technology pilot projects for a period of up to four years. Requires any vendor electing to participate in such a pilot project to cover all related costs incurred by Caltrans, or the local or regional transportation agency. Allows a pilot project to be conducted if it does not cause a reduction in California’s federal-aid highway funds. Sunsets the provisions of the bill on January 1, 2018.</td>
<td>4/23/13</td>
<td>Assembly Transportation Committee</td>
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<td>SB 263 (Monning)</td>
<td>Requires a state agency to give a 10 percent preference to any bidder on a contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days.</td>
<td>1/21/14</td>
<td>Assembly Business, Professions &amp; Consumer Protection Committee</td>
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<td>SB 391 (DeSaulnier) California Homes and Jobs Trust Fund</td>
<td>Imposes a fee of $75 to be paid at the time of the recording of every real estate instrument, paper or notice required or permitted by law to be recorded. Requires that the revenues from this fee be allocated quarterly to the Department of Housing and Community Development for deposit into the California Homes and Jobs Trust Fund. Upon appropriation by the Legislature, authorizes the money in the fund to be expended for the following purposes: (1) supporting the development, acquisition, rehabilitation, and preservation of housing affordable to low- and moderate-income households; (2) administering housing programs that receive an allocation from the fund; and (3) the cost of periodic audits of the fund by the California State Auditor’s Office. For all public works projects costing in excess of $1 million that are funded in whole or in part from the Homes and Jobs Trust Fund, requires either of the following: (1) the Department of Industrial Relations to monitor and enforce compliance with prevailing wage requirements for any construction contract; or (2) the project sponsor to have in place a collective bargaining agreement that binds all of the contractors performing work on the project and that includes a mechanism for resolving disputes regarding the payment of wages. Requires the Department of Housing and Community Development to develop and submit to the Legislature a five-year California Homes and Jobs Trust Fund Investment Strategy in conjunction with the Governor’s FY 2015 May Revision to the State Budget. Beginning with FY 2020, requires the department to submit an update of the California Homes and Jobs Trust Fund Investment Strategy every five years concurrent with the release of the Governor’s proposed budget.</td>
<td>8/8/13</td>
<td>Assembly Appropriations Committee</td>
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<td>SB 408 (De Leon) STIP Funds</td>
<td>Specifies that State Transportation Improvement Program (STIP) funds shall be available for the study, development and implementation of capital improvement projects.</td>
<td>As Introduced</td>
<td>Senate Rules Committee</td>
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<td>SB 423 (Huff) Public Transportation Employees: Strike Prohibition</td>
<td>Prohibits public transportation employee or public transportation employee organization from engaging in, causing, instigating, encouraging, or condoning a strike. Provides that a public transportation employee who violates this prohibition is subject to removal or other disciplinary action. Specifies that if the Public Employee Relations Board determines that a public transportation employee organization has violated the provisions of this bill, the board may order forfeiture of specified rights granted to the organization under state law.</td>
<td>1/6/14</td>
<td>Senate Public Employment and Retirement Committee</td>
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<td>SB 486 (DeSaulnier) Caltrans: Performance Measurement Benchmarks</td>
<td>Requires the secretary of the Transportation Agency to identify performance benchmarks for Caltrans in the following areas: (1) enhancement of public safety; (2) system preservation and rehabilitation; (3) efficiency and cost effectiveness of project delivery; and (4) environmental sustainability. Requires Caltrans to issue reports every three months that measure the department’s success in meeting these performance benchmarks. Requires the transportation secretary to report, on a quarterly basis, to the California Transportation Commission (CTC) on the performance of Caltrans.</td>
<td>9/3/13</td>
<td>Assembly Floor</td>
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<td>SB 525 (Galgiani)</td>
<td>CEQA: Altamont Commuter Express</td>
<td>As Introduced</td>
<td>Senate Environmental Quality Committee</td>
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<td>SB 556 (Corbett) Contractor Disclosures</td>
<td>Prohibits a non-governmental entity that contracts to perform labor or services relating to public health and safety for a public agency from displaying on a vehicle or uniform a logo of the public agency that reasonably could be interpreted as implying that the labor or services are being provided by employees of the public agency, unless the vehicle or uniform conspicuously displays a disclosure, as specified.</td>
<td>9/4/13</td>
<td>Assembly Floor</td>
<td>Oppose</td>
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<td>SB 592 (Lieu) Trade Promotion of California Ports</td>
<td>By December 1, 2014, requires the Governor’s Office of Business &amp; Economic Development to provide to the Legislature a strategy for promoting trade for California’s airports, land ports and seaports. At a minimum, requires the strategy to include all of the following: (1) policy goals, objectives and recommendations necessary to implement a comprehensive plan for promoting greater use of California’s ports; (2) measurable outcomes and timelines anticipated for the goals, objectives and recommended actions; (3) identification of impediments to achieving the goals and objectives; (4) identification of key stakeholder partnerships that will be used in implementing the strategy; and (5) identification of funding options for implementing the recommended actions.</td>
<td>8/13/13</td>
<td>Assembly Appropriations Committee</td>
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<td>SB 605 (Lara) California Global Warming Solutions Act: Greenhouse Gas Reduction Fund and Scoping Plan</td>
<td>During FY 2014, requires the Controller’s Office to determine the amount of cap-and-trade auction proceeds collected and deposited into the Greenhouse Gas Reduction Fund by the California Air Resources Board (CARB). Requires $125 million of the unencumbered amount to be appropriated to CARB to expend by June 30, 2014, on projects and programs that are located within and benefit disadvantaged communities in accordance with existing programs within the three-year Cap-and-Trade Auction Proceeds Investment Plan. Prohibits these revenues from being transferred or loaned to any other fund in FY 2014. When updating the scoping plan pursuant to the California Global Warming Solutions Act of 2006, requires CARB to do the following: (1) prioritize and emphasize measures and actions resulting in greenhouse gas emission reductions that create jobs in California, and that reduce co-pollutants in regions of the state most impacted by toxic and criteria air pollutants; (2) prioritize and emphasize current regulations and actions; (3) recommend additional actions and measures that could be implemented beginning no later than December 31, 2015, to achieve maximum technologically feasible and cost-effective emission reductions in short-lived climate pollutants with high global warming potentials; (4) limit the use of offsets; and (5) include a plan to be implemented in the event that any regulatory measures adopted by CARB are not projected to result in the greenhouse gas emission reductions necessary to meet the goals established in the Global Warming Solutions Act. Requires CARB to submit this information to the Joint Legislature Budget Committee.</td>
<td>7/3/13</td>
<td>Assembly Appropriations Committee</td>
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<td><strong>SB 628</strong></td>
<td>Allows for the formation of an infrastructure financing district, adoption of an infrastructure financing district plan, and the issuance of bonds to implement a transit priority project. Requires a transit priority project utilizing an infrastructure financing district to use at least 25 percent of all revenues derived from the infrastructure financing district to increase, improve and preserve the supply of lower- and moderate-income housing in the district. Declares the intent of the Legislature that the development of transit priority projects throughout the state be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code. Eliminates the requirement for voter approval for the formation of an infrastructure financing district, adoption of an infrastructure financing plan, and the issuance of bonds for implementing of an infrastructure financing district for a transit priority project. Specifies that an infrastructure financing district may use tax increment funds for a transit priority project, provided that the local government with land-use jurisdiction has adopted an ordinance that does both of the following: (1) prohibits the number of housing units occupied by extremely low, very low and low-income households from being reduced in the district during the effective period of the infrastructure financing plan; and (2) requires the replacement of dwelling units for extremely low, very low or low-income households within two years.</td>
<td>8/5/13</td>
<td>Senate Desk</td>
<td>Support</td>
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<td><strong>SB 648</strong></td>
<td>Regulates the use of electronic cigarettes to the same extent and in the same manner as conventional cigarettes and other tobacco products. Prohibits the smoking of electronic cigarettes inside a public building, or in an outdoor area within 20 feet of a main exit, entrance or operable window of a public building. Allows a public transportation agency to enact an ordinance to impose and enforce an administrative penalty for smoking an electronic cigarette in or on a system facility or vehicle in those areas where this activity is prohibited by that agency.</td>
<td>8/5/13</td>
<td>Assembly Governmental Organization Committee</td>
<td>Support</td>
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<td>SB 731 (Steinberg) CEQA Modernization Act of 2013</td>
<td>States the intent of the Legislature to appropriate $30 million in the annual Budget Act to the Strategic Growth Council to provide competitive grants to local agencies for planning activities related to the implementation of regional sustainable communities strategies. Upon the request of a project applicant, requires the lead agency for CEQA purposes to prepare a record of proceedings concurrently with the preparation, adoption or certification of an environmental document for a project, as specified. Provides that aesthetic and parking impacts of a residential, mixed-use residential or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. By July 1, 2015, requires the Office of Planning &amp; Research to prepare and submit to the Natural Resources Agency for certification and adoption proposed revisions to the CEQA Guidelines establishing criteria for a lead agency to assess the need for translating notices into non-English languages for projects considered pursuant to CEQA and requirements for the posting of those notices in non-English languages. Until January 1, 2017, establishes in the Governor’s Office the position of Renewable Energy Facilities Advisor. If a court finds, as a result of a trial, hearing or remand from an appellate court, that any determination, finding or decision of a public agency has been made without complying with CEQA, requires the court to enter an order that includes issuing an peremptory writ of mandate specifying what action by the public agency is necessary to comply with CEQA. Requires the writ to be limited to that portion of a determination, finding or decision, or the specific project activities found to be in non-compliance only if the court finds all of the following: (1) the portion or specific project activities are severable; (2) severance will not prejudice complete and full compliance with CEQA; and (3) the court has not found the remainder of the project to be in non-compliance. Requires the lead agency, as part of the mitigation monitoring plan and upon the request of a member of the public, to prepare or cause to be prepared an annual report on project compliance with the required mitigation measures that is publicly available online. Requires the Office of Planning &amp; Research to prepare and transmit to the Natural Resources Agency for certification and adoption proposed revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas. Requires these criteria to promote the reduction of greenhouse gas emissions, the development of multi-modal transportation networks, and a diversity of land uses. In preparing the criteria, requires the Office of Planning &amp; Research to recommend potential metrics to measure transportation impacts that may include vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated. Specifies that upon certification of these revisions by the Natural Resources Agency, automobile delay as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment for projects located in a transit priority area. Authorizes the Office of Planning &amp; Research to adopt revisions to the CEQA Guidelines establishing alternative metrics to traffic levels of service for measuring transportation impacts outside transit priority areas. Requires the Office of Planning &amp; Research to produce a report on economic displacement.</td>
<td>9/9/13</td>
<td>Assembly Local Government Committee</td>
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<td>State Senate Bills</td>
<td>Subject</td>
<td>Last Amended</td>
<td>Status</td>
<td>VTA Position</td>
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| **SB 785**  
(Wolk)  
Design-Build Contracting | Eliminates numerous existing individual agency statutes and, instead, enacts one general statute providing local agencies with the authority to utilize design-build contracting for any public works project exceeding $1 million in cost, except for projects on the state highway system. Allows a local agency to use either low bid or best value to award a design-build contract. Defines “local agency” to mean the following: (1) a city or county; (2) a special district that operates wastewater facilities, solid waste management facilities or water recycling facilities; or (3) any transit district, including municipal operators. | 1/14/14 | Senate Floor | Support |
| **SB 787**  
(Berryhill)  
Sustainable Environmental Protection Act | Enacts the Sustainable Environmental Protection Act. Prohibits a cause of action on the grounds of non-compliance with the California Environmental Quality Act (CEQA) that relates to any topical area or criteria for which compliance obligations are identified. Also prohibits challenges to environmental documents if: (1) the environmental document discloses compliance with applicable environmental laws; (2) the project conforms with the use designation, density or building intensity in an applicable plan; and (3) the project approval incorporates applicable mitigation requirements into the environmental document. | 4/18/13 | Senate Environmental Quality Committee | |
| **SB 791**  
(Wyland)  
Gas Tax | Requires the Legislature, by a two-thirds majority of both chambers, to approve any adjustments to the state’s excise tax on gasoline that may be necessary pursuant to the transportation tax swap enacted in 2011. | 4/4/13 | Senate Transportation & Housing Committee | Oppose |
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| **SB 792** (DeSaulnier)  
Bay Area’s Joint Policy Committee | Requires the Metropolitan Transportation Commission (MTC), the Bay Area Air Quality Management District (BAAQMD), the San Francisco Bay Conservation and Development Commission (BCDC), and the Association of Bay Area Governments (ABAG), as the member agencies of the Bay Area’s Joint Policy Committee, to prepare a plan to consolidate the functions that are common to the four agencies. Requires the plan to consider such functions as personnel and human resources; budget and financial services; electronic data and communications systems; legal services; contracting and procurement of goods and services; public information and outreach services; intergovernmental relations; and transportation, land-use, economic, and related forecasting models. By December 31, 2015, requires MTC, BAAQMD, BCDC, and ABAG to submit a copy of the plan to their respective governing boards. By December 15, 2016, requires the four agencies to report to the Senate Transportation & Housing Committee on the adoption and implementation of the plan. Requires MTC to convene a public engagement advisory group to assist in the development of a draft public participation plan to be used for updates to the regional transportation plan (RTP). Requires the Joint Policy Committee to appoint an Advisory Committee on Economic Competitiveness. In consultation with this advisory committee, requires the Joint Policy Committee to adopt goals and policies related to the inclusion of economic development opportunities in the Bay Area’s regional sustainable communities strategy. Requires the Bay Area’s regional sustainable communities strategy adopted after January 1, 2015, to include consideration of the following: (1) local and regional air quality; (2) sea level rise; (3) priority infrastructure needs; and (4) goals and policies related to economic development opportunities and social equity. Divides the responsibilities for different elements of the sustainable communities strategy among MTC, BAAQMD, BCDC, and ABAG. Requires all four agencies to adopt the strategy as a whole. Requires MTC to report biannually to the Legislature and the public at large on progress in implementing the policies and programs of the current sustainable communities strategy, and in preparing subsequent strategies. Requires BCDC to relocate to 390 Main Street in San Francisco. | 1/13/14 | Senate Appropriations Committee |
| **SB 810** (Price)  
Franchise Tax Board: Tax Credit Certificates | Allows the Franchise Tax Board to award tax credit certificates to exporters and importers who demonstrate to the satisfaction of the board that, during the taxable year, they have: (a) increased their cargo tonnage or value through California ports or airports by specified amounts; (b) had a net increase in qualified full-time employees hired in California; or (c) have incurred capital costs for a cargo facility in California. Permits an aggregate $500 million in tax credit certificates to be awarded by the Franchise Tax Board for taxable years beginning on or after January 1, 2014, and before January 1, 2019. Provides that the aggregate amount of tax credit certificates awarded to an exporter or importer cannot exceed $250,000 for a taxable year. | 4/22/13 | Senate Governance & Finance Committee |
| **SB 893** (Hill)  
Automated License Plate Recognition Systems | Prohibits a person who operates an automated license plate recognition (ALPR) system from: (1) selling such data for any purpose; (2) sharing such data, except with a law enforcement agency or officer; or (3) sharing such data for any purpose other than providing for public safety, conducting a criminal investigation, or ensuring compliance with the law. Specifies that ALPR data retained for more than five years may be accessed only for law enforcement purposes pursuant to a warrant or other court order. Authorizes an individual whose information is sold or disclosed in violation of the provisions of this bill to bring a civil action, and be entitled to recovering any and all consequential and incident damages. | As Introduced | Senate Judiciary Committee |
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<tbody>
<tr>
<td>SB 901 (Vidak)</td>
<td>High-Speed Rail: Bond Funding</td>
<td>As Introduced</td>
<td>Senate Rules Committee</td>
<td>As Introduced</td>
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<td>Subject to voter approval, amends the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A) to provide that no further bonds shall be sold for high-speed rail and related rail purposes. Upon appropriation by the Legislature, authorizes the net proceeds received from outstanding bonds issued and sold prior to the effective date of the provisions of this bill to be redirected from high-speed rail purposes to retiring the debt incurred from the issuance and sale of those outstanding bonds. Directs the Secretary of State’s Office to submit the provisions of this bill to the voters on the ballot of the November 4, 2014, statewide general election. Until November 4, prohibits: (1) bond proceeds from Proposition 1A from being expended for high-speed rail purposes; and (2) the issuance or sale of any additional bonds.</td>
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<td>SB 902 (Vidak)</td>
<td>High-Speed Rail: Eminent Domain</td>
<td>As Introduced</td>
<td>Senate Rules Committee</td>
<td>As Introduced</td>
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<td>Prohibits the California High-Speed Rail Authority, and the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property for the state’s proposed high-speed train system unless the resolution includes both of the following: (1) identification of the sources of all funds to be invested in the property, and the anticipated time of receipt of those funds; and (2) a declaration that the authority or board has offered to purchase the property at not less than the fair market value or the amount necessary to discharge the liens against the property, whichever is greater. Requires the High-Speed Rail Authority or the Public Works Board to be responsible for compliance with any environmental protection laws or regulations that are applicable to any real property acquired through eminent domain.</td>
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<td>SB 903 (Vidak)</td>
<td>High-Speed Rail: Property Tax Revenues</td>
<td>As Introduced</td>
<td>Senate Rules Committee</td>
<td>As Introduced</td>
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<td>With respect to any real property that it acquires, requires the California High-Speed Rail Authority to annually pay the county in which the property is located an amount equal to the property tax equivalent, as defined. Requires the authority to make these payments with proceeds generated from the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A).</td>
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<tr>
<td>SB 904 (Vidak)</td>
<td>High-Speed Rail: Access to Private Property</td>
<td>As Introduced</td>
<td>Senate Rules Committee</td>
<td>As Introduced</td>
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<td>Requires an employee or contractor of the California High-Speed Rail Authority to do both of the following before entering onto privately owned property for any purpose: (1) identify himself or herself to the property owner as an employee or contractor of the authority working on the state’s proposed high-speed rail project; and (2) obtain the consent of the property owner to enter onto the property.</td>
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<td>SCA 4 (Liu) Local Government Transportation Projects</td>
<td>Calls for placing before the voters an amendment to the California Constitution to allow a local agency to impose, extend or increase a special tax for the purpose of providing funding for local transportation projects with a 55 percent majority vote of the electorate, if the ballot proposition does all of the following: (1) contains a specific list of programs and purposes to be funded, and a requirement that the tax proceeds be spent solely for those programs and purposes; (2) includes a requirement for an annual independent audit of the amount of tax proceeds collected and expended, and the specified programs and purposes funded; (3) requires the governing board to create a citizens’ oversight committee to review all expenditures of proceeds and financial audits, and to report its findings to the governing board and the public; (4) requires at least 50 percent of the tax proceeds to be expended for programs or purposes included in a sustainable communities strategy; and (5) when expending any of the tax proceeds for an expansion project on the state highway system, requires a portion of those proceeds to be dedicated for the ongoing maintenance of that expansion project. Requires the Legislature to define “local transportation projects” for purposes of this constitutional amendment. Provides that a local government could not expend revenues derived from a special tax approved by a 55 percent majority vote for the completion of a statutorily identified capital project funded in whole or in part by revenues derived from another special tax of the same local government that was approved by a two-thirds majority.</td>
<td>8/28/13</td>
<td>Senate Appropriations Committee</td>
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<td>SCA 6 (DeSaulnier) Initiative Measures: Funding Source</td>
<td>Calls for placing before the voters an amendment to the California Constitution to prohibit an initiative measure that would result in a net increase in state or local government costs from being submitted to the electors unless the Legislative Analyst’s Office and the Department of Finance jointly determine that the measure provides for additional revenues in an amount that meets or exceeds the net increase in costs.</td>
<td>As Introduced</td>
<td>Senate Appropriations Committee</td>
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<tr>
<td>SCA 8 (Corbett) Local Government Transportation Projects</td>
<td>Calls for placing before the voters an amendment to the California Constitution to allow a local agency to impose, extend or increase a special tax for the purpose of providing funding for local transportation projects with a 55 percent majority vote of the electorate, if the ballot proposition does all of the following: (1) contains a specific list of programs and purposes to be funded, and a requirement that the tax proceeds be spent solely for those programs and purposes; (2) includes a requirement for an annual independent audit of the amount of tax proceeds collected and expended, and the specified programs and purposes funded; and (3) requires the governing board to create a citizens’ oversight committee to review all expenditures of proceeds and financial audits, and to report its findings to the governing board and the public. Requires the Legislature to define “local transportation projects” for purposes of this constitutional amendment.</td>
<td>5/21/13</td>
<td>Senate Appropriations Committee</td>
<td>Support</td>
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<td><strong>SCA 9</strong> (Corbett) Local Government: Economic Development Special Taxes</td>
<td>Calls for placing before the voters an amendment to the California Constitution to allow a local agency to impose, extend or increase a special tax for the purpose of providing funding for community and economic development projects with a 55 percent majority vote, if the ballot proposition does all of the following: (1) contains a specific list of programs and purposes to be funded, and a requirement that the tax proceeds be spent solely for those programs and purposes; (2) includes a requirement for an annual independent audit of the amount of tax proceeds collected and expended, and the specified programs and purposes funded; and (3) requires the governing board to create a citizens’ oversight committee to review all expenditures of proceeds and financial audits, and to report its findings to the governing board and the public. Specifies that community and economic development projects includes projects that improve, upgrade or revitalize areas within a local government’s jurisdiction that have become blighted because of deterioration, disuse or unproductive economic conditions.</td>
<td>5/21/13</td>
<td>Senate Appropriations Committee</td>
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<td><strong>SCA 11</strong> (Hancock) Local Government: Special Taxes</td>
<td>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 special tax for any purpose with a 55 percent majority vote, if the ballot proposition does all of the following: (1) contains a specific list of programs and purposes to be funded, and a requirement that the tax proceeds be spent solely for those programs and purposes; (2) includes a requirement for an annual independent audit of the amount of tax proceeds collected and expended, and the specified programs and purposes funded; and (3) requires the governing board to create a citizens’ oversight committee to review all expenditures of proceeds and financial audits, and to report its findings to the governing board and the public.</td>
<td>5/21/13</td>
<td>Senate Appropriations Committee</td>
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<tr>
<td><strong>SCR 2</strong> (DeSaulnier) Constitutional Convention</td>
<td>Proposes that the people of California vote at the next statewide general election on the question of whether to call a convention to revise the California Constitution.</td>
<td>As Introduced</td>
<td>Senate Rules Committee</td>
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BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Administrative Officer, Bill Lopez

SUBJECT: Approval to Extend the Labor Agreement Between Santa Clara Valley Transportation Authority and Amalgamated Transit Union (ATU), Local 265

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

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to amend and extend the terms and conditions of a labor agreement negotiated between Amalgamated Transit Union (ATU), Local 265 and the Santa Clara Valley Transportation Authority (VTA).

BACKGROUND:

The current collective bargaining agreement between VTA and ATU was set to expire on February 10, 2014. Contract negotiations to extend the agreement have concluded with a Tentative Agreement reached on Friday, December 27, 2013 that included modifications to three provisions. ATU, Local 265 membership ratified the tentative agreement on January 15, 2014.

DISCUSSION:

The following is a summary of the modifications:

- The term of the agreement shall be extended through February 1, 2015;
- Upon Board approval, ATU represented employees shall receive a 3.25% increase in wages effective the first full pay-period in February 2014; and
- The parties shall meet and confer during the term of this Agreement to evaluate, and if agreement is reached, implement a transition from current medical plans
to a CalPERS medical plan.

The remainder of the Agreement will be unchanged.

**ALTERNATIVES:**

The Board may instruct staff to continue negotiations. Failure to approve the contract would require ATU represented employees to work under the current agreement until a new agreement is reached and ratified.

**FISCAL IMPACT:**

Over the next two fiscal years (FY2014 and FY 2015), this Agreement is projected to increase the labor cost for ATU represented employees by approximately $6.57 Million. The FY 14 and FY 15 budgets include anticipated increases in medical costs in the amount of $540,000. The remaining increased costs associated with this agreement for FY 2014 and 2015 in the amount of approximately $6 Million will be absorbed within the respective Adopted VTA Transit Fund operational budgets. Staff is not recommending budget augmentation at this time. In the event that additional appropriation is necessary, staff will request appropriation augmentation at that time.

Prepared by: David J. Terrazas
Memo No. 4479
CONGESTION MANAGEMENT PROGRAM AND PLANNING COMMITTEE

Thursday, January 23, 2014

NOTICE OF CANCELLATION

NOTICE IS HEREBY GIVEN that the Santa Clara Valley Transportation Authority Congestion Management Program and Planning Committee Meeting scheduled for Thursday, January 23, 2014, at 10:00 a.m. has been cancelled.

The next meeting of the Santa Clara Valley Transportation Authority Congestion Management Program and Planning Committee is scheduled for Thursday, February 20, 2014, at 10:00 a.m. at Conference Room B-104, Building B, 3331 North First Street, San Jose, California.

Anita McGraw, Board Assistant
VTA Office of the Board Secretary
Administration and Finance Committee (A&F)
Minutes of January 23, 2014

WILL BE FORWARDED UNDER SEPARATE COVER
TRANSIT PLANNING & OPERATIONS COMMITTEE
Thursday, January 23, 2014
MINUTES

CALL TO ORDER

The Regular Meeting of the Transit Planning and Operations (TP&O) Committee was called to order at 3:01 p.m. by Chairperson Rocha in Conference Room B-104, Valley Transportation Authority (VTA), 3331 North First Street, San Jose, California.

1. ROLL CALL

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<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Status</th>
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<tbody>
<tr>
<td>Xavier Campos</td>
<td>Member</td>
<td>Present</td>
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<tr>
<td>Johnny Khamis</td>
<td>Member</td>
<td>Present</td>
</tr>
<tr>
<td>Gail A. Price</td>
<td>Vice Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>Donald Rocha</td>
<td>Chairperson</td>
<td>Present</td>
</tr>
<tr>
<td>Rich Larsen</td>
<td>Alternate Member</td>
<td>N/A</td>
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</tbody>
</table>

*Alternates do not serve unless participating as a Member.

A quorum was present.

2. PUBLIC PRESENTATIONS

There were no Public Presentations.

3. ORDERS OF THE DAY

There were no Orders of the Day.

CONSENT AGENDA

4. Regular Meeting Minutes of November 21, 2013
M/S/C (Campos/Price) to approve the regular meeting minutes of November 21, 2013.

5. Transit Capital Projects Semi-Annual Report

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.
6. **Transit Passenger Environment Plan**  
   M/S/C (Campos/Price) to receive update on Transit Passenger Environment Plan.

**REGULAR AGENDA**

7. **Election of Vice Chairperson for 2014**  
   Stephen Flynn, Advisory Committee Coordinator, provided a brief overview of the staff report and the election process.

   Member Campos nominated Member Price to serve as the Vice Chairperson for 2014.

   M/S/C (Campos/Rocha) to close nominations and elect Member Price as the Vice Chairperson for calendar year 2014.

8. **Committee Meeting Schedule for 2014**  
   Elaine Baltao, Acting Board Secretary, provided a brief overview of the staff report noting the Committee's request to adjust the meeting start time to 3:00 p.m.

   M/S/C (Campos/Price) to determine the Committee Meeting Schedule for the Transit Planning and Operations Standing Committee for 2014.

   The Agenda was taken out of order.

10. **Final Design and Design Services Contract – Santa Clara Pocket Track and Double Crossover**  
    Mark Robinson, Chief Engineering and Construction Officer, provided a brief overview of the staff report.

    M/S/C (Price/Campos) to approve submitting a recommendation to the Board of Directors to authorize the General Manager to execute a contract amendment with URS Corporation in an amount not to exceed $525,000 for Final Design and Design Services during construction for the Santa Clara Pocket Track and Double Crossover to accommodate scope additions for a new contract amount not to exceed $7,299,375.

9. **Transit Signal Priority Equipment Contract**  
    John Ristow, Chief CMA Officer, provided a brief overview of the staff report.

    M/S/C (Price/Campos) to approve submitting a recommendation to the Board of Directors to authorize the General Manager to execute a contract with STC, Incorporated (manufacturer of EMTRAC products) through a preferred vendor procurement for $340,305 for Transit Signal Priority Equipment for the Stevens Creek Limited 323 Transit Signal Priority Project on San Carlos Street and Stevens Creek Boulevard.
OTHER ITEMS

11. **Ridership Report**

Joonie Tolosa, Operations Analysis Reporting and Systems Manager, provided a handout and brief overview of the December 2013 Monthly Ridership report. He noted the information is preliminary as work is still being done on the light rail data.

*On order of Chairperson Rocha* and there being no objection, the Committee received the Ridership report.

12. **Items of Concern and Referral to Administration**

There were no Items of Concern and Referral to Administration.

13. **Review Committee Work Plan**

Michael Hursh, Chief Operating Officer and Staff Liaison, provided a brief overview of the work plan. He indicated items that have a contract or financial concern will be moving to the Administration and Finance Committee (A&F) for submission to the Board of Directors for approval. He noted a revised work plan will be sent out.

Chairperson Rocha questioned the decision behind the change.

Nuria I. Fernandez, General Manager, indicated A&F is responsible for reviewing and making recommendations to the Board of Directors on items which impact the financial plan and budget for projects, and it is best if those items are presented to that committee. She indicated there is an opportunity for TP&O to discuss initiatives, plans, and activities of a contract, but the actual action for making a financial recommendation for the Board of Directors approval will be with A&F. She noted the idea is for TP&O to be able to focus on items which have a direct involvement with Operations.

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

14. **Committee Staff Report**

Mr. Hursh provided a written report to the Committee and gave a brief overview.

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

15. **Chairperson's Report**

There was no Chairperson's Report.

16. **Determine Consent Agenda for the February 6, 2014 Board of Directors Meeting**

CONSENT:

**AGENDA ITEM #9.** Authorize the General Manager to execute a contract with STC, Incorporated (manufacturer of EMTRAC products) through a preferred vendor
procurement for $340,305 for Transit Signal Priority Equipment for the Stevens Creek Limited 323 Transit Signal Priority Project on San Carlos Street and Stevens Creek Boulevard.

AGENDA ITEM #10., Authorize the General Manager to execute a contract amendment with URS Corporation in an amount not to exceed $525,000 for Final Design and Design Services during construction for the Santa Clara Pocket Track and Double Crossover to accommodate scope additions for a new contract amount not to exceed $7,299,375.

REGULAR:

None

Member Khamis questioned if these are the types of items TP&O will no longer review. Ms. Fernandez indicated the changes in contract awards have budgetary implications and A&F is intended to be where discussions on budget and finances occur. She noted TP&O can still discuss a contract but the broader focus will be on the project and not the contract itself.

25. ANNOUNCEMENTS

There were no Announcements.

22. ADJOURNMENT

On order of Chairperson Rocha and there being no objection the meeting was adjourned at 3:20 p.m.

Respectfully submitted,

Menominee L. McCarter,
VTA Office of the Board Secretary
COMMITTEE FOR TRANSIT ACCESSIBILITY

Wednesday, January 15, 2014
1:00 PM

MINUTES

CALL TO ORDER

The Regular Meeting of the Committee for Transit Accessibility (CTA) was called to order at 1:04 p.m. by Chairperson Morrow in the Auditorium, Building A, Santa Clara Valley Transportation Authority (VTA), 3331 North First Street, San José, California.

1. ROLL CALL

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<tr>
<th>Attendee Name</th>
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<tbody>
<tr>
<td>Cam Acker</td>
<td>Member</td>
<td>Present</td>
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<td>Kathy Bonilla</td>
<td>Member</td>
<td>Present</td>
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<tr>
<td>Katie Heatley</td>
<td>Ex-Officio Member</td>
<td>Present</td>
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<tr>
<td>Troy Hernandez</td>
<td>Member</td>
<td>Present</td>
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<tr>
<td>Jeffery Jokinen</td>
<td>First Vice Chairperson</td>
<td>Present</td>
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<tr>
<td>Lupe Medrano</td>
<td>Member</td>
<td>Present</td>
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<tr>
<td>Laura Michels</td>
<td>Member</td>
<td>Present</td>
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<tr>
<td>Aaron Morrow</td>
<td>Chairperson</td>
<td>Present</td>
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<tr>
<td>Lechi Nguyen</td>
<td>Member</td>
<td>Present</td>
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<tr>
<td>David Robinson</td>
<td>Member</td>
<td>Present</td>
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<td>Mark Romoser</td>
<td>Member</td>
<td>Present</td>
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<tr>
<td>Larry Saltman</td>
<td>Member</td>
<td>Absent</td>
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<tr>
<td>Dilip Shah</td>
<td>Member</td>
<td>Present</td>
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<tr>
<td>Barbara Stahl</td>
<td>Second Vice Chairperson</td>
<td>Absent</td>
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<tr>
<td>Chaitanya Vaidya</td>
<td>Member</td>
<td>Present</td>
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<tr>
<td>Lori Williamson</td>
<td>Member</td>
<td>Present</td>
</tr>
</tbody>
</table>

A quorum was present.

2. INTRODUCTION OF AUDIENCE MEMBERS

Christine Fitzgerald, Silicon Valley Independent Living Center; Michael Hursh, Chief Operating Officer; Bernice Alaniz, Deputy Director, Marketing; Gary Miskell, Chief Technology Officer; Richard Bertalan, Technology Manager; Adam Burger, Transportation Planner; Camille Williams, Accessible Services Manager; David Ledwitz, Management Analyst; Michelle Oblena, Board Office; Julia Jones, Sr. Management Analyst; Warlito Sonico, Office Specialist II; and, Lalitha Konanur, Operations Systems Supervisor.
3. **PUBLIC PRESENTATIONS**

Christine Fitzgerald, Interested Citizen, expressed concern with Outreach service area.

Dilip Shah, Interested Citizen, encouraged committee members to speak with their city manager if there is an issue they believe needs to be addressed.

Cam Acker, Interested Citizen, expressed concern with the need for getting Clipper Customer Interface Devices (CID) planned or discussed.

Lechi Nguyen, Interested Citizen, expressed concern with items being fixed for individuals and not addressed in the community as a whole.

4. **Board of Directors Report**

Jim Unites, Staff Liaison, and Deputy Director, Operations, announced Board Member Campos was appointed to serve as the Ex-Officio Board Member to the Committee. Mr. Unites noted he will inform Member Campos and his staff of the Committee’s concerns.

5. **General Manager’s Report**

Nuria I. Fernandez, VTA General Manager, introduced herself to the Committee and recognized the importance of the Committee meeting being held on the anniversary of Martin Luther King, Jr.’s birthday, noting the work the Committee is doing to ensure equity, access, and services for all.

Ms. Fernandez expressed her excitement in working with the Committee and the members of the public to help build ridership and improve the quality of life for riders and people who benefit from the system. She noted there are several initiatives VTA will be embarking on that will require input from the members, including: 1) Building better internal and external communications; 2) partnering with the community and making more connections; 3) providing services to the new Levi's Stadium; and 4) advent of BART services into Silicon Valley.

Ms. Fernandez indicated she will be joining the Committee occasionally but noted her door is always open, whether they have a specific issue or would like to share insight and recommendations or constructive criticism.

**On order of Chairperson Morrow** and there being no objection, the Committee received a report from the General Manager.

**CONSENT AGENDA**

6. **Minutes of October 9, 2013**

M/S/C (Vaidya/Bonilla) to approve the Regular Meeting Minutes of October 9, 2013.

7. **Committee For Transit Accessibility 2013 Year-End Attendance Report**

M/S/C (Vaidya/Bonilla) to receive the Committee for Transit Accessibility (CTA) 2013 Year-end attendance report.

**NOTE:** M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.
8. **Chief Operating Officer’s Report**  
M/S/C (Vaidya/Bonilla) to receive a report from the Chief Operating Officer.

M/S/C (Vaidya/Bonilla) to receive the Committee FY 2013 Annual Transit Operations Performance Report.

10. **Transit Service Changes for October 14, 2013**  
M/S/C (Vaidya/Bonilla) to review the transit service changes for October 14, 2013.

**BUSINESS REFERRED TO COMMITTEE BY THE BOARD OF DIRECTORS/GENERAL MANAGER**

**REGULAR AGENDA**

11. **Election of the Committee's Chairperson, First Vice Chairperson and Second Vice Chairperson for 2014**  
Stephen Flynn, Advisory Committee Coordinator, provided a brief overview of the staff report and the election process.

Member Vaidya announced the slate of candidates for each position and asked for nominations from the floor.

M/S/C (Romoser/Bonilla) to close nominations and elect Aaron Morrow as Chairperson for 2014.

M/S/C (Vaidya/Bonilla) to close nominations and elect Jeffery Jokinen as First Vice Chairperson for 2014.

M/S/C (Romoser/Bonilla) to close nominations and elect Barbara Stahl as Second Vice Chairperson for 2014.

Chairperson Morrow thanked the Committee for re-electing him and indicated he will continue to dedicate his service to the Committee.

Mr. Vaidya thanked the chairpersons and members of the nomination subcommittee for their hard work and continued service to the Committee.

12. **VTA’s BART Phase II Environmental Scoping Process**  
Bernice Alaniz, Deputy Director, Marketing and Public Affairs, provided a presentation highlighting: 1) 2013 Major Milestones; 2) Milpitas Station; 3) Montague Trench and Union Pacific Rail Road (UPRR) Bridge; 4) Berryessa Station Structure; and 5) 2014 Major Efforts.
Chairperson Morrow reiterated the need to keep the paratransit broker in the loop regarding parking and drop off locations.

**On order of Chairperson Morrow** and there being no objection, the Committee received the report on VTA’s BART Phase II Environmental Scoping Process.

*The Agenda was taken out of order.*

17. **VTA's Title VI Program**

Camille Williams, Accessible Services Manager, provided a presentation, highlighting: 1) What is Title VI; 2) Title VI Applicability to VTA; 3) Why is Title VI important; 4) Title VI program requirements; 5) Board of Director Actions; 6) Public Engagement; and 7) Public Participation Plan.

Member Vaidya questioned if the document can be provided to the public and noted his willingness to take a few copies to several local community centers.

Ms. Williams indicated a copy of the document is on the website and she would provide copies to Mr. Vaidya as well. She also noted there was a suggestion to put copies of the executive summary in the public libraries to make them easily accessible.

**On order of Chairperson Morrow** and there being no objection, the Committee reviewed VTA’s Title VI Policies and Standards.

13. **Demonstration of the New VTA Website**

Patrick Griffin, Supervisor, Marketing and Public Affairs, provided a brief overview of the staff report and a presentation highlighting: 1) New site and system; and 2) Next steps and a demonstration of the VTA Website.

Member Acker noted there were several accessibility issues with the site.

Mr. Griffin indicated a report of the issues has been received and is being addressed.

Chairperson Morrow requested the Committee receive a copy of the report identifying the critical fixes and that the item be brought back to the Committee as those fixes are made.

**On order of Chairperson Morrow** and there being no objection, the Committee received a demonstration of the new VTA Website.

14. **Report and Demonstration on the Real Time Transit Information (RTI) Project**

Gary Miskell, Chief Information Officer, introduced Richard Bertalan, Technology Manager, who has been working on the project. Mr. Miskell provided a presentation highlighting: 1) RTI Information; 2) Metropolitan Transportation Commission's (MTC) 511 website; 3) MTC's 511 Bus Stop Info; 4) RTI Signs; 5) Bus Shelter RTI Signs; and 6) Bus and Light Rail Store and Business screen.
Member Heatley questioned if the bus number(s) served at the stop could be added in braille to assist the visually impaired and suggested placement on the pole or other object that would be non-invasive.

Mr. Miskell indicated he will work with Mr. Unites on the issue.

**On order of Chairperson Morrow** and there being no objection, the Committee received the report and demonstration on the Real Time Transit Information Project.

### 15. Pedestrian Access to Transit Plan

Lauren Ledbetter, Sr. Transportation Planner, provided a brief overview of the staff report.

Chairperson Morrow suggested staff do broad outreach to ensure no one is excluded from public participation. He cautioned staff to present the plan in a manner the community understands to get key buy-in from stakeholders. He noted he would like the CTA to be tied into the taskforce in some way and to see a clear path for dialogue. He requested the Board Office forward Ms. Ledbetter’s information to the Committee.

Member Heatley requested an emphasis be placed on the disability issue in the plan.

Member Romoser left his seat at 2:42 p.m.

**On order of Chairperson Morrow** and there being no objection, the Committee received an update on Pedestrian Access to Transit Plan.

### 16. Transit Passenger Environment Plan

Adam Burger, Transportation Planner, provided a brief overview of the staff report and a presentation highlighting: 1) Basic Stops; 2) Core Stops; 3) Major Stops; and 4) Community Destination Stops.

Mr. Unites provided additional information on advancements VTA is making in bus stop design and the document VTA is looking to adopt to provide guidelines on developments, help VTA get grants, and meet the needs of cities and different communities.

Member Heatley requested bus stops that can accommodate more wheelchairs and increasing the size of the seats at the stops be addressed.

**On order of Chairperson Morrow** and there being no objection, the Committee received an overview of the Transit Passenger Environment Plan.

### 18. Paratransit Contract Extension

Mr. Unites provided a brief overview of the staff report.

**On order of Chairperson Morrow** and there being no objection, the Committee received an overview of the Paratransit Contract Extension.
19. **Work Plan Update**

Chairperson Morrow requested staff clarify the OBAG process and the Committee’s role. He indicated an update on the Stadium Transit Plan was added and noted there may be more new items as well.

Member Vaidya requested an overview of the components of the work plan.

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

**REPORTS**

20. **Committee Staff Report**

There was no Committee Staff report.

18. **Citizens Advisory Committee (CAC)/Citizens Watchdog Committee (CWC) Report**

There was no Citizens Advisory Committee (CAC)/Citizens Watchdog Committee (CWC) Report.

19. **Chairperson’s Report**

There was no Chairperson’s report.

**OTHER**

20. **ANNOUNCEMENTS**

There were no Announcements.

21. **ADJOURNMENT**

**On order of Chairperson Morrow** and there being no objection, the meeting was adjourned at 3:02 p.m.

Respectfully submitted,

Menominee L. McCarter  
VTA Office of the Board Secretary
Citizens Advisory Committee and 2000 Measure A Citizens Watchdog Committee (CAC/CWC) Minutes of January 15, 2014

WILL BE FORWARDED UNDER SEPARATE COVER
CALL TO ORDER

The Regular Meeting of the Bicycle and Pedestrian Advisory Committee (BPAC) was called to order at 6:34 p.m. by Chairperson Goldstein in Conference Room B-104, Santa Clara Valley Transportation Authority (VTA), 3331 North First Street, San José, California.

1. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Status</th>
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<tbody>
<tr>
<td>Jeffrey Balfus</td>
<td>City of Monte Sereno</td>
<td>Absent</td>
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<tr>
<td>Jim Bell</td>
<td>City of San José</td>
<td>Present</td>
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<tr>
<td>Wes Brinsfield, Chairperson</td>
<td>City of Los Altos</td>
<td>Present</td>
</tr>
<tr>
<td>Kristal Caidoy</td>
<td>City of Milpitas</td>
<td>Present</td>
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<tr>
<td>Alain Dang</td>
<td>County of Santa Clara</td>
<td>Present</td>
</tr>
<tr>
<td>Paul Goldstein</td>
<td>City of Palo Alto</td>
<td>Present</td>
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<tr>
<td>Melanie Hanssen</td>
<td>Town of Los Gatos</td>
<td>Present</td>
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<tr>
<td>Breene Kerr, Vice Chair</td>
<td>Town of Los Altos Hills</td>
<td>Present</td>
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<tr>
<td>Thomas Muniz</td>
<td>City of Gilroy</td>
<td>Absent</td>
</tr>
<tr>
<td>Marc Roddin</td>
<td>City of Mountain View</td>
<td>Present</td>
</tr>
<tr>
<td>Dale Schouten</td>
<td>City of Santa Clara</td>
<td>Present</td>
</tr>
<tr>
<td>David Simons</td>
<td>City of Sunnyvale</td>
<td>Present</td>
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<tr>
<td>Herman Wadler</td>
<td>City of Campbell</td>
<td>Present</td>
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<tr>
<td>James Wiant</td>
<td>City of Cupertino</td>
<td>Present</td>
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<tr>
<td>Corinne Winter</td>
<td>Ex-Officio, SVBC</td>
<td>Absent</td>
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<tr>
<td>Colin Heyne</td>
<td>Alternate Ex-Officio, SVBC</td>
<td>Absent</td>
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</table>

A quorum was present.

2. ORDERS OF THE DAY

Chairperson Goldstein requested that Agenda Item #12 Receive Chairperson’s Report, be heard immediately following the Orders of the Day.

On order of Chairperson Goldstein, and there being no objection, the Committee approved the orders of the day.

The Agenda was taken out of order.
12. **Chairperson’s Report**

Chairperson Goldstein reported he attended the District 4 Caltrans Bicycle Advisory Committee Meeting on January 15, 2014, and indicated the Federal Government has announced interim approval for bicycle signal heads.

Chairperson Goldstein expressed gratitude for having the opportunity to work with the Bicycle & Pedestrian Advisory Committee (BPAC) over the past year, and thanked the Members of the Committee for their support.

3. **PUBLIC PRESENTATIONS**

Jim Stallman, Interested Citizen, stated he attended the January 14, 2014, SR 85 Hot Lane Project Public Meeting Info Night at the Calabazas Library. Mr. Stallman expressed concern and the need for VTA to be up to date on the Routine Accommodation Check List and RA3765 to better seize the opportunity for all projects.

**CONSENT AGENDA**

4. **Regular Meeting Minutes of November 13, 2013**

   M/S/C (Wadler/Simons) to approve the Regular Meeting Minutes of November 13, 2013.

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

   Summary of December 2013 County Workshop.

**REGULAR AGENDA**

6. **Conduct Voting to Determine the Committee’s Chairperson and Vice Chairperson for 2014**

   Stephen Flynn, Advisory Committee Coordinator, provided an overview of the election process.

   Member Bell, representing the nomination subcommittee, reported that all members of the Committee had been contacted on the election process and encouraged to submit nominations regarding the election for Chairperson and Vice Chairperson for 2014.

   Member Bell reported the subcommittee’s nomination of Member Wes Brinsfield as a candidate for the position of BPAC Chairperson for 2014.

   Chairperson Goldstein opened the floor for additional nominations for the position of 2014 BPAC Chairperson. Chairperson Goldstein then noted there were no additional nominations for the position.

   M/S/C (Simons/Bell) to close nominations and elect Wes Brinsfield as BPAC Chairperson for 2014.

**NOTE:** M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY
Member Simons, representing the nomination subcommittee, reported the subcommittee’s nomination of Member Bell and Member Kerr as candidates for the position of BPAC Vice Chairperson for 2014.

Chairperson Goldstein opened the floor for additional nominations for the position of 2014 BPAC Vice Chairperson.

M/S/C (Simons/Bell) to close nominations and elect Breene Kerr as BPAC Vice Chairperson for 2014.

Chairperson Goldstein relinquished his seat to newly elected BPAC Chairperson Brinsfield.

7. **Transit Passenger Environment Plan (TPEP)**

Adam Burger, Transportation Planner, provided a brief report highlighting the following: 1) Basic Stops; 2) Core Stops; 3) Major Stops; and 4) Community Destination Stops.

Members of the Committee made the following recommendations: 1) include a study that addresses additional seating at stops such as community colleges; 2) make seating visually attractive to homeowners; 3) consider lighting options; 4) provide bicycle storage racks and lockers; 5) provide real-time transit information; 6) provide bike share program information; and 7) install camera security for bike storage areas.

**On order of Chairperson Brinsfield** and there being no objection, the Committee received an update on the Transit Passenger Environment Plan.

5. **County Capital Projects Open House Workshop Summary Report**

Vice Chairperson Kerr expressed concern regarding the county enhancement to signal timing on Foothill Expressway and cross streets.

Dan Collen, Deputy Director Infrastructure Development, County of Santa Clara, stated the main focus of the project is cross street traffic.

**On order of Chairperson Brinsfield** and there being no objection, the Committee received a summary of the December 2013 County Workshop.

8. **Pedestrian Access to Transit Plan Status Update**

Lauren Ledbetter, Senior Transportation Planner, provided a brief update highlighting the following: 1) Schedule; 2) Scope; 3) Project Area; and 4) Outreach Plan.

Members of the Committee made the following recommendations: 1) gather input from senior and retirement communities; 2) provide an implementation plan; 3) gather input from schools; and 4) work with local environmental groups.

**On order of Chairperson Brinsfield** and there being no objection, the Committee received an update on the Pedestrian Access to Transit Plan Status.
9. **County Roads and Airports Department Strategic Plan**

Mr. Collen provided a brief report, highlighting the following: 1) Roads & Airports; 2) Roads; 3) Strategic Direction #1 Focus on Public Safety & Service; 4) Strategic Direction #2 Focus on Congestion Relief; 5) Strategic Direction #3 Focus on Efficiency & Effectiveness; 6) Strategic Direction #4 Focus on Airports; and 7) Recent Accomplishments.

Members of the Committee made the following recommendations: 1) change the Mission Statement to read: to meet the needs of the traveling public both motorized and non-motorized; and 2) check legal issue regarding language under “Our Roads” on the Roads & Airports page.

**On order of Chairperson Brinsfield** and there being no objection, the Committee received a report of the County Roads and Airports Department Strategic Plan.

**OTHER**

10. **Receive Committee Staff Report**

Ms. Ledbetter reported on the following: 1) Arrival of the new General Manager, Nuria I. Fernandez; 2) Capitol Expressway Pedestrian Improvements; 3) State Active Transportation Program; 4) Monthly Lunchtime Webinars at VTA; 5) State Route 85 Express Lanes; and 6) Senate Bill 743 California Environmental Quality Act (CEQA) Reform Bill.

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

11. **Santa Clara County Staff Report**

Mr. Collen provided a brief report, highlighting the following: 1) Circulation and Mobility Plan; 2) County call for projects to improve pedestrian facilities along the expressways where costs are shared; and 3) Sharing of transit videos for a coordinated response to Levi’s Stadium events.

**On order of Chairperson Brinsfield** and there being no objection, the Committee received the Santa Clara County Staff Report.

13. **Reports from BPAC subcommittees**

Chairperson Brinsfield noted the Nomination Subcommittee is disbanded until next year.

Melanie Hanssen, Transportation Fund for Clean Air (TFCA) Congestion Management Scoring Criteria Subcommittee, gave a brief report, highlighting: 1) scoring criteria; 2) timing; and 3) pedestrian projects are required to have an Environmental Impact Report (EIR).

**On order of Chairperson Brinsfield** and there being no objection, the Committee received the BPAC Subcommittee Reports.
14. **Citizens Advisory Committee (CAC) and 2000 Measure A Citizens Watchdog Committee (CWC) Report**

Member Wadler noted that he is now the Vice Chairperson for the Citizens Advisory Committee (CAC).

**On order of Chairperson Brinsfield** and there being no objection, the Committee received the Citizens Advisory Committee (CAC) Report.

15. **BPAC Work Plan**

Ms. Ledbetter reviewed items to be discussed at future BPAC meetings.

Committee Members requested the following: 1) the current county bicycle route map be updated; 2) the county plan be updated to support the Bicycle Expenditure Program (BEP) scoring; 3) provide an information report on the Bike Share statistics; 4) provide an information report from the Traffic Community Safety Network meeting that will be held in February, 2014.

**On order of Chairperson Brinsfield** and there being no objection, the Committee reviewed the work plan.

16. **ANNOUNCEMENTS**

There were no Announcements.

18. **ADJOURNMENT**

**On order of Chairperson Brinsfield** and there being no objection, the meeting was adjourned at 8:45 p.m.

Respectfully submitted,

Anita McGraw, Board Assistant  
VTA Office of the Board Secretary
CALL TO ORDER

The Regular Meeting of the Technical Advisory Committee (TAC) was called to order at 1:32 p.m. by Chairperson Borden in Conference Room B-104, Santa Clara Valley Transportation Authority (VTA), 3331 North First Street, San José, California.

1. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Representing</th>
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<tbody>
<tr>
<td>Rajeev Batra</td>
<td>Member</td>
<td>City of Santa Clara</td>
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<tr>
<td>Tim Borden</td>
<td>Member</td>
<td>City of Cupertino</td>
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<tr>
<td>Todd Capurso</td>
<td>Chairperson</td>
<td>City of Campbell</td>
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<tr>
<td>John Cherbone</td>
<td>Member</td>
<td>City of Saratoga</td>
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<tr>
<td>Macedonio Nunez</td>
<td>Alternate Member</td>
<td>City of Saratoga</td>
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<tr>
<td>Richard Chiu</td>
<td>Member</td>
<td>Town of Los Altos Hills</td>
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<tr>
<td>Woojae Kim</td>
<td>Alternate Member</td>
<td>Town of Los Altos Hills</td>
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<tr>
<td>Dan Collen</td>
<td>Member</td>
<td>County of Santa Clara</td>
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<tr>
<td>Scott Creer</td>
<td>Alternate</td>
<td>City of Morgan Hill</td>
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<tr>
<td>Helen Kim</td>
<td>Member</td>
<td>City of Mountain View</td>
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<tr>
<td>Jeff Moneda</td>
<td>Member</td>
<td>City of Milpitas</td>
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<tr>
<td>Kevin Rohani</td>
<td>Member</td>
<td>Town of Los Gatos</td>
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<tr>
<td>Matt Morley</td>
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<td>Town of Los Gatos</td>
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<tr>
<td>Cedric Novenario</td>
<td>Member</td>
<td>City of Los Altos</td>
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<tr>
<td>Jaime Rodriguez</td>
<td>Member</td>
<td>City of Palo Alto</td>
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<tr>
<td>Ray Salvano</td>
<td>Member</td>
<td>City of San José</td>
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<tr>
<td>Henry Servin</td>
<td>Vice Chairperson</td>
<td>City of Gilroy</td>
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<tr>
<td>Mo Sharma</td>
<td>Member</td>
<td>City of Monte Sereno</td>
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<tr>
<td>Lee Taubeneck</td>
<td>Ex-Officio Member</td>
<td>California Department of Transportation (Caltrans)</td>
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<tr>
<td>Jack Witthaus</td>
<td>Member</td>
<td>City of Sunnyvale</td>
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* Alternates do not serve unless participating as a Member.

A quorum was present.

2. PUBLIC PRESENTATIONS

There were no Public Presentations.
3. ORDERS OF THE DAY

Chairperson Borden requested that Agenda Item #6, Receive Chairperson’s Report, be heard immediately following the Orders of the Day.

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

The Agenda was taken out of order.

6. Chairperson’s Report

Chairperson Borden expressed gratitude for having the opportunity to work with the Technical Advisory Committee (TAC) over the past year, and thanked the Members of the Committee for their support.

4. Conduct Voting to Determine the Committee's Chairperson and Vice Chairperson for 2014.

Stephen Flynn, Advisory Committee Coordinator, provided an overview of the election process.

Member Rodriguez withdrew his name from nomination for the position of TAC Chairperson for 2014.

Member Batra, representing the nominating subcommittee reported the subcommittee’s nomination of Member Capurso and Member Rodriguez as candidates for the position of TAC Chairperson for 2014.

Chairperson Borden opened the floor for additional nominations for the position of 2014 TAC Chairperson. Chairperson Borden then noted there were no additional nominations for the positions.

M/S/C (Batra/Salvano) to close nominations and elect Todd Capurso as the TAC Chairperson for 2014.

Member Batra, representing the nominating subcommittee reported the subcommittee’s nomination of Member Servín as a candidate for the position of TAC Vice Chairperson for 2014.

Chairperson Borden opened the floor for additional nominations for the position of 2014 TAC Vice Chairperson.

M/S/C (Batra/Salvano) to close nominations and elect Henry Servin as the TAC Vice Chairperson for 2014.

Chairperson Borden relinquished his seat to newly elected TAC Chairperson Capurso.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.
5. **Committee Staff Report**

John Ristow, Chief Congestion Management Agency Officer and Staff Liaison, reported on the following: 1) the arrival of the new General Manager, Nuria I. Fernandez, and noted the plan for her to visit a TAC meeting in the near future; 2) the award of the Bus Rapid Transit (BRT) contract for the Santa Clara-Alum Rock corridor; 3) the award of the Light Rail Transit (LRT) Efficiency Project, which includes a pocket track and new trackage storage arrangement on Tasman Drive near the Levi’s Stadium in the City of Santa Clara; 4) the Committee is invited to attend the Route 85 Express Lanes Open House scheduled for Thursday, January 16, 2014; and 5) the 101 Corridor Open House will be held in the near future.

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

7. **TAC Working Groups Report**

- **Capital Improvement Program (CIP)**
  Celeste Fiore, Transportation Planner, provided a brief report from the December 3, 2013, meeting, highlighting the Priority Development Area (PDA) planning grant.
  
The next meeting of the CIP Working Group is scheduled for January 28, 2014.

- **Systems Operations & Management (SOM)**
  Ying Smith, Transportation Planning Manager, provided a brief report from the December 4, 2013, meeting, highlighting: 1) The SOM Working Group elected Cedric Novenario, City of Los Altos, as Chairperson and Lorenzo Lopez, City of Mountain View, as Vice Chairperson for 2014; and 2) On December 18-19, 2013, VTA hosted the Federal Highway Administration (FHWA) National Highway Institute’s 2-day Traffic Signals Timing Course.
  
The next meeting of the SOM Working Group is scheduled for January 22, 2014.

- **Land Use/Transportation Integration (LUTI)**
  Robert Swierk, Senior Transportation Planner, provided a report highlighting: 1) The LUTI Working Group is working with the SOM Working Group on the scope for the Transportation Impact Analysis (TIA) Guidelines, which will be brought to the TAC in the spring; 2) A focus technical meeting of LUTI and SOM members is scheduled for January 29, 2014, to discuss TIA Guidelines.
  
The next meeting of the LUTI Working Group is scheduled for February 12, 2014.

**On order of Chairperson Capurso** and there being no objection, the Committee received the TAC Working Group Reports.
BUSINESS REFERRED TO COMMITTEE BY THE BOARD OF DIRECTORS/GENERAL MANAGER

CONSENT AGENDA

8. **Regular Meeting Minutes of November 14, 2013**

   Approve the Regular Meeting Minutes of November 14, 2013.

   M/S/C (Batra/Rodriguez) to approve the Regular Meeting Minutes of November 14, 2013.

9. **Programmed Projects Quarterly Monitoring Report for July-September 2013**

   On order of Chairperson Capurso and there being no objection, the Committee received the Programmed Projects Quarterly Monitoring Report for July-September 2013.

REGULAR AGENDA

10. **Priority Development Area (PDA) Planning Grant Program**

    Marcella Rensi, Transportation Planning Manager, provided the staff report.

    Members of the Committee made the following comments: 1) asked if there was a measure to look at affordable housing and suggested there might be an index to determine that; and 2) requested the map include South County.

    M/S/C (Rodriguez/Witthaus) to recommend the Board of Directors adopt the Priority Development Area (PDA) Planning Grant Program with the requested changes.

    Therese Trivedi, Metropolitan Transportation Commission (MTC) PDA Planning Program Manager, provided a handout highlighting the program components. Ms. Trivedi noted: 1) projects are due April 2, 2014, with a May 2014 target date for awarding projects; 2) the guidelines and applications for the projects are available on MTC’s website; and 3) a pre-application workshop will be held in February at the MTC and Association of Bay Area Governments (ABAG) offices in Oakland.

11. **Transit Passenger Environment Plan**

    Adam Burger, Transportation Planner, provided a brief report highlighting: 1) Basic Stops; 2) Core Stops; 3) Major Stops; and 4) Community Destination Stops.

    Members of the Committee provided the following recommendations: 1) consider installing spinning boards that display transit information; 2) consider safe bench options; 3) study which stations are busier versus less utilized stations, to help prioritize amenities; 4) provide color coding that identifies each line; 5) provide lighting and shading options; 6) use breakaway materials; 7) consider charging a fee to allow the private sector shuttle community to use public sector stop locations; and 8) keep a dialogue open regarding increasing or decreasing the number of bus shelter locations.
On order of Chairperson Capurso and there being no objection, the Committee received an update on Transit Passenger Environment Plan.

OTHER

12. Metropolitan Transportation Commission (MTC) Activities and Initiatives

Mr. Ristow provided an update on MTC activities, including the distribution of possible Cap and Trade Program revenues and the types of programs that may be funded.

Mr. Ristow provided an update on the California Transportation Commission (CTC) activities, including the Active Transportation Program revenues and noted the Commission is deliberating the criteria on how that would work.

On order of Chairperson Capurso and there being no objection, the Committee received the Metropolitan Commission Activities and Initiatives update.

13. TAC Committee Work Plan

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

14. ANNOUNCEMENTS

Member Batra requested that staff email the Committee Roster with current contact information to the Members of the Committee.

Member Batra noted the City of Santa Clara will begin work in the two major corridors of: 1) Lawrence and El Camino Real; and 2) Tasman Drive near Levi’s Stadium. There will be road closures.

Member Collin reported the County of Santa Clara is involved in three major planning efforts and thanked the Members of the Committee for working with them during the planning studies.

Member Rodriguez noted on February 10, 2014, the Palo Alto City Council will be holding a study session on Transportation Demand Management (TDM) Strategies, which will include a recommendation from staff to form a new transit management authority. Members of the Committee can view the study session on-line.

Member Morley stated he would be replacing Kevin Rohani. The position of Town Engineer for Los Gatos will be a full recruitment in two weeks.

Chairperson Capurso congratulated Matt Morley as the new Parks and Public Works Director for the Town of Los Gatos. Chairperson Capurso noted that Kevin Rohani was the Town Engineer in Los Gatos and is now the Public Works Director and City Engineer for the City of Oakland.
19. **ADJOURNMENT**

On order of Chairperson Capurso, and there being no objection, the meeting was adjourned at 2:38 p.m.

Respectfully submitted,

Anita McGraw, Board Assistant
VTA Office of the Board Secretary
The Agenda was taken out of order.

2. Elect Chairperson Pro Tem

Member Miller volunteered to serve as the Chairperson Pro Tem.

On General Consensus, there being no objection, the Committee appointed Member Miller as Chairperson Pro Tem.

CALL TO ORDER

The Regular Meeting of the Policy Advisory Committee (PAC) was called to order at 4:02 p.m. by Chairperson Pro Tem Miller in Conference Room B-104, Valley Transportation Authority (VTA), 3331 North First Street, San Jose, California.

1. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rich Waterman</td>
<td>City of Campbell</td>
<td>Present</td>
</tr>
<tr>
<td>Michael Kotowski (Alternate)</td>
<td>City of Campbell</td>
<td>NA</td>
</tr>
<tr>
<td>Orrin Mahoney</td>
<td>City of Cupertino</td>
<td>Present</td>
</tr>
<tr>
<td>Rod Sinks (Alternate)</td>
<td>City of Cupertino</td>
<td>NA</td>
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<tr>
<td>Dion Bracco</td>
<td>City of Gilroy</td>
<td>Absent</td>
</tr>
<tr>
<td><em>Vacant (Alternate)</em></td>
<td><em>City of Gilroy</em></td>
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</tr>
<tr>
<td>Jeannie Bruins</td>
<td>City of Los Altos</td>
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</tr>
<tr>
<td>Megan Satterlee (Alternate)</td>
<td>City of Los Altos</td>
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</tr>
<tr>
<td>Rich Larsen</td>
<td>Town of Los Altos Hills</td>
<td>Present</td>
</tr>
<tr>
<td><em>Vacant (Alternate)</em></td>
<td><em>Town of Los Altos Hills</em></td>
<td></td>
</tr>
<tr>
<td>Marcia Jensen</td>
<td>Town of Los Gatos</td>
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</tr>
<tr>
<td>Diane McNutt (Alternate)</td>
<td>Town of Los Gatos</td>
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</tr>
<tr>
<td>Armando Gomez</td>
<td>City of Milpitas</td>
<td>Absent</td>
</tr>
<tr>
<td><em>Vacant (Alternate)</em></td>
<td><em>City of Milpitas</em></td>
<td></td>
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<tr>
<td><em>Vacant</em></td>
<td><em>City of Monte Sereno</em></td>
<td></td>
</tr>
<tr>
<td>Marshall Anstandig (Alternate)</td>
<td>City of Monte Sereno</td>
<td>Absent</td>
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<tr>
<td>Larry Carr</td>
<td>City of Morgan Hill</td>
<td>Present</td>
</tr>
<tr>
<td>Rich Constantine (Alternate)</td>
<td>City of Morgan Hill</td>
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<tr>
<td>Margaret Abe-Koga</td>
<td>City of Mountain View</td>
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</tr>
<tr>
<td>Jac Siegel (Alternate)</td>
<td>City of Mountain View</td>
<td>NA</td>
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<tr>
<td><em>Vacant</em></td>
<td><em>City of Palo Alto</em></td>
<td></td>
</tr>
<tr>
<td>Nancy Shepherd (Alternate)</td>
<td>City of Palo Alto</td>
<td>Absent</td>
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<tr>
<td>Kansen Chu</td>
<td>City of San Jose</td>
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</tr>
<tr>
<td>Teresa O’Neill</td>
<td>City of Santa Clara</td>
<td>Present</td>
</tr>
<tr>
<td>Jerry Marsalli (Alternate)</td>
<td>City of Santa Clara</td>
<td>NA</td>
</tr>
<tr>
<td>Howard Miller</td>
<td>City of Saratoga</td>
<td>Present</td>
</tr>
<tr>
<td>Chuck Page (Alternate)</td>
<td>City of Saratoga</td>
<td>NA</td>
</tr>
</tbody>
</table>
A quorum was present.

3. ORDERS OF THE DAY

There were no Orders of the Day.

4. PUBLIC PRESENTATIONS

Jim Stallman, Interested Citizen, provided the following comments, highlighting: 1) roads and highways projects, such as the planned SR 85 Express Lanes, should be complying with the Metropolitan Transportation Commission’s (MTC) Resolution No. 3765 in the interest of bicyclists and pedestrians; and 2) the public comment period for the SR 85 Express Lanes environmental document is still ongoing.

5. Committee Staff Report

Jim Lawson, Executive Policy Advisor and Staff Liaison, introduced Nuria I. Fernandez, VTA’s new General Manager.

Member Mahoney arrived at the meeting and took his seat at 4:08 p.m.

- **Report from the General Manager**

  Nuria Fernandez, General Manager, introduced herself and provided a brief outline of the initiatives VTA will be undertaking, such as focusing on connections and improving communications with the community, increasing ridership by 10 percent, and improving the quality of life throughout Santa Clara County.

  Member Carr arrived at the meeting and took his seat at 4:14 p.m.

  Mr. Lawson provided a report, highlighting: 1) VTA attendance at the January 14, 2014, San Jose Downtown Association Meeting to discuss upcoming construction activities in downtown San Jose pertaining to the Santa Clara-Alum Rock Bus Rapid Transit Project; 2) January 14 and January 16, 2014, Public Meetings pertaining to the environmental documents for the SR 85 Express Lanes Project; 3) the actions that the Board took at the January 9, 2014, Board of Directors Regular Meeting.

  Upon query from Members of the Committee regarding VTA’s connection to the Levi’s Stadium in Santa Clara, Mr. Lawson responded that VTA is working in close collaboration with the City of Santa Clara as well as the 49ers organization. In addition, Board of Directors Chairperson Ash Kalra announced the formation of a Stadium Overview Task Force at the January 9, 2014, Board of Directors Regular Meeting. Ms. Fernandez added that the task force will be comprised of representatives from the Board of Directors, the community, and VTA staff. Ms. Fernandez also mentioned that in addition to the task force, there will be an internal working group to develop a transit service plan to address the different events that will be held at the stadium.

  Members of the Committee noted the importance of effective marketing as an important component in the transit service planning for the Levi’s Stadium. They suggested recruiting Jim Harbaugh and Colin Kaepernick, members of the 49ers Team, as part of a marketing
campaign to promote taking public transit to games at Levi’s Stadium. Ms. Fernandez emphasized that communications and marketing will be part of the working group agenda.

6. **Chairperson’s Report**

There was no Chairperson's Report.

**BUSINESS REFERRED TO COMMITTEE BY THE BOARD OF DIRECTORS/ GENERAL MANAGER**

**CONSENT AGENDA**

7. **Regular Meeting Minutes of October 10, 2013**

M/S/C *(Davis/Bruins)* to approve the Regular Meeting Minutes of October 10, 2013.

8. **Programmed Projects Quarterly Monitoring Report for July-September 2013**


**REGULAR AGENDA**

9. **Appoint Nomination Subcommittee to Identify Committee Members Interested in Serving as the Chairperson and Vice Chairperson for 2014**

Stephen Flynn, Advisory Committee Coordinator, provided background of the nomination process for the 2014 Policy Advisory Committee leadership, as well as a brief overview of the duties of the Chairperson and Vice Chairperson. Due to cancellations of the November 2013 and December 2013 Policy Advisory Committee Meetings, Mr. Flynn suggested that the Committee assemble the Nomination Subcommittee at this meeting and hold the election of Chairperson and Vice Chairperson at the next Committee meeting in February 13, 2014.

Chairperson Pro Tem Miller and Member Bruins expressed their interest to serve on the Nomination Subcommittee.

M/S/C *(Larsen/Abe-Koga)* to appoint Chairperson Pro Tem Miller and Member Bruins on the Nomination Subcommittee to identify Committee members interested in serving as Chairperson and Vice Chairperson of the Policy Advisory Committee for 2014.

10. **Adopt the Priority Development Area (PDA) Planning Grant Program**

Marcella Rensi, Transportation Planning Manager, provided the staff report.

Chairperson Pro Tem Miller commented that although the City of Saratoga does not have a PDA, Attachment 10.a map shows it does. Ms. Rensi stated that a list of PDAs is forthcoming in future memos to help clarify.

M/S/C *(Davis/Mahoney)* to recommend that the VTA Board of Directors adopt the Priority Development Area Planning Grant Program.

**NOTE:** M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.
11. **Silicon Valley Express Lanes Program Update**

John Ristow, Chief Congestion Management Agency Officer, provided background and overview of the Silicon Valley Express Lanes Program (Program), highlighting: 1) the Program’s major developments to date; 2) incremental approach to design/construction funding and implementation on future corridors; and 3) proposed project delivery approach.

Member Chu left the meeting at 5:00 p.m.

Members of the Committee and staff engaged in an extensive discussion regarding the Program covering enforcement, project benefits, lane configurations, and project timeline.

Members of the Committee also suggested that staff consider: 1) providing definition of the project and information on how to use the Express Lanes; and 2) adding a marketing plan to educate and inform the public of the benefits of Express Lanes.

**Public Comments**

Mr. Stallman mentioned that the SR 85 Express Lanes Project Public Meetings are great venues for learning about the project and provided suggestions for potential access points along SR 85.

Omar Chatty, Interested Citizen, stated his opposition to toll lanes since the public is already paying for these roads. He also suggested that future Express Lanes presentations include the negative impacts of the Program.

Member Larsen supported Mr. Chatty’s comment with regards to providing negative impacts of the Program and suggested to staff that this information be studied. Chairperson Pro Tem Miller stated that the environmental study is posted on the website and one can infer the negative impacts from that document.

**On order of Chairperson Pro Tem Miller** and there being no objection, the Committee received the update on the Silicon Valley Express Lanes Program.

**OTHER**

12. **Committee Work Plan**

**On order of Chairperson Pro Tem Miller** and there being no objection, the Committee reviewed the Work Plan.

13. **Announcement**

There were no Announcements.

14. **ADJOURNMENT**

**On order of Chairperson Miller** and there being no objection, the Committee meeting was adjourned at 5:27 p.m.

Respectfully submitted,

Michelle Oblena, Board Assistant
VTA Office of the Board Secretary