

BOARD OF DIRECTORS MEETING

Thursday, December 7, 2017

5:30 PM

PLEASE NOTE CHANGE IN MEETING TIME

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 are requested to 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. The Board may also move regular agenda items on the consent agenda during Orders of the Day. If you wish to discuss any of these items, please request the item be removed from the Consent Agenda by notifying the Board Secretary staff or completing a blue card at the public information table prior to the meeting or prior to the Consent Agenda being heard.


Packet has been updated to include the staff memo for Agenda Item #8.1.C on 12/16/17.

- 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). VTA's home page is on the web at: www.vta.org or visit us on  Facebook at: www.facebook.com/scvta. (408) 321-2300: 中文 / Español / 日本語 / 한국어 / tiếng Việt / Tagalog.

**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. ACTION ITEM - Conduct separate elections to determine the Board's chairperson and vice chairperson for calendar year 2018.
- 1.3. Orders of the Day

2. AWARDS AND COMMENDATION

- 2.1. INFORMATION ITEM - Adopt a Retirement Commendation recognizing Kenneth Mireles, Senior Business Systems Analyst, Badge #8318, for 37 years of service; Ignacio Sosa, Overhaul and Repair Mechanic, Badge #1509, for 36 years of service; Steven Fisher, Senior Transportation Planner, Badge #8461 for 30 years of service; Krishan Sabherwal, Associate Systems Engineer, Badge #9020 for 27 years of service; and Richard Longstreth Jr., Coach Operator, Badge #3336 for 27 years of service.

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. COMMITTEE REPORTS

- 5.1. Citizens Advisory Committee (CAC) Chairperson's Report. (Verbal Report) (Wadler)
- 5.2. Policy Advisory Committee (PAC) Chairperson's Report. (Verbal Report) (Miller)
- 5.3. Policy Advisory Board Chairpersons' Report. (Verbal Report)

6. CONSENT AGENDA

- 6.1. ACTION ITEM - Approve the Board of Directors Regular Meeting Minutes of November 2, 2017.
- 6.2. ACTION ITEM - Approve the Board of Directors Special Meeting Minutes of November 27, 2017.

- 6.3.** ACTION ITEM - Authorize the General Manager to negotiate and execute a contract with Perkins + Will to prepare a BART Phase II Corridor Transit-Oriented Development (TOD) Strategy Study, for a value not to exceed \$1,900,000. The contract term will be for 18 months from the date of execution. *(Deferred from the November 2, 2017, Board of Directors' meeting.)*
- 6.4.** ACTION ITEM - Authorize the General Manager to execute a contract with FBD Vanguard Construction, Inc., the lowest responsive and responsible bidder, in an amount of \$15,538,238.42 for the construction of the SR 237 Express Lanes Phase 2 Project.
- 6.5.** ACTION ITEM - Adopt a Program Budget of \$24,000,000 for the Silicon Valley Express Lanes Fund, to allow loan proceeds and any related interest earnings to pay project costs and loan costs of the Express Lanes Phase 2 Project.

Note: Motion must be approved by at least a 2/3 of the Board (8 members).

- 6.6.** ACTION ITEM - Authorize the General Manager to execute a sole source contract with VenTek Transit, Inc. for a not-to-exceed amount of \$760,000 for hardware modifications, software engineering, and field installation necessary for all VTA Ticket Vending Machines (TVM) to dispense Clipper® cards.
- 6.7.** ACTION ITEM - Review and accept the Fiscal Year 2018 Statement of Revenues and Expenses for the period ending September 30, 2017.
- 6.8.** ACTION ITEM - Authorize the General Manager to execute contract amendments with Mark Thomas & Company to perform early development tasks to support the Project Approval/Environmental Documentation (PA/ED) phase in an amount not to exceed \$1,500,000 for the I-280/Winchester Boulevard Interchange Improvements Project.
- 6.9.** ACTION ITEM - Authorize the General Manager to execute a three year contract with Medical Transportation Management, Inc. (MTM) in the amount of \$3,243,000 to provide Paratransit Eligibility Certification Services.
- 6.10.** ACTION ITEM - Adopt the 2017 VTA Congestion Management Program (CMP).
- 6.11.** ACTION ITEM - Adopt a resolution establishing a Complete Streets Policy for VTA.
- 6.12.** ACTION ITEM - Review and receive the Auditor General's report on the Records Information Management Program Assessment.
- 6.13.** ACTION ITEM - Approve the revised Records Retention Schedule.
- 6.14.** INFORMATION ITEM - Review the Legislative Update.
- 6.15.** INFORMATION ITEM - Review the status of ongoing Santa Clara County Transportation Fund for Clean Air (TFCA) Program Manager Fund projects.

- 6.16.** INFORMATION ITEM - Receive the Development Review Quarterly Report for July to September 2017.

7. REGULAR AGENDA

Governance and Audit Committee

- 7.1.** ACTION ITEM - Review and receive the audited CAFR for VTA, and the Financial Reports for ATU Pension Plan and Retirees' OPEB Trust (both referred to as Trusts) for Fiscal Year 2017.

Administration and Finance Committee

- 7.2.** ACTION ITEM - Adopt a resolution authorizing the refunding of up to all maturities of the 2011 Bonds, approving the transaction documents (on file with the Board Secretary), and authorizing the General Manager and Chief Financial Officer to individually take all actions necessary to issue the 1976 Sales Tax, Sales Tax Revenue Refunding Bonds, 2017 Series B (the "2017-B Bonds") and pay issuance costs.
- 7.3.** ACTION ITEM - Approve for permanent disposition the Great Mall Transit Center in Milpitas, California and declare it as "surplus property" in accordance with applicable law. Authorize the General Manager to offer the property for sale pursuant to applicable law, with the terms and conditions of any proposed action to be presented to the Board for review and consideration before finalization.
- 7.4.** ACTION ITEM - Authorize the General Manager to enter into one or more agreements with the City of Santa Clara and/or Republic Properties Corporation and its affiliate Republic Metropolitan (Republic) in connection with the development of the City and VTA-owned parking lot at the Santa Clara Caltrain Station. The agreements include a potential Cooperative Agreement with the City and an Exclusive Negotiations Agreement (ENA) with Republic for the purpose of negotiating a sole-source Joint Development Agreement (JDA) / Disposition and Development Agreement (DDA) and any other related agreements.

Board of Directors

- 7.5.** ACTION ITEM - Adopt a policy for a Commuter Shuttle Program, which requires commuter shuttle operators to adhere to a set of rules and regulations, as amended from time to time by the General Manager, in order to access VTA-owned real property and/or VTA-controlled areas, including VTA facilities.

8. OTHER ITEMS

- 8.1.** General Manager Report. (Verbal Report)
- 8.1.A.** INFORMATION ITEM - Receive a report from Steve Palmer, Federal Lobbyist.
- 8.1.B.** Receive Government Affairs Update.

8.1.C. INFORMATION ITEM - Receive Silicon Valley Rapid Transit (SVRT) Program Update.

- INFORMATION ITEM - Receive VTA's BART Silicon Valley Phase II environmental clearance status.

8.2. Chairperson's Report. (Verbal Report)

8.2.A. ACTION ITEM - Approve the VTA Board of Directors Meeting Schedule for calendar year 2018.

8.3. ITEMS OF CONCERN AND REFERRAL TO ADMINISTRATION

8.4. Unapproved Minutes/Summary Reports from VTA Committees, Joint Powers Boards (JPB), and Regional Commissions

8.4.A. VTA Standing Committees

8.4.B. VTA Advisory Committees

8.4.C. VTA Policy Advisory Boards (PAB)

8.4.D. Joint Powers Boards and Regional Commissions

8.5. Announcements

9. CLOSED SESSION

9.1. Recess to Closed Session

**A. Conference with Legal Counsel - Existing Litigation
Government Code Section 54956.9(d)(1)]**

Name of Case: Hawkins, Rochelle v. SCVTA, Henry Bala, et al. (Santa Clara County Superior Court Case: 16-CV-304352)

**B. Conference with Legal Counsel - Anticipated Litigation
[Government Code Section 54956.9(d)(2)]**

Significant Exposure to Litigation

No. of Potential Cases: 1

**C. Public Employee Performance Evaluation
[Government Code Section 54957]**

Title: General Manager

- D.** Conference with Labor Negotiators
[Government Code Section 54957.6]

VTA Designated Representatives:
Jeannie Bruins, Board Chairperson
Alberto Lara, Director of Business Services

Unrepresented Employee:
General Manager
- E.** Public Employee Performance Evaluation
[Government Code Section 54957]

Title: General Counsel
- F.** Conference with Labor Negotiators
[Government Code Section 54957.6]

VTA Designated Representatives:
Jeannie Bruins, Board Chairperson
Alberto Lara, Director of Business Services

Unrepresented Employee:
General Counsel
- 9.2. Reconvene to Open Session**
- 9.3. Closed Session Report**
- 9.4. ACTION ITEM - Approve modifications to employment contract with VTA General Manager.**
- 9.5. ACTION ITEM - Approve modifications to employment contract with VTA General Counsel.**

10. ADJOURN



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Sam T. Liccardo

MAYOR

November 14, 2017

Dear Chair Bruins,

Please accept this letter expressing my interest in serving as the Chair of the Valley Transportation Authority for the upcoming year. I would welcome the opportunity to serve in this role on behalf of the residents of Santa Clara County.

Sincerely,

A handwritten signature in cursive script that reads "Sam Liccardo".

Sam Liccardo
Mayor, San José





City of Santa Clara

The Center of What's Possible

Mayor

Lisa M. Gillmor

Council Members

Dominic J. Caserta
Debi Davis
Patrick Kolstad
Patricia M. Mahan
Teresa O'Neill
Kathy Watanabe

November 28, 2017

Chair Jeannie Bruins
Valley Transportation Authority
3331 North First Street
San Jose, California 95134

Dear Chair Bruins,

The purpose of this letter is to indicate to you and the rest of the VTA Board of Directors my interest in being considered for the position of Vice-Chair of the Board for 2018. I believe I have the combination of experience, leadership qualities, and passion to ensure that the people of Santa Clara County get the transportation solutions they deserve and need to improve our quality of life.

I began working on transportation issues with VTA shortly after my election to the Santa Clara City Council when I joined the Policy Advisory Committee in January 2013; however, I had been a VTA rider during various periods of my working career. I joined the VTA board in March 2016 and since have served on the Congestion Management Program and Planning Committee (Chair during 2017), Governance and Audit Committee, El Camino Rapid Transit Policy Advisory Board, BART Silicon Valley Ad Hoc Committee, and the Capital Projects Oversight Committee. Along with Board Member Peralez, I represent Santa Clara County and VTA on the governing board of the Capitol Corridor Joint Powers Authority.

In addition, I have worked to get to know better VTA's employees and organization by participating in employee forums and recognition events and speaking at VTA workshops and commemorations such as Women's Equality and Veteran's Day.

My governance experience also includes being an elected member of the Santa Clara Unified School District Board of Trustees, where I worked on regional and state education issues as an active member of the Santa Clara County School Boards Association, serving as president, and the California School Boards Association, serving as a member of the statewide delegate assembly. I also serve on the regional governing bodies of the Silicon Valley Animal Control Authority and Northern California Power Agency, where I am the Chair of the Legislative and Regulatory Affairs Committee and a member of the Executive Committee. At NCPA, our members include very small through medium-sized cities and public agencies such as BART and the Port of Oakland. Together we work to deliver services not just to our members, but to utility co-operatives and community choice aggregators that are striving to provide better electric service to their communities. I advocate at the state and national levels not just for my city, or NCPA members, but for communities across the United States that are frequently very different from my own with different needs.

I am confident that my experience and conviction will help me serve all the people and communities of Santa Clara County and the mission of VTA if the Board of Directors should select me as Vice-Chair for 2018. Together we must innovate and implement the transportation solutions our community is looking to us to provide. Thank you for your consideration.

Sincerely,

Teresa O'Neill
Council Member

**MAYOR SAVITA VAIDHYANATHAN**

CITY HALL

10300 TORRE AVENUE • CUPERTINO, CA 95014-3255

TELEPHONE: (408) 777-3193 • FAX: (408) 777-3366

svaidhyanathan@cupertino.org



Jeannie Bruins
Chairperson, Board of Directors
Valley Transportation Authority (VTA)
3331 North First Street, Building B-1
San Jose, CA 95134

Through this letter, I am expressing my interest in, and providing my qualifications for, the position of Vice Chair on the Valley Transportation Authority's Board of Directors.

I have been on the Board of VTA since 2016. Prior to that I served on VTA's Policy Advisory Committee since 2014. These years with VTA have given me intimate knowledge and comprehensive understanding of the transportation issues facing the South Bay, the concerns of our constituents, and how to work with a variety of interests to ensure mutual understanding while coming to agreements that benefit our communities.

A few of my accomplishments include:

- Representing five cities (Campbell, Cupertino, Los Gatos, Monte Sereno, and Saratoga) during the creation of Next Network, VTA's comprehensive Transit Service Plan for fiscal year 2018/19. I led multiple dialogs between the cities that aided VTA to review and optimize the affected routes.
- Working with three West Valley cities (Cupertino, Los Gatos, and Saratoga) on an amicable settlement for alternative transportation on State Route 85. VTA is now able to move forward with an objective study that should help build consensus and allow all parties to move forward together. This was particularly challenging since I had to ensure there were no conflicts of interest between my roles on VTA and the Cupertino City Council.

- Opening up dialogue between VTA and some of its constituents who felt they were not being heard. By facilitating meetings between VTA staff and the senior Indian community I helped improve the perception of VTA amongst these constituents.
- Coordinating meetings with West Valley Mayors and CEO Nuria Fernandez to discuss solutions for seniors that eventually led to the introduction of RYDE with support from West Valley Community Services in Cupertino and the Saratoga Area Senior Coordinating Council (SASCC) in Saratoga.
- Helping host several conversations with De Anza College students about VTA's Eco Pass during the budgeting cycle. These conversations allowed VTA to modify rate structures with inputs and support from the student community.

These initiatives have enabled the creation of a bridge between VTA and the different constituents that it serves and improved the overall image of VTA among the public. I am a natural consensus builder and have used my personal standing to create these dialogs.

I continue to support the BART extension to San Jose and am currently working with staff and Mayor Sam Liccardo on a transit solution along Stevens Creek Boulevard. I was also a vocal supporter of Measure B, working with SVLG and investing considerable time to share with the Cupertino community the importance of the initiative to our transit future.

I look forward to continuing to work with VTA Board of Directors, elected officials, VTA staff, and the communities we serve to find ongoing transit solutions.

Sincerely,



Savita Vaidhyanathan, Mayor
City of Cupertino



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Uki pgf "qp'F gego dgt'9.'42390

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o qpkqtu'y j lej "ucxgf "XVC"o kxkqpu"qh'f qmctu"cpf "cxqkf gf "qxgt"vj tgg"o kxkqp"r qwvf u'qh'ectdqp"
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c'pgy "ej cr vgt'kp"j ku'rhg0

VJ GTGHQTG.'DG'KV'TGUQNXGF "vj cv'vj g"Ucpvc'Erntc'Xcmg{ Vtcpur qtvcvkqp"Cwj qtkv{ f qgu"
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f gf kecvgf "r wdrle"ugt xleg0

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Y J GTGCU."Tlej ctf "Nqpi utgyj "Lt0"Dcf i g"%5558. dgi cp"j ku ectggt"y kj "vj g"Ucpvc"Erctc"
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P wlc"KHgtpcpf gl ."I gpgtcn'O cpci gt
 Ucpvc"Erctc"Xcmg{ Vtcpur qtvcvkqp"Cwj qtk{

**State Route (SR) 85 Corridor
Policy Advisory Board
Chairperson's Report
December 7, 2017**

The State Route 85 Corridor Policy Advisory Board (PAB) met on November 21, 2017, at the Mountain View City Council Chambers. At that meeting:

- The November 21st meeting was the first of two meetings in which the PAB will discuss the transit travel market on SR 85 and right-of-way constraints along the corridor. The second meeting will occur on December 11th. These meetings are intended to inform the PAB of the various constraints and expected strength of the travel market which will inform their decisions about which project alternatives will be selected to be included in the alternatives analysis.
- The PAB received three presentations covering (1) outreach efforts to date, (2) travel market analysis including Caltrans, INRIX and survey data and (3) right of way constraints along the corridor.
- The travel market analysis presentation highlighted key questions that are anticipated to be asked by VTA's Board of Directors: Is there sufficient transit demand to support spending the capital, operating and opportunity costs of building a transit infrastructure project, operating service in perpetuity and potentially reallocating transit service hours from other routes? Staff expressed concern that the peaked, directional, weekday demand on the corridor may not support all-day, everyday service. Staff also indicated that transit projects that provide travel speeds fast enough to offset the time spent accessing the transit station, destination and waiting for the vehicle to arrive will have a greater chance at appealing to travelers who have the choice of driving.
- The right-of-way constraints presentation indicated that some bridges in the portion of SR 85 north of McLellan Avenue are likely to require modification or engineering solutions such as aerial guideways to accommodate light rail tracks or a dedicated busway. The PAB expressed an interest in options for continuing the guideway north of US 101, which is a topic to be discussed at future PAB meetings.
- PAB Chair McAlister closed the meeting noting that the next PAB meeting would occur on December 11.



BOARD OF DIRECTORS MEETING

Thursday, November 2, 2017

MINUTES

1. CALL TO ORDER AND ROLL CALL

The Regular Meeting of the Santa Clara Valley Transportation Authority's (VTA) Board of Directors (Board) was called to order by Chairperson Bruins at 5:33 p.m. in the Board of Supervisors' Chambers, County Government Center, 70 West Hedding Street, San José, California.

1.1. ROLL CALL

Attendee Name	Title	Status
Jeannie Bruins	Chairperson	Present
Larry Carr	Board Member	Present
Cindy Chavez	Board Member	Present
David Cortese	Alternate Board Member	Absent
Dev Davis	Alternate Board Member	Present
Lan Diep	Board Member	Absent
Daniel Harney	Alternate Board Member	Absent
Glenn Hendricks	Board Member	Present
Chappie Jones	Board Member	Present
Johnny Khamis	Board Member	Absent
Sam Liccardo	Vice Chairperson	Present
John McAlister	Alternate Board Member	Absent
Bob Nunez	Alternate Board Member	Absent
Teresa O'Neill	Board Member	Present
Raul Peralez	Board Member	Present
Rob Rennie	Alternate Board Member	Present
Savita Vaidhyanathan	Board Member	Absent
Ken Yeager	Board Member	Present

* Alternates do not serve unless participating as a Member.

A quorum was present.

1.2. Orders of the Day

Chairperson Bruins stated that staff has requested **Agenda Item #6.13.**, Contractor Selection for BART Phase II Corridor Transit-Oriented Development (TOD) Strategy Study, be deferred to a future meeting.

M/S/C (Hendricks/O'Neill) to accept the Orders of the Day.

RESULT:	ACCEPTED [UNANIMOUS] – Agenda Item #1.2
MOVER:	Glenn Hendricks, Board Member
SECONDER:	Teresa O'Neill, Board Member
AYES:	Bruins, Carr, Chavez, Davis, Hendricks, Jones, Liccardo, O'Neill, Peralez, Rennie
NOES:	None
ABSENT:	Khamis, Yeager

2. AWARDS AND COMMENDATION

2.1. Community Partnership Recognition

The Board recognized Code for San José for being a valued VTA partner in data and community development. Co-Founder/Co-Captain Michelle Thong and Co-Captain Vivek Bansal accepted the recognition.

3. PUBLIC COMMENT

Jeff Ducker, Interested Citizen, expressed concern about lack of signage and communication on the light rail system during service interruptions, and requested signs be posted when a line has been shut down.

Ms. Marie, Interested Citizen, stated her wallet was stolen and expressed frustration about the following: 1) VTA logo was not visible on security officers' uniform, and; 2) her case was not investigated.

Roland Lebrun, Interested Citizen, expressed concern about escalating violence on the light rail between Convention and the Civic Center. He suggested VTA put together a task force to investigate the matter.

Mr. Macdonald, Interested Citizen, expressed concern about undue harassment he experienced on VTA Route 23, and stated the matter needs to be addressed.

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

4. PUBLIC HEARINGS

4.1. Silicon Valley Berryessa Extension (SVBX) Resolutions of Necessity

Ron Golem, Deputy Director of Real Estate, provided an overview of the staff report and provided a presentation entitled “BART Silicon Valley Berryessa Extension Project,” highlighting: 1) Project Map; 2) Resolution of Necessity Hearing; 3) Resolution of Necessity Property #1; 4) 847 Gibraltar Drive, Milpitas; 5) Resolution of Necessity Property #2; 6) 47817 Westinghouse Drive, Fremont; 7) Resolution of Necessity Property #3; 8) 47915 Westinghouse Drive, Fremont, and; 9) 47915 Westinghouse Drive, Fremont & 47817 Westinghouse Drive, Fremont.

M/S/C (Chavez/Hendricks) to close the Public Hearing.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Cindy Chavez, Board Member
SECONDER:	Glenn Hendricks, Board Member
AYES:	Bruins, Carr, Chavez, Davis, Hendricks, Jones, Liccardo, O'Neill, Peralez, Rennie
NOES:	None
ABSENT:	Khamis, Yeager

M/S/C (O'Neill/Chavez) to adopt **Resolutions of Necessity Nos. 2017.11.32 (Property ID #B2566-02), 2017.11.33 (Property ID #B2567-02), and 2017.11.34 (Property ID #B2026A-02)** determining that the public interest and necessity requires the acquisition of property interests from three properties, one located in Milpitas and two located in Fremont, and owned by: (1) Prologis-Exchange Milpitas LLC, a Delaware limited liability company; (2) BMC Inventories LLC, a California limited liability company; and (3) Burnsidess Ventures, LLC for the BART Silicon Valley Berryessa Extension (SVBX) Project.

Property ID/Assessor's Parcel Number/Owner (Resolution No. 2017.11.34)

B2026A-02 (APN 086-42-035) owned by Prologis-Exchange Milpitas LLC, a Delaware Limited Liability Company.

Property ID/Assessor's Parcel Number/Owner (Resolution No. 2017.11.32)

B2566-02 (APN 519-1681-008) owned by BMC Inventories LLC, a California Limited Liability Company.

Property ID/Assessor's Parcel Number/Owner (Resolution No. 2017.11.33)

B2567-02 (APN 519-1681-032) owned by Burnsidess Ventures, LLC.

RESULT: ADOPTED [UNANIMOUS] – Agenda Item #4.1
MOVER: Teresa O’Neill, Board Member
SECONDER: Cindy Chavez, Board Member
AYES: Bruins, Carr, Chavez, Davis, Hendricks, Jones, Liccardo, O’Neill,
 Peralez, Rennie
NOES: None
ABSENT: Khamis, Yeager

5. COMMITTEE REPORTS

5.1. Citizens Advisory Committee (CAC) Chairperson's Report

There was no Citizens Advisory Committee report.

5.2. Policy Advisory Committee (PAC) Chairperson's Report

Policy Advisory Committee (PAC) Chairperson Miller provided a brief report of the October 12, 2017, PAC meeting, highlighting the following: 1) the Committee was unable to reach a unanimous vote on State Transportation Improvement Program (STIP) Funding and expressed concern with the priority of projects in the North Bay Shore area and potentially Highway 85, and; 2) on the BART Fare Parking Policy, the Committee suggested consideration be given to integrating the new BART parking garage payment system with the Clipper Card.

5.3. Policy Advisory Board Chairpersons' Report

There was no Policy Advisory Board report.

6. CONSENT AGENDA

Chairperson Bruins reminded Board Members that **Agenda Item #6.13.**, Contractor Selection for BART Phase II Corridor Transit-Oriented Development (TOD) Strategy Study, was deferred under Orders of the Day.

Chairperson Bruins stated the recommendation for **Agenda Item #6.4.**, VTA/BART District Temporary Governance Negotiation Committee has been revised noting the new recommendation. Chairperson Bruins stated a further revision needs to be added to limit the number of alternates from two to one.

Alternate Board Member Rennie noted his recusal on **Agenda Item #6.5.**, 2016 Measure B SR 85 Corridor Program Category Guidelines.

Vice Chairperson Liccardo noted his recusal on **Agenda Item #6.10.**, Award of Bus Shelter Procurement Contract, and; **Agenda Item #6.11.**, US 101/Zanker Road Interchange Project – PA/ED Services Contract with AECOM.

Board Member Chavez noted her recusal on **Agenda Item #6.11.**, US 101/Zanker Road Interchange Project – PA/ED Services Contract with AECOM.

6.1. Board of Directors Workshop Meeting Minutes of September 22, 2017

M/S/C (Hendricks/Carr) to approve the Board of Directors Workshop Meeting Minutes of September 22, 2017.

6.2. Joint Meeting of the Santa Clara Valley VTA Board of Directors and San Francisco BART District Board of Directors Meeting Minutes of September 28, 2017

M/S/C (Hendricks/Carr) to approve the Joint VTA Board of Directors and BART Board of Directors Special Meeting Minutes of September 28, 2017.

6.3. Board of Directors Workshop Meeting Minutes of October 5, 2017

M/S/C (Hendricks/Carr) to approve the Board of Directors Workshop Meeting Minutes of October 5, 2017.

6.4. VTA/BART District Temporary Governance Negotiation Committee

M/S/C (Hendricks/Carr) to: a) establish the Santa Clara Valley Transportation Authority (VTA) / Bay Area Rapid Transit District (BART) Temporary (Ad Hoc) Negotiation Committee, with a charge to report back to the full Board, with the Board retaining direct jurisdiction over this matter in lieu of the standing committees.

b) to appoint Chair Jeannie Bruins, Vice Chair Sam Liccardo, Directors Cindy Chavez, and Teresa O'Neill as VTA's representatives on this committee with Board Member Ken Yeager as the alternate member.

6.5. 2016 Measure B SR 85 Corridor Program Category Guidelines

M/S/C (Hendricks/Carr) on a vote of 9 ayes to 1 recusal to adopt the 2016 Measure B SR 85 Corridor Program Category Guidelines. Alternate Board Member Rennie recused.

6.6. 2018 State Transportation Improvement Program

M/S/C (Hendricks/Carr) to program 2018 State Transportation Improvement Program (STIP) funds to transportation projects in Santa Clara County; 2) **Adopt Resolution #2017.11.35** to program 2018 STIP capacity to projects; and 3) Authorize the General Manager to execute appropriate funding agreements to receive STIP funds.

6.7. Approval of Bus Shelter Advertising Contract

M/S/C (Hendricks/Carr) to authorize the General Manager to execute a contract and related amendments: (1) With Clear Channel Outdoor to manage the advertising program on VTA bus shelters for a four-year term beginning on January 1, 2018 and ending on December 31, 2021, with an option for VTA to extend the contract for one additional five-year period; and (2) Where applicable, with local agencies to maintain the placement of advertising bus shelters within their jurisdiction, and where available, to distribute a share of net advertising revenue to such local agencies.

6.8. VTA Permit Fee Schedule

M/S/C (Hendricks/Carr) to adopt **Resolution #2017.11.36** amending the VTA Permit Fee Schedule to update fees to be collected for Construction Access Permits and Restricted Access Permits, based upon the update of VTA allocated rates for Fiscal Year 2018.

6.9. Fiscal Year 2017 Statement of Revenues and Expenses for the Period Ending June 30, 2017.

M/S/C (Hendricks/Carr) to review and accept the Fiscal Year 2017 Statement of Revenues and Expenses for the period ending June 30, 2017.

6.10. Award of Bus Shelter Procurement Contract

M/S/C (Hendricks/Carr) on a vote of 9 ayes to 1 recusal to authorize the General Manager to execute a contract with Brasco International, Inc., the selected vendor, in the amount of \$1,516,600 for the fabrication and delivery of up to 141 new bus shelters and 216 matching bus stop benches. The term of this agreement is for two years. Vice Chairperson Liccardo recused.

6.11. US 101/Zanker Road Interchange Project – PA/ED Services Contract with AECOM

M/S/C (Hendricks/Carr) on a vote of 8 ayes to 2 recusals to authorize the General Manager to execute a contract amendment with AECOM to perform Project Approval/Environmental Documentation (PA/ED) services in an amount up to \$1,090,000, increasing the not-to-exceed total contract value to \$1,620,902 for the US 101/Zanker Road Interchange Project. Vice Chairperson Liccardo and Board Member Chavez recused.

6.12. Capitol Expressway Light Rail (CELR) Phase II Property Acquisition

M/S/C (Hendricks/Carr) to authorize the General Manager to:

- 1) Execute all documents required or VTA's acquisition (or possession and use) of the requisite right-of-way for the Capitol Expressway Light Rail Phase II Project ("Project"), where:
 - (a) the purchase price equals the statutory offer of just compensation established for the property and the purchase price exceeds the authority of the General Manager under Section 5-3 of the Administrative Code; or
 - (b) the purchase price is within 15% above the statutory offer of just compensation established for the property; and
- 2) Execute all documents necessary to convey or assign easement rights or fee title, as applicable, to:
 - (a) utility providers for replacement rights, along with requisite access rights, related to utility relocations; and
 - (b) public agencies for the operation and maintenance

6.13. (Deferred to a future Board meeting.)

Authorize the General Manager to negotiate and execute a contract with Perkins + Will to prepare a BART Phase II Corridor Transit-Oriented Development (TOD) Strategy Study, for a value not to exceed \$1,900,000. The contract term will be for 18 months from the date of execution.

6.14. 2017 Transportation Systems Monitoring Program Report

M/S/C (Hendricks/Carr) to receive the 2017 Transportation Systems Monitoring Report.

6.15. Phased Implementation Plan for Next Network and Related Efforts in 2018

M/S/C (Hendricks/Carr) to receive a report on the phased implementation of the FY18 & FY19 “Next Network” Transit Service Plan and related efforts in 2018.

6.16. Annual Transit Operations Insurance Renewal Report for FY 2017-2018

M/S/C (Hendricks/Carr) to receive the Transit Operations Insurance Program Renewal Report for Fiscal Year 2017-2018.

6.17. Legislative Update

M/S/C (Hendricks/Carr) to receive Legislative update.

RESULT: APPROVED [UNANIMOUS] Agenda Items 6.1-6.4 & 6.6-6.9, 6.12, 6.14-6.17
MOVER: Glenn Hendricks, Board Member
SECONDER: Larry Carr, Board Member
AYES: Bruins, Carr, Chavez, Davis, Hendricks, Jones, Liccardo, O'Neill, Peralez, Rennie
NOES: None
ABSENT: Khamis, Yeager

RESULT: APPROVED – Agenda Item 6.5
MOVER: Glenn Hendricks, Board Member
SECONDER: Larry Carr, Board Member
AYES: Bruins, Carr, Chavez, Davis, Hendricks, Jones, Liccardo, O'Neill, Peralez
NOES: None
ABSENT: Khamis, Yeager
RECUSED: Rennie

RESULT: APPROVED – Agenda Item 6.10
MOVER: Glenn Hendricks, Board Member
SECONDER: Larry Carr, Board Member
AYES: Bruins, Carr, Chavez, Davis, Hendricks, Jones, O'Neill, Peralez, Rennie
NOES: None
ABSENT: Khamis, Yeager
RECUSED: Liccardo

RESULT: APPROVED – Agenda Item 6.11
MOVER: Glenn Hendricks, Board Member
SECONDER: Larry Carr, Board Member
AYES: Bruins, Carr, Davis, Hendricks, Jones, O'Neill, Peralez, Rennie
NOES: None
ABSENT: Khamis, Yeager
RECUSED: Chavez, Liccardo

RESULT: DEFERRED - Agenda Item 6.13
MOVER: Glenn Hendricks, Board Member
SECONDER: Larry Carr, Board Member
AYES: Bruins, Carr, Chavez, Davis, Hendricks, Jones, Liccardo, O'Neill, Peralez, Rennie
NOES: None
ABSENT: Khamis, Yeager

Board Member Yeager arrived at the meeting and took his seat at 5:59 p.m.

7. REGULAR AGENDA

Administration and Finance Committee

7.1. Approval of Parking Program for Milpitas and Berryessa/North San Jose Transit Centers

Mr. Golem introduced Erica Rose, Silicon Valley Berryessa Extension (SVBX) Project Training Office, and provided an overview of the staff report and a presentation entitled “VTA’s BART Silicon Valley Berryessa Extension Project Parking Program,” highlighting: 1) Topics; 2) Milpitas Transit Center Parking Structure; 3) Berryessa/North San Jose Transit Center Parking Structure; 4) System Overview; 5) Parking Access and Revenue Collection System; 6) Revenue Collection; 7) Parking Payment Options; 8) Peer Agency Review; 9) Some Key Considerations for Transit Centers Parking; 10) Proposed Fees at Start of BART

Revenue Service; 11) Recommended Parking Program Management; 12) Next Steps; 13) Current BART Parking Rates, and; 14) Title VI Parking Fee Survey.

Members of the Board and staff discussed the following: 1) reading missing or damaged license plates, and; 2) 30-day video retention policy as it relates to parking citations.

Public Comment

Mr. Lebrun commented on the following: 1) suggested using an autonomous electric vehicle for demonstration in the presentation; 2) encouraged using “Smart Garage” parking technology which helps locate vehicles, and; 3) Clipper 2.0 Upgrades.

M/S/C (Hendricks/Jones) to approve the proposed parking program for the two new Transit Centers at Milpitas and Berryessa/North San Jose, including rates and procedures for rate changes.

RESULT:	APPROVED – [UNANIMOUS] Agenda Item #7.1
MOVER:	Glenn Hendricks, Board Member
SECONDER:	Chappie Jones, Board Member
AYES:	Bruins, Carr, Chavez, Davis, Hendricks, Jones, Liccardo, O'Neill, Peralez, Rennie, Yeager
NOES:	None
ABSENT:	Khamis

8. OTHER ITEMS

8.1. General Manager Report

Ms. Fernandez provided a report, highlighting the following: 1) VTA’s partnership with the East Side Union High School District’s Career Pathways Program and VTA staff’s visit to Independence High School; 2) VTA Breast Cancer Awareness Walk on Friday, October 27, 2017; 3) Rail Rehabilitation Program Update; 4) Electric Bus Delivery Update; 5) Regional Business Diversity Program outreach event to be held on November 9, 2017; 6) State Route (SR) 85 Transit Guideway Study Community Meetings, and; 7) Ridership statistics for the month of October.

Captain David Lera provided a brief security report and presentation, highlighting the following: 1) security statistics for October 2017; 2) rail safety operation on the Winchester Line during Rail Safety Month; 3) mutual aid for North Bay fire crisis, and; 4) participation in the Breast Cancer Awareness Month.

8.1.A. Government Affairs Update

Ms. Fernandez noted the Government Affairs Update was included in the Board Members' reading folders and placed on the public table.

On order of Chairperson Bruins and there being no objection, the Board received the Government Affairs Update.

8.1.B. Silicon Valley Rapid Transit (SVRT) Program Update

Dennis Ratcliffe, Deputy Director, SVRT/BART Capital Program, provided the following updates: 1) Berryessa Extension Progress; 2) installation of fare gates, ticket vending machines and floor tiles at the Milpitas Station; 3) dynamic testing is underway along the full length of the 10-mile extension, and; 4) installation of wall and roof paneling at the Milpitas and Berryessa station.

Public Comment

Mr. Lebrun referenced the constructability of the Silicon Valley BART extension Phase II alignment suggesting the VTA Board of Directors should direct VTA staff to reach out to WSP UK to provide geotechnical engineering peer review of the entire tunneling project. He stated credibility has become an issue and indicated it may be appropriate to question whether VTA is the right team to deliver BART Phase II, or if responsibility for the project should be transferred to the San Jose Department of Transportation.

On order of Chairperson Bruins and there being no objection, the Board received the Silicon Valley Rapid Transit Update.

8.2. Chairperson's Report

Chairperson Bruins provided a brief report, noting: 1) 2018 Board Chairperson and Vice Chairperson selection process, and; 2) the next VTA Board of Directors' meeting currently scheduled for Thursday, December 7, 2017, conflicts with a Caltrain meeting and may be rescheduled.

8.3. ITEMS OF CONCERN AND REFERRAL TO ADMINISTRATION

There were no items of Concern and Referral to Administration.

8.4. Unapproved Minutes/Summary Reports from VTA Committees, Joint Powers Boards (JPB), and Regional Commissions**8.4.A. VTA Standing Committees**

- Governance and Audit Committee - There was no report.
- Congestion Management Program & Planning (CMPP) Committee - The October 19, 2017, Minutes were accepted as contained in the

Agenda Packet.

- Administration & Finance (A&F) Committee – There was no report.
- Safety, Security, and Transit Planning & Operations (SSTP&O) Committee - The October 20, 2017, Minutes were accepted as contained in the Agenda Packet.

8.4.B. VTA Advisory Committees

- Technical Advisory Committee (TAC) - The October 11, 2017, Minutes were accepted as contained in the Agenda Packet.
- Citizens Advisory Committee (CAC) and 2000 Measure A Citizens Watchdog Committee (CWC) - The October 11, 2017, Cancellation Notice was accepted as contained in the Agenda Packet.
- Bicycle & Pedestrian Advisory Committee (BPAC) - The October 11, 2017, Cancellation Notice was accepted as contained in the Agenda Packet.
- Committee for Transportation Mobility and Accessibility (CTMA) - There was no report.
- Policy Advisory Committee (PAC) - The October 12, 2017, Minutes were accepted as contained in the Agenda Packet.

8.4.C. VTA Policy Advisory Boards (PAB)

- Eastridge to BART Regional Connector PAB (formerly Downtown East Valley PAB) - There was no report.
- State Route 85 Corridor PAB - There was no report.
- Diridon Station Joint Policy Advisory Board - The October 27, 2017, Cancellation Notice was accepted as contained in the Agenda Packet.
- El Camino Real Rapid Transit PAB - There was no report.

8.4.D. Joint Powers Boards and Regional Commissions

- Caltrain Peninsula Corridor Joint Powers Board - The November 2, 2017, Summary Notes were accepted as contained on the dais.
- Capitol Corridor Joint Powers Authority - There was no report.
- Dumbarton Rail Corridor Policy Committee - There was no report.
- Metropolitan Transportation Commission (MTC) - There was no report.
- Sunol Smart Carpool Lane Joint Powers Authority - There was no report.
- Sunol SR 152 Mobility Partnership - There was no report.

8.5. Announcements

There were no Announcements.

9. CLOSED SESSION

9.1. Recess to Closed Session at 6:39 p.m.**A. Conference with Legal Counsel - Anticipated Litigation**

[Government Code Section 54956(d)(2)]

Significant Exposure to Litigation

No. of Potential Cases: 1

B. Conference with Legal Counsel - Existing Litigation

[Government Code Section 54956.9(d)(1)]

Name of Case: Campbell v. Santa Clara Valley Transportation Authority (Santa Clara County Superior Court Case No.: 16-CV-290819)

9.2. Reconvene to Open Session at 6:54 p.m.**9.3. Closed Session Report****A. Conference with Legal Counsel - Anticipated Litigation**

[Government Code Section 54956(d)(2)]

Significant Exposure to Litigation

No. of Potential Cases: 1

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

B. Conference with Legal Counsel - Existing Litigation

[Government Code Section 54956.9(d)(1)]

Name of Case: Campbell v. Santa Clara Valley Transportation Authority (Santa Clara County Superior Court Case No.: 16-CV-290819)

Mr. Fabela reported the Board unanimously approved a settlement in the Case: Campbell v. Santa Clara Valley Transportation Authority (Santa Clara County Superior Court Case No.: 16-CV-290819) in the amount of \$75,000.

10. ADJOURNMENT

On order of Chairperson Bruins and there being no objection, the meeting was adjourned at 8:26 p.m.

Respectfully submitted,

Anita McGraw, Board Assistant
VTA Office of the Board Secretary



BOARD OF DIRECTORS SPECIAL MEETING

Monday, November 27, 2017

MINUTES

1. CALL TO ORDER AND ROLL CALL

Vj g"Ur geln'O ggkpi "qh"vj g"Ucpvc"Emtc"Xcmg{"Vtcur qt vclqp"Cwj qtkv{au"*XVC+"Dqctf "qh" Fktgevqtu"*Dqctf +y cu'ecmgf "v"qtf gt"d{"Ej ckr gt uqp"Dt wku"cv 7-29"r 0 0v'y g"XVC"Tkxgt"Qcmu" Eco r wa."Eqhgtgpeg" Tqqo "D/328."5553"P qt y "Hkuv"Ut gg v."Ucp"lqu? ."Ecrkqtpk0

1.1. ROLL CALL

Attendee Name"	Title	Status
Igcpplg'Dt wku"	Ej ckr gt uqp"	Rt gupv'
Nctt{"Ectt"	Dqctf "O go dgt"	Cdugpv'
Elpf {"Ej cxgl "	Dqctf "O go dgt"	Rt gupv'
F cxkf "Eqtvug"	Cngtpcvg"Dqctf "O go dgt"	Cdugpv'
F gx"F cxku"	Cngtpcvg"Dqctf "O go dgt"	Cdugpv'
Ncp"F lgr "	Dqctf "O go dgt"	Rt gupv'
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I rgpp"J gpf tkem"	Dqctf "O go dgt"	Rt gupv'
Ej cr r kg"lqpgu"	Dqctf "O go dgt"	Rt gupv'
Iqj pp{"Mj co ku"	Dqctf "O go dgt"	Rt gupv'
Uco "Nleectf q"	Xleg"Ej ckr gt uqp"	Rt gupv'
Iqj p"O eCkrugt"	Cngtpcvg"Dqctf "O go dgt"	Cdugpv'
Dqd"P wpgl "	Cngtpcvg"Dqctf "O go dgt"	Rt gupv'
Vgtguc"QP gkri"	Dqctf "O go dgt"	Cdugpv'
TcwnlRgtcrgl "	Dqctf "O go dgt"	Rt gupv'
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Mgp"l gci gt"	Dqctf "O go dgt"	Cdugpv'

, "Cngtpcvgu"fq"pqvugt xg"wpnguu"r ct vkr cvkpi "cu"O go dgt0

A quorum was present.

2. PUBLIC COMMENT

Vj gtg'y gtg'pq"Rwdrke"Eqo o gpw0

"

3. CLOSED SESSION

3.1. Recessed to Closed Session at 5:08 p.m.

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A. Eqphgtgpeg'y kj 'Ngi cn'Eqwpugn/'Cpvlekr cvgf 'Nkki cvkqp"
" II qxgtpo gpv'Eqf g'Ugevkqp'76; 780 *f +*4+'cpf lqt'76; 780 *f +*6+_"

Uki pkhecpv'Gzr quwtg'vq'Nkki cvkqp"cpf lqt'kpkcvkqp'qh'Nkki cvkqp"

P q0qh'Rqvgpvkcn'Ecugu<"3"

B." Eqphgtgpeg'y kj 'Ngi cn'Eqwpugn/'Cpvlekr cvgf 'Nkki cvkqp'"
" II qxgtpo gpv'Eqf g'Ugevkqp'76; 780 *f +*4+_"

Uki pkhecpv'Gzr quwtg'vq'Nkki cvkqp"....."

P q0qh'Rqvgpvkcn'Ecugu<"3"

3.2. Reconvened to Open Session at 7:03 p.m.

3.3. Closed Session Report

A. Eqphgtgpeg'y kj 'Ngi cn'Eqwpugn/'Cpvlekr cvgf 'Nkki cvkqp"
" II qxgtpo gpv'Eqf g'Ugevkqp'76; 780 *f +*4+'cpf lqt'76; 780 *f +*6+_"

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P q0qh'Rqvgpvkcn'Ecugu<"3"

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B." Eqphgtgpeg'y kj 'Ngi cn'Eqwpugn/'Cpvlekr cvgf 'Nkki cvkqp'"
" II qxgtpo gpv'Eqf g'Ugevkqp'76; 780 *f +*4+_"

Uki pkhecpv'Gzr quwtg'vq'Nkki cvkqp"....."

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4. OTHER ITEMS

4.1." Announcements

" " Vj gtg'y gtg'pq"Cppqwpego gpw0'

5. ADJOURNMENT

On order of Chairperson Bruins"cpf "vj gtg"dglpi "pq"qdlgevkp."vj g"o ggkpi "y cu'cf lqwtpgf "
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XVC'y cu'cy ctf gf 'c'i tcv'htqo 'y g'Hgf gten'Vtcur qtvcvqp'Cf o kpkvtcvqp'*HVC+'k'v'g'co qwpv' qh'&3.742.222'y kj 'c'htcni'o cvej 'qh'&5: 2.222'hqt'Ceegu'cpf 'VQF 'Rrppkpi 'hqt'y g'DCTV'Rj cug' KKEqtkf qt'cpf 'Ucvkqp'ctgeu'Vj ku'HVC 'Rkqv'Rtqi tco 'hqt'VQF 'Rrppkpi 'hwpf kpi 'uggm'vq" k'v'g' tcv'ncpf 'wug'cpf 'v'cur qtvcvqp'r rppkpi 'y kj 'c'v'cur'ecr kcn'ko r tqxgo gpv'r tqlgev'y cv'ku' uggm'kpi hwpf kpi 'y tqw'j 'y g'Ecr kcn'k'xguo gpv'I tcv'v'EK '+Rtqi tco '*P gy 'Uctvut'

Vj g'i tcv'tgs wktgo gpw'ctg'y cv'eqo r tgi gpukxg'r rppkpi 'o wu'gzco kpg'y c{ u'v'ko r tqxg" geqpqo le'f gxgnr o gpv'cpf 'tkf gtuj kr =hquvt'o wko qf cn'eqppgev'vkv{ cpf 'ceegu'k'k'v{ =ko r tqxg" v'cur'ceegu'hqt'r gf gultk'cpf 'dke{ erg'v'chle=gpi ci g'y g'r tlxcv'ugevqt=kf gpv'k' k'htcvtwewt'g" pggf u=cpf 'gpcdr'g'o kzgf /wug'f gxgnr o gpv'ctqwpf 'v'cur'ucv'kpu'cpf 'cm'pi 'y g'eqtkf qt'0Vj ku' y qtniku'hqewug' 'qp'j qy 'v'gpj cpeg'ceegu'cpf 'o czko k g'VQF 'k'v'g' eqtkf qt'cpf 'ucv'kqp'ctgeu' ctqwpf 'y g'hw'w'g'DCTV'Rj cug'4'ucv'kpu'k'Ucp'Uq'g'cpf 'Ucpw'Erntc'0'C'ugr ctcv'g'hw'w'g'ghqt'v' y km'cf f tgu'ceegu'r rppkpi 'y kj k'v'g'ucv'kpu'v' go ugr'guo

Vj g'y qtnihqt'y g'i tcv'hwpf gf 'VQF 'Utcvgi { uwf { y km'dg'eqtkf k'cv'g'y kj 'c'ugr ctcv'g." eqpewtgpv'uwf { d{ XVC'ar'UXTV'eqpu'ncpv'v'gco 'y cv'y km'cf f tgu'ceegu'r rppkpi 'hqt'y g'y tgg" Rj cug'KKEqtkf qt'ucv'kqp'ctgeu'0Vj g'VQF 'eqpu'ncpv'v'gco 'y km'eqm'dqtcv'g'y kj 'y g'ceegu'

r rppkpi "vgco ."cu'y gni'cu'ekkgu"cpf "eqo o wplk\ o go dgtu."vq"gpwtg"ceqo r tgj gpukxg"cr r tqcej "vq" eqttkf qt"cpf "ucvqpp"ctgc"ceeguu'r rppkpi "cpf "VQF 0"Vj g'f grkxgtdrgu"ht"dqj "vgco u'y kn'dg" kpvgi tcvf "kpvq"cu'ukpi rg'tgr qtv'y cv'ugw'htqj "c'f gvckrgf "utcvgi { cpf "tgeqo o gpf cvkqpu"ht" ko r ngo gpvcvqp"qh"VQF "cpf "ucvqpp"ceeguu'ko r tqxgo gpv'vckrtqgf "vq"gej "qh'y g"5"ucvqpp"ctgcu" cpf "y g"eqttkf qt0"Vj g'tgr qtv'y kn'cuukv'y g'ekkgu"qh"Ucp"Lqug"cpf "Ucpv"Erctc."cpf "y g" eqo o wplkku"ctqwpf "y g"ucvqpp"ctgcu"cpf "crupi "y g"eqttkf qt."k'hwmtg'r rppkpi "ghqtvu0"

F KUEWUKQP <

XVC"kuwgf "cp"THR"ht"oXVC"DCTV'Rj cug"KKEqttkf qt"VQF "Utcvgi { "Uwf { "qp"Cwi wuv"; ." 42390"Vj g'ueqr g'qh'y qtnikpenmf gu'y qtnkpi "y kj "y g'ekkgu"cpf "iqecni'eqo o wplkku"vq<"t'gxlky " y g'xctkqwu"gzkukpi "cpf "r gpf kpi "xkukqkpi ." r rppkpi "cpf "r qne { "f qewo gpv="k"eqo r rvg"cp" qr r qt wplkku"cpf "eqputckpw"cpnc\ uku"ht"y g"DCTV'Rj cug"KKEqttkf qt="cpf "k"etgcvg"ceqttkf qt/ y kf g'kpvgi tcvf "cr r tqcej "vq"VQF "f guki p."gpj cpego gpv'qho ctngvr qvqpcn"cpf "ko r ngo gpvcvqp" dcugf "qp"y g'ur gekk"pggf u"cpf "qr r qt wplkku"ht"gej "qh'y g"DCTV'Rj cug"KKEqttkf qtu"cpf " ucvqpp"ctgcu."gzenmf kpi "F kfk qp0"Vj g'F kfk qp"Ucvqpp"ctgc"y cu"gzemf gf "cu'k'ku'y g'uwdlgev"qh"cu" ugr ctevg"eqo r tgj gpukxg'r rppkpi "ghqtvdgw ggp"y g'Ek\ qh"Ucp"Lqug."XVC."cpf "qj gt" vcpur qtvcvqp"ci gpekgu0

C"qvcn'qh'p'kg'r tqr qucu'y gtg'tgegkxgf 0"Vj g'r tqr qucu'y gtg'gxcnvcvgf "dcugf "qp"gxcnvcvqp" etkgtk'kpenmf kpi "y g'eqpuwncpv\vgco au's wckhckvqpu"cpf "gzt gtlpep"kp"htqo wcvkpi "VQF " utcvgi kgu"ht"qj gt'r wdike"ci gpekgu."utgpi y "cpf "s wckv\ "qh'y g'eqpuwncpv\vgco "cu"gxkf gpegf "d { " y g'r tqlgev'o cpci gt"cpf "ng\ r gtuqppgn"fg go qputcvf "cdk\ vq"cf j gtg"vq"uej gf wgu"cpf "dwi gvu." cpf "c"utgpi y "qh'r tqr qugt'au'y qtnr rcp0"Vj g'y tgg/r gtuqpp"gxcnvcvqp"r cpgn'y cu'eqo r tkugf "qh" ugplqt"XVC"uchh'htqo "y g"UXTV'Rtqi tco ."Tgcn'Guvcg"(Lqkv'F gxgnr o gpv'F gr ctwo gpv."cpf " Rrppkpi "cpf "Rtqi tco o kpi "F kxkukp0"

Vj g'gxcnvcvqp"r cpgn'ugrgevgf "hqw"ht o u'ht"kvgtxky 0"Chgt "y g'kvgtxky u."y g'gxcnvcvqp"r cpgn' tgeqo o gpf gf "Rgtnkpu"- "Y kn'cu'y g'o quv's wckhckf "ht o "vq"r tqxkf g'y g'ugtxlegu'tgs wguvgf "k"y g" VQF "Utcvgi { Uwf { THR0"Vj ku'tgeqo o gpf cvkqpu"ku"dcugf "wr qp<"k"y g'ht o au'gzvqpkxg" gzt gtlpep"kp"y g'Dc { "Ctgc"cpf "y tqwi j qw'y g"WU"y kj "uweeguhwlr tgr ctecvqpp"qh'j ki j /s wckv\ " VQF "cpf "f kvk'v'uecrg'r rpu."kpenmf kpi "y qtn'ht"y g'Ekkgu"qh"Ucp"Lqug"cpf "Ucpv"Erctc"cu'y gni' cu"XVC="k"y g'ecr cdkkgu"qh'ku"vgco "y cv'kpenmf gu"Utcvgi k"Geqpqo leu."P gnuqp"P { i cctf " Vtcur qtvcvqp"Eqpuwncpvu."EJ U"Vtcur qtvcvqp"Gpi kpggtu."cpf "DMHEkkl'Gpi kpggtu="cpf "k" y g'i tgcvt"go r j cuku'k"ku'r tqr qucu'qp"geqpqo leu."f gxgnr o gpv."cpf "ko r ngo gpvcvqp."vq"j gr " XVC"cpf "ku'ek\ r ctvgtu'w'pf gtuw'pf "j qy "vq"o czko k g"VQF "ctqwpf "y g"DCTV"ucvqpu0

CNVGTP CVKXGU <

Vj g'Dqctf "eqwf "f k'gev'uchh"vq'tgkuwgf"y g"THR"y kj "c't'gxlkyf "ueqr g"qh'ugtxlegu."qt"fk'gev'y g" I gpgtcl'O cpci gt"vq"p'gi q'kvcg"ce'f k'htg'gpv'v'gto "qt"xcnwg"ht"y g'eqpuwncpv\vgco "eqpvtce0"Vj gug" cnvgtcvkxgu'y qwf "ko r cev'uchh"cu'cdk\ vq"f grkxg"y g'r tqlgev'k"cu'v'ko gn\ "o cpggt."ko r cev'kpi " i tcv'hw'pf kpi "v'ko g'ko ku"cpf "ch'gev'kpi "y g'cdk\ ht"rguqpu'rgctpgf "vq"kvhw'p'gf f guki p'y qtn'qp" DCTV'Rj cug"K0"

HKUCN'KO RCEV<

Vj ku'cevqpp'y kn'cwj qtk g"&.: 22.222'hqt'eqpuwnkpi 'ugt xlegu'hqt'XVCø'DCTV'Rj cug'KKVQF " Utcvgi { Uwf {0'Cr r tqr tkcvkqp'hqt'yj g'cpvlek cvgf "gZR gpf kwtgu'ku'kpenwf gf 'kp'yj g'Hl 3: 'Cf qr vgf " 4222'O gcuwtg'C"Vtcpukv'kō r tqxgo gpv'Rtqi tco 'Hwpf 'Ecr kcn'Dwf i gv0'Vj ku'eqpvtcev'ku'hwpf gf "d{ " c'eqo dkpcvqpp'qh'4222'O gcuwtg'C'cpf 'HVC"VQF "Rkqv'Rtqi tco 'hwpf u0

UVCPI 'EQO O KVVGG'F KUEWUKQP ITGEQO O GPF CVKQP<

Vj g'Cf o kpkwtcvkqp'('Hkpcpeg'Eqo o kwgg'o gv'cu'c'Eqo o kwgg'qh'yj g'Y j qrg"qp'Qevqdt"3; ." 4239."cpf'hqty ctf gf "yj g'kgo "q'yj g'XVC'Dqctf "qh'F ktgevqtu'y kj qw'c'tgeqo o gpf cvkqp0

Rtgr ctgf "d{<'Tqp'I qrgo
O go q'P q0835;

CVVCEJ O GPVU<

- O go q'835; 'Cwcej o gpv'C" DCTV'Rj cug'4"VQF 'Eqpuwnkpv'Ugrgevqpp *RFH+

Attachment A

Selection of a Consultant for BART Phase II Corridor Transit-Oriented Development (TOD)
Strategy Study

Firm Name	Name	Role	Location
Prime Consultant			
Perkins + Will	Geeti Silwal	Project manager, urban designer, implementation	San Francisco, CA
Subconsultants			
Strategic Economics	Dena Belzer	Development economics, affordable housing, funding and finance	Berkeley, CA
Nelson\Nygaard	Jeffrey Tumlin David Fields	Parking, mobility strategies	San Francisco, CA
CHS Consulting Group	Chi-Hsin Shao	Transportation engineering	San Francisco, CA
BKF Engineers	Daniel Schaefer	Civil engineering	San Jose, CA
William Kanemoto	William Kanemoto	Visualization studies	Oakland, CA



F cwg<	F gego dgt '3.'4239
Ewtgvp'O ggkpi <	F gego dgt '9.'4239
Dqctf 'O ggkpi <	F gego dgt '9.'4239

DQCTF 'O GO QTCPFWO

VQ< Ucpw'Emtc'Xcmg{ Vtcur qtvcvkp'Cwj qtkv{
Dqctf "qh'F ktgevqtu

VJ TQW J < I gpgtcn'O cpci gt.'P wlc'KOHgtpepf gl

HTQO < F ktgevqt"/ Gpi t'(' "Vtcur "Rtqi tco "F gx0 Ectqn{p'O OI qpvq

UWDLGEV< UT'459'Gzr tguu'Ncpgu'Rj cug'4'6 Eqputwevkp'Eqptcev'Cy ctf "v'HDF "
Xcpi wctf 'Eqputwevkp.'kpe0

Rqtle{/Tgnvfg 'Cevkqp<P q I qxgtpo gpvEqf g'Ugevkp': 652: 'Cr rldgu<P q

CEVKQP 'K/GO

TGEQO O GPF CVKQP <

Cwj qtk g'vj g'I gpgtcn'O cpci gt "v'gzgewg"ceqptcev'y kj 'HDF "Xcpi wctf 'Eqputwevkp.'kpe0'vj g" m'y guv'tgur qpukxg'cpf 't'gur qpukdn'g'dkf f gt.'k'cp'co qwpv'qh'&37.75: .45: 064'ht'vj g'eqputwevkp'qh' vj g'UT'459'Gzr tguu'Ncpgu'Rj cug'4'Rtqlgev0'

DCEMI TQWPF <

Qp'F gego dgt'33.'422: 'Dqctf 'O ggkpi . 'vj g'Ucpw'Emtc'Xcmg{ "Vtcur qtvcvkp'Cwj qtkv{ "XVC+" Dqctf "qh'F ktgevqtu" "Dqctf +cr r tqxgf 'vj g'Ukveqp'Xcmg{ Gzr tguu'Ncpgu'Rtqi tco "Rtqi tco +0"Cu" r ctv'qh'vj g'Rtqi tco . "c'tqcf y c{ r tlekp' u{uvgo "v'cmqy 'ht'vj g'wug'qh'wpwugf 'ecr cekv{ 'k'vj g" J ki j 'Qeew cpe{ Xgj lerg" *J QX+'ncpgu'j cu'dggp'ko r ngo gpvfg "v'r tqxkf g'eqpi guvkp'tgrgh" vj tqw j "o qtg'ghgevkxg'wug'qh'gzkukpi "tqcf y c{ u0Gzr tguu'ncpgu'r tqxkf g'c'pgy "o qdkkv{ qr vkp" cpf "c'hwf kpi "uqweg'ht'v'cur qtvcvkp'ko r tqxgo gpv'kpenw'kpi "r wdike'v'cuk0Vj g'htuv'r j cug'qh" UT'459'Gzr tguu'Ncpgu.'eqpxgtvkpi "J QX'ncpgu'v'gzr tguu'ncpgu'qr g'c'vkpu'qp'K: : 2'ht'qo "F kzqp" Ncpg'kpi "Tqcf 'kpvtej cpi g'v'UT'459'kpvtej cpi g.'cpf "qp'UT'459'ht'qo "K: : 2'v'vj g'P qt'vj 'Hktuv' Utggv'kpvtej cpi g.'j cu'dggp'k'qr g'c'vkp'ukpeg'O ctej "42.'42340

Ko r ngo gpv'vkp'qh'tqcf y c{ r tlekp' k'vj g'ht'o "qh'gzr tguu'ncpgu'ku'r ctv'qh'vj g'tgi kpcn' v'cur qtvcvkp'r rcp'cr r tqxgf "d{ vj g'O g'qtr qrkcp"Vtcur qtvcvkp'Ego o kukqp0'

Vj g'XVC'Dqctf "qh'F ktgevqtu'j cu'v'ncpg'vj g'ht'my kpi 'cevkpu'v'hwf "vj g'UT'459'Gzr tguu'Ncpgu' Rj cug'4'Rtqlgev"Rtqlgev<

- Qp'O ctej '3.'4234.'vj g'Dqctf "cr r tqxgf "vj g'r tqi tco o kpi "qh'&72.222'k'Nqecn'Rtqi tco "

vj tgg'r tqur gevkg'r tqur qugtu'cwpgf gf 'vj g'r tg/dkf 'eqphtgpeg0Vj qug'cwpgf kpi 'y gtg'Tqupgf kp" Grgevtke.'Hrvtkp'Y guv.'kpe0'cpf 'I j kqwk'Dtqu0'kpe0"

Vj g Gpi kpggtai'Guko cvg'*GG+'hqt'vj ku'eqptcev'ku'&.92; .8620

Qp'Qevqdg't'.4239.'XVC'tgegkxgf'dkf u'htqo 'HDF 'Xcpi wctf 'Eqputwevkp.'kpe0'cpf 'I j kqwk' Dtqu0'kpe0'htq'vj g'hqmy kpi 'co qwpw<

/ **HDF 'Xcpi wctf 'Eqputwevkp.'kpe0'Nqy 'Dkf f gt +**

Dkf 'Co qwpw'&37.7: 3.47: 064*'f wg'q'c'o cvj go cvkcn'gttqt'kp'vj g'Uej gf wrg'qh'S wcpvkv' 'cpf " Rtlegu'htqo 'uwo kvgf 'd{ 'vj ku'eqptcev't.'vj g'eqttgevd'kf 'co qwpv'uj qwr' 'dg'&37.75: .45: 0640 Vj ku'ku'&7.: 4: .7; : 064'qt'8205' "cdqyg'vj g'Gpi kpggtai'Guko cvg0"

/ **I j kqwkDt qu0'kpe0'J ki j 'Dkf f gt +**

Dkf 'Co qwpw'&3: .; : 9.525022'&.499.885'qt"; 7077' "cdqyg'vj g'Gpi kpggtai'Guko cvg+0'

Qp'Qevqdg't'; .4239.'XVC'uvch'eqpcev'gf 'mecn'eqptcev'qtu'q'i ckp'hggf dcent'qp't'gcuqpu'htq'pqv' uwo kvkpi 'dkf u'htq'vj ku'eqptcev0'Dgmy 'ku'c'owo o ct { qh'vj g'tgur qpugu0''

Ego r cp{	Tgcuq'Y j { 'Ego r cp{ 'Fkf 'Pqv'Uwdo k'Dkf
C0Vglej gtv('Uqp'kpe0'f dc'Vglej gtv'Eqputwevkp	Ego r cp{ 'ku'hwm' 'dwa{ 'y kj 'r tqlgevu'wpvki'Ur tki '423: 0
Hrvtkp'Y guv.'kpe0	Ego r cp{ 'ku'dwa{ 'dkf f kpi 'hqt'qvj gt'r tqlgevu0
Q0E0Lqpgu('Uqpu.'kpe0	Ego r cp{ 'ku'dwa{ y kj 'qvj gt'r tqlgevu0
Dc{ 'Ekkgu'Rcxkpi '('I tcf kpi .'kpe0	Ego r cp{ 'ku'dwa{ 'cpf 'eqwr' 'pqv'dkf 'cu'r tko g0Vj ku'eqo r cp{ " dkf 'cu'c'uw'd'q' HDF 'Xcpi wctf 'Eqputwevkp.'kpe0"
FgUkxc'I cvgu'Eqputwevkp	Ego r cp{ 'ku'dwa{ 'y kj 'r tqlgevu'wpvki'Ur tki '423: "cpf " dkf f kpi 'hqt qvj gt'dki i gt'r tqlgevu0'XVC' r tqlgevf qgu'pqv'j cxg" gpqvi j 'ekxki'y qtni'htq'r tko g0Y qtniku'o quw' 'hqt'uw'd/ eqptcev'qtu0

Tgegkxkpi 'qpn{ 'y q' dkf 'uwo kuukpu'htq'vj g'Rtqlgevu'ku'kpf kcvkxg'qh'vj g'ucwvcvgf 'eqputwevkp' o ctngv'kp'Ukdeqp'Xcmg{ cpf 'r qtvc{ u'vj g'iko kvgf 'cxckcdkxk' qh'ur gelcni' eqptcev'qtu0

XVC'uvch'cnuq'eqpcev'gf 'vj g'O gvtqr qrkcp'Vtcur qtwevkp'Ego o kuukp'*O VE+'hqt'vj gkt'tgegvp' dkf 'tguwmu'f cvgf 'Lwpg'4.'4239'qp'c'uko kkt'g'zr tguu'ncpgu'r tqlgevu'qp'K: : 20K'ku'y qt'vj 'pqv'kpi 'vj cv' vj ku'r tqlgevu'ku'c'o wej 'rcti gt'r tqlgevu'eqo r ctgf 'q'vj g'UT'459'G'zr tguu'Ncpgu'Rj cug'4'Rtqlgevu0'k'p' tgxkgy kpi 'vj g'dkf 'tguwmu'qh'vj g'UT'459'G'zr tguu'Ncpgu'Rj cug'4'Rtqlgevu'cpf 'eqo r ct'kpi 'k'v'vj g' O VE'G'zr tguu'Ncpgu'Rtqlgevu'uvch'eqpen'f gf 'vj g'hqmy kpi <

30 Vj gtg'ctg'eqptcev'dkf kgo u'wej 'cu'Vtch'ke'Eqptqn'Eqpetgvg'Rkrg.'Grgevtkcn'Nki j vki " cpf 'Vqm'k'htcutwewtg'kp'dqvj 'dkf u'vj cv'gzj kdkxgf 'dkf 'co qwpv'vj cv'tg'uki p'k'kecpv' " cdqyg'vj g'gpi kpggtai'guko cvgf 'equu0"

40 Vj g'f'htg'peg'qh'&7.7: 4.: 72*'dgvy ggp'vj g'my guv'dkf f g'au'equu'cpf 'vj g'Gpi kpggtai' Guko cvg+'hqt'vj g'hqvt'eqptcev'dkf 'kgo u'k'p'dwngv'r qkpv'0'cdqyg+'ctg'vj g'r tko ct{ " eqptkdwqtu'q'vj g'&7.: 4: .7; : 064'co qwpv'cdqyg'vj g'Gpi kpggtai'Guko cvg0"

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Vj g'F kucf xcpvci g'Dwukpguu'Gpytr tkug'F DG+i qcn'htq'vj ku'eqptcev'ku'34' 0'XVC'j grf 'cp'Cf /

j qe'Ego o kwgg'o ggwpi "qp'Qevqdtg'38.'4239'vq'tgxkgy 'vj g'uwdo kwgf 'F DG'i qcn'd { 'HDF " Xcpi wctf 'Eqputwekqp.'kpe0qh'3302' "cpf 'f gvgto kpgf 'vj cv'vj ku'eqptcevq't'j cu'f go qputcvgf 'ku' i qqf/hckj 'ghqtu'lp'tgcej kpi 'qww'cpf 'r tqxkf kpi 'qr r qtwpkkgu'hqt 'F DG'eqptcevqtu'cxckrdng'vq" y qtm'qp'vj ku'eqptcev0

I kxgp'vj gug'hcevqtu.'uclh'f gvgto kpcv'kqp'ku'vj cv'HDF "Xcpi wctf 'Eqputwekqp.'kpe0u'dkf.'y j kej 'ku &7.: 4: .7; : 064'cdqyg'vj g'Gpi kpggtu'Gurko cvg.'ku'hck'cpf 'tgcupcdng0'Cwcej o gpv'D'uj qy u'vj g" Eqptcevq't'Nku'hqt'vj g'r tqr qugf 'HDF "Xcpi wctf 'Eqputwekqp.'kpe0v'gco 0

Vj ku'eqptcev'ku'gurko cvgf 'vq'vcng'7: 2'ecrgpf ct 'f c { u'vq'eqo r ngv0Eqputwekqp'ku'uej gf wrgf 'vq" dgi k'p'p'p'wct { 423: 'y kj "cp'cp'v'ekr cvgf 'qr gpkpi 'qh'vj g'g'zr t'guu'ncpgu'vq't'ch'ke'cpf 'u'ct'v'qh" t'x'g'p'w'g'ug'x'k'g'lp'Hcm'423; 0

XVC'uc'h'h't'geqo o gpf u'vj cv'vj g'Dqctf 'i tcpv'cwj qtkv' { 'vq'vj g'I gp'g'cn'O cpci gt 'vq'gz'gewg'c" eqptcev'y kj 'HDF "Xcpi wctf 'Eqputwekqp.'kpe0'vj g'ngy guv't'gur qpuk'g'cpf 't'gur qpuk'ng'dkf f'gt." hqt"&37.75: .45: 064'vq'eqputwe'vj g'Rtqlgev0

CNVGTP CVKXGU<

Vj g'Dqctf 'qh'F k'gevtu'o c { 'g'ngv'vq'pq'v'cwj qtk' g'vj g'cy ctf 'qh'vj ku'eqptcev'cpf 't'gs wguv'uc'h'vq" tg/cf xgt'v'kug'vj g'eqptcev'j qy g'x'gt.'f'q'kpi 'vj ku'y q'w'f 'f'g'rc { vj g'eqputwekqp'cpf 'eqo r ng'v'kqp'qh'vj g' UT'459'G'zr t'guu'ncpgu'Rj'cug'4'Rtqlgev'cpf 't'guu'v'lp'vj g'k'pet'g'cug'qh'ecr k'cn'k'p'v'gt'guv'r c { o gpv'vq" vj g'ng'p'f'gt.'Y guv'g't'p'c'nc'k'peg.'f'w'g'vq'vj g't'guu'v'kpi 'f'g'rc { vq'r t'ql'ge'v'qr g'pkpi 'cpf 'eqo o g'pego gpv'qh" v'q'm'eq'ng'ev'kqp0

HUECN'KO RCEV<

Vj ku'cev'kqp'y kn'ic'w'j qtk' g"&37.75: .45: 064'hqt'vj g'eqputwekqp'qh'vj g'UT'459'G'zr t'guu'ncpgu'Rj'cug' 4'Rtqlgev0'Cr r tq'rt'k'v'k'p'hqt'vj g'g'zr g'p'f'k'w't'gu'ku'k'pen'w'f'g'f'k'p'vj g'H' 3: 'C'f'q'r'v'g'f'XVR'J'k'j'y'c' { " K'0 r tq'x'g'o gpv'Rtqi t'co 'H'w'p'f' 'E'c'r'k'cn'D'w'f'i'g'0'Vj ku'eqptcev'ku'h'w'p'f'g'f'd { 'vj g'h'k'p'c'p'k'p'i " w'p'f'g't'v'c'ng'p'd { 'XVC0

F KUCF XCP VCI GF 'DWUP GUU'GP VGT RT KUG' *F DG- RCT VKE IRCVQP <

Dcugf 'qp'k'f'gp'v'h'k'c'rdng'u'w'de'q'p't'cev'k'p'i 'qr r qt'w'p'k'kgu.'c'F DG'i q'cn'qh'3402' 'y cu'g'u'w'c'd'rk'uj gf 'd { 'vj g' Q'h'k'eg'qh'D'w'k'p'g'u'u'F'k'x'g't'uk'v' { Rtqi t'co u'*QDF R+'hqt'vj ku'eqptcev0'Vj g'eqptcevq't.'HDF "Xcpi wctf " Eqputwekqp.'kpe0'j cu'f go qputcvgf 'c'i qqf 'hckj 'ghqt'v'vq'c'w'c'k'p'vj g'F DG'i q'cn'c'p'f'j'cu" eqo o kwgf 'vq'3302' 'F DG'r ct'v'k'c'v'k'p'hqt'vj ku'eqptcev.'y j kej 'j cu'd'gg'p'cr r tq'x'g'f'd { 'QDF R0'"

UVCPF KPI 'EQO O KWGG'F KUEWUKQP ITGEQO O GPF CVKQP <

Vj g'C'f'o k'p'k'ut'ev'k'p'p' ('H'k'p'c'peg'E'q'o o k'w'g'g'j'c'f' 'vj ku'k'v'g'o 'qp'vj g'k' 'E'q'p'ug'p'v'Ci'g'p'f'c'c'v'vj'g'k' " P'q'x'g'o d'gt'38.'4239'o ggwpi 'cpf 't'geqo o g'p'f'g'f'XVC'Dqctf 'qh'F k'gevtu'cr r tq'x'c'r0

Rtgr ctgf 'd { <'Nco "Vt'k'p'j
O go q'P'q08455

CVVCEJ O GPVU<

- Cwcej o gpv'C' / Rtqlgev'Nqec'v'k'p'0'cr *RF H+

ATTACHMENT A

SR 237 Express Lanes Phase 2 Project

Contract: C17122F





F cwg<	F gego dgt'3.'4239
Ewtgpv'O ggkpi <	F gego dgt'9.'4239
Dqctf 'O ggkpi <	F gego dgt'9.'4239

DQCTF 'O GO QTCF W

VQ< Ucpw'Ertc'Xcmg{ Vtcur qtckqp'Cwj qtk{
Dqctf 'qh'F ktgevqtu

VJ TQW J < I gpgtcl'O cpci gt.'P wlc'KOHgtpepf gl

HTQO < Ej kgh'Hpceken'QHtkt. Tcl'Utkpcj

UWDLGEV< Dwf i gv'Cr r tqr tkckqp'Tgrv'f 'v'Hpcekeni 'qh'Rj cug'4'UT'459'Gzr tguu'Ncpgu

Rqtk{/Tgrv'f 'Cvckp'P q

I qxgt po gpv'Eqf g'Ugevkp': 652: 'Crr rkgu'P q

CEVKQP 'K/GO

TGEQO O GPF CVKQP<

Cf qr v'c'Rtqi tco 'Dwf i gv'qh'&46.222.222'ht'v'j g'Ukckqp'Xcmg{ Gzr tguu'Ncpgu'Hwpf.'v'cmqy "
mqp'r tqeggf u'cpf 'cp{ 'tgrv'f 'kpvgt gu'gctpkpi u'v'r c{ r tqlgev'equu'cpf 'mqp'equu'qh'v'j g'Gzr tguu'
Ncpgu'Rj cug'4'Rtqlgev0

P qw<O qvckp'b wv'dg'er r t qxgf 'd{ 'c'v'fgu'c'4'5'qh'v'j g'Dqctf '*: 'b go dgt u=0

DCEMI TQWPF<

Vj g'tgs wguvf 'cvckp'ku'r wgn{ cf o kpkutckxg'cpf 'f qgu'pqv'kpet gcug'cwj qtk gf 'gzr gpf kwtg"
dg{qpf 'r tgxkqwn{ 'cr r tqxgf "co qwpv'ht'v'j g'Gzr tguu'Ncpgu'Rj cug'4'Rtqlgev*v'j g'öRtqlgevö+cpf "
f qgu'pqv'o qf kh{ cp{ 'equu'qt'cur gev'qh'v'j g'&46.222.222'mcp'htqo "Y guvgt'p'cmkpeg'Dcpn0"Vj g'
XVC'Dqctf 'qh'F ktgevqtu'j cu'r tgxkqwn{ 'cr r tqxgf 'hwpf kpi 'uqvtegu'v'hm{ 'hwpf 'v'j g'Rtqlgev."
kpenf kpi "c'&46"o kpkp'dcpn'mcp'cr r tqxgf "cv'v'j g'Ugr vgo dgt'4239"o ggkpi 0

Vj g'cr r tqr tkckqp'ku'pgeguuct { qpn{ v'cwj qtk g'v'j g'Ukckqp'Xcmg{ Gzr tguu'Ncpgu'Hwpf 'v'r c{ "
ecr kcn'equu'qh'v'j g'Gzr tguu'Ncpgu'Rj cug'4'Rtqlgev'y j kcj 'y kn'dg'ceeqpvgf 'ht'kp'Xcmg{ "
Vtcur qtckqp'Rncp '*XVR'+J ki j y c{ K r tqxgo gpv'Rtqi tco 'Hwpf 0'Vj g'dcpn'mcp'ku'tgs wktgf 'v'
dg'ceeqpvgf 'ht'kp'v'j g'Ukckqp'Xcmg{ Gzr tguu'Ncpgu'Hwpf 'dgecwug'v'v'ku'y j gtg'v'j g'vqm'
tgxgpwgu'v'tgr c{ v'j g'mcp'ctg'ceeqpvgf 'ht0'J qy gxgt.'j ki j y c{ r tqlgeu'ctg'f gxgnr gf "cpf "
eqpwtvevf 'kp'XVR'J ki j y c{ K r tqxgo gpv'Rtqi tco 'Hwpf 0'Vj wu.'c'dwf i gv'cr r tqr tkckqp'ku'
tgs wktgf 'v'cmqy 'r c{ o gpv'qh'equu'dgwy ggp'v'j g'Hwpf u0

F KUEWUKQP<

Kp"ceeqtf cpeg'y kj 'yj g'Hl "423: 'cpf 'Hl "423; 'Cf qr vgf 'Dwf i gv'Tguqnwkqp'P q0423908044."
Rtqi tco 'Dwf i gv'cr r tqr tkv'kpu'y j lej 'ctg'pqv'gZR gpf gf 'f wtkpi 'yj g'hkuecn'{'gct'ectt {'qxgt 'vq"
uweeguukxg'hkuecn'{'gctu'wv'kij'g'r tqi tco u'ctg'eqo r rvgf "qt"qvj gty kug'vgo kpcvzf 0

CNVGTP CVKXGU<

F grc{gf "cr r tqxcn'y qwf 'f grc{ r c{o gpv'qh'equu'qh'yj g'r tqlgv'htqo 'mqc'r tqeggf u0

HKUECN'KO RCEV<

Vj ku'cev'kqp'y kn'etgcvg'c'Uk'eqp'Xcmg{'Gzr tguu'Ncpgu'Hw'pf 'Rtqi tco 'Dwf i gv'qh'46.222.222'vq"
cmqy 'mqc'r tqeggf u'cpf 'cp{'tgr'v'gf 'kpvgtgu'gctplpi u'vq'r c{'r tqlgv'equu'cpf 'mqc'equu'qh'yj g"
Gzr tguu'Ncpgu'Rj cug'4'Rtqlgev0

UVCPF KPI 'EQO O KVVGG F KUEWUKQP IT GEQO O GPF CVKQP<

Vj g'Cf o kpkutcv'kqp'('Hk'cpeg'Eqo o kvgg'eqpukf gtgf 'yj ku'kgo "qp'P qxgo dgt'38."42390"Vj g"
Eqo o kvgg'wpcpk0 qwun' tgeqo o gpf gf 'yj g'kgo 'dg'hqty ctf gf "vq'yj g'XVC'Dqctf "qh'F ktgevtu'hqt"
cr r tqxcn0

Rtgr ctgf 'd{<O lej cgn'Uo kj
O go q'P q08555



F cwg<	F gego dgt "3."4239
Ewtgvp'O ggvpki <	F gego dgt "9."4239
Dqctf 'O ggvpki <	F gego dgt "9."4239

DQCTF 'O GO QTCF W

VQ< Ucpw'Erntc'Xcmg{ Vtcur qtvcvqp'Cwj qtk{
Dqctf "qh'F ktgevqtu

VJ TQW J < I gpgtci'O cpci gt.'P wlc'KOHgtpepf gl

HTQO < Ej kgh'Hpceken'QHtkt. Tcl'Utkpvj

UWDLGEV< Tgtqhk'Vleng'Xgpf kpi 'O cej kpgu'*VXO +'v'f kur gpug'Erkr r gtI 'ectf u

Rqtk{/Tgrv'f 'Cevkq'P q **I qxgt po gpvE qf g'Ugevqp': 652: 'Crr rkgu'<[gu**

CEVQP 'KGO

TGEQO O GPF CVKQP<

Cwj qtk g'vj g'I gpgtci'O cpci gt'v'gzgewg'c'uqrg'uqwtg'eqpvtcev'y kj "XgpVgn'Vtcurk'kpe0hqt" c"
pqv'q/gzeggf "co qwpv'qh'8982.222'hqt'j' ctf y ctg'b qf hkecvkpu."uqhy ctg'gpi kpggtkpi . 'cpf 'hgrf "
kpuvcv'kq'pgeguact { hqt'cm'XVC'Vleng'Xgpf kpi 'O cej kpgu'*VXO +'v'f kur gpug'Erkr r gtI 'ectf u0

DCEMI TQWPF<

Vj g'Dqctf 'crr tqxgf 'ej cpi gu'v'XVC'au'Hctg'Rqtk { kp'Lwpg'4239'kpenf kpi 'c'4/j qwt'XVC'v'q"
XVC'v'cphgt'qp'Erkr r gtI 'qpn'0'Vj g'Vkwg'XKHctg'Gs wkl' cpcn' uku'kp'uw r qt'v'qh'vj g'htg'r qtk { "
tgxky 'kpf kcv'f 'vj cv'0'XVC'uj qwf 'eqpv'kwg'v'utkxg'v'qy ctf "gzc'pf kpi 'vj g'Erkr r gtI 'tgckl'
pgy qtnlk'qtf gt'v'kpetgcu'ceegu'hqt'my /kpeo g'cpf 'o kqtk' r qr wv'kpu0'F gur kg'dgu'
ghqt'u'd { 'vj g'O g'qr qtkcp'Vtcur qtvcvqp'Ego o ku'kq'VE+'cpf 'vj gk'eqpvtcevqtu.'vj gtg'j' cu'
dggp'xgt { rko kgf 'uweegu'k'gzc'pf kpi 'vj g'Erkr r gt'v'gckl'pgy qtnlk'Ucpw'Erntc'E'qwpv'0'XVC"
uch'eqo o kwg'v'vj g'Dqctf 'kp'Lwpg'4239'vj cv'XVC'y qwf 'ko r ngo gpv'c'r tq'gev'v'gpcdr'VXO u"
v'f kur gpug'Erkr r gtI 'ectf u'v'r cv'qpu'vj gtd { 'uki p'k'ecv'f gzc'pf kpi 'vj g'pwo dgt'qh'kecvkpu'v'
r tqewg'c'Erkr r gtI 'ectf 'kp'Ucpw'Erntc'E'qwpv'0

FKEWUKQP<

K'qtf gt'v'cf f tgu'vj g'rcmi'qh'cp'cf gs wcv'g'v'gckl'pgy qtnlc'u'y gm'cu'Vkwg'XK'eqp'gt'pu'tgi ctf kpi "
ceegu'k'k'v'v'Erkr r gtI 'ectf u.'XgpVgn'y kn'gt'qhk'qh'cm'XVC'VXO u'v'gpcdr'Erkr r gtI 'ectf "
xgpf kpi 'uko krt'v'U'q'p'c/O ctk'p'ctg'c'ckl'v'c'p'k'f guki p0'Dqj 'XVC'cpf 'U'q'p'c/O ctk'p'
Ctgc'Tckl'v'c'p'k'f'UO CTV+'v'k'ng'xgpf kpi 'o cej kpgu'y gtg'f guki pgf 'cpf 'd'w'k'd { XgpVgm"
y j lej 'ku'vj g'qpn' npqy p'xgpf qt'v'dg'cdng'v'tgt'qhk'vj gk'VXO u0'Ewtg'p'v'f . 'vj g'374'VXO u'kp"
vj g'hgrf 'ctg'cdng'v'm'cf 'ecuj 'xc'w'g'cpf 'o qpv' n' 'r cu'gu'q'p'v'Erkr r gtI 'ectf u0'Vj g'tgt'qhk'qh'cm'

VXO u'y qwf "uki phlecpw{ "gzi cpf "y g'pwo dgt "qh'mqecvqpu'r cvtqpu'ecp'r tqewtg'Erkr r gtI "ectf u0"
Vj g'f gr m{ o gpv'uej gf wrg'y qwf "hku'hwewu'qp'my /kpeo g'cpf "o kqtkw{ "ctgcu'uwej "cu'kp"Gcu'
Ucp'Lqug0"

CNVGTP CVKXGU<

Vj g'Dqctf "eqwf "ej qqug'vq'pqv'gzi cpf "y g'pwo dgt "qh'mqecvqpu'y j gtg'r cvtqpu'ecp'r wej cug"
Erkr r gt "ectf u'lp'y g'Eqwpv{0Vj ku'ku'pqv'tgeqo o gpf gf "cu'k'y knr' gtr gwcvg'y g'gzkukpi "j ctf uj kr u"
hceg' d{ "ewuqo gtu'kp"qdvckpki "c'Erkr r gt "ectf 0

HKUECN'KO RCEV<

Vj ku'cevqpy kn'cwj qtk g'c"eqpvtcev'y kj "XgpVgm'Vtcpuw: "kpe0hqt "c'pqv'vq/ gzeeggf "co qwpv'qh"
&982.222' hqt "y g'tgtqhk'qh'cm'VXO u'lp"qtg'gt "vq'f kur gpug'Erkr r gtI "ectf u0"Cr r tqr tkcvkp' hqt "
y gug'gzi gpf kwg'ku'kpenw' gf "lp'y g'Hj 3: "Cf qr vgf "XVC"Vtcpuw'Hwpf "Ecr kn'Dw' i g0

UO CNN'DWUKP GUU'GP VGT RT KUG' *UDG+RCTVKEIRC VKQP <

Dcugf "qp"Uqng"Uqwtg'r tqewtgo gpv'y kj "ur gekrk gf "ueqr g'qh'y qtm'pq"ur gekke"UDG'i qcn'j cu"
dggp'gucdrkj gf "d{ "y g'Qhleg"qh'Dwukpguu'F kxtukw{ Rtqi tco u'hqt "y ku'eqpvtcev0"Cmj qwi j "y gtg"
ku'pq"ur gekke"UDG'i qcn'tgs wkt go gpv'eqpvtcevqt "ku'c"XVC"egt vhwgf "uo cm'dwukpguu'cpf "322" "UDG"
i qcn'y kn'eqwv'gf "vqy ctf "UDG"etgf k0

UVC PF KPI 'EQO O KWGG'F KUEWUKQP ITGEQO O GP F CVKQP <

Vj g'Cf o kpkwtcvkp"("Hpcpeg'Eqo o kwgg'eqpuk'gtgf "y ku'kgo "cv'ku'P qxgo dgt "38."4239"
o ggkpi "cu'r ctv'qh'ku"eqpugpv'ci gpf c"cpf "wpcpk0 qwan{ "tgeqo o gpf gf "Dqctf "cr r tqxcn'qh'y g'uwhh"
tgeqo o gpf cvkqp0

Rtgr ctgf "d{ <CrkJ wff c
O go q'P q08544

CVVCEJ O GPVU<

- VXO "O qf hlecvqpy" Uge": 652: "Cvcej o gpv *RFH+

ATTACHMENT A**Government Code Section 84308
Campaign Disclosure Prohibitions****Subject: Ticket Vending Machine (TVM) Modification**

FIRM NAME	NAME	PRINCIPAL ROLES	LOCATION
VenTek Transit, Inc.	Sonny Hogg	President	975 Transport Way Petaluma, CA 94954
VenTek Transit, Inc.	Bill Ellis	Vice President	975 Transport Way Petaluma, CA 94954



F cwg<	P qxgo dgt'38.'4239
Ewtgvp'O ggvpki <	F gego dgt'9.'4239
Dqctf 'O ggvpki <	F gego dgt'9.'4239

DQCTF 'O GO QTCPFWO

VQ< Ucpw'Ertc'Xcmg{ Vtcur qtvcvqp'Cwj qtkf
Dqctf 'qh'F ktgevqtu

VJ TQW J < I gpgtcn'O cpci gt.'P wlc'KOHgtpepf gl

HTQO < Ej kgh'Hkpcpekn'Qhkegt. Tcl'Utkpcvj

UWDLGEV< Hkuecn[gct'423: 'Ucvgo gpv'qh'Tgxgpwgu'cpf 'Gzr gpugu'htq'vj g'Rgtkqf 'Gpf kpi "
Ugr vgo dgt'52.'4239

Rqtle{/Tgrvqf 'Cevkqp<P q

I qxgtpo gpv'Eqf g'Ugevkqp': 652: 'Cr rldgu<P q

CEVKQP 'K/GO

TGEQO O GPF CVKQP <

Tgxkgy 'cpf 'ceegr v'vj g'Hkuecn[gct'423: 'Ucvgo gpv'qh'Tgxgpwgu'cpf 'Gzr gpugu'htq'vj g'r gtkqf "
gpf kpi "Ugr vgo dgt'52.'42390

F KUEWUKQP <

Vj ku'o go qtcpf wo 'r tqxkf gu'c'dtlghf kuewukqp'qh'tuki pkhecpv'kgo u'cpf 't gpf u'qp'vj g'cweej gf "
Ucvgo gpv'qh'Tgxgpwgu'cpf 'Gzr gpugu'vj tqwi j "Ugr vgo dgt'52.'42390"Vj g'uej gf wq'j cu'dggp"
f guki pgf "v'q'hqmqy "vj g'uco g'eqo r cp{/y kf g'hkpg'kgo 'tqmw "cu'kpenwf gf 'kp'vj g'cf qr vqf "dwf i g'0"
Vj g'eqmo pu'j cxg dggp" f guki pgf "v'q'r tqxkf g'cp" gcu{ eqo r ctuqp'qh'cewcn'v'q'dwf i gv'cevkxkku'htq"
vj g'ewtgpv'hkuecn[gct'kpenwf kpi "{ gct/vq/f cvg'f qmct'cpf 'r gtegpvc i g'xctkpegu'htqo "dwf i g'0"Vj g"
ewtgpv'uchh'r tqlevkqpu'qh'Tgxgpwgu'cpf 'Gzr gpugu'htq' Hkuecn[gct'423: "ctg'cnuq'kpenwf gf 0

Vj g'hqmqy kpi "ctg'j ki j rki j w'qh'vj g'ewtgpv'Ucvgo gpv'qh'Tgxgpwgu'cpf 'Gzr gpugu<

Tgxgpwgu'

Hkuecn[gct/vq/f cvg'Vqvcn'Tgxgpwgu'*rkpg'36+"ctg"&60#O "mqy gt'vj cp'dwf i gv'gukv cvgu'r tko ctkn "
f wq'v'f gr{ kp'tgeqtf kpi "qh'tgxgpwgu'htqo "4238'O gcuwtg'D0Vj gug'hwpf u'ctg'ewtgpv'vj grf 'kp"
guetqy "wpv'vj g'qweqo g'qh'r gpf kpi 'hki cvkqp0Vj g'tgo clpf gt'qh'vj g'xctkpegu'ku'icti gn "
cwtkdwgf "v'Ucrgu'Vcz'dcugf "ceeqwpw."kpenwf kpi "3; 98"J cih'Egpv'Ucrgu'Vcz '*rkpg'5+"cpf 'O gcuwtg"
C'Ucrgu'Vcz'Qr gtcv'kpi 'Cuukucpeg'*rkpg'7+0

Ucrgu'Vcz'Dcugf 'Tgxgpwg.'lpenw'kpi '3; 98'J ch/Egpv'Ucrgu'Vcz '*ikpg'5+'cpf 'O gcuwtg'C'Ucrgu'Vcz "
Qr gtcv'kpi 'Cuukucpeg'*ikpg'7+'cee'qwpvgf 'hqt'c'eqmgev'kxg'pgi'cv'kxg'xctk'peg'qh'&300'0'Vj g"
tgxgpwg'tgeqtf gf 'y'j tqwi j 'Ugr vgo dgt'ku'dcugf 'qp'guko'cvgu'0'Hkpcn'hktuvs wctvgt 'cewcn'ucrgu'vz "
eqmgev'kpu'y kn'dg'cxck'cdng'kp'o kf/F gego dgt0

Gzr gpugu

Qxgtcm'Hkuecn' { gct/vq/f'cv'g'Vqvcn'Gzr gpugu'*ikpg'67+'y gtg'&700 'w'pf gt'dwf i'gv'f tkxgp'r tko ctkn' "
d { hcxqtcdr'g'xctk'pegu'kp'Ugew'kw' *ikpg'39+'Rtqhg'u'kqpcn' ('Ur gekcn'Ugtxlegu'*ikpg'3: +'Q'vj gt "
Ugtxlegu'*ikpg'3; +:'T'gko dwtugo gpw'*ikpg'53+'cpf 'Rctc'vcpuk'*ikpg'55+'0

Ugew'kw' *ikpg'39+'uj qy u'c'hcxqtcdr'g'xctk'peg'qh'&200 'f wg'v'q'f ghgt'gf 'ugew'kw' tco r/w' "cpf "
eqp'tcev'v'ch'h'x'cecp'elgu'0

Rtqhg'u'kqpcn' ('Ur gekcn'Ugtxlegu'*ikpg'3: +'cpf 'Q'vj gt'Ugtxlegu'*ikpg'3; +'t'gh'gev'hcxqtcdr'g'xctk'pegu' "
qh'&300 'cpf '&200 .'t'gur gev'kxgn' 'f wg'r tko ctkn' 'v'v'ko kpi 'qh'r'ncpp'gf 'cev'k'k'ku'0

T'gko dwtugo gpw'*ikpg'53+'j cu'c'r qu'k'k'xg'xctk'peg'qh'&300 'f wg'r tko ctkn' 'v'g'gh'qt'w't'gr'cv'gf 'v'j'g' "
Nki j v'Tckn'X'gj keng'h'ggv'o kf/r'k'g'q'x'gtj'cw'0

Rctc'vcpuk'*ikpg'55+'uj qy u'c'hcxqtcdr'g'dc'rc'peg'qh'&200 'f wg'v'q'h'gy gt't'kf'gu'r tqx'kf'gf 'y'cp'y'gt'g' "
cu'wo gf 'kp'y'g'dwf i'g'0

Rt ql gev'kpu

Ewtt'gpv'v'ch'h'r tq'lg'ev'kpu'hqt'y'j'g'h'kuecn' { gct't'go clp'w'pej'cpi'gf 'h't'qo 'y'g'C'f'qr'vgf 'D'wf i'gv' "
t'gh'gev'kpi 'c'p'gi'cv'kxg'Qr gtcv'kpi 'Dc'rc'peg'v'qvcn'kpi '&4200 '*ikpg'68+'0

UWO OCT] <

Vj tqwi j 'y'j'g'h'ktu'v'y'j'gg'o qp'y'u'qh'y'g' { gct.'tgxgpw'gu'y'gtg'&600 'd'gr'ny 'dwf i'gv'gf 'r' tq'lg'ev'kpu'cpf "
gzr gpugu'y'gtg'&700 'd'gr'ny 'dwf i'gv'guko'cv'gu.'hqt'cp'q'x'gt'cn'r qu'k'k'xg'xctk'peg'qh't'gxgpw'gu'q'x'gt' "
gzr gpugu'*ikpg'68+'qh'&300'0'Ewtt'gpv'v'ch'h'r tq'lg'ev'kpu'hqt'y'j'g'h'kuecn' { gct'ct'g's'wcn'v'q'y'g'dwf i'gv' "
guko'cv'g'cpf 't'gh'gev'c'p'gi'cv'kxg'Qr gtcv'kpi 'Dc'rc'peg'qh'&4200'0'U'ch'h'y'kn'le'qp'v'k'pw'g'v'q'o'qp'k'qt' "
gzr'gp'f'kw't'g'h'x'gn'cpf 'r' tqx'kf'g'w'f'cv'gf 'r' tq'lg'ev'kpu'y'j' tqwi j'q'w'y'g' { gct'0

HKUECN'KO RCEV<

Vj gtg'ku'p'q'h'kuecn'ko r'cev'cu'c't'gu'wn'qh'y'j'ku'cev'k'p'0

UVCPI RPI 'EQO O KVVGG'F KUEWUKQP ITGEOO O GPF CVKQP<

Vj g'C'f'o'lp'k'nt'ev'k'p'cpf 'H'k'p'c'peg'E'q'o'o'kw'gg'eq'p'ul'f'gt'gf 'y'j'ku'k'go 'qp'ku'P'q'x'go dgt'38.'4239' "
ci'gp'f'c'0'Vj'g'E'q'o'o'kw'gg'lp's'w'kt'gf 'cd'q'w'v'y'g'4238'0'gcuwt'g'D't'gxgpw'g'cpf 'y'j'g'r'ncp'v'q'q'h'ug'v'y'g' "
ewtt'gpv'v'j'qt'v'cn'0'U'ch'h'lp'f'k'ev'gf 'y'j'g'h'w'p'f'u'ct'g'f'gr'qu'k'x'gf 'lp'cp'g'uet'qy 'cee'q'wp'v'cpf 'y'kn'lp'q'v'dg' "
t'geqtf'gf 'cu't'gxgpw'g'w'p'k'le'q'o'r'ng'v'k'p'qh'y'j'g'r'gp'f'kpi 'r'k'ki'cv'k'p'0'Vj'g'u'w'ur'gp'uk'p'qh'y'j'ku't'gxgpw'g'ku' "
dg'k'pi'o'c'pci'gf 'y'j' tqwi j 'gzr'gp'f'kw't'g'uc'x'k'pi'u.'kp'r'ct'v't'gu'wn'k'pi 'h't'qo 'y'j'g'f'gr' { gf 'ko'r'ng'o'gp'v'k'p'p' "
qh'y'j'g'DCTV'g'z'v'p'uk'p'0'Vj'g'k'go 'y'cu'c'r'r'tq'x'gf 'w'p'c'p'ko'q'w'wn'0

Rtgr ctgf "d{ <EctqriNcy uqp. "Hkuecn'Tguqwtegu"O cpci gt
O go q'P q0844:

CVVCEJ O GPVU<

- H 3: "S "Tgx'Gzr "Cwcej o gpv *RFH+

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENSES

Fiscal Year 2018
through September 30, 2017

(Dollars in Thousands)

Line	Category	Fiscal Year-to-Date Actual	Fiscal Year-to-Date Budget	Year-to-Date Variance	% Variance	FY 2018 Current Budget ¹	FY 2018 Projection ²
1	Fares-Transit	8,515	8,452	63	0.7%	35,742	35,742
2	Fares-Paratransit	506	580	(73)	-12.6%	2,328	2,328
3	Sales Tax Revenue	52,980	53,857	(877)	-1.6%	215,343	215,343
4	TDA	25,571	25,277	294	1.2%	101,211	101,211
5	Measure A Sales Tax-Oper. Asst.	11,002	11,175	(174)	-1.6%	44,684	44,684
6	2016 Measure B - Transit OPS	0	3,250	(3,250)	-100.0%	14,060	14,060
7	STA	2,523	2,575	(52)	-2.0%	10,300	10,300
8	Federal Operating Grants	976	958	18	1.9%	3,831	3,831
9	State Operating Grants	615	343	271	79.1%	1,373	1,373
10	Investment Earnings	579	896	(317)	-35.4%	3,584	3,584
11	Advertising Income	655	700	(45)	-6.4%	2,800	2,800
12	Measure A Repayment Obligation	1,066	1,213	(147)	-12.1%	15,596	15,596
13	Other Income	709	630	79	12.5%	4,173	4,173
14	Total Revenues	105,697	109,907	(4,210)	-3.8%	455,024	455,024
15	Labor Costs	79,533	79,061	(472)	-0.6%	329,982	329,982
16	Materials & Supplies	9,421	9,536	114	1.2%	38,191	38,191
17	Security	3,642	4,351	709	16.3%	17,409	17,409
18	Professional & Special Services	645	1,998	1,354	67.7%	8,645	8,645
19	Other Services	2,042	2,731	689	25.2%	10,718	10,718
20	Fuel	2,200	2,600	400	15.4%	10,556	10,556
21	Traction Power	1,306	1,572	266	16.9%	5,312	5,312
22	Tires	461	588	127	21.5%	2,387	2,387
23	Utilities	889	897	8	0.9%	3,593	3,593
24	Insurance	1,486	1,616	130	8.0%	6,467	6,467
25	Data Processing	1,253	1,294	41	3.2%	5,022	5,022
26	Office Expense	60	107	47	43.6%	425	425
27	Communications	451	405	(46)	-11.4%	1,620	1,620
28	Employee Related Expense	114	281	168	59.6%	1,124	1,124
29	Leases & Rents	187	178	(9)	-5.0%	904	904
30	Miscellaneous	151	249	98	39.3%	878	878
31	Reimbursements	(10,274)	(9,139)	1,135	12.4%	(36,555)	(36,555)
32	Subtotal Operating Expense	93,567	98,326	4,759	4.8%	406,679	406,679
33	Paratransit	5,555	6,165	610	9.9%	24,671	24,671
34	Caltrain	2,242	2,241	(1)	0.0%	8,967	8,967
35	Altamont Corridor Express	1,255	1,294	39	3.0%	5,177	5,177
36	Highway 17 Express	88	92	5	5.4%	370	370
37	Monterey-San Jose Express Service	9	9	(0)	0.0%	35	35
38	Contribution to Other Agencies	222	302	80	26.6%	1,082	1,082
39	Debt Service	1,450	1,493	43	2.9%	21,581	21,581
40	Subtotal Other Expense	10,821	11,597	776	6.7%	61,883	61,883
41	Operating & Other Expenses	104,388	109,923	5,535	5.0%	468,562	468,562
42	Transfer to Capital Reserve	0	0	0	N/A	5,000	5,000
43	Contingency	0	0	0	N/A	1,916	1,916
44	Total Expenses	104,388	109,923	5,535	5.0%	475,478	475,478
45	Operating Balance	1,309	(16)	1,325		(20,454)	(20,454)

Note: Totals and percentages may not be precise due to independent rounding.

¹ Reflects Adopted Budget approved by the Board on June 1, 2017

² Reflects current staff projection as of October 23, 2017

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
SOURCES AND USES OF FUNDS SUMMARY**

**Fiscal Year 2018
through September 30, 2017**

(Dollar in Thousands)

<u>Line</u>	<u>Description</u>	<u>FY18 Adopted Budget¹</u>	<u>FY18 Current Budget</u>	<u>FY18 Projected Actual²</u>
<u>Operating Balance</u>				
1	Total Operating Revenues	455,024	455,024	455,024
2	Total Operating Expenses	(475,478)	(475,478)	(475,478)
3	Operating Balance	(20,454)	(20,454)	(20,454)
<u>Operating Balance Transfers</u>				
4	Operating Balance	(20,454)	(20,454)	(20,454)
5	Transfer From/(To) Operating Reserve	20,454	20,454	20,454
6	Transfer From/(To) Sales Tax Stabilization Fund	0	0	0
7	Transfer From/(To) Debt Reduction Fund	0	0	0
8	Balance to Undesignated Reserves	0	0	0
<u>Operating Reserve</u>				
9	Beginning Operating Reserve	66,659	66,659	66,659
10	Transfer From/(To) Operating Balance	(20,454)	(20,454)	(20,454)
11	Ending Operating Reserves	46,205	46,205	46,205
12	Operating Reserve % ³	9.4%	9.4%	9.4%

Note: Totals may not be precise due to independent rounding.

¹ Adopted Budget approved by the Board on June 1, 2017

² Staff Projection as of October 23, 2017

³ Line 11 divided by subsequent fiscal year budgeted Operating Expenses

*EOCS + "cmqecvfg "y tqwi j "y g" Tgi kqpcn' Utcvgi le "kpxguvo gpv" *TUK: "hqt "y g" uwf { 0

Cv'ku'O c{ 4: . "4237" o ggkpi . "y g" Dqctf "cwj qtk gf "y g" I gpgtcn' O cpci gt "vq" pgi qvkv "cpf "gpvgt" kpv "eqqr gtcvkg" ci tgggo gpv'y kj "Ecnkhtpk" F gr ctvo gpv'qh' Vtcpu rqtvcvkp " *Ecnrcpu: "hccn' lwtkf levkpu. "cpf "tgi wrcvt { ci gpeku. "vq" eqpf wev' r tqlgev' r rppkpi . "r tgrko kpc { " gpi kpggtkpi lgpvktqpo gpcn' f guli p. "tki j vqh/ y c { . "cpf "eqputwevkp "cevkvkku' hqt "ko r tqxgo gpv'kp" yj g" K4: 2IY kpej guvg "Dqwgxctf "ctgc" *Rtqlgev+ "y kj "y g" cdqvg' tghgtgpegf "uwf { dgkpi "y g" hktuv" rj cug" qh' y ku' y qtn0

Qp" Lwpg" 45. "4237. "XVC" gpvgtgf "kpv" c' hwpf kpi "eqqr gtcvkg" ci tgggo gpv'y kj "y g" Ekv{ vq' tgegkxg" & 472.222 "hqt "y g" uwf { 0"

Qp" F gego dgt "38. "4237. "XVC" kuwgf "c" Tgs wguv' hqt "Rtqr qucu' uggkpi "s wcnkkgf "hko u' vq' r tqxkf g" r tghguvkqpcn' ugtxlegu' vq' eqpf wev' y g' cdqvg' tghgtgpegf "uwf { cpf "tgrcvf "y qtm' hqt "y g" Rtqlgev' y kj " cp' qr vkp "y cv' y g' ugrgevgf "hko eqwf "cnuq' eqpf wev' RC IGF "y qtm' eqpf wev' hpcn' f guli p' ugtxlegu" tgr tguvgf "d { "y g' f gxr o gpv' qh' Rcpu. "Ur gekkcvkpu. "cpf "Guko cvgu" *RU(G+ "r gthqto "tki j v qh/ y c { *TQY + "vcumu. "cpf "r tqxkf g' f guli p' uwr r qtv' f wtkpi "eqputwevkp" *F UFE + "Rtqr qucu' hqto " yj g' hmqy kpi "hqt "hko u' y gtg' tgegkxg < ""

- CGEQO "Vgej pkecn' Ugtxlegu. "kpe0
- Rctuqpu' Dtkpengtj qh' "kpe0
- O ctm' Vj qo cu' ("Eqo r cp { . "kpe0
- Tclcr r cp' ("O g { gt "Eqpuw' kpi "Gpi kpggtu. "kpe0

XVC "kpvgtxky gf "cm' hqt "hko u' y kj "c" tgxky "r cpgn' eqpuw' kpi "qh' tgr tguvgvkv' gu' hqto "XVC. "y g" Ekv{ . "cpf "Ecnrcpu0 Chgt "c" yj tqwi j "tgxky "qh' y g' uwo kwgf "r tqr qucu. "y g' tgxky "r cpgn' f gvgto kpgf "y cv' y g' O ctm' Vj qo cu' ("Eqo r cp { "vgo "j cf "uwo kwgf "y g' dguv' qxg' tcn' r tqr qucu "cpf " y cu' ugrgevgf "hqt "y g" Rtqlgev0"

Qp" Lwpg" 52. "4238. "kpv" y g' kpvgtguv' qh' gh' kkgpe { cpf "vq' ucxg' vko g. "Ecnrcpu" eqpewt' gf "y kj "XVC" ai' tgs wguv' vq' y ckg' y g' Rtqlgev' kpkcvkq "F qewo gpv' *RKF + "y qtm' cpf "cf xcpeg" y g' r tqlgev' vq' y g' RC IGF "r j cug' y kj "y g' tgs wktgo gpv' y cv' y g' Rtqlgev' t/ gxcn' cvg' y g' r wtr qug' cpf "pggf "qh' y g" r tqlgev' t' gxky "cpf "w' f cvg' r tqlgev' kphqto cvkq' hqto "y g' qtki kpcn' RKF . "kpkcvg' cpf "cpcn' | g' pgy " cngt' pcvkxgu" *pppg' qh' y j lej "y gtg' r ctv' qh' y g' Qtki kpcn' Rtqlgev+ "cpf "qdvk' cni' lvcngj qrf gtu' kpr w' qp" yj g' pgy "cngt' pcvkxgu0"

Qp" Cwi wuv': . "4238. "XVC" kuwgf "c" equv' r nu' hkgf "hgg" eqptcev' kpv "y g" co qwpv' qh' & 6; ; .28203 "vq" O ctm' Vj qo cu' cpf "Eqo r cp { . "kpe0 w' pf gt "y g' cwj qtkv' qh' y g' XVC "Cf o kpkv' cvkg' Eqf g' yj cv" r tqxkf gu' yj g' I gpgtcn' O cpci gt "y g' cwj qtkv' "vq" gzgewg' yj g' eqptcev' 0Vj ku' kpkcn' eqptcev' r tqxkf gu" yj g' cd' kkv' hqt "eqptcev' co gpf o gpv' vq' O ctm' Vj qo cu' ("Eqo r cp { u' eqptcev' hqt "RC IGF . "RU(G. " TQY . "cpf "F UFE "uwr r qtv' ugtxlegu0"

Qp" Cr tkd9. "4239. "XVC" gpvgtgf "kpv" c' "eqqr gtcvkg" ci tgggo gpv'y kj "Ecnrcpu" hqt "y g' f gxr o gpv' qh' RC IGF . "TQY . "cpf "RU(G' r j cug' f qewo gpv0

Qp" O c { 47. "4239. "XVC" kuwgf "Eqptcev' Co gpf o gpv' P q03 "kpv" cp' co qwpv' qh' & 3; .7: 6057 "hqt" cf f kqpcn' uwf { vcumu. "kpetgcugf "y g' vcn' eqptcev' co qwpv' vq' & 73: .8670280"

Cv'j g'Qexqdg7.'4239'XVC'Dqctf'o ggvkpi . 'y g'Dqctf'cf qr vgf 'c'Tguqnwkp.'gucdrikj kpi 'y g' 4238'O gcuwtg'D'Rtqi tco =cpf'cf qr vgf 'y g'4238'O gcuwtg'D'Rtqi tco 'Ecvgi qt { I vkf grkpgu" kpenmf kpi 'y g'J ki j y c{ Kpvgtej cpi gu'Rtqi tco 0Vj g'4238'O gcuwtg'D'J ki j y c{ 'Kpvgtej cpi gu' Rtqi tco 'H' '3: 'cpf 'H' '3; 'Rtqlgew'cpf 'Cmjecvqp'kpenmf gu'cp'co qwpv'qh'&5.222.222'hqt'y g'K 4: 2IY kpej gungt'Dqwxctf 'K r tqxgo gpw'Rtqlgew

F K E W U K Q P <

Vj g'kpkkn'uwf { y qtm'kpenmf kpi 'cp'cngtpcvxgu'cpcnf uku'cpf 'r tgnko kpc{ gpi kpggtkpi 'y qtm'ku' cdqww'vq'tgcej 'eqo r rgvkq0"

Vj g'Ekf j cu'r tqr qugf 'vq'eqptkdwg'cp'cf f kkpncn'&4.222.222'vq'XVC'hqt'RC IGF 'ugt xlegu'y kj " yj g'cpvkek cvkq'vj cv'y g'4238'O gcuwtg'D'hwpf 'y qwf 'dg'o cf g'cxckrdrg'vq'yj g'Rtqlgev'vq" eqo r rvg'yj g'RC IGF 'r j cug0XVC'cpf 'Ekf'uvch'ctg'co gpf kpi 'y g'gzkukpi 'hwpf kpi 'ci tggo gpv'ht" XVC'vq'tgegkxg'yj ku'cf f kkpncn'hwpf kpi 0Vj ku'hwpf kpi 'y qwf 'cmqy 'yj g'Rtqlgev'vq'o qxg'kvq'yj g' RC IGF 'r j cug'ko o gf kvgn(0Vj ku'cr r tqcej 'cmqy u'yj g'RC IGF 'r j cug'vq'i gv'uctv'p'qy 'y j krg" y ckkpi 'hqt'yj g'hnm'dc'peg'qh'hwpf kpi 'vq'eqo r rvg'RC IGF 'r j cug'y qtn0

Vj ku'cev'vq'd{ yj g'Dqctf'qh'F kgevqtu'y qwf 'i tcpv'cwj qtkv' 'vq'yj g'I gpgtcnO cpci gt'vq'pgi qvkv" cpf 'gzgewg'yj g'pggf gf 'eqptcev'co gpf o gpw'y kj 'O ctm'Vj qo cu'('Eqo r cp{ 'vq'r gthqto 'gctn(" RC IGF 'vcum0

Cu'cf f kkpncn'hwpf kpi 'dgeo gu'cxckrdrg.'uvch'y qwf 'tgwtp'vq'yj g'Dqctf'hqt'yj g'ey ctf'qh' eqptcev'co gpf o gpw'vq'eqo r rvg'yj g'RC IGF 'r j cug.'cpf 'hqt'yj g'uwdugs wgpv'TQY .RU(G'cpf " FUF E'r tqlgev'r j cug0

XVC'uvch'tgeo o gpf u'yj cv'yj g'Dqctf'qh'F kgevqtu'i tcpv'cwj qtkv' 'vq'yj g'I gpgtcnO cpci gt'vq' kuwg'eqptcev'co gpf o gpw'y kj 'O ctm'Vj qo cu'('Eqo r cp{ vq'eqo o gpeg'gctn(r tqlgev' f gxgqr o gpv'cum'kp'uw r qt'v'qh'yj g'eqo r rgvkq'qh'RC IGF 'r j cug0

E Q P V T C E V ' U W O O C T I] <

Xgpf qt'P co g<	O ctm'Vj qo cu'(" Eqo r cp{.'Kpe0	Qtki kpcn'Eqptcev'Co qwpv<	&""6; ; .28203"
Eqptcev'P wo dgt<	U375: 6	Rtkqt'O qf kkecvkqpu<""	&""3; .7: 607
Qtki kpcn'Eqptcev'Vgto <"	91531423:	Co qwpv'Tgs wguvf <""	&3.722.22202
Gzwpf gf 'Eqptcev'Vgto <"	341531423;	Vqvcn'Co qwpv'kpen'Tgs wguv<	&4.23: .86708
Rtqewtgo gpv'V{r g<	Equv'Rnu'Hkzgf 'Hgg	' 'qh'Tgs wguv'vq'Ewtgpv' Co qwpv<	4: ; '
UDG'I qcn<"	P IC	' 'O qf 0'vq'Qtki kpcn' Eqptcev<	522'
FDG'I qcn<	7084'	Hwpf kpi 'Uqwtegu<	Ekf qh'Ucp" Lqug

ATTACHMENT A

I-280/Winchester Boulevard Interchange Improvements Project

Contract: S15384



ATTACHMENT B**I-280/Winchester Boulevard Interchange Improvements Project
Contract: S15384**Contractor List

FIRM NAME	NAME	ROLE	LOCATION
Mark Thomas & Company, Inc.	Sasha Dansky	Prime Contractor	San Jose, CA
David J Powers & Associates	John Hesler	Environmental	San Jose, CA
DKS & Associates	Terry Klim	Traffic Operation	Oakland, CA
Parikh Consultants	Gary Parikh	Geotechnical	San Jose, CA
Radman Aerial	Carol Radman	Mapping	Sacramento, CA

hgzkdkk\ hqt'hto u'cpf "XVC0Hto u'eqwf "r tleg"qwu'gtxlegu'kp" c'hkzgf "hgg"cpf "r gt"cp"cuuguu gpv' equv'utvewwtg0Vj g'ueqr g'qh'y qtm'kpenmf gf "c"O qf gn'C"cpf "O qf gn'D"ugt'xleg'o qf gn'0O qf gn'C" eqpuku'qh'ucwu's wq'eqpf wv'kpi "egt'khecvkqp"kp'vgtxlegy u'r tko ctkn\ "qxgt"vj g'r j qpg'chgt'tgegkxkpi " cr r hecvkqp"cpf "o gf lecn'xgthhecvkqp0O qf gn'C"ku'vj g'XVC"Dqctf "cr r tqxgf "r tqegu'hqt"qxgt"v'gp" {gctu0Vj g'eqpvtcev'r tqxkf gu'hgzkdkk\ hqt"XVC"d{ "r ctv'p'gtkpi "y kj "ku'eqpvtcevqt"v'q'utcv'gi k' g" cpf "ko r ngo gpv'gpj cpegf "cuuguu gpv'qr vkpu0Qr vkpu'eqwf "kpenmf g'o qtg'ceewtcv'g"cpf "equv" gh'gevkxg"cuuguu gpv'u."c'np'pi "y kj "vj g'cdk'k\ "v'q"r ctv'p'gt"y kj "q'vj gt'm'qecnlucngj qrf gtu'vj tqwi j qw" vj g'Eqwpv\ 0Uj qwf "c"r tqegu'ej cpi g'dg'y cttcp'v'gf ."vj g'XVC"Dqctf "qh'F k'gev'qtu'y qwf "t'gegkxg" cp"cev'kqp"kg'o "v'q"cr r tqxg"cp{ r tqegu'ej cpi gu'r tkqt"v'q"ko r ngo gpv'vkqp0

F K E W U K O P <

- XVC't'gegkxgf "ukz"r tqr qucnu'htqo "vj g'hqm'y kpi 'h'to u<"
- É C F C "T k f g u
- É E c r k c n 'V t c p u k v
- É E C T G 'G x c n c v q t u
- É K p p q x c v k x g 'R c t c f k i o u
- É N c w t g n i 'O g f l e c n
- É O V O

Rtqr qucnu'y gtg'gxcn'cv'gf "qp"vj g'hqm'y kpi "et'k'v'g't'k'd{ "gcej "o go dgt"qh'vj g't'gx'k'y "dqctf <

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- 30 O V O
- 40 C F C "T k f g
- 50 K p p q x c v k x g 'R c t c f k i o u
- 60 E C T G 'G x c n c v q t u
- 70 N c w t g n i O g f l e c n
- 80 E c r k c n 'V t c p u k v

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Attachment A Eligibility Services
Procurement List of Contractors

Contractor Firm	Name	Contractor Role	Location
Medical Transportation Management, Inc.	Alaina Macia	President & CEO	16 Hawk Ridge Dr. Lake St. Louis, MO 63367
Medical Transportation Management, Inc.	Don Tiemeyer	Executive Vice President	16 Hawk Ridge Dr. Lake St. Louis, MO 63367
Medical Transportation Management, Inc.	Michele Lucas	Chief Marketing Officer	16 Hawk Ridge Dr. Lake St. Louis, MO 63367

COHENMILSTEIN

PRACTICE AREA: CIVIL RIGHTS & EMPLOYMENT

Harris v. Medical Transportation Management, Inc.

Non-Emergency Medical Transportation (NEMT) drivers serve a critical and often overlooked role in our communities: they drive the neediest patients—many of whom are elderly, disabled, or otherwise lack community supports—to their medical appointments to ensure that these patients get the critical health care services they need. Often, these drivers do so at the expense of their own health and welfare, working more than ten-hour shifts at wages that fall far below those required by the law. This practice is unsustainable and against the law.

In 2017, **Cohen Milstein Sellers & Toll PLLC**, along with Public Citizen Litigation Group, filed suit on behalf of a class of these workers against Medical Transportation Management, Inc. (MTM), a company that provides NEMT services to Washington, D.C. residents under a lucrative \$85 million contract with the District. In this lawsuit, named plaintiffs Isaac Harris, Darnell Frye, and Leo Franklin assert that MTM should be held responsible as at least a joint employer for unpaid minimum wages, overtime wages, and living wages for over 1,000 drivers under federal and D.C. law. The named plaintiffs seek to represent a class of drivers who have worked under MTM's contract with D.C. within the past three years.

The complaint alleges that MTM requires the drivers to complete all trips to which they are assigned, often requiring long workdays, but pays the drivers only a flat rate per week or per trip, regardless of the hours each driver works. These practices combine to result in drivers generally receiving effective hourly wages of between \$4.00 and \$9.00.

Notwithstanding these troublingly low wage rates, the drivers continue to complete their daily trips because they care for the patients they transport; without these drivers, patients would be stranded and would be unable to get the medical care they need. Isaac Harris, one of the plaintiffs in the proposed class action suit, said: "Even though the days were long and tiring, I know that the work I did as an NEMT driver was vital to serving members of my community that often need our help the most. But by denying us the wages we are owed, MTM is acting with a blatant disregard for our wellbeing, despite all of the time and effort we have dedicated to working for MTM. We as drivers all share the same compassion for the job, and all that we ask is that MTM act responsibly in paying us the wages we are owed just as we perform our jobs as NEMT drivers responsibly. No employer should be able to take advantage of its workers by paying them less than the minimum wage. By standing up to MTM, I'm standing up for other workers here in the District and around the country."

"It is a cruel irony that drivers who help low-income Washingtonians get access to the medical care they need are themselves impoverished by MTM paying them for only a fraction of the time they work," said Joseph M. Sellers, Partner at Cohen Milstein Sellers & Toll PLLC, co-counsel for the plaintiffs in the suit. "We trust that this lawsuit will bring a measure of justice to the drivers and force

MTM to pay them as the law requires.”

NEMT drivers who worked under MTM’s contract with D.C. between July 13, 2014 and the present, whether also employed by a subcontractor or not, are eligible to participate in this lawsuit. If you are interested in joining the lawsuit, please complete the **Opt-In Form** (also posted under the **Case Document Files** menu) and return it to the address at the bottom of the form.

No drivers will be required to pay to participate in this lawsuit. The case will be handled on a contingency basis, whereby attorneys’ fees will be paid only if the lawsuit is successful in obtaining relief through a settlement, final judgment, or other award.

It is against the law for a company to retaliate against an employee or former employee for joining a lawsuit for unpaid wages. If you suffer retaliation, you may be able to assert additional claims.

If you have any questions or information about MTM or the wage issues in this case, please contact Joseph Sellers or Miriam Nemeth at 202-408-4600 or Michael Kirkpatrick or Patrick Llewellyn of Public Citizen Litigation Group at 202-588-1000.

CASE DOCUMENTS

Complaint - July 13, 2017

Opt-In Form

RELATED PROFESSIONALS

Miriam R. Nemeth

Joseph M. Sellers

RELATED NEWS & EVENTS

- D.C. Medicaid Contractor Accused Of Paying Employees as Little as \$3.61/Hour
- “Health Services Contractor Allegedly Short-Changes Drivers,” Bloomberg BNA
- “Lawsuit Accuses D.C. Medicaid Contractor of Paying Workers as Little as \$3.61 per Hour,” ABC7 WJLA
- “New LawsUIT Claims City Contractor Paid Workers as Little as \$3.61 an Hour,” Washington City Paper



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Ewtgpv'O ggkpi <	F gego dgt '9.'4239
Dqctf 'O ggkpi <	F gego dgt '9.'4239

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VQ< Ucpw'Erntc'Xcmg{ Vtcur qtvcvkp'Cwj qtkv{
Dqctf 'qh'F ktgevqtu

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2017 CMP

2017 CONGESTION MANAGEMENT PROGRAM DOCUMENT

PREPARED BY THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
THE CONGESTION MANAGEMENT AGENCY FOR SANTA CLARA COUNTY

DECEMBER 2017



2017 Congestion Management Program

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EXECUTIVE SUMMARY

In accordance with California Statute, Government code 65088, Santa Clara County has established a Congestion Management Program (CMP). The intent of the CMP legislation is to develop a comprehensive transportation improvement program among local jurisdictions that will improve multimodal transportation system performance, land use decision-making and air quality.

The main requirements of the CMP statutes can be summarized as follows:

- Requires the designation of a Congestion Management Agency (CMA) in each urbanized county, to develop and update the CMP and monitor its progress over time.
- Sets up a performance review process, by mandating the designation of a network of transportation facilities that will be periodically monitored for congestion, and by requiring the designation of a level of service standard for roadways and performance measures for all modes of travel.
- Promotes the use of alternatives to the single-occupant automobile through trip reduction programs, land use / transportation integration strategies, and transportation demand management (TDM) measures.
- Promotes integration of decisions about land development, transportation investment and air quality by requiring a process to determine the impacts of local development decisions on the countywide transportation network.
- Requires a seven-year investment strategy, referred to as a Capital Improvement Program (CIP), to support the CMP goals. The CIP is updated biennially and links project eligibility for regional/state funding to the CMP.
- Requires a computerized travel model and uniform database for estimating future transportation needs and impacts.
- Encourages infill development in core areas and along major transit corridors.

The Santa Clara Valley Transit Authority (VTA), as the designated Congestion Management Agency, has prepared this 2017 Congestion Management Program in accordance with the requirements of the CMP legislation. The purpose of this document is to summarize the elements, policies and procedures of the VTA CMP.

WHAT'S NEW IN THE 2017 CMP

The 2017 update signifies an evolving role for the CMP in our region's future. It summarizes the current VTA CMP, changes to the CMP over the past two years, as well as key areas that are likely to be addressed in the coming two years. The 2019 update is expected to have more significant changes due to the items noted below. The 2017 update is minor in comparison. The following is a summary of key changes and additions in the CMP 2015:

- **Added VTA's Mission, Vision, and Core Values** – A new chapter was added to the CMP Document that describes VTA as an agency. The CMP Document was developed based on the mission, vision and core values identified in the Strategic Plan.
- **Additional discussion of Senate Bill (SB) 743 implementation and relationship to the CMP auto LOS standard** – In keeping with the original intent of documenting SB 743 in the previous CMP Document, there are updates regarding the Office of Planning and Research (OPR) development of new criteria to evaluate transportation impacts under CEQA. While OPR has not yet submitted final draft guidance to the Secretary of Natural Resources for rule-making as of September 2017, some cities (such as San Francisco, Oakland and Pasadena) have already changed their CEQA metrics and practices, and other cities (such as City of San Jose) are in the process. Based on indications from OPR, VTA expects that mandatory statewide implementation of VMT analysis to replace LOS analysis in CEQA will be phased in over the next few years. VTA will continue to monitor the SB 743 implementation process and provide assistance to Member Agencies in updating local CEQA standards, and consider potential changes to the CMP and Technical Guidelines as appropriate.
- **Updates to the status of key VTA transportation projects** – The CMP System Definition chapter (Chapter 2) includes updated descriptions of transportation projects VTA is leading or participating in, including the BART Silicon Valley extension, VTA Bus Rapid Transit (BRT) projects, the Light Rail Enhancement Project, the Caltrain Modernization Program, and the Silicon Valley Express Lanes Program. It also includes information related to two new efforts that began in late 2015, the Transit Network Redesign and as part of that effort, the implementation of a new frequent transit network.
- **Updated information about regional programs** – Chapter 7 contains updated discussions of regional planning efforts led by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), such as Plan Bay Area and the PDA Investment & Growth Strategy.

- **Updated Capital Improvement Program (CIP) project listing and funding information –** The list of capital projects in the CMP Capital Improvement Program in Chapter 8 has been updated to reflect completed projects, revised cost estimates, and other changes to maintain consistency with the Transportation Improvement Program (TIP). Updated information has been added about various funding sources related to capital projects in Santa Clara County.

Key areas that the CMP will address with Member Agency input over the next two years include:

- **Implementation of SB 743 Legislation –** As noted above, the Governor’s Office of Planning and Research (OPR) is currently updating the CEQA Guidelines to remove auto LOS analysis and require vehicle miles traveled (VMT) analysis in the CEQA analysis of transportation impacts and mitigation measures. SB 743 did not directly call for changes to the Transportation Analysis Standards Element and Multimodal Performance Measures Element of the CMP, however it is expected that these elements will be updated for compatibility with the new CEQA Guidelines. VTA will continue to monitor potential legislation affecting CMPs and intends to update the CMP, with input from the VTA Board, Committees, and Working Groups, over the coming years. VTA will also continue to provide information and assistance to Member Agencies in updating local CEQA standards as appropriate.
- **CMP Monitoring and Conformance Program transition to utilize Big Data -** Since 1997, VTA has used aerial photography to collect data on freeway congestion. Beginning with the 2017 Monitoring & Conformance Report, VTA is studying innovative approaches to data collection such as Big Data¹ (see Chapter 8 for more information). VTA envisions that a transition to Big Data could potentially provide more reliable data for a lower cost. In addition, Big Data may open up new avenues for congestion analysis in areas such as duration of congestion, automobile travel times and reliability, congestion spillover to alternate routes, causes of congestion, transit travel times and reliability, modal split, automobile trip generation, and vehicle miles traveled.

¹ Big Data is a phenomenon currently impacting a wide range of industries, defined as “a new generation of technologies and architectures designed to economically extract value from very large volumes of a wide variety of data, by enabling high-velocity capture, discovery, and/or analysis” (Big Data: Beyond the Hype, White Paper by Datastax Corporation, March 2012). In the field of transportation monitoring and analysis, Big Data methods involve aggregating traffic-related information from GPS-enabled vehicles and mobile devices, traditional road sensors and hundreds of other sources (INRIX website, accessed 9/11/2013).

ELEMENTS OF THE VTA CMP

CMPs must contain five elements: a system definition and traffic Level of Service (LOS) standard element, a multimodal performance measures element, a transportation demand management and trip reduction element, a land use impact analysis element, and a CIP. In addition to these five elements, other actions, such as the development of a countywide transportation model and Multimodal Improvement Plans, are necessary to meet the requirements of the Statute.

In response to the statutory requirements and the Strategic Plan's vision, VTA has chosen to define its CMP in terms of nine elements that logically structure the program. Each of the nine elements corresponds to a chapter of the CMP and is briefly summarized below:

1. System Definition Element — The CMP Transportation System consists of a roadway network, a transit network, and a bicycle network.

The System Definition Element is linked to other elements in the CMP because all projects proposed for the CIP must be on or benefit the CMP Transportation System. Additionally, roadways included in the CMP Roadway Network will be monitored for conformance with the CMP level of service standard.

The designated CMP Roadway Network includes state highways, county expressways and principal arterials. The adopted definition for principal arterials is: roadways that connect with the freeway and/or county expressway system and meet one of the following criteria: (1) state highway; (2) six-lane facility; or (3) non-residential arterial with average daily traffic of 30,000 vehicles per day.

While the CMP Statutes do not expressly require adoption of a transit network, it does require the inclusion of specified transit system performance measures. Therefore, the CMP includes a Transit Network consisting of rail service and selected bus service. Performance measurements have been established for VTA Transit Service and are identified in the Transit Sustainability Policy and its complementary document, the Service Design Guidelines. The guidelines establish ridership thresholds and ensure that transit service operates as efficiently as possible.

One of the goals of VTA's CMP is to provide for safe and convenient bicycling throughout the county for various types of trips, such as work, school, errands, and recreation by focusing improvements on the Cross County Bicycle Corridors (CCBC). The CCBC is a network of 24 routes for bike travel through the county that are identified in the Santa Clara Countywide Bicycle Plan, adopted by the VTA Board of Directors in 2008.

2. Transportation Analysis Standards Element — For the purpose of congestion monitoring and management, the CMP statute requires that CMAs develop a minimum automobile level of service (auto LOS) standard for CMP Network roadways. Auto LOS describes the operations of roadway segments or intersections in terms of vehicle speed, volume and capacity, and traffic delay. Auto LOS evaluates operations for all common motor vehicle types, including automobiles, light and heavy trucks, and motorcycles. In addition, although congestion affects transit vehicles operating in general purpose lanes, transit operations are affected by additional factors and are typically evaluated separately from auto LOS.

The Transportation Analysis Standards Element contains the adopted auto LOS standard for the CMP Roadway Network and describes the methodologies for evaluating auto LOS. The auto LOS standard is important because CMP Roadway Network facilities must operate within the adopted standard or the Member Agency responsible for the facility must prepare a Multimodal Improvement Plan for that facility.

In addition, Member Agencies must monitor auto LOS using adopted methodologies. A comprehensive description of the auto LOS standard is presented in the CMP Technical Standards and Procedures: Traffic Level of Service Analysis Guidelines and is available upon request.

3. Multimodal Performance Measures Element — The purpose of the Multimodal Performance Measures Element is to define specific transportation system performance measures that can help evaluate how well Santa Clara County's transportation system serves the traveling public. Twelve measures are described in the Element. These measures can be used in a variety of analyses. Some may be used in the development of the countywide long-range transportation plan, some may be used in the CMP monitoring process, some may be used in analyses of the impacts of specific development projects, and some may be used for more targeted efforts such as corridor studies, transit or roadway capital projects.

4. Trip Reduction and Transportation Demand Management (TDM) Element — This element defines and describes TDM programs and lists funding sources Member Agencies can access to implement these projects. Some programs that would be recommended as part of the TDM element include parking management and pricing, roadway pricing, commute alternatives, and cash subsidies. The current countywide transportation plan, VTP 2040, and the Community Design and Transportation (CDT) Program encourage the development and continuation of successful trip reduction efforts through incentives and partnerships.

5. Countywide Transportation Model and Database Element — This element contains a description of the countywide transportation model required by the CMP Statute. The Statute requires that the countywide transportation model be consistent with the regional

transportation model developed by MTC with data provided by ABAG. The countywide transportation model is used to help evaluate cumulative transportation impacts of local land use decisions on the CMP System. Because of the model's significance in the overall CMP, it is extremely important that the model accurately reflect existing land use and transportation conditions.

The CMP also requires local models to be consistent with the countywide transportation model. A comprehensive description of these consistency requirements is presented in the CMP Technical Standards: Local Transportation Model Consistency Guidelines.

6. Land Use Impact Analysis Element — This element describes the procedures used to analyze the transportation impacts of local land use decisions on the transportation system, and the programs designed to influence policy development to better support a multimodal transportation system. The Land Use Impact Analysis Program links local land use decisions with broader transportation and air quality impact analysis. The VTA CMP includes the Proactive CMP Process², adopted by the VTA Board in May 1997, which provides a framework for VTA comment on development projects and plans and for quarterly reporting to the Board on Member Agency development decisions.

VTA has developed and adopted Transportation Impact Analysis (TIA) Guidelines to ensure that all projects are analyzed uniformly and consistently. Comprehensive descriptions of the TIA Guidelines are included in the CMP Technical Standards. Over the 2012-2014 timeframe, VTA engaged in a comprehensive update of the TIA Guidelines document to emphasize the reduction of automobile trips and take a balanced, multimodal approach to addressing transportation impacts and effects. Updating the TIA Guidelines offers VTA the opportunity to encourage the use of multimodal performance measures and make the CMP better reflect the goals of SB 375, the regional and countywide long range transportation plans, and local General Plans and policies.

Through a multi-year process, the CDT program was developed in partnership with VTA Member Agencies and the community. The CDT is primarily an advocacy and resource program, providing tools and resources to Member Agencies intended to influence changes in policy, administration, and urban design that encourage well-designed, high-amenity development in cores areas, around transit station areas, and along major transportation corridors. In addition, the CDT Program has given out planning and capital grants to Member Agencies that are developing plans and projects in accordance with the CDT guidelines and planning initiatives.

² Now generally referred to as the "Development Review Program" in Reports to the VTA Board and Committees.

7. Capital Improvement Program Element — The CIP is a list of capital projects designed to improve the transportation system and air quality in Santa Clara County. The CIP consists of a list of transportation facility improvements that is submitted to MTC for inclusion in the Regional Transportation Improvement Program (RTIP), the State Transportation Improvement Program (STIP) and the Federal Transportation Improvement Program (TIP). The CIP includes projects from the following funding categories: Regional Improvement Program (RIP) and Interregional Improvement Program (IIP), Surface Transportation Program (STP) and Congestion Mitigation/Air Quality Program (CMAQ) (federal), Transportation Alternatives funds (federal), and the Traffic Congestion Relief fund (state). In addition, projects funded by the 1996 Measure B sales tax, the 2000 and 2008 Measure A sales taxes, the 2006 Proposition 1B bond fund, the 2008 Proposition 1A (High Speed Rail) bond fund, Express Lanes revenue, the 2010 Measure B Vehicle Registration Fee and the Transportation Fund for Clean Air are included in the CIP since they affect the county’s transportation system.

The Capital Improvement Program is developed in accordance with the statewide and regionally adopted multimodal criteria for project selection. The regional criteria emphasize maintaining and sustaining the existing transportation system, improving its efficiency and effectiveness through congestion relief, safety improvements and consideration of freight movement, expanding the system, and accounting for external impacts on land use and air quality. The CMP Statute requires that the CIP maintain or improve the performance of the multimodal system for the movement of people and goods, mitigate the impacts of land use decisions on the regional transportation system, and conform to air quality mitigation measures included in state and federal air quality plans.

8. Monitoring and Conformance Element — The CMP Statute requires biennial monitoring to determine Member Agency conformance with all elements of the CMP. The Monitoring and Conformance Element describes the monitoring process used in Santa Clara County. VTA monitors freeway LOS and land use decisions on an annual basis, and all other elements of the Monitoring Program, including CMP intersection LOS on a biennial basis.

Once Member Agencies have submitted their monitoring data, VTA will evaluate it to determine changes to and impacts on the CMP System and to ensure that each Member Agency is in conformance with the CMP. If Member Agencies fail to meet CMP standards or implement CMP requirements, they could be found in nonconformance with the CMP and risk forfeiting gas tax subventions from the state. A description of the requirements and methodologies used in the Monitoring and Conformance Program is available in the Monitoring and Conformance Requirements.

9. Multimodal Improvement Plan Element – This element summarizes the process for the preparation and approval of Multimodal Improvement Plans. Beginning with the 2013 CMP,

VTA uses the term “Multimodal Improvement Plan” for “Deficiency Plan” as defined by state legislation, to highlight the range of multimodal solutions available to Member Agencies that have a traffic LOS deficiency.

Multimodal Improvement Plans must be developed for facilities that are not operating within the adopted traffic LOS standard. Multimodal Improvement Plans may be developed by VTA Member Agencies and must be approved by VTA Board of Directors. Multimodal Improvement Plans must include a set of improvements, programs, and actions for the CMP facility that measurably improve multimodal performance and contribute to a significant improvement in air quality. CMP system facilities that are covered under an approved Multimodal Improvement Plan, or a previously approved Deficiency Plan, may operate below the traffic LOS standard as long as the plan is being implemented.

REGIONAL CONFORMANCE

To meet the requirements of CMP legislation, VTA’s CMP was developed to conform to the Regional Transportation Plan, as well as the MTC’s Guidance for 2017 Congestion Management Programs. The CMP also conforms to the transportation-related provisions of the federal and state California Clean Air Acts, and the regional Clean Air Plan.

MEMBER AGENCY RESPONSIBILITIES

The Congestion Management Program is a cooperative effort between VTA and the CMP Member Agencies – the 15 cities in the county, Santa Clara County, and VTA. Table E.1 outlines the element requirements and major responsibilities of VTA and Member Agencies in complying with the CMP.

THE DEVELOPMENT OF THE 2017 CONGESTION MANAGEMENT PROGRAM

As with all previous efforts, this CMP was developed through a collaborative effort among VTA and its Member Agencies, with occasional guidance from state and regional agencies. The policies contained in this document were initially developed by VTA with input from working groups of the Technical Advisory Committee. Since most elements of the CMP are designed to be implemented locally by Member Agencies, local input throughout the policy development process is crucial to the success of the Congestion Management Program.

After receiving Member Agency and public input, the VTA Board of Directors is responsible for making all policy decisions and for approving the final CMP.

DOCUMENT STRUCTURE & ORGANIZATION

The purpose of the document is to give the reader a comprehensive knowledge of the elements and goals of the VTA CMP. The CMP is organized into nine chapters: the CMP system definition and a chapter describing each element of the CMP. Table ES.1 presents a summary of each element. A number of appendices providing additional information are included at the back of this document. Appendix A provides a glossary of key terms, Appendix I includes the full text of the CMP Statute and related Statutes, and the remaining appendices provide additional technical or descriptive information

In addition, VTA has compiled a set of documents entitled CMP Technical Standards and Procedures that contains all the technical requirements and guidelines that Member Agencies must follow to comply with the CMP. The Technical Standards and Procedures contain the following documents: Requirements for Deficiency Plans, Transportation Impact Analysis Guidelines, Local Transportation Model Consistency Guidelines, Traffic Level of Service Analysis Guidelines, and Monitoring and Conformance Requirements.

TABLE ES.1 | CMP ELEMENTS SUMMARY

CMP Element	Requirement	Timing	Responsible Agency
Transportation Analysis Standards Element	1) Monitor and submit report on the level of service on CMP roadway network intersections using CMP software and procedures.	Dec 1	Member Agencies
	2) Monitor performance of CMP rural highways and freeways	Dec 1	VTA
Multimodal Performance Measures Element	Collect available transportation performance measurement data for use in land use analysis, deficiency plans and the CIP.	Ongoing	VTA
Transportation Demand Management and Trip Reduction Element	No current requirements	Member Agencies and VTA	Trip Reduction and Transportation Demand Management Element
Transportation Model and Database Element	1) Certify that the CMP model is consistent with the regional model	Biennially	MTC
	2) Certify that Member Agency models are consistent with the CMP model	As Needed	VTA and Member Agencies
Land Use Impact Analysis Element	1) Prepare a Transportation Impact Analysis (TIA) for projects that generate 100 or more peak hour trips and submit to the CMP according to TIA Guidelines schedule	Ongoing	Member Agencies
	2) Submit relevant conditions of approval to VTA for projects generating TIAs	Ongoing	Member Agencies
	3) Prepare quarterly report on VTA comments and local agency adopted conditions for VTA Board, CMPP and PAC, TAC, CAC, and BAC	Ongoing	VTA
	4) Prepare and submit land use monitoring data to the CMP on all land use projects approved from July 1 to June 30 of the previous year	Oct 1	Member Agencies
Capital Improvement Program Element	Develop a list of projects intended to maintain or improve the level of service on the designated system and to maintain transit performance standards	Biennially	Member Agencies with VTA
Monitoring and Conformance Element	Outline the requirements and procedures established for conducting annual auto LOS and land use monitoring efforts. Support the Transportation Analysis Standards and Land Use Impact Analysis Elements	Dec 1	Member Agencies and VTA
Multimodal Improvement Plan Element	1) Prepare Deficiency Plans for facilities that violate CMP traffic LOS standards or that are project to violate LOS standards using the adopted Deficiency Plan Requirements.	As Needed	All Affected Member Agencies
	2) Submit Deficiency Plan Implementation Status Report as part of annual monitoring.	Dec 1	Member Agencies with Deficiency Plans

CHAPTER 1 | VTA

This chapter, newly added for CMP 2017, describes VTA as an agency as well as its mission, vision, and core values.

BACKGROUND

While operating Santa Clara County’s bus and light rail system is an important part of what we do, it’s certainly not the only aspect of our work—and that’s a good thing. VTA is a unique organization, so our approach to work must be unique as well. We have wide-ranging authority, including transit development and operations, congestion management, funding, highway design and construction, real estate and transit-oriented development, and bicycle and pedestrian planning. We are truly a multimodal transportation solutions agency, which gives us many great opportunities that other agencies don’t have. Our structure is unique in that Bay Area, and to better support our local interests and needs, as well as enhance regional partnerships, we will continue to strive for greater regional independence.

VTA is a collection of more than 2,000 dedicated employees working together to provide transportation throughout Silicon Valley. We provide solutions that move people to their jobs, recreational activities, appointments, home, and more, allowing us to meet the varied needs of a diverse population. From highways to bikeways to safer routes to school, the people of VTA work together to make Silicon Valley residents and workers have the ability to get where they need to go.

MISSION

The **Mission** offers the reason for being. It answers the questions: “Why does this organization exist; what do we do?” To offer services that will add value to the community, this question must be answered clearly and memorably.

For VTA, the answer is: to provide “*solutions that move you.*” Our role is to get people moving and keep the moving.

This answer is broad enough to encompass all the work that VTA does—transit service, congestion management, highway construction, and bicycle and pedestrian facilities—but narrow enough to leave no doubt or confusion about who we are.

VISION

The **Vision** is where we see ourselves in the future. This answers the question “What are you aiming to achieve?” To help the community understand what they can expect from the organization, now and down the line, this question also must be answered clearly.

For VTA, the answer is: *“To innovate the way Silicon Valley moves.”* This means we plan to position ourselves now and in the future as leaders in the effort to help move the residents of Silicon Valley, an area known for innovation where people expect the newest, cutting edge options to be readily available. Rather than wait for others to develop those options, we will do the innovating: we will create, collaborate and lead, offering options that meet the evolving needs of people around the county.

CORE VALUES

Safety — We plan and deliver services in a way that promotes the health and safety of our employees and the public.

Integrity — We conduct our business in an ethical, honest, and transparent manner.

Quality — We ensure that the services we deliver, and projects that we build, are well designed and maintained to preserve the investment that has been made.

Sustainability — We operate our services and design our projects to minimize the negative impacts on our environment, in a way that can be maintained over time. Additionally, we operate as a sustainable organization by reducing our carbon footprint.

Diversity — We value, respect, and serve the unique needs of our community.

Accountability — We are stewards of the natural resources and transportation tax revenues of the County, take responsibility for our actions, and honestly report our successes and challenges to stakeholders and the public.

PARTNERS

Local jurisdictions hold land use authority, our transportation partner agencies help us make the connections between diverse transit systems, and state and federal agencies set regulations and standards that we must meet, while also provide funding.

We also need to work with community stakeholders and customers to understand the best solutions for a given community. And we need to work with our employees to understand and implement the exciting new ideas that will help further establish VTA as an authority in the transportation industry.

CONGESTION MANAGEMENT PROGRAM

Within this document VTA outlines its responsibility as a Congestion Management Agency (CMA) and how it fulfills those responsibilities. Furthermore, the sections above illustrate VTA's vision in a broader context as a mobility solutions provider. As VTA seeks to reduce congestion at a regional scale through a multimodal approach within a Congestion Management Program (CMP) the ideals outlined above and VTA's duty as a CMA coalesce.

The chapters and information that follows focuses on the CMP statute requirements and how VTA is meeting those requirements. However, this is always to be viewed within the context of VTA as a multimodal transportation solutions provider delivering solutions that keep Silicon Valley moving.

CONGESTION MANAGEMENT PROGRAM AND OTHER VTA DOCUMENTS

This document is complimentary to the other documents that VTA produces - including the Annual Monitoring and Conformance Report, the Valley Transportation Plan, and the Countywide Bicycle Plan. Each of the documents aims to showcase the delivery of projects and programs that will benefit our Member Agencies. Together these interconnected planning efforts position VTA and Member Agencies to fulfill the mission and vision and provide more solutions and choices to meet the transportation needs of the residents and businesses of Santa Clara County.

CHAPTER 2 | CMP TRANSPORTATION SYSTEM DEFINITION

This chapter describes the Congestion Management Program (CMP) Transportation System. The CMP System consists of a roadway network, a transit network, and a bicycle network.

BACKGROUND

In 1990, the State of California enacted legislation to create Congestion Management Agencies (CMAs) in urbanized counties, following voter approval of Proposition 111. Each CMA is responsible for establishing a Congestion Management Program (CMP), envisioned as a comprehensive multimodal approach to solve transportation problems and reduce congestion at the regional scale. In contrast to the previous strategy of continually expanding roadway capacity, the CMP was designed to provide increased and more efficient transit services, increased efficiency of the existing roadway system, reduced traffic demand, and an improved land-use decision making process.

Beginning in 1991, with the enactment of the landmark Intermodal Surface Transportation Efficiency Act (ISTEA), federal transportation funding programs have also encouraged a more coordinated, regional, multimodal approach to transportation planning. ISTEA provisions allowed state and metropolitan planning organizations to take a broader view of the transportation system and its performance. Like Proposition 111, ISTEA shifted a major portion of transportation planning and priority setting from the state to regional agencies, CMAs, and local governments. This overarching philosophy has carried forward to subsequent federal transportation funding bills, including the most recent bill, FAST Act (Fixing America's Surface Transportation Act).

With the adoption of Plan Bay Area 2040 in July 2017, thirteen performance targets guide transportation planning in the Bay Area. These include required targets related to climate protection and adequate housing and voluntary targets related to healthy and safe communities, open space and agricultural preservation, equitable access, economic vitality, and transportation system effectiveness.

The state of California also has adopted three legislative mandates to guide the development of transportation analyses, plans and strategies. These bills are summarized below:

- **AB 32 (Nunez) California Global Warming Solutions Act of 2006.** This bill requires the California Air Resources Board to adopt regulations to require the reporting and verification of Statewide greenhouse gas emissions and to monitor and enforce compliance with this program.

- **SB 375 (Steinberg) Transportation Planning: Travel Demand Models; Sustainable Communities Strategy; Environmental Review, 2008.** SB 375 instructs the California Air Resources Board to set regional greenhouse gas emissions reduction targets from passenger vehicles. The Metropolitan Planning Organization for each region must then develop a “Sustainable Communities Strategy” (SCS), as part of its regional transportation plan, integrating transportation, land use and housing policies to plan for achievement of the emissions target for their region. The second such regional housing and transportation plan adopted by MTC and ABAG, Plan Bay Area 2040 includes the Sustainable Communities Strategy for the Bay Area, as well as the 2040 Regional Transportation Plan.
- **SB 743 (Steinberg) Environmental quality: transit oriented infill projects, judicial review streamlining for environmental leadership development projects, and entertainment and sports center in the City of Sacramento, 2013.** Senate Bill (SB) 743, approved by the California legislature in September 2013, includes changes to the California Environmental Quality Act (CEQA) and CMP law related to the analysis of transportation impacts. Most significantly, the bill directs the Governor’s Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular “level of service” (LOS) for evaluating transportation impacts for purposes of CEQA. The timing of implementing these changes is uncertain; while OPR has not yet submitted final draft guidance to the Secretary of Natural Resources for rule-making as of September 2017, some cities (such as San Francisco, Oakland and Pasadena) have already changed their CEQA metrics and practices, and other cities (such as City of San Jose) are in the process. While the change in CEQA practice does not necessarily affect CMP analysis which is based on separate state legislation, the changes resulting from SB 743 may also encourage VTA to update the CMP and related Technical Guidelines for consistency.

CONGESTION MANAGEMENT PROGRAMS

Propositions 111 and 108 together increased funding for California’s transportation system by billions of dollars. With this new funding came the requirement that urbanized counties create or designate a CMA that is responsible for preparing and implementing a Congestion Management Program (CMP) every two years. An additional gas tax was created to fund transportation improvements and CMA activities. The majority of the funds are transferred from the CMA to Cities and the County through gas tax subventions, however Member Agencies must be found in conformance with the CMP to receive these subventions.

Although the primary focus of the congestion management program was originally envisioned as reducing congestion and thus improving mobility for persons and freight, the requirements of the CMP recognize the inextricable links between transportation, land use, and air quality. Over time, CMPs in the Bay Area have evolved to emphasize an overall reduction in single-

occupant vehicle trips and increase in pedestrian, bicycle and transit mode share in addition to managing congestion. Moreover, the statute acknowledges that these policy issues are not only functionally interrelated, but jurisdictionally interrelated as well. Accordingly, the statute requires cities and counties to work together to find cooperative solutions to these multi-jurisdictional problems. By operating as a “bridge” between local agencies and the regional and state levels of government, CMAs play a key role in overcoming fragmented planning and effectively integrating transportation and land use planning at the county level.

The CMP pursues the interrelated goals of managing congestion, reducing single-occupant vehicle trips and improving alternative modes through a combination of capital roadway, transit, bicycle and pedestrian improvements, which are designed to maintain the existing transportation system where possible, and only add new travel lanes where road-widening is the only solution available to improve the transportation network. In addition, the CMP is intended to improve land use planning, develop strategies to reduce traffic demand, and when necessary, establish Multimodal Improvement Plans¹ to address deficiencies according to CMP standards. By addressing these congestion, transportation demand, land use and transportation decision-making issues early on, larger problems that could result in more expensive and less effective solutions may be avoided.

The CMP benefits the local governments, employers, businesses, developers, environmentalists and labor unions in the region. The CMP gives local governments the ability to establish a rational transportation funding process with clear priorities that makes transportation funding more reliable and brings it one step closer to home. A seven-year Capital Improvement Program (CIP) was established to give employers the confidence that local transportation facilities will be maintained and improved as needed. Businesses are assured that transportation investments will contribute to the efficient movement of freight throughout the region, which will improve the economic climate of the county. The CMP creates a “level playing field” that ensures all new development projects in the county are evaluated equally and equitably. On the environmental side, the CMP evaluates individual and cumulative transportation, land use, and air quality impacts due to new development projects. And lastly, the CMP maximizes local, state, and federal transportation dollars to create new construction jobs that will ultimately improve mobility.

The establishment of CMAs, in conjunction with changes in State and Federal transportation funding procedures, shifted decision-making from the State to the regional and local levels. Not only does this mean more money is available for local planning projects, but it also means that

³ VTA uses the term “Multimodal Improvement Plan” for “Deficiency Plan” as defined by state legislation, to highlight the range of multimodal solutions available to Member Agencies that have a traffic LOS deficiency. See Chapter 10 for more details.

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local governments have more flexibility and autonomy to spend this money on projects that benefit their local communities. It also gives citizens an opportunity to provide meaningful input in the decision-making process.

VTA CONGESTION MANAGEMENT PROGRAM

The CMA Statute states that all urbanized counties may create or designate a CMA by resolution of the County Board of Supervisors and a majority of City Councils representing a majority of the population in the incorporated county. Santa Clara County was the first county in the state to form a CMA, and the only county in the state to form a CMA prior to the passage of Proposition 111 in 1990. This accomplishment was possible only after months of collaborative effort by a joint committee of elected officials who were members of the County Transportation Commission and the Golden Triangle Task Force.

The committee met weekly from December 1989 to May 1990 to develop a consensus on the purpose, structure, and goals of the new agency. Their vision for the CMA - "A United Proposal for a Congestion Management Agency for Santa Clara County" - was submitted to all city councils and the Board of Supervisors for ratification. By July 1990, the proposal had been ratified by all 15 cities and a majority of the population in Santa Clara County. As a result, the Santa Clara County CMA was formed. In August 1991 the CMA Board subsequently drafted and adopted a joint powers agreement, which was ratified by the 15 cities/towns and the County Board of Supervisors.

In December 1994, the fifteen cities/towns and the County of Santa Clara passed resolutions designating the Santa Clara County Transit District as the CMA for Santa Clara County. On January 1, 1995 the two agencies formed what was to become the Valley Transportation Authority (VTA). Staff within VTA's Planning & Program Division now performs the functions previously performed by the CMA staff.

The VTA Board of Directors consists of elected governing board officials from VTA's Member Agencies, which are the 15 cities and towns within Santa Clara County and the County of Santa Clara. Membership attempts to balance regional representation and population, and all jurisdictions within the county have representation on the Board. The Board consists of 12 voting members with alternates, with 10 positions representing the 15 cities/towns within the county and the remaining two positions representing the County of Santa Clara. Board members are appointed by the jurisdictions they represent. In addition, the Board includes three ex-officio, non-voting positions representing the Metropolitan Transportation Commission (MTC).

Given the range and complexity of the policy issues they deal with, the VTA Board of Directors has established a set of committees to advise it on policy matters and to provide for in-depth review of individual issues before the Board of Directors takes final action.

Advisory Committees

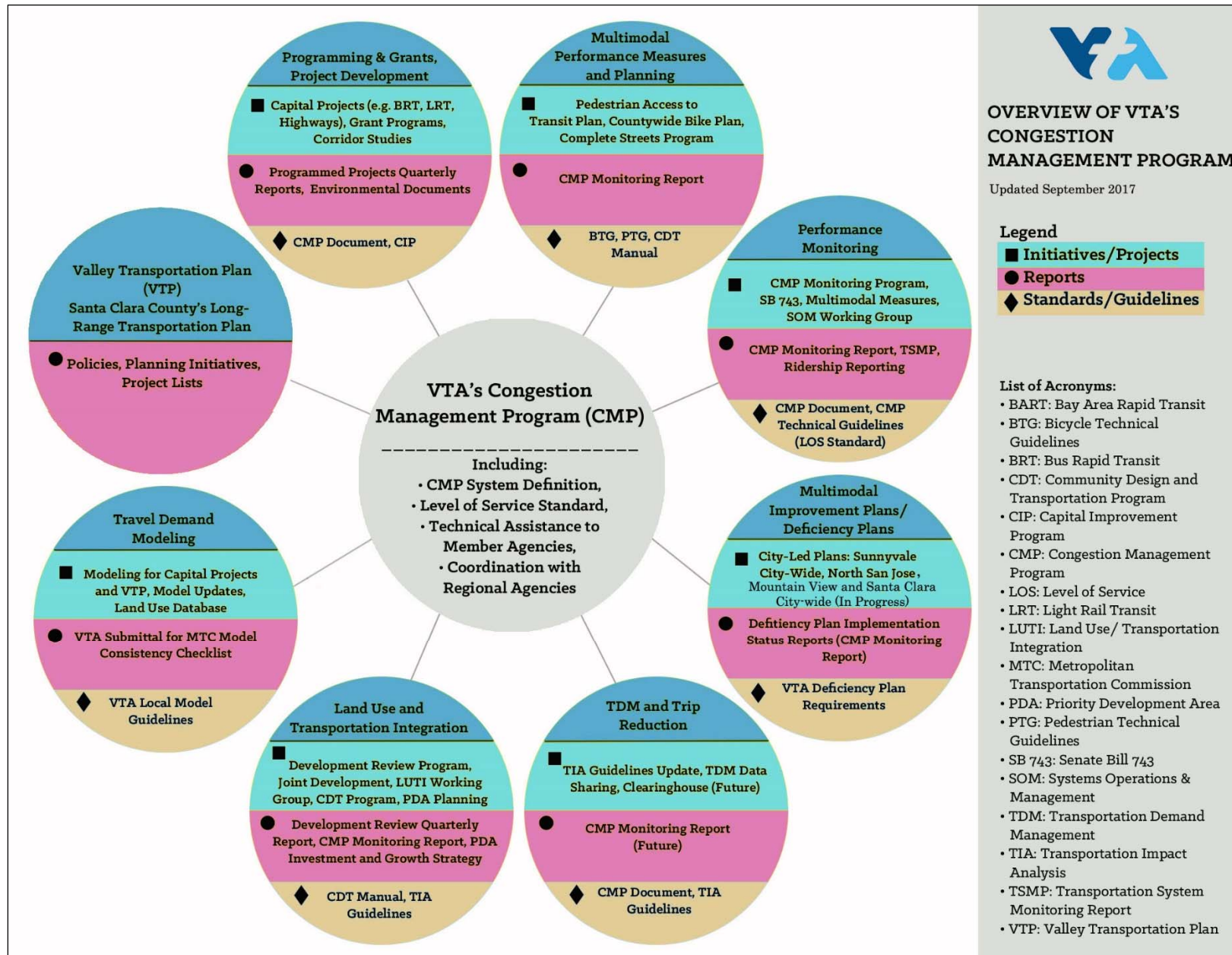
The Board has established five advisory committees to provide it advice and perspective: Bicycle and Pedestrian Advisory Committee (BPAC); Citizens Advisory Committee (CAC); Committee for Transportation Mobility and Accessibility (CTMA); Policy Advisory Committee (PAC); and Technical Advisory Committee (TAC).

- BPAC consists of sixteen members, one individual representing each Member Agency local bicycle and pedestrian advisory committee. The BPAC advises the VTA Board on planning and funding issues related to bicycle and pedestrian mobility and access. The BPAC also serves as the bicycle and pedestrian advisory committee for the County of Santa Clara.
- CAC is a 17 voting member committee representing the residents of Santa Clara County, as well as specified community stakeholder groups with an interest in transportation including business, labor, environmental, and community interests. The CAC advises the VTA Board on issues impacting the communities and organizations they represent. It also serves as the independent Citizens Watchdog Committee for the 2000 Measure A Transit Improvement Program, and as the 2008 Measure D ballot-specified advisory body that reviews and comments on VTA's comprehensive transit program as part of the countrywide transportation plan.
- CTMA consists of seven representatives of human services organizations, seven representatives that are either senior citizens or individuals with disabilities, and three representatives from either category. It advises the Board on transportation mobility and accessibility issues for senior citizens and persons with disabilities, paratransit services, accessibility to VTA transit services, and VTA's efforts to comply with the federal Americans with Disabilities Act (ADA).
- PAC consists of one elected governing board member from each of VTA's Member Agencies. It ensures that all local jurisdictions have the opportunity to participate in the development of VTA's policies.
- TAC consists of one senior management level staff member (generally the public works, planning or transportation director) from each Member Agency. The TAC provides technical expertise on transportation projects, programs, funding, and other policy matters.

Over the past several years, VTA has worked with Member Agencies to develop policies, programs, and methodologies to promote multimodal transportation planning and land use/transportation integration. A representation of these efforts and how they relate to the CMP is provided in Figure 2.1, below. Some of the initiatives have included:

- Developing a Transit Sustainability Policy (TSP) that sets the policy framework for monitoring existing transit service and implementing new transit service in Santa Clara County;
- Working with local agencies to plan for infill development around existing transit stations through the Joint Development Program;
- Working with local agencies to update the CMP Deficiency Plan Requirements and Transportation Impact Analysis (TIA) Guidelines;
- Promoting the principles and design criteria included in the Community Design and Transportation (CDT) Manual of Best Practices for Integrating Transportation and Land Use;
- Working with ABAG and MTC to encourage infill development around the core transit network through the Priority Development Area (PDA) Investment & Growth Strategy.

FIGURE 2.1 | OVERVIEW OF VTA'S CONGESTION MANAGEMENT PROGRAM



CMP ROADWAY NETWORK

The CMP Statutes require that all state highways and principal arterials be part of the CMP roadway network. The statute also specifies that roadways can be added to the CMP roadway network in the future. However, once a roadway is added to the network it may not be removed.

Figure 2.2 and Figure 2.3 show the CMP roadway network and intersections, respectively. The network consists of four types of facilities: freeways, county expressways, urban arterials, and rural highways. The roadway network was adopted as part of the 1991 CMP. Since 1991 improvements have been made to the network, including:

- In 1995, SR 85 was completed, Highway 87 was extended from Almaden Expressway to SR 85, and Highway 237 was upgraded to full freeway status from Highway 101 in Mountain View to Highway 880.
- In 1998, Wolfe Road between Stevens Creek Boulevard and I-280 in Cupertino was added to the network.
- Between 2005 and 2007 carpool lanes were added on Highway 87.
- In 2012 the SR 237/I-880 connector express lane opened.
- In 2013 carpool lanes were added to I-880 between SR 237 and US 101.

Appendix B lists the roadway segments that are part of the roadway network. The CMP roadway network is monitored regularly to ensure that the roadway network conforms to the CMP auto level of service standard.

The definition of principal arterial is left to individual CMAs. VTA defines urban arterials as roadways that connect with the freeway and/or county expressway system and principal arterials. To be classified as a principal arterial the road must meet one of the following criteria:

- State highway;
- Six-lane facility; or
- Non-residential arterial with average daily traffic (ADT) of 30,000 vehicles per day or greater.

FIGURE 2.2 | CMP ROADWAY NETWORK

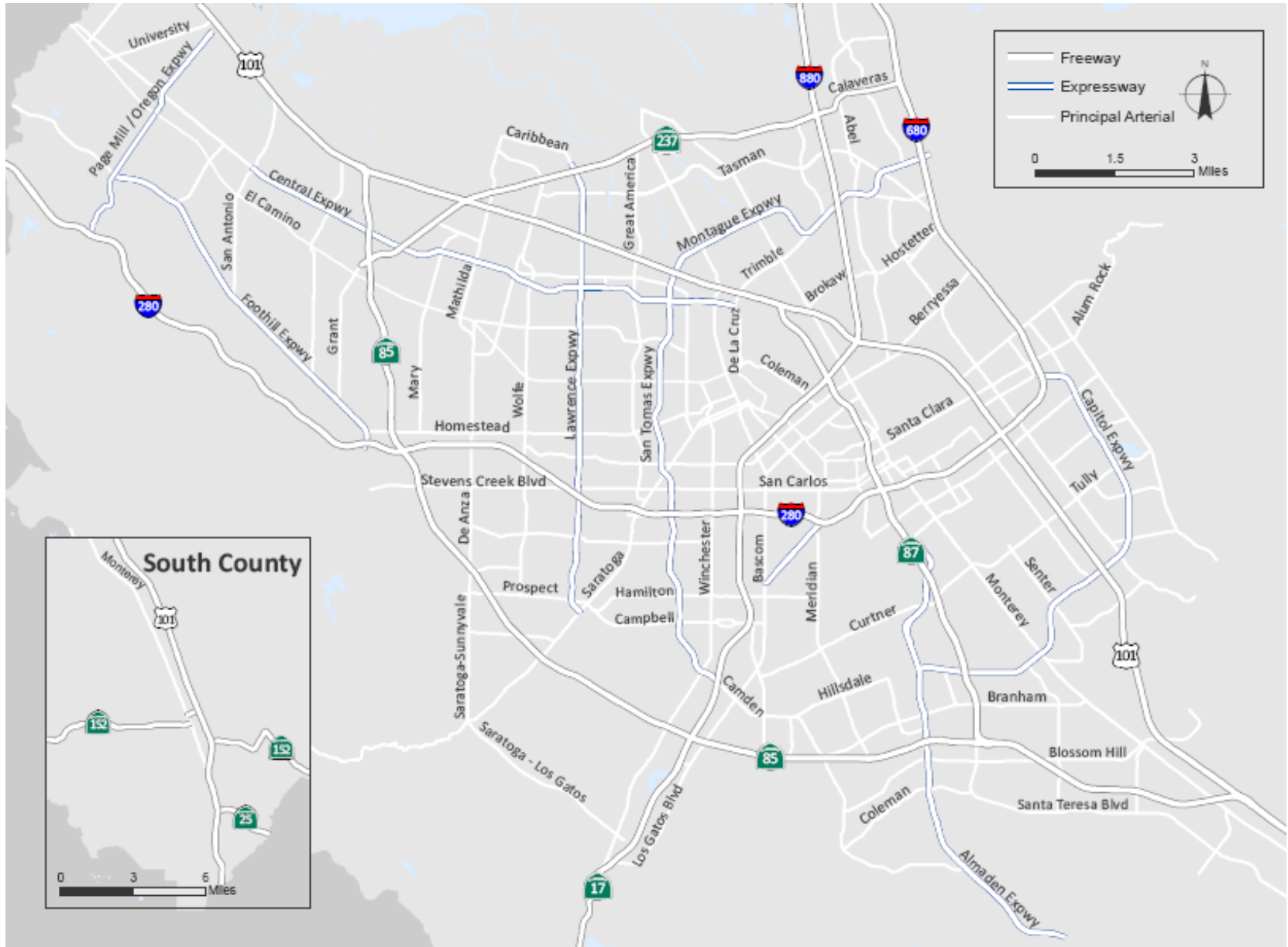
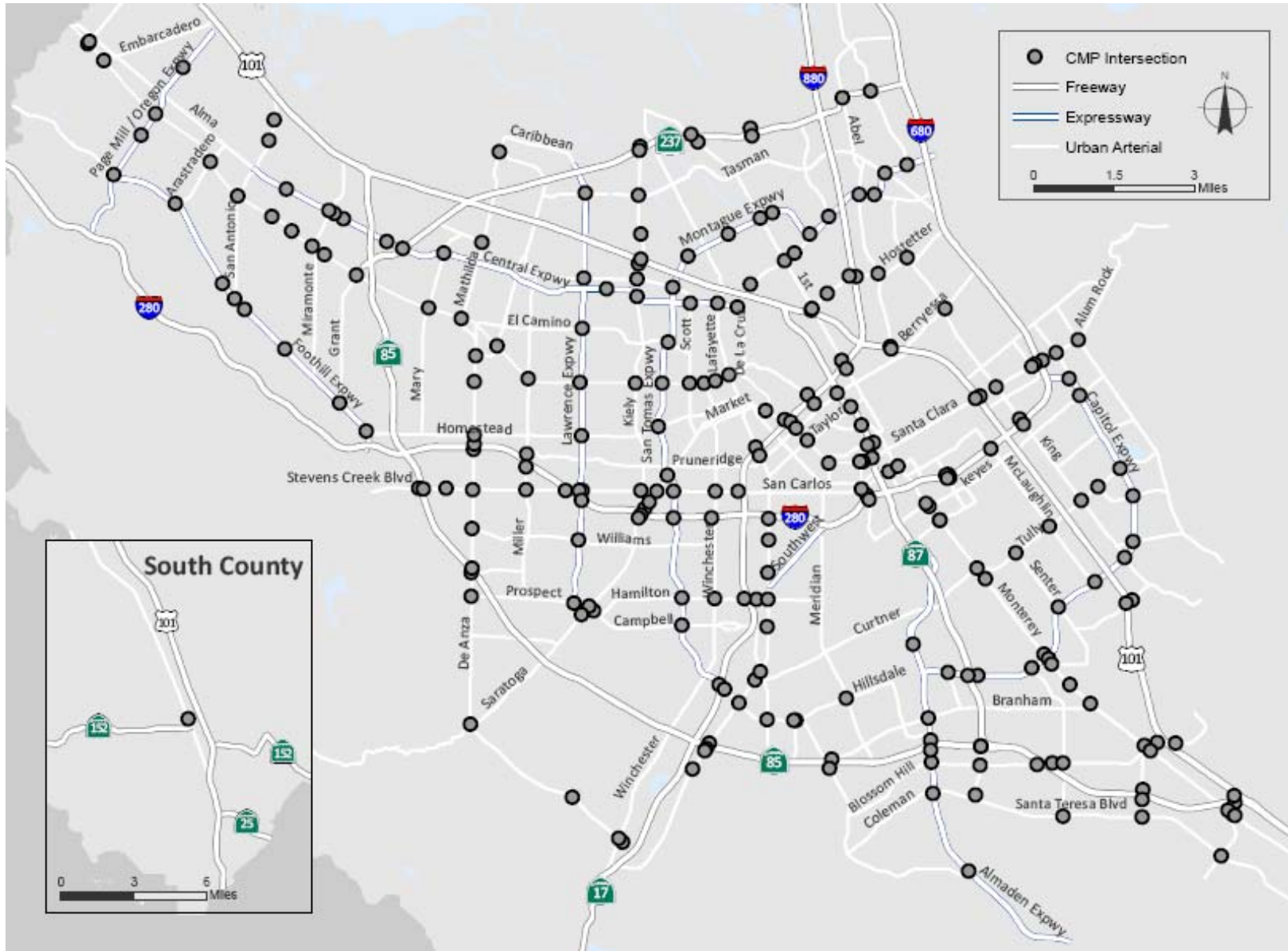


FIGURE 2.3 CMP INTERSECTIONS



CMP TRANSIT NETWORK

The CMP statute does not require adoption of a transit network, but does emphasize the importance of transit service. Furthermore, legislation enacted in 1994 requires that CMPs include multimodal transportation system performance measures which incorporate “measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators.” (Gov. Code 65089 (b) (2)). As a result, the VTA CMP contains a transit network. The CMP transit network consists of rail transit service (Caltrain, Light Rail, and future BART service) and bus service (grid routes and regional routes). The CMP transit network is illustrated in Figure 2.4. Appendix C lists the routes that are part of the transit network.

EXISTING TRANSIT SERVICE

Santa Clara County is currently served by two major transit operators: the Santa Clara Valley Transportation Authority (VTA) and Caltrain. VTA operates public transit buses, light rail, shuttles, and paratransit within Santa Clara County, as well as providing transit service to major regional destinations and transfer centers in adjoining counties. There are a number of other operators that provide some service within Santa Clara County. Brief descriptions of the different existing services and operators are provided below.

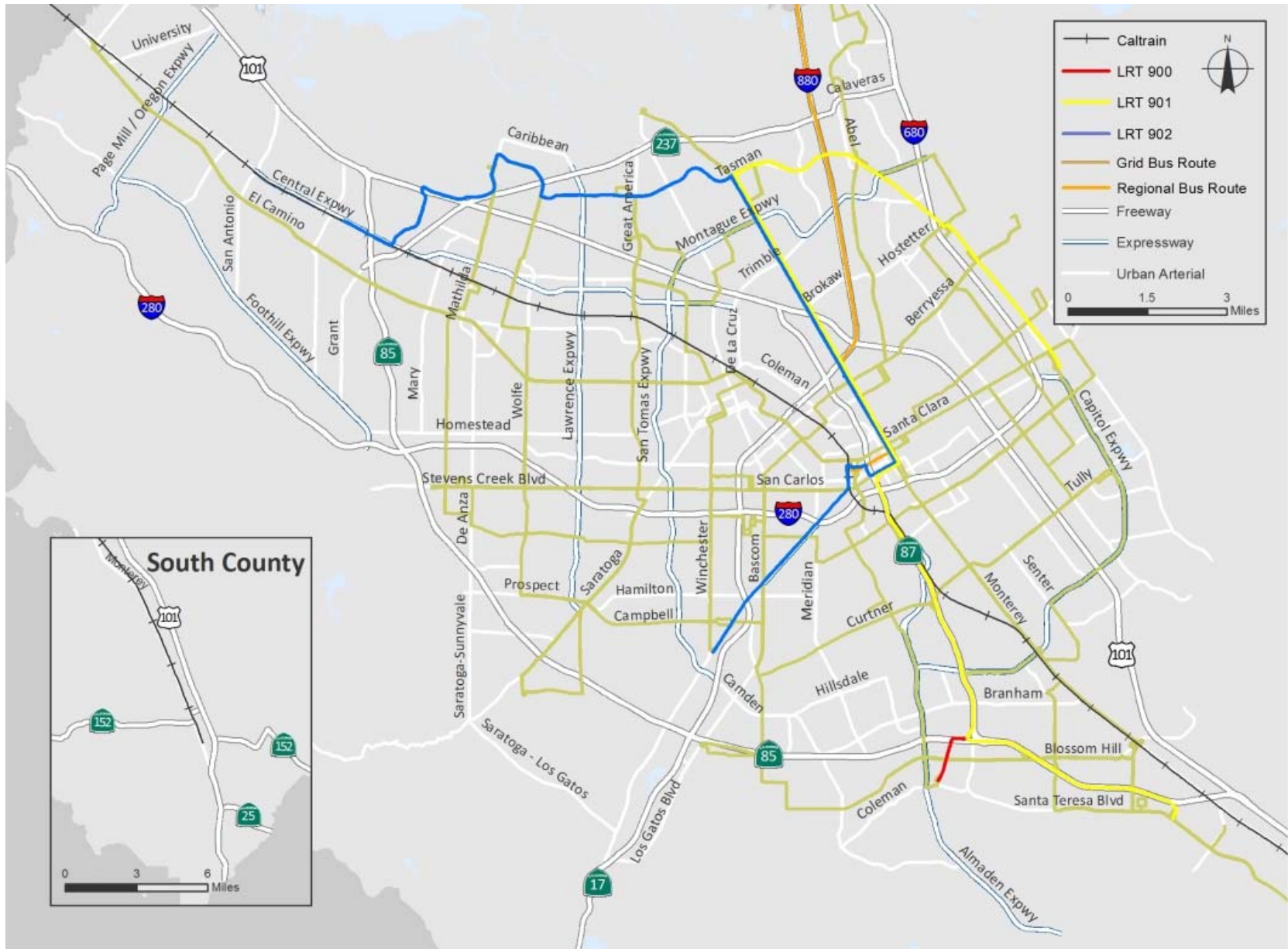
VTA Light Rail — VTA currently operates a 42-mile light rail system linking South San Jose, East San Jose, Downtown San Jose, North San Jose, Campbell, Santa Clara, Milpitas, Sunnyvale, and Mountain View.

VTA Core/Grid Bus Routes — Operated by VTA, core grid routes are the lifeblood of the bus route network. These routes are typically long mainline routes that operate along major corridors and serve the urbanized areas of Santa Clara Valley. They are relatively straight, evenly spaced bus routes operate from early morning into the late evening. Line 22, a grid line, provides the highest ridership line in the bus system. This route provides east-west service along El Camino Real, Santa Clara Street, and Alum Rock Avenue between the Eastridge Shopping Center in San Jose and the Palo Alto Transit Center.

VTA Regional Bus Service — Regional bus routes serve intercity, long distance trips. Two regional bus routes are currently included in the CMP transit network: Highway 17 Express and the Dumbarton Bridge Express (described below) are operated and funded jointly with neighboring counties and transit operators.

Dumbarton Express Bus (DB) — VTA is a member of a consortium including Alameda-Contra Costa Transit District (AC Transit), BART and Union City Transit. This group is responsible for funding and overseeing the operation of the Dumbarton Bridge (DB) weekday express bus services, DB and DB

FIGURE 2.4 | CMP TRANSIT NETWORK



1. These express buses link the Union City BART station in Alameda County to the Palo Alto Transit Center, Stanford University and the Stanford Research Park.

Highway 17 Express Bus Service — VTA and the Santa Cruz Metropolitan Transit District (SCMTD) jointly fund and oversee the operation of the Highway 17 Express bus service between the cities of Santa Cruz, Scotts Valley, and downtown San Jose.

Caltrain — Caltrain operates 77 miles of commuter rail service between San Francisco and San Jose throughout the day and extended rail service from San Francisco to Gilroy during commute periods. The service is operated under the authority of the Peninsula Corridor Joint Powers Board (JPB) consisting of VTA, SamTrans and San Francisco MUNI. SamTrans acts as the operator of the service on behalf of the JPB. On an average weekday, Caltrain operates 92 trains - including 22 Baby Bullet trains, which provide limited stop service along the corridor.

SamTrans — San Mateo County Transit District (SamTrans) provides bus service in San Mateo County, including connections at the Palo Alto Transit Center in Santa Clara County.

AC Transit Service — Alameda-Contra Costa Transit District (AC Transit) provides bus service within Alameda County and provides connections to VTA transit facilities in Milpitas, including VTA's LRT and local buses at the Great Mall Transit Center.

Altamont Corridor Express (ACE) — The Altamont Corridor Express (ACE) rail service is overseen by a Joint Powers Authority created by the Alameda County Congestion Management Agency, VTA, and the San Joaquin Regional Rail Commission. ACE service extends approximately 85 miles from Southern San Joaquin County through the Tri-Valley area and Alameda County to Santa Clara County's Great America, Santa Clara University and San Jose Diridon stations. The service operates four round trips daily during the weekday peak commute periods. The trains operate in the peak direction only, originating in Stockton during the morning peak period and leaving San Jose Diridon Station during the evening peak period. Eight ACE Shuttle routes, operated by VTA, provide "last mile" connections from the Great America station to destinations throughout northern Santa Clara County.

Capitol Corridor Intercity Rail Service — Capitol Corridor is 170 mile commuter rail service that links Sacramento, Oakland and San Jose (Santa Clara/Great America and San Jose Diridon stations). The service is managed by BART and VTA is a member of the Joint Powers Board, which oversees the service. The Capitol Corridor intercity rail service provides seven daily round trips from Sacramento via Oakland to San Jose and additional daily round trips from Sacramento to Oakland with connecting motorcoach bus service to San Jose.

PLANNED TRANSIT IMPROVEMENTS

There are a number of transit improvements and capital projects planned within Santa Clara County in the coming years. The following is a description of several planned improvements. This section is not meant to be an exhaustive list, but rather to highlight key projects in the planning and/or design stages.

BART Silicon Valley – VTA has partnered with BART to develop an extension of the rail system from Fremont to Santa Clara via Milpitas and San Jose. The planned 16.1-mile extension of the BART system will operate along the existing railroad alignment south of the BART Warm Springs Station in Fremont, continue in a tunnel through downtown San Jose, and end near the Santa Clara Caltrain Station. The BART extension from Fremont to Warm Springs is now complete. The extension from Warm Springs to Santa Clara County will be delivered in two phases. The first phase of the extension, from Warm Springs to Berryessa, broke ground in 2012 and is expected to be complete by 2018. VTA is currently conducting the environmental analysis of the second phase in the BART to Silicon Valley project, a 6-mile link from Berryessa to Downtown San Jose, Diridon Station, and the Santa Clara station near the Mineta San Jose International Airport. This section includes 5 miles of tunnel construction.

Light Rail Enhancement Project — VTA’s Light Rail Enhancement Project is advancing a series of capital improvements and service changes that were recommended in the 2010 Light Rail Improvement Plan. These changes are necessary to support anticipated growth in the county, including increased density in key areas identified by local governments, as well as the opening of the San Francisco 49ers Levi’s Stadium, and the upcoming extension of BART service to Silicon Valley. Investment in these capital improvements and new service will enable VTA to meet increased ridership demand and improve the system for current riders. Current modeling projects that these changes, when fully implemented, will result in travel time savings of as much as 20 - 30% between key origins and destinations.

The Light Rail Enhancement Project will focus on the following key improvements:

- Initiating a new operating plan to serve the anticipated increase in ridership from the BART Silicon Valley Extension. This will include adding a new line to the Light Rail system to provide a direct connection from the future Milpitas BART station to destinations in Santa Clara, Sunnyvale and Mountain View.
- Speed and reliability improvements along North First Street in San Jose.
- Safety and reliability improvements in Downtown San Jose.
- Signal timing and other speed improvements system-wide.

Bus Rapid Transit — Bus Rapid Transit (BRT) refers to a combination of capital and service design improvements, designed to provide faster, more efficient service than standard bus transit. VTA

implements BRT projects in phases, with the first Rapid phase focusing on service design improvements such as simple/direct routing, limited stops, frequent headways, generous hours of operation, and specialized vehicles. These service design improvements are paired with transit signal priority measures, queue-jump lanes, and other small-scale corridor infrastructure improvements to increase the route's speed as a Rapid service. The second BRT phase involves more significant corridor infrastructure improvements, including dedicated transit lanes and upgraded stations, to prioritize transit in the corridor. VTA's Rapid 522 is VTA's first implementation of Rapid service. The line serves El Camino Real, The Alameda, Santa Clara Street and King Road between Palo Alto and the Eastridge Shopping Center in San Jose. The route also features a BRT segment between Downtown San Jose and the Eastridge Transit Center with a dedicated lane segment and upgraded stations.²

Building on the success of Rapid 522, VTA will implement two new Rapid services in mid-2018, both connecting to the Berryessa BART station in North San Jose. Rapid 523 will provide a fast and frequent connection between Berryessa BART and downtown San Jose, Stevens Creek Boulevard, De Anza College, downtown Sunnyvale, and Lockheed Martin Transit Center. Rapid 500 will provide fast and frequent service between Berryessa BART, downtown San Jose, and San Jose Diridon Station.

Transit Network Redesign – In mid-2018, concurrent with the opening of the Silicon Valley Berryessa BART Extension, VTA will implement a completely redesigned transit network aimed at maximizing ridership by prioritizing frequent service along transit-supportive corridors. Along with the new transit service network, VTA will implement a number of changes designed to make the transit network easier to understand and use, including a redesigned transit map, new bus stop signage, and new transit hand schedules.

Frequent Transit Network – As part of its transit system redesign for implementation in mid-2018, VTA will introduce a new network of frequent routes that will form the backbone of VTA's transit network. These bus and light rail routes will operate along transit-supportive dense urban arterials every 15 minutes or better on weekdays, and will collectively form a grid to maximize the number of trips possible on the transit network.³

Caltrain Modernization Program – This project includes the electrification of the existing Caltrain corridor between the 4th and King Station in San Francisco and Tamien Station in San Jose, upgrades to Caltrain's signaling system, construction of overhead catenary, and the replacement of a majority of Caltrain's diesel trains with high-performance electric trains. These improvements will support a blended High Speed Rail/Electrified Caltrain rail system on the existing two track configuration. These

⁴"This service is termed 'BRT 1' in VTA's *Service Design Guidelines*."

⁵"This network of frequent routes will be implemented in mid-2018 filling the role of VTA's existing Core Network."

investments will realize early implementation of modernized electrified Caltrain service by 2022, reduce noise and air pollution, minimize impacts on surrounding communities, reduce project costs, and expedite the implementation of High Speed Rail.

High Speed Rail - VTA has also coordinated with the State High Speed Rail Authority (HSRA) on their efforts to develop high-speed rail service from Southern California to San Francisco. VTA's stake in High Speed Rail (HSR) comes in several areas:

- VTA will work with the HSRA, the JPB and local cities on planning and engineering studies defining capital improvements in the alignment and an ultimate corridor "footprint".
- VTA will work with the JPB and local cities on specific HSR projects, such as grade separations, impacting local road systems and the rail alignment.
- VTA will work with cities on station area plans and land use issues.

CMP BICYCLE NETWORK

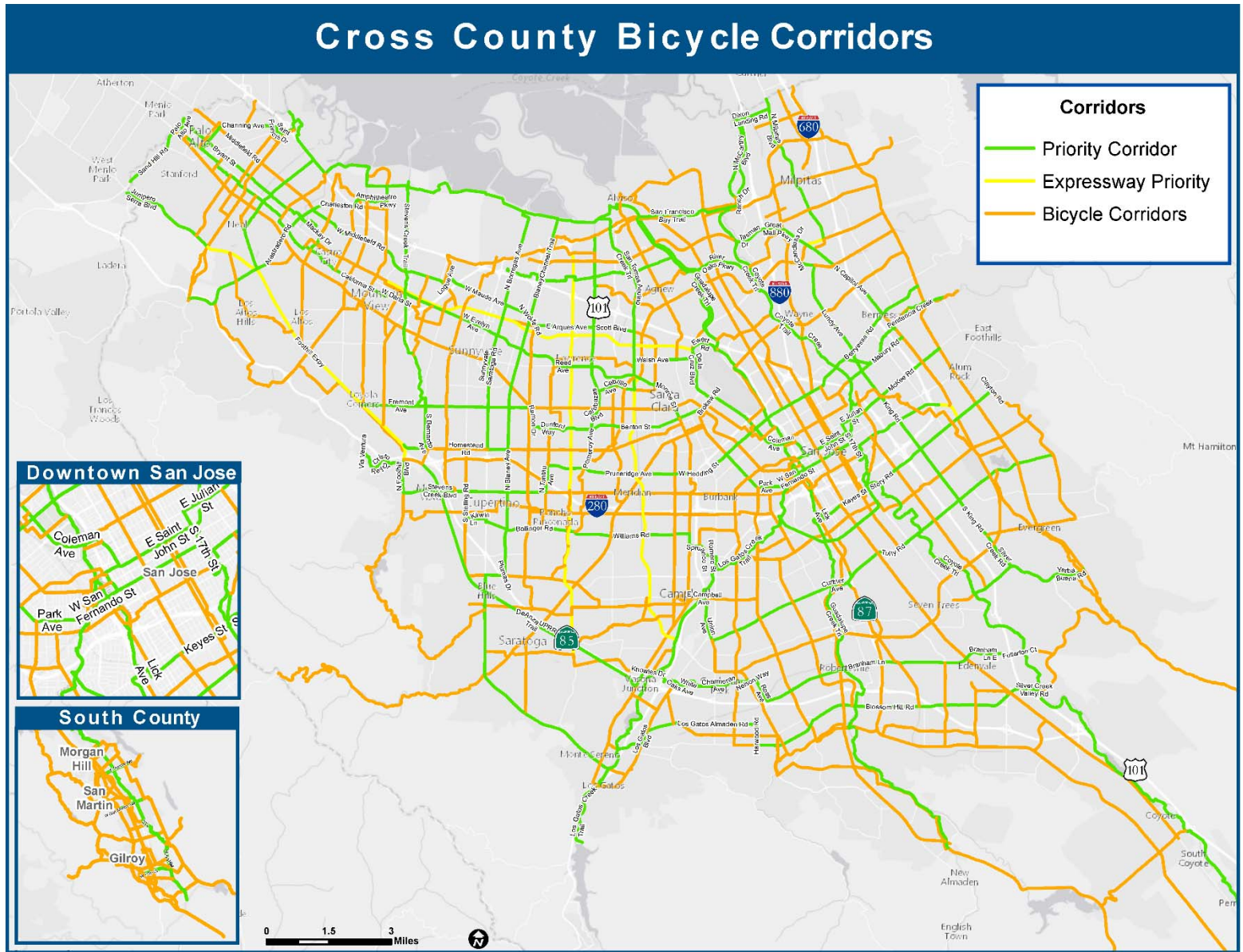
Bicycles play a significant role in the transportation system. They provide direct transportation as well as access to transit services. Therefore, while not a requirement of the CMP Statute, VTA has included a bicycle network as part of its CMP Transportation System.

VTA is currently in the process of updating the Santa Clara Countywide Bicycle Plan (CBP), which was last adopted in 2008. The CBP identifies Cross County Bicycle Corridors (CCBC) and barriers to bicycle route connectivity which require improvements such as freeway interchanges, or bridges without bicycle facilities. The current update expands the plan in several ways, and is a collaborative effort between VTA, Member Agencies, and members of the public. The update focuses on bicycling for all ages, and adds new low-stress corridors to the CCBCs. The update also uses a geographic analysis and public input to prioritize CCBCs, and sets expectations for the quality of bicycle infrastructure on priority CCBCs. The update will also include an implementation plan, and showcase out-of-the-box projects to inspire the community, elected officials, and city staff.

The draft 2017 CCBCs are shown in Figure 2.5. Priority corridors are highlighted.

The Countywide Bicycle Plan forms the basis for the financially constrained list of bicycle projects considered for Valley Transportation Plan 2040 (VTP). This list, the Bicycle Expenditure Program (BEP), will be updated with the next update of the VTP. Additionally, projects within the Countywide Bicycle Plan are eligible to compete for 2016 Measure B Bicycle and Pedestrian funds.

FIGURE 2.5 | CROSS COUNTY BICYCLE CORRIDORS



CHAPTER 3 | TRANSPORTATION ANALYSIS STANDARDS ELEMENT

This chapter describes VTA’s Congestion Management Program (CMP) transportation analysis standards. It includes the following five sections:

- CMP Transportation Analysis Standards – Current Practice and Potential Future Updates
- CMP Auto Level of Service Standards
- CMP Auto Level of Service Evaluation Techniques
- CMP Roadway Network Level of Service
- Compliance and Conformance

CMP TRANSPORTATION ANALYSIS STANDARDS – CURRENT PRACTICE AND FUTURE UPDATES

BACKGROUND

For the purpose of congestion monitoring and management, the CMP statute requires that CMAs develop a minimum auto level of service (LOS) standard for CMP Network roadways. Government Code Section 65089 (b) states that the CMP shall contain “Traffic level of service standards established for a system of highways and roadways designated by the agency.” In addition, the CMP statute states that “In no case shall the LOS standards established be below the level of service E or the current level, whichever is farthest from level of service A.” Thus, the statutes also allow for CMP System facilities that were operating at LOS F during the baseline year to remain at LOS F.

The CMP statute was amended in 1994 (Assembly Bill (AB) 1963, Katz) to require that the CMP include multimodal transportation system performance measures. Although VTA satisfied this requirement by establishing CMP Performance Measures for Santa Clara County (see Chapter 3), these performance measures are informational in nature and are not used to determine Member Agency conformance with the CMP in the Monitoring or Land Use Impact Analysis Programs. The CMP auto LOS standard is the only transportation analysis standard used to determine conformance with the CMP.

The CMP auto LOS standard is used by Member Agencies to analyze transportation impacts and mitigation measures for CMP facilities both when preparing a Transportation Impact Analysis (TIA) report for CMP purposes and when analyzing environmental impacts of a project per the California Environmental Quality Act (CEQA). The CEQA Guidelines establish the link between CEQA and the CMP by including the following question in the Appendix G Checklist:

- “Would the project... b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?”

SENATE BILL (SB) 743 – CHANGES TO TRANSPORTATION ANALYSIS IN CEQA

In September 2013, the California legislature enacted Senate Bill (SB) 743, directing the Governor’s Office of Planning and Research (OPR) to develop new significance criteria to evaluate transportation impacts under CEQA. Notably, the bill states that once the new criteria are adopted, “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” in the locations where the new criteria will apply (21099 (b) (2)). SB 743 gave OPR discretion to determine the specific metric(s) to replace LOS, based on the criteria that the new metric(s) “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses” (21099 (b) (1)). In addition, the bill required that the new metric(s) apply within Transit Priority Areas¹ but allowed OPR to apply the new metrics in other locations as well. OPR released a *Preliminary Evaluation of Alternative Methods of Transportation Analysis* in December 2013, which included an initial discussion of various alternative metrics such as vehicle miles traveled (VMT), automobile trips generated, multimodal level of service, fuel use, motor vehicle hours traveled, and a presumption of less than significant impacts based on location.

Recognizing the magnitude of this change to transportation analysis on the horizon, VTA brought informational presentations on SB 743 to the Systems Operations & Management (SOM) and Land Use / Transportation Integration (LUTI) Working Groups, VTA Advisory Committees and the Congestion Management Program and Planning Committee (CMPP) in early 2014. VTA staff also participated in Bay Area CMA staff-level working groups on SB 743 and was involved in discussions of SB 743 through the Bay Area CMA Directors and Bay Area CMA Planning Directors meetings. In addition, VTA staff engaged the Governor’s Office of Planning and Research (OPR) directly through phone calls and submitted a comment letter in April 2014 addressing potential statewide implementation of new metrics, threshold-setting, and impacts to transit facilities.

In August 2014, OPR released a *Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743*. This document indicated that OPR intended to replace LOS with VMT in the evaluation of transportation impacts, and that the new criteria would apply statewide. Specifically, the document suggested the following transportation impact thresholds:

¹ See Appendix A – Glossary for definition.

- Land use development projects that result in vehicle miles traveled greater than the regional average for that land use type may indicate a significant impact. Projects within ½ mile of frequent transit service, projects that reduce area-wide VMT, and land use plans that are consistent with the applicable Sustainable Communities Strategy may be presumed to have less than significant impacts.
- Transportation projects that include new general purpose highway or arterial lanes, and other projects that induce vehicle travel, may have significant impacts. Projects to primarily improve safety or operations and multimodal (transit, bicycle or pedestrian) improvements may be presumed to have less than significant impacts.

The *Preliminary Discussion Draft* also included guidelines for the analysis of safety impacts, mitigation measures and alternatives.

VTA continued the process of engagement with Member Agencies, other Bay Area CMAs and OPR, and submitted a comment letter on the *Preliminary Discussion Draft* in November 2014. Overall, VTA supported OPR's effort to shift the emphasis of transportation analysis from LOS to VMT and apply the new criteria statewide. VTA also provided detailed comments on the link between CEQA and the CMP, the analysis of VMT impacts of land use and transportation projects, safety impacts, impacts on bicycle, pedestrian and transit facilities, mitigation measures, and the implementation process.

In January 2016, OPR released a *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*. This document is available on the OPR website at https://www.opr.ca.gov/s_sb743.php. VTA staff brought an update on SB 743 to VTA Advisory Committees and CMPP, and submitted a comment letter to OPR, in February 2016. In the letter, VTA encouraged OPR to move its process forward in a timely manner, offered suggestions regarding transit, bicycle and pedestrian analysis, commented on the role of Congestion Management Programs, and provided other detailed technical comments.

While OPR has not yet submitted final draft guidance to the Secretary of Natural Resources for rule-making as of September 2017, some cities (such as San Francisco, Oakland and Pasadena) have already changed their CEQA metrics and practices, and other cities (such as City of San Jose) are in the process. Based on indications from OPR, VTA expects that mandatory statewide implementation of VMT analysis to replace LOS analysis in CEQA will be phased in over the next few years. VTA will continue to monitor the SB 743 implementation process and provide assistance to Member Agencies in updating local CEQA standards, and considering potential changes to the CMP and Technical Guidelines as appropriate.

POTENTIAL UPDATES TO THE CMP IN RESPONSE TO SB 743

As noted above, the current CEQA Guidelines include an explicit linkage between the CMP and CEQA within the Appendix G Checklist. One question that remains to be resolved as SB 743 implementation moves forward is whether this link will be retained. However, with or without the explicit linkage, it will be desirable for the transportation analysis required by the CMP to be compatible with the transportation analysis required by CEQA.

During discussions with Member Agencies, Bay Area CMAAs and OPR, the issue has been raised that a CEQA requirement to analyze and mitigate VMT impacts could be in conflict with the requirement in the CMP to maintain certain transportation facilities at LOS E. For example, a VMT threshold in CEQA leads to the goal to reduce the overall amount of vehicle travel generated by the project, which could incentivize developers to locate projects in infill locations within walking distance of existing jobs, homes, retail, services and transportation facilities. However, this strategy could result in additional traffic on CMP facilities already at LOS E or F, which could result in significant impacts according to CMP criteria. Similarly, to mitigate a facility back to compliance with the CMP LOS standard could require adding auto capacity in the form of additional turn lanes or through lanes, but such mitigation measures could also induce additional vehicle travel and degrade conditions for pedestrian, bicycle and transit modes, potentially increasing VMT.

In February 2015, legislation (AB 1098) was introduced that would amend California Statutes related to the CMP for consistency with the new CEQA metrics under development per SB 743. However, this bill did not advance through the legislative process. VTA will continue to monitor this issue and other legislation affecting the CMP that may be introduced in the future.

Regardless of the timing of amendments to the CMP statutes, VTA intends for the CMP to be compatible with the transportation analysis requirements of CEQA and support the stated goals of SB 743 to “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” The CMP auto LOS standard described in the remainder of this chapter should be considered one piece of the overall CMP toolkit for evaluating land use developments and transportation capital projects along with the Multimodal Performance Measures (Chapter 4), Transportation Demand Management (Chapter 5), Land Use and Transportation Integration efforts (Chapter 5), and Multimodal Improvement Plans (Chapter 10). Altogether, these elements of the CMP are designed to support a sustainable multimodal transportation system for Santa Clara County.

CMP AUTO LEVEL OF SERVICE STANDARDS

Auto Level of Service (LOS) describes the operations of roadway segments or intersections in terms of vehicle speed, volume and capacity, freedom of movement, and traffic delay. LOS measurements are given by letter designations, from A (least congested) to F (most congested).

The LOS standards for Santa Clara County were established in October 1991. The minimum level of service is LOS E, except for facilities grandfathered in at LOS F. The performance of the CMP facilities is monitored at a minimum every two years. If the minimum level of service cannot be maintained on a CMP roadway, Member Agencies must develop Multimodal Improvement Plans to remain in conformance with the CMP. For complete descriptions of the LOS grading scales for the CMP Roadway Network refer to Appendix E.

The LOS of each CMP facility was originally evaluated in the base year of 1991. Baseline trips were defined as the total number of vehicles trips for existing year 1991 traffic plus new trips generated from all approved projects. The baseline auto LOS is the point of comparison for determining conformance with the CMP auto LOS standard. Approved project traffic was included in the 1991 baseline to ensure that all traffic which would be added to CMP roadways was included in the analysis and to ensure that development projects that had received final land use approval would not be penalized by the CMP. Existing 1991 data and any anticipated project traffic data were provided by Member Agencies.

The VTA CMP auto LOS standards consist of the following:

1. The CMP auto LOS standard is LOS E. This standard applies across the CMP roadway network, including freeways, urban arterials, County Expressways, and rural highways.
2. Facilities that have a baseline (1991) LOS F for the AM or PM peak period are allowed to remain at LOS F. These facilities are listed in Tables 3.1 and 3.2 and shown in Figures 3.1, 3.2, and 3.3 below. It is important to note these facilities are not exempt from California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA) review requirements when applicable.
3. If the auto LOS for a CMP facility is currently LOS F and the facility is not included in an approved Multimodal Improvement Plan, then a project is said to impact the facility if it will cause changes to traffic conditions greater than the following thresholds:
 - **Intersections at LOS F:** addition of the project traffic increases the average control delay for critical movements by four (4) seconds or more, and project traffic increases the critical volume-to-capacity ratio (v/c) by 0.01 or more.

- **Freeway Segments at LOS F:** the number of vehicle trips added by the project is more than one percent of the freeway capacity (the calculation shall be for each direction of travel).
- **Rural Highway at LOS F:** the number of vehicle trips added by the project is more than one percent of the rural highway capacity.

It is important to emphasize that local land use and mitigation decisions can be made based on a stricter LOS standard if established by a Member Agency.

FIGURE 3.1 | FREEWAY SEGMENTS OPERATING AT LOS F IN THE 1991 BASELINE AM PEAK PERIOD

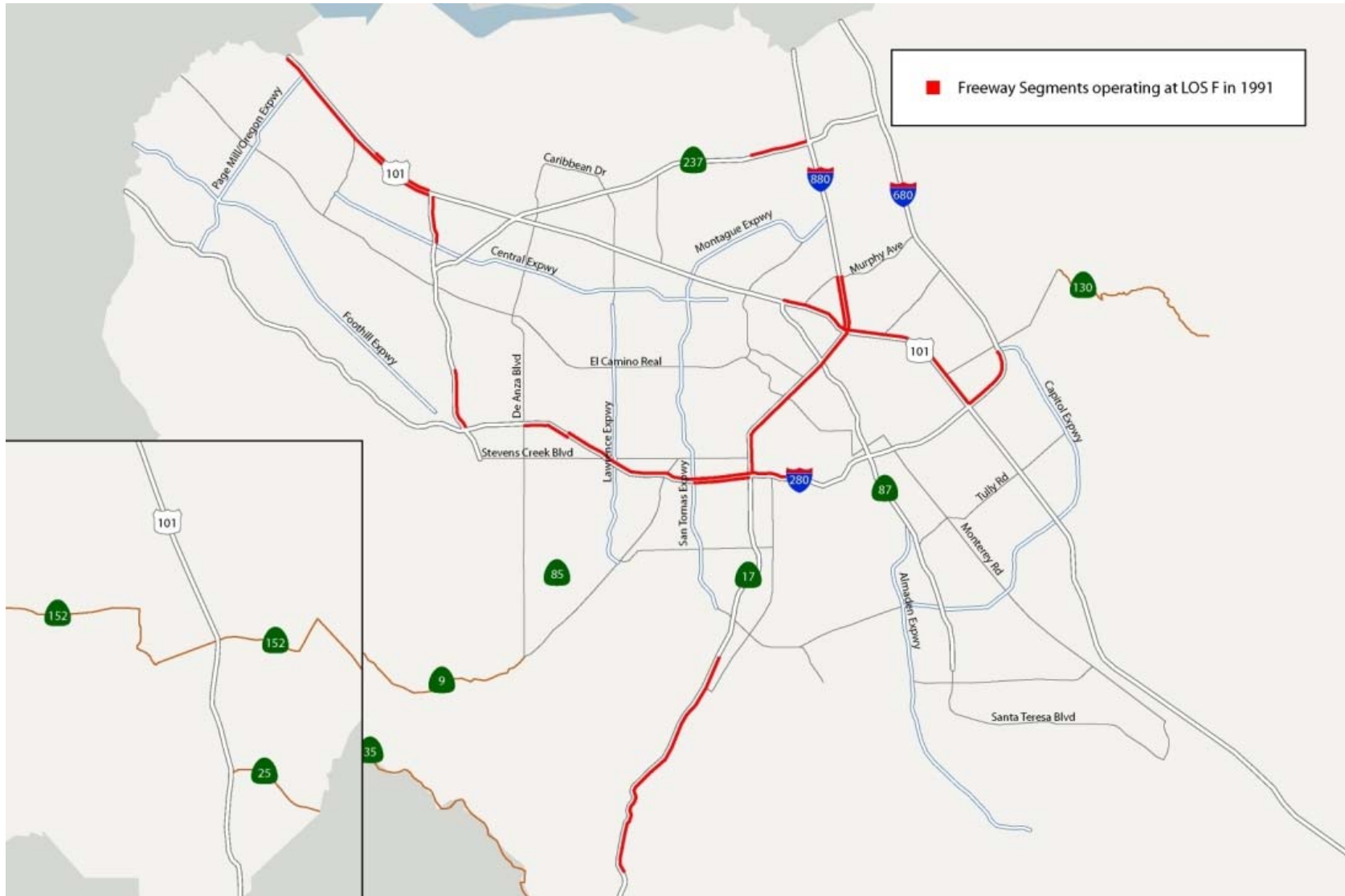


TABLE 3.1 | FREEWAY SEGMENTS AT LOS F IN EITHER 1991 BASELINE PERIOD

CMP ID	Facility	Dir	From/To	From/To	Miles	LOS F	
						AM	PM
1	I-880	NB	SR 237	Dixon Landing	1.99		X
2	I-880	NB	Great Mall Pkwy	SR 237	0.72		X
3	I-880	NB	Montague Expwy	Great Mall Pkwy	0.98		X
5	I-880	NB	US 101	E. Brokaw Rd	1.29	X	
6	I-880	NB	N. 1st ST	US 101	0.49	X	
7	I-880	NB	SR 87	N. 1st ST	0.4	X	
8	I-880	NB	Coleman Ave	SR 87	0.51	X	
9	I-880	NB	The Alameda	Coleman Ave	0.59	X	
10	I-880	NB	N. Bascom Ave	The Alameda	0.82	X	
11	I-880	NB	Stevens Cr	N. Bascom Ave	0.84	X	
12	I-880	NB	I-280	Stevens Cr	0.41	X	
16	I-880	SB	Montague Expwy	E. Brokaw Rd	1.35		X
17	I-880	SB	E. Brokaw Rd	US 101	1.29	X	X
18	I-880	SB	US 101	N. 1st ST	0.49		X
19	I-880	SB	N. 1st ST	SR 87	0.4		X
20	I-880	SB	SR 87	Coleman Ave	0.51		X
29	SR 17	NB	Saratoga	Lark Ave	1.81	X	
30	SR 17	NB	Bear Creek	Saratoga	2.9	X	
39	I-680	SB	King Rd	US 101	0.4	X	
40	I-680	SB	Capitol Expwy	King Rd	1	X	
77	SR 237	EB	McCarthy Blvd	I-880	0.4		X
79	SR 237	EB	N. First St	Zanker Rd	1.61		X
81	SR 237	EB	Lawrence Expwy	Great America Pkwy	1.27		X

FIGURE 3.3 | INTERSECTIONS OPERATING AT LOS F IN THE 1991 BASELINE PM PEAK PERIOD

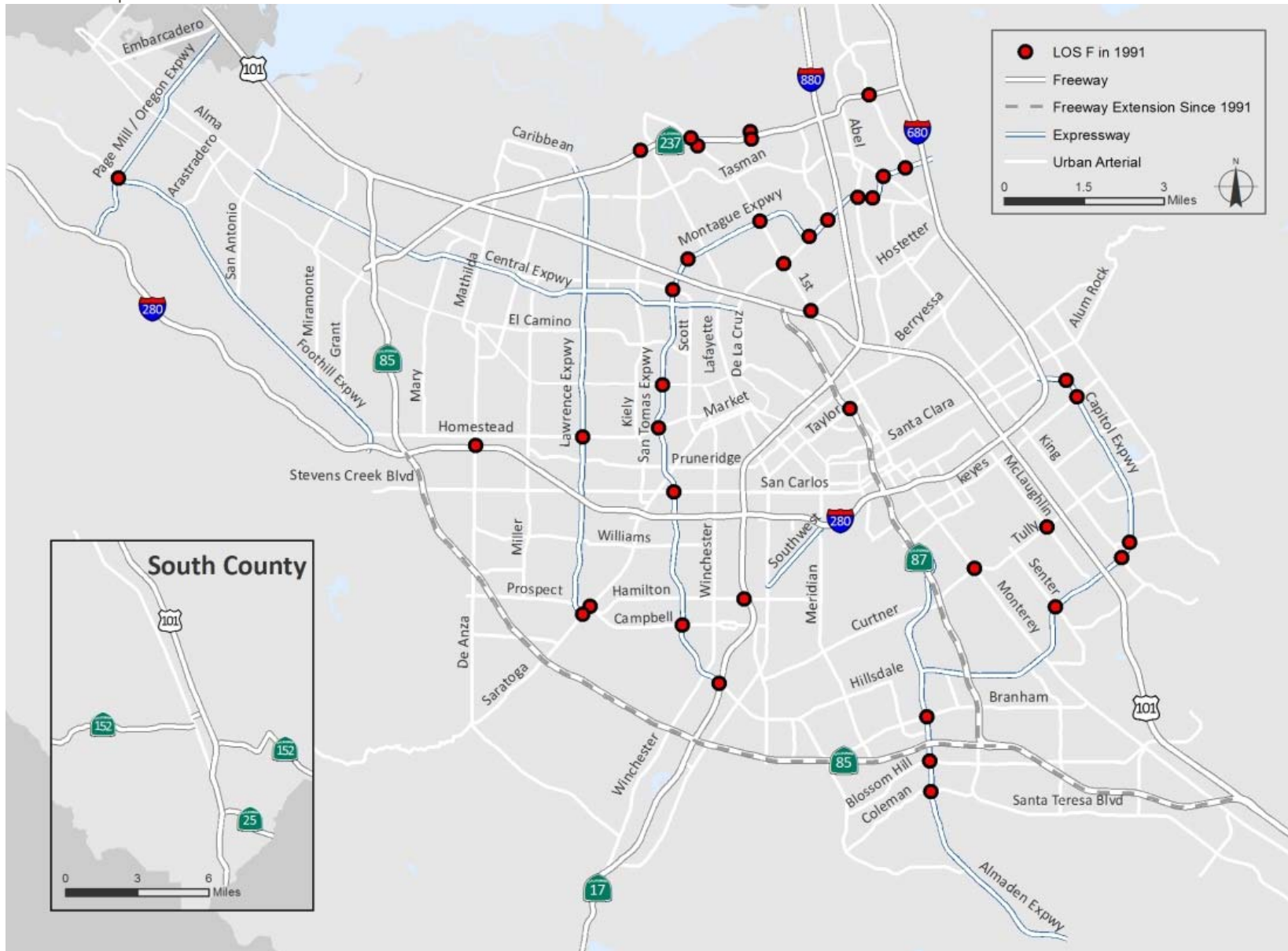


TABLE 3.2 | INTERSECTIONS OPERATING AT LOS F IN THE 1991 BASELINE PM PEAK PERIOD

ID	CMP System Roadway	Cross Street	Location	Jurisdiction
5802	Hwy 17 (SB)	Hamilton Av.	Campbell	State
3108	Hwy 17 (SB)	San Tomas Expwy./Camden Av.	Campbell	SC County
3101	San Tomas Exp.	Campbell Av.	Campbell	SC County
104	Hwy 280 NB Ramps	De Anza Blvd.	Cupertino	Cupertino
213	Calaveras Blvd. (Rte. 237)	Milpitas Blvd.	Milpitas	Milpitas
5720	Montague Exp.	Capitol Av.	Milpitas	SC County
5723	Montague Exp.	Milpitas Blvd.	Milpitas	SC County
5625	Montague Exp.	Main St./Old Oakland Rd.	Milpitas/San Jose	SC County
5801	Montague Exp.	McCarthy Blvd./O'Toole Av.	Milpitas/San Jose	SC County
5640	Montague Exp.	Trade Zone Blvd./McCandless	Milpitas/San Jose	SC County
3031	Page Mill/Oregon Exp.	Foothill Expwy.	Palo Alto	SC County
5405	Almaden Exp.	Blossom Hill Rd.	San Jose	SC County
5205	Almaden Exp.	Branham Ln.	San Jose	SC County
5408	Almaden Exp.	Coleman Rd.	San Jose	SC County
702	Brokaw Rd.	First St.	San Jose	San Jose
3026	Campbell Avenue	Saratoga Av.	San Jose	San Jose
5512	Capitol Exp.	Aborn Rd.	San Jose	SC County
5516	Capitol Exp.	Excalibur Dr. (Capitol Av.)	San Jose	SC County
5430	Capitol Exp.	Senter Rd.	San Jose	SC County
5432	Capitol Exp.	Silver Creek Rd.	San Jose	SC County
5513	Capitol Exp.	Story Rd.	San Jose	SC County
5803	Hwy 237	First St. (North)	San Jose	State
5804	Hwy 237	First St. (South)	San Jose	State
5805	Hwy 237	Great America Pkwy (N.)	San Jose	State
5807	Hwy 237	Great America Pkwy (South)	San Jose	State
5808	Hwy 237	Zanker Rd. (North)	San Jose	State
5809	Hwy 237	Zanker Rd. (South)	San Jose	State
5419	Lawrence Exp.	Saratoga Av.	San Jose	SC County
5732	Montague Exp.	First St.	San Jose	SC County
5734	Montague Exp.	Trimble Rd.	San Jose	SC County
3027	Monterey Hwy. (Rte. 82)	Curtner Av.	San Jose	San Jose

3028	Trimble Rd.	First St.	San Jose	San Jose
3030	Tully Rd.	McLaughlin Av.	San Jose	San Jose
5724	Montague Exp.	Mission College Blvd.	Santa Clara	SC County
3095	San Tomas Exp.	El Camino Real (Rte 82)	Santa Clara	SC County
3098	San Tomas Exp.	Homestead Rd.	Santa Clara	SC County
3090	San Tomas Exp.	Scott Blvd.	Santa Clara	SC County
3083	San Tomas Exp.	Stevens Creek Blvd.	Santa Clara/San Jose	SC County
5416	Lawrence Exp.	Homestead Rd.	Sunnyvale	SC County

CMP AUTO LEVEL OF SERVICE EVALUATION TECHNIQUES

In addition to adopting a Level of Service standard, the CMP statute requires that a uniform methodology be used to evaluate LOS on CMP System roadways. As part of the 1991 CMP development, the Technical Advisory Committee evaluated various LOS techniques and recommended that the Santa Clara County CMA use methodologies described in the 1985 Highway Capacity Manual (HCM) to evaluate LOS. The current VTA Traffic LOS Analysis Guidelines (2003) are based on the 2000 HCM.

The most recent edition of the HCM (2010) contains minor modifications to the methodologies for calculating automobile LOS on roadways, and also introduces new methodologies for evaluating level of service for non-auto modes including pedestrians, bicycles and transit. From 2011 to 2013, VTA staff engaged in an extensive program of testing, education and outreach on the new multimodal performance measures included in HCM 2010. Based on these activities as well as input from Member Agency staff, VTA staff concluded that the measures are not ready to be required for all CMP analysis, but could provide valuable information in certain cases, such as for development projects that propose changes to street geometry. For more information on HCM 2010 Multimodal Level of Service and other multimodal performance measures, see Chapter 4.

The CMP has two methods for monitoring the level of service of the CMP roadway network:

1. The CMP Monitoring and Conformance Report — A periodic study that collects level of service data on CMP roadways as well as land use approval data by Member Agencies.
2. Transportation Impact Analysis Requirement — The CMP requires cities and the County to prepare a Transportation Impact Analysis (TIA) that documents the impacts new developments would have on the CMP roadway network (as well as other parts of the transportation system) and the transportation improvements required to mitigate these impacts.

CMP LEVEL OF SERVICE METHODOLOGIES

The following section outlines specific auto LOS methodologies used in VTA's CMP. The Traffic LOS Analysis Guidelines of the CMP Technical Standards and Procedures include more technical information on auto LOS measurement.

Urban Arterials — The 2000 HCM intersection analysis operations methodology, which is based on Average Control Delay, is used to monitor auto LOS on urban arterials (this includes expressways and principal arterials).

Freeway Segments — Freeway segments are evaluated based on the procedures of the 2000 HCM. Beginning in June 2003, VTA adopted density as the standard for monitoring traffic conditions and traffic impacts due to new developments. Prior to 2003, the CMP used travel speed as the criteria for monitoring traffic conditions.

Rural Highways — Procedures described in Chapter 20 of the 2000 HCM are used to measure the percent time-spent following and average travel speed, with appropriate inputs for peak hour and peak 15 minute traffic volumes, the percentage split between the two directions of traffic, the percentage of trucks in the traffic flow, and the type of terrain.

CMP LOS CONFORMANCE EXCLUSIONS

The CMP legislation excludes certain types of traffic and situations from the determination of conformance with CMP traffic LOS standards (California Government Code Section 65089.4 (f), provided in Appendix J of this document). Exclusions can include traffic caused by interregional travel, construction, ramp metering, traffic signal coordination, and traffic generated by certain types of land use development. The VTA CMP Traffic Level of Service Analysis Guidelines contains complete information on how each of these exclusions is to be addressed in a TIA.

While the traffic problems caused by these situations are technically exempt under statute, local jurisdictions should try to develop solutions for congested roadway facilities to improve traffic conditions on the CMP System. VTA will assist Member Agencies in the effort. In addition, it is important to note that although these projects or situations are exempt from CMP standards, these exemptions do not necessarily apply to the CEQA process.

CMP ROADWAY NETWORK LEVEL OF SERVICE

The CMP Monitoring and Conformance Report summarizes the Level of Service for the CMP Roadway network. The 2016 CMP Monitoring and Conformance Report, the most recent edition released as of fall 2017, includes data from the baseline year (1991) through the year 2016. Auto

Level of Service data is presented for the three types of roadway facilities included in the CMP roadway network: arterial roadways (CMP intersection data), freeways, and rural highways.

A brief summary of the results from the 2016 report is provided below.

ARTERIAL ROADWAYS (CMP INTERSECTIONS)

Auto LOS data was most recently collected and evaluated by VTA and Member Agencies in the fall of 2016. The data collection for 2016 analyzed 242 of the 252 CMP intersections. Ten intersections were not analyzed due to ongoing construction activities during the data collection period. In 2016, there were six CMP intersections that operated below the CMP level of service standard. Five of these intersections, Page Mill Road/Oregon Expressway and Foothill Expressway, San Tomas Expressway and Campbell Avenue, Capitol Expressway and Aborn Avenue, Montague Expressway and Main Street/Old Oakland Road, and Montague Expressway at McCarthy Boulevard/O’Toole Avenue, are exempt from meeting CMP conformance requirements due to operating at LOS F under 1991 baseline conditions. One intersection, Central Expressway & De La Cruz Boulevard, has been operating at LOS F since 1996, prior to which it was operating at LOS E.

The non-exempt intersection of Foothill Expressway and El Monte Avenue was found to operate at LOS F for the first time since 2001 in 2014. However, in 2016 the LOS decreased to LOS E. The change in LOS may be in part due to changes in signal operations at the intersection. The County worked with VTA and the City of Los Altos to improve the LOS to an acceptable level while optimizing Expressway operations, and identify other offsetting measures.

Table 3.3 shows the percentage breakdown by level of service for all CMP intersections since 1991. The detailed listing of LOS levels at each CMP intersection is included in the 2016 Conformance and Monitoring Report.

TABLE 3.3 | CMP INTERSECTION LEVEL OF SERVICE BY PERCENTAGE, 1991 – 2016

LOS	1991	1992	1994	1996	1997	1998	2000	2001	2002	2004	2006	2008	2010	2012	2014	2016
A	4%	5%	4%	3%	1%	1%	1%	2%	0%	4%	3%	4%	4%	4%	4%	4%
B	19%	17%	18%	17%	19%	19%	18%	18%	19%	16%	15%	16%	15%	15%	15%	14%
C	13%	14%	23%	22%	22%	22%	24%	20%	21%	30%	30%	24%	30%	27%	28%	23%
D	27%	36%	37%	36%	31%	34%	34%	37%	40%	41%	41%	40%	38%	45%	38%	39%
E	19%	16%	14%	15%	18%	15%	12%	15%	14%	8%	10%	15%	12%	8%	12%	14%
F	17%	11%	4%	7%	9%	10%	10%	9%	6%	3%	2%	1%	1%	1%	3%	3%

FREEWAYS

Auto LOS data was most recently collected and evaluated in the fall of 2016. In 2016, 93 segments, with a combined length of 95 miles, operated at LOS F in the AM peak hour and 77 segments, with a combined length of 70 miles, operated at LOS F in the PM peak hour. In total, 177 out of 313 directional miles of freeway segments were found to be operating at LOS F in at least one of the peak periods. This is about 6 more lane-miles than the 2015 results.

Of these miles, 24 miles during the AM and 27 miles during the PM were at LOS F in the baseline 1991 year and therefore considered LOS-exempt. The remaining 71 directional miles during the AM and 67 directional miles during the PM are considered deficient.

Figures 3.4 and 3.5 show the auto LOS on the freeway system in 2016 for the AM and PM Peak Periods, respectively. The detailed listing of LOS levels for each freeway segment is included in the 2016 Conformance and Monitoring Report.

RURAL HIGHWAYS

Traffic counts were conducted at the 12 rural highway locations during the fall of 2016. All 12 rural highways operated at LOS E or better in 2016. Three locations recorded minor changes in LOS in 2016 compared to 2014: SR 35 north of SR 9 degraded from LOS B operations in 2014 to LOS C operations in 2016; SR 35 south of SR 9 degraded from LOS A operations in 2014 to LOS B operations in 2016; and Saratoga-Sunnyvale Road north of Big Basin degraded from LOS A operations in 2014 to LOS B operations in 2016. One rural highway, SR 152 west of Holsclaw, saw an improvement from LOS B in 2014 to LOS A in 2016. LOS conditions for all other segments remained the same. For further details on rural highway LOS, refer to the 2016 CMP Monitoring and Conformance Report.

COMPLIANCE AND CONFORMANCE

To be in conformance with the VTA Congestion Management Program, Member Agencies are required to monitor and submit a report on the level of service on CMP intersections within their jurisdiction biennially. Intersections LOS must be calculated using software and procedures that are compliant with CMP adopted standards. Beginning with the 2012 Monitoring cycle, VTA conducts the monitoring and LOS analysis for CMP intersections on behalf of the Member Agencies.

VTA is responsible for monitoring the performance of CMP intersections, freeways and rural highways. VTA must also determine consistency with the LOS standards for the entire CMP roadway network. If a roadway segment is not conforming to the LOS standards based on the monitoring process, the affected local jurisdiction will be notified, and may elect to remedy the LOS problem or prepare a Multimodal Improvement Plan.

FIGURE 3.4 | 2016 FREEWAY MIXED FLOW LEVEL OF SERVICE IN THE AM PEAK PERIOD

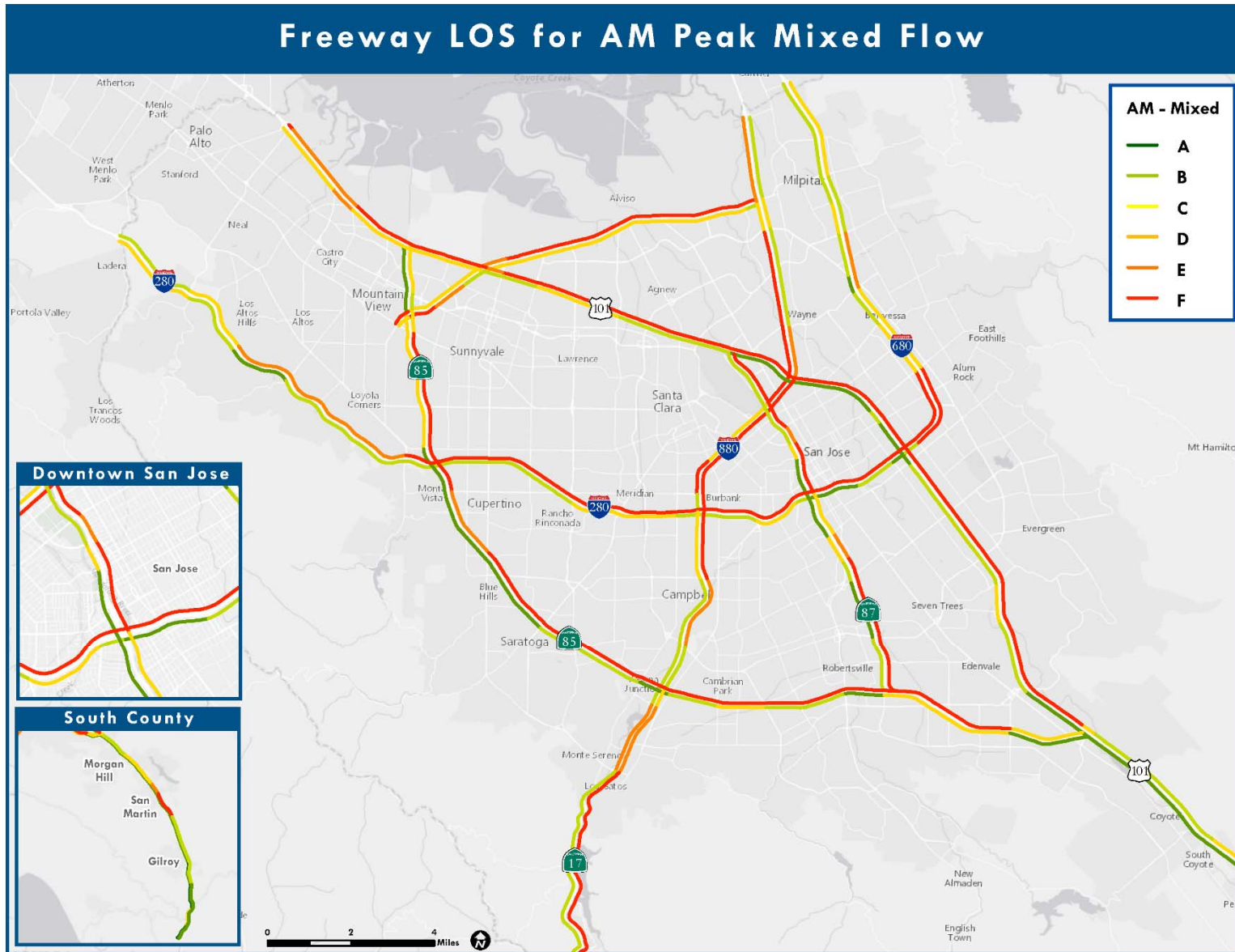
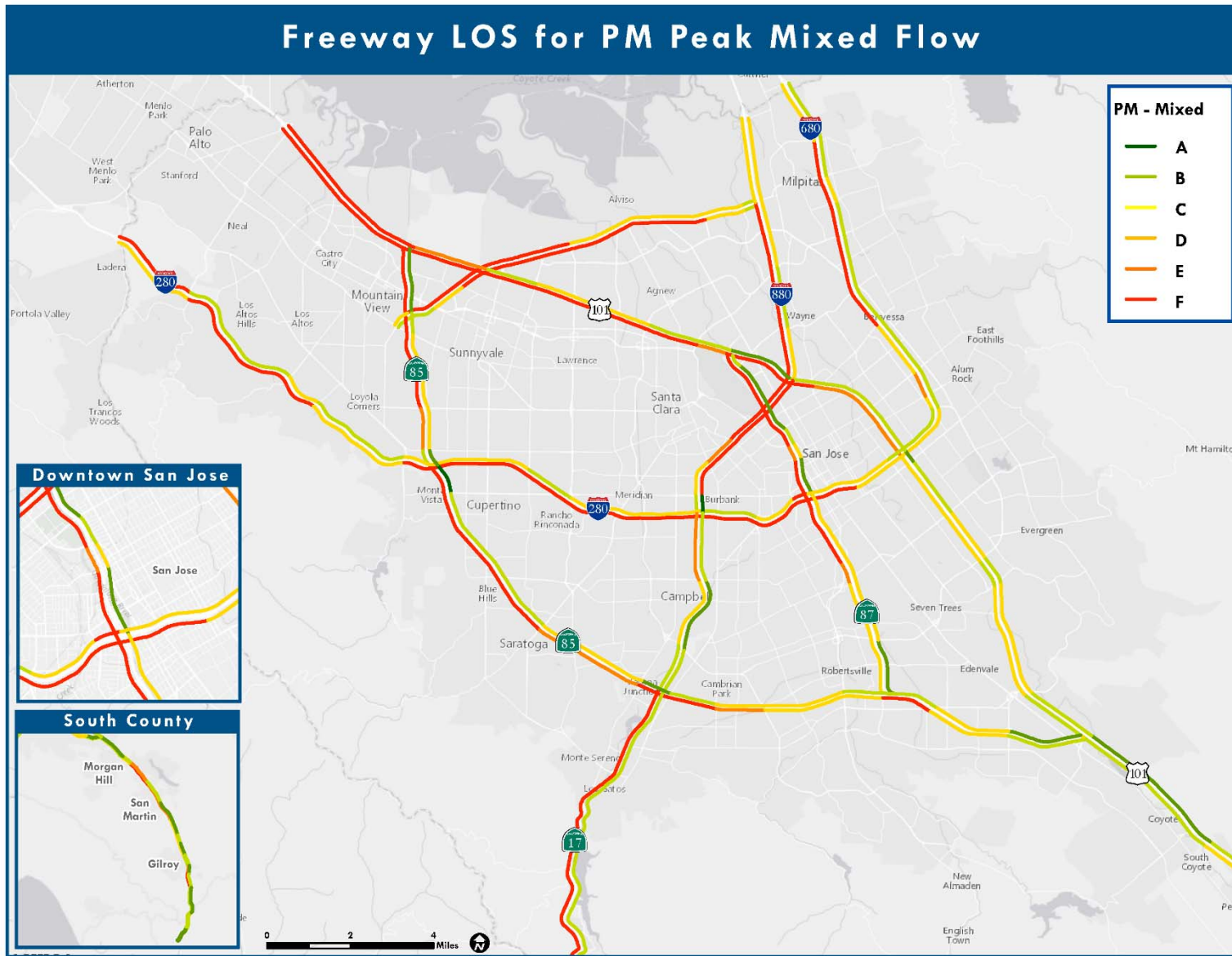


FIGURE 3.5 2016 | 2016 FREEWAY MIXED FLOW LEVEL OF SERVICE IN THE PM PEAK PERIOD



CHAPTER 4 | MULTIMODAL PERFORMANCE MEASURES ELEMENT

This chapter presents the CMP Multimodal Performance Measures Element. The CMP statute was amended in 1994 (Assembly Bill (AB) 1963, Katz: Chapter 1146, Stats 1994) to require that the CMP include multimodal transportation system performance measures.

This chapter is divided into the following sections:

- Background
- Development of Multimodal Performance Measures
- VTA CMP Multimodal Performance Measures
- Use of Multimodal Measures in CMP Elements
- Compliance and Conformance

BACKGROUND

How a problem is defined often leads to how it is solved; and how a problem is defined is frequently a function of its measurement. Transportation problems are traditionally defined in terms of congestion at specific locations (measured in terms of auto level of service—or LOS), and traffic solutions are typically developed to reduce congestion at these specific locations to improve auto LOS.

However, solutions that improve auto LOS may simply shift congestion to another location, not necessarily improving the operation of the overall transportation system. Therefore, while traffic delay on a single roadway may be reduced, overall travel times may not be significantly affected. Over-reliance on auto LOS as a measure of congestion can lead to ineffective choices in capital improvement programs or land use decisions, and can contribute to sprawl or have other unintended consequences. Similarly, solutions designed to improve auto LOS may adversely impact pedestrian and bicycle travel, for example by widening streets and crossing distances or by eliminating bike lanes at the intersection approach to provide a right-turn only lane. Focusing exclusively on auto LOS may also negatively impact transit, for instance by leading to intersection signal timing that heavily prioritizes automobile throughput at the expense of transit vehicle movement. These problems illustrate that Santa Clara County cannot build its way out of congested conditions. Instead, a balanced program of improvements beyond typical physical infrastructure – such as changes to land use development policies and pricing policies that discourage reliance on single-occupant vehicles – is needed to address transportation issues in the coming years.

The Multimodal Improvement Plan process (see Chapter 10) recognizes the inability of facility-based LOS evaluation to measure the performance of the overall transportation system and recognizes the need for implementing alternative actions in solving transportation problems. Performance measures are important tools in addressing transportation problems and developing alternative transportation solutions because they provide an indication of how well the transportation system serves the traveling public and contributes to economic development, environmental sustainability and quality of life. If multimodal transportation solutions are envisioned, then multimodal performance measures are essential analytic tools.

The 1994 amendment to the CMP statute (AB 1963) requires that the CMP include multimodal transportation system performance measures, and that these be used to develop the performance element described in Section 65089 of the statute, which was amended to include a multimodal performance measure. The Government Code Section 65089 (b) states:

“The program shall contain the following elements:

(2) A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods. At a minimum, these performance measures shall incorporate highway and roadway system performance, and measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. These performance measures shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the capital improvement program required pursuant to paragraph (5), deficiency plans required pursuant to section 65089.4, and the land use analysis program required pursuant to paragraph (4). “

The VTA Board adopted the ten CMP Performance Measures as part of the 1995 CMP in compliance with AB 1963. The current CMP Performance Measures are summarized below, and technical documentation is provided in Appendix I.

In September 2013, the California legislature enacted Senate Bill (SB) 743, directing the Governor’s Office of Planning and Research (OPR) to develop new significance criteria to replace level of service (LOS) in the evaluation of transportation impacts under CEQA. OPR has indicated that LOS will be replaced by Vehicle Miles Traveled (VMT). Further information about SB 743 and its implementation is provided in Chapter 3.

Although SB 743 did not directly call for changes to the Transportation Analysis Standards Element or Multimodal Performance Measures Element of the CMP, it is expected that these Elements will be updated for compatibility with the new CEQA Guidelines once they are adopted. Specifically, VTA will be revisiting the CMP auto LOS standard (see introduction to Chapter 2) and considering

providing further guidance for applying the performance measures described below, particularly VMT, for the analysis of the transportation impacts of land use and transportation projects. These efforts are expected to take place with the next update of the CMP in 2019.

DEVELOPMENT OF MULTIMODAL PERFORMANCE MEASURES

The development of appropriate performance measures is critical to demonstrate and compare the effects of alternative transportation plans or land use decisions. Performance measures provide a common framework in which to evaluate investments and strategies that might otherwise be difficult to compare. They allow an apples-to-apples comparison, illustrating tradeoffs between the alternatives as well as mitigation measures.

The purpose of multimodal performance measures is to evaluate how well Santa Clara County's transportation system serves the traveling public and contributes to economic development, environmental sustainability and quality of life. Individual performance measures may be applied to a specific geographic area or to a single mode type within the County. The results of these individual measures can be used to compare performance during a specific time period or under alternative investment strategies. However, because some measures will be more sensitive to changes that are specific to a particular type of improvement, mode or time, a comprehensive set of measures must be selected to capture the effects on the entire transportation system.

The key considerations when selecting performance measures are:

Suitability — Does the measure meet the goals and objectives of the plan or project they are evaluating?

After defining the suitability of the performance measure, it is important to determine if the following features are met:

Clarity — Is the measure understood by policy-makers, professionals, and the public?

Measurability — Is it possible to use available tools and resources to measure performance? What is the level of accuracy? Is the data reliable? Is the measure related to performance?

Forecastability — Can the performance measure be used to determine if alternatives are comparable? Can existing forecasting tools be used to measure performance?

Multimodality — Does the measure evaluate the travel modes being considered? Does it indicate meaningful tradeoffs between alternative modal investments?

Temporal Issues — Is the measure comparable over time? Is it capable of measuring the magnitude and location of temporal issues on travel demand? Can the measure differentiate between peak-period, off-peak, and daily travel demand?

Geography — Is the measure applicable to all areas of the County? Can it differentiate facility types? Can it be applied at a regional, subarea, corridor, or location specific level?

The first three criteria above: clarity, measurability, and forecastability are critical concepts that must be addressed across all performance measures. The remaining three criteria: multimodality, temporal issues and geography answer performance measure-specific questions; therefore, the degree these criteria are used will vary for each of the performance measures. As a result, some of the performance measures will be more sensitive to changes that relate to a particular type of improvement, mode choice, time of day, or place. To address each issue that affects the transportation system, a comprehensive set of performance measures must be selected.

VTA EVALUATION OF HCM 2010 MULTIMODAL LEVEL OF SERVICE MEASURES

In December 2010, the Transportation Research Board released the 2010 edition of the Highway Capacity Manual (HCM 2010). The HCM is a nationally-accepted resource that contains concepts, guidelines, and procedures for computing the capacity and quality of service of various roadway facilities, including freeways, arterial roads, signalized and unsignalized intersections, and rural highways. The 2010 edition of the HCM contains extensive new methodologies to evaluate level of service (LOS)/quality of service (QOS) for pedestrian, bicycle and transit modes on urban arterial roadways. One of the most significant elements introduced in HCM 2010 is a quality of service orientation in the methodologies, in which the evaluation is based on the perception of safety and/or comfort on the part of the pedestrian, bicyclist or transit rider, in addition to the capacity-based analysis methods presented in previous versions of the HCM.

VTA and Member Agency staff anticipated that the new multimodal LOS measures in HCM 2010 could be useful in evaluating the benefits and impacts of development proposals and roadway projects on pedestrians, bicyclists, and transit riders, as well as drivers. Therefore, to learn more about the multimodal LOS measures and consider potential applications in Santa Clara County, VTA and its Member Agencies engaged in an extensive program of education and testing from 2011-2013. These activities included pilot analyses of key intersections and corridors in the CMP network as well as studies to measure the magnitude of changes in multimodal LOS associated with hypothetical geometric modifications to roadway facilities. These activities were described in greater detail in the 2013 CMP and a Technical Memo prepared by VTA staff (March 2013). VTA staff continually updated the Systems Operations & Management (SOM) Working Group, the Land Use / Transportation Integration (LUTI) Working Group, and Advisory Committees as appropriate during this process, and organized two hands-on multimodal LOS training sessions for Member Agency staff.

The following is a summary of general observations on the HCM 2010 multimodal LOS measures by VTA and Member Agency staff based on the testing, education and outreach described above:

- Street modifications produce LOS changes in the direction (positive or negative) that generally aligns with the intuitive assumptions of VTA and Member Agency staff, with occasional anomalies.
- The magnitude of MMLOS changes are not as predictable as the direction, and require further evaluation.
- Proper application of HCM 2010 multimodal LOS methodologies may require consistent judgment calls and/or the development of guidelines for interpreting certain variables of street geometry.
- HCM 2010 formulas may need to be customized to adjust or disregard certain variables to bring multimodal LOS evaluations more in line with VTA and Member Agency assumptions (for example, results related to right turn islands and road diets). HCM 2010 explicitly states that formulas can be adjusted to reflect local conditions.

Based on the observations noted above, VTA identified the following next steps:

- The potential establishment of HCM 2010 multimodal LOS thresholds in the VTA CMP is not likely in the near term unless new industry standards for implementation and/or revised multimodal LOS formulas are released.
- The 2014 VTA Transportation Impact Analysis (TIA) Guidelines update included a new requirement for projects that modify roadway or intersection geometry to include an informational quality of service (QOS) evaluation of bicycle and pedestrian modes on the modified facility. The TIA Guidelines allow the Lead Agency latitude in selecting the QOS methodology but include the HCM 2010 Multimodal LOS measures as one option recommended for consideration. See Chapter 6 for more details on the 2014 TIA Guidelines update.
- VTA will continue to test and evaluate multimodal evaluation measures used in the Bay Area and elsewhere.

VTA CMP MULTIMODAL PERFORMANCE MEASURES

The 1995 CMP identified nine performance measures intended to meet specific statutory requirements unique to the CMP legislation. Through subsequent planning efforts, the performance measures have continued to evolve to meet the CMP statutory requirements while taking a more sensitive, effective, and efficient approach to measuring performance. In 2006 and 2007, VTA developed the Transit Sustainability Policy which identifies performance measures and thresholds for transit. The Policy ensures that investments in transit service are used efficiently

and serve the corridors with the greatest transit demand. In 2014, the VTA TIA Guidelines were updated to include Pedestrian/Bicycle Quality of Service analysis for certain projects, and Transit Vehicle Delay analysis (due to automobile congestion) for all projects.

This section describes the twelve CMP multimodal transportation system performance measures currently in use. These measures are summarized in Tables 4.1 and 4.2, and a more detailed discussion of each measure is provided below. A technical discussion of the measures and their application can be found in Appendix I.

AUTO LEVEL OF SERVICE

The Highway Capacity Manual defines Level of Service (LOS) as “...qualitative measures that characterize operational conditions within a traffic stream and their perception by motorists and passengers.” The terms used in describing auto LOS include speed and travel time, freedom to maneuver, comfort/convenience, and traffic interruptions. Auto LOS is categorized from A through F; with LOS A representing free-flow travel and LOS F representing congested traffic flow at specific intersections or along roadway segments. Chapter 2 of this document summarizes the VTA CMP auto LOS standards and describes which facilities are considered to be deficient according to these standards.

Auto LOS is a vehicle-based performance measure that is used to measure imbalances between traffic volume (demand) and capacity (supply) in specific locations on the roadway system. Adding lanes, modifying intersections, increasing transit infrastructure on parallel routes, and using ITS strategies such as signal synchronization, are some of the strategies to increase capacity and improve operations and through-put of roadway facilities. Changes in volume can be caused by intensification of development, mode shifts, time of day shifts, or changes in travel patterns (i.e. changing origins or destinations).

Auto LOS is a widely accepted measure of roadway and intersection performance. Auto LOS alone is a good indicator of trouble spots in the road network. When used in conjunction with other performance measures such as passenger throughput, auto LOS can be a much more meaningful performance measure. Nevertheless, auto LOS has significant shortcomings. An example of this is that a singular focus on traffic auto LOS may encourage the belief that a significant increase in roadway, intersection or interchange capacity is the most effective mitigation measure for traffic impacts. Using other performance measures in addition to auto LOS can help decision makers see the benefits of a wider range of improvements that encourage multimodal uses.

TABLE 4.1 | SUMMARY OF VTA 2017 CMP MULTIMODAL PERFORMANCE MEASURES

Performance Measure	Mode(s) Analyzed	Brief Definition	Metric Improves If...
Auto Level of Service (LOS)	Auto	A measure of vehicle delay and traffic flow at intersections and along roadway segments	Congestion and delay decrease and traffic flows more smoothly at specific intersections or roadway segments.
Vehicle Miles Traveled (Per Capita, Employee or Person-Trip)	Auto	A measure of the total amount of auto travel (trips multiplied by average trip length), associated with a specific site or within a defined area	The total amount of auto travel to/from a specific site or within a defined area decreases, or grows more slowly than the number of residents or employees or the amount of travel by non-auto modes.
Modal Split	All Modes	The percentage of travelers using the major transportation modes (e.g. drive-alone auto, HOV, transit, pedestrian and bicycle)	The total number of trips by transit, pedestrian, bicycle, and HOV modes increases faster than the total number of auto trips to/from a specific site or within a defined area.
Pedestrian and Bicycle Quality of Service (QOS)	Pedestrian and Bicycle	A measure of features of the environment that affect the comfort and safety of pedestrians and bicyclists from the user's perspective.	Physical modifications to intersections or roadway segments provide a greater level of comfort and safety for pedestrians and bicyclists.
Transit Vehicle Delay	Transit	A measure of delay experienced by transit vehicles, associated with overall automobile congestion at specific intersections or along a transportation corridor	Transit vehicles experience reduced delay at an intersection or along a corridor, either through an overall decrease in congestion or through the implementation of transit priority measures.
Transit Accessibility	Transit	An aggregate index of transit frequency, accessibility and coordination to determine how well transit serves the population of Santa Clara County	Transit frequency, accessibility and/or coordination improve.
Air Quality	N/A	Countywide measures of specific pollutants emitted by mobile sources (e.g. autos, trucks and transit vehicles)	Travel patterns reflect lower overall vehicle miles traveled (see above), and/or changes to travel speeds, frequency of starting/stopping, or other factors reduce air pollutants.
Duration of Congestion	Auto	The length of time that a transportation facility is congested	The duration of congestion on a transportation facility decreases.
Hours of Delay/Person-Trip	Auto or Transit	The total amount of delay experienced by users of a transportation facility, divided by the total number of person-trips on the facility.	Transportation facility improvements result in reduced delay or the use of more efficient travel modes increases while delay stays the same.
Travel Time Index	Any mode, most often Auto or Transit	The amount of time to travel between two points by a particular mode, or the average across all modes	Travel time between two points by a particular mode or across all modes decreases.
Transit Sustainability Policy (TSP)	Transit	Ridership and revenue targets for VTA transit service	Average Boardings per Revenue Hour and Average Daily Boardings per Station increase to meet/exceed the target ranges identified in the TSP for each type of transit
Travel Pattern (in Person Trips)	All Modes	The total amount of directional travel between given geographic areas, such as Traffic Analysis Zones (TAZs), cities, or counties	N/A

TABLE 4.2 | APPLICABILITY OF VTA 2017 CMP MULTIMODAL PERFORMANCE MEASURES

Performance Measure	Member Agencies		VTA/Member Agencies	VTA		
	Evaluation of Development Projects	Evaluation of Long-Range Planning Efforts	Evaluation of Transportation Capital Projects	Countywide Transportation Plan	Monitoring & Conformance	Transit Service & Operations Planning
Auto Level of Service (LOS)	<i>Required</i> per CMP Transportation Analysis Standards	<i>Required</i> per CMP Transportation Analysis Standards	<i>Required</i> per CMP Transportation Analysis Standards	<i>Required</i> per CMP Transportation Analysis Standards	<i>Required</i> per CMP Transportation Analysis Standards	N/A
Vehicle Miles Traveled (Per Capita, Employee or Person-Trip)	<i>Recommended</i> for consistency with recent state legislation	<i>Recommended</i> for consistency with recent state legislation	<i>Recommended</i> for consistency with recent state legislation	<i>Included</i> ; Anticipated updates in response to state legislation	Under evaluation for future reporting with Big Data (See Ch. 8)	N/A
Modal Split	<i>Recommended</i>	<i>Recommended</i>	<i>Recommended</i>	<i>Included</i>	N/A	N/A
Pedestrian and Bicycle Quality of Service (QOS)	<i>Required</i> for per CMP TIA Guidelines changes to roadway geometry or signal operations; <i>Recommended</i> for other projects	<i>Recommended</i>	<i>Recommended</i>	N/A	Key CMP facilities evaluated in pilot studies (2011-2013)	N/A
Transit Vehicle Delay	<i>Required</i> per the CMP TIA Guidelines	<i>Recommended</i>	<i>Recommended</i>	N/A	N/A	N/A
Transit Accessibility	N/A	<i>Recommended</i>	<i>Recommended</i> for projects changing frequency, accessibility or coordination of transit routes/facilities	<i>Included</i>	N/A	<i>Included</i>
Air Quality	<i>Recommended</i> ; Often required in CEQA evaluation	<i>Recommended</i> ; Often required in CEQA evaluation	<i>Recommended</i> ; Often required in CEQA evaluation	<i>Included</i>	N/A	N/A
Duration of Congestion	N/A	<i>Recommended</i>	<i>Recommended</i>	<i>Included</i>	Under evaluation for future reporting with Big Data (See Ch. 8)	N/A
Hours of Delay/Person-Trip	N/A	<i>Recommended</i>	<i>Recommended</i>	<i>Included</i>	N/A	N/A
Travel Time Index	N/A	<i>Recommended</i>	<i>Recommended</i>	<i>Included</i>	Under evaluation for future reporting with Big Data (See Ch. 8)	N/A
Transit Performance Monitoring	N/A	N/A	<i>Under Development</i>	N/A	N/A	<i>Under Development</i>
Travel Pattern (in Person Trips)	N/A	N/A	N/A	<i>Included</i>	N/A	N/A

VEHICLE MILES TRAVELED

Vehicle Miles Traveled (VMT) is a measure of the total amount of vehicle travel on the roadway network. VMT is calculated by multiplying the total number of vehicle trips by the average distance of each trip. VMT can be normalized to reflect travel efficiency, such as measuring VMT per capita, employee or person-trip. Normalization is an important step to understand the meaning of a given change in VMT. For example, an absolute increase in VMT could indicate a greater number of single-occupant vehicle trips, or an increase in trip lengths; however, if the rise in VMT is slower than the rise in population (showing an overall decrease in VMT/capita), it would indicate that the usage of the transportation network is becoming more efficient over time.

VMT (per capita, employee or person-trip) is therefore a compound performance measure encompassing auto trip generation, average auto trip length, and modal split. This makes it a good indication of the overall efficiency of the multimodal transportation network, but not an ideal tool to identify specific problems in specific locations within the network. An improvement (e.g., a decrease) in VMT per capita, employee or person-trip could be an indication of any combination of the following:

- The total number of auto trips decreases;
- The average length of auto trips decreases;
- Usage of non-auto travel modes, such as transit, bicycle, pedestrian and high-occupancy vehicle (HOV) increases while auto usage stays the same or decreases.

The effects described above could be caused by:

- A more efficient land use pattern, bringing residences, work sites and retail/services in closer proximity to each other (improving accessibility), leading to shorter auto trips and/or a greater share of trips by walking, bicycling and transit;
- Improvements to transportation infrastructure to make transit, bicycle and pedestrian travel faster, safer, and more attractive relative to auto travel;
- Transportation Demand Management (TDM) programs to incentivize other travel modes and reduce auto trips (see Chapter 4).

Conversely, an increase in VMT per capita, employee or person trip could be an indication that the total amount of auto travel is increasing and/or travel by transit, bicycle, pedestrian and HOV modes is decreasing, or not increasing as fast as auto travel. These effects could be caused by an inefficient land use pattern, a degradation of non-auto transportation infrastructure or a significant enhancement to auto infrastructure without equivalent investments in non-auto modes, a reduction in TDM incentives to residents or employees in an area, or any combination of these factors.

During the development of the 1995 CMP, the CMA Board selected VMT per Person-Trip (VMT/P-T) as one of the CMP Multimodal Performance Measures. With the passage of SB 743, VMT measures will take on greater prominence in transportation analyses for CEQA as well as CMP purposes (see intro sections to this chapter and Chapter 2). As such, VTA will revisit this performance measure to consider updates for future versions of the CMP.

MODAL SPLIT

Modal Split shows the percentage of travelers using the major transportation modes (e.g., drive-alone auto, HOV, transit, pedestrian and bicycle). Modal Split can be used in making programming decisions such as determining the trade-offs between highway, HOV, and transit improvements or it can be used to answer policy related questions such as measuring the effectiveness of increasing parking costs in a downtown area to encourage transit ridership. Some recent major development projects and long-term land use plans in Santa Clara County have set modal split targets, such as Apple Park in Cupertino, San Jose’s Envision 2040, and the North Bayshore Precise Plan in Mountain View.

Modal Split is useful in identifying transportation capital projects, TDM strategies and long-term land use planning alternatives that provide the greatest increases in transit, bicycle and pedestrian activity, relative to automobile usage. It is also useful in measuring long-term trends in the usage of various transportation modes in a specific area, within a city or countywide.

PEDESTRIAN AND BICYCLE QUALITY OF SERVICE

As part of the 2014 update of the VTA TIA Guidelines, VTA established a requirement for projects proposing changes to existing roadway or intersection geometry or changes to signal operations to include a Quality of Service (QOS) analysis for bicyclists and pedestrians. A QOS analysis is also recommended for other projects and for documenting existing conditions. QOS methodologies typically measure features of the environment that affect the comfort and safety of bicyclists and pedestrians from the user’s perspective, such as the presence and width of sidewalks and bicycle lanes, intersection crossing distance and delay, lateral separation from auto traffic, auto volumes, and the presence of landscaping or trees. These considerations are in contrast to capacity-based methodologies for evaluating pedestrian and bicycle conditions in the previous TIA Guidelines. The updated TIA Guidelines recommend a capacity-based analysis only for large or unique projects generating large volumes of pedestrian and/or bicycle trips.

The 2014 VTA TIA Guidelines provide informational summaries of six QOS methodologies, including the multimodal LOS approach presented in the Highway Capacity Manual (HCM) 2010 (see “VTA Evaluation of HCM 2010 Multimodal Level of Service,” above, for further information). Lead Agencies have discretion to select appropriate methodologies for bicycle and pedestrian QOS analysis.

TRANSIT ACCESSIBILITY

For the purpose of the VTA CMP, one measure of transit service performance is the local Transit Accessibility Index, which disaggregates transit performance by geographic zone. In contrast to the traditional mobility-based approach for the measurement of transit service performance, accessibility provides a place-based approach for understanding how transit service is divided between areas in Santa Clara County.

The Transit Accessibility Index indicates how well transit serves the population of Santa Clara County. This measure shows where changes in transit service parameters (such as headway and frequency) are desirable and highlights areas where the addition or modification of transit routes and stops may be beneficial. The accessibility index is a sophisticated tool for measuring the effects of changing land uses and densities by striking a balance between zonal travel and household and employment figures. Because it is tied to Traffic Analysis Zones (TAZ), the index can be used to quickly analyze and incorporate both travel demand and demographic data into any accessibility analysis.

The index is derived from travel demand model data, so its outputs are fully in line with the travel model estimations and assumptions used in VTA's transportation demand model. Furthermore, this method of evaluating transit accessibility encourages a systems approach to accessibility analysis through the combined estimation of multiple transit operator performance. Transit Accessibility was used as one of the performance measures during VTA's Next Network transit service redesign effort in 2016 and 2017 in preparation for the opening of the BART Phase 1 extension to the Milpitas and Berryessa Stations.

AIR QUALITY

Vehicle emissions of air pollutants are measured in tons of pollutants and are related to several factors. These factors include vehicle miles traveled, cold and hot starts and stops, speed changes, and idling time. The air quality performance measure is necessary for conformance with state CMP guidelines for air quality impacts, and is often required in CEQA evaluation.

Air Quality is measured countywide by pollutant type during the A.M. and P.M. peak hours using the VTA transportation model and Direct Travel Impact Model 3.1 (DTIM 3.1) designed by Caltrans. The pollutants measured include Carbon Monoxide (CO), Hydrocarbons (HC), Oxides of Nitrogen (NOx), and Particulate Matter (PM).

Air Quality is a good measure of the overall external impacts of transportation system operation, but it does not directly correlate to the benefits of an efficient multimodal transportation system. While increased traffic speed and a reduction in the amount of stopping

and starting reduce most emissions, oxides of nitrogen tend to increase as travel speeds increase. In addition, reductions in air pollution have been achieved in recent years by modifying the composition of gasoline, improving the overall fuel economy of the vehicle fleet on the road, and taking measures to reduce pollution of stationary sources (e.g. power plants, factories, etc). Therefore, it is difficult to know whether improvements in Air Quality are due to efficient modal use or other factors.

Other performance measures related to Air Quality can be used to assess related environmental impacts. For example, energy and fuel consumption can measure the amount of energy required to perpetuate or operate an individual project or the transportation system in an area. For automobiles and buses, fuel or diesel fuel consumption can be a measure, and for light and heavy rail transit, electricity consumption can be used. VTA is proactively seeking opportunities to incorporate energy and air quality improvements into all aspects of VTA operations (See “VTA Activities Related to Energy and Air Quality,” Chapter 6).

DURATION OF CONGESTION

Duration of Congestion measures the length of time that particular transportation facilities are subject to congested conditions. When travel demand begins to exceed capacity, travelers have four possible ways to avoid the congestion:

1. Shift modes
2. Choose not to travel (e.g. telecommute)
3. Take alternative routes
4. Travel at less congested times

The first three options will not directly affect the Duration of Congestion; however, if travelers choose to shift travel to less congested times, the duration of congestion will increase over a longer period. This is sometimes referred to as “peak spreading.”

Duration of Congestion is an auto-oriented performance measure typically used on highway segments and arterial streets. Duration of Congestion can be affected by changes in travel demand (such as congestion pricing, land-use policies that result in shorter trip patterns, and mode shifts) or changes in transportation capacity (adding highway lanes, modifying intersections, increasing transit infrastructure, and using ITS strategies).

HOURS OF DELAY PER PERSON-TRIP

This measure identifies the system-wide hours of delay travelers experience due to congestion on the transportation system. It is generally measured for private vehicle users including SOV and HOV, but can also be used to measure delay experienced by users of transit or other modes. Delay is generally determined by comparing travel time on the transportation facilities

during peak/congested conditions with off-peak/uncongested conditions. Dividing delay by person-trips accounts for the changes associated with population and job growth.

Delay tends to be more sensitive to mitigation efforts than auto LOS. For example, consider an intersection that is currently operating at LOS F with an average control delay of 100 seconds. An action (or group of actions) could improve the delay to 85 seconds, but LOS would remain LOS F.

Hours of Delay/Person Trip is a good supporting performance measure for freeway/expressway ramp and intersection improvements since most of the delays occur in queuing and stop-and-go situations. Hours of delay can be a good indicator of the effectiveness of adding roadway and transit capacity to a travel market or system-wide. It is also a good indicator for system management projects such as ramp metering and signal timing.

TRAVEL TIME AND TRAVEL TIME INDEX

Travel Time is measured for the selected travel markets for a base year and some future year. For autos, the difference in Travel Time indicates the change in congestion over time. For Transit, the difference in Travel Time may reflect differences in congestion or changes to the amount of priority received by transit vehicles. Travel Time can be a more intuitive measure of mobility than delay because the traveling public thinks more about how long a trip takes than how long they have to wait in traffic at specific locations.

The Travel Time Index reports the travel time by a particular mode or the average travel time across modes. The index compares Travel Time over different years, between different alternatives, and between different modes. The strength of this measure is its ability to show the differences in point to point travel time by mode. Therefore, it is an effective measure to use for transit projects as well as roadway improvements.

TRANSIT PERFORMANCE MONITORING

VTA Staff is developing a new framework for evaluating bus route performance that accounts for the ridership and coverage goals of public transit. Under this framework, ridership-purposed routes would be judged by productivity and cost metrics and would not be subject to goals based on service class averages. Coverage-purposed routes would not be evaluated strictly on productivity but rather whether the ridership recorded and social good achieved by these routes justifies the opportunity cost of the service. Since there are more needs for transit than VTA can afford to operate, staff will work to ensure that each route represents the best use of public funds, given Board direction on the ridership/coverage balance.

The forthcoming performance evaluation framework will be enforced by a new Transit Performance Monitoring Program that will function like an ongoing comprehensive operations analysis. Every quarter, VTA staff will present system-wide and route-specific performance data to the Board of Directors. A handful of routes will be selected for a thorough analysis and development of service changes designed to improve performance. These proposals may include routing adjustments, changing the frequency of service, changing the span of service or discontinuance. These service changes, along with community input and other Board direction, will inform the development of VTA's annual transit service plans.

The future performance monitoring policy and monitoring program will be brought to VTA's Board of Directors in early 2018.

TRAVEL PATTERN (IN PERSON TRIPS)

Travel Pattern measures the balance between people and activities such as employment, recreation, and shopping. It is evaluated in terms of person trips, which provides a measure of mobility; increasing person trips indicates increased mobility. The Bay Area and Santa Clara County are divided into several subareas; travel patterns are used to capture the travel demand and growth projection, in terms of person movements, among these subareas.

USE OF MULTIMODAL MEASURES IN CMP ELEMENTS

The CMP statute requires that the multimodal transportation system performance measures be used to prepare the CMP Capital Improvement Program (CIP), the Land Use Impact Analysis Program, and Multimodal Improvement Plans. At this point, the multimodal transportation performance measures are not used to determine Member Agency conformance with the CMP, except for auto LOS (see Chapter 2). Additionally, Member Agencies are not currently required to use most of the performance measures in their evaluation of land-use development proposals, general plans/general plan amendments, or specific plans. The 2014 VTA TIA Guidelines Update included a requirement for Pedestrian/Bicycle Quality of Service analysis for certain projects and Transit Vehicle Delay analysis for all projects. However, other multimodal performance measures may be useful in implementing alternative mitigation measures associated with creating pedestrian and transit-friendly development patterns as promoted in VTA's Community Design and Transportation (CDT) Program, and as pursued by Member Agencies in meeting their own development goals.

VTA plans to use the multimodal performance measures described in this chapter in the identification of the capital projects for the Countywide Transportation Plan and Capital Improvement Program, and in the Land Use Analysis Program and Multimodal Improvement Planning. In addition, VTA uses the measures and approach in the TSP to evaluate existing and proposed transit service and improve transit service productivity. In cases where capital investments in transit routes have already been made, it is the policy of VTA to increase

ridership on these lines by working with cities to improve surrounding land uses and develop supporting policies.

The following is a summary of the applicability of these measures to each of these programs:

Countywide Transportation Plan — VTA uses the CMP multimodal performance measures in the development of its long-range countywide transportation plan for Santa Clara County, Valley Transportation Plan. VTP includes an analysis of two scenarios (a) a baseline year, and (b) baseline plus the program of projects outlined in the plan. These performance measures are used to evaluate the systemwide effects of the two alternatives. A similar analysis will be calculated for VTA's future long-range countywide transportation plans.

Land Use Analysis Program — Certain of these multimodal performance measures will serve to evaluate the effects of land use changes on the CMP Transportation System. Each year, land use data is collected and the countywide land use database is updated. The countywide transportation model can be used to calculate the performance measures under current conditions and compare them with previous land use conditions. This comparison will be particularly useful as data is collected over the long term.

Multimodal Improvement Plans — These performance measures may be used to evaluate the alternative packages of improvements and actions considered for Multimodal Improvement Plans. While state law requires the application of performance measures to local Multimodal Improvement Plans, these particular measures may not be meaningful when applied to small geographic areas. Therefore, for deficiencies that occur on principal arterials located on the CMP System, the jurisdiction in which the deficiency occurs will be responsible for preparing a Multimodal Improvement Plan, which includes level of service as a performance measure and may propose other performance measures. The proposed performance measures must be approved by the VTA Board before the Multimodal Improvement Plan can be approved.

COMPLIANCE AND CONFORMANCE

VTA is responsible for collecting transportation performance measurement data for use in the countywide transportation plan, land use analysis, Multimodal Improvement Plans, and the CIP. Member Agencies are responsible for analyzing multimodal performance measures as required per the CMP and associated Technical Guidelines (see Table 4.2).

CHAPTER 5 | TRANSPORTATION DEMAND MANAGEMENT AND TRIP REDUCTION ELEMENT

This chapter describes the Congestion Management Program (CMP) Transportation Demand Management Element. Throughout this chapter, the term Transportation Demand Management (TDM) will be used to refer to the series of programs that are included in the Travel Demand Management Element.

The chapter is divided into the following sections:

- A Definition of Transportation Demand Management
- TDM, Automobile Trip Reduction, and VTA Guidelines
- TDM and Legislation
- Categories of TDM Strategies
- TDM Programs that VTA Implements
- Funding for TDM Programs
- Compliance and Conformance

A DEFINITION OF TRANSPORTATION DEMAND MANAGEMENT

“Transportation Demand Management or TDM refers to various strategies that change travel behavior (how, when and where people travel) in order to increase transport system efficiency and achieve specific planning objectives.”¹

Transportation Demand Management programs range from simple marketing efforts, such as promoting ridesharing, to more complex public policies, such as developing site-design guidelines or parking pricing programs. These programs are designed to improve the overall performance of the CMP System through elimination or shortening of auto trips, mode shifting, time shifting, or trip linking. To be successful, TDM programs must not only encourage ridesharing, transit, cycling, and walking, but also provide attractive alternatives to single-occupant vehicle trips.

TDM, AUTOMOBILE TRIP REDUCTION, AND VTA GUIDELINES

TDM programs play an important role in reducing automobile trips generated by new development. The goals of TDM strategies can vary from eliminating or shortening auto trips

¹ Online TDM Encyclopedia, Victoria Transportation Policy Institute, accessed July, 2013.

(e.g. telecommuting, trip linking, improving accessibility to services), shifting trips from single-occupancy-vehicle to other modes (carpool, transit, walking, bicycling), or shifting trips away from the most congested routes and times of the day. All of these strategies, when successful, reduce the total number of automobile trips on congested facilities during rush hour. This can have important benefits for the transportation system, and can also provide incentives to developments by reducing the extent of transportation impacts found in their environmental review and Transportation Impact Analysis (TIA) processes. Some recent developments in Santa Clara County have applied aggressive trip reduction targets of 30% or more as part of their TDM programs, including annual monitoring and enforcement.

In response to this trend, VTA updated the CMP TIA Guidelines (October 2014) with automobile trip reduction as one of the primary focus areas. A TIA report is required for all development projects in the County that generate 100 or more net new automobile trips during either peak period. As such, the way that transportation impacts and mitigation measures are analyzed and reported in TIAs makes a meaningful difference in how congestion is addressed by major projects. See “Development Review Program,” Chapter 7, for further discussion about the TIA Guidelines and relationship to VTA Development Review.

Prior to the 2014 TIA Guidelines Update, the TIA Guidelines listed a table of standard trip reductions for various project features, including a 5% reduction for TDM programs including financial incentives. The TIA Guidelines also noted that some projects could take larger trip reductions, but did not lay out a specific process for this to be achieved. In response to inquiries from Member Agencies and others, VTA retained the Standard Trip Reductions table but included two additional approaches to taking auto trip reductions in a TIA:

- **Target-Based Reductions** may be taken when the project applicant has entered into an enforceable agreement with the Lead Agency that limits the number of automobile trips traveling to and from the project site. The trip reduction program must include a commitment to monitor trip generation and determine whether targets are met, an enforcement structure, and a commitment to summary-level data sharing;
- **Peer/Study-Based Trip Reductions** may be taken when studies of similar projects, or of other sites occupied by the project applicant, have demonstrated comparable trip reductions through survey results or other data. The trip reduction program must include a commitment to monitor trip generation, and a commitment to summary-level data sharing.

The 2014 TIA Guidelines also include a requirement for projects to complete an Auto Trip Reduction Statement (ATRS) in the Executive Summary of a TIA Report. The ATRS is intended to provide a concise summary of all automobile trip reduction efforts, including any reductions claimed in the Trip Generation section of the TIA and any additional trip reduction efforts undertaken to mitigate or lessen project impacts.

Over the coming years, VTA intends to work with Member Agencies to gather data on TDM and Trip Reduction efforts by major projects utilizing the “Target-Based” and “Peer/Study-Based” approaches to auto trip reductions in TIAs. This data will be used to create a “TDM Clearinghouse” of data for Member Agencies and others to analyze the usage and effectiveness of various TDM strategies in Santa Clara County.

VTA also envisions taking on a more prominent role in coordinating TDM strategies across multiple jurisdictions in high-growth areas of the county, such as taking an active role in the formation of Transportation Management Associations (TMAs). VTA will work proactively with Member Agencies to identify such opportunities to help establish TDM programs or strengthen existing TDM programs.

TDM AND LEGISLATION

California Government Code section 65089(b)(3) requires that the CMP contain a Travel Demand Element that promotes alternative transportation methods and improves the balance between jobs and housing. TDM strategies are a crucial part of meeting the requirements of the California Clean Air Act (CCAA). The TDM Element of the VTA CMP is designed to conform to the requirements of the State CMP statute, and the Federal and California Clean Air Acts.

The CMP statute states in Government code section 65089 (b)(3) that the CMP should contain the following element:

“A travel demand element that promotes alternative transportation methods, including, but not limited to, carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including, but not limited to, flexible work hours, telecommuting, and parking management programs. The agency shall consider parking cash-out programs and congestion pricing during the development and update of the travel demand element.”

The CMP statute also requires that the CMP be responsive to the California Clean Air Act (CCAA) and the requirements of the regional Clean Air Plan. Specifically, the CMP must consider the potential effect of regional air quality measures in the Trip Reduction and Transportation Demand Element, the Capital Improvement Program, and the Multimodal Improvement Plan Element. Appendix F provides a summary of references to air quality included in the CMP statute.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT (BAAQMD) TRIP REDUCTION REQUIREMENTS

The Bay Area Air Quality Management District (BAAQMD), also referred to as the Air District, recommends programs to reduce solo commuting such as guaranteed ride home programs, shuttles to transit, ride-matching for carpools and vanpools, subsidy programs for transit passes, parking charges, and effective advertising and marketing programs.

In Fall 2012, California Senate Bill 1339 was signed into law authorizing the Air District and MTC to jointly adopt a regional commute benefit program. Pursuant to SB 1339, the Air District and MTC developed the Bay Area Commuter Benefits Program (Program) to promote the use of alternative commute modes such as transit, ridesharing, biking and walking. The Program requires employers with 50 or more full-time employees in the Bay Area to offer commute benefits to employees who work 20 hours or more per week. Employers can meet the requirement by offering any of the following benefits:

- Allow employees to pay for transit, vanpool or bicycle expenses with pre-tax dollars
- Directly subsidize transit or vanpool costs up to \$75 per month
- Provide employer-operated transit, shuttle or vanpool services
- Provide an alternative benefit that would be equally effective in reducing auto trips

TRANSPORTATION REQUIREMENTS OF THE CALIFORNIA CLEAN AIR ACT (CCAA)

The CCAA of 1988 expanded the scope and accelerated the pace of air pollution control efforts in California. The intent of the Act was to establish a planning process that would result in attainment of the State's health-based ambient air quality standards at the earliest practicable date.

Each Air District is required to adopt a Clean Air Plan (CAP) that contains a strategy for attaining air quality standards. The Bay Area's Air District's first CAP was adopted in October 1991. In April 2017, the Air District Board adopted the Bay Area 2017 CAP. The 2017 CAP serves to update the Bay Area ozone plan in compliance with the requirements of the California Health & Safety Code. In addition, the 2017 CAP provides an integrated, multi-pollutant strategy to improve air quality, protect public health, and protect the climate. The 2017 CAP will reduce ozone pre-cursors, as well as particulate matter (PM), toxic air contaminants, and greenhouse gases, in order to improve public health and protect the environment and climate.

Recognizing the impact of transportation on ozone, the 2017 CAP includes 23 Transportation Control Measures (TCMs) aimed at reducing motor vehicle emissions due to ozone, particulate matter, air toxics, and greenhouse gas emissions. The TCMs most relevant to TDM are TCM TR2, which calls for supporting voluntary employer-based trip reduction programs, and TCM TR13, which pursues parking policies and strategies. Appendix G contains a list of the 23 TCMs in the Bay Area 2017 CAP.

A significant overlap between the California Clean Air Act and Congestion Management Program's statute occurs in the area of TDM ordinances and programs. TDM implementation is a major feature of the region's Clean Air Plan. VTA administers funding for TDM projects that are aimed at improving air quality, and VTA encourages Member Agencies to implement TDM programs and measures as development projects and land use plans are approved, and as Member Agencies develop and implement Multimodal Improvement Plans (refer to Chapter 10).

CATEGORIES OF TDM STRATEGIES

There is a variety of TDM practices that employers, developers, and local agencies can adopt to manage congestion on the transportation network such as providing cash subsidies, commute options and services, flexible work schedules, and other approaches. The following discussion provides examples of these programs.

PRICING

Pricing strategies aim to adjust the cost of various forms of transportation to encourage more efficient use of the transportation system. These strategies can encourage mode shifts away from single occupant automobile use by adjusting the relative costs of driving and alternative modes. Strategies that raise the price of transportation during the peak period can also shift automobile trips to other times of the day, thus redistributing traffic outside the most congested period of the day.

Parking Cash-Out Program — A parking cash-out program is defined as an employer-funded program under which the employer provides a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. Under California state law, "parking subsidy" means the difference between the amount out-of-pocket costs paid by an employer on a regular basis to secure the availability of an employee parking space not owned by the employer, and the price, if any, charged to an employee for use of that space. A 1997 survey of eight Southern California businesses using parking cash-out programs found that they reduced single-occupancy commuting by an average of 17% and reduced carbon dioxide emissions by 807 pounds per employee per year. This study also found that the parking cash-out programs were considered fair and efficient by employers and employees, had a benefit/cost ratio exceeding 4.0, and led to increased income tax revenue².

⁴"Donald Shoup (1997), "Evaluating the Effects of California's Parking Cash-out Law: Eight Case Studies," *Transport Policy*, Vol. 4, No. 4, 1997, pp. 201-216, as cited in Victoria Transport Policy Institute (VTPI) TDM Encyclopedia chapter on Commuter Financial Incentives (available at <http://www.vtppi.org/tdm/tdm8.htm>)."

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Since 1993, California state law (Section 43845 of the Health and Safety Code) has required businesses with at least 50 employees in air basins designated as non-attainment areas to offer parking cash-out. Amendments to the CMP statute adopted in 1992 also require consideration of parking cash-out programs in CMPs. However, the original California parking cash-out legislation (Section 43845) only authorized the California Air Resources Board to enforce the law, and the Board in the past has not had the resources for enforcement. Senate Bill 728 (Lowenthal), approved in October 2009, amended the law to shift enforcement to the local level, by allowing cities, counties and local air districts to impose penalties for violation of the parking cash-out law. These changes to the legislation can be a powerful tool for local agencies to encourage the use of alternative modes, reduce Vehicle Miles Traveled, and reduce GHG emissions due to vehicle use.

The California Air Resources Board (CARB) has developed an informational guide for the implementation of parking cash-out programs. This guide is found in Appendix G.

Unbundled Parking in Residential Developments – While it has historically been commonplace for on-site parking to be provided automatically as part of the rental or purchase price of a residence, some developers are taking up the practice of charging for parking spaces separately. This is known as “unbundling” the price of parking from the price of housing. This practice allows residents who choose to own fewer cars than average for the development to save money by not having to pay for parking spots they are not using, and thus encourages lower rates of car ownership and usage.

Parking Management and Pricing — Charging drivers to pay for parking on city streets or in off-street parking facilities, or increasing the parking costs on city streets and facilities are effective ways to reduce automobile travel. As costs go up, commuters are likely to find alternate ways to reach their destination without paying for parking, such as taking transit to their destination, or carpooling with other commuters. This option is especially useful in dense urban areas where traffic congestion and demand for parking are greatest, and where transit, walking and biking options are typically most available. VTA has recently partnered with the Metropolitan Transportation Commission to provide information and assistance to Member Agencies in Santa Clara County who may wish to pursue parking management and pricing initiatives.

Subsidizing Ridesharing — Employers can encourage carpooling by reimbursing the fuel costs, or by subsidizing, by a pre-determined dollar amount per day, those who choose to carpool. Note, however, that any cash given to carpoolers is taxable income. Employers can encourage vanpooling by subsidizing the cost of the vehicle either directly or indirectly. With vanpools, employers can contribute a certain amount per month tax-free. Employers can also encourage both carpooling and vanpooling by providing preferential parking spaces for these modes close to building entrances.

Employee Pre-Tax Commuter Benefits — Financial incentives for employees through tax credits and other mechanisms are important elements to encourage the use of public transit and other alternatives to driving alone. Promoting such alternatives is critical to reducing traffic congestion and improving air quality. Through changes in federal tax law in the 1990s, employers are free to offer a range of commute fringe benefits without fear of tax consequences. These benefits can either be offered in addition to an employee’s base salary, or the employer can offer the benefit “in lieu of compensation.” Providing a portion of an employee’s income in the form of a transit voucher cuts taxes for both the employer (less FICA tax) and the employee (less income tax).

The Federal TEA-21 legislation clarified that the value of any transportation fringe benefit—including free parking, transit passes or vouchers, and vanpool benefits—is not counted as taxable income if an employee is offered a choice between taxable cash benefits and any combination of transportation fringe benefits. The total amount employers are allowed to offer as a tax free commuter benefit has fluctuated over time; as of 2015, federal legislation allows up to \$130.

Transit Subsidies – Some employers and residential developments located near transit are now offering free or discounted transit passes to employees and residents. Programs like VTA’s Eco Pass allow employers and residential projects to purchase these passes in bulk to encourage greater usage of the transit system (See the next section, “Programs That VTA Implements” for more details). Caltrain’s Go Pass offers a similar program.

Alternative Cash Incentive Programs — These programs allow employees to participate in an incentive program where they are rewarded with gifts and prizes for using alternative commute modes. An example of this program is for companies to hold a monthly raffle for all employees that participate in alternative forms of commuting. In Santa Clara County, many employers offer similar programs to reward employees for not driving alone. For example, Stanford University’s Commute Club is a well-established, extensive alternative commuter incentive program. This type of program is a fun and rewarding way to get an entire company or organization involved in promoting alternative commute options.

Road Pricing/Congestion Pricing — Road pricing charges drivers a direct cost for driving on a particular roadway or in a particular area. The related concept of congestion pricing seeks to keep congestion levels on the transportation system below an acceptable threshold by charging users a variable fee. Pricing can encourage some drivers to consider alternative modes of travel, travel times or travel routes, thereby relieving pressure on the most congested facilities at peak hours. This strategy is especially effective in reducing single occupancy commute trips if there are alternative commute options such as transit service and ridesharing to choose from.

Express Lanes — Express Lanes are modified HOV lanes that allow non-carpool drivers to use the lane for a fee that varies depending on traffic conditions. This strategy takes advantage of excess capacity in HOV lanes, making more efficient use of the existing roadway system, and has the added benefit of raising revenue for future corridor improvements, including express bus services operating in those lanes.

ALTERNATIVE MODES

Providing options and services to travelers makes it easy for them to change their travel mode. The following is a list of strategies that can reduce the number of travelers that drive alone to their destination.

Bicycle and Pedestrian Improvements —Perhaps the most basic improvement to encourage a shift away from single occupant automobile travel is an enhanced environment for pedestrians and bicycles. These strategies make the streets safer, more vibrant, and attractive for those who arrive at a destination without a car. Bicycle and pedestrian improvement strategies include traffic calming and complete streets policies; provision of a complete sidewalk and walking path network; bike lanes, racks and other facilities; and publicity campaigns that encourage drivers to share the road safely.

Carpools and Vanpools— An alternative to driving alone is to find other commuters heading to the same or similar destinations and form a carpool or vanpool. This saves commuters money on gas, allows them to partially avoid the stress of driving every day, and reduces congestion and carbon emissions by taking some cars off the road. Employers and other organizations can help employees form carpools by maintaining a central database of potential carpoolers. This database can be web-based to provide easy access to company employees. Additionally, 511.org maintains a free to the public regional ride-matching database for the nine-county Bay Area, and provides employer-exclusive ride-matching. The 511.org web-based matching system allows individuals to instantly access a list of commuters – and a link to their email – with which they could share their commute.

Vanpooling is a convenient and popular way to get to work, especially for people who work far from home. “Official” vanpools have seven to 15 passengers, including the driver (who usually rides for free!), and the vehicle may be owned by one of the vanpoolers or leased from a vanpool rental company. 511.org also helps individuals join an existing vanpool, as well as helps individuals or companies start their own vanpools.

Car Sharing Programs —Car sharing programs make vehicles available to people on a per-use basis. They allow people to use a car when they need it without incurring fixed costs. Fees are

paid based on how much the driver uses the car. Lots are conveniently located throughout the urban area, and reservations are quick and easy, and available on-line.

Car sharing expands mobility options by providing people access to a car when they need one, but frees them from having to select it as the habitual mode of choice. Car-sharing has a multitude of benefits:

- Fewer parking spaces are needed for automobile storage, since multiple people use the same car. This reduces the costs of housing since fewer parking spaces would be required for each dwelling unit.
- Developers are able to build more housing on the same amount of land because fewer parking spaces are required.
- Residents and employees are given access to an entire fleet of cars conveniently located throughout the area.
- Companies have access to fleets of vehicles for meetings outside the office, only incurring charges per hour and/or per mile use.

And as usage grows so does convenience of access to the shared cars, since more people accessing the system means more pick-up and drop off locations.

Bike Sharing Program — Bike sharing programs make bicycles available to people on a per-use basis. Similar to car-sharing programs, in a bike sharing program users generally pay fees based on how long they use the bicycle. Bicycles are conveniently located in “pods” throughout an area, usually near transit stations and major trip generators. Payment is accomplished conveniently with a credit or debit card.

Guaranteed Ride Home — Often employees are not interested in using alternative modes because the modes are perceived as being inflexible. Without a guarantee that they will be able to get around in an emergency, many employees will continue to drive alone to work. Guaranteed Ride Home (GRH) programs are designed to address this issue. Employees who enroll in GRH programs receive access to transportation such as taxi service in the event of a personal emergency, for a limited number of times every year. GRH programs have found that while enrollees rarely use the program they, perhaps more importantly, gain peace of mind from the enrollment and are more willing to commit to alternative forms of transportation.

First and Last Mile Connections — First and last mile services are an integral component of building a viable transit network in a suburban environment. First and last mile conditions can be improved with good park-and-ride facilities and innovative shared-ride and parking strategies, strong bicycle and pedestrian connections with both residential and employment areas, and the application of new technologies or programs such as car and bike sharing.

Park and Ride Lots – These lots provide convenient locations for workers who do not live within easy walking distance of a transit stop to drive to a nearby parking lot and take transit the rest of the way to work. This increases the appeal of the transit system by making it useful even to people who live in outlying, low density areas that are difficult for transit to serve directly.

EMPLOYMENT AMENITIES AND SERVICES

These strategies rely on employers to provide amenities that encourage alternative modes or allow flexibility in where and when work gets done, opening up the possibility of reducing the transportation demand during the most congested periods of the day.

On-Site Amenities and Services — Offering employees the amenities they need at or near their work site can make alternative commute modes more desirable. Popular amenities include bicycle facilities, pedestrian friendly networks, and employee-serving uses (e.g., restaurants, ATMs, postal services) both on-site and off-site. Employers also have the opportunity to provide their employees with transportation services that take their employees offsite such as shuttle services to activity centers during lunch, or the use of company vehicles for personal trips during the day.

Flexible Schedules and Work Arrangements — Simply allowing workers to set their own work hours, or setting staggered working hours, can change the company's peak travel period and reduce peak-period demand on the roadway system.

Telecommuting — Some companies have provided hardware and software so that employees can access the company network from home. Hooked into the network from home, these employees may not need to show up at the office at all. While it may not be reasonable or desirable to send employees home all the time, making telecommuting an option for some employees a few days out of the workweek can significantly reduce a company's overall peak-period trips.

New Working Arrangements — Some companies have begun to question the traditional model of maintaining a central office where workers converge every day. For workers whose primary work is done on a computer rather than at a factory, the traditional office model is not necessarily the only workable one. Evidence suggests that some workers have already discarded the model of going to the office every day.

JOBS/HOUSING BALANCE AND MIXED USES

This category covers a range of strategies that bring the places people go throughout the day – employment sites, shopping, entertainment, etc. – closer to where people live, thus requiring

fewer and/or shorter trips to accomplish daily tasks. This requires a fundamental shift in thinking about the purpose of transportation, which has generally been conceived over the past few decades in the United States to be mobility – or the ability to move unimpeded throughout the region at consistently high speeds. A new paradigm focuses instead on access, the ability to reach destinations. Under this paradigm, some amount of localized congestion in dense, urban activity centers can be a good thing if it results from a mixed use built environment where people are able to get around by walking, biking, transit, and short car trips. In the long run, the region as a whole will experience reduced vehicle travel and improved air quality as a result of such development. See Chapter 7 for more information on VTA’s efforts in these areas.

PROMOTIONS AND MARKETING

Public knowledge and attitudes have strong effects on travel behavior, so these strategies are important to TDM implementation. As a general distinction, promotion strategies aim to increase awareness of information people need to participate in TDM programs, while marketing strategies seek to understand, guide and influence travel behavior.

Promotion strategies include: bike, pedestrian, and transit maps that are widely available; education programs for public officials, businesses, and employees about TDM; websites or smartphone applications to provide information about transit and alternative travel options; wayfinding systems that make the transit system easier to understand; signage programs or publicity campaigns that encourage drivers to “share the road” with cyclists and pedestrians; and school programs that educate children about modes of transportation (for example, bicycle education is part of the standard curriculum in elementary schools in the Netherlands).

Marketing campaigns include: events such as a “bike to work week” or “eco-commute challenge”; surveys to determine travel preferences, knowledge and opportunities among the population of an area; campaigns that highlight the benefits of alternative modes and seek to change public attitudes; temporary discounts or free service on public transit to encourage people to try the system; and campaigns that connect transportation mode choice to environmental objectives, such as the Bay Area’s “Spare the Air” campaign.

TDM PROGRAMS THAT VTA IMPLEMENTS

VTA’s current countywide transportation plan, VTP 2040, and its Community Design & Transportation (CDT) Program encourage the development and continuation of successful trip reduction efforts through partnerships and incentive programs. Over the years, public agencies have taken the role of enforcing performance standards during the development review process. Developers that are not able to conform to these standards are able to implement TDM measures as a way of mitigating or lessening impacts. TDM has been a useful tool in managing the impact of development projects with auto LOS as the primary performance

metric for transportation analysis, and TDM will continue to play an important role as the emphasis shifts to VMT under SB 743.

In addition, even in the absence of a government mandate to enforce TDM practices, some companies are willing to maintain TDM programs as community and employee benefits, and may commit to trip reduction measures when applying to build new or expanded facilities. VTA, through its Development Review Program (described in Chapter 7), works with local agencies to review and comment on transportation and environmental analyses of development proposals, and offers recommendations regarding TDM measures where appropriate. In addition, VTA maintains several successful TDM programs, listed below.

ECO PASS

The Eco Pass program allows employers, developers, educational institutions, management companies or homeowners associations the ability to purchase VTA transit passes at a bulk discount rate to provide to employees or residents to encourage transit usage. Eco Passes are good for unlimited use of VTA Bus and Light Rail services, seven days a week. The program also includes an “Emergency Ride Home” provision that allows Eco Pass holders to take a taxi home if they need to leave work in the middle of the day.

SHUTTLE PROGRAM

VTA operates eight free shuttle lines from Great America Station in Santa Clara as well as a Downtown Area Shuttle (DASH) from Diridon Station in downtown San Jose. In 2018, the DASH will be upgraded to a Rapid service, offering faster and more frequent service with additional connections between Diridon Station, downtown San Jose, and the Berryessa/North San Jose BART station. These shuttles help solve the “first and last mile” dilemma that may prevent some commuters from choosing transit when the station is too far from where they live or work. These shuttles bridge the gap and connect commuters to job sites in Sunnyvale, Santa Clara, Mountain View, Palo Alto, Milpitas, North San Jose, and downtown San Jose.

PARK AND RIDE LOTS

VTA maintains 41 park and ride lots in 12 different cities throughout Santa Clara County. The lots connect commuters with VTA’s light rail system, Caltrain, Capitol Corridor, Altamont Commuter Express, and several express bus routes.

BIKE SHARING PROGRAM

The Bay Area Bike Share pilot program was launched with public funding in August 2013 in five cities in the Bay Area along the Caltrain Corridor. VTA provided funding for the pilot program in Santa Clara County. The pilot system included 700 bicycles and 70 stations. The participating

cities in Santa Clara County included San Jose, with 16 stations and 129 bicycles, Mountain View, with seven stations and 59 bicycles, and Palo Alto, with five stations and 37 bicycles.

The pilot program concluded in June 2016. As the pilot program was winding down, the Metropolitan Transportation Commission entered into an agreement with a private bike share vendor to operate Bay Area Bike Share under a corporate sponsorship model, using no public funds. In September 2016, Ford Motor Company announced that it would be the title sponsor for the rebranded and expanded bike share system. Ford GoBike will expand bike share to 7,000 bicycles in San Jose, San Francisco, Oakland, Berkeley, and Emeryville. The first set of new bicycles and stations were installed in summer 2017.

Palo Alto and Mountain View are not included in the expansion agreement. As of September 2017, these cities are evaluating options for continuing bike share in their communities.

Bike Share programs are intended to:

- Provide access to the first and last mile from major transit stations
- Supplement VTA and employer shuttles between transit and employer sites
- Relieve overcrowding and the routine “bumping” of passengers with bicycles on Caltrain (and on VTA buses or light rail)

HOV LANES AND EXPRESS LANES

VTA, in cooperation with Caltrans, plans for and maintains HOV lanes throughout Santa Clara County to encourage more efficient use of highways. Santa Clara County has the most extensive HOV network of any county in the Bay Area with 190 miles of HOV lanes.

In 2008 the VTA Board of Directors approved the Silicon Valley Express Lanes Program. As part of the Program, the Express Lanes projects will implement a roadway pricing system to allow solo commuters to use the available capacity in the carpool lanes for a fee. The fee would change dynamically in response to existing congestion levels and available capacity in the carpool lanes.

On March 20, 2012, VTA opened the first express lane in Santa Clara County on the SR 237/I-880 connector ramp. During FY 2017, over 3,030,000 vehicles used the express lane including over 465,000 solo drivers (about 15%). The express lane produced estimated toll revenues of \$1,270,000 during FY 2017. Data shows that the express lane has successfully improved travel speeds, reduced congestion, increased traffic throughput and provided overall improved traffic operations in the corridor.

The Silicon Valley Express Lanes program includes additional express lane projects under development in Santa Clara County, including SR 237 Phase II, US 101, and SR 85.

FUNDING FOR TDM PROGRAMS

Transportation Demand Management programs can be funded by a wide variety of public and private sources, some of which require VTA involvement or coordination in Santa Clara County.

VTA administers several funding programs that support TDM and alternative modes of transportation: the BAAQMD's Transportation Fund for Clean Air (TFCA), the Santa Clara County Vehicle Emissions Based at Schools (VERBS) Program, the State's Transportation Development Act (TDA), and the Congestion Mitigation and Air Quality (CMAQ) Program. These funding sources are described below, along with descriptions of the federal funding sources which fund the STIP. See Chapter 8 (Capital Improvement Program Element) for more information on these funding programs.

Transportation Fund for Clean Air — The Transportation Fund for Clean Air (TFCA) grant program is funded by a surcharge on vehicle registrations. Assembly Bill (AB) 434 (Sher, 1991), signed into law by Governor Wilson in 1991 added Section 44241 to the California Health and Safety Code, and gave the BAAQMD the authority to collect a surcharge of up to \$4 on motor vehicle registration fees paid within its jurisdiction. These funds are administered by BAAQMD and used for programs that will reduce motor vehicle emissions.

Sixty percent (60 percent) of TFCA monies are retained by BAAQMD and distributed on a regional, competitive basis. The remaining forty percent (40 percent), also known as "Program Manager Funds," are returned to the county of origin for allocation within the county on a discretionary basis. VTA is the designated program manager for Santa Clara County.

By statute, only the following project types are eligible for TFCA funds:

1. Implementation of ridesharing programs.
2. Purchase or lease of clean fuel buses for school districts and transit operators.
3. Provision of local feeder bus or shuttle service to rail stations, ferry stations and airports.
4. Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets."
5. Implementation of rail-bus integration and regional transit information systems.
6. Implementation of demonstration projects in congestion pricing of highways, bridges, public transit, and low-emission vehicles.
7. Implementation of a "smoking vehicles" program.
8. Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.

9. The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

Legislation AB 414 (1995) references the trip reduction requirement in the CMP legislation and states that Congestion Management Agencies in the Bay Area that are designated as AB 434 program managers “shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter (the CMP Statute).”

The Air District has interpreted this language to allow a wide variety of transportation control measures now eligible for funding by program managers, including an expansion of eligible transit, rail and ferry projects.

Applications for the regional TFCA (60 percent) funds are made directly to BAAQMD in May of each year. The maximum project award is \$1.0 million. The VTA Congestion Management Program, subject to BAAQMD approval, administers the funds for the remaining 40 percent program.

While there is no maximum award in the 40 percent program, Santa Clara County generally receives about \$2.0 million per year for the entire program. Member Agencies apply to VTA in late January.

Santa Clara County Vehicle Emissions Based at Schools (VERBS) Program — VERBS is a competitive grant program that funds infrastructure improvements and education/encouragement programs that encourage K-12 students to safely walk, bike, carpool, and ride transit to school. The program was initiated through the Metropolitan Transportation Commission’s (MTC) Climate Initiative Program, with a focus on reducing greenhouse gases by shifting travel behavior. VTA administers the program in Santa Clara County. All Member Agencies within the County are eligible to apply.

The purposes of the program are to: 1) facilitate the planning, development, and implementation of a project and/or activity that will reduce traffic, fuel consumption and air pollution in the vicinity of schools; 2) reduce traffic related injuries and fatalities to school children; 3) enable and encourage children, including those with disabilities, to walk and bicycle to school; and 4) make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age. As administrator of the VERBS program, VTA staff has released three calls-for-projects. On December 9, 2010, VTA Board of Directors approved the Cycle 1 program of projects. It included five non-infrastructure and five infrastructure projects, totaling approx. \$6.6M. The

Board approved the Cycle 2 program of projects on May 2, 2013, which included four non-infrastructure and three infrastructure projects, totaling approx. \$5.4M.

Prior to the Cycle 3 call-for-projects release, on April 6, 2017, the Board revised the VERBS program to direct all available funds only to infrastructure projects. Further, the Board approved the proposal that non-infrastructure projects compete for 2016 Measure B Bicycle and Pedestrian Program Education and Encouragement grant funds. Following that action, the Board approved the Cycle 3 program of projects on August 3, 2017, totaling approx. \$6.9M. This cycle included seven fully funded projects and one partial funded.

Non-infrastructure Projects:

- Mountain View—Cycle 1, Cycle 2
- Palo Alto—Cycle 1
- San Jose—Cycle 1, Cycle 2
- Santa Clara—Cycle 1, Cycle 2
- Sunnyvale & County—Cycle 1, Cycle 2

Infrastructure Projects:

- Campbell—Cycle 2, Cycle 3
- Gilroy—Cycle 1
- Los Altos—Cycle 3
- Los Altos Hills—Cycle 1
- Milpitas—Cycle 1
- Mountain View—Cycle 2
- Palo Alto—Cycle 2, Cycle 3
- San Jose—Cycle 1, Cycle 3
- Santa Clara—Cycle 1, Cycle 3
- Sunnyvale—Cycle 3

Transportation Development Act (TDA), Article 3 Projects — The State’s Transportation Development Act includes several sections or articles – each with a separate project emphasis. Article 3 funds pedestrian and bicycle facilities. TDA funds are derived from a quarter-cent gas tax, returned to the County of origin.

The application and distribution process varies by County. In Santa Clara County, approximately 70% of the annual TDA Article 3 allocation is distributed to member agencies on a prorated basis according to population. The remaining 30% is distributed as discretionary funding on a countywide competitive basis. All TDA Article 3 applications are subject to MTC approval.

Member Agencies submit applications to MTC and VTA in mid-January. Projects are evaluated and prioritized by VTA and Member Agency staff, the Bicycle & Pedestrian Advisory Committee, the Technical Advisory Committee, the Policy Advisory Committee, and VTA Board of Directors. VTA submits the TDA Article 3 priority list of projects to MTC.

Congestion Mitigation and Air Quality Program (CMAQ) — CMAQ funds are to be used to implement the transportation provisions of the 1990 Federal Clean Air Act. These funds are only available to areas designated as non-attainment areas. The Bay Area was briefly designated as an attainment area in 1995. That status was subsequently lost in late 1998 after a series of ozone exceedances in the summers of 1995, 1996, and 1997. Both of these funds are described in more detail in Chapter 8.

The Metropolitan Transportation Commission (MTC) has final programming authority over CMAQ funds. Programming is coordinated at the County level by the CMAs. TDM projects are fundable as system management projects.

Other Sources of TDM Funding — Appendix H provides information on other sources of TDM funding, such as Benefit Assessment Districts, Developer funding, Transportation Impact Fees, and other programs.

COMPLIANCE AND CONFORMANCE

VTA does not require local jurisdictions to implement TDM programs in order to be in conformance with the Congestion Management Program. However, the VTA Multimodal Improvement Plan process encourages TDM-oriented actions in cases where a CMP facility has fallen or is forecasted to fall below the CMP standard where it is infeasible or undesirable to mitigate the impact by increasing capacity. These actions form the basis of a Multimodal Improvement Plan (see Chapter 10). In addition, as noted elsewhere in this document, two Multimodal Improvement Plans have been adopted in Santa Clara County to date which include TDM measures in their program of offsetting improvements, and two additional MIPs are currently under development. VTA will monitor the status of the implementation of the measures in these Plans through the Implementation Status Reports submitted by local agencies (described further in Chapter 10).

CHAPTER 6 | TRANSPORTATION MODEL AND DATABASE ELEMENT

This chapter describes the VTA CMP Countywide Transportation Model and Database Element. It contains the following sections:

- CMP Transportation Model and Database Requirements
- Overview of the CMP Transportation Models
- Transportation Model and Database Maintenance
- Compliance and Conformance

Transportation models are analytical tools that can be used to assess the impacts of land use and development decisions on the transportation system. Transportation models are based on a complex interaction of relationships between variables: a simple example might be the relationship between changes in the price of gasoline and the number of vehicle-miles traveled or transit ridership. They are tools that can be used to project future transportation conditions to determine the need for and effectiveness of transportation projects and infrastructure improvements. As long as the basic relationships established in a base year model validation remain well behaved over time, a well-designed and validated transportation model should predict transportation conditions with some degree of confidence.

The CMP transportation database consists of data that describes existing and future transportation network conditions and socioeconomic characteristics in a quantitative manner. The databases are a basic input for the VTA Countywide model (CMP model) and are typically updated based on updates to the regional socioeconomic data sets provided by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) and through periodic updates of the transportation networks during updates of the regional and countywide long-range transportation plans.

The CMP model serves several purposes:

1. Evaluating the transportation impacts of major capital improvements on the countywide CMP System—including those contained in the CMP Capital Improvement Program (CIP).
2. Establishing transportation system characteristics for use by Member Agencies in performing transportation impact analyses, developing local transportation models, and preparing deficiency plans.
3. Providing roadway volume and transit ridership forecasts to support planning studies, environmental analysis, project engineering and design.
4. Helping summarize the relationship between land use decisions (approved development projects) throughout the County and the CMP transportation system.

As this list indicates, the CMP model serves as a fundamental tool for achieving the goals of the CMP: improving transportation conditions and air quality in Santa Clara County.

CMP TRANSPORTATION MODEL AND DATABASE REQUIREMENTS

The CMP Statute requires VTA to develop a uniform database and model for evaluating transportation impacts.¹ The Statute specifies the following three requirements for the CMP database and model, which are discussed in detail below:

1. VTA must develop a uniform database and model for use throughout the County.
2. VTA must approve computer models used by local jurisdictions to determine the transportation impacts of land use decisions on the CMP System.
3. The CMP database and model must be consistent with the Metropolitan Transportation Commission (MTC) regional transportation databases and model.

UNIFORM DATABASE AND MODEL

The legislative requirement for a uniform countywide model and database is critical to the success of the overall Congestion Management Program. The CMP model is used to assist in the land use impact analysis program, to help evaluate projects for inclusion in the Capital Improvement Program; to evaluate system-level improvements to the CMP System due to deficiency plans; and to assist with VTA service and project planning.

In 2005, VTA completed the latest major CMP model update, which has improved overall effectiveness by adding detail to Traffic Analysis Zones expanding the number of internal zones from 385 to 1490 and adding zones associated with four new external counties (San Joaquin, Santa Cruz, Monterey, and San Benito) and consistency with the MTC regional model, expanded geographical extent that incorporates surrounding counties, and updated travel patterns and socioeconomic data that reflects Census 2010 data. The 2005 model has since been improved and is referred to herein as the current model. These specific improvements will be described in later sections of this chapter.

LOCAL MODEL CONSISTENCY

In addition to the requirement for developing a countywide model, the CMP Statute requires that models developed by Member Agencies to project local transportation conditions be consistent with the CMP model and database. This is a logical requirement that helps assure

³ California Government Code Section 65089 (c)

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that all Member Agencies are using uniform techniques to evaluate the impacts of development projects.

Returning to the concept of transportation models as tools, it is clear that local transportation models will serve a similar purpose. Local models, however, operate on a different scale. While a countywide model may be able to predict future traffic volumes on a roadway, a local model would be capable of predicting the number of vehicles that turn left at a specific intersection. In general, since local transportation models are able to include more background information they provide more detailed “city-specific” information than a countywide model.

The CMP Technical Standards include Local Transportation Model Consistency Guidelines. These guidelines provide guidance to jurisdictions in developing or modifying their transportation models for consistency with the CMP models. They identify characteristics required of local models and the relationship of transportation models to traffic impact analyses. The most recent version of the Local Transportation Model Consistency Guidelines was adopted by the VTA Board in 2009.

REGIONAL TRANSPORTATION MODEL AND DATABASE CONSISTENCY

Consistency with the regional transportation model and database is one of the most important requirements of the CMP Statute. This section describes the regional model and database and consistency requirements.

MTC Regional Transportation Model — The Metropolitan Transportation Commission (MTC) is responsible for developing the Bay Area’s regional transportation model. MTC has been developing a series of transportation models since the mid-1960s. MTC has recently converted the regional models from trip-based to tour-based models (MTC Travel Model One) and is expected to refine the activity-based models in the very near future. MTC is currently updating the travel analysis zone structure and transportation networks of the regional models. The CMP models are based on the previous version of the MTC transportation planning models known as BAYCAST-90. The BAYCAST-90 travel model demand system was originally developed using 1990 Census data and data from the 1990 regional household travel survey incorporating travel diary data from more than 10,000 households.

ABAG Database — The MTC models use input socioeconomic data prepared by the Association of Bay Area Governments (ABAG). ABAG projections provide estimates of employment, land use, housing, population, and household income at regional, county and census tract levels. ABAG updates its database forecasts every four years. These updates are based on surveys of local land use and development policies as well as revised national, state, and regional forecasting assumptions. The most recent version of ABAG’s officially adopted database for

congestion management application is Projections 2013 (P2013). The P2013 series provide forecasts at five-year intervals from year 2010 to the year 2040. The P2013 regional socioeconomic data represents the Sustainable Communities Strategy scenario as required by California SB 375, and was used in the recently adopted MTC Regional Transportation Plan Bay Area. MTC and ABAG have recently updated the regional growth forecasts in July 2017 (P2017), however, those datasets will not be available until early 2018.

The CMP model currently uses the P2013 data set developed by ABAG. The P2013 ABAG Census Tract level allocations were sub-allocated to the smaller CMP zones based on local development characteristics to reflect the most recently adopted General Plans and specific plans for the cities of San Jose, Santa Clara, Milpitas and Gilroy, and based on the locations of approved development projects, developed in coordination with local jurisdictions. City-level control totals of households, employed residents and jobs were maintained for each jurisdiction in Santa Clara County, however, allocations at the census tract level were different than ABAG, as the growth was reallocated to reflect local approved development plans and projects.

VTA tracks major development project construction activity through an informal data collection process of tracking media reports, visiting sites in the field and communicating with Member Agency staff. During late 2014 and early 2015, VTA utilized this process to develop a “2018 Land Use Scenario” providing a reasonable projection of growth through the year 2018 based on projects under construction or recently completed since early 2014 throughout the county. The year 2018 was selected as the horizon year to coincide with the opening of Phase I of the BART Silicon Valley Extension. VTA intends to continue tracking growth and development in the county to assist in future transportation forecasting efforts and assist in allocating growth from the regional level to the local jurisdiction level.

CMP Model and Database Consistency — The CMP model and database are developed to be consistent with the MTC BAYCAST-90 model equations and the ABAG P2013 databases. MTC prepared updated consistency requirements for the CMP² in 2011. These requirements have not been updated as of fall 2017. Summaries of the checklist outputs are provided to MTC in a separate submittal. More details regarding specific consistency issues are described in the following sections.

CONSISTENCY WITH MTC MODEL

As noted previously, the CMP model was designed to be consistent with the previous MTC Travel Demand Model forecasting system BAYCAST-90 model. The next section provides a

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Appendix B of MTC Resolution No. 3000, June 2011, *MTC Checklist for Modeling Consistency for CMPs*

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general overview of the CMP models and also describes several basic modeling characteristics that are shared between the models.

OVERVIEW OF THE CMP TRANSPORTATION MODELS

The CMP models developed for Santa Clara County and currently in use have undergone a series of revisions and enhancements since the original CMP models developed by the Santa Clara County Center for Urban Analysis (CUA) in 1991. The CUA models were a subarea model with a focus on travel patterns in Santa Clara County for 385 zones with travel into and out of the county treated as volumes to and from approximately 100 external zones. This structure was essentially maintained until early 2001 when the 1099 zone MTC regional model, with an addition of about 100 zones in Santa Clara County, was used to develop forecasts for the BART extension to Santa Clara County feasibility study. Shortly thereafter, a complete restructuring of the CMP models, also referred to as the VTA Countywide model, was developed in 2003 using the 1454 zone MTC BAYCAST-90 regional model as the foundation with significant zone and network detail added within Santa Clara County. That version of the VTA Countywide models also included the addition of transit submodes in the mode choice models, as well as expansion of the model region to include 4 additional counties of Santa Cruz, Monterey, San Benito and San Joaquin. The current VTA Countywide model is quite similar to the models developed in 2003, and has had a variety of improvements to more accurately capture markets not modeled in the MTC BAYCAST-90 models (air-passenger trips, truck vehicle trips and bicycle assignments) and to reflect Federal Transit Administration (FTA) recommendations for purposes of New Starts ridership forecasting. The following sections describe the most important characteristics of the VTA Countywide models (referred to as the CMP model).

Transportation Analysis Zones (TAZ's) — The current CMP model has a more refined zone system in Santa Clara County and San Mateo County than the MTC regional models. Additional zones were added to more accurately reflect and support the added roadway network and to provide more detail in transit rich corridors and dense central business districts. In all, an additional 1,122 zones were added in Santa Clara County, and 156 zones were added in San Mateo County. The new model maintains the use of MTC's zone system in the remaining seven Bay Area counties, but enlarges the full model region and zones to include Santa Cruz, San Benito, Monterey, and San Joaquin Counties.

Highway Network and Transit Network — The roadway network used by the CMP model includes additional detail in both Santa Clara and San Mateo Counties. The current CMP model also includes detailed stop, station and route detail in the transit networks for San Mateo and Santa Clara Counties, yet maintains the MTC roadway and transit networks in the remaining Bay Area counties. The Association of Monterey Bay Area Governments (AMBAG) provided the basis for roadway networks in Monterey, San Benito, and Santa Cruz counties and the San

Joaquin County COG provided roadways for San Joaquin County, however, the detailed networks were simplified to match the coarser zone structure in each of those four added counties. Express lane facilities, representing the MTC 'Backbone' express lanes system for 2040, were coded in the network with a toll facility indicator based on the highway corridor segment and the direction of travel. Differential toll facility codes were required in order to apply specific toll rates to optimize utilization of the express lanes to preserve level-of-service for free carpool users. A recent enhancement added to the CMP model is the explicit assignment of bicycle trips to the bicycle subnetworks. Bicycle travel speeds are a function of observed speeds collected using GPS-enabled devices and the mode choice models were revised to directly consider changes to bicycle travel times based on bicycle infrastructure improvements.

Capacities and Speed — The current CMP model incorporates the area type and assignment group classification system published by MTC in BAYCAST-90. Input free-flow speeds for expressways are slightly lower in the CMP models to more accurately match the travel time for the expressway segments during model validation and improve the assignment match of estimated to observed expressway volumes.

Trip Purposes — The current CMP model uses the same trip purposes used in the BAYCAST-90 model and also uses additional trip purposes not modeled by MTC. CMP model trip purposes include the following:

- Home-based work trips
- Home-based shop and other trips
- Home-based social/recreation trips
- Non-home-based trips
- Air-passenger trips to SFO, San Jose Mineta and Oakland International airports,
- Home-based school: grade school, high school, and college trips
- Light, medium and heavy duty internal to internal zone truck trips

The CMP model uses MTC BAYCAST-90 trip generation equations for trip production and trip attraction functions for all trip purposes listed above. In order to address special markets not included in the MTC trip purposes, the CMP model includes several additional trip purposes beyond those modeled by MTC, including:

- Air-passenger trips to San Francisco International (SFO) Airport and San Jose/Mineta International Airport (SJC) and
- Light, medium and heavy-duty external truck trips

Market Segments — The CMP model adopts the BAYCAST-90 disaggregate travel demand model four income group market segments for the home-based work trip purpose in trip generation, distribution and mode choice. In addition, the CMP model also maintains the three workers per household (0, 1 and 2+ workers) and three auto ownership markets (0, 1 and 2+ autos owned) used in the MTC worker/auto ownership models. Trips by peak and off-peak time period are also stratified in the trip distribution, mode choice and highway and transit assignment models.

External Trips — The CMP model uses a different approach for incorporating inter-regional commuting estimates than MTC. For external zones coincident with the MTC model, MTC interregional vehicle volumes were applied for base year 2000 and adjusted to the future by assuming a 1 percent growth rate per year. For external gateways from San Joaquin County and Santa Cruz, Monterey and San Benito Counties, the incorporation of those counties as internal modeled areas obviated the development of external vehicle volumes for those areas of the CMP models.

Pricing — The CMP model uses MTC pricing assumptions for transit fares, bridge tolls, parking charges, and auto operating costs as assumed in the current 2013 MTC Regional Transportation Plan (RTP) and Sustainable Community Strategies (SCS) update. All prices are expressed in year 1990 dollar values in the models. The CMP model also uses regional express lane toll charges for the AM and PM peak periods that are based on optimizing the level-of-service in the carpool lanes through an iterative process in the highway assignments. Depending on the level of utilization, these toll charges vary by direction, time of day and by specific corridor.

Auto Ownership — The current CMP model applies BAYCAST-90 for auto ownership models to estimate the number of households with 0, 1, and 2+ autos by four income groups in each traffic analysis zone. Walk to transit accessibility measures were incorporated in the auto ownership models consistent with MTC BAYCAST-90 to more logically associate low auto ownership households with transit services. The auto ownership models were last calibrated to match 2010 American Community Survey workers per household and auto ownership by county.

Mode Choice — The mode choice models for BAYCAST-90 include the use of nested structures for most trip purposes, however, explicit estimation of nested structures to consider transit submodes were not included in the model specification⁵. The CMP model adds a nesting

⁵ A nested structure partitions the alternatives into groups (nests) of similarity. The groups can be further generalized into subgroups (subnests) and so on, which has the form of an inversed tree.

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structure for transit submodes of local bus, express bus, Bus Rapid Transit (BRT), light rail, heavy rail and commuter rail underneath the MTC BAYCAST-90 nested structures. Consistent with the BAYCAST-90, mode choice coefficients are preserved by constraining the model to the BAYCAST-90 parameters, except those in transit submode structure. While the CMP model includes a transit submode nest for Bus Rapid Transit (BRT), which is an emerging transit technology in the region, BRT is treated as a local bus mode primarily due to limitations from the combined frequency process in the transit travel time builder used in the CMP models.

Peak Hour and Peak Periods for Highway Assignments — The CMP model uses a three-hour peak period (6 AM to 9 AM) as the basis for determining drive alone, shared-ride, and transit travel times for input to the trip distribution and mode choice models. This was assumed since peak hour travel volumes tend to produce extremely congested conditions for forecast years producing unrealistic volume to capacity ratios and travel times, thus significantly overestimating forecast transit probabilities. The highway assignments produce AM and PM peak hour volumes, AM and PM peak period volumes (5 AM to 9 AM and 3 PM to 7 PM, respectively – each coincident with the time periods of operation for carpools), midday volumes (9 AM to 3 PM) and evening volumes (7 PM to 5 AM). The four time period volumes are then added together to develop daily vehicle volumes.

Vehicle and Transit Assignments — The current CMP model incorporates a methodology analogous to the MTC “layered,” equilibrium assignment process, which distinguishes standard mixed-flow lanes from high-occupancy-vehicle (HOV) lanes. The equilibrium assignment process used in the current CMP model is functionally equivalent to the MTC methodology. The CMP model includes additional vehicle classes in the highway assignments for park-and-ride vehicles and drive-alone and carpool toll vehicles.

Drive-alone and carpool toll vehicles for AM and PM peak periods are estimated using a toll model post-processor that estimates toll volumes based on a comparison of the non-toll and toll travel times and costs. This procedure assumes that toll choice occurs after the decision to choose auto versus transit has already been considered, and therefore does not influence transit mode choice. A toll choice constant for drive-alone and carpool modes was developed based on a calibration of toll volumes estimated by application of the toll model to the I-680 Express Lane and SR 237 Express lane facilities, and a comparison of estimated to observed express lane volumes. It should be noted that by 2035, in order to maintain the operational feasibility of implementing regional express toll lanes, it was assumed that only 3+ occupant carpools would be allowed to travel in the carpool lanes for free. This was assumed for all carpool facilities in the model region, regardless of the presence of express lanes.

In the current CMP model, transit passengers are assigned with a methodology analogous to that used by MTC, with separate assignments for each transit submode and access mode. Assignments are also performed separately for peak and off-peak conditions. A total of eighteen separate transit assignments are run to cover the full combination of transit submode and access modes as well as to estimate transit ridership for air-passengers and external home-based work transit trips from the San Joaquin (ACE, BART and San Joaquin SMART bus) and AMBAG (Caltrain and Monterey Express) model regions.

Model Validation with 2013 Traffic and Transit Volumes — The current CMP model is validated to year 2013 traffic volumes for city jurisdiction level and county-level vehicle-miles stratified by facility type. Four time periods are validated: AM peak hour and peak period (5 AM to 9 AM) and PM peak hour and peak period (3 PM to 7 PM). Daily transit boardings were validated for the year 2013 at the system level for major regional transit operators (Caltrain, BART, MUNI, VTA and AC Transit) and at the route level for VTA light rail, local bus and express bus routes.

TRANSPORTATION MODEL AND DATABASE MAINTENANCE

It is critical to maintain and update a transportation model and database on a regular basis. Elements of the CMP model are updated on an annual basis subject to availability of data used to refine different components of the models. For example, the base year of the CMP Model was changed from 2000 to 2010 and revalidated in 2013 with the availability of new traffic and transit count data. VTA has recently updated the CMP models to reflect new 2010 Census data, data from the American Community Survey as well as incorporating the new ABAG P 2013 data sets. This section describes the local data sources that are used in updating the model as well as the updating process itself.

LOCAL DATA

The CMP annual monitoring process provides a significant amount of local data that is used to update the CMP model. The two main sources of local data are described below.

Observed Traffic Volumes — The VTA CMP and Member Agencies prepare regular reports of actual traffic volumes at CMP System intersections for the PM peak hour conditions; the CMP, as part of the monitoring program, reports traffic volumes at selected freeway locations for both AM and PM peak period (3-hour) conditions. VTA has recently started to collect bicycle and pedestrian data at CMP intersections for the PM peak hour, which will be used to validate the CMP models. MTC and Caltrans also provide observed data on freeways and state highway for total volumes as well as carpool volumes. These data are used to update the countywide database of observed traffic conditions in order to verify relationships and parameters included in the CMP model.

Land Use Trip Assumptions — As part of the Land Use Impact Analysis Program, Member Agencies provide a summary of approved projects and major planning decisions, such as General Plan Amendments, made during the past year. Annual data for the Land Use Impact Analysis Program is submitted in terms of housing and development square feet by use. This data is used by the CMP to develop population and employment changes for use in refining at a more local level the socioeconomic data allocations ABAG provides at the census tract level. VTA also uses parcel data purchased from private companies to verify the base year 2010 and 2013 land use data employment values, based on application of job rates to development square footage by land use classification.

REGIONAL DATABASE AND MODELING UPDATES

CMP Statute requires that the CMP model remain consistent with the ABAG regional database and MTC model. To achieve this, the CMP model is updated on an on-going basis to remain consistent with the regional database and model. Six specific update efforts are described below.

Santa Clara County Land Use Database — To facilitate future planning, Member Agencies and VTA staff have developed an independent, locally generated, and managed land use database. This database will provide information for use in the CMP as well as help to make future ABAG projections more accurate. The database was initialized from parcel data obtained from the Santa Clara County Assessor, and will be improved as Member Agencies verify their existing land use data and as approved projects are added as part of annual land use data submittals.

As Member Agencies complete their verification, the land use database will represent the most accurate, consistent database for current and near-term land use. The database will assist ABAG by providing accurate inputs to floor area, housing, and acreage inventories for their projections. This database is available in the CMP's Geographic Information System (GIS). VTA has recently updated the model databases to reflect the recently adopted ABAG P 2013 data sets.

2010 Census Data Analysis — The Census Bureau, through the American Community Survey, has released 2010 data that was used to update the CMP models for auto ownership, trip distribution and mode choice. VTA has recently recalibrated the CMP models to reflect data from the 2010 Census and American Community Survey.

MTC Transportation Model Changes — MTC periodically issues data, analysis, and projections of information pertinent to the CMP model and assumptions, such as projections of pricing assumptions such as auto operating costs and parking costs. The CMP model and database are

modified as needed to remain consistent with those developed by MTC for its model system, which are typically distributed when the MTC Regional Transportation Plan is updated.

ABAG Data and Projections — — The most recent ABAG projections, P2013, has been updated and incorporated into the CMP model databases.

Parking Facilities and Pricing Inventory — MTC maintains an inventory of peak and off-peak parking charges at the zone level. A current and complete inventory of parking facilities and pricing is required for the internal zone system for the CMP model. The CMP model is consistent with the most recent MTC parking charges used in the RTP 2040 update, Plan Bay Area.

GEOGRAPHIC INFORMATION SYSTEMS MAINTENANCE

VTA maintains model database information in Geographic Information System (GIS) layers, or coverages. Layer information includes roadway and transit networks, bus stop and transit station locations, land-use information including parcel level data, General Plan information, key production and attraction features such as schools, shopping centers, government offices, major employers and employment centers, parks, water features, and open spaces. These GIS layers are periodically updated and refined.

COMPLIANCE AND CONFORMANCE

To be in conformance with the Congestion Management Program, Member Agencies must ensure that their models are consistent with the CMP model using the CMP Local Model Consistency Guidelines. VTA encourages the use of the CMP model by the local Member Agencies in order to ensure consistency, however, member agencies are free to develop their own local models but will be required to produce documentation to demonstrate consistency with the CMP models.

VTA must also ensure that the CMP models are consistent with the MTC regional models. To demonstrate compliance and conformance, MTC has developed a checklist of outputs that are to be produced from the CMP models and compared to a comparable MTC regional forecast year model run. CMP has prepared the checklist outputs from the most recent 2040 model runs and will provide the results in a separate submittal to MTC.

CHAPTER 7 | LAND USE IMPACT ANALYSIS ELEMENT

This chapter describes VTA’s CMP Land Use Impact Analysis Program. The chapter includes the following sections:

- Statutory Requirement and VTA Policy
- Development of the CMP Land Use program
- Elements of the CMP Land Use Program
 - Development Review Program
 - Land Use and Transportation Integration Partnerships
 - Community Design and Transportation (CDT) Program
 - CMP Land Use Database
- Other VTA Activities Related to Land Use
 - VTA Activities Related to Energy and Air Quality
 - Joint Development Program
- Relationship to Regional Initiatives
 - Priority Development Area (PDA) Investment & Growth Strategy
 - Plan Bay Area and SB 375
 - MTC Resolution 3434 TOD Policy
 - AB 1358 – Complete Streets Act
- Compliance and Conformance

STATUTORY REQUIREMENT AND VTA POLICY

An underlying reason for merging the Santa Clara County Transit Agency and the Santa Clara County Congestion Management Agency and creating VTA was to better integrate land-use and transportation decision-making. Both the Transit Agency and the Congestion Management Agency were engaged in various land use and transportation integration efforts, and it was intended that these efforts be enhanced under a combined agency. This emphasis continues to the present, as one of the business themes of VTA’s 2017-2022 Strategic Plan includes the integration of transportation and land use.

The CMP statute (California Government Code: 65089 (b) (4)) requires that the CMP include:

“A program to analyze the impacts of land use decisions made by local jurisdictions on the regional transportation system, including an estimate of the costs associated with mitigating those impacts.”

The Santa Clara County CMA Governing Board discussed the land use impact analysis program requirement of the CMP Statute in detail during development of the 1991 CMP. It realized that the effective integration of land use and transportation had to occur on multiple levels, and that an advocacy role was also needed to influence policy development and community form. The Governing Board adopted a two-stage approach to the land use program. These stages were:

Stage I — Member Agencies utilize a consistent methodology for evaluating the impact of specific development projects on the CMP System and submit a summary of all specific projects approved to the agency as part of the CMP’s annual monitoring process; the agency adds approved development projects to the countywide model and performs a cumulative transportation analysis for informational purposes.

Stage II — State law (AB 1619) vests the entity responsible for the CMP with responsibility for that county’s countywide transportation plan. As part of VTA’s countywide long-range transportation planning process, VTA and its Member Agencies developed land use policies and called for the creation of a new program to influence land use polices and provide incentives for planning future growth in a manner that minimizes the potential negative impacts of development on the countywide transportation system. As a result, the Community Design and Transportation (CDT) Program was created and adopted by the VTA Board of Directors in 2002 as its primary program for integrating transportation and land use. By 2004, all Member Agencies had endorsed the program through formal Council/Board Actions.

The CDT Program includes a comprehensive toolkit for Member Agencies to use in all aspects of transportation and land-use planning, and in developing both public and private development projects. It includes a foundation of key concepts, guiding principles, and specific practices and actions that Member Agencies can use to improve community form and the operation of the transportation systems.

The Stage I Land Use Impact Analysis Program was initiated as part of the 1991 CMP. The Stage II Land Use Program was developed as part of the Valley Transportation Plan 2020 adopted in 2000, and was augmented with the VTA Board adoption of the CDT Program in November 2002. Subsequent updates to VTP have continued to emphasize the importance of the CDT Program.

DEVELOPMENT OF THE CMP LAND USE PROGRAM

The CMP statute clearly intends that local jurisdictions retain their legal authority to make land-use decisions. However, the Statute also makes cities and counties more accountable for the impacts that their land use decisions have on transportation facilities than they have been in the past, both within and outside their boundaries.

Under the CMP Statute, local land use decisions may not degrade Auto Level-of-Service (LOS) below the adopted standard for VTA's CMP Roadway Network (LOS E). If a LOS standard violation is found during the monitoring process, the Member Agency within whose boundaries the violation occurs will be responsible for taking corrective actions or the Member Agency could be found in nonconformance with the CMP.

One potential problem with a strict interpretation of the CMP Statute is that it could encourage new development in outlying areas where there are large tracts of undeveloped land, and where the transportation system is relatively underutilized; that is, where LOS violations are least likely to occur and the impacts of development can be absorbed without triggering mitigation measures. This interpretation of the CMP Statute could be problematic for cities working carefully to manage urban development by encouraging infill development and reducing sprawl. Recognizing this as a potential impediment for focusing growth and infill development in major transportation corridors and cores, the State Legislature has amended the CMP statutes to allow the preparation of Deficiency Plans (called Multimodal Improvement Plans in the VTA CMP) and designation of Infill Opportunity Zones (IOZs).

The VTA CMP continues to promote the increased use of alternative transportation modes, such as transit, bicycling, and walking. In addition to encouraging infill housing and employment growth, transit-oriented development, and mixed-use development in core areas and around major transit facilities it promotes the removal of regulatory barriers. It also underscores the need to balance level of service standards for traffic with the need to build infill, transit-oriented and mixed-use developments within walking distance of transit facilities, downtowns, and town centers. The VTA CMP seeks to give greater flexibility to local governments to balance these sometimes competing needs.

LONG-RANGE OBJECTIVES

The long-term objective of the CMP Land Use Element is to develop land use and transportation initiatives that improve transportation conditions, community livability, and air quality—including the reduction of greenhouse gas emissions—while supporting community goals. For example, many of Santa Clara County's larger cities have relatively mature commercial and residential centers. In these cities, the planning emphasis has shifted from new land development to planning for balanced development within already developed centers – a form of urban revitalization.

These cities are pursuing programs of infill, adaptive-reuse, renewal, mixed-use development, and increasing their density and housing supply. This is often occurring in areas that were formerly devoted to low-density industry.

Smaller and less intensively developed cities may have different planning goals than the larger cities. However, these smaller cities are equally interested in planning objectives that ensure appropriate development, maximize the use of transportation investments and, to the extent possible, prevent unwanted traffic.

In addition to specific land-use planning efforts, VTA, the County and some cities have aggressively pursued and built new transportation facilities that could have a major impact on land-use plans. For example, the light rail system and the Caltrain line offer excellent opportunities for new transit-oriented mixed-use development. VTA is also in the process of bringing BART service to Santa Clara County, which will provide additional opportunities for transit-oriented development. In the long run, transit-oriented development projects in these transit corridors can be expected to optimize the overall benefit of transportation investments.

Application of the CMP Statute in Santa Clara County must recognize the importance of these new land use and transportation initiatives (urban revitalization and transit oriented development) and encourage these initiatives in the future. The long-range (25-year) transportation plan for Santa Clara County, Valley Transportation Plan (VTP) 2040 prepared by VTA, reaffirms VTA's commitments to land use programs and investment strategies. The CDT Program is an integral part of this plan, and land use and transportation integration will remain a key component in future updates of the long-range transportation plan for Santa Clara County.

VTP 2040's objective for integrating transportation and land use through the CDT Program includes the following aspects:

- Designing and managing the transportation system to support concentrated development in selected locations
- Reducing energy use and greenhouse gas emissions
- Providing connectivity in road, bike and pedestrian networks so travelers can choose among many routes and modes
- Using land efficiently and supporting concentrated development with strategies including land use intensification and reuse, transportation investments that minimize right-of-way requirements and limiting land area dedicated to surface parking
- Developing an urban vision that creates sense of place, human scale buildings, vibrant public spaces and as many activities as possible within easy walking distance of each other and transit stops

- Promoting street design standards that consider function and land use context, and providing interconnected multimodal options
- Supporting investments concentrated within the CDT Program’s Cores, Corridors, and Station Areas
- Promoting robust partnerships with member and regional agencies

RESEARCH EVIDENCE ON THE IMPORTANCE OF CONCENTRATED DEVELOPMENT AROUND TRANSIT

Recent research at the national, state and local level has demonstrated the transportation benefits of concentrated development near transit. The following is a brief snapshot of key highlights of this research relevant to VTA’s efforts in these areas.

On the residential side, a 2008 Transit Cooperative Research Program study (TCRP Report 128) noted transit-oriented development (TOD) households typically own fewer cars because they have smaller households and because they may forgo extra cars due to transit’s proximity. The study found that TOD households are also almost twice as likely to not own a car, and own almost half the number of cars of other households. In addition, over a typical weekday period, the study found that 17 surveyed TOD housing projects averaged considerably fewer vehicle trips than estimated by the Institute of Transportation Engineers manual.¹ A study by researchers at the University of California Transportation Center (UCTC) in 2009 looked at parking supply versus demand at 31 multi-family housing projects near rail transit stations in the East Bay and the Portland, Oregon region, and found that parking supply exceeded demand by 25% in the East Bay and 30% in Metro Portland.² And a collaborative research project conducted by San Jose State University and VTA in 2010 indicated that residential TOD properties near rail stations in Santa Clara County may be ‘over-parked’, with supply exceeding demand by more than 20 percent on average.³

On the employment side, the literature review included in TCRP Report 128 notes that the location of jobs accessible by transit influences transit ridership. The report notes that “Systems that generate the highest commute ridership have a high percentage of regional jobs accessible by fast transit. For work trips, proximity to rail stations is a stronger influence on transit use than land

³ Transit Cooperative Research Program (TCRP) Report 128: *Effects of TOD on Housing, Parking and Travel, 2008* (available at http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_128.pdf)"

⁴ Robert Cervero, Arlie Adkins and Cathleen Sullivan, *Are TOD sites Over-Parked?*, University of California Transportation Center (UCTC) Research Paper No. 882, 2009 (available at <http://www.uctc.net/research/papers/882.pdf>)"

⁵ San Jose State University and Santa Clara Valley Transportation Authority, *A Parking Utilization Survey of Transit-Oriented Development Residential Properties in Santa Clara County*, November 2010 (available at <http://www.sjsu.edu/urbanplanning/docs/VTA-TODParkingSurveyReport-Vol1.pdf>)"

use mix or quality of walking environment. Thus, the most effective strategy to increase TOD ridership is to increase development densities in close proximity to transit. Employment densities at trip ends have more influence on ridership than population densities at trip origins. It is critical to locate jobs near transit in order to attract households to TODs.”⁴

ELEMENTS OF THE CMP LAND USE PROGRAM

The Land Use Impact Analysis Program was implemented as part of the 1991 CMP, was modified in 1997, and has been augmented with the development of the Community Design and Transportation Program. Member Agencies have complied with the requirements of the Land Use Impact Analysis Program annually from 1991 to the present.

DEVELOPMENT REVIEW PROGRAM

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

The objectives of the Development Review Program include improving land use/transportation coordination, promoting alternative travel modes, and encouraging a balanced approach to addressing congestion.

There are three tracks under which development review occurs:

1. Projects that require a Transportation Impact Analysis (TIA) Report per CMP guidelines, but do not require environmental clearance. For this type of project, VTA may receive a stand-alone TIA from a member agency, and the review requirements are defined by VTA Congestion Management Program standards.
2. Projects undergoing environmental clearance per the California Environmental Quality Act (CEQA). For this type of project, the public notification and review requirements are defined by the CEQA as well as member agency and VTA standards. A TIA is typically prepared during the environmental process, and the environmental document usually includes the TIA as an appendix.
3. Additional referrals sent to VTA at the discretion of the Member Agency, such as a site plan review or an administrative draft of a planning document. For these referrals, the process and deadlines are established by agreement between VTA and Member Agency staff.

⁶ TCRP Report 128.

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VTA staff prepares a quarterly report summarizing Member Agency projects that are submitted to VTA for review, comments submitted to Member Agencies by VTA staff, as well as projects that VTA previously commented on which were approved during the past quarter and any responses to VTA comments or conditions of approval related to transportation.

2014 TIA Guidelines Update and Relationship to Development Review

VTA requires that Member Agencies analyze the potential transportation impacts of their land use decisions on the CMP System using the Transportation Impact Analysis (TIA) Guidelines adopted by the VTA Board of Directors for all development projects that generate 100 or more net new A.M. or P.M. peak-hour trips. As part of these analyses, Member Agencies must evaluate project impacts and effects on the multimodal transportation, including roadways, transit, and pedestrian and bicycle facilities.

Over the 2012-2014 timeframe, VTA engaged in a comprehensive update of the TIA Guidelines document in response to a number of trends and changes affecting transportation and land use planning in the county and statewide:

- Progress on implementation of Senate Bill (SB) 375 and the Sustainable Communities Strategy with the corresponding emphasis on reductions in automobile trips and Vehicle-Miles-Traveled (VMT) (see “Relationship to Regional Initiatives” below);
- The 2010 updates to the California Environmental Quality Act (CEQA) Transportation checklist, which allowed agencies more flexibility in determining how to perform transportation analysis;
- The release of the 2010 Highway Capacity Manual (HCM), including new Multimodal Level of Service measures (see discussion in Chapter 4);
- Additional emphasis on Complete Streets policies in General Plan Circulation Elements (see “Relationship to Regional Initiatives” below);
- A trend for major development projects in Santa Clara County to pursue aggressive reductions in automobile trip generation (see Chapter 5).

VTA staff began this update process by identifying goals and desired outcomes as well as key areas to address, and gathering input on these topics from VTA’s Member Agencies and other stakeholders. VTA conducted an extensive outreach process of over two years incorporating input from:

- Transportation/engineering and planning staff through the Systems Operations & Management (SOM) and Land Use / Transportation Integration (LUTI) Working Groups of the VTA Technical Advisory Committee (TAC);

- An ad hoc TIA Guidelines Update Technical Working Group (TWG) consisting of Member Agency and Caltrans representatives, who provided input through two web surveys and three in-depth meetings in October 2013, January 2014, and April 2014;
- VTA Advisory Committees and the Congestion Management Program and Planning Committee (CMPP);
- Advocacy, business, development, and policy groups active in Santa Clara County; and
- Major transportation and environmental consulting firms who work in Santa Clara County.

Two of the most important goals of the TIA Guidelines Update were to 1) Emphasize the reduction of automobile trips, and 2) Improve the analysis of alternative modes.

To address the first goal, the updated TIA Guidelines include a new requirement to include a 2-page Auto Trip Reduction Statement (ATRS) at the beginning of each TIA to highlight measures by the project to reduce auto trips, in a format easy to read and understand for decision-makers and the public. VTA also added new options for projects to document trip reductions, including Target-Based Reductions for projects that establish a TDM program with a target for auto trip reduction, monitoring and enforcement; and Peer/Study-Based Reductions when studies of similar projects or similar sites occupied by the project applicant demonstrate comparable trip reductions through survey results or other data.

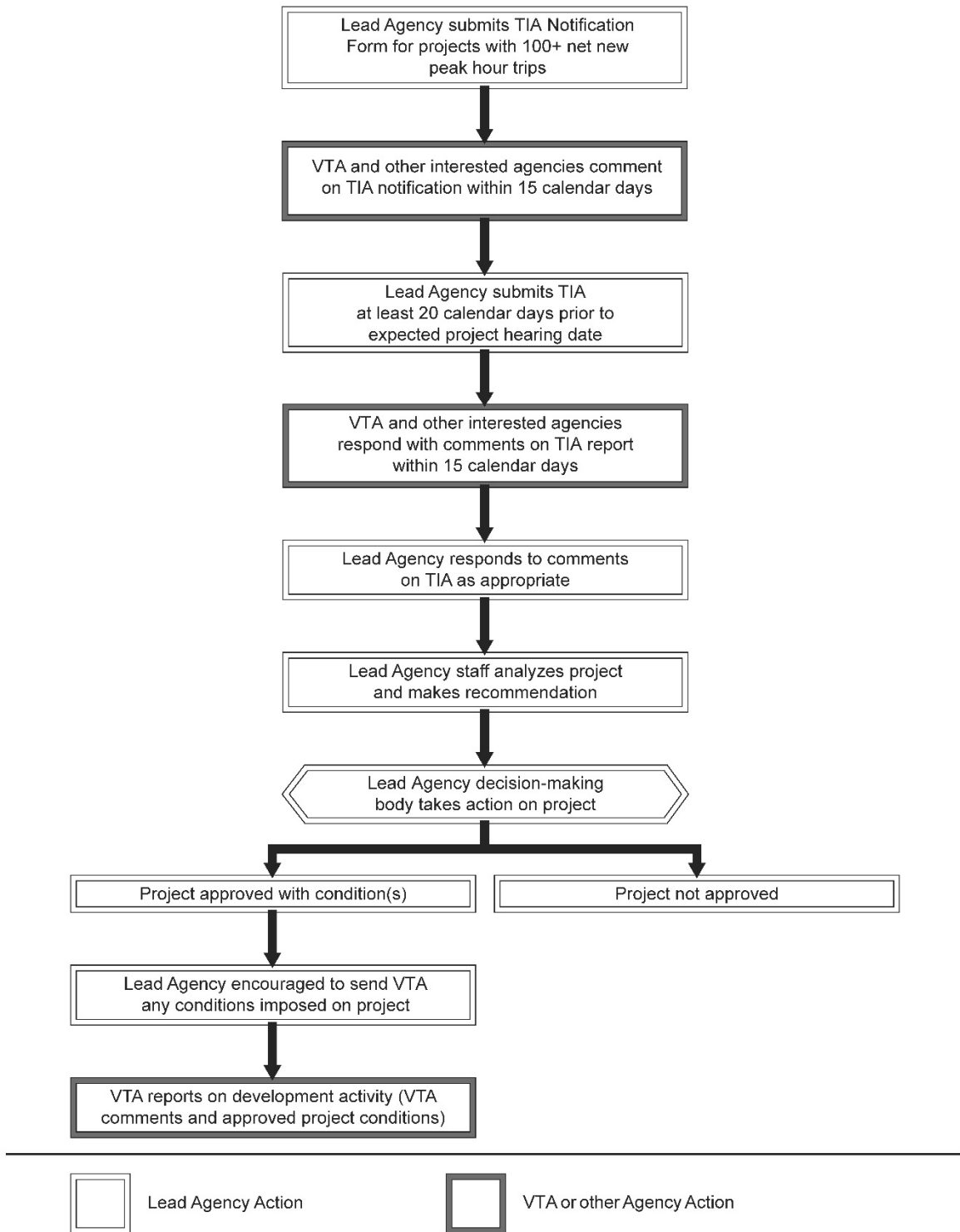
To address the second goal, VTA updated the requirements for pedestrian, bicycle and transit modes to remove the requirement to analyze demand and capacity except for projects that generate unusually large numbers of trips on these modes. For pedestrian and bicycle analyses, the updated TIA Guidelines shift to a Quality of Service (QOS)-based approach, with the specific methodology at the discretion of the Lead Agency. For transit analysis, the updated TIA Guidelines focus on transit delay and transit access/facilities. See Chapter 4 for more information on Pedestrian/Bicycle QOS and Transit Delay as Multimodal Performance Measures.

The CMP TIA Notification and Review Process is illustrated by the flow chart in Figure 7.1. The complete process is described in the CMP TIA Guidelines.

LAND USE AND TRANSPORTATION INTEGRATION (LUTI) PARTNERSHIPS PROGRAM

VTA initiated the Land Use and Transportation Integration (LUTI) Partnerships Program in response to a series of discussions with VTA Advisory Committees, the Congestion Management Program and Planning Committee (CMPP) and the Board of Directors in 2014. The purpose of

FIGURE 7.1 | TRANSPORTATION IMPACT ANALYSIS (TIA) NOTIFICATION AND REVIEW PROCESS



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

VTA staff offers three broad categories of outreach and assistance to Member Agencies:

- Knowledge-building: trainings, blog series, policy discussions;
- Research: development tracking and reporting on trends;
- Technical assistance: providing project-based expertise on land use, urban design, and transportation issues.

Beginning in late 2015, VTA began highlighting major areas of development throughout the county at presentations to VTA Committees and the Board, in collaboration with Member Agency staff. A key component of this effort is to identify transportation solutions to address the cumulative impacts and effects of growth on the multimodal transportation system, ultimately feeding back into VTA's long-range transportation planning efforts.

COMMUNITY DESIGN AND TRANSPORTATION (CDT) PROGRAM

The Community Design and Transportation (CDT) Program was developed to provide a unified framework for VTA's various land use activities. In 2002, the VTA Board of Directors adopted the CDT Program as its primary program to integrate transportation and land use, and adopted the *CDT Manual of Best Practices for Integrating Transportation and Land Use*. Within the next two years, every VTA Member Agency formally endorsed the CDT Program through Board or Council action, pledging to work to implement the guidelines laid out in the CDT Manual in future development. One key element of the CDT Program is the Cores, Corridors and Station Areas (CCSA) framework, which shows VTA and Member Agency priorities for supporting concentrated development in the County. The CCSA framework continues to play an important role in VTA land use activities such as the Development Review Program and VTA's participation in regional initiatives such as Plan Bay Area and the PDA Investment & Growth Strategy (see below for more details about these programs).

The CDT Program has several purposes, including providing a framework where VTA can:

- Influence the design and programming of developments as early as possible in the development process.
- Enhance the effectiveness and efficiency of VTA projects
- Be an advocate for planning and design practices that enhance community livability
- Encourage an increase in non-greenhouse gas-emitting mode shares
- Assist local jurisdictions with planning and developing projects
- Foster joint planning and project development efforts, have more meaningful interaction and coordination with cities and the county regarding land use policy
- Provide leadership through policy, planning, design, and technical innovations
- Assist member agencies with planning, design, research, education and outreach involving the interactions between transportation systems, land use and urban design
- Foster a favorable policy setting to assist decision-makers with supporting the CDT Program, and provide a venue for improved dialogue and partnerships with all stakeholders.

Partnerships and cooperation are fundamental requirements for the long-term effectiveness of the program. To be successful, the CDT Program will work to keep all stakeholders—VTA, member agencies, developers, the business community, and the public—focused on the cumulative benefits of implementing best practices. While immediate payoff opportunities may occasionally surface, incorporating CDT best practices within each new project and implementing incremental changes continually over time will yield the greatest returns. This requires active commitment from both member agencies and VTA.

VTA intends to update the CDT Manual over the coming years to reflect the most recent research and best practices in integrating transportation and land use. This effort will be undertaken in partnership with Member Agencies and other VTA stakeholders to ensure that the program is as useful and effective as possible.

CMP LAND USE DATABASE

One of the most critical aspects of the Land Use Program is gathering information on existing and planned land uses throughout the county. VTA maintains a uniform database of planning-level land use information, which was developed from 1997 to 1999 and is revised annually by Member Agencies as part of the annual CMP monitoring process.

In addition, the CMP land use database assists Member Agencies in their efforts to revise land use forecasts produced at the regional level. These regional forecasts are used in the MTC's Regional Transportation Model and must be used in the CMP countywide transportation model (according to the CMP statute). The CMP land use database structure has been designed to be consistent with the regional agency database in order to facilitate improved information exchange.

Hence, in order to maintain the land use database, the second requirement of the Land Use Impact Analysis Program is that Member Agencies provide VTA with data on two categories of land use decisions:

Approved Projects – Site-specific land use actions that have a sponsor and that have been approved for development according to a defined schedule; and

Major Land Use Planning Changes – Changes in general land use designations for which project-level approval decisions will be required before any construction can begin. Major land use planning decisions include General Plan Amendments, specific plans, area plans, and major zoning revisions.

OTHER VTA PROGRAMS AND INITIATIVES RELATED TO LAND USE

VTA ACTIVITIES RELATED TO ENERGY AND AIR QUALITY

Through partnerships between VTA and its partner agencies, VTA has initiated several activities to support the conservation of natural resources, reduction of greenhouse gases, prevention of pollution and use of renewable energy and materials. These activities also support existing legislative mandates such as AB 32 and SB 375.

Principles that inform VTA's approach to energy and air quality include:

- Look toward existing and new technology for applications in VTA operations
- Place high emphasis on demand for fuel efficient and alternative fuel vehicles
- Encourage private and public organizations to pursue green actions
- Support the development of locally produced green energy sources

VTA's activities in these areas include:

- Proactively implementing VTA's Sustainability Program
- Exploring support from private sector development through its capital and on-going operating programs

- Supporting regional and local advocacy efforts related to land use and transportation integration
- Improving transit by focusing on key corridors where local jurisdictions are committed to land use intensification and on first/last mile connections
- Supporting State and local building codes that require LEED certified construction such as insulation, energy efficient design and passive and active solar design elements

VTA JOINT DEVELOPMENT PROGRAM

VTA envisions its station areas and transit corridors as vibrant, prosperous community assets that create a strong sense of place for transit, pedestrians, and the surrounding community, and are destinations in their own right.

VTA's Joint Development Program furthers the VTP land use goal and objectives as well as the objectives of the CDT Program. The program was adopted by the VTA Board in January 2005 and is designed to secure the most appropriate private and public sector development of VTA-owned property at or adjacent to transit stations and corridors. The VTA Board of Directors adopted a revised Joint Development Policy and Implementation Plan in April 2009. The revised Joint Development Policy provides the appropriate framework to maximize the respective economic values of each real estate asset through consensus-driven, site-appropriate development that also increases transit ridership, creates vibrant community assets and enhances the long-term life of VTA's facilities.

The Joint Development Policy provides a framework for creating and pursuing the highest and best opportunities for development around station areas and corridors. The policy is intended to establish guidelines and procedures for identifying such opportunities to optimize return on investment to VTA. VTA's efforts related to Joint Development also include coordination with local jurisdictions in station area land use planning to establish development patterns that enhance transit use.

RELATIONSHIP TO REGIONAL INITIATIVES

VTA's efforts regarding land use and transportation integration work together with and reinforce initiatives that are occurring at the regional level in the San Francisco Bay Area.

PRIORITY DEVELOPMENT AREA (PDA) INVESTMENT & GROWTH STRATEGY

To encourage a shift towards higher density growth patterns, protect the environment, reduce vehicle miles traveled, and encourage investment in transit, ABAG, along with BAAQMD, MTC, and the Bay Conservation and Development Commission (BCDC) established the FOCUS Program in 2006 and 2007. FOCUS established Priority Development Areas (PDAs) with

incentives for transit oriented development and provided a bridge between local land use decisions and regional development. As part of the update of the Bay Area's Regional Transportation Plan, MTC and ABAG initiated the Priority Development Area (PDA) Investment & Growth Strategy as the successor to FOCUS. Over the past several years, VTA has been working with its Member Agencies, advocacy groups and other interested parties to craft a PDA Investment & Growth Strategy that will be a useful tool to identify needs and resources for the PDAs and allow cities to target improvements to these areas. The most recent report was completed in summer 2017 and was adopted by the VTA Board of Directors in September 2017.

On May 17, 2012, MTC and ABAG adopted the One Bay Area Grant (OBAG) program to distribute federal funds for transportation projects. As part of OBAG, MTC and ABAG adopted general programming policies for the distribution of funds, including a requirement that at least 70% of OBAG investments be directed to PDAs for projects located either in, or serving the PDAs. For future grant cycles, funding may be distributed to those local agencies that have PDAs. With each new round of OBAG funding, VTA will work with its partners to produce a PDA Investment & Growth Strategy Report that will highlight these needs and identify the resources required to address growth.

Through the CDT Program, which preceded FOCUS and the PDA Investment & Growth Strategy, VTA and its member agencies have already made a commitment to developing communities that have focused development served by transit. While several good examples of this type of development have been built in Santa Clara County and more are currently under construction, much work remains to be done. The coming updates of the CDT Manual will assist Member Agencies in these efforts. The majority of areas in the CDT Program Cores, Corridors, and Station Areas framework are included as PDAs in the PDA Investment & Growth Strategy, and some Santa Clara County cities have had other areas designated as PDAs. These locations will be supported by technical and financial assistance from both ABAG and MTC to help plan and develop into complete communities based on the goals of transit connectivity, housing availability and economic vitality.

PLAN BAY AREA AND SB 375

In July 2013, MTC and ABAG adopted 'Plan Bay Area,' which includes the region's Sustainable Communities Strategy and 2040 Regional Transportation Plan. Plan Bay Area marks the Bay Area's first long-range transportation plan to meet the requirements of California's 2008 Senate Bill 375 (Steinberg), which requires each of the State's 18 metropolitan areas to reduce greenhouse gas (GHG) emissions from cars and light trucks. Under SB 375 each region must develop a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS) that promotes compact, mixed-use commercial and residential development that is walkable and

bikeable and close to mass transit, jobs, schools, shopping, parks, recreation and other amenities.

The land use distribution of Plan Bay Area was developed to meet performance targets based on SB 375:

- Help the region achieve its GHG emissions reduction target of reducing per-capita CO2 emissions from cars and light-duty trucks by 7 percent by 2020 and by 15 percent by 2035; and
- House 100 percent of the region’s projected 25-year population growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents.

To help achieve these goals, the 2013 Plan Bay Area envisions 80% of all new housing and 66% of all new jobs to be located in PDAs. In July 2017, the regional agencies adopted an updated RTP/SCS, Plan Bay Area 2040, which continues to emphasize concentrated housing and job growth in PDAs.

VTA, as the Congestion Management Agency for Santa Clara County, was actively involved in the development of the SCS and the RTP and served as a liaison between the regional agencies and VTA’s Member Agencies in these efforts. Through VTA’s own initiatives including the CDT Program, Land Use Impact Analysis Program, and Joint Development Program, VTA has long supported the goal of integrating land use and transportation planning that the SCS and RTP strives to achieve. VTA is committed to supporting local and regional efforts intended to give people more transportation choices, create more livable communities and reduce energy consumption and the pollution that causes climate change.

MTC RESOLUTION 3434 – REGIONAL TRANSIT EXPANSION PROGRAM AND TOD POLICY

As part of the 2001 update to the Regional Transportation Plan (RTP), MTC developed an associated Regional Transit Expansion Program (RTEP) that identified a list of high-priority rail and express/rapid bus improvements to improve mobility and enhance connectivity throughout the Bay Area. MTC adopted a Transportation and Land Use Platform that calls for supportive land use plans and policies to support transit expansions in Resolution 3434. In 2005, MTC amended Resolution 3434 to include a Transit-Oriented Development Policy that establishes specific housing thresholds for these transit extensions, requires station area plans, and establishes corridor working groups.

One transit extension project in Santa Clara County is identified in the MTC Resolution 3434 TOD Policy – the BART extension from Fremont to San Jose/Santa Clara. The TOD Policy calls for a minimum threshold of 3,850 housing units per station area, averaged for the corridor starting from the existing end station (Fremont) to the end of the extension (Santa Clara). The TOD

Policy specifies that to meet the corridor level thresholds, within a half mile of all stations a combination of existing and planned land uses must meet or exceed the overall corridor threshold for housing. New below-market housing units will receive a 50 percent bonus toward meeting the corridor threshold (i.e., one planned below-market housing unit counts for 1.5 housing units for the purposes of meeting the corridor threshold).⁵

VTA, as the sponsor for the BART extension project to Milpitas, San Jose, and Santa Clara, is actively working with the cities along the corridor and other stakeholders to plan for future housing and employment intensification, station access needs, pedestrian- and bicycle-friendly design, and infrastructure improvements in the vicinity of the six stations in the BART Silicon Valley extension. As of 2017, station area planning efforts have been completed for Milpitas Station, Santa Clara Station, and Diridon Station in San Jose. Planning efforts are also ongoing for the Berryessa Station and the Alum Rock Station in San Jose, involving coordination between VTA, the City of San Jose, CommUniverCity, San Jose State University, several neighborhood associations, and local land owners. VTA is also initiating a BART Phase II Transit-Oriented Development Strategy Study to develop updated and implementation-focused TOD strategies for the Alum Rock, Downtown San Jose, and Santa Clara Stations.

AB 1358 - COMPLETE STREETS ACT

The California Complete Streets Act of 2008 requires counties and cities making revisions to the circulation element of their general plans from January 2011 onward to plan for a balanced, multimodal transportation network that meets the needs of all users of the roadways. These users include bicyclists, pedestrians, motorists and persons of all ages and abilities. The intent of Complete Streets is to provide multimodal networks that are safe, convenient and well maintained with the goals of reducing greenhouse gas emissions and vehicle miles traveled and improving public health.

VTA and its member agencies support this initiative and VTA is currently working on a variety of Complete Streets efforts that will complement the update of the CDT Program. These efforts will assist member agencies in planning, designing and implementing projects that include the following key elements:

- Multimodal design – Incorporating street designs that accommodates all travel modes where appropriate
- Capacity/Continuity – Maximizing efficient use of the roadway and implementing consistent street designs on corridors that travel through multiple cities
- Technology – Using technology to improve safety and roadway operations

⁷ MTC Regional Transit Expansion Program of Projects (MTC Resolution 3434) TOD Policy, July 27, 2005, Attachment D-2."

- Connectivity – Improving access for all transportation modes to major destinations
- Maintenance – Including plans for preserving the multimodal networks

As a part of VTA’s Complete Streets efforts, VTA is currently leading three Complete Streets corridor studies in coordination with member agencies, along the Story-Keyes, Tasman, and Bascom corridors.

COMPLIANCE AND CONFORMANCE

Member Agencies provide data to VTA annually in the CMP Monitoring Report following the process described in the CMP Monitoring and Conformance Requirements. The data provided includes all approved development projects and major land use planning changes made during the past year. This data is used to update the CMP countywide transportation model. In order to conform to the CMP, Member Agencies must submit the Annual Land Use Monitoring Report to VTA for the year ending June 30, by December 1 of each year.

When VTA’s cumulative analysis of all approved projects produces a finding of potential nonconformance caused by project-related trips on the CMP System, the Member Agency or Agencies will be advised that nonconformance – the actual violation of Auto LOS Standards on an intersection or road segment of the CMP System – is imminent. Under those circumstances, the Member Agencies may be required to identify strategies to maintain conformance. These strategies will affect projects that have not yet been approved that could further degrade the LOS on the same intersection or road segment. Member Agencies may propose to add mitigation measures, to defer approvals, or to prepare Multimodal Improvement Plans that contain system-wide or multimodal improvements.

If the analysis of a land use planning decision shows that the proposed land use changes may contribute to a future violation of Auto LOS standards, subsequent reports must demonstrate that future land use plans and/or transportation improvements will prevent LOS violations, or that an approved Multimodal Improvement Plan will be applied to achieve systemwide improvements.

CHAPTER 8 | CAPITAL IMPROVEMENT PROGRAM

This chapter describes Santa Clara County's CMP Capital Improvement Program (CIP). It contains the following sections:

- Introduction
- Capital Improvement Program Funding
- CIP Project Lists

INTRODUCTION

The Capital Improvement Program (CIP) is a list of capital projects designed to improve transportation conditions and air quality in Santa Clara County. The CIP describes major transportation projects proposed by Member Agencies and Caltrans and includes projects funded by a variety of funding sources. The CIP does not include transit projects funded solely through Federal Transit Administration (FTA) formula funds (Sections 5307 and 5309) or Transportation Development Act (TDA) Sections 4 and 4.5 funds. These projects are included in the VTA, Caltrain and ACE Short Range Transit Plans (SRTPs).

The CMP statute requires that the CMP contain a Capital Improvement Program that accomplishes the following objectives:

- Maintains or improves the performance of the multimodal system for the movement of people and goods.
- Mitigates the impacts of land use decisions on the Regional Transportation System.
- Conforms to air quality mitigation measures included in state and federal air quality plans.
- Preserves the investment in existing facilities.

LOCAL POLICIES FOR CIP DEVELOPMENT

In 1992, the Santa Clara County CMA Governing Board adopted several specific policies (in addition to the statutory requirements for CIP projects) to guide the development of the Capital Improvement Program. These policies were used in conjunction with the regional criteria for project selection and other program-specific criteria to develop the CIP. The VTA Board of Directors revised these policies as a result of the November 2001 election and January 2009 adoption of its long-range Countywide Transportation Plan, Valley Transportation Plan 2035 (VTP 2035). They are listed as follows:

- Future discretionary Federal and State programming is limited to pedestrian, bicycle and roadway projects (Adopted October 5, 2000).

- Santa Clara County’s STIP submittal will be formulated to be consistent with the adopted long-range Countywide Transportation Plan.
- Project sponsors in Santa Clara County will provide at least twenty percent of total project cost in local matching funds where appropriate.
- All projects submitted for funding must be on or benefit the adopted CMP System.
- Transportation improvements should support higher density development around transit stations, thus promoting the use of transit and other alternatives to the single-occupant vehicle in Santa Clara County.
- Improvements that make existing developments more pedestrian and bicycle-friendly, support HOV and transit users, and improve passenger safety and convenience are encouraged.
- Transportation improvements should support land-use policies that encourage well-designed infill and mixed-use development.
- Whenever possible, roadway projects shall improve, or at least not reduce, outside lane widths (or bicycle lanes) to provide for safe bicycle travel.

CAPITAL IMPROVEMENT PROGRAM FUNDING

The VTA Board adopted the Valley Transportation Plan 2040 (VTP 2040) in October 2014. VTP 2040 addresses transportation-related projects and actions in Santa Clara County that involve participation by VTA and its associated agencies, impact inter-jurisdictional travel, or are regional in nature. These investments are location-specific improvements for four modes of travel: roadway (including HOV and ITS), transit, bicycle, and pedestrian. The following sections describe funding programs for the 2017 CIP.

SURFACE TRANSPORTATION PROGRAM (STP) / CONGESTION MITIGATION - AIR QUALITY PROGRAM (CMAQ)

STP funds are used to address congestion problems by funding planning, rehabilitation and improvement projects across all transportation modes. CMAQ funds are used to implement the transportation provisions of the 1990 Federal Clean Air Act and are allocated only to areas designated as non-attainment areas. The Bay Area is currently a non-attainment area.

The STP and CMAQ funding programs are part of the Fixing America’s Surface Transportation (FAST) Act (Pub. L. No. 114-94). On December 4, 2015, President Obama signed this act into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public

transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs US DOT manages, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects.

REGIONAL IMPROVEMENT PROGRAM (RIP) AND INTERREGIONAL IMPROVEMENT PROGRAM (IIP)

Senate Bill 45 (SB-45) was signed into law in 1997. This legislation directed funds from the State Highway Account (SHA) into three funding categories:

1. Regional Improvement Program (RIP) – 75 percent
2. Interregional Improvement Program - Rural Interregional – 15 percent
3. Interregional Improvement Program - Discretionary – 10 percent

Seventy-five percent of the consolidated funds are allocated to the regions as Regional Improvement Program funds. The Metropolitan Transportation Commission (MTC) programs these funds through the State Transportation Improvement Program (STIP) process, with final approval by the California Transportation Commission (CTC).

The remaining 25 percent is allocated to the two categories of the Interregional Improvement Program (IIP). Fifteen percent is allocated to projects outside of the urbanized areas (IIP – 15 percent Category). The remaining 10 percent may be programmed on any interregional project at the discretion of Caltrans and CTC. All IIP funds are programmed by Caltrans, through the Interregional Transportation Improvement Plan (ITIP) process, with final approval by CTC. The regions may work with Caltrans for combined RIP and IIP funding of projects in the ITIP and/or petition for the nomination of particular projects in the ITIP. However, the ability to nominate projects for the ITIP rests solely with Caltrans. In the past, Caltrans has nominated and the CTC has programmed IIP funds to projects within Santa Clara County.

TRAFFIC CONGESTION RELIEF FUND

On July 6, 2000, the governor signed Assembly Bill 2928 into law. This bill established the Traffic Congestion Relief Fund (TCRF) to provide funding for specific congestion relieving transportation projects around the State. The bill made \$914.5 million available for projects and to Santa Clara County; TRCF funding was prioritized for Prop. 42 funds until 2008, however Prop. 42 funds were diverted on multiple occasions and the prioritization period ended with a significant back-log of un-allocated funds. The CTC adopted a TCRP allocation plan in 2008 based on Prop. 42 payback schedules and tribal gaming receipts that were anticipated at the time, and prioritized the remaining projects into two tiers based on their delivery schedules.

The Prop. 42 payback revenues are directed to the first tier, with anything remaining in a given year, and the tribal gaming receipts directed to the second tier. VTA's BART extension project is in the first tier, and accounts for half of each year's guaranteed revenues until 2015. VTA received the final allocation in July 2015.

SENATE BILL 1

Senate Bill 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. This legislative package invests \$54 billion over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. These funds will be split equally between state and local investments.

2000 MEASURE A , 2008 MEASURE B , AND 2016 MEASURE B SALES TAX FUNDS

In November 2000, the voters of Santa Clara County approved Measure A, a 30-year countywide ½-cent sales tax to be collected by VTA and used to fund specific transit projects and programs. 2000 Measure A took effect in April 2006, immediately after the expiration of the 1996 Measure B ½-cent sales tax, and will continue for 30 years until 2036.

In November 2008, the voters of Santa Clara County approved Measure B, a 1/8-cent sales tax for the purpose of funding the operations and maintenance of the 16.1 mile BART extension into Santa Clara County and for providing VTA's contributions to BART's system wide capital reserve. The tax is limited to 30 years.

In November 2016, the voters of Santa Clara County approved Measure B. Revenues will fund various transportation projects in Santa Clara County. These projects range from local streets and roads repair, bicycle/pedestrian improvements, and building Caltrain grade separations to funding Phase II of the BART extension. Due to ongoing litigation, 2016 Measure B revenue is being held in an escrow account "until the legality of the tax is finally resolved by a final and non-appealable decision..." (California Revenue and Taxation Code, Rev. & Tax. Code § 7270(c).)

TRANSPORTATION FUND FOR CLEAN AIR

The Transportation Fund for Clean Air (TFCA) is generated by a \$4.00 surcharge on vehicle registrations. The Bay Area Air Quality Management District (BAAQMD) administers these funds in the nine-county Bay Area. Funds are available for allocation to alternative fuels, arterial management, bicycle, and trip-reduction projects that reduce vehicle emissions.

BAAQMD returns 40% of these funds to the county in which they are collected for allocation by a "program manager." This fund is called the TFCA Program Manager Fund. VTA is the program manager for Santa Clara County and project sponsors apply directly to VTA for funding. The VTA Board of Directors allocates these funds to projects in Santa Clara County, following criteria developed by VTA and its Member Agencies and subject to approval by BAAQMD. The

remaining 60% of the funds are dedicated to a regional discretionary program managed directly by the BAAQMD.

SANTA CLARA COUNTY EXPRESS LANES REVENUE

In 2004, the State passed legislation (AB 2032, Dutra) giving VTA the authority to implement express lane operations in up to two routes in Santa Clara County. VTA completed an Express Lane Study that identified candidate routes, which are listed below as part of the Highway Program of projects.

In 2012, VTA opened the first express lane in Santa Clara County on the SR 237/I-880 connector ramp. During FY 2013, the express lane produced toll revenues of \$1,049,000, exceeding the projection of \$592,000, while the total expenses incurred were below projections at \$535,000.

VTA estimates that express lane projects will generate approximately \$1.01 billion in revenues (net of operating and maintenance expenses) through 2040 that will be used for transit services and other transportation improvements in the express lanes corridors.

2010 MEASURE B VEHICLE REGISTRATION FEE

In 2010 the voters of Santa Clara County approved a \$10 increase in the motor vehicle registration fee for transportation-related projects and programs. Funds are distributed to the County of Santa Clara based on the County's percentage share of the total roadway lane mileage recorded in Caltrans' California Public Road Data report. The remaining funds are distributed to the incorporated cities within Santa Clara County based on each city's percentage share of the total county population as reported by the California Department of Finance. Roadway mileage and population shares are updated annually.

Eligible Project Categories include:

1. Pavement Rehabilitation/Reconstruction
2. Traffic Control Signals, Traveler Information & Safety Devices
3. Curb & Gutter Rehabilitation/Reconstruction
4. Roadway-Related Facilities to Improve Safety
5. Automobile-Related Environmental Mitigation including Roadway Sweeping & Litter Control
6. Intelligent Transportation System Technologies (transportation-related technologies including traffic control signals, safety and traveler information systems)

7. Countywide Environmental Mitigation related to pollution caused by autos and trucks
8. Matching funds for Federal/State/Regional transportation grants applied to any roadway transportation project included in the adopted Valley Transportation Plan

CIP PROJECT LISTS

The Capital Improvement Program is developed in accordance with the regionally adopted multimodal criteria for project selection. The criteria emphasize maintaining and sustaining the existing transportation system, improving its efficiency and effectiveness through congestion relief, safety improvements and consideration of freight movement, expanding the system, and accounting for external impacts on land use and air quality.

The CMP statute requires that capital improvement programs be submitted to the regional planning agency (the Metropolitan Transportation Commission in the Bay Area) for inclusion in the Regional Transportation Improvement Program (RTIP) and the Transportation Improvement Program (TIP). The statute then specifies that the regional agency shall:

1. Evaluate the consistency between the program and the regional transportation plans pursuant to Section 65080.
2. Find the program to be consistent and incorporate it into the regional transportation improvement program as provided for in Section 65082. If the regional agency finds the program is inconsistent, it may exclude any project in the Congestion Management Program from inclusion in the regional transportation improvement program.

The following pages contain the project lists constituting the Capital Improvement Program, listed, by mode, in Tables 8.1 through 8.8. Readers seeking additional information about a specific project should consult the project listing in the Transportation Improvement Program (<http://www.mtc.ca.gov/funding/tip/index.htm>).

TABLE 8.1 | CAPITAL IMPROVEMENT PROJECTS: HIGHWAY PROJECTS (\$ IN THOUSANDS)

Project Name	TIP ID	Sponsor	Total Funds	Discretionary	Local
US 101 / Mabury New Interchange	SCL070004	VTA	\$20,750	\$0	\$20,750
Total			\$20,750	\$0	\$20,750

TABLE 8.2 | CAPITAL IMPROVEMENT PROJECTS: EXPRESS LANE PROJECTS (\$ IN THOUSANDS)

Project Name	TIP ID	Sponsor	Total Funds	Discretionary	Local
US 101 Express Lanes	SCL110002	VTA	\$431,000	\$0	\$431,000
SR 85 Express Lanes	SCL090030	VTA	\$176,000	\$4,800	\$171,200
SR 237 Express Lanes: North 1 ST Street to Mathilda Ave	SCL110008	VTA	\$27,000	\$1,600	\$25,400
Total			\$634,000	\$6,400	\$627,600

TABLE 8.3 | CAPITAL IMPROVEMENT PROJECTS: EXPRESSWAY PROJECTS (\$ IN THOUSANDS)

Project Name	TIP ID	Sponsor	Total Funds	Discretionary	Local
San Tomas Expressway Widening	SCL110007	Santa Clara County	\$56,100	\$0	\$56,100
Total			\$56,100	\$0	\$56,100

TABLE 8.4 | CAPITAL IMPROVEMENT PROJECTS: LOCAL STREETS PROJECTS (\$ IN THOUSANDS)

Project Name	TIP ID	Sponsor	Total Funds	Discretionary	Local
Charcot Avenue Extension over I-880	SCL090003	San Jose	\$30,200	\$0	\$30,200
Coleman Avenue Widening from I-880 to Taylor Street	SCL090005	San Jose	\$13,000	\$0	\$13,000
SR 237/US 101/Mathilda Interchange Modifications	SCL130001	VTA	\$40,000	\$0	\$40,000
Total			\$83,200	\$0	\$83,200

TABLE 8.5 | CAPITAL IMPROVEMENT PROJECTS: PAVEMENT MANAGEMENT (\$MILLIONS)

Project Name	TIP ID	Sponsor	Total Funds	Discretionary	Local
Monterey Road Preservation	SCL130043	Morgan Hill	\$1,690	\$1,379	\$311
San Jose Citywide Pavement Management Program	SCL130005	San Jose	\$13,200	\$11,531	\$1,669
Winchester Blvd. Overlay Project	6590	Campbell	\$554	\$1,171	\$1,725
Cupertino Pavement Management	6605	Cupertino	\$879	\$769	\$110
Fremont Avenue Overlay	6678	Los Altos	\$515	\$306	\$179
Street Resurfacing Project 2018	6672	Milpitas	\$1,819	\$1,609	\$210

Project Name	TIP ID	Sponsor	Total Funds	Discretionary	Local
Dunne Avenue Pavement Rehabilitation Project	6701	Morgan Hill	\$1,252	\$857	\$395
West Middlefield Road Improvements	6690	Mountain View	\$1,550	\$1,136	\$414
Palo Alto OBAG2 Street Resurfacing	6636	Palo Alto	\$1,179	\$1,009	\$170
Tully Road Improvement Project	6647	San Jose	\$16,711	\$8,599	\$8,112
McKee Road Improvement Project	6648	San Jose	\$16,757	\$8,623	\$8,134
San Jose Pavement Maintenance	6652	San Jose	\$18,137	\$14,597	\$3,540
Santa Clara Streets and Roads Preservation	6670	Santa Clara	\$3,413	\$2,356	\$1,057
Capitol Expressway Pavement Rehabilitation	6748	Santa Clara County	\$5,648	\$5,000	\$648
McKean Road Pavement Rehabilitation	6747	Santa Clara County	\$1,920	\$1,700	\$220
Uvas Road Pavement Rehabilitation	6747	Santa Clara County	\$1,700	\$220	\$1,921
Total			\$87,695	\$61,176	\$26,489

TABLE 8.6 | CAPITAL IMPROVEMENT PROJECTS: TRANSIT (\$ in THOUSANDS)

Project Name	TIP ID	Sponsor	Total Funds	Discretionary	Local
BART - Warm Springs to Berryessa Extension	SCL110005	VTA	\$2,521,899	\$1,242,520	\$1,279,379
BART - Berryessa to San Jose Extension	BRT030001	VTA	\$4,944,676	\$360,340	\$4,584,336
LRT Extension to Vasona Junction	SCL090040	VTA	\$176,000	\$0	\$176,000
Stevens Creek Bus Rapid Transit	SCL110010	VTA	\$161,507	\$713	\$160,794
Capitol Expressway LRT Extension	SCL050009	VTA	\$293,9000	\$57,540	\$236,360
El Camino Real Bus Rapid Transit	SCL110009	VTA	\$233,700	\$0	\$233,700
San Jose International Airport People Mover	SCL090019	VTA	\$50,000	\$0	\$50,000
Total			\$8,381,682	\$1,661,113	\$6,720,569

TABLE 8.7 | CAPITAL IMPROVEMENT PROJECTS: SYSTEMS OPERATION AND MANAGEMENT PROGRAM (\$ IN THOUSANDS)

Project Name	TIP ID	Sponsor	Total Funds	Discretionary	Local
Sunnyvale Traffic Signal Upgrades	6632	Sunnyvale	\$2,899	\$2,566	\$333
Total			\$2,899	\$2,566	\$333

TABLE 8.8 | CAPITAL IMPROVEMENT PROJECTS: BICYCLE/PEDESTRIAN AND "LIVABLE COMMUNITIES" PROJECTS (\$ IN THOUSANDS)

Project Name	TIP ID	Sponsor	Total Funds	Discretionary	Local
New Ronan Channel and Lions Creek Trail	SCL110032	Gilroy	\$1,929	\$1,706	\$223
Montague Expy Ped Bridge at Milpitas BART Station	SCL130040	VTA	\$841	\$744	\$97
Bay Trail Reach 9	SCL050082	San Jose	\$2,378	\$675	\$1,703
Coyote Creek Trail	SCL050083	San Jose	\$14,769	\$3,674	\$11,095
Los Gatos Creek Trail Reach 5 Bridge Crossings	SCL110029	San Jose	\$4,600	\$1,250	\$3,350
Adobe Creek/ Highway 101 Bicycle Pedestrian Bridge	SCL130041	Palo Alto	\$9,500	\$4,000	\$4,500
San Jose Pedestrian Oriented Traffic Signals	SCL130010	San Jose	\$3,472	\$3,000	\$472
San Tomas Aquino Spur Trail Phase 2	SCL130022	Santa Clara County	\$4,594	\$3,234	\$1,360
San Jose Meridian Bike/Ped Improvements	SCL130004	San Jose	\$1,674	\$1,150	\$524
St. Johns Bikeway and Pedestrian Improvements	SCL130011	San Jose	\$1,500	\$1,185	\$315
East San Jose Pedestrian Improvements	SCL110121	Santa Clara County	\$2,660	\$2,128	\$532
Miramonte Ave. Bike/Ped Access Improvements	6700	Los Altos	\$1,000	\$581	\$1,581
Waverley, E. Meadow & Fabian Enhanced	6655	Palo Alto	\$919	\$480	\$1,399

Project Name	TIP ID	Sponsor	Total Funds	Discretionary	Local
Bikeways					
Mt. Pleasant Bike/Ped Traffic Safety Improvements	6657	San Jose	\$1,000	\$860	\$1,860
San Tomas Aquino Creek Trail Underpass	6634	Santa Clara	\$2,449	\$1,271	\$3,069
Saratoga Creek Trail Phase 1	6635	Santa Clara	\$3,735	\$1,591	\$5,326
Hetch-Hetchy Trail Phase 1	6668	Santa Clara	\$790	\$504	\$1,250
Java Road Diet and Bike Lanes	6566	Sunnyvale	\$500	\$133	\$633
Fair Oaks Bikeway Phase 2	6619	Sunnyvale	\$783	\$208	\$991
Lawrence Station Area Sidewalks & Bike Facilities	6627	Sunnyvale	\$500	\$133	\$633
Bike/Ped Infrastructure Improvements	6764	Sunnyvale	\$919	\$244	\$1,163
Almaden Ave & Vine St Safety Improvements	SCL090004	San Jose	\$1,815	\$1,500	\$315
Saratoga Village Sidewalk Rehabilitation	SCL130027	Saratoga	\$183	\$162	\$21
Prospect Road Complete Streets	SCL130026	Saratoga	\$4,765	\$4,205	\$560
Capitol Expressway ITS and Bike/Ped Improvements	SCL130037	County of Santa Clara	\$9,400	\$7,500	\$1,900
East San Jose Bikeways	SCL130016	San Jose	\$2,532	\$2,000	\$532
Sunnyvale/Saratoga Road Bike/Ped Safety	SCL130028	Sunnyvale	\$663	\$524	\$139

Project Name	TIP ID	Sponsor	Total Funds	Discretionary	Local
Enhancmts.					
Maude Avenue Bikeway and Streetscape	SCL130030	Sunnyvale	\$880	\$695	\$185
Fair Oaks Avenue Bikeway and Streetscape	SCL130029	Sunnyvale	\$1,210	\$956	\$254
SRTS Ped Infrastructure Improvements	SCL130032	Sunnyvale	\$1,900	\$1,570	\$330
Arastradero Road Schoolscape/Multiuse Trail	SCL130034	Palo Alto	\$1,502	\$1,000	\$502
Jackson Ave Bicycle and Pedestrian Improvements	SCL130007	San Jose	\$1,899	\$1,500	\$399
Eden Avenue Sidewalk Improvements	6640	Campbell	\$555	\$175	\$582
El Camino Real Pedestrian Safety and Streetscape	6630	Palo Alto	\$4,655	\$709	\$5,300
West San Carlos Urban Village	6752	San Jose	\$7,932	2,168	\$10,100
Santa Clara School Access Improvements	6669	Santa Clara	\$1,145	\$504	\$1,649
Saratoga Village Crosswalks and Sidewalk Rehab	6664	Saratoga	\$338	\$84	\$422
Peery Park "Sense of Place" Improvements	6631	Sunnyvale	\$2,686	\$714	\$3,400
East Sunnyvale Area "Sense of Place	6617	Sunnyvale	\$3,047	\$810	\$3,856
Homestead High School Improvements	6763	Sunnyvale	\$1,000	\$265	\$1,265
Total			\$49,890	\$33,910	\$16,478

CHAPTER 9 | MONITORING AND CONFORMANCE ELEMENT

BACKGROUND

State statute sections 65089.1 and 65089.2 identify a number of program elements and responsibilities pertaining to the establishment of a Congestion Management Program. Section 65089.3 charges the Congestion Management Agency with monitoring all elements of the program on a biennial basis. VTA, as the CMA for Santa Clara County, meets and exceeds this requirement.

Specifically, the CMA must monitor the level of service on the CMP roadway network (Freeways, State Highways and Principal Arterials) as well as the impacts of land use changes to determine whether Member Agencies are conforming to the CMP. The CMA must also ensure that its Member Agencies are meeting transportation impact analysis submittal requirements. Failure to conform to the CMP may result in the withholding of Member Agency Proposition 111 (1991) gas tax revenue.

Monitoring findings are released each spring in the Monitoring and Conformance Report after receiving months of input from VTA's Systems Operations & Management Working Group and other Member Agency staff. The Report is reviewed by VTA's Advisory and Standing Committees and is ultimately approved by the Board of Directors.

AUTO LEVEL OF SERVICE STANDARD

Statute 65089 (1)(A) identifies auto Level of Service (LOS)—a sliding A through F scale where LOS A indicates no traffic congestion and LOS F indicates significant congestion—as the measure to apply to CMP network operation. The statute establishes LOS E as the minimum CMP auto LOS standard. CMP facilities operating below LOS E will be considered non-conforming. CMP facilities operating below LOS E prior to 1991 are exempt from meeting the LOS standard. Further discussion of the VTA CMP auto LOS standard is provided in Chapter 3 of this document.

SCOPE OF THE MONITORING PROGRAM, RESPONSIBILITY AND METHODOLOGY

Below is a discussion of how data is collected and analyzed for conformance for each section of the Monitoring Program. In some areas the methodology is mandated by the CMA legislation. In other areas the CMA and Member Agencies have collaborated to determine the proper methodology. Detailed discussions of level of service methodology can be found in VTA's Traffic Level of Service Analysis Guidelines. Further information about the methodology for data collection in the monitoring program is included in the 2014 Monitoring and Conformance

Report. This section also indicates whether the Member Agencies or VTA are responsible for monitoring, and how often the monitoring takes place.

FREEWAYS (VTA RESPONSIBILITY, UNDERTAKEN ANNUALLY)

Each fall, VTA collects AM and PM peak period data for the freeways in the CMP network. Since 1997, the VTA has used aerial photography to collect a comprehensive set of data for every freeway segment. The aerial photographs are used to measure traffic density, which forms the basis to calculate LOS as well as speed and flow rates based on a density-speed curve.

Transition to Big Data

In 2014, VTA initiated a study that investigated freeway data collection techniques that utilize innovative new methodologies, namely Big Data.¹ VTA staff worked with a consultant to apply this methodology to the CMP Monitoring and Conformance Program. Using the 2014 monitoring study, the aerial photography method was utilized but was compared side-by-side with data collected at the same times and locations by video camera, the Caltrans Performance Measurement System (PeMS), and INRIX ('big data' from a variety of sources). This effort provided a more comprehensive data set for a lower cost than aerial photography.

This comparison assisted VTA and its Member Agencies in determining the usefulness of these data sources for future monitoring studies. No timetable has been set for the use of Big Data in the monitoring study, but VTA is implementing this technique in the near-term, with the 2017 Monitoring Program as a test run to determine whether it will be used in the future monitoring program cycles.

VTA envisions that a transition to big data could improve the Monitoring Program, not only by potentially providing more data for a lower cost, but also by widening the scope of transportation analysis in Santa Clara County. Over the coming years VTA staff will evaluate the suitability of big data to conduct research in the following areas:

- Vehicle miles traveled
- Duration of congestion
- Automobile travel times and reliability
- Congestion spillover to alternate routes

¹ Big Data is a phenomenon currently impacting a wide range of industries, defined as “a new generation of technologies and architectures designed to economically extract value from very large volumes of a wide variety of data, by enabling high-velocity capture, discovery, and/or analysis” (Big Data: Beyond the Hype, White Paper by Datastax Corporation, March 2012). In the field of transportation monitoring and analysis, Big Data methods involve aggregating traffic-related information from GPS-enabled vehicles and mobile devices, traditional road sensors and hundreds of other sources (INRIX website, accessed 9/11/2013).

- Causes of congestion
- Transit travel times and reliability
- Modal split
- Automobile trip generation

LAND USE APPROVALS (MEMBER AGENCY RESPONSIBILITY, UNDERTAKEN ANNUALLY)

Each summer Member Agencies are requested to submit land use approval data for the prior fiscal year to VTA. The data submittal identifies the parcel number, traffic analysis zone (TAZ), zoning designation/change, number of residential units added/removed and the number of commercial/industrial square feet added/removed.

VTA tallies the annual change in residential units and commercial/industrial square footage on a city and countywide basis, identifies development trends and undertakes a geographic analysis of land use changes. The data appears alongside data from previous years in the Monitoring and Conformance Report. Figure 9.1 shows the locations of residential land use approvals from fiscal year 2016. Figure 9.2 shows the locations of commercial/industrial land use approvals for the same year.

TRANSPORTATION IMPACT ANALYSIS (MEMBER AGENCY RESPONSIBILITY, CONTINUALLY AS APPROPRIATE)

Member Agencies are required to undertake a Transportation Impact Analysis (TIA) when a project is expected to produce more than 100 net new peak hour trips during the AM or PM peak hour (weekdays) or the peak hour (weekends). TIAs are required to be submitted to VTA for review and comment at least 20 calendar days before the project is considered for approval or recommended for approval. See Chapter 7 for further discussion of TIAs and the TIA Guidelines.

CMP INTERSECTIONS (MEMBER AGENCY RESPONSIBILITY PERFORMED BY VTA, UNDERTAKEN BIENNIALY)

The operation of principal arterials and state highways located within urbanized Santa Clara County is measured by the level of service at CMP Intersections. CMP intersections are select, generally high-volume intersections located along these thoroughfares. 252 CMP intersections are currently monitored. Every other fall, the PM peak period vehicle volume data for each CMP Intersection is collected and analyzed. CMP Intersection data will next be collected for the 2018 monitoring cycle. Traditionally, data collection for CMP intersection monitoring has been a Member Agency responsibility. However, based on an agreement between VTA and the Member Agencies in 2011, data collection for CMP intersections is currently performed by VTA.

FIGURE 9.1 | APPROVED HOUSING UNITS NEAR VTA'S CORES, CORRIDORS AND STATION AREAS (2016 NET CHANGE)

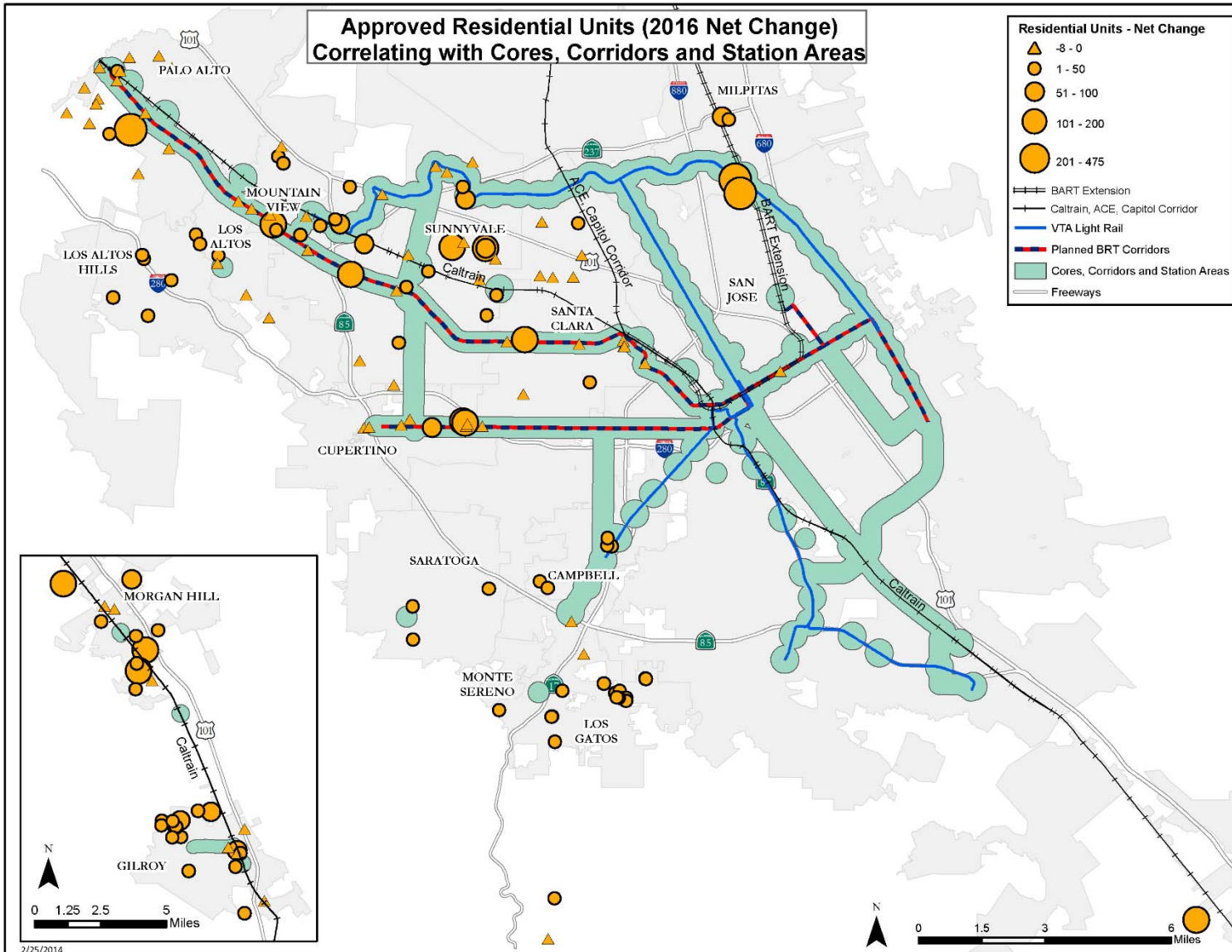
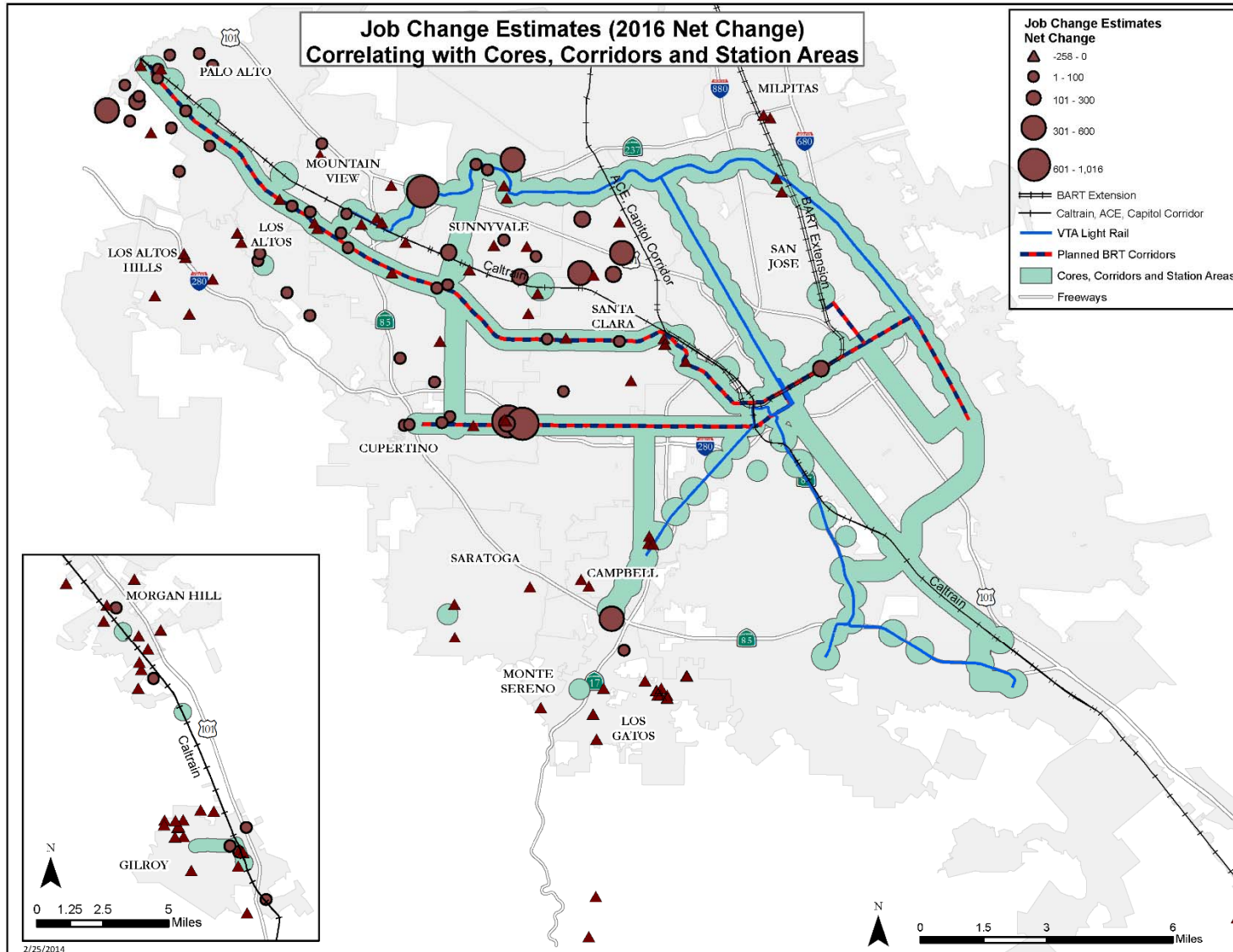


FIGURE 9.2 | JOB CHANGE ESTIMATES NEAR VTA'S CORES, CORRIDORS AND STATION AREAS (2016 NET CHANGE)



For CMP Intersections level of service is calculated in terms of Average Control Delay—the average number of seconds a vehicle must wait at the intersection. The methodology is based on the 2000 Highway Capacity Manual.

RURAL HIGHWAYS (VTA RESPONSIBILITY, UNDERTAKEN BIENNIALLY)

Every other fall, VTA uses hose counters to conduct three-day counts at twelve locations along Santa Clara County’s rural highways. Counts are recorded in 15-minute intervals with the one-hour period that shows the greatest combined vehicle volume considered the peak period. Automatic hose counters are used to measure vehicle counts by the number of times the hose is depressed by traveling vehicles. The LOS procedure in the 2000 Highway Capacity Manual is used to measure the percent time-spent following and average travel speed, with appropriate inputs for peak hour and peak 15 minute traffic volumes, the percentage split between the two directions of traffic, the percentage of trucks in the traffic flow, and the type of terrain. Rural highway data will next be collected for the 2018 monitoring cycle.

MULTIMODAL IMPROVEMENT PLAN MONITORING (MEMBER AGENCY RESPONSIBILITY, UNDERTAKEN ANNUALLY)

Multimodal Improvement Plans shall be prepared by Member Agencies in situations where the CMP Traffic Level of Service standard is violated or is likely to be violated in the future. The requirements for preparing Multimodal Improvement Plans are set forth in VTA’s Deficiency Plan Requirements, which were most recently updated in September 2010 and are described further in Chapter 10. Member Agencies with approved Multimodal Improvement Plans are responsible for preparing an Implementation Status Report that documents progress on the implementation of all the improvements and actions included in the Multimodal Improvement Plan. These Status Reports are to be submitted annually by the Member Agencies with approved Multimodal Improvement Plans. As part of its monitoring process, VTA will review Member Agencies’ Implementation Status Reports for purposes of determining conformance with the CMP.

MONITORING AND CONFORMANCE PROCESS

The following is a brief summary of the steps in the VTA CMP Monitoring and Conformance Process over the course of the fiscal year. Table E.1 in the Executive Summary summarizes the CMP Elements, monitoring and conformance requirements, timing, and responsible agency in tabular form.

July – VTA alerts Member Agencies of monitoring requirements and deadlines for data submittal. The notification contains paper and electronic versions of the annual monitoring and conformance requirements, land use approval worksheet, certification form and supporting documents.

Fall – Member Agencies assemble land use approval data and TIA submittals. VTA collects all data for the CMP Monitoring Program between Labor Day and the Thanksgiving Holiday week. Freeway data and land use data are collected every year. Biennially, data is also collected for CMP Intersections, rural highways and bicycle and pedestrian volumes. Member Agencies with approved Multimodal Improvement Plans prepare Implementation Status Reports annually.

Winter – VTA staff receives and analyzes monitoring data. Monitoring data is presented to the Systems Operations & Management Working Group (SOMWG) for review and discussion.

Spring – VTA presents the Draft Monitoring and Conformance Report and conformance findings to the SOMWG, select advisory and standing committees and the Board of Directors for adoption.

If a Member Agency is found in non-conformance with the CMP, the agency will be notified by VTA in writing and will have 90 days to achieve conformance. If a Member Agency finds flaws with a finding of non-conformance, the agency has 60 days to submit a written response either disputing the finding by documenting any errors related to the determination of conformance or detailing how the agency will respond to the violation, for instance by developing a Multimodal Improvement Plan. Written responses must be signed by the city manager/town manager/county executive.

If a Member Agency found to be non-conforming has not achieved conformance within the 90 days following written notice, the VTA Board of Directors will make a finding of non-conformance and will notify the State Controller, who will withhold gas tax subventions from the non-conforming jurisdiction.

Summer – Following adoption by the Board of Directors, a final version of the Monitoring Report is released incorporating feedback, if any, from the committees and the Board.

RELEVANT TECHNICAL GUIDELINES

The following Technical Guidelines of the VTA Congestion Management Program are relevant to the Monitoring and Conformance process. The versions/dates listed are the most current as of fall 2015.

- Traffic Level of Service Analysis Guidelines (adopted June 2003)
- Annual Monitoring Requirements (revised April 2004)
- Deficiency Plan Requirements (adopted September 2010)
- Transportation Impact Analysis Guidelines (adopted October 2014)

CHAPTER 10 | MULTIMODAL IMPROVEMENT PLAN ELEMENT

This chapter describes the Congestion Management Program Multimodal Improvement Plan Element, and includes the following sections:

- VTA Approach to Multimodal Improvement Planning
- Multimodal Improvement Plan Requirements
- Multimodal Improvement Plan Evaluation
- Multimodal Improvement Plan Monitoring
- Local Multimodal Improvement Plans
- Compliance and Conformance

INTRODUCTION

The Congestion Management Program (CMP) Statute states that, “When the level of service on a segment or at an intersection fails to attain the established level of service standard... a deficiency plan shall be adopted pursuant to Section 65089.4.”

Beginning with the 2013 CMP, VTA uses the term “Multimodal Improvement Plan” for “Deficiency Plan” as defined by state legislation. The purpose of this change is to highlight the positive role a Multimodal Improvement Plan can play in identifying measures available to Member Agencies to improve multimodal transportation options in situations where it is infeasible or undesirable to address a level of service (LOS) deficiency by expanding automobile capacity. Prior to August 2013, VTA used the term “Deficiency Plan,” so this term still occurs in the Board-adopted VTA Deficiency Plan Requirements (2010) as well as two Deficiency Plans that have been adopted by cities in Santa Clara County.

To be consistent with CMP Statute, Multimodal Improvement Plans must include a list of improvements, programs, or actions that measurably improve multimodal performance and contribute to significant improvements in air quality. If a CMP System facility falls below the LOS standard and does not have an approved Multimodal Improvement Plan, then the local jurisdiction in which the facility is located is at risk of losing gas tax revenues provided from Proposition 111.

Multimodal Improvement Plans allow local jurisdictions to proceed with development projects even if adherence to CMP auto LOS standards cannot be achieved for specific facilities. In some situations, meeting LOS standards may be infeasible or undesirable. For these situations, Multimodal Improvement Plans allow local jurisdictions to adopt innovative and comprehensive

transportation strategies for improving system-wide multimodal transportation rather than strictly adhering to an auto LOS standard that may contradict other community goals, such as concentrating higher-density development near transit or maintaining the attractiveness of streets for pedestrians and bicyclists. In other words, Multimodal Improvement Plans allow Member Agencies to trade off increased congestion on one CMP facility for transportation system improvements to other facilities or services (e.g. transit, bicycling, walking, or transportation demand management).

VTA APPROACH TO PREPARING MULTIMODAL IMPROVEMENT PLANS

VTA has been proactive in the development of guidelines and standards for Multimodal Improvement Plans. The approach taken by the VTA Board has been to create a clear set of guidelines so that traffic congestion and off-setting improvements can be addressed in advance and development projects are not delayed by the process.

The Technical Advisory Committee (TAC) began the development of guidelines for the preparation of Multimodal Improvement Plans, then referred to as Deficiency Plans, immediately upon completion of Santa Clara County's first Congestion Management Program in 1991. The first Requirements for Deficiency Plans were adopted in November 1992. These standards were revised by VTA in consultation with its Member Agencies in 2009 and 2010, and new Deficiency Plan Requirements were adopted by the VTA Board in September 2010.

The following is VTA's approach to the preparation of Multimodal Improvement Plans.

- All Multimodal Improvement Plans must be one of the following three types:
 1. Mini Multimodal Improvement Plan: A Mini Multimodal Improvement Plan is prepared to address a single CMP Intersection or roadway facility, typically in conjunction with a Transportation Impact Analysis (TIA) Report for a single development project.
 2. Specific Area Multimodal Improvement Plan: A Specific Area Multimodal Improvement Plan is prepared for a CMP roadway segment or set of intersections within a localized specific area such as a downtown or special district.
 3. Areawide Multimodal Improvement Plan: An Areawide Multimodal Improvement Plan is prepared to address all the CMP System roadways or intersections included in an identified area such as an entire city or an area that covers multiple jurisdictions and/or cities.
- VTA recommends that Member Agencies prepare Areawide Multimodal Improvement Plans whenever possible. This will reduce the number of Multimodal Improvement Plans prepared and lead to implementation of comprehensive solutions to transportation problems.

- VTA requires that each Multimodal Improvement Plan include implementation of all feasible and applicable actions on the “Deficiency Plan Action List” provided in the VTA Deficiency Plan Requirements. Member Agencies must identify how all of these specific actions will be implemented as part of the Multimodal Improvement Plan.
- VTA requires that each Multimodal Improvement Plan demonstrate, to the extent practical, how the actions included in the Plan, such as improved public transit service and facilities, improved non-motorized transportation facilities, and enhanced transportation demand management measures, will improve system-wide multimodal performance and air quality.

MULTIMODAL IMPROVEMENT PLAN REQUIREMENTS

VTA’s most recent document addressing the policies and procedures for Multimodal Improvement Plans is the Board-adopted Deficiency Plan Requirements, September 2010.

The CMP Statute states that “The deficiency plan shall include the following elements” (summarized from California Government Code Section 65089.4):

1. Analysis of the cause of the deficiency;
2. Analysis of the improvements needed to maintain the CMP auto LOS standard on the deficient facilities and the cost of those improvements;
3. A list of alternative improvements, programs or actions that will improve multimodal performance and improve air quality; and
4. An action plan for implementing the improvements outlined in (2) or the alternative actions outlined in (3).

The CMP statute requires congestion management agencies to use the action items from the Deficiency Action List developed by the local air quality management district. The air quality management district for Santa Clara County, the Bay Area Air Quality Management District (BAAQMD) adopted a Deficiency Plan Action List in November 1992. The BAAQMD’s list is based on the Transportation Control Measures (TCMs) in the Bay Area Clean Air Plan. The most recent Bay Area Clean Air Plan was adopted in April 2017 and contains an updated list of TCMs that can guide the development of Multimodal Improvement Plans (see Appendix G for a complete list of TCMs in the 2017 Clean Air Plan). Therefore, Multimodal Improvement Plans will be a significant means of implementing TCMs and working towards improved air quality in Santa Clara County.

VTA’s Deficiency Plan Requirements include the BAAQMD Deficiency Plan action list, as Appendix C of the document. Where appropriate, VTA’s requirements contain edits that have

been made to the Air District’s Deficiency Plan action list to reflect current standards and practices applicable to Santa Clara County.

MULTIMODAL IMPROVEMENT PLAN UPDATES

Multimodal Improvement Plans must be updated when transportation and/or development projections change significantly from the assumptions used for the Multimodal Improvement Plan. Multimodal Improvement Plan monitoring requirements are addressed later in this chapter.

MULTIMODAL IMPROVEMENT PLAN EVALUATION

Member Agencies must prepare Multimodal Improvement Plans and adopt them at a noticed public hearing. The Multimodal Improvement Plan is then submitted to VTA. According to the CMP Statute:

“A city or county shall forward its adopted deficiency plan to the agency within 12 months of the identification of a deficiency. The agency shall hold a noticed public hearing within 60 days of receiving the deficiency plan. Following the hearing, the agency shall either accept or reject the deficiency plan in its entirety, but the agency may not modify the deficiency plan. If the agency rejects the plan, it shall notify the city or county of the reasons for that rejection.” (California Government Code Section 65089.4(d))

The VTA Deficiency Plan Requirements define the criteria that will be used to approve or reject Member Agency Multimodal Improvement Plans. VTA staff will analyze Multimodal Improvement Plans submitted by Member Agencies using the adopted criteria, and present a report to the VTA Board that documents their findings and contains a recommendation to approve or reject the Multimodal Improvement Plan.

MULTIMODAL IMPROVEMENT PLAN CRITERIA

The following criteria will be used when evaluating Multimodal Improvement Plans:

1. Are all actions on the most current version of the Deficiency Plan Action List that are applicable and feasible included in the Multimodal Improvement Plan? Are the reasons why any actions found to be inapplicable or infeasible adequate?
2. Are sufficient actions included in the Multimodal Improvement Plan to compensate for the deficient facility’s unacceptable LOS? Are these actions on the Deficiency Plan Action List or have they been approved by the BAAQMD? Is the technical analysis of physical improvements included in the Multimodal Improvement Plan adequate?

3. Does the Multimodal Improvement Plan include a workable program to guarantee implementation of all actions and improvements included in the Multimodal Improvement Plan?
4. Are the costs for implementation of the Multimodal Improvement Plan actions reliably estimated? Does the Multimodal Improvement Plan include an adequate method for financing the actions and improvements?
5. Are the Multimodal Improvement Plan actions and improvements consistent with all appropriate regional and local plans? (i.e. the Regional Clean Air Plan, the Regional Transportation Plan, the Regional Transportation Improvement Program, the BAAQMD's Deficiency Plan Action List and any subsequent requirements, and applicable General Plans).
6. Did the local jurisdiction consult with all appropriate neighboring jurisdictions and agencies when preparing the Multimodal Improvement Plan?
7. Does the Multimodal Improvement Plan include a monitoring program that will assess whether Multimodal Improvement Plan actions and improvements have been implemented?
8. Did the Member Agency prepare an adequate environmental analysis of the Multimodal Improvement Plan?

In accordance with CMP statute, VTA will consider Multimodal Improvement Plans at a noticed public hearing. If a Multimodal Improvement Plan is rejected, VTA will provide a written report that documents its reasons for rejecting the Multimodal Improvement Plan.

MULTIMODAL IMPROVEMENT PLAN MONITORING

Multimodal Improvement Plans must be monitored as part of the CMP Monitoring and Conformance Program. Member Agencies will monitor implementation of Multimodal Improvement Plan actions by preparing a Multimodal Improvement Plan Implementation Status Report. This status report will be based on the implementation schedule included in the Multimodal Improvement Plan.

If a Member Agency is not meeting the implementation schedule it set forth in a Multimodal Improvement Plan, VTA may require the Member Agency to expedite the implementation of their Multimodal Improvement Plan, or the Member Agency could be found in nonconformance with the CMP and lose gas tax revenues generated by Proposition 111.

As part of its CMP Monitoring and Conformance Program, VTA performs an evaluation of the multimodal performance of the CMP Transportation System which helps evaluate the overall effectiveness of VTA and Member Agency efforts to improve the system, including the Capital Improvement Program and the adopted Multimodal Improvement Plans. It must be

emphasized that it will be difficult to measure quantitatively the effect of individual actions or even of individual Multimodal Improvement Plans, especially since most of the actions are designed to achieve maximum effectiveness over the long term. VTA uses several types of quantitative data to analyze overall CMP effectiveness. The data may include LOS data submitted to the CMA by Member Agencies as part of the LOS monitoring program, pedestrian and bicycle count data collected as part of the monitoring program, and modeling data, such as vehicle miles traveled and mode shares, gathered from VTA's Countywide Transportation Model.

LOCAL MULTIMODAL IMPROVEMENT PLANS

To date, two Multimodal Improvement Plans have been developed by cities and approved by the VTA Board of Directors. Both were adopted as "Deficiency Plans." The City of Sunnyvale developed a Citywide Deficiency Plan which was approved by the VTA Board in January 2006, and the City of San Jose developed the specific area North San Jose Deficiency Plan that was approved by the VTA Board in June 2007. Two other cities in Santa Clara County are in the process of developing Multimodal Improvement Plans; the City of Mountain View is preparing a citywide plan, and the City of Santa Clara is preparing a plan for northern Santa Clara associated with the City Place development project. Other cities in Santa Clara County such as San Jose are considering developing Multimodal Improvement Plans to address LOS deficiencies associated with development projects or land use plans. Further information about specific Multimodal Improvement Plans in Santa Clara County is provided in the CMP Monitoring and Conformance Report. VTA will work with local agencies that develop new Multimodal Improvement Plans, and as they are adopted these plans will be monitored per CMP requirements.

COMPLIANCE AND CONFORMANCE

In order to be in conformance with the Congestion Management Program, Member Agencies must:

- Prepare Multimodal Improvement Plans for facilities that violate CMP auto LOS standards or that are projected to violate LOS standards using the adopted VTA Deficiency Plan Requirements.
- Submit Multimodal Improvement Plan Implementation Status Reports as part of the CMP Monitoring process.

APPENDIX A | GLOSSARY

2016 Measure B: A 30-year, half-cent countywide sales tax to enhance transit, highways, expressways and active transportation (bicycles, pedestrians and complete streets) adopted in November 2016.

AB-32: Assembly Bill 32 (Nunez) The California Global Warming Solutions Act of 2006. AB-32 was signed into law by Governor Arnold Schwarzenegger on September 27, 2006. The bill required the California Air Resources Board to adopt regulations that require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with the regulations.

ABAG: Association of Bay Area Governments. The regional planning agency for the nine counties and 101 cities and towns of the San Francisco Bay region.

ADT: Average Daily Traffic. Average number of vehicles passing a specified point during a 24-hour period.

AQAP: Air Quality Attainment Plan. The plan for attainment of state air quality standards, as required by the California Clean Air Act of 1988. Air Quality Attainment Plans are adopted by air quality districts and subject to approval by the California Air Resources Board.

Approved Project: Any land use project that is expected to generate trips on the designated CMP System. “Approved projects” include such land use approvals as planned development zonings, planned development permits, site and architectural permits, conditional permits, and actions that represent final land use approval and create a land use entitlement.

Automobile Level of Service: Automobile Level of Service (commonly shortened to “auto LOS”) describes the operations of roadway segments or intersections in terms of vehicle speed, volume and capacity, and traffic delay. Auto LOS measurements are given by letter designations, from A (least congested) to F (most congested). Procedures to analyze Auto LOS for CMP purposes are defined in the VTA Traffic LOS Analysis Guidelines. Auto LOS evaluates operations for all common motor vehicle types, including automobiles, light and heavy trucks, and motorcycles. In addition, although congestion also affects transit vehicles operating in general purpose lanes, transit operations are affected by additional factors and are typically evaluated separately from auto LOS.

BAAQMD: Bay Area Air Quality Management District. The regional agency created by the state legislature for the Bay Area air basin (Alameda, Contra Costa, a portion of Solano and Sonoma, Marin, Napa, San Francisco, San Mateo, and Santa Clara counties) that develops, in conjunction with MTC and ABAG, the air quality plan for the region. BAAQMD has an active role in approving the TCM (see definition below) plan for the region, as well as in controlling stationary and indirect sources of air pollution.

Baseline LOS: 1991 CMP level of service. Traffic volumes used to calculate the baseline LOS include existing 1991 intersection volumes, and new trips generated from projects approved as of April 17, 1991 and funded transportation improvements.

Big Data: A phenomenon currently impacting a wide range of industries, defined as “a new generation of technologies and architectures designed to economically extract value from very large volumes of a wide variety of data, by enabling high-velocity capture, discovery, and/or analysis” (Big Data: Beyond the Hype, White Paper by

Datastax Corporation, March 2012). In the field of transportation monitoring and analysis, Big Data methods involve aggregating traffic-related information from GPS-enabled vehicles and mobile devices, traditional road sensors and hundreds of other sources (INRIX website, accessed 9/11/2013).

Caltrans: California State Department of Transportation. As the owner/operator of the state highway system Caltrans is responsible for the safe operation and maintenance of the highway.

Capital Priorities: A process used by MTC to evaluate and prioritize transit projects in the region. All sources of transit funding, including FTA grants, state programs, and other sources are considered. This process involves all of the transit operators in the region, including bus, rail, and ferries.

Carpooling: A carpool is formed with a minimum of two people who commute on a regular basis. Carpoolers generally live and work in close proximity to each other and share common commuting patterns and schedules.

CAP: Clean Air Plan. A set of guidelines that are designed to improve air quality, protect public health, and protect the climate.

CDT Program: VTA's Community Design & Transportation (CDT) Program, adopted by Board Resolution No. 02.11.35, is VTA's primary program designed to integrate transportation infrastructure improvements and land use development.

CEQA: California Environmental Quality Act. This act sets environmental standards designed to enhance environmental quality and to control environmental pollution throughout the state of California.

CIP: Capital Improvement Program. A seven year program established by CMP to create projects to maintain or improve the auto level of service and transit performance standards, and to mitigate regional transportation impacts identified by the CMP Land Use Analysis Program, which conforms to transportation-related vehicle emissions air quality mitigation measures.

CMA: Congestion Management Agency: The CMA is a countywide organization responsible for preparing and implementing the county's Congestion Management Program. In Santa Clara County, VTA is the designated CMA.

CMAQ: Congestion Mitigation and Air Quality Improvement Program. A federal funding program established by ISTEA and continued in TEA-21 and SAFETEA-LU specifically for projects and programs that contribute to attainment of national ambient air quality and safety standards. The funds are available to non-attainment areas based on population and the severity of pollution. Eligible projects will be defined by the State Implementation Program (SIP), the State's air quality plan.

CMIA: Corridor Mobility Improvement Account. A State Funding program for projects on the California State Highway System that: reduce travel time or delay, improves connectivity of the State Highway System between rural, suburban and urban areas, or improves the operation and safety of a highway or road segment; improves access to jobs, housing, markets and commerce; and begin construction before December 2012.

CMP: Congestion Management Program. A multi-jurisdictional program to manage traffic congestion. (This is required of every county in California that has urbanized areas of at least 50,000 people). Unless specified, CMP will mean the Santa Clara Valley Transportation Authority's Congestion Management Program.

Commute: A trip that consists of traveling between home and work.

Commute Alternatives: An alternative mode of commuting to a single-occupancy vehicle, including using public transit, bicycling, and walking to work.

Compressed Work Week: A work schedule for an employee that eliminates at least one round-trip commute either weekly or every other week. An example would be working forty hours in a compressed week (e.g. four ten-hour days) or a work plan that allows one day off every other week.

CTC: California Transportation Commission. A state agency that sets state spending priorities and allocates funding for highways and transit. The Governor of California appoints CTC members.

Deficiency Plan: See *Multimodal Improvement Plan*.

Express Lanes: High-occupancy toll lanes that combine the characteristics of HOV lanes and toll roads by allowing carpools, vanpools, and buses free access, while charging for single-occupant vehicles or drive alone use. In other areas outside Santa Clara County, Express Lanes may be called high-occupancy toll (HOT) or managed lanes.

Farebox Revenues: These are revenues collected from transit riders.

FCR: Flexible Congestion Relief. One of the state's funding programs for local or regional transportation projects that will reduce congestion. State highway projects, local roads, and rail guideway projects are all eligible.

FHWA: Federal Highway Administration. The federal agency responsible for the approval of transportation projects that affect the defined federal highway system. Administratively, it is under US DOT (Department of Transportation) and is the sister agency of FTA (see definition below).

Flexible Work Hours: This is a form of alternative work schedule. It is a policy that gives employees the option of varying their starting and stopping times each workday. Most policies specify a core period in the middle of the workday (e.g. 10:00 a.m. to 4:00 p.m.) when all employees are required to be present. The intent is to allow employees flexibility in their work hours to meet individual needs and provide an incentive to use commute alternatives such as carpooling or transit.

Floating Car Data: The floating car technique is a method used to estimate the average speed on a segment of highway. Traffic speeds are collected by driving with the stream of traffic and recording speed and travel time.

FTA: Federal Transit Administration. A component of the U.S. Department of Transportation, delegated by the Secretary of Transportation to administer the federal transit program under the Urban Mass Transportation Act of 1964, as amended, and various other statutes.

HCM: Highway Capacity Manual. A manual published by the Transportation Research Board (TRB) that contains concepts, guidelines, and equations to calculate the level of service on highways and intersections. In 2010 the manual was updated to include new level of service/quality of service measures for transit, pedestrians, and bicycles.

HOV: High Occupancy Vehicle Lane. A lane on a street or highway reserved for the use of high occupancy vehicles either all day or during specified periods (for example, during rush hours). Buses, carpools, and/or vanpools are allowed to use HOV lanes.

HSR: High Speed Rail. The project which is an intra-state high-speed rail link currently being planned by the California High Speed Rail Authority to help meet the anticipated increase in travel demand between the Bay Area and Southern California.

IIP: Interregional Improvement Program. This is a state funded program created by SB-45. IIP funds may be awarded to projects outside of the urbanized areas and for interregional projects. All IIP funds are programmed by Caltrans, via the Interregional Transportation Improvement Plan (ITIP) process, with final approval by CTC.

Indirect Source Control Measure: The federal Clean Air Act defines indirect source as "...a facility, building, structure, installation, real estate property, road or highway which attracts or may attract mobile sources of pollution." An indirect source control measure is a rule or ordinance established to reduce the mobile source emissions associated with specific activity centers such as those noted above.

Internal Trips: Trips expected to have both their origin and destination within a single development. An example of this is would be a development that has both office and residential space. In this example, internal trips between home and work would be counted as one trip when calculating trip generation.

IRRS: Interregional Road System. On February 1, 1990, Caltrans submitted a plan to the state legislature that identified a set of projects that "will provide the most adequate interregional road system to all economic centers in the State." The statute defined eligible routes, and specified that these new routes be located outside the boundaries of urbanized areas (urbanized areas have populations of 50,000 or more), "except as necessary to provide connection for continuation of the routes within urban areas." From this plan, Caltrans suggests projects, consistent with the Fund Estimate in its PSTIP, to the CTC for programming in the STIP.

ISTEA: Intermodal Surface Transportation Efficiency Act. In 1991, Federal legislation passed a bill that restructured the way funding was allocated to highway projects and included funding transit projects in urban areas. Key ISTEA components included increased flexibility in the programming of projects and a level playing field between highway and transit projects with a consistent matching ratio of 80% to 20%, respectively. There were ties to the Federal Clean Air Act and the Americans with Disabilities Act, and some major New Rail Starts (Section 3) funds earmarked for the Bay Area Region. ISTEA funding expired in 1997, and was followed by TEA-21, and then SAFETEA LU.

ITIP: Interregional Transportation Improvement Program. The ITIP is a four-year planning and expenditure program adopted by the CTC and updated in even numbered years. The ITIP covers rural highways and key interregional improvements including intercity rail.

Lead Agency: The local jurisdiction or agency responsible for approving a project's environmental analysis as required under CEQA and/or Transportation Impact Analysis report per CMP requirements.

LOS: Level of Service. This is a measure used by transportation professionals to grade performance of transportation facilities. LOS is graded on a scale of A (the best performance) to F (the worst performance).

Major Bus Stop: Per VTA Transit Sustainability Policy, a bus stop that is served by at least six public transit buses per hour per direction during peak periods.

Major Transit Stop: a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (California Government Code 21064.3).

Member Agency: A local jurisdiction that is a signatory of the CMA’s Joint Powers Agreement. This includes all cities within the county, Santa Clara County, and the Santa Clara Valley Transportation Authority.

Mode Split: The share of all trips to and from a project site taken by each of the major transportation modes (automobile, carpool, transit, bicycle and pedestrian).

MPO: Metropolitan Planning Organization. A federally required transportation planning body responsible for the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) in its region. The governor designates an MPO in every urbanized area with a population of over 50,000.

MTC: Metropolitan Transportation Commission. The metropolitan planning organization for the nine-county San Francisco Bay Area.

Multimodal Improvement Plan: VTA terminology for “Deficiency Plan” as defined by CMA statute. Multimodal Improvement Plans are plans to identify offsetting measures to improve transportation conditions on CMP facilities in lieu of making physical traffic capacity improvements such as widening an intersection or roadway.

Obligation: An action by an administrative agency to approve the spending of money to a specific grant recipient.

OPR: The Governor’s Office of Planning and Research, created by statute in 1970, serves the Governor and his Cabinet as staff for long-range planning and research, and constitutes the comprehensive state planning agency.

Parking Management Program: In the workplace context, parking policies that favor carpools and vanpools, including creating established parking charges for commuter parking, and preferential parking for carpool or vanpool vehicles. Other parking management programs include policies designed to reduce the total number of cars driving to work, such as the reduction of free or low-cost off-street parking at employment centers.

PDA: Priority Development Area. These locations were identified for concentrated development as part of Plan Bay Area, the Metropolitan Transportation Commission’s 2040 Regional Transportation Plan for the nine-county Bay Area.

Peak Hour: The highest morning or evening hour of travel reported on a transportation network or street.

PMS: Pavement Management System. Required by Section 2108.1 of the Streets and Highways Code, any jurisdiction that wishes to qualify for funding under the STIP must have a PMS that is in conformance with the criteria adopted by the Joint City/County/State Cooperation Committee.

Preferential Parking: This concept involves assigning the most desirable parking spaces, such as those closest to building entrances, for the exclusive use of carpool and vanpool vehicles. In addition, parking charges may be

partially reduced or eliminated for carpools and vanpool vehicles. These vehicles may also be exempted from any hourly parking limits that exist.

Pre-Tax Commuter Benefit: Federal tax code allows the use of tax-free dollars to pay for transit commuting and parking costs. The monthly benefit amount varies from year to year based on adopted legislation.

Program of Projects: This annual program includes Section 9, Section 3 Rail Modernization (Fixed Guideway Modernization), and STP/CMAQ federal funding for transit projects. MTC is the designated recipient for these federal funds acting on behalf of the individual sponsors.

Proposition 108: Passed by California voters in June 1990, this bond measure provides up to \$1 billion for rail projects programmed in the 1990 STIP. (In 1992 and 1994 state voters turned down bond funding measures for projects programmed in the 1990 STIP). The state has continued the original programming of the 1990 STIP, but the failure of funding the additional bond measures has reduced the STIP money available.

Proposition 116: Passed by California voters in June 1990, this bond measure provided \$1.9 billion in bonds for rail projects. Requirements for air quality and service integration was included in the legislation, and projects were subject to review by the California Transportation Commission (CTC) before allocation.

PSR: Project Study Report. Chapter 878 of the Statutes of 1987 requires that any project that increases state highway capacity, prior to programming in the STIP, complete a report that has a detailed description of the project scope and estimated costs. The intent of this legislation was to improve the accuracy of the schedule and costs shown in the STIP, and thus improve the overall accuracy of the estimates of STIP delivery and costs.

Quality of Service (QOS): A metric used to evaluate how well a transportation facility serves its users. Several different QOS methodologies are currently used by transportation professionals, often with a focus on bicyclists, pedestrians or transit passengers.

Rail Modernization: This is a federal funded grant under Section 3(h) of the Federal Transit Act. The funds are made available to local transit agencies to improve fixed guideway systems that have been in service for at least seven years.

RHNA: Regional Housing Needs Allocation. The minimum amount of housing that will be needed to support projected housing growth, at all income levels, by the end of the specified allocation period (currently 2006 - 2014).

Ridesharing: Sharing of one vehicle by two or more commuters. While the concept of ridesharing applies primarily to carpools and vanpools, it can be applied to shuttle bus service as well.

RTIP: Regional Transportation Improvement Program. A list of proposed transportation projects submitted to the CTC by the regional transportation-planning agency (for the Bay Area - MTC), as a request for state funding. The individual projects are first proposed by local jurisdictions, and then submitted by the regional agency for submission to the CTC. The RTIP has a four-year planning horizon and is updated every two years.

RTP: Regional Transportation Plan. A multimodal blueprint to guide the region's transportation development for a 25-year period. Updated every four years, it is based on projections of growth and travel demand coupled with financial assumptions. Required by state and federal law.

SAFETEA LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy of Users. As an offshoot of ISTEA and TEA-21, Congress approved \$244.5 billion to fund federal highways, public transportation, highway safety, and motor carrier safety programs for fiscal year 2005 through 2009.

SB-1: The Road Repair and Accountability Act of 2017 – was passed by a two-thirds majority in the California Legislature and signed into law by Governor Jerry Brown. As the largest transportation investment in California history, SB 1 is expected to raise \$52.4 billion for transportation investments statewide over the next decade. Most of the funding will be directed to tackling the enormous backlog of maintenance and repairs on local streets, roads and public transit systems. Funding will also be available for mobility improvements and expanding bicycle and pedestrian access.

SB-45: Senate Bill 45 (Kopp) Governor Wilson signed SB-45 into law at the end of the 1997 legislative session. This legislation consolidated several state transportation funding programs into three funding programs and devolved state transportation programming responsibility to the county and MPO level.

SB-375: Senate Bill 375 (Steinberg). This bill became law on January 1, 2009. SB 375 was enacted after AB-32 to help meet the greenhouse gas emission goals of AB 32 by addressing the transportation and land use components of greenhouse gas emissions. SB 375 requires each of the state's 18 metropolitan areas to reduce greenhouse gas emissions from cars and light trucks.

SB-743: Senate Bill 743 (Steinberg). This bill became law in September 2013, and directs the Governor's Office of Planning and Research (OPR) to develop a new approach for analyzing the transportation impacts under CEQA. SB 743 also creates a new exemption for certain projects that are consistent with a Specific Plan and, eliminates the need to evaluate aesthetic and parking impacts of TOD projects, in some circumstances.

SCS: Sustainable Communities Strategy. A requirement of all California MPO's as set forth by SB-375. The SCS is a document that outlines the region's long-range plan for integrating transportation, housing, and land use in order to reduce greenhouse gas emissions.

SHOPP: State Highway Operations and Protection Plan. A program created by State legislation that includes state highway safety and rehabilitation projects, seismic retrofit projects, landscaping, some operational improvements, and bridge replacement. SHOPP is a four-year program of projects adopted separately from the STIP cycle. Both new (Prop 111) and old state gas tax revenues and federal funds are the basis for funding this program. The legislature and Governor have made seismic retrofit the state's highest priority and in practice have used other STIP moneys for these projects.

SIP: State Implementation Plan. A compilation of the federal air quality plans from around the state produced by the state Air Resources Board.

SOV: Single Occupancy Vehicle. A motor vehicle occupied by one employee for commute purposes.

STIP: State Transportation Improvement Program. The STIP is a four-year planning and expenditure plan adopted by the CTC for the State Transportation System, and is updated in even years. The STIP is composed of the approved RTIPs, and Caltrans' ITIP.

STP: Surface Transportation Program. A new flexible funding program established by ISTEA. Many mass transit and highway projects are eligible for funding under this program. Ten percent of the projects in this program must be transportation enhancement projects, and 10% must be safety projects.

TCM: Transportation Control Measure. A measure intended to reduce pollutant emissions from motor vehicles. Examples of TCMs include programs to encourage ridesharing or public transit usage, city or county trip reduction ordinances, and the use of cleaner burning fuels in motor vehicles. MTC has adopted specific TCMs, in compliance with the federal and state Clean Air Acts.

TDA: Transportation Development Account. A state law enacted in 1971, this fund collects ¼ of 1% of all retail sales in each county to fund transit, paratransit, bicycle and pedestrian improvements. The funds are collected by the state and allocated by MTC to fund projects and programs throughout their jurisdiction.

In Santa Clara County, the transit agency is the only eligible applicant for Article 4 allocations, and Article 4.5, which provides funding for community and paratransit services. This provision allows MTC to allocate another 5% of the total TDA funds that Santa Clara County claims for ADA paratransit services. Additionally, Article 3 funds (4% of the total revenue) are allocated annually for bicycle/pedestrian projects, which are nominated by the VTA.

TDM: Transportation Demand Management. This is a term used to describe policies and programs (non-engineering solutions) to reduce the number of cars on the road. Examples of transportation demand management include flextime, ridesharing, and telecommuting.

TEA-21: Transportation Equity Act for the 21st Century. TEA-21 is the successor legislation to ISTEA. Congress enacted TEA-21 in mid-1997. The legislation covers the six-year period 1997/98 to 2002/03, and extends and expands many of the funding programs developed under ISTEA. TEAQ: Transportation Energy and Air Quality (TEAQ). TEAQ is VTA's Program to address Climate Change and energy issues that will involve smarter transportation planning, collaboration with local agencies, pursuit of funding, and the use of alternative fuel sources.

Telecommuting: A system of either working at home or at an off-site workstation with computer facilities that link to the worksite.

TFCA: Transportation Fund for Clean Air. TFCA Funds are generated by a \$4.00 surcharge on vehicle registrations. The funds generated by the fee are used to implement projects and programs to reduce air pollution from motor vehicles. Health and Safety Code Section 44241 limits expenditure of these funds to specified eligible transportation control measures (TCMs) that are included in BAAQMD's 1991 Clean Air Plan, developed and adopted pursuant to the requirements of the California Clean Air Act of 1988. BAAQMD manages 60% of the funds via a regional discretionary program. The remaining 40% are returned to each county based on annual vehicle registrations.

TIP: Transportation Improvement Program. A federally required document produced by the regional transportation planning agency (MTC in the Bay Area) that states investment priorities for transit and transit-related improvements, mass transit guideways, general aviation and highways. The TIP is the MTC's principal means of implementing long-term planning objectives through specific projects.

TMA: Transportation Management Association. An organization of developers, property managers, employers and public officials who cooperatively provide and promote programs that mitigate traffic congestion, assist commuters, and otherwise encourage improved travel in a given area.

Transit Priority Area: an area within one-half mile of a major transit stop [see definition above] that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations. (California Government Code 21099 (7))

Transportation Demand Forecasting Model: An analytical tool that predicts travel patterns based upon the spatial relationship between various types of land uses and connecting transportation facilities (e.g., roadways and transit).

Transportation Facility: Any part of the designated CMP System including roadways, intersections, freeways, and bicycle, pedestrian and transit routes.

TRO: Trip Reduction Ordinance. A regulation passed by local government requiring employers, developers, and/or property owners to participate or assist in financing transportation management efforts. In many instances, such ordinances specify a target reduction in the number of vehicle trips expected from a development based on standardized trip reduction rates.

TSM: Transportation Systems Management. The use of low-cost capital improvements to increase the efficiency of road transportation and transit services. TSM measures included changing traffic signal timings to optimize the flow of traffic moving through a roadway section, or installing ramp meters at freeway on-ramps to regulate the number of vehicles entering onto the freeway at one time.

Vanpooling: Commuting in a seven- to 15-passenger van, with driving undertaken by commuters. The riders on a monthly basis usually pay for some portion of the van's ownership and operating cost. The van may be privately owned, employer-sponsored with the company owning and maintaining the vehicle, or it may be provided through a private company that leases vehicles.

Vehicle Employee Ratio: The reciprocal of AVR. A ratio of vehicles arriving at a worksite during the peak period, divided by the number of employees reporting to work on the same day.

Vehicle Occupancy: The number of people riding in a vehicle at one time.

Vehicle Trip: A one-way movement of a vehicle between two points (e.g. origin and destination).

VMT: Vehicle Miles Traveled. A measure of the extent of automobile use within a specific geographic area over a given period of time. Travel demand forecasting (modeling) is typically used to analyze VMT at the project,

countywide and regional levels, although other methods such as spreadsheet analysis may be used for individual projects in some circumstances.

Worksite: Any place of employment, base of operation or predominant location of an employer. All buildings or facilities operated or occupied by the employer within the city and within a radius of 1.5 miles of a single centrally located building or facility operated or occupied by the same employer shall be deemed a worksite.

APPENDICES B – I AVAILABLE UNDER SEPARATE COVER

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Vj g'Ekk' g'p'w'v'Cf xkuqt{ Eqo o k'v'gg'*ECE+'t'gegk'x'gf "vj ku'kgo "cv'vj g'P q'x'go dgt":. "4239"o ggv'kpi 0' O go dgtu'o cf g'vj g'h'q'm'y kpi "eqo o g'p'w'<3+'f'k'uew'v'gf "j qy "vj g'r qrke{ eqw'f "dg'w'v'gf "v'q'cf f't'guu" i cr u'k'p'Eqo r r'ngv' "Utggwu'<4+"q'p'g'o go dgt'cun'gf "kh'vj g'ko r ceu'qh'Eqo r r'ngv' "Utggwu'r tqlgevu'ctg" dgkpi "gxcnvcv'g'0Uch'h't'gur q'p'f'gf "vj cv'vj g'r qrke{ k'penw'gu'c't'geqo o g'p'f cv'k'qp'v'q'gxcnvcv'g'hwwt'g"

r tqlgewu0Vj g'ECE"o gv'cu c'eqo o kwgg'qh'vj g'y j qrg=bpq'cevkap'y cu'vcngrp0

Vj g'Dle { erg'cpf 'Rgf guntkcp 'Cf xkuqt { Eqo o kwgg'*DRCE+'tgegkxgf 'vj ku'kgo 'cv'vj g'P qxgo dgt': . " 4239"o ggvkpi 0F wtkpi 'vj g'f kuewukqp."o go dgtu'j gctf 'htqo 'vj g'DRCE'uwdeqo o kwgg'vj cv'j cu' dggp'kpxqkxgf 'kp'tgxlgy kpi 'vj g'r qrke { 0Vj g'DRCE'Eqo r rvg'Utggw'Uwdeqo o kwgg'pqvgf 'vj cv' vj g' t gxlgy gf 'cpf 'eqo o gpv'gf 'qp'vj g'r qrke { vj g'y ggnr tkqt."cpf 'tgs wguv'gf 'vj cv'ej cpi gu' tgeqo o gpf gf 'd { 'vj g'uwdeqo o kwgg'dg'kpeqtr qtcv'gf 0Uwdeqo o kwgg'eqo o gpw'kpenmf g<3+'pqv'kpi " vj cv'vj g'Hgf gtcn'J ki j y c { Cf o kpkutcv'kqp'equv'gzegr v'kqp'qh'42' 'ku'cf xkuqt { =4+'kpenmf kpi " Ecmtcpu'Encuu'KX'Dknry c { 'i w'kf cpeg'qp'vj g'rkuv'qh'dguv'r tcevek'gf guki p'uc'p'f ct'f u'cpf 'i w'kf gu=5+' w'ki j v'g'kpi 'vj g'gzegr v'kqp'ncpi wci g'tgrv'kpi 'v'f g'v'klo gpvcn'gp'x'k'q'po gpvcn'qt'v'q'ek'nc'lo r ceu=cpf 6+' q'v'j gt'o k'p'qt'y q'tf k'pi 'ej cpi gu'0

DRCE"o go dgtu'cnuq"o cf g'vj g'hqmqy kpi 'eqo o gpw<3+'gzr tguv'gf 'vj g'ko r q'vcpeg'qh'dt'kpi kpi " mqecn'r tqlgewu'v'q'mqecn'DRCEu'ht'eqo o gpv'gctn' { 'kp'r tqlgev'f gxgnr o gpv'4+'tgs wguv'gf 'vj cv'vj g' r qrke { dg"o qf k'k'gf 'v'q'tgs w'k'g'XVC'v'q'dt'kpi r tqlgewu'v'q'mqecn'DRCEu.'y kj 'q'pg'o go dgt" f kuci tggkpi . 'ucv'kpi 'vj cv'vj g'f gekukap'v'q'dt'kpi 'c'r tqlgev'v'q'c'mqecn'DRCE'uj q'w'f 't'guv'y kj 'mqecn' uc'h=5+'q'pg'o go dgt'dgn'k'x'gu'vj cv'vj g'ncpi wci g'lp'6C."oEqo r rvg'Utggw'Rt'k'pek'rgu'cpf " Rtcevek'gu'o'ku'kpeqpukv'gp'v'k'p'ku'w'ug'qh'o'w'w'o'cpf "o'uj q'w'f o=6+'tgs wguv'gf 'em'ct'k'k'ec'v'k'qp'qh'u'ge'v'k'qp" 6F."oEcr kcn'Rtqlgewu'Hw'p'f gf 'd { XVC=ö'7+'tgs wguv'gf 'vj cv'vj g'ncpi wci g'lp'uge'v'k'qp'5." öVt'cpur q't'v'k'qp'Hw'p'f kpi ö"cpf 'uge'v'k'qp'6F 'dg'ut'gpi vj g'p'gf 'd { ej cpi kpi "ö'g'p'eq'w'ci gö'v'q'ö't'gs w'k'gö= 8+'cung'f j qy "ö'h'w'w't'g'p'g'gf ö'y q'w'f 'dg'f v'g'to k'p'gf 'r'gt'uge'v'k'qp'6D."ö'G'zegr v'k'p'u'v'q'vj g'R'qrke { ö=9+' tgeqo o gpf gf 'vj cv'vj g'r qrke { eq'p'v'k'd'w'g'v'q"o c'k'p'v'k'p'kpi 'd'guv'r tcevek'gf guki pu'cet'quu'l'w'k'uf l'ev'k'p'c'n' d'q'w'p'f ct'k'gu=: '+'cung'f 'y j cv'j cr r g'p'u'k'h'r r'c'p'p'kpi 'f'q'ewo gpw'ct'g'p'q'v'eq'p'uk'v'gp'v'y kj 'Eqo r rvg'" Utggw'd'guv'r tcevek'gu=: '+'cung'f 'k'h'vj g'r qrke { eq'x'g'tu'h'w'w't'g'v'gej p'q'q'ij { ."u'wej 'cu'c'w'q'o c'v'e'x'g'j k'ergu" cpf 'uc'h'h't'gr r'gf 'vj cv'k'f'q'gu0

Vj g'DRCE'x'q'v'gf 'w'p'c'p'ko q'w'un' { v'q'f'g'ht'vj g'k'go . 'tgs w'guv'kpi 'vj cv'uc'h'h'dt'kpi 'c't'g'x'k'ug'f 'r'qrke { dcem' v'q'vj g'eqo o kwgg.'k'p'eqtr q't'c'v'kpi 'tgeqo o gpf gf 'ej cpi gu'v'q'ut'gpi vj g'p'vj g'r qrke { ."cpf 'k'penmf g'cp" g'zr r'c'p'c'v'k'qp'ht'ej cpi gu'p'q'v'o cf g0

Vj g'Eqo o kwgg'ht'Vt'cpur q't'v'k'qp'O q'd'k'k'v' { cpf 'C'ee'g'u'k'd'k'k'v' { t'geg'k'x'gf 'vj ku'kgo 'cv'ku'P q'x'go dgt" ; ."4239"o ggvkpi 0Vj g'eqo o kwgg'x'q'v'gf 'w'p'c'p'ko q'w'un' . 'y kj q'w'eqo o gpv.'v'q'tgeqo o gpf 'D'q'ct'f 'q'h' F k't'ge'v'q'tu'cf q'r v'vj g'r qrke { 0

Vj g'R'qrke { Cf xkuqt { Eqo o kwgg't'geg'k'x'gf 'vj ku'kgo 'cv'ku'P q'x'go dgt"; ."4239"o ggvkpi 0Vj g'k'go " y cu'o q'x'gf 'v'q'vj g'eq'p'ug'p'v'ec'rg'p'f ct'0Vj g'eqo o kwgg'x'q'v'gf 'w'p'c'p'ko q'w'un' . 'y kj q'w'eqo o gpv.'v'q" tgeqo o gpf 'D'q'ct'f 'q'h'F k't'ge'v'q'tu'cf q'r v'vj g'r qrke { 0

UVC'P'F'K'P'I 'E'Q'O O K'V'G'G'F'K'U'W'U'K'Q'P' I'T'G'EE'Q'O O G'P'F'C'V'K'Q'P'

Vj g'Eq'pi gu'k'qp'O c'p'ci go gpv'Rt'qi t'co "('R'c'p'p'kpi 'Eqo o kwgg'*E'0'RR+'t'geg'k'x'gf 'vj ku'kgo 'cv'ku'" P q'x'go dgt'38."4239"o ggvkpi 0U'c'h'h'u'wo o ct'k'gf 'vj g'r qrke { cpf 'j ki j r'ki j v'gf 'vj g'ej cpi gu'tgs w'guv'gf " d { Cf xkuqt { Eqo o kwgg'u'0U'c'h'h'cnuq'k'p'f l'ec'v'gf 'vj g'f 'y q'w'f 'k'p'eqtr q't'c'v'g'u'qo g'q'h'vj g'ej cpi gu' tgs w'guv'gf 'cpf 'ug'p'f 'vj g't'g'x'k'ug'f 'r'qrke { v'q'DRCE'r'k'q't'v'q'vj g'D'q'ct'f 'q'h'F k't'ge'v'q'tu'o ggvkpi 0' O go dgtu'o cf g'vj g'hqmqy kpi 'eqo o gpw<3+'g'p'eq'w'ci gf "XVC'v'q'uw'r q't'v'r'j { u'le'cm'f 'u'gr c't'c'v'gf " d'le { erg'nc'p'gu'cpf 'cung'f 'k'h'vj g'r qrke { eq'w'f 'ec'm'vj ku'q'w=4+'tgs w'guv'gf 'em'ct'k'k'ec'v'k'qp'qp'vj g" t'gr'v'k'p'uj k'r 'q'h'vj g'XVC'r'qrke { 'v'q'4238'O g'cu'w't'g'D'Hw'p'f u=5+'u'wi i g'ug'f 'uc'h'h'eq'p'uk'f gt'ej cpi kpi " ncpi wci g'lp'vj g'f g'h'p'k'k'qp'qh'Eqo r rvg'Utggw'u'uge'v'k'qp'3+'v'q'uc'v'g'vj cv'r tqlgewu'uj q'w'f "ö'ko r t'q'x'gö"

eqpf kkpq'u'ht'r gf gumkcpu."dle {enkuv."cpf "tcpu'ewuqo gtu.'tcvj gt 'yj cp"qpn(uc'kpi 'yj cv'r tq'gevu"
 uj qwf "öpqv'f gi tcf gö"eqpf kkpq="6+'f kf "pqv'uwr r qt'vj g"DRCE'tgeqo o gpf cv'kq"q"ej cpi g'vj g"
 rpi wci g'lp"uge'kq"6F "htqo "ögpeqwtci gö"q"öt'gs wkt'gö"Vj g"eqo o k'gg"xq'gf "wpc'kq qwu'q"
 tgeqo o gpf "yj g'r q'k{ q'vj g"Dqctf "ht"cf q'kq0

Rt gr ct gf "d { <Ncwt gp "Ngf dgwgt
 O go q'P q07: 28

CVVCEJ O GPVU<

- Cwcej o gpv'C/ T guq'P "Rqite { "33/52/4239 *RFH+
- Cwcej o gpv'D *FQEZ+

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1. Purpose

Vj ku'r qre{ 'ugw'hqtj 'tgr qpukkkku.'i wk lpi 'r tlpek ngu.'cpf 'r tcevegu'vj cv'XVC'y knlhqmy 'vq' gputg'y cv'Ego r ngv'Utggw'dguv'r tcevegu'ctg'wugf 'f wtkpi 'yj g'r rppkpi . 'f guki p. 'hwf lpi . 'cpf " eqputwvkkp'qh'cm'tcpur qtvcvkp'ecr kcn'r tqlgew'cpf 'hwf lpi 'r tqi tco u'cf o lpkvgtgf 'd{ 'XVC0'

Vj g'Ego r ngv'Utggw'eqpegr v'ecm'hqt 'r wdrk' tqcf u'vq'dg'f guki pgf 'cpf 'dwk/hqt 'yj g'uchg" o qdkk'v' 'qh'cm'tqcf y c{ 'wugtu00 qvqtkuu. 'tcpu'k'kf gtu. 'dke{ erkuu. 'cpf 'r gf guvkcpu'qh'cm'ci gu'cpf " cdkkku'o wu'dg'cdrg'vq"o qxg'uchgn' 'cm'pi 'cpf 'cetquu'yj g'v'cpur qtvcvkp'pgy qtn0'

O qtg'ur gekh'ecm' . 'Ego r ngv'Utggw'ctg'utggw'<

- Vj cv'tg'r rppgf . 'f guki pgf . 'hwf gf . 'eqputwv' . 'qr gtcv' . 'cpf "o clpvkpgf 'hqt 'yj g'uchg" v'cxgn'qh'cm'wugtu0'
- Y j gtg'f guki pu'ctg'eqpvz v'ugpukkg. 'cpf 'lpeqr qtcv'c"dcv'pegf 'pgy qtn'c' r tqej 0'
- Vj cv'r tkqtkk g'yj g'uchg'v' . 'eqo hqtv.'cpf 'eqxgpl'peg'qh'r gf guvkcpu. 'dke{ erkuu. 'cpf 'tcpu'k' tlf gtu' *lpen'f lpi 'ceegu'cpf 'qr gtcv'kpu+'qh'cm'ci gu'cpf "cdkkku. 'cu'c' r tqr tk'v' hqt 'yj g' m'ecn'eqpvz. v' j kg'ukn'r tqxk lpi 'uchg'cee'qo o qf cvkpu'hqt'o qvqtkuu'cpf "qj gt' tqcf y c{ " wugtu0'
- Y j gtg'eqo r ngv'f 'ecr kcn'r tqlgew'lj qwf 'ko r tqxgô 'cpf 'cv'c'o l'ko wo "o wu'pqv' f gi tcf gô 'yj g'uchg'v' . 'eqo hqtv.'cpf 'eqxgpl'peg'qh'r gf guvkcpu. 'dke{ erkuu. 'qt 'tcpu'k' ewu'qo gtu'qh'cm'ci gu'cpf "cdkkku. 'lpen'f lpi 'v'cxgn'ko g'qh'v'cpu'qr gtcv'kpu' *t'geqi pl' lpi " yj cv'yj gtg'o c{ 'dg'ukw'v'kpu'y j gtg'qpg'qh'yj g'ug'o qf gu'o c{ 'pggf 'vq'dg'r tkqtkk gf 'qxgt' cpqj gt+0'
- Y j gtg'f guki pu'ctg'f gxgr gf 'y kj 'lpr w'ltqo 'yj g'eqo o w'pk'v' 'cpf 'lwr r qt'v'hw'wtg' eqpf k'kpu0'

2. Scope

Vj ku'r qre{ 'cr r r'gu'vq'cm'tgrxcpv'XVC'F k'kukpu'cpf 'vq'XVC'go r m'j ggu. 'eqpvtcev'qtu. 'cpf " eqpuw'ncpu'r gth'qto lpi 'y qtn'lhqt "XVC0'K'cr r r'gu'vq'v'cpur qtvcvkp'ecr kcn'r tqlgew'cpf 'ecr kcn' r tqlgew'hwf lpi 'r tqi tco u'cf o lpkvgtgf 'd{ 'XVC0'

3. Responsibilities

Complete Streets In All Divisions ó'XVC'F k'kukpu'y kn'lpeqr qtcv'Ego r ngv'Utggw' r tlpek ngu'cpf 'r tcevegu'lvq'cm'r j cugu'qh'yj g'k' 't'cpur qtvcvkp'ecr kcn'r tqlgew'cpf 'hwf lpi " r tqi tco u0'

Revising Policies, Procedures, and Plans ó'XVC'F k'kukpu'y kn'w'pf g'v'eng'w'f cv'kpi " gz'k'k'pi 'r qre'kgu. 'r tqegf w'gu. 'ur gekh'ecv'kpu. 'r r'cpu. 'vgo r r'v'gu. 'cpf 'f guki p'o cpw'cu'vq' l'peqr qtcv'Ego r ngv'Utggw'r tlpek ngu'cpf 'r tcevegu0'



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Transportation Funding –"Hwpf kpi 'r tqi tco u'cf o kpkvgtgf 'd{ 'XVC.'kpenmf kpi '4238"
 O gcuwtg'D.'y kn'lw r qt v'Ego r r'gv'Ut ggw'r tkpek rgu'cpf 'r tcevegu0"

4. Policy

A. Complete Streets Principles and Practices ó"XVC"y kn'cr r n{ 'y g'hqm y kpi 'Ego r r'gv"
 Ut ggw'r tkpek rgu'cpf 'r tcevegu"vq"cm'v'c'pur qt v'v'k'p'ecr kcn'r tqlgeu'cpf 'hwpf kpi "
 r tqi tco u<"

- **Serve All Users** ó"Cm'v'c'pur qt v'v'k'p'ko r tqxgo gpw'o wuv'dg'r r'c'p'p'g'f . 'f guki p'g'f . "
 eqputw'ev'g'f . 'qr g'v'c'v'g'f 'c'p'f "o c'k'p'v'c'k'p'g'f "v'q"u'w' r qt v'v'c'h'g'c'p'f "e'q'p'x'g'p'k'g'p'v'c'e'g'g'u' 'h'q't'c'm'
 w'ug'tu."c'p'f "k'p'et'g'c'ug'o q'd'k'k'v' 'h'q't'y c'm'k'p'i . "d'k' { e'r'k'p'i "c'p'f "v'c'p'u'k'v'w'ug'0"
- **Use Context Sensitive Design** ó"XVC"u'c'h'i'uj q'w'f "f guki p"v'c'pur qt v'v'k'p'r tqlgeu"v'q"
 d'g'c'r r t'q'r t'k'v'g' 'h'q't' 'y' g'u'w't'q'w'p'f k'p'i "r'c'p'f "w'ug.'e'q'o o w'p'k'v' 'e'j c't'c'e'v'g't.'c'p'f "h'w'p'v'k'p'q'h'y' g'
 v'c'pur qt v'v'k'p' 'h'c'ek'k'v' 0F guki pu'uj q'w'f "t'g'h'r'g'e'v'f g'u'k't'g'f "q't "c'p'v'ek' c'v'g'f "h'w'w't'g'e'q'p'f k'k'q'p'u'0"
- **Maintain or Enhance Networks** ó"Y kj "g'x'g't { "v'c'pur qt v'v'k'p'r tqlgeu."XVC"u'c'h'i'
 u'j q'w'f "u'g'g'n'i'q'r r q't w'p'k'k'g'u"v'q"e't'g'c'v'g.'o c'k'p'v'c'k'p'q't "g'p'j c'p'eg'p'g'v' q't'm'le'q'p'p'g'v'x'k'v' 'h'q't'c'm'
 w'ug'tu."c'p'f "g'p'u'w't'g'y' c'v'y' g'w'ug't'g'z'r g't'k'p'eg'k'u'o c'k'p'v'c'k'p'g'f "c'e't'q'u'i'w't'k'f'k'v'k'p'c'n'
 d'q'w'p'f c't'k'g'u'0V'j g'v'c'pur qt v'v'k'p'p'g'v' q't'm'ht'r' g'f g'u't'k'c'p'u."d'k' { e'r'k'u'u."c'p'f "v'c'p'u'k'v'k'f' g't'u"
 u'j q'w'f "p'q'v'd'g'u'g'x'g't'g'f "q't'f'g'i' t'c'f'g'f "y' k'j "y' g'e'q'o r r'gv'k'p'q'h'p'g'y "q't"o q'f'k'k'g'f "
 v'c'pur qt v'v'k'p' 'k'p'h't'c'u't'w'e'w't'g'0"
- **Incorporate Technology** ó"XVC"u'c'h'i'uj q'w'f "k'p'eq'r q't'c'v'g'v'g'e'j p'q'm'i { "v'q"ko r tqxg"
 u'c'h'g'v' 'c'p'f "q'r g't'c'v'k'p'u'q'h'y' g't'q'c'f' y' c' { "u' { u'g'o "h'q't'c'm'w'ug'tu."c'p'f "v'q"ko r tqxg'k'p'h'q'to c'v'k'p'
 f'k'u'g'o k'p'c'v'k'p'0"
- **Be Consistent with Adopted Plans** ó"XVC"u'c'h'i'uj q'w'f "c'u'w't'g'e'q'p'u'k'v'g'p'e { "y' k'j "
 t'g'i' k'q'p'n' 'm'ec'n'c'p'f "XVC"r r'c'p'p'k'p'i "f'q'ew'o g'p'u.'k'p'enmf k'p'i "y' g'"Countywide Bicycle Plan."
 Pedestrian Access to Transit Plan."Transit Passenger Environment Plan."XVC"u'
 e'q't't'k'f' q't'w'w'f'k'g'u."O g't'q'r q'r'k'c'p"V'c'pur qt v'v'k'p'E'q'o o k'u'k'q'p'v'0Regional Transportation
 Plan."c'p'f "O g'o d'g't' 'C'i' g'p'e { "r'c'p'p'k'p'i "f'q'ew'o g'p'u'0"
- **Maintain Transportation Infrastructure** ó"Y kj "g'x'g't { "v'c'pur qt v'v'k'p'r tqlgeu."XVC"
 u'c'h'i'uj q'w'f "u'g'g'n'i'q'r r q't w'p'k'k'g'u"v'q"o c'k'p'v'c'k'p.'w'r i' t'c'f'g.'q't' 't'g'r' r'eg'v'c'pur qt v'v'k'p'
 k'p'h't'c'u't'w'e'w't'g'c'p'f "v'g'e'j p'q'm'i { . 'w'uk'p'i "c'u'g'v'o c'p'c'i' g'o g'p'v'd'g'u'v'r t'c'e'v'g'u'0"
- **Seek and Respond to Public Input** ó"XVC"u'c'h'i'uj q'w'f "u'g'g'n'le'q'o o w'p'k'v' 'k'p'r w'w'q'p"
 v'c'pur qt v'v'k'p'r tqlgeu'c'p'f "r tqi tco u'g'c't'n' { "k'p'y' g'r' r'c'p'p'k'p'i "c'p'f "f' guki p"u'c'i' g'u'0K'p'r w'
 u'j q'w'f "d'g'u'q'w'i' j' v'ht'q'o "t'g'r'g'x'c'p'v'XVC" 'C'f' x'l'u'q't { "E'q'o o k'v'g'g'u.'m'ec'n'le'q'o o w'p'k'k'g'u."c'p'f "
 q'y' g't' 'u'c'ng'j' q'f' g't'u'0"
- **Build Complete Streets Infrastructure** ó"XVC"u'c'h'i'uj q'w'f "r' t'q'c'e'v'x'g'n'f "u'g'g'n'
 q'r r q't w'p'k'k'g'u"v'q" 'k'p'v'g'i' t'c'v'g'E'q'o r r'gv'Ut ggw'k'p'h't'c'u't'w'e'w't'g'k'p'v'q'g'x'g't { "v'c'pur qt v'v'k'p'
 r tqlgeu'0"



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- **Design Using Latest and Best Practice Design Standards and Guides**
 - o XVC "Urban Street Design Manual" of Best Practices for Integrating Transportation and Land Use
 - o XVC "Bicycle Technical Guidelines"
 - o XVC "Pedestrian Technical Guidelines"
 - o XVC "Multi-Modal Design Practices and Principles"
 - o Ucpw "Erect Xcng" "Wdcp Twpqhh Rqmwkqp Rtqgxpqp Rtqi tco "C.3 Stormwater Handbook"

Pcvkqpcn'

- Co gtlecp "Cuqekvqp"qh"Ucvg"J ki j y c{ "cpf "Vtcur qt vkvqp "Qhhekn" *CCUJ VQ+ "Policy on Geometric Design of Highways and Streets"
- CCUJ VQ "Guide for the Planning, Design, and Operation of Pedestrian Facilities"
- CCUJ VQ "Guide for the Development of Bicycle Facilities"
- Kpukwq "qh"Vtcur qt vkvqp "Gpi kpggtu" *KVG+ "Designing Walkable Urban Thoroughfares"
- KVG "Recommended Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges"
- Pcvkqpcn "Cuqekvqp"qh"Ekv{ "Vtcur qt vkvqp "Qhhekn" *PCEVQ+ "Urban Bikeway Design Guide"
- PCEVQ "Urban Street Design Guide"
- PCEVQ "Transit Street Design Guide"
- PCEVQ "Urban Street Stormwater Guide"

Tgi wvqt{ "

- Wpkqf "Ucvgu" F gr ctwo gpvqh "Lwukg" "ADA Standards for Accessible Design"
- WUUCeegu "Dqctf "Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way"

Ucvg"

- California Highway Design Manual cpf "cm" F gr wv{ "F kt ge vkgu" cpf "F guki p" Kphqto cvkqp "Dwngvku"
- California Manual on Uniform Traffic Control Devices cpf "cf qr vgf "Kpvtko " Crr tqxcn
- Main Street, California – A Guide for Improving Community and Transportation Vitality
- Ecmtcpu "Class IV Bikeway Guidance (Separated Bikeways/Cycle Tracks), DIB 89"

Nqecr'

- XVC "Community Design and Transportation Manual" of Best Practices for Integrating Transportation and Land Use
- XVC "Bicycle Technical Guidelines"
- XVC "Pedestrian Technical Guidelines"
- XVC "Multi-Modal Design Practices and Principles"
- Ucpw "Erect Xcng" "Wdcp Twpqhh Rqmwkqp Rtqgxpqp Rtqi tco "C.3 Stormwater Handbook"



Original Date:	Revision Date:	Rci g"5"qh"7"
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COMPLETE STREETS <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 5px 0;">Exhibit A</div>	POLICY	
	Document Number:	ZZZ/RN/%%00%
	Version Number:	23

F. Funding Complete Streets Elements—'o'XVC"ucfh'y kn'uggn'vq'hwpf "Eqo r rgyv'Ut ggwu" grgo gpw'vj tqwi j "c'xctkgv\ "qh'uqwtegu."kpenmf kpi . "dw'pqv'iko kgf "vq<lpvgi tcvkqp'kpq'c" ncti gt "tcur qt cvkqp"r tqlgv."O go dgt "Ci gpe{ "eqpvtkdwkqpu."cpf "qwwkf g'i tcvp'hwpf kpi 0"

5. Definitions

All Users—Kpenmf gu'r gf gvtkcpu."dle{ erkuu."tcpu'k'kf gtu."tcpu'x'gj kergu."o qvqtkuu."eqo o gtekcn' xgj kergu."go gti gpe{ "xgj kergu."cpf "wgtu"qh'y j ggrej cku'cpf "qy'gt'o qdkrkv\ "f gxkegu0"

Complete Streets—Ugg'f ghpkkqp'kp"Ugevkqp"3.

Transportation infrastructure—Kphtcut wewt g'vj cv'ugt xgu'tcpur qt cvkqp'r wtr qugu."kpenmf kpi . "dw' pqv'iko kgf "vq'ut ggwu."j ki j y c{u."Gzr tguu"Ncpgu."kpvtej cpi gu."tcpu'k'uwq' u'cpf "ucvkqpu."tckl'k'p'gu." ukf gy cmu."dkng"rcpgu."r cxgf "r cy u."dle{ erg'lr gf gvtkcp"dtkf i gu'qt "w'pf gtetquikpi u."uki pcnu." k'p'vgnki gp'vtcpur qt cvkqp"U{ ugo u'"KVU+"k'p'htcut wewt g."dkng'r ctnkpi 0"

Transportation project—C'r rppkpi "ghqt v'qt"ecr kcn'r tqlgv'vj cv'cf f tguugu'tcpur qt cvkqp" k'p'htcut wewt g0"

Transportation program—C'r tqi tco "vj cv'hw'pf u'tcpur qt cvkqp'r rppkpi "ghqt w'qt"ecr kcn' r tqlgw0"

Intelligent Transportation Systems (ITS)—Vgej pqmi kgu'cr r rkgf "vq'tcpur qt cvkqp"u{ ugo u'cpf " xgj kergu'vq'ko r tqxg'vj gk'uchgv\ "cpf "r gthqto cpeg0Gzco r ngu'kpenmf g-<tcpu'k'uki pcnr' tkqt kv\ ." u{ pej tqpk gf "tchhe"uki pcnu."y ctpkpi "u{ ugo u'k'p'ucngf "qp'k'p'k'k'f wcn'x'gj kergu."dle{ erg." r gf gvtkcp."qt "x'gj kerg'f g'gevkqp"u{ ugo u."t'cgn'ko g'tcpu'k'k'p'htqto cvkqp."k'pek' gp'v'y ctpkpi u0"

Member Agency—vj g'k'hw'ggp"vqy pu'cpf "ekkgu'y kj k'p'Ucpvc'Erntc'Eqw'p'v\ "cpf "vj g'Eqw'p'v\ "qh" Ucpvc'Erntc0"

6. Summary of Changes

7. Approval Information

<i>Prepared by</i>	<i>Reviewed by</i>	<i>Approved by</i>
"	"	"
"	"	"
"	"	"
Ncwtgp'Ngf dgwgt"	Ej tku'Cwi gpungk"	P wtk'K'OHgtp ^a pf gl"
Ugplqt "Vtcur qt cvkqp'Rc'ppgt"	F ktgevt "qh'Rc'ppkpi "cpf "	I gpgten'O cpci gt IEGQ"
	Rtqi tco o kpi "F k'k'ukp"	



Original Date:	Revision Date:	Rci g'7"qh'7"
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Cwcej o gpv'D

Eqo r rgyv'Ut ggwu'Rqrk{ 'Uwr r qt v

Eqo r rgyv'Ut ggwu'ctg'uwr r qt vgf 'd { 'r rcpu. 'i wkf grkpgu. 'cpf 'r qrkkgu htqo 'y j g'WUOF gr ctvo gpv'qh' Vtcur qt vckqp. 'Ecmtcpu. 'y j g'O gvtqr qrkcp'Vtcur qt vckqp'Eqo o kuukqp. 'cpf 'XVC0C' 'ko grkpg qh' ugrgevgf f qewo gpw'cpf 'r qrkkgu ku'r tqxkf gf dgrny 0

- P qxgo dgt "4224<XVC"Dqctf "qh'F ktgevqtu'cf qr wu y j g'Eqo o wpkv' F guki p"(" Vtcur qt vckqp"*EF V+Rtqi tco "cu'ku'r tko ct { ghqt'v'ht' hpnkpi "vtcur qt vckqp"cpf "rpf " wug'Vj g'EF V'r tqi tco "qwkpgu'r tkpek ngu'y cv'ctg'r tguekpv'qhEqo r rgyv'Ut ggwu'dguy r tcevegu y cv'i ckp'hcxqt qxgt "y j g'pgzv'ugxgtn" { gctu0
- Lypg'4228<O gvtqr qrkcp'Vtcur qt vckqp'Eqo o kuukqp"*O VE+'cf qr wu MTC's Regional Policy for Accommodation of Bicycle and Pedestrian Facilities during Transportation Project Planning, Design, Funding, and Construction *T guqmwkqp"5987+.'y j lej 'tgs wktgu' r tqlgev'ur qpuqtu'v'uwdo kv'c'Eqo r rgyv'Ut ggwu'ej gemku'v'ht'r tqlgevu'hwpgf gf 'd { O VE0
- Ugr vgo dgt "422: <I qxgtpqt "Uej y ct| gpgi i gt'uki pu kv'v'rcy 'y j g'Complete Streets Act of 2008.*CD'357: +y j lej 'tgs wktgu'y cv'ektewr'v'kqp'grgo gpw'qh'c'ekv' {qt'eqwv'v' 'r rcp'ht'c" ödcrpegf. 'b wko qf cn'vtcur qt vckqp'pgy qtm'v'j cv'o ggw'v'j g'pggf u'qh'cm'wugtu'qh'ut ggwu." tqcf u. 'cpf "j ki j y c { u'ht'uchg"cpf "eqpxgpkpv'v'cxgk'p'c"o cpgt'v'j cv'ku'uwkcdrg'v'j g" twt'cn'uwv'wtdcp. "qt'v'wtdcp"eqpvz'v'qh'v'j g'i gpgt'cn'r rcp0
- Qevqdtg'422: <Ecmtcpu'F gr ctvo gpv'qh'Vtcur qt vckqp"*Ecmtcpu+'cf qr wu Complete Streets- Integrating the Transportation System *F F/86/T/3+.'y j lej 'f ktgevu'y j g'Ci gpe { v'j " ögpw'w'g'v'j cv'v'cxg'grtu'qh'cm'ci gu'cpf "cd'ku'ku'ecp"o qxg'uchgn' {cpf "gh'ek'p'v' "cm'pi "cpf " cetqu'u'c'pgy qtm'qh'-'eqo r rgyv'ut ggwu'00' Ku'r gek'hecm' {ecm'u'q'w'dle { enku. 'r gf gutkcpu'cpf " v'cpuk'o qf gu0
- Lcpwct { 422; <XVC"Dqctf "qh'F ktgevqtu'cf qr wu c'r qrk { ."Multi-Modal Design Practices and Principles."y j lej 'f ktgevu'v'ch'v'q'hqny 'y j g'o wko qf cn'f guki p'cr r tqcej "wug'ht' " y j g'WU'323 IVw' Tqcf "kpv'tej cpi g'r tqlgev'qp'cm'hw'w'g'tqcf y c { ko r tqxgo gpw.'cu' hgcukdrg0
- Lcpwct { "422; <XVC"guv'ckuj gu c'Eqo r rgyv'Ut ggwu'r tqi tco 'kp'y j g'Valley Transportation Plan 2035 cpf "crki pu hw'p'kpi "v'cu'ku'v'O go dgt 'Ci gpeku'cpf "XVC"kp'f grk'gt'kpi "eqpvz'v' ugpuk'x'g'Eqo r rgyv'Ut ggwu'r tqlgevu0
- O ctej "4232<WUOF gr ctvo gpv'qh'Vtcur qt vckqp'kuwgu c"Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations."y j lej "uwr r qt v'v'j g" f gxg'gr o gpv'qh'hw'w' {kpv'gi tcv'gf "ce'v'x'g'v'vtcur qt vckqp'pgy qtm'0Vj g'r qrk { uvc'gu'v'j cv' y gm'eqppgevgf "dle { eng"cpf "r gf gutkcp'pgy qtm'u'j qwf "dg'f guki pgf "cu'r ctv'qh'Hgf gtcn'ckf " r tqlgevu0
- Cwi wu'4232<XVC"v'ch'r t'gugpw'Complete Streets Principles for Santa Clara County *O go q'P q03765+.'v'j g'XVC"Dqctf "qh'F ktgevqtu."y j lej "qwkpgu'c'ht'co gy qtm'ht'c" r qv'p'v'cn'Eqo r rgyv'Ut ggwu'r qrk { ht' "Ucpw'Er'ct'Eqwv'0

Cwcej o gpv'D

- Oc{ 4234<O VE'ugv c'Eqo r ngv'Utggv'tgs wktgo gpv'ht'necl'ci gpekv'q'dg'grki kdr'vq" tgegkxg'hgf gten'cpf "ucv'g'tcpur qtvc'kqp'hwpf kpi "vj tqwi j "vj g'Qpg'Dc{ 'Ctgc'I tcpv'*QDCI +" r tqi tco 0XVC'y qtm'y kj 'O go dgt'Ci gpekv'q'egt'wh{ vj cv'vj g{ j cxg'o gv'vj g'O VE" tgs wktgo gpw0
- Qevqdtg"4236<Ecmtcpu'wr f cvgu'ku'Eqo r ngv'Utggv'r qre{ vq'f ktgev'vj g'ci gpe{ "vq" r tqxkf g'ht'vj g'pggf u'qh'tcxgrgtu'qh'cm'ci gu'cpf "cdk'kv{ kp'r mppkpi ." r tqi tco o kpi ." f guki p."eqputw'kqp."qr gtc'kqpu."cpf "o ckv'gpcpeg'ce'v'k'k'gu'qp'vj g'Ucv'g'j ki j y c{ u{u'vgo *F F'86/T/4-0'Vj g'r qre{ 'ku'uw' r qt'v'g' d{ Ecmtcpu'Complete Streets Implementation Action Plan 2.0."cf qr v'g'f "kp"42360
- Lxpg"4238<XVC'kpen'f gu c'Eqo r ngv'Utggv'tgs wktgo gpv'kp vj g'r qre{ rpi wci g'ht"4238" O gcuwtg'D."y j lej "uwdugs wgpw{ 'ku cr r tqxgf "d{ "xqvtu'kp"p qxgo dgt"42380
- Lxpg"4239<XVC'Dqctf "qh'F ktgev'qtu'cr r tqxgu'vj g'Eqo r ngv'Utggv'Tgr qt'kpi " Tgs wktgo gpv'ht"4238'O gcuwtg'D0Cu'f guetldgf 'kp'vj g'Tgr qt'kpi "Tgs wktgo gpv." r tq'lgv' ur qpuqtu."kpen'f kpi "XVC."o wv'vj cxg'cp'cf qr v'g'f "Eqo r ngv'Utggv'Rqre{ kp'qtf gt'vq'dg" grki kdr'vq'tgegkxg"4238'O gcuwtg'D'hwpf kpi 0



F cwg<	F gego dgt '3.'4239
Ewtgvp'O ggkpi <	F gego dgt '9.'4239
Dqctf 'O ggkpi <	F gego dgt '9.'4239

DQCTF 'O GO QTCFVVO

VQ< Ucpw'Ercnc'Xcmg{ Vtcur qtvcvkp'Cwj qtkv{
Dqctf 'qh'F ktgevqtu

HTQO < Cwf kqt 'I gpgtcn Dkm'Gi i gtv

UWDLGEV< Tgeqtf u'kphqto cvkq'O cpci go gpv'Rtqi tco 'Cuuguuo gpv

Rqke{/Tgrv'g' 'Cevkq'<P q **I qxgtpo gpv'Eqf g'Ugevkq'! 652: 'Cr r'ngk'<P q**

CEVKQP 'K'GO

TGEQO O GPF CVKQP<

Tgxky 'cpf 'tgegkxg'vj g'Cwf kqt 'I gpgtcn'u'tgr qtv'qp'vj g'Tgeqtf u'kphqto cvkq'O cpci go gpv' Rtqi tco 'Cuuguuo gpv

DCEMI TQWPF<

Vj g'Cwf kqt 'I gpgtcn'u'CI +o quvtgegpv'TkumCuuguuo gpv'Tgh'guj 'kf gpv'k'g'XVC'au'tgeqtf u' o cpci go gpv'r tqeguuy kj 'cp'grgxcv'g' 'tkunif wg'v'q'f k'he'w'ng'u'qdv'cv'k'p' 'tgeqtf u'cv'XVC'0'Vj g' Dqctf 'ci tggf 'y kj 'vj ku'cuuguuo gpv'cpf 'cr r tqxgf 'cf f kpi 'vj ku'Tgeqtf u'O cpci go gpv'Rtqi tco " Cuuguuo gpv'cu'cp'cf f k'k'q'p'nc'leqo r qpgpv'r tq'lg'ev'qh'vj g'Hj '4239'k'p'gt'p'cn'c'w'k'Y q't'm'R'nc'p

k'4234.'vj g'Cwf kqt 'I gpgtcn'u'Q'h'eg'r g'hqto gf 'cp'cuuguuo gpv'qh'tgeqtf u'o cpci go gpv'cv'XVC" cpf 'pqvgf 'vj cv'c'eqo r tgj gpukxg.'qti cpk cvkq/y kf g'Tgeqtf 'kphqto cvkq'O cpci go gpv'TKO + Rtqi tco 'f kf 'pq'v'gz'kw.'cpf 'vj cv'pq'i tqw u'y g'g'cuuki pgf 'v'g'z'gewg.'i qxgtp.'qt'o qpkqt 'vj g'TKO " r tqi tco 0Cu'c't'gu'w'XVC'et'ge'v'g'c'TKO 'i tqw 'cpf 'k'p'c'k' gf 'cpf 'lo r ngo gpv'g'c'Tgeqtf u' O cpci go gpv'Rtqi tco 'Rqke{/0'Vj g'XVC'TKO 'Rtqi tco 'ku't'gur qpukdr'ht'gu'cd'rkuj kpi "c" eqo r tgj gpukxg.'w'p'k'qto . 'cpf 'equ'v'gh'g'ev'kxg'r tqegu'ht'o cpci kpi 'XVC'tgeqtf u'f w'kpi 'et'g'cv'k'p' wug.'u'q't'ci g.'cpf 'f g'ut'v'ev'k'p'0

F KUEWUKOP<

F w'kpi 'Lxpg'cpf 'Lxw{ 4239.'vj g'Cwf kqt 'I gpgtcn'u'Q'h'eg'eqpf w'ev'g' 'vj g'Tgeqtf u'kphqto cvkq" O cpci go gpv'Rtqi tco 'Cuuguuo gpv'0'Vj g'o clp'qdl'ge'v'kx'gu'qh'vj ku'cuuguuo gpv'y g't'g'v'q'<

- Tgxky 'cpf 'cuuguu'TKO 'qdl'ge'v'kx'gu.'r tqegu'gu.'cpf 'eqp't'qnu

- Cuuguu'vj g'cf gs wce{ cpf "ghgevkxpggu'qh'TKO 'r qrlkegu.'r tqegf wtgu.'u{ wgo u.'cpf " r tqeguugu.'dqj 'f gr m{ gf "qt'r rppgf
- Cuuguu'vj g'eqo r rkepeg'qh'TKO 'r tcevegu'y kj 'ngi cn'cpf 'tgi wrvqt { tgs vkt go gpw'cpf " i vkf grkpgu

Vj g'tguwuu'qh'vj ku'cuuguuo gpv.'kpenw kpi 'vj g'f gvckngf 'hpf kpi u.'tgeqo o gpf cvkqpu'cpf "XVC" o cpci go gpvtgur qpugu'cpf "eqo o ko gpw'vq'eqttgevkxg'cevkap.'ctg'uj qy p'kp "Cwcej o gpv'CO

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Dcuqf "qp'vj g'y qtnlr gthqto gf . 'cp"qxgtcm'Medium ngxgn'qh'tkunly cu'cuuki pgf . 'dcuqf "qp'qpg'j k j / tkun'cpf 'y q'o gf kwo /tkun'qdugtxcvkqpu0"

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Tgeqo o gpf cvkqpu'ht'ko r tqxgo gpv'eqpvclopf 'kp'vj ku'tgr qt'v'ctg'r tgugpvgf "d{ vj g'Cwf kqt'I gpgtcn' ht'eqpukf gtcvkqp"d{ vj g'XVC'Dqctf "qh'F kgevqtu.'I qxgtcpeg'(' Cwf k'Ego o kwgg'cpf " o cpci go gpv.'y j lej 'ctg'uqngn' 'tgr qpukdrg'ht'vj g'ghgevkxg'ko r ngo gpvcvkqp'qh'cp{ " tgeqo o gpf cvkqpu0

HUECN'KO RCE V<

Vj gtg'ku'pq'hkpcpeknko r cev'cuuqekcvf 'y kj 'ceegr wpeg'qh'vj ku'tgr qt'v0

UVCPI 'EQO O KWGG'F KUEWUKQP ITGEQO O GPF CVKQP<

Vj g'I qxgtcpeg'(' Cwf k'Ego o kwgg'"I (C+'eqpukf gtgf 'vj ku'kgo 'cv'ku'P qxgo dgt'52.'4239" o ggvkpi 'cu'r ctv'qh'vj g'Tgi wct'Ci gpf c0"Vj g'Ego o kwgg'wpcpko qwun' tgeqo o gpf gf "Dqctf " cr r tqxcn'qh'vj g'kgo 'cpf 'cnuq'ku'r nrego gpv'qp'vj g'Dqctf au'Eqpugpv'Ci gpf c0

Rtgr ctgf "d{ <'Nkn' 'Tqi gtu.'CI)u'Qh'leg'cpf "Ugr j gp'hn'pp.'Cf xkuqt { 'Eqo o kwgg'Eqqtf kpcvqt O go q'P q08355

CVVCEJ O GPVU<

- C//TKO 'Rtqi tco 'Cuuguuo gpv'H| 39 *RFH+



Records Information Management Program Assessment

Auditor General Report No. 2017-06

November 21, 2017

EXECUTIVE SUMMARY

Background

In the most recent Risk Assessment Refresh, the Auditor General's Office assigned a review of VTA's records management an elevated risk due to difficulties obtaining records at VTA. The Board agreed with this assessment and approved adding this Records Management Assessment as an additional component project of the FY17 Internal Audit Work Plan.

In 2012, the Auditor General's Office performed an assessment of records management at VTA and noted that a comprehensive, organization-wide Record Information Management (RIM) Program did not exist, and that no groups were assigned to execute, govern, or monitor the RIM program. As a result, VTA created a RIM group and finalized and implemented a Records Management Program Policy. VTA also implemented a Retention Procedure for VTA records and a Records Retention Schedule (including guidelines governing the destruction of all record types identified). Finally, in the May 2012 Board of Directors meeting VTA allocated \$2.8 million in funding to deploy an electronic Record Management solution by 2015.

The Auditor General's Office completed this review in June and July 2017. This review was performed in accordance with the Standards for Consulting Services issued by the American Institute of Certified Public Accountants, as are all Auditor General audits and reviews. This report was prepared for use by VTA's Board of Directors, Governance and Audit Committee, and management.

Objective and Scope

The VTA RIM program is responsible for establishing a comprehensive, uniform, and cost-effective process for managing VTA records during creation, use, storage, and destruction. The objective of this review was to:

- Obtain an understanding of and assess RIM objectives, processes, and controls, and related policies and procedures
- Assess the adequacy and effectiveness of RIM policies, procedures, systems, and processes either deployed or planned
- Assess the compliance of RIM practices with legal and regulatory requirements and guidelines
- Identify opportunities for process improvements and efficiencies

Overall Report Rating & Observations

(See Appendix A for definitions)

	Report Rating	Number of Observations by Risk Rating		
		High	Medium	Low
Records Information Management Program	Medium	1	2	0

Overall Summary and Review Highlights

Since VTA established its RIM program in 2012, implementation efforts have been ongoing at a slower than anticipated pace. RIM program needs have proven to be vastly larger than anticipated and were not adequately scoped in 2012. VTA's current revised plan appears able to meet VTA goals if implemented, but requires more initial and ongoing resources.

VTA has established agency-wide policies and procedures governing records management, identified records used by various departments and developed a retention and destruction schedule for these records, established procedures to support record destruction, and identified certain solutions to support and better manage VTA's complex records needs.

VTA's program rollout is ongoing due to the large volume of physical and electronic records as well as departmental and program needs. Notably, VTA currently maintains records in decentralized systems used by various departments, which results in inefficiencies in document retrieval and increased risk from improper storage of records. VTA has started but does not maintain a comprehensive file mapping outlining where physical and electronic records are stored, which reduces visibility into record storage practices and increases the difficulty of ensuring records are managed according to policy. This, along with ongoing program implementation, contributed to aged records in both physical and electronic format being retained beyond their Board-approved retention period.

Based on the work performed, an overall report rating of *Medium* was assigned based on one high-risk and two medium-risk observations. VTA management has committed to implement most of the recommended corrective actions.

Questions on the report should be addressed to Bill Eggert in the VTA Auditor General's Office at Auditor.General@VTA.org.

OBSERVATIONS SUMMARY

Following is a summary of observations noted in the areas reviewed.

Definitions of the observation rating scale are included in Appendix A.

Ratings by Observation

Recommendation Title	Rating
1. DECENTRALIZED RECORDS MANAGEMENT SYSTEM	High
2. NON-COMPLIANCE WITH RECORD RETENTION SCHEDULE	Medium
3. UNAUTHORIZED USER ACCESS TO PHYSICAL RECORDS	Medium

DECENTRALIZED VTA ENTERPRISE RECORDS MANAGEMENT SYSTEMS

Ref. #	<u>Observation:</u>	<u>Recommendation:</u>	<u>Management's Response and Action Plan</u>
1	VTA does not currently have a comprehensive, agency-wide Records Management system implemented and VTA maintains records on a variety of decentralized systems and locations.	Due to the many benefits that can be achieved, VTA should revise and accelerate their current Records Information Management (RIM) plan to create a searchable, centralized record center for all VTA records.	

Observation Rating: High

1.1 In May 2012, VTA committed to implementing a Records Management system by calendar year 2015.

This implementation is still ongoing, resulting primarily, according to VTA management, from the scope and requirements far exceeding what was originally anticipated when resources were committed in 2012. This has resulted in a shortage of staffing and other equipment and program needs. VTA's revised implementation plan appears to be adequate, but requires more resources at implementation and on an ongoing basis to be effective.

VTA departments currently maintain records in a variety of locations and manage records inconsistently. There is currently no comprehensive centralized system of record or storage location for VTA records. Electronic records may be stored in locations including:

- Employees' computers
- Departmental shared drives used as central record storage
- SharePoint and Collaboration sites maintained by Information Technology
- Other enterprise systems used by departments (SAP, Trapeze, ProLaw, etc.).

1.1 VTA should accelerate their current Records Management (RIM) plan to create a searchable, centralized record center for all VTA records. To achieve this, VTA should consider:

- Expediting the SharePoint 2016 migration and implementation of Collabware to develop opportunities for central storage of vital documents and records.
- Implementing standard file naming conventions for all records. VTA should revise their existing records management training to include best practices and proper use of SharePoint and Collabware standards.
- Evaluating staffing and IT resources needed during the SharePoint 2016 transition and implementation and should consider sourcing the proper expertise to complete this in a timely manner.

1.1 Management agrees accelerating the RIM program, especially SharePoint 2016 and Collabware implementation, would be optimal. Technology will continue to monitor overall program progress, support and training.

Each VTA division will now be responsible for:

- (1) Assigning and ensure staff utilization of the RIM tools;
- (2) Re-engineering their business process to reduce our reliance on paper;
- (3) Migrating existing documents into the SharePoint 2016 Record Center;
- (4) Developing a plan to reduce the current paper records stored in the Warehouse and Iron Mountain.

To achieve this, additional funding for consulting and software will be needed to support the division record coordinators tasks.

Responsible Party:

Technology and Business Services

Target Date: February 2018

VTA is in the process of migrating its current document retention and storage environment from shared drives to SharePoint, a web-based platform that functions as a document management and storage system, and will upgrade to SharePoint 2016 in calendar year 2018.

As of July 2017, there are over 200 SharePoint sites in use by VTA departments. While the transition to SharePoint will provide benefits in site and record governance, VTA has not completed creating SharePoint sites due to IT obligations. IT resources may be insufficient to fully transition to a SharePoint environment according to schedule.

After the upgrade to SharePoint 2016, VTA will implement Collabware CLM, an enterprise content lifecycle and records management software intended to standardize record retention. Collabware will help automate record destruction based on retention policies for various risk categories. However, this relies on proper categorization of records, correct use by record owners and end users, and the timely transfer of records to SharePoint by document owners, which are manually intensive and time consuming processes.

If IT does not have the resources required, VTA is at risk of delayed or flawed implementation and record migration.

Accelerating the system implementation, revising their training, and dedicating additional resources to the project will reduce risks to the agency including

- Delayed or very slow implementation due to inefficient resources
- Operational inefficiencies and disruptions due to duplicative records
- Risk of using incorrect records, or the wrong version of records
- Records being unavailable due to physical destruction
- Delays and inability to respond to public records and discovery requests

Additional Resources Required

Overall, the estimated total cost of a significantly accelerated deployment is estimated at approximately \$1.5 million. Efforts will be undertaken to identify this needed supplemental funding but the increase may have to be reviewed during the next biennial budget process.

Responsible Party:

Technology and Business Services

Target Date: July 2019

Standard File Naming Convention

Staff is not planning on implementing a standard file naming convention. This is due to SharePoint's use of META data and its advanced search tools available to record owners. Given this, there is far less need and value for implementing a standard file naming convention.

Restructuring and Accelerating the Records Management Program Deployment

Implementing the new rollout plan combined with instituting VTA Divisions responsibilities and projected funding results in an expected four-year deployment.

Responsible Party:

Technology and division record coordinators

Target Date: December 2021



1.2 Although the Retention Schedule defines the records generated and used by each VTA department, there is currently no complete file map outlining where physical and electronic records are stored by category. Management has begun documenting storage locations for select departments, however, this listing is not complete. For SharePoint and shared drives, VTA manually maintains a listing of storage locations in use which could potentially be incomplete. Not maintaining a file map or directory can result in inefficiencies in storing and accessing information and creates additional risk when gathering documents for public records requests or legal matters.

VTA's plan to transition to a SharePoint storage environment for enterprise content management will allow for greater visibility and management of records stored electronically, but does not address the use of separate enterprise systems and records stored outside of SharePoint. While these enterprise systems, including SAP and Trapeze, serve as their own system of record and should not be moved entirely or copied to SharePoint, they may include records or reports that should be available agency-wide but are not currently accessible.

Currently, departments may choose to store records in various locations, such as shared drives, based on preference, need or historical practice. Although there is a process for decommissioning them, shared drives are not regularly decommissioned as departments transfer final records to SharePoint.

1.2

a) As part of upgrading to the new RIM processes and procedures, VTA should continue their inventory of where records are stored and maintained, identify data silos, and review methods for consolidating all vital records from multiple systems of record onto one centralized library location. While the transition to SharePoint 2016 will provide additional visibility into records, VTA should include and regularly update the file map as an addendum to the Retention Schedule.

Maintaining a file map will help ensure that records and access controls are properly monitored and will also provide visibility into record retention best practices and potential storage solutions by department.

b) VTA's Records Management program will rely on storing information on SharePoint sites in order to maintain visibility into records. As part of the migration, VTA should follow their process for decommissioning shared drives at the time of SharePoint site creation to ensure compliance with the RIM procedures.

1.2.a) Management agrees that accelerating the file mapping process would be optimal. To that end, management will continue inventorying where records are stored and reviewing methods for consolidating records from multiple locations or systems into one centralized library (SharePoint 2016).

In addition, management will add file mapping to the next scheduled update of the Record Retention Schedule (Release 3.0, estimated for the end of 2018). Furthermore, actions will be implemented so that any new hardcopy document stored in the warehouse will be mapped in SharePoint. In addition, management will add file mapping to the next scheduled update of the Record Retention Schedule (Release 3.0, estimated for the end of 2018). Furthermore, actions will be implemented so that any new hardcopy document stored in the warehouse will be mapped in SharePoint.

Responsible Party: Technology

Target Date: January 2019

1.2.b) Management agrees to review existing processes to ensure that shared drives are decommissioned within a reasonable period following corresponding SharePoint site implementation.

Responsible Party: Technology

Target Date: December 2018

1.3 VTA has deployed the Summation data processing and case assessment software for monitoring legal holds and housing requested documents. When VTA becomes aware of potential legal matters that may require certain records, General Counsel's office will alert the record owners via email and instruct them not to destroy the records. This manual process relies on the specialized knowledge of those involved with the records to identify and set aside records that may be needed. Manually notifying document owners of legal hold requests places increased time demands on document owners and increases the risk of inadvertent destruction and improper handling from lack of departmental knowledge of lawsuits.

1.3 After SharePoint 2016 and Collabware are implemented, VTA should prioritize and utilize the e-discovery and legal hold features in Collabware. E-discovery should have the capability to search the database by topic, location, subject, date, or keywords, and allow General Counsel's Office and/or Records Management the ability to directly mark records for legal hold. This may prevent inadvertent destruction and will provide General Counsel's office with greater control over records to retain. Best practices for legal holds include automating hold notifications and document preservation rather than simply notifying known custodians.

1.3 Management agrees to deploy e-Discovery or equivalent tool as per our existing deployment plan. For example, VTA has just completed the deployment of Summation, a tool that stores legal hold and legal-documents for the length of the legal-hold time frame.

Deployment of e-Discovery tools is paced by VTA resources and the completion of the Office 365, One Drive for Business, and Exchange 2016 deployments.

Responsible Party: Technology

Target Date: Estimated December 2018

NON-COMPLIANCE WITH RECORD RETENTION SCHEDULE

Ref #	<u>Observation:</u>	<u>Recommendation:</u>	<u>Management's Response and Action Plan</u>
2	<p>Due to the large volume of VTA records and number of systems in use, records are typically retained for longer than legally required and longer than VTA's internal guidelines governing record retention.</p>	<p>VTA should devote additional resources to perform a comprehensive review of physical and electronic records, identify storage locations and records that exceed storage retention policies, and destroy records without lasting historic value.</p>	
Observation Rating: Medium			
	<p>2.1 The Auditor General's Office noted that electronic records stored on various drives and systems (i.e. SAP and Trapeze) are retained longer than legally required and longer than VTA's internal guidelines governing record retention indicate. VTA record retention guidelines follow the more conservative of state and federal requirements by record type. Electronic records are stored and retained due to systems having adequate storage and VTA having no clear policy for destroying aged electronic records stored on those systems and relational databases.</p> <p>For example, VTA first deployed SAP in 1999. SAP is used by various departments including Human Resources, Finance, and Operations. To date, no information in SAP has been destroyed or archived, and information dating to the 1999 deployment is viewable. There are no current plans for archiving or managing historic data. Archiving will be considered as storage space becomes limited.</p> <p>Also, Trapeze is used by VTA Operations for vehicle scheduling, dispatching, and timekeeping. The first Trapeze module was implemented in the 1990s. Although Trapeze information is backed up regularly,</p>	<p>2.1 Along with performing a complete file mapping of record storage, VTA should perform an agency-wide inventory of systems in use and system storage policies and procedures. This review should focus on record generation, storage, and destruction and should ensure that procedures governing record retention and destruction are in place for all systems. This review should also focus on ensuring agreement and alignment between system-specific policies and the broader records management policies in place.</p> <p>Whenever possible, records should only be retained for only as long as indicated in the Board-approved Retention Schedule, which conforms to State or Federally-mandated retention periods.</p>	<p>2.1 Management agrees to evaluate our transaction systems such as SAP, Trapeze OPS, Industry Safe and other applications to ensure alignment with existing records management policies and procedures.</p> <p>VTA's record destruction procedure identifies how and why a document can or should be stored past the legally-required retention schedule.</p> <p>Responsible Party: Technology and record owners</p> <p>Target Date: December 2019</p>

NON-COMPLIANCE WITH RECORD RETENTION SCHEDULE

Ref #	<u>Observation:</u>	<u>Recommendation:</u>	<u>Management's Response and Action Plan</u>
2	<p>Due to the large volume of VTA records and number of systems in use, records are typically retained for longer than legally required and longer than VTA's internal guidelines governing record retention.</p> <p>there is no defined procedure for reviewing or destroying aged Trapeze records.</p> <p>Retaining records for longer than legally required increases the risk to VTA from public records requests, unauthorized access to sensitive information, and operational inefficiencies such as extra CPU storage requirements and backup of outdated records. A 2014 study by the Compliance Governance Oversight Council estimates that 69 percent of data is redundant, outdated, or trivial ("ROT"). VTA currently maintains approximately 50 terabytes of data, the cleanup of which could lead to storage cost savings and operational efficiencies.</p>	<p>VTA should devote additional resources to perform a comprehensive review of physical and electronic records, identify storage locations and records that exceed storage retention policies, and destroy records without lasting historic value.</p>	
2.2	<p>The Auditor General's Office noted that certain categories of physical records were maintained beyond their indicated and Board-approved record destruction date. This may be due to the sheer volume of records and current staff demands. Physical records, including those with value that have not been digitized and records that should be destroyed, are prevalent and place a large demand on storage requirements. Current staffing and resources are insufficient for identifying, reviewing, and destroying historical records.</p>	<p>2.2 a) VTA should devote additional resources to physical record identification, electrification, and destruction, which may include temporary workers. VTA should perform a comprehensive review of physical records stored within and outside department locations, including those stored at River Oaks and Iron Mountain facilities. Aged records across all departments should be identified, reviewed, scanned, or destroyed. An agency-wide initiative will help ensure historical records are properly handled and will enable staff to focus on current records as they are generated.</p>	<p>2.2.a) Management agrees that accelerating the physical record review, scanning, and disposal process would improve record searches. However, to accelerate the process will require additional resources (see Management's Response for Recommendation 1.1), including, but not limited to, additional funding for consultant services to support the division record coordinators tasks.</p>

NON-COMPLIANCE WITH RECORD RETENTION SCHEDULE

Ref #	<u>Observation:</u>	<u>Recommendation:</u>	<u>Management's Response and Action Plan</u>
2	<p>Due to the large volume of VTA records and number of systems in use, records are typically retained for longer than legally required and longer than VTA's internal guidelines governing record retention.</p>	<p>VTA should devote additional resources to perform a comprehensive review of physical and electronic records, identify storage locations and records that exceed storage retention policies, and destroy records without lasting historic value.</p>	
<p>During a review of physical records, the Auditor General's Office noted that 7 out of 12 sampled categories of records were maintained beyond their indicated destruction date. These files include aged job applications that contain Social Security numbers and other personally identifiable information (PII) as well as standard operational records.</p>		<p>b) Going forward, VTA should revise and enhance the current procedure so that the document owner is required to input the destruction date of stored boxes into Collabware. Once a year, Collabware will generate an automated reminder to approve the digitization or destruction of stored records. Divisional Record Coordinators should also perform an annual inventory in case of turnover or missed stored documents.</p>	<p>To support acceleration of the physical record review, each division will be responsible for assigning resources to review and process the stored records of its staff and processes.</p> <p>Responsible Party: Technology and Division/Department record owners</p> <p>Target Date: December 2020</p>
<p>When departments are approaching storage capacity, they may send certain records to the VTA River Oaks warehouse for storage. Departments are required to provide a brief description of the records submitted, indicated destruction date, record owner, and whether the records contain confidential information. While there is a procedure to enter documents into storage, there is no clear procedure by which record owners review stored documents or are alerted of aged records. Of the approximately 4,900 boxes stored at River Oaks, 4,200 or 85 percent of them have no indicated destruction date or have been retained past their indicated destruction date.</p>		<p>c) Until Collabware is fully implemented and records are electronically marked for destruction, VTA should require more and better information for stored documents, including Record Retention category and a justification for permanent retention (ongoing lawsuit, historical value, permanent retention as defined in the Retention Schedule, etc.). Once Collabware is implemented, it can supplement and/or supplant the information stored on physical forms.</p>	<p>2.2.b) & c) Management agrees. The current process and training materials will be enhanced to require the document owner to provide additional required information for stored documents, including destruction date. Once Collabware is implemented, the record owner will be required to input the destruction date of stored boxes into Collabware.</p> <p>Responsible Party: Technology and Division/Department record owners</p> <p>Target Date: December 2019</p>

UNAUTHORIZED USER ACCESS TO PHYSICAL RECORDS

Ref #	<u>Observation:</u>	<u>Recommendation:</u>	<u>Management's Response and Action Plan</u>
3	Records containing sensitive and personally identifiable information (PII) were left unsecured and accessible.	VTA should review the storage of sensitive records, including those kept in shared spaces, to ensure access is properly restricted.	

Observation Rating: Medium

3.1 During a review of physical records, the Auditor General's Office noted that records containing confidential information were unsecured and accessible to individuals without a business need. Employee personnel files that include job applications containing PII (including Social Security numbers) were maintained in an unlocked cabinet within the Human Resources department. Personnel records that include written sensitive information such as employee reprimands are stored within the Employee Relations unit at River Oaks. While the most current two years were maintained within locked cabinets, the prior eight years were maintained in unlocked cabinets in a separate cubicle.

It should be noted that confidential records that we reviewed which were located at individuals' desks were properly maintained and access was restricted to appropriate individuals.

3.1

a) VTA should review the storage of sensitive and confidential records stored in unsecured areas and should properly restrict access. Records containing sensitive information should require a key, badge or password in order to access. Sensitive information stored in open or unsecured areas should be identified and properly monitored and controlled at all time.

b) VTA should prioritize securely digitizing sensitive records to the extent possible. Information Technology should maintain and govern system access to all sensitive records. Digitizing sensitive records, granting access to only select personnel within departments such as Human Resources, and monitoring system access will reduce the reliance on and improper of paper records.

3.1 Management agrees. The Auditor General's review indicated that some existing controls were not functioning properly on a consistent basis. Due to the importance, management immediately reviewed the controls and associated processes and implemented the following adjustments to ensure consistent proper handling of sensitive and confidential records:

- File cabinets were inspected and repaired or replaced to ensure proper locking.
- Staff was re-trained on proper management of sensitive and confidential records.

Additionally, it should be noted that access to Employee Relations is limited and all visitors must check in with the administrative staff before entering. No one is allowed to freely enter the area where the cabinets are located.

Due to these steps, all sensitive and confidential records are now stored securely.

Responsible Party: Human Resource Manager and Employee Relations Manager

Target Date: Completed

APPENDIX A – RATING DEFINITIONS

Observation Risk Rating Definitions	
Rating	Definition
Low	Process improvements exist but are not an immediate priority for VTA. Taking advantage of these opportunities would be considered best practice for VTA.
Medium	Process improvement opportunities exist to help VTA meet or improve its goals, meet or improve its internal control structure, and further protect its brand or public perception. This opportunity should be considered in the near term.
High	Significant process improvement opportunities exist to help VTA meet or improve its goals, meet or improve its internal control structure, and further protect its brand or public perception presents. This opportunity should be addressed immediately.
Not Rated	Observation identified is not considered a control or process improvement opportunity but should be considered by management or the board, as appropriate.

Report Rating Definitions	
Rating	Explanation
Low	Adequate internal controls are in place and operating effectively. Few, if any, improvements in the internal control structure are required. Observation should be limited to only low risk observations identified or moderate observations which are not pervasive in nature.
Medium	<p>Certain internal controls are either:</p> <ul style="list-style-type: none"> Not in place or are not operating effectively, which in the aggregate, represent a significant lack of control in one or more of the areas within the scope of the review. Several moderate control weaknesses in one process, or a combination of high and moderate weaknesses which collectively are not pervasive.
High	<p>Fundamental internal controls are not in place or operating effectively for substantial areas within the scope of the review. Systemic business risks exist which have the potential to create situations that could significantly impact the control environment.</p> <ul style="list-style-type: none"> Significant/several control weaknesses (breakdown) in the overall control environment in part of the business or the process being reviewed. Significant non-compliance with laws and regulations. High observations which are pervasive in nature.
Not Rated	Adequate internal controls are in place and operating effectively. No reportable observations were identified during the review.

APPENDIX B – DETAILED SCOPE AND WORK PLAN

Our engagement consisted of a review of existing policies, processes and procedures; staff interviews; and process walkthroughs to validate effectiveness of process and controls.

Fieldwork Dates:

- June 1, 2017 to July 31, 2017

Detailed Scope:

- Obtain an understanding of VTA's Records Information Management objectives, processes, controls, and policies
- Assess the adequacy and effectiveness of policies, procedures, systems, and processes to manage records over the course of their lifetime
- Assess compliance of VTA's Records Management practices with legal and regulatory requirements
- Identify opportunities for process improvements, enhancements, and controls

Walkthroughs Completed / Personnel Interviewed:

- Office of the General Counsel
- Records Information Management
- Information Technology
- Operations
- Accounting & Finance
- Programming & Grants
- Real Estate
- Warehouse Storage
- Health & Wellness / Benefits
- Employee Relations / Substance Abuse
- Recruitment & Selection
- Classification & Compensation

Our review work noted the following:

- VTA records are stored in a variety of systems and locations without a clear policy governing storage location or a centralized storage system.
- During a review of physical records, the Auditor General's Office noted that records containing confidential information were unsecured and accessible to individuals without a business need.
- During a review of physical records, the Auditor General's Office noted that 7 out of 12 sampled record categories were maintained beyond their indicated destruction date. These include aged job applications that contain Social Security numbers and other personally identifiable information.
- Electronic records stored on systems including SAP and Trapeze were retained beyond their indicated destruction date due to systems having adequate storage and VTA having no clear procedure for destroying aged electronic records stored on those systems.



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VTA RECORD RETENTION SCHEDULE

Version 2.0

Record Series #	Business Area	Retention Category and Content	Example of Records	Optional: Fill in for Record Type if (C, H, V)	Office of Record	VTA Retention Period	Legal Retention Period	Citation	Comments
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RECORD TYPES: C = CONFIDENTIAL H = HISTORICAL V = VITAL									
GA01	General Administrative	Administration Records	Records include correspondence and memos		All Depts.	CU + 2	CU + 2	GC 34090 is 2 years	
GA02	General Administrative	Goals & Objectives	Goals & Objectives Includes department goals and objectives		All Depts.	CU + 2	CU + 2	GC 34090 is 2 years	
GA03	General Administrative	Travel Records			All Depts.	CU + 2	CU + 2	GC 34090 is 2 years	
GA04	General Administrative	Policies & Procedures	Policies & Procedures Includes all internal department policies and procedures, work Instructions, and operating manuals.		All Depts.	S + 5	S + 5	GC 34090 is 2 years, State of California guidelines is S + 5 years.	Departments may retain longer. See individual Departments schedules.
GA05	General Administrative	Staff Reports/Minutes	Staff Reports/Minutes Includes staff meeting minutes, reports and supporting documentation. Does not include Board & Committee agenda related information.		All Depts.	CU + 2	CU + 2	GC 34090 is 2 years	
GA6	General Administrative	Timesheets/Leave Requests	Timesheets/Leave Requests Includes original signed timesheets, and leave requests.		All Depts.	D + 1	T + 6	GC12946; GC34090* FMLA1993 US OSHA; 29CFR; 1910.20*	Admin decision: Retain for D+1 for calculating retirement benefits. Accounts Payable conducts periodic audits of department timecards. Defect Cards and Dispatch Daily Packet are not included in this category. See Operations Schedule Series # OS08.

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GA07	General Administrative	Forms Management			All Depts.	S + 2 YRS	CU + 2	GC 34090 is 2 years	
GA08	General Administrative	Complaints	Complaints About departments, services; received by email, paper, phone, etc.; Does not include complaints about specific employees added to the employee's Human Resources file. (*Must not include any pending litigation)		General Manager & Lead Dept	CL + 2	CL + 2	GC 34090 is 2 years, State of California Guidelines states this series is an Administrative/ Reference Record.	
GA09	General Administrative	Hiring Authority's File on Recruitments Maintained in Departments	Rating sheets, etc.		All Depts.	CU + 10	CU + 2	GC 34090 is 2 years	Retention and Destruction rules outlined in Employee Selection Process training. The hiring authority retains the rating sheets from all the panel members. Retain information written or typed in the rating sheets; destroy handwritten notes immediately.
GA10	General Administrative	Interagency Agreements			Various Depts.	CU + 10	CU + 10	CCP 337	

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RECORD TYPES: C = CONFIDENTIAL H = HISTORICAL V = VITAL									
BD01	Office of Board Secretary	Administration	Includes: orientation, mileage, ethics training, ACE and other ad-hoc advisory committee materials		Committees	CU + 2	CU + 2	Gov't Code 34090	
BD02	Office of Board Secretary	Applications, Appointments and Resignation Letters	Selected Candidates and Candidates not selected		Committees	CU + 5	T+5	Gov't Code 34090	
BD03	Office of Board Secretary	Committee Meeting Support Materials, Secretary Packets, and Correspondence	Committee meeting materials will include: polling sheet; mailing list (electronic&paper), food order, room reservations, Posting logs, packing sheets, committee reimbursements; and Committee Correspondence not attached to agreement or project file		Committees	CU + 2	CU + 2	Gov't Code 34090	
BD04	Office of Board Secretary	Agenda/Minutes	Includes; recognition of chairs/members		Committees	P	CU+2 for agendas only GC34090 (d) & P for minutes GC 34090€	Gov't Code 34090	Administrative decision to retain Permanently.
BD05	Office of Board Secretary	Committee Information	Committee info will include bylaws, rosters		Committees	P	CU + 2	Gov't Code 34090	Administrative decision to retain Permanently.
BD06	Office of Board Secretary	Committee Recording (Digital)			Committees	CU +3 months	CU +3 months	GC 34090 & 34090.7	Used solely for minute preparation

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BD07	Office of Board Secretary	Administration	Includes:board member attendance records, attendance certification/ EEO statements; board orientation; board travel; board events; board referrals/ethics; trainingboard related materials (i.e. seating charts, new board member packets, etc)		Board of Directors	CU + 5	CU + 2	Gov't Code 34090	
BD08	Office of Board Secretary	Correspondence	Committee Correspondence If not attached to agreement or project file		Board of Directors	CU + 5	CU + 2	Gov't Code 34090	Administrative decision to retain longer than required because research requests go back to 5 years.
BD09	Office of Board Secretary	Board Adopted Policies			Board of Directors	P	CU + 2	Gov't Code 34090	
BD10	Office of Board Secretary	Board Member Historical/ Biographical and VTA Governance Records	Board Member folder includes the following: Appointments, Committee Assignment, Form 700, Contact, Bio, Ethics trng cert, Travel. VTA Governance Includes the following: administrative code, rules of procedure, enabling act, city groupings, JPA agreement, and rosters		Board of Directors	P	CU + 2	Gov't Code 34090	
BD11	Office of Board Secretary	Board Minutes			Board of Directors	P	P	Gov't Code 34090(e)	

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BD12	Office of Board Secretary	Board Ordinances and Resolutions			Board of Directors	P	P	Gov't Code 34090(e); 40801	
BD13	Office of Board Secretary	Board Secretary Packets			Board of Directors	P	CU + 2	Gov't Code 34090	
BD14	Office of Board Secretary	Board Recording and Webvideo	Webcast of Board Meetings		Board of Directors	CU + 10	CU + 2	Gov't Code 34090	
BD15	Office of Board Secretary	Ballot Measures			Board of Directors	P	CU + 2	GC 34090	
BD16	Office of Board Secretary	Form 700 Correspondence	Includes correspondence relating to Form 700 for disclosure of income, jurisdictions, government board.		Board of Directors	CU + 2	CU + 2	Gov't Code 34090	The actual Form 700 is in Edisclosures, an online system maintained by the County. Records are retained indefinitely by an external party.

VTA RECORD RETENTION SCHEDULE

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RECORD TYPES: C = CONFIDENTIAL H = HISTORICAL V = VITAL									
ER01	Human Resources	Administrative Records	Policies, Procedures and Work Instructions, Personnel Rules & Regulations		Human Resources	CU + 10	S + 5	GC 34090 is 2 years, State of California guidelines is S + 5 years.	

VTA RECORD RETENTION SCHEDULE

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ER30	Human Resources	Recruitment & Selection Files	Authorization to Fill Position Reference Checks Score Sheets from Exams	C	Recruitment & Selection	CU + 10	LE + 1	CA GOV'T CODE 12946 29 CFR 1627.3	Includes related recruitment records (all paper) retained in folders. Note that related recruitment records (all electronic), such as, Applications, Resumes, Curriculum Vitae, Change of Class Applications, Certification & eligibility Lists , are in NeoGov, an online applicant tracking system. Records are retained indefinitely by an external party.
ER31	Human Resources	Extra Help Requests and Related Materials			Recruitment & Selection	CU + 2	CU + 1	ADEA SEC 401;29 CFR 1627.3	Recruitment retains by year while project is active. Trigger is project close. Reports generated by month for management and unions.

VTA RECORD RETENTION SCHEDULE

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ER10	Human Resources	Employees Personnel Records	Includes Applications, Resumes, Curriculum Vitae- Including All Attached Correspondence, Appointment Form; Promotion/Transfer/Demotion/Layoff/Termination Fingerprint Waivers; Medical Waivers Names &/or Address Change – Forms; Next of Kin Data – Emergency Notifications; Oath of Office – Employees; Outside Employment Statement Performance Evaluation Separation Form Employee New Hire Checklist; Signed Acknowledgment of VTA Policies May include: Commendations, Awards, Honors, Letters from Public.	C	Personnel, Classification & Compensation	T + 10	LE + 1	CA GOV'T CODE 12946 29 CFR 1627.3	All payroll employees, including Project help, Temporary Employees, and Student Interns.
ER11	Human Resources	Reclassification Records	Reclassification Requests/Studies and Salary Surveys		Personnel, Classification & Compensation	CU + 10	CL + 2	CA GOV'T CODE 12946	
ER12	Human Resources	Records for Organizational Changes	Analysis on Organizational Changes affecting Jobs or Positions that May or May Not Impact Employees		Personnel, Classification & Compensation	CU + 10	CL + 2	CA GOV'T CODE 12946	

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ER13	Human Resources	Dmv Pull Notice Program Files	May include: Drivers Licenses; CA Dept of Mtr Vehicles – Printouts, Report, Waivers	C	Personnel, Classification & Compensation	S + 2	CU + 2	Gov't Code 34090	Records audited by CHP for employees (designated by classification type) in the DMV program. Not retained with Personnel Records. Trigger is date of Pull Notice.
ER14	Human Resources	Immigration Status (I-9 Files)		C	Personnel, Classification & Compensation	T + 1 OR 3 Years after hiring, whichever is longer	T + 1 OR 3 Years after hiring, whichever is longer	20 CFR 655; YSC1324(A)(B)(3) IRCA 8 USC 1324(B)(1)(E)(3)	Confidential; these records must be kept separate from records used in personnel decision making; if hb1-visa status then see 20 CFR 655.760 Rule: If employed less than 2 years, Retain records for 3 years from hire date. If employed greater than 2 years, Retain records for 1 year after termination from VTA.
ER15	Human Resources	Job Descriptions/Classifications		V	Personnel, Classification & Compensation	CU + 20	CU + 3	29 CFR 1627.3 ADEA SEC 626	Current Job Descriptions/Classifications records are vital. - includes Intern Program

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ER16	Human Resources	Salary Schedules/Tables			Personnel, Classification & Compensation	CU + 20	LE + 2	29 CFR 516.6 29 CFR 1620.32	
ER17	Human Resources	Seniority Lists			Personnel, Classification & Compensation	CU + 20	LE + 1	29 CFR 1627.3	Generate list twice per year for Employee Relations.
ER18	Human Resources	Verifications of Employment and Salary		C	Personnel, Classification & Compensation	CU + 2	CL + 2	Gov't Code 34090	Kept in separate file- not placed in personnel file

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Human Resources									
ER05	Human Resources	Benefit Plan Contracts			Benefits	CL + 7	CL + 6	29 USC 1113	Benefit contracts renewed annually.
ER06	Human Resources	Benefit Records	Files including: Separated Not Retired. Separated Retired. Cobra Program/ Related Files. Medical/Dental/Vision/Life Insurance/Dependent Care – Registration, Enrollments, Change in Acct. Section 125, Flex Benefit Plan.	C	Benefits	T + 10	T + 6	29 USC 1113 29 CFR 1627.3	Trigger is Employee Separation. Cobra Program/Related Files kept active for 2 years and then to Inactive for 8 years.
ER07	Human Resources	FMLA Files	Includes Family Leave – Forms and Information regarding Lost Time, Leaves of Absence-Request For Medical Information-Examinations, Physician Designations, Health Clearances and Return to Work Order.	C	Benefits	T + 3	CU + 3 CU + 3 CU + 3	29 CFR 825.500 CA CODE 56-56.37 29 CFR 825.500 29 CFR 1627.3 29 CFR 1630.14 41 CFR 60-250.23 CA CIV CODE 56-56.37; 29CFR 825.500	Trigger is Separation: Death/Termination

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ER35	Human Resources	Pension Files- Individual Retiree Benefits Calculations, Retirement Application	Benefits Calculations, Retirement Application	C	Retirement Services	P	CL+6	29 USC 1113	Currently retaining Permanently. Any changes must go to Pension Board for approval.
ER36	Human Resources	Public Employees Retirement System (PERS) – Service Credit Certification Package		C	Retirement Services	P	LE+6	29 USC 1027, 1059	Currently retaining Permanently. Any changes must go to Pension Board for approval.
ER37	Human Resources	Public Employees Retirement System Forms	Enrollment, Change of Status	C	Retirement Services	P	LE+6	29 USC 1027, 1059	Currently retaining Permanently. Any changes must go to Pension Board for approval.
ER38	Human Resources	Release of Information (Pension File)		C	Retirement Services	P	CL+6	29 USC 1113	Currently retaining Permanently. Any changes must go to Pension Board for approval.
ER39	Human Resources	Retirement Benefits Plan Information			Human Resources	P	CL+6	29 USC 1113	Currently retaining Permanently. Any changes must go to Pension Board for approval.

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ER20	Human Resources	Commendations and Honors Program	Includes Retirement Recognition Awards, Service Awards, and Volunteer Appreciation Awards		OD&T	CU + 5	T+3	29 CFR 1627.3; Lab. Code 1174; 29 CFR 1602.30.32	Trigger for retention is end of current year. Retain records 5 years after the end of the fiscal year in which the records are created.
ER21	Human Resources	Employee Development and Training	Inlcudes sign-in sheets, Certificates of Completion, and Training Seminars, Workshops, Classes – Including Materials Records Related to VTA's NEO Orientation Program for New Employees		OD&T	P	CU + 2	CA GOV'T CODE 12946 29 CFR 1627.3	Training records by individual in SAP and Success Factors. Retained to run training reports.
ER22	Human Resources	Employee Suggestion Program	Great Ideas Program Records		OD&T	CU + 10	CU + 2	Gov't Code 34090	
ER23	Human Resources	Exit Interview Records	Process, Contacts, Quarterly electronic reports		OD&T	CU + 10	CU + 2	Lab Code 12946	
ER24	Human Resources	Training -Tuition Reimbursement Program	All records retated to Tuition Reimbursement funded by VTA		OD&T	T + 10	CU + 2	Labor Code 12946	Records retained separate from other training records.
ER25	Human Resources	Diversity and Inclusion General Information Pamphlets, Brochures, Notices, Memos	Pamphlets, Brochures, Notices, Memos		Diversity & Inclusion	CU + 5	CU + 2	Lab Code 12946	

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ER26	Human Resources	Claims, Charges, and Investigations (Title VII, ADA, ADEA, Discrimination, Sexual Harassment, etc)		C	Office of Civil Rights and Title VI	P	CL+2	29 CFR 1602.14 29 CFR 1627.3	EEOC reserves the right to impose specific record-keeping requirements pertaining to the charge. Note: Complaints/Grievances-Finding, Decisions, Reports (Title VII, ADA, ADEA, etc) retained with Employee Relations.
ER27	Human Resources	Affirmative Action Program and Title VI Records	Affirmative Action Plan, EE04 Report, and Title VI Report, and Affirmative Action Equal Employment Opportunity EEO/AAP Policy	C, H	Office of Civil Rights and Title VI	P	T+3	41 CFR 60-250.52 29 CFR 1602.12 29 CFR 1602.13 29 CFR 1602.32 29 CFR 1627.3	Admin Decision: Retain permanently due to historic value. Completed forms must be kept separately from records used by persons making personnel related decisions.

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PR10	Human Resources	DBE/SBE/MWBE Certification Files			OSDB	P	CL + 3	FTA C 5010.1D Chap III(7)	Trigger for retention is end of current year or no longer active.
PR11	Human Resources	DBE/SBE/MWBE Contract Files	All records related to Contracts		OSDB	CL + 10	CL + 3	FTA C 5010.1D Chap III(7)	Trigger for retention is Contract Completion
PR12	Human Resources	DBE/SBE/MWBE Program Records	Outreach Program Disparity Studies		OSDB	CU + 5	CL + 3	FTA C 5010.1D Chap III(7)	Trigger for retention is end of current year.

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ER40	Employee Relations	Bargaining Unit / Settlement Agreements		C	Labor Relations	P	T + 5	29 CFR 1602.14	(all related records) from date of personnel action taken or made whichever is later of if litigation until all litigation is terminated
ER41	Employee Relations	Arbitration		C	Labor Relations	P	UNION CONTRACT/ PPP	UNION CONTRACT/ PPP	Atu/seiu/local 521/taea/non rep.
ER42	Employee Relations	Disciplinary Records	Hearing Decisions	C	Labor Relations	P	SEIU/ ATU/ AFSME/TAEA/ NON-REP	UNION CONTRACT/ PPP	
ER43	Employee Relations	Discipline and Appeal Policy (Non-Rep.)		C	Labor Relations	P	LE + 1	29 CFR 1602.14	
ER44	Employee Relations	Grievance Records	Grievance Hearing Decisions, Minutes, Notes, Agendas, Discipline Settlement/Offers	C	Labor Relations	P	T + 5	29 CFR 1602.12;14	(all related records) from date of personnel action taken or made whichever is later of if litigation until all litigation is terminated
ER45	Employee Relations	Contracting Out Work / Jurisdiction			Labor Relations	P	CU + 2	Lab Code 12946	
ER46	Employee Relations	Negotiations and Union Contracts	Includes Negotiations meeting notes		Labor Relations	P	T + 5	29 CFR 1627.3	Records are confidential while negotiation is in process.
ER47	Employee Relations	Labor Relations Education and Training Records	Education and Training Records Labor Relations Training Materials		Labor Relations	CU + 7	CU + 2	CA GOV'T CODE 12946	Admin Decision: retain for duration of 7 year review period.
ER48	Employee Relations	Employee Advisory Committee Records	Minutes, Agenda		Employee Relations	T + 5	T + 5	29 CFR 1627.3; Lab Code 1174; 29 CFR 1602.32	Filed by quarter. The award, employee bio and picture are valuable for recognizing retirees.

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RECORD TYPES: C = CONFIDENTIAL H = HISTORICAL V = VITAL									
ER50	Substance Abuse	Substance Abuse Program (Drug & Alcohol) – Education and Training Records	New Supervisor Training, New Employee Orientation	C	Substance Abuse	CU + 5	CU + 2	49 CFR PART 655.71 (H)	
ER51	Substance Abuse	Substance Abuse Program (Drugs & Alcohol) – Employee Evaluation and Referrals	Employee Evaluation and Referrals for Positive Drug and Alcohol Test	C	Substance Abuse	T + 10	CU + 5	49 CFR PART 655.71 (H)	Admin Decision: retain for duration to exceed 7 year review period, per Substance Abuse Drug & Alcohol Policy.
ER52	Substance Abuse	Substance Abuse Program (Drugs and Alcohol) – Annual MIS (Management Information System) Reports		C	Substance Abuse	CU + 5	CU + 5	49 CFR PART 655.71 (H)	Paper record from from MIS system (Assistant software) that is entered in FTA site.
ER53	Substance Abuse	Records of Verified Positive (.04) Drug and Alcohol Test Results and Records of Alcohol Test Results of 0.02 or Greater		C	Substance Abuse	T + 10	CU + 5	49 CFR PART 40.333	Admin Decision: retain for duration of 7 year review period, per Substance Abuse Drug & Alcohol Policy.
ER54	Substance Abuse	Documentation of Refusals to Take Required Tests		C	Substance Abuse	T + 10	CU + 5	49 CFR PART 40.333	Admin Decision: retain for duration of 7 year review period, per Substance Abuse Drug & Alcohol Policy.
ER55	Substance Abuse	Substance Abuse Professional Reports		C	Substance Abuse	T + 10	CU + 5	49 CFR PART 40.333	Admin Decision: retain for duration of 7 year review period, per Substance Abuse Drug & Alcohol Policy.
ER56	Substance Abuse	All Follow-Up Tests and Schedules for Follow-Up Tests		C	Substance Abuse	T + 10	CU + 5	49 CFR PART 40.333	Admin Decision: retain for duration of 7 year review period, per Substance Abuse Drug & Alcohol Policy.
ER57	Substance Abuse	Previous Employer Information		C	Substance Abuse	CU + 5	CU + 3	49 CFR PART 40.333	
ER58	Substance Abuse	Records of Negative & Cancelled Drug & Alcohol Test Results		C	Substance Abuse	CU + 5	CU + 1	49 CFR PART 40.333	

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ER59	Substance Abuse	Prehire Drug Exam Test Results	Prehire Drug Exam Test and Test Results	C	Human Resources	CU + 5	T +1 YR AND 1 YR FROM THE MAKING OF THE RECORD/ACTION	ADEA SEC 626 29 CFR 1602.14 29 CFR 1627.3 TITLE VII 790C	
ER60	Substance Abuse	Post Accident Questionnaires		C	Employee Relations	CU + 5	CU + 2	49 CFR 655.71 (b)(2)	Department retains paper to support audits every three years. Note that information retained in Industry Safe is archived/not deleted.

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Approved by General Counsel January 22, 2016

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IT01	Information Technology	Project and Program Records	Includes all records that documents the development, design, control, support and close out of VTA technical projects: design documents, prototypes, write-ups of issues or gaps, and proof of concept records; project planning and management records; system documentation such as business requirements, functional requirements, mapping specifications, data models, reporting requirements, workflow diagrams, and testing records; implementation schedules training and communications records		CL + 5	CL + 2	(1)17 USC § 507 California Code of Civil Procedure, § 338(a) California Code of Civil Procedure, § 337 California Code Government Code, § 8546.7	Retain records for five years after the project is closed out. A project is closed out when the system, system enhancements, or changes have been declared operational and ready for production. If a project has specific retention requirements stated in the grant, or other funding sources, it more than likely will need to be retained for more than 5 years after the project is closed out. Records for projects that are not implemented are not official records and should be retained only as long as they are being used.
IT02	Information Technology	Asset Records	Technology Software End User License Agreements, Maintenance Agreements and Warranties Inventories and licenses; Hardware/software inventory logs Equipment		LOA + 2	CU + 2	GC 34090	Listing of software on individual machines. Equipment Inventory tracked by asset tags.
IT03	Information Technology	Network Information Systems Records	Configuration maps and plans Network Topography Diagrams		CU + 2	CU + 2	GC 34090	Network Topography Diagrams - Validation / Regulatory Information may be communicated between DOJ/other agencies for validation and law enforcement security purposes.

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IT04	Information Technology	PCI Compliance Records	PCI compliance Documentation Log Files Audit Reports		CU + 5	CU + 2	GC 34090	Retain records for five years after active. Log Files do not contain sensitive data and are retained for proof that no sensitive data was stored. Note that sensitive and credit card data is never stored or retained.
IT05	Information Technology	Usage Records	Phone records		180 DAYS	180 DAYS	GC 34090.6 is 100 days for telephone communication recordings, State of California Guidelines are 180 days.	Phone usage records contain telephone number, length of call, etc. Internet usage may be gathered on an as required basis, per Management request. VTA only retains recordings of customer service calls. These recordings of customer service calls are recorded over and not actively deleted.
IT06	Information Technology	System Backup and Data Recover Records	Backup and Recovery Plans, Schedules, etc Disaster Preparation and Recovery Plans	V	S + 2	S + 2	GC 34090, State of California Guidelines are S + 2 years for emergency planning documentation	Per the State of California's Records Mgmt Program, back-up tapes are non-records. VTA reuses tapes at the end of the useful life.
IT07	Records Management	Records Authorization Destruction Logs			CU + 10	CU + 2	Gov't Code 34090	
IT08	Records Management	Records Retention Schedule			S + 10	S + 4	CCP 343 is Superseded + 4	Retain Schedule for ten years after superseded to provide a record of the schedules that were in force at a given period in time.

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PR01	Procurement, Contracts & Material Management	General and Administration	Prequalifications – Vendor Data Vendor Protests Surplus equipment and materials Terminated VTA Procurement Card cardholder files Procurement Card Audits	C	Procurement, Contracts & Material Management	CU + 3	CU + 2	GC 34090	Admin Decision: Retain Administrative records for three years. Note: Procurement Card cardholder files contain confidential information
PR02	Procurement, Contracts & Material Management	Procurement, Contracts & Material Management Records	Procurement Contracts - Commodities and Non-Professional Svcs; Professional Svcs; and Construction Out-sourcing – Contracting Out Work Purchase orders, including small Purchase orders not requiring a contract		Procurement & Contracts	CL + 10	CL+4	CCP 337	Admin Decision: Retain for ten years to account for a later date that a plaintiff reasonably should have discovered fault. See exception for Bus and Rail Records in the following Retention Category. Trigger for Contracts is Contract Completion
PR03	Procurement, Contracts & Material Management	Procurement & Contracts Bus and Rail Records	All Procurement and Contract Documentation related to Bus and Rail Records		Procurement & Contracts	CL + 15	CL+4	FTA, Kinkisharyo Light Rail Vehicle Warranty Schedule	Admin Decision: Retain for fifteen years, which is the longest warranty coverage for a rail car. FTA requirement is 12 years for the structural warranty coverage for a bus. Trigger for Contracts is Contract Completion

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PR04	Procurement, Contracts	Insurance Certificates	Insurance Certificates		Procurement & Contracts	CU+ 15	CL+4	CCP 337	Admin Decision: Retain CU +15 for product liability. Insurance certificates filed separately from contracts. Original paper records are retained for one year after imaging. Trigger is Insurance Expiration Date.
PR05	Procurement, Contracts & Material Management	Records Requiring 35- Year Retention	Prop 1B Grant Funding Records		Procurement & Contracts	CL + 35	CL + 35	Prop 1B	Trigger for Contracts is Contract Completion
PR06	Procurement, Contracts & Material Management	Caltrans Local Assistance Procedure Manuals	Documents for Audits	H	Procurement & Contracts	P	P	Caltrans, GC 34090	Admin decision: Retain Caltrans Local Assistance Procedure Manuals indefinitely; filed separately from contracts.

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GC01	Communications	In-Kind Partnership and Agreements			Marketing	CU + 5	CU + 5	Gov't Code 34090, CCP 337	Retain records for 4 years after the end of the calendar year. Record series contains trade agreements; not contracts.
GC02	Communications	Graphic and Collateral Files			Creative Services	CU + 10	CU + 5	Gov't Code 34090	Retain records for 10 years after the end of the calendar year
GC03	Communications	Records of Major Agency Milestones		H	Creative Services	P	CU + 5	Gov't Code 34090	These records have historical value; retain permanently.
GC04	Communications	Community Outreach Records			Community Outreach	CU + 5	CU + 5	Gov't Code 34090	Retain records for 5 years after the end of the calendar year.
GC05	Communications	Media Records	Releases Contacts Clips Distribution Lists		Media Relations	CU + 5	CU + 5	Gov't Code 34090	Retain records for 5 years after the end of the calendar year. Daily log of outreach events Archived in Sales Force.
GC06	Communications	Media Records with Historical Value		H	Media Relations	P	CU + 5	Gov't Code 34090	These records have historical value; retain permanently.

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CS01	Customer Service	Administration	Forms, Sheets, Logs, Employee Performance Statistics and Review New Freedom Grant Records		Customer Service	CU + 4	CU + 2	Gov't Code 34090	Admin Decision: Retain record category for four years. New Freedom Grant documents must be retained for three (3) years after project completion.
CS02	Customer Service	Sales Receipts			Customer Service	CU + 2	CU + 2	Gov't Code 34090	Retain records for two years after the end of the calendar year in which the records are created.
CS03	Customer Service	Accessibility: Mobility Device Tether Installation			Customer Service	P	CU + 2	Gov't Code 34090	Admin Decision: Retain permanently for potential claim.
CS04	Customer Service	Customer Reports			Customer Service	P	CU + 2	Gov't Code 34090	CARE Reports and Sales Force Reports
CS05	Customer Service	RTC Documentation	Applications and Transmission Lists		Customer Service	CU + 2	CU + 2	Gov't Code 34090	Retain records for two years after the end of the calendar year in which the records are created.
CS06	Customer Service	Outreach Records	Safety Presentations Youth Outreach Presentation (YOP) Documents MOP and Accessibility		Customer Service	CU + 2	CU + 2	Gov't Code 34090	
CS07	Customer Service	City Year Request for Monthly Passes			Customer Service	CU + 2	CU + 2	Gov't Code 34090	
CS08	Customer Service	Website Archive			Customer Service	P	CU + 2	Gov't Code 34090	

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CS09	Customer Service	ATU Attendance Records	Bids (quarterly, permanent, vacation, etc) -Checkerboards -Daily Log Sheets -Time off Request Forms -Doctor's Notes		Customer Service	Employment Separation + 3	T+3	29 CFR 1627.3; Lab Code 1174; 29 CFR 1602.32	
CS10	Customer Service	Former Employee Records			Customer Service	CU + 7	T+3	29 CFR 1627.3; Lab Code 1174; 29 CFR 1602.32	

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PS01	Protective Services	General & Administrative (ATU, SEIU, and AFSME) and Management Records	<p>Fare Inspector (FI) Daily Attendance Log, Fi Uniform Allotment, Fi Attendance Program</p> <p>Employee Development And Training Records (in FEATS d/b), Daily Work Schedules And Areas Worked, Fare Inspector Division Files (Including Discipline, Attendance, FMLA, Fi Overtime Requests Forms, Vacation, Floating Holiday, Employee Incentive Plan, Calendars And Holiday Sign-Ups)</p> <p>Equipment Distribution Records, Industrial Injury Documentation, SOP, Work Instructions, Policies And Procedures,</p> <p>Rv Program Includes Rv Parking Permit Records, Key Control/Gfi/Tvm, Access Control Logs, National Transit Database (Safety and Security) annual report and backup documents. California Public Utilities Commission Annual Safety and Security Report.</p> <p>Security Badge Access Request Forms Daily Activity Reports and Vehicle Inspection Reports</p>	C	Protective Services	CU + 2	CU + 2	Gov't Code 34090	<p>Internal Documentation For Court / Fare Enforcement Records are confidential.</p> <p>Trigger for all records in this category is end of current year except for SOP, Work Instructions, Policies And Procedures. SOP, Work Instructions, Policies And Procedures are retained for 2 years after superseded.</p> <p>all records active in department for two years except: - Key Control/Gfi/Tvm 1 yr active and 1 yr inactive in warehouse. - Access Control Logs are retained in office for 1 month and then moved to warehouse for duration of retention..</p> <p>Category contains Security Sensitive Information</p>

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PS02	Protective Services	Court / Fare Enforcement Records	Notice To Appear Citations Written Warnings FEAT Information	C	Protective Services	CU + 3	CU + 2	Gov't Code 34090	Category contains Security Sensitive Information. Trigger for all records in this category is end of current year .
PS03	Protective Services	Security Incident Reports and Occurance Reports	Security Incident Reports in Industry Safe Occurance Reports for Bus and Light Rail	C	Protective Services	CU + 2	CU + 2	Gov't Code 34090	Category contains Security Sensitive Information. Occurance Reports contain Privacy info. Trigger for all records in this category is end of current year.
PS04	Protective Services	Lost And Found Program	Lost And Found Property Receipt Log (Paper); Found Property Report (Paper); Lost And Found Database		Protective Services	CU + 2	CU + 2	Gov't Code 34090	Trigger for all records in this category is end of current year.
PS05	Protective Services	CCTV Program	Includes downloaded data on Crime, Employee Discipline, Risk Management Events - Cctv/Camera Data Cd/Dvd Of The Event Data Pack Requests Failure To Capture Log If The Equipment Failed Or Was Out Of Service Law Enforcement Release Forms	C	Protective Services	CU + 3	CU + 2	Gov't Code 34090.8	Admin decision: retain for 3 years. Liability events are held in Enterprise Risk Management and Operations. Consider confidential b/c of privacy issues for youth. Trigger for all records in this category is end of current year.
PS06	Protective Services	CCTV Program Major Events Or Serious Crime Records	Includes downloaded data for Major Events Or Serious Crime (Fatality, Suicides, Homicide, etc)	C	Protective Services	P	P	Gov't Code 34090 California Penal Code799	Major Events Or Serious Crime Documents (including video and audio, if captured on equipment) retained permanently.
PS07	Protective Services	DVR Records	Monthly tracking log of location and camera shots		Protective Services	CU + 3	CU + 3	CPUC General code 172	Photos include camera screen shots and not footage.

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SS01	Safety & Compliance	Administrative Policies, Procedures and Work Instructions	Records include OSHA, FTA and CPUC.		Transit Safety & EHS	CU + 20	CU + 2	GC34090	
SS02	Safety & Compliance	Hazard Management Process			Transit Safety & EHS	Au+5	Au+5	GC34090, GC164D, GO143B	
SS03	Safety & Compliance	Corrective Action Plans			Transit Safety & EHS	CL + 5	CL + 5	GC34090	
SS04	Safety & Compliance	Emergency Management			Transit Safety & EHS	CL + 5	CL + 5	GC34090	
SS05	Safety & Compliance	Injury and Illness Prevention Program (IIPP)	IIPP policies and procedures, training, inspections		EHS	P	P	Cal/OSHA standard (8 California Code of Regulations (CCR) §3203	Per Cal/OSHA, the Written IIPP will be maintained at a minimum for Indefinitely.
SS06	Safety & Compliance	Logs issuing PPE to employees	All logs related to PPE's (Vests and Hard Hats)		EHS	LOA + 10	CU + 2	GC34090,,Cal/OS HA	Logs kept of what PPE was issued from the Safety Department. LOA is when equipment is no longer in use.
SS07	Safety & Compliance	Employee Accident Investigation			EHS	Employment Separation + 5	Employment Separation + 5	GC34090,,Cal/OS HA	

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SS08	Safety & Compliance	Internal Safety Inspections - Non-IIPP	Employee safety communication records, Suggestions and Responses Safety Committee Meeting Records, Files for Joint Safety Meetings with ATU and Management and Meeting Files for SEIU and Management		Transit Safety	CU + 3	CU + 3	CPUC; GC34090	Records in Industry Safe and in paper form.
SS09	Safety & Compliance	Non-VTA Agency Inspections	Submittals, responses		Transit Safety	CU + 3	CU + 3	Cal/OSHA, CUPA, FIRE, BAAQMD, Water Board	
SS10	Safety & Compliance	Safe Driving Program Records	Documentation associated with our Safe Driving Program		Transit Safety	CU + 5	CU + 5	Gov't Code 34090	
SS11	Safety & Compliance	Employee Training Records	Material Safety Data Sheets (MSDSs), SDS's Training for non-RTA emergency response personnel in their service territory		Transit Safety	Employment Separation + 30	Employment Separation + 30	Cal/OSHA	

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SS12	Safety & Compliance	Audits Reports Plans for Transit Safety	INTERNAL SAFETY AND SECURITY AUDITS SYSTEM SAFETY PROGRAM PLANS Triennial Audit National Transit Database (NTD) - Annual and monthly reports Federal Railroad (FRA) Database - Railroad Reportable Accidents and Incidents Emergency Operations Plan REQUIREMENTS FOR SAFETY CERTIFICATION PLAN REQUIREMENTS FOR SAFETY CERTIFICATION VERIFICATION REPORT		Transit Safety	AU+5	Au+5	GC34090; GC 164D, 49 U.S.C. 5335(a);	

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EC01	ETPD	Engineering and Construction Project Records	<p>All documents unless they are addressed in the following Record Series: All documents that have an Office of Record other than ETPD are treated by ETPD as General Project Documents (e.g. "Appraisals" Office of Record is Real Estate; if ETPD has a copy of an Appraisal that copy will be treated as a General Project Document).</p> <p>Document types include, but are not limited to:</p> <ul style="list-style-type: none"> Bid Documents Agendas, Meeting Minutes, Letters, RFI's, 35/65/95% Design Documents, Bid Documents, Survey and Utility Documents, Fly Sheet Memos Submittals not addressed in other Categories, Change Notices, Field Memos, Emails, NCR's, Transmittals, Risk Management Plan, Risk Register, etc. Labor/EEO Compliance. Right of Way Data Sheet. Safety Meeting Minutes, Training Materials, Safety/Security Criteria or Checklists, Safety Inspection Reports, MSDS Sheets. Copies of Contract and Administration documents: Insurance Documentation, Design, Construction, and Personal Services Contracts and Amendments, Contract Change Orders, Purchase Orders, Task Orders. Copies of Planning and Environmental documents for Planning and Design Phase. Analysis/Studies/Reports that document the completion of required elements of the Project. ETPD Project Controls Administrative Documents- Schedules, Budget, Estimates, Cost Reports, Work Authorizations/Directives, Daily Extra Work Records, etc. Copies of Warranties/Guarantees 		ETPD	CL + 10	CL + 10	<p>CCP 337.15 is 10 years.</p> <p>For insurance documents: CCP 337 SOL is 4 years for breach of written contract; CCP 337.15 SOL is 10 years for latent defects. Retention period depends on type of policy and when claims can be made.</p> <p>Labor/EEO Compliance: FMLA, FLSA, EEO and State Labor Code 1776. Safety Records governed by OSHA.</p>	<p>Trigger is Contract/ Project Close</p> <p>Retain as Active for 6 months after Contract/ Project Close</p>

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EC02	ETPD	Engineering and Construction Permits and Licenses	Permits, Applications and Approvals, General Orders (CPUC), Resolutions, Memorandums of Understanding, ETPD/3rd Party Agreements, etc. Design and Construction, Operations and Maintenance, and Third Party Agreements and Amendments.	H	ETPD	P	P	GC 34090 and Industry practice	
EC03	ETPD	As-Built Documentation	As-Built Records- All documents that define or document the final configuration of any project. Conformed Plans and Specifications, Project Record Documents (As-Built Drawings and Specifications), Survey Records, Utility Documentation, Potholing Data, Final System and Acceptance Testing, Closeout Binder, etc. Photographs/Videos Safety and Security Certifications ETPD Construction Phase Analysis, Studies, Reports, Calculations, Memos, Presentations. Analysis/Studies/Reports that are approved by a third party (e.g. Caltrans, FTA, etc.) Survey Engineer, Resident Engineer, and Duty Senior Project Files. Quality Records: VTA and Contractor Quality Assurance Plans, Procedures, Organization Charts, Training Materials/Records, Surveillance and Audit Reports, Audit Findings and Responses, and Corrective Action Requests and Responses. Construction Test Reports, Certifications, Inspection Reports, Materials Test Reports, Non-Conformance Reports, Progress Reports, Contractor Daily Field Reports.		ETPD	LOS * + 5	P	GC 34090(a), Real property records to maintain permanently; State of California Guidelines, Permanent for Capital Improvement Projects *If Asset is transferred to another Government Entity, and all As-Built records are transferred, then records can be destroyed after transfer and acceptance per Agreement. CCP 337	Trigger is End of Life Retain as Active for 6 months after Contract/Project Close Administrative Decision: LOS + 5
EC04	ETPD	Legal Descriptions, Appraisal and Plat Maps	Legal Descriptions, Appraisal and Plat Maps		ETPD	P	P	GC 34090 and Industry practice	Retain as Active for 6 months after Contract/ Project Close

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EC05	ETPD	Engineering and Construction Records with Prop 1B Grant Funding (CAL OES Funding Only)	See EC01	SSI	ETPD	CL + 35	CL + 35	CAL OES Letter Dated 9/6/2013 (EC201311-0143)	<p>Trigger is Contract/ Project Close</p> <p>Retain as Active for 6 months after Contract/ Project Close</p> <p>Applies to EC01 Records with Prop 1B Grant Funding</p>
EC06	ETPD	Planning Phase Project Definition Documentation	<p>Final versions of documents defining the Project: Maps, Third Party Meeting Minutes, Drawings documenting current conditions, Resolutions, Studies, Reports, Calculations, Memo's, Presentations, Certifications, Quality Records, Technical Memo's, Plans, Photos/Videos, Environmental Documents</p> <p>Planning Phase comments received from Government sources</p>		ETPD	P	P	GC 34090 and Industry practice	Retain as Active for 6 months after Project Close

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RECORD TYPES: C = CONFIDENTIAL H = HISTORICAL V = VITAL									
EV01	Environmental Programs	Administration			Environmental Programs	CU + 2	CU + 2	Gov't 34090	
EV02	Environmental Programs	Applications/ Appointments/ Resignation Letters			Environmental Programs	T+3	T+3	29 CFR 1627.3; Lab Code 1174; 29 CFR 1602.32	
EV03	Environmental Programs	Sustainability Program			Environmental Programs	CU + 10	CU + 2	Gov't Code 34090	
EV04	Environmental Programs	CEQA and NEPA Records			Environmental Programs	CL + 20	CL+10	CC337.15 CEQA and NEPA	Excludes Highways managed by P&P Engineering Trigger is Project Close-out.
EV05	Environmental Programs	Storm Water Programs			Environmental Programs	CL+10	CL+10	CC337.15	
EV06	Environmental Programs	Conservation Property Management			Environmental Programs	P	P	CEQA; Gov't Code 34090(a)	
EV07	Environmental Programs	Biological Mitigation Records			Environmental Programs	CL + 10	CL + 2	Gov't 34090	Trigger is when mitigation is complete and regulating agency signs-off site is successful.
EV08	Environmental Programs	Miscellaneous Records	Litter Control		Environmental Programs	CL + 5	CL + 2	Gov't 34090	

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DF01	Finance	Account Reconciliation Records			Accounting	AU + 3	CL + 3	IRS Guidelines	Retain records for three years after the end of the fiscal year in which the audit is closed out. The reconciliations for other areas in Finance will fall in other parts of the retention schedule, depending on what is being reconciled.
DF02	Finance	General Ledger/Trial Balance	Supporting documentation		Accounting	AU + 3	CL + 3	IRS Guidelines	Retain records for three years after the end of the fiscal year in which the audit is closed out.
DF03	Finance	Periodic Reports	Cafr, Ntd, Atu, State Controller's, Single Audit		Accounting	P	CL + 3	IRC 6001	These records are permanent records.
DF04	Finance	Monthly Financial Reports	Fed Financial Report		Accounting	AU + 3	CL + 3	IRS Guidelines	Retain records for three years after the end of the fiscal year in which the audit is closed out.
DF05	Finance	Invoices and Billing Records To Federal, State, Local, and Grantors			Accounting	CU + 10	CL + 3	IRS Guidelines	Retain records for ten years after the end of the fiscal year in which the records are created, or the period stated in other funding sources, whichever is longer.
DF06	Finance	Indirect Cost Allocation Plan			Accounting	CU + 10	CL + 3	IRS Guidelines	Retain records for ten years after the end of the fiscal year in which the records are created, or the period stated in other funding sources, whichever is longer.
DF07	Finance	Entries for Addition, Disposal And Transfer Of Fixed Assets	Signed Forms		Accounting	AU + 3	CL + 3	IRS Guidelines	Retain records for three years after the end of the fiscal year in which the audit is closed out. Records are audited annually.

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DF08	Finance	Physical Inventory Records			Accounting	AU + 3	CL + 3	IRS Guidelines	Retain records for three years after the end of the fiscal year in which the Physical Inventory audit is closed out. Records audited annually.
DF09	Finance	Receipt Journals			Accounting	CU + 10	CL + 3	IRS Guidelines	Retain records for ten years after the end of the fiscal year in which the receipt records are created.
DF10	Finance	Bank Deposit Records	Bank Deposit Slips, Original Checks Remotely Deposited, Wire-In Notices, Interest Allocation Worksheet		Accounting	CU + 3	0 Assuming Accessing to Proper Digital Image; Otherwise CU + 3	Check 21 Act; UCC 4-406; IRS Guidelines	Retain records for three years after the end of the fiscal year in in which the records are created.
DF11	Finance	Bank Statements And Reconciliations			Accounting	CU + 10	CL + 3	IRS Guidelines	Retain records for ten years after the end of the fiscal year in which the records are created.
DF12	Finance	External Agency Reviews			Accounting	AU + 10	CL + 3	IRS Guidelines	Retain records for ten years after the end of the fiscal year in which the audit is closed out.

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FA01	Disbursements - AP	Vendor Files and Invoice Records	Vendor Files Includes Invoice & Supporting Documents (Including Petty Cash, And Employee Reimbursements, P-Card, Travel); Leases, Rents, Communication Tower Lease, Etc.	V	Fiscal Administration	CL + 10	AU+4/7	GC34090; 24CFR 570.502 24 CFR85.42*	4/7 = 4 yrs for state funds /7 for federal funds. *Bonds - CL+10 yrs Could be <30 years *Grants - applications, reports, contracts, supporting doc T+4 Could be <30 years *Leases - 6 Years after expiration *all others 7 years. for bond financed projects 3 yrs preceeding + current + 3 yrs after final maturity
FA02	Disbursements - AP	Cashed Check Records	Cashed Check Copies; Check , Wire, And Ach Register And Void And/Or Re-Issued Checks (Including Affidavit For Lost/Destroyed, Authority To Issue Duplicate Check).	V	Fiscal Administration	CL + 10	CL+4	CCP 337	Trigger is Project Close or Fiscal Year-End Close. Permanent. Retention for Tax, property purchase, special contracts.
FA03	Disbursements - AP	AP ledgers		V	Fiscal Administration	CL + 10	CU + 2	Gov't Code 34090	Trigger is Project Close or Fiscal Year-End Close
FA04	Disbursements - AP	Audit Files and Vendor Tax Reporting Records	Internal, Fiscal, Performance, State, Federal, & Tax - State, Federal, Sales & Use, Edd Independent Contractor. Vendor Tax reporting 1099 , 1042, And Related Back-Up And B-Notice From Irs And Research Documents(Includes Due-Diligence Letters).	V	Fiscal Administration	P	P	GC34090; however audit files should be kept permanently.	

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FA05	Disbursements - AP	Delegation Of Authority		V	Fiscal Administration	CL + 10	4	CCP 337	
FA06	Disbursements - AP	Vendor Master Records	Federal W-9, W-8, State 590, 587; New Vendor And Change Vendor Forms; And Levy And Garnishment Documenets	V	Fiscal Administration	P	P	GC34090; however these Vendor Master files should be kept permanently.	
FA07	Disbursements - AP	Misc. Ap Reports			Fiscal Administration	CL + 2	CU + 2	GC 34090	
FA08	Disbursements - AP	Journal Entries & Reconciliations		H	Fiscal Administration	CL + 10	AU +4	GC34090; CCP337	Trigger is Close of Fiscal Year-End Audit.

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FA09	Disbursements - Payroll	Employee Payroll Related Records	Includes Individual Employee Pay History, Direct Payroll Deposit Authorization, Grievance And Settlement Pay Documents, Garnishment Documents, W-4, De-4 - Employee Withholding Exemption Certificates, Leave Cash-Out Forms, Vacation Donation Forms, Over Payment Documentation, Military Pay Records And Entitlement, Timecards And Timesheets, Overtime Meal Allowance Pay Documentation, Wocc - Work Out Of Class Pay Documentation; Retirement And Pension Records		Fiscal Administration	D + 1	T + 6	GC12946; GC34090* FMLA1993 US OSHA; 29CFR; 1910.20*	Includes Retiree Employee Files and Deceased Employee Files For employees that charged time to the following *Bonds - CL+10 yrs Could be <30 years *Grants - applications, reports, contracts, supporting doc T+4 Could be <30 years *all others 7 years Hourly employees T+6 Medical leave docs CL+30
FA10	Disbursements - Payroll	Payroll Tax Returns	Inlcudes 1099 -Int, 1099- R, W-2; Audit Reference Files (Includes Internal, Edd, State, Federal).	C	Fiscal Administration	CL + 10	CL + 3	IRS Guidelines	
FA11	Disbursements - Payroll	Direct Payroll Deposit Register Transmittal Detail	Direct Payroll Deposit Pre-Notes; Cashed checks	C	Fiscal Administration	CL + 10	T + 3	GC34090; 29 CFR 516.2	

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FA12	Disbursements - Payroll	Listing Of Payroll Deductions	Includes Medical Insurance; Supporting Documents And Reports-Payroll Documentation Status Of And Adjustments To Payroll Accounts; Levy And Garnishment Documenets; Other: Grievance And Settlement Pay Documents	C	Fiscal Administration	D + 1	T + 3	GC34090; GC37207	For employees that charged time to the following *Bonds - CL+10 yrs Could be <30 years *Grants - applications, reports, contracts, supporting doc T+4 Could be <30 years *all others 7 years
FA13	Disbursements - Payroll	Calpers- State Retirement Reports & Documents		C	Fiscal Administration	D + 1	T + 4	GC34090; CAC22-1085-2	
FA14	Disbursements - Payroll	Leave Balance And Other Payroll Reports			Fiscal Administration	D + 1	T + 6	GC12946; GC34090* FMLA1993 US OSHA; 29CFR; 1910.20*	

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DF30	Finance	Administration			Budget	CU + 3	CU + 2	Gov't Code 34090	Retain records for 3 years after the end of the fiscal year in which all activity has been completed. Delete or destroy after the retention period has lapsed.
DF31	Finance	Capital Improvement Program			Budget	P	CU + 2	Gov't Code 34090	These records are permanent records.
DF32	Finance	Adopted Fiscal Year Budget			Budget	P	P	Gov't Code 34090	Paper copies retained in Library in Office Area. These records are permanent records. Per CA State Secretary's Guidelines re: Local Government Records, to be kept permanently.
DF33	Finance	Department Budget/Work Programs	All supporting documents that went into producing the Adopted Fiscal Year Budget		Budget	CL + 3	CL + 3	Gov't Code 34090	Retain records for 3 years after the end of the final fiscal year in the Adopted Budget has been completed. Delete or destroy after the retention period has lapsed.

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DA01	Finance	Bond Indentures	Documentation for key financial transactions	V	Debt Administration & Business Analysis	CL + 10	CL + 6	State of California, State Treasurer's Office Memorandum on Records Retention of GO Bond Program Administration; 26 CFR 301.6501	Close is final bond Maturity. Paper and Electronic records can be destroyed after retention has been met and review and approval by Treasury Dept.
DA02	Finance	Covenant Filings		V	Debt Administration & Business Analysis	CL + 10	AU + 5	17 CFR Part 210	Close is final bond Maturity. Paper and Electronic records can be destroyed after retention has been met and review and approval by Treasury Dept.
DA03	Finance	Bond Proceed Use Records	Bank Statements, Trustee statements, SWAP statements, Account Recons Journal Vouchers related to debt	V	Debt Administration & Business Analysis	CL + 10	CL + 6	State of California, State Treasurer's Office Memorandum on Records Retention of GO Bond Program Administration; 26 CFR 301.6501	Close is final bond Maturity. Paper and Electronic records can be destroyed after retention has been met and review and approval by Treasury Dept.
DA04	Finance	Sales Tax Measures and Sales Tax Receipts	Original ballot language; SBOE monthly statements	C, H	Debt Administration & Business Analysis	P	P	GC34090	
DA05	Finance	VTA Investments		V	Debt Administration & Business Analysis	P	P	GC34090	
DA06	Finance	ATU Pension Investments		V	Debt Administration & Business Analysis	P	P	GC34090	

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FS01	Finance	Administrative	Budget records, fare programs and systems cost center	H	Fare Services	CU + 3	CU +2	GC34090	
FS02	Finance	Account Reconciliation Records	Bank slip deposits, transaction receipts, sales receipts, check/payment receipts, account worksheets, account summaries, reports, credit card statements, chargeback at the TVMs, journal vouchers, invoices, clipper reports Downtown Center and Customer Service Deposits Money Room Deposit details, and deposit slips Money Room Safe Audit		Fare Services	AU+5	AU+5	GC34090; 26 CFR 16001-1	
FS03	Finance	Fare Programs Financial Reports	Periodic/monthly/weekly management reports	H	Fare Services	P	CU+3	GC34090	
FS04	Finance	Inventory Records	Inventory counts/ supplies ticket/pass orders		Fare Services	CU+5	CU+2	GC34090	
FS05	Finance	Daily Delivery Report of TVM Modules to Money Room		H	Fare Services	CU+5	CU+2	GC34090	
FS06	Finance	Money Room Sign In Log		H	Fare Services	CU+5	CU+2	GC34090	
FS07	Finance	Money Room Armored Car Courier Log		H	Fare Services	CU+5	CU+2	GC34090	

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FS08	Finance	Reports (Monthly, weekly, periodic)	GFI(Bus), Provend (TVM)Clipper, Fare Revenue Report, Revenue & Ridership Report, Rainfall Report, Gas Prices Report, Revenue Performance, Caltrain/VTA, EventTik (mobile), Levi Stadium Event Sales	H	Fare Services	P	CU+2	GC34090	
FS09	Finance	Contracts	GFI (BUS), Robert E. Murphy (GFI/TVM Consultant), ECO Pass—New & Renewal Accounts, Eco Pass—Yellow Checker Cab, ECO Pass—IBI Group	H	Fare Services	CL +10	CL+10	CCP337, GC34090	
FS10	Finance	Projects	Eco Pass Administration, P0624 Bus fareboxes, P0944 TVMs, Fare Study, Title 6 Analysis, On-Board Surveys	H	Fare Services	CL +10	CL+10	CCP337, GC34090	
FS11	Finance	Fare Policies	Business Rules, Technical Packages	H	Fare Services	P	S+2	GC34090	

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RM01	Finance	Accident Review Committee Records	Includes findings, decisions, reports from accident review meeting	C	Risk Management	CU + 11	CU + 5	29 CFR 1904.6	Staute of limitation is 1 year but once in litigation then up to 10 years.
RM02	Finance	Administrative Policies, Procedures and Work Instructions			Risk Management	S + 10	S + 2	Gov't Code 34090	
RM03	Finance	Workers Compensation Files	includes ADA Reasonable Accommodation Requests	C	Risk Management	Death + 3	CU + 5	8 CCR 10101.1; 10103.1	Admin Decision: Death 1 + 2 years for administrative closure. Required to be secure & kept from other employee's records
RM04	Finance	Liability Insurance Policies and Property Policies			Risk Management	P	P	CCP 337.2; Industry practice	
RM05	Finance	Liability Claims Against VTA			Risk Management	CU + 11	CU + 5	Gov't Code 34090	Liability Claims are Filed by Claim Number. Trigger is close of claim file. Records are maintained by third party.

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RE01	Real Estate	Administration			Real Estate	CU + 2	CU + 2	Gov't Code 34090	
RE02	Real Estate	Surplus Property			Real Estate	CL+5	CL+4	CCP 337	Per Finance: For bond financed projects, retain 3 years after final payment. Documents may contain confidential vendor information.
RE03	Real Estate	Transaction Documents			Real Estate	CU + 10	CL+4	CCP 337	Per Finance: For bond financed projects, retain 3 years after final payment. Documents may contain confidential vendor information.
RE04	Real Estate	Recorded Documents			Real Estate	P	P	Gov't Code 34090; these documents should be kept permanently.	Documents may contain confidential vendor information.

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GC01	General Counsel	Administrative	Prolaw generated timesheets, staff calendars, staff training files (i.e., correspondence, reimbursements, training materials given, registration to continuing legal education events, etc.		General Counsel	CL+5	CL+3	Gov't Code 34090	
GC02	General Counsel	Agreements	Retainer agreements w/outside Counsel -retainer agreements w/Legal Experts, Consultants, or Investigators - *Settlement Agreements (e.g., Impact fees, Business Tax Litigation) (Litigation settlement agreements maintained with Litigation file)	C	General Counsel	T+ 16	CL+4-15, depending on type of Agreement	Gov't Code 945, 34090, 34090.6, CCP 337, PC 832.5 SOL is 4 years, errors & omissions 15 years, latent defect 10 years *Note: Impact fee agreements, Business Tax agreements are filed with project files. Litigation settlement agreements are filed in the case file.	
GC03	General Counsel	General Counsel Staff Employment Records	Applications/Appointments/Resignation Letters; termination/separation re personnel issues; performance evaluations; disciplinary write-ups	C	General Counsel	T + 3	T + 3	29 CFR 1627.3; Lab Code 1174; 29 CFR 1602.32	Triger is Termination of Employment
GC04	General Counsel	Brown Act	Correspondence, miscellaneous issues, training materials		General Counsel	CL + 10	CL + 10	Gov't Code 34090	

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GC05	General Counsel	Case Logs and/or indexes	Case Logs and/or indexes	C	General Counsel	P	CL + 2	Gov't Code 34090	
GC06	General Counsel	Closed Session files	Closed Session files	C	General Counsel	P	CL + 2	Gov't Code 34090	
GC07	General Counsel	Invoices	Legal invoices from outside counsel (CAO keeps original back-up data)	C	General Counsel	AU + 4	AU + 4	Secretary of State recommends audit + 4 years	
GC08	General Counsel	Case Files	includes arbitrations, mediations, settlement agreements and litigation pertaining to personal injury/property damage, unemployment insurance, construction, Industrial Relations matters, a project, contracts, eminent domain, etc.	H, C	General Counsel	*CL + 10/ or In	CL + 10	Gov't Code 34090	*Prior to the destruction of a complete case file, ensure that it has not been marked as "Historical." If "Historical," the case file will be kept indefinitely.
GC09	General Counsel	Opinions	legal opinions, external/internal, conflicts of interest (correspondence, individual councilmember files)	V	General Counsel	P	CL + 2	Gov't Code 34090	
GC10	General Counsel	Ordinances/Resolutions	conformed, working files, including ARO's	V, H, C	General Counsel	P	S + 2	Gov't Code 34090	Admin. Decision- retain permanently

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GC11	General Counsel	Public Record Act Requests	The request and corresponding response(s)	C	General Counsel	*CL + 5	CL + 2	Gov't Code 34090	Admin. Decision- retain an additional 3 years. * If the request is regarding a case in litigation the original will be placed in the case file
GC12	General Counsel	Subpoenas	includes logs, corresp., subpoena	C	General Counsel	*CL + 5	CL + 2	Gov't Code 34090	Admin. Decision- Retain an additional 3 years. *If the request is regarding a case in litigation where VTA is a party, the original will be placed in the case file

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GR01	Government Affairs	Administration	Administrative documents		Government Affairs	CU + 5	CU + 5	Gov't Code 34090	
GR02	Government Affairs	Audits by Outside Parties			Government Affairs	CU + 10	CU + 5	Gov't Code 34090	
GR03	Government Affairs	Correspondence	Letters To Federal/State Officials Resolutions To Federal/State Elected Officials Letters To Regional Organizations Correspondence Letters To City Representatives		Government Affairs	CU + 10	CU + 5	Gov't Code 34090	Goes to Board of Directors Annually; Board Secretary retains. Includes all letters To Federal and State Officials VTA takes positions on and communicates to Legislature.
GR04	Government Affairs	Fair Political Practices Commission (FPPC) Reports	Form 635		Government Affairs	CU + 10	CU + 7	Government Code Section 81009 (e)	Records for payments to lobbying firms in Sacramento that advocate for VTA on Bills. Form 635 required quarterly for FPPC.
GR05	Government Affairs	Legislative Activities Records	Legislative History Matrix Legislative Reports to Board Of Directors		Government Affairs	CU + 10	CU + 5	Gov't Code 34090	

VTA RECORD RETENTION SCHEDULE

Version 2.0

Record Series #	Business Area	Retention Category and Content	Example of Records	Optional: Fill in for Record Type if (C, H, V)	Office of Record	VTA Retention Period	Legal Retention Period	Citation	Comments
RETENTION CODES: AU = Audit; CL= Closed/Completion; CU= Current; Death = Death; In = Indefinitely; LE = Last Entry; LOS= Life of System/Asset; P= Permanent; S= Superseded; T= Termination									
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OS01	Operations	Training Files	Training Attendance Certificates	C	Operations	T+3	T+3	29 CFR 1627.3; Lab Code 1174; 29 CFR 1602.32	Trigger is Employee Separation.
OS02	Operations	Drivers' Daily Logs		C	Operations	CU + 6 months	CU + 6 months	CHP	Shred (Driver's License is Personal information that is confidential and private in nature) Legal Hold on Daily Logs from May 2013 to Present.
OS03	Operations	General Files and Supporting Information	Division Absence Files Long Term Leave Reports Reports Correspondence National Transit Department (Ntd) Statistics Project Communications Service Change Bulletin Service Information Bulletin Uniform vouchers	C	Operations	CU + 3	CU + 2	Gov't Code 34090	Division Working Files contain timekeeping information. For Division Absence Files, copies retained for three years; FMLA (HR is OFR) and Industrial Leave requests (Risk is OFR) are shredded. Timekeeping/Leave Requests are sent to Disbursement / Payroll Manager (Cathy Quail) to be retained for D +1 (see GA05).
OS04	Operations	Tri-Annual Federal Transportation Administration (Fta) Audit			Operations	CU + 3	CU + 2	Gov't Code 34090	

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OS05	Operations	Tri-Annual Metropolitan Transportation Commission (Mtc) Audit			Operations	CU + 3	CU + 2	Gov't Code 34090	
OS06	Operations	Daily Dispatch Records	Defect Cards Daily Dispatch Packet (trades, work days off, detail report) Timekeeping Packet (fill sheets, extra pay cards, Overtime cards, mentors and mentees)	C	Operations	CU + 3	CU + 3	FLSA	Per General Counsel, and with consent from VTA Disbursement / Payroll Manager 7/12/2016, retain for 3 years for actions that could be brought under the FLSA. Legal Hold on Daily Dispatch Packets from 2009 through the present. Do not destroy until Legal Hold is released.
OS07	Operations	Division Employee Working Files	Tool Inventory by Employee Checkerboards		Operations	Separation + 2	CU + 2	Gov't Code 34090	Checkerboards provide snapshot of the years attendance activity. Tool Inventory for Maintenance staff only.
OS08	Operations	Sap Vehicle History	Vehicle Work Orders		Operations	LOS + 2	CU + 2	Gov't Code 34090	
OS09	Operations	Design Drawings			Operations	CU + 3	CU + 2	Gov't Code 34090	

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WQ01	Warranty & Quality Assurance	Warranty Administration	Warranty Administration Documents That Support Waranty, Administer Program, Communications To Vendor.		Warranty & Quality Assurance	CL+4	CL+4	CCP 337	
WQ02	Warranty & Quality Assurance	Warranty Certificates And Support Plan	Certificates For Every Asset Operations Owns And Maintains. Acceptance Or Turnover Documents To Operations Document. Warranty Support Plan Contracts Explaining How Contractor And Manufacturer Support The Asset During The Warranty Period.		Warranty & Quality Assurance	End of Warranty Period + 4 or Until Sale or Retirement of an Asset	CL+4	CCP 337	Federal Acquisitions Regulations (use federal money so this is a federal asset)
WQ03	Warranty & Quality Assurance	Warranty Claims Includes Any Warranty Claims During The Warranty Period.	Includes Any Warranty Claims During The Warranty Period. Supplier Contractor Corrective Action Requests) Documents Notifying Vendor To Fix Defect. Warranty Field Service Notifications Documents That Request Vendor To Make Warranty Repair (Either Onsite Or Vta Ships Asset To Them To Vendor). Warranty Safety Recalls Documents Related To Assets And Parts That Are Recalled.		Warranty & Quality Assurance	Claim closed + 3	CL+2	Gov't Code 34090	

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WQ04	Warranty & Quality Assurance	Warranty Communications	Includes All Communication To Vendors.		Warranty & Quality Assurance	Until Sale or Retirement of an Asset	End of Warranty Period + 4 or Until Sale or Retirement of Asset	CCP 337	

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PP01	Planning and Programming	Administration			Planning and Programming	CU +2	CU +2	GC34090	
PP02	Planning and Programming	Congestion Management Program Historical Records	Transportation Impact Analysis Guidelines, Traffic Level Analysis Guidelines, Local Transportation Model Consistency Guidelines, Requirements for Deficiency Plans Guidelines, Annual Monitoring and Conformance Report, CMP (work program), Capacity Analysis Tools, Roadway Design Guidelines, Bicycle Technical Guidelines, Pedestrian Technical Guidelines, Community Design & Transportation, Intelligent Transportation Systems (ITS) Planning Efforts, Development Review, CBTP, VTP 20xx, Proactive	H	Planning and Programming	P	CU + 10	GC34090	
PP03	Planning and Programming	Congestion Management Program Reports and Studies		H	Planning and Programming	S + 20	CU + 10	GC34090	
PP04	Planning and Programming	Land Use and Transportation Integration		H	Planning and Programming	CU + 20	CU + 10	GC34090	
PP05	Planning and Programming	Transit Scheduling Records	Records for the development, revision and issue of bus schedules.		Planning and Programming	CU + 6	CU + 2	Gov't Code 34090	Includes records generated from Trapeze, BDT, and FX .

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PP06	Planning and Programming	Transit Scheduling Records with historical value		H	Planning and Programming	P	CU + 2	Gov't Code 34090	
PP07	Planning and Programming	Transit Planning	Short Range Transit Plan, Transit Sustainability Policy, Service Design Guidelines, Transit Ridership Performance Monitoring Program, transit project reports, corridor studies, Light Rail Efficiency Plan, Bus Rapid Transit studies, rail/bus plans/studies, light rail plans/studies, service plans, Annual Transit Service Plan, Title VI Service Equity Analysis, interagency transit service coordination planning documents		Planning and Programming	CU + 10	CU + 10	GC34090	
PP08	Planning and Programming	Transit Planning Records with historical value	Final reports	H	Planning and Programming	P	CU + 10	GC34090	
PP09	Planning and Programming	Bus Stop Records		H	Planning and Programming	P	P	GC34090, Local Gov't Records Mgmt Guidelines	
PP10	Planning and Programming	Bus Stop Workorders			Planning and Programming	CU + 5	CU + 5	GC34090	

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PP11	Planning and Programming	GIS Data	Aerial Photos, Generated Maps, Metadata, VTA mapping Data Bases/Data Dictionaries, Outside Santa Clara County Agency GIS Data, Outside Santa Clara County Agency GIS documentation, Local Santa Clara County Agency GIS Data	H	Planning and Programming	P	CU + 10	GC34090	
PP12	Planning and Programming	GIS Records	local Santa Clara County Agency documentation		Planning and Programming	CU + 2	CU + 2	GC34090	

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GP01	Planning and Programming	Grants Administration	Documents for daily operations, guidelines by FTA and MTC, meeting notes, program notes. TDA3 Records		Grants	CL+4	CL+3	FTA C5010.1D, Chap. III(7)	Admin decision: Retain for an additional year than FTA required (for grant funded documents/records)
GP02	Planning and Programming	Grant Records	Grant Applications, agreements, and amendments for: Active Transportation Program (ATP) Regional Competitive Active Transportation Program (ATP) Statewide BEP Bicycle Expenditure Program CDT Community Design and Transportation CMA Block Grant FTA 5309 Bus and Bus Facilities Program (Ladders of Opportunity Initiative) FTA 5307 Urbanized Area Formula Program FTA 5311 Formula Grants for Other than Urbanized Areas Highway Safety Improvement Program (HSIP) Lifeline Transportation Program Local Streets & County Roads OBAG One Bay Area Grant PRI Project Readiness Initiative PTMISEA Public Transportation Modernization Improvement and Service Enhancement Program TDA Article3 Transportation Development Act TFCA Transportation Fund for Clean Air 40% TFCA 60% TIGER Transportation Investment Generating Economic Recovery		Grants	LOA + 3	CL+3	FTA C5010.1D, Chap. III(7)	Retention is longest life of asset in grant + 3 years but if bond proceeds are used then the final maturity on bonds for the grant drives the retention period. Per Finance if bond proceeds are used: For bond financed projects, retain 3 years after final payment.

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GP03	Planning and Programming	Records Requiring 35 Year Retention	California Transit Security Grant Program - California Transit Assistance Fund (CTSCP-CTAF) Prop 1B Grant Funding Records	C	Grants, multiple	CL+35	CL+35		Prop 1B Security Grants (CTSGP-CTAF) are considered "Security Sensitive Information"
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UD'3'tgs wkt gu'vj g'tgr c{o gpv'qh'&928'o krikqp'lp'r tkqt/{ get'hqcpu'o cf g'v'q'vj g'I gpgtcn'Hwpf'htqo " xctkqwu'tcpur qtvcvkqp'ceeqwpu'lp'gs wcnlpucmo gpvu'qxtg'vj g'pgzv'vj tgg'huecn'{'gctu0"Vj g'gpvkt g' co qwpv'ku'tgs wktgf "vq'dg'tgr ckl 'pq'rcvgt'vj cp'lwpg'52.'42420"Vj gug'qpg/vko g'tgxgpwgu'y qwf 'dg' cmqecvgf 'cu'hqmjy u<

- &458'o krikqp'v'q'vj g'Vtcpu'k'cpf 'k'p'v'g'tek'{'Tckn'Ecr kcn'Rtqi tco 0
- &42'o krikqp'hqt'erko cvg'ej cpi g'cf cr vcvkqp'r rppkpi 'i tcpw'v'q'huecn'cpf 'tgi kpcn'ci gpekgu0
- &447'o krikqp'hqt'vj g'Ucv'g'J ki j y c{ Qr gtcvkqp'('Rtqv'g'evkqp'Rtqi tco "U QRR+0
- &447'o krikqp'v'q'ekkgu'cpf 'eqwv'kgu'hqt'huecn'lv'ggv'lt'qcf u0

UD'7; 7'Dgcm'O gvtqr qrkcp'Vtcpur qtvcvkqp'Ego o kukqp'<vqmi'dtkf i g'tgxgpwgu'DCTV' kpur gevqt'I gpgtcn'Ucpw'Erntc'Xcng'{'Vtcpur qtvcvkqp'Cwj qtk' <J li j /qewr cpe{ 'vqmi' rppgu'-'Uki pgf 'd{ 'vj g'I qxgtpqt'qp'Qevdgt'32.'UD'7; 7'Dgcm'r tqxkf gu'vj g'O gvtqr qrkcp' Vtcpur qtvcvkqp'Ego o kukqp'O VE+.cevkpi 'cu'vj g'Dc{ 'Ctgc'VqmiCwj qtk'{'DCVC+.y kj 'vj g' ucwvqt{ cwj qtk'v'q'r wtuw'g'cp'kpetgcug'lp'vj g'dcug'vqmi'tcv'g'lp'cp'co qwpv'pqv'v'q'gzeggf '&5'hqt' xgj kergu'etqukpi 'vj g'ugxgp'ucv'g'qy pgf 'vqmi'dtkf i gu'lp'vj g'tgi kqp.'v'q'hwpf'r tqlgew'cpf'r tqi tco u' vj cv'tgf weg'eqpi gukqp'qt'o cng'v'cxgr'ko r tqxgo gpvu'lp'vj g'vqmi'dtkf i g'eqttkf qtu0'Qxg'vj g'pgzv' hgy 'o qp'vj u'vj g'O VE'Ego o kukqp'y kn'p'ggf 'v'q'ug'v'vj g'g'g'evkqp'f cv'g'cpf 'f gvgto kpg'ugxg'cn' hgcwtgu'qh'vj g'r qv'p'kcn'dcm'v'o gcuwt.g. 'kpen'f'kpi 'y j gvj gt'qt'pqv'v'q'r j cug'lp'vj g'vqmi'kpetgcug.' eqo o qpn' tghgtgf 'v'q'cu'o'T gi kpcn'O gcuwt'g'5.o'qt'v'q'cf lwuv'vj g'kpetgcug'hqt'kph'cvkqp'dcugf 'qp' vj g'Ecr'k'ht'pk'Eqpuwo gt'Rt'k'g'k'f'gz0

Vj g'cr r tqzko cvgn' &606'dkrikqp'g'zr gpf kwt'g'r r'p'ht'co gy qtn'lewt'gpv'v' "cuwo gu'c"&5'vqmi'kpetgcug." vj qwi j "DCVC'ku'cwj qtk' gf 'v'q'ug'gev'c'rgu'gt'co qwp'v'cpf 'o cng'c'r tq't'cv'c'cf lwuwo gpv'v'q'vj g' g'zr gpf kwt'g'r r'p0'Hqt'Ucpw'Erntc'E'qwpv'v'.'UD'7; 7'y qwf 'o cng'uki p'k'k'ecp'v'eqp'v'k'dw'k'qpu'v'q'vj g' hqmjy kpi 'r tqlgew'<

- DCTV'Ukr'evkqp'Xcng'{'Gz'v'g'pukqp'Rt'q'lg'ev'Rj cug'4'? '&597'o krikqp0
- Gzr'cpukqp'qh'vj g'Ucp'L'q'ug'F'k'kf'qp'U'cvkqp'Ego r'ngz'? '&322'o krikqp0
- Gz'v'g'pukqp'qh'XVC'au'Nki j v'Tckn'U'{'u'vgo 'v'q'Gcu'v'kf i g'? '&352'o krikqp0

Y j kg'pqv'hk'kpi 'c'hwpf'kpi 'co qwpv'hqt'g'zr tguu'rcp'gu'r tqlgew'lp'Ucpw'Erntc'E'qwpv'v'.'UD'7; 7' kpen'f'gu'vj gug'r tqlgew'cu'g'ri kdr'v'q'eqo r g'v'g'hqt'c'r qt'v'kqp'qh'vj g'&522'o krikqp'f'gf'k'ev'g'f'v'q' hwpf'kpi 'vj g'gp'x'kt'qpo gpw'cn't'gx'lg'y .f'guki p.'cpf'eq'put'w'evkqp'qh'g'zr tguu'rcp'gu'v'q'eqo r'ng'v'vj g'Dc{ " Ctgc'Gzr tguu'Ncp'g'P g'y qtn0'Hwt'vj gt.'Ucpw'Erntc'E'qwpv'v'.'k'p'eq'q'f'k'p'cvkqp'y kj 'vj g'Ek'f'IE'qwpv'v' " Cu'q'ek'cvkqp'qh'I qxg'tpo gpvu'qh'Ucp'O cv'g'q'E'qwpv'v' cpf 'vj g'Ucp'O cv'g'q'E'qwpv'v' Vt'cpur qt'vcvkqp" Cwj qtk'v'v'.'o c{ eq'pf'w'ev'cf o k'p'k'v'gt'cpf 'qr g'tcv'g'c'x'cn'w'g'r t'k'ekpi 'u'{'u'vgo 'qp'WU0323'vj tqwi j qw' Ucp'O cv'g'q'E'qwpv'v'0

UD'9; 9'*J km'Rgplpuwr'Eqt'kf'qt'Lq'lpv'Rqy'gtu'Dqctf'<Vt'cpw'evkqp'u'epf'v'ug'v'cz'<"UD'9; 9' *J km'cf'f't'guugu'c'et'k'k'ecn'p'ggf'vj cv'j cu'h'ceg'f'Ec'nt'ckp'uk'peg'vj g'dgi k'p'kpi 'qh'r'vdr'ke'r cu'gpi gt' tckn'lv'g't'x'k'g'lp'vj g'eqttkf'qt.'d'{'et'g'cv'kpi 'c'f'gf'k'ev'g'f't'g'x'gp'w'g'u'q'w'teg'v'q'uwr r qt'v'vj g't'ck'k'q'cf'au' qr g't'cv'k'qpu.'o c'k'p'v'g'p'c'peg'cpf 'ecr kcn'r tqlgew'0'Vj g'dkn'ic'wj qtk' gu'vj g'R'g'p'k'pu'wr'E'q'q'f'k'f'qt'L'q'lp'v' R'q'y'gtu'D'q'c't'f' "IRD+. 'vj tqwi j 'vj g'cf'qr'v'kqp'qh'c't'g'u'q'n'w'k'q'p'd' c'v'y q/vj k'f'u'o cl'q'k'v' qh'vj g'd'q'c't'f'." v'q'u'w'do k'v'q'vj g'x'q'v'gtu'qh'Ucp'H'ic'p'ek'ueq.'Ucp'O cv'g'q'cpf 'Ucpw'Erntc'E'qwp'v'k'gu'c'o gcuwt'g' r tqr'qulpi 'c'uc'rgu'v'cz'cv'c'v'c'v'g'p'q'v'q'gzeggf'31: 'r g'teg'p'v'q'r c{ hqt'qr g'tcv'k'pi 'cpf 'ecr kcn'

gZR gpf kwT gu't grv g'vq 'Ecmtclp0"Vj ku'dkni'gz go r w'vj ku'ucrgu'vz 'htqo 'vj g'4'r gtegpv'ecr "qp'vj g" vqcnlco qwpv'qh'hqecnlucrgu'vz gu'vj cv'ecp'dg'ko r qugf 'lp'c'r ct'kwrc't'lwtkuf levkqp0"C'31: 'r gtegpv' ucrgu'vz'ko r qugf 'lp'vj g'vj tgg'eqwv'kgu'y qwf 'i gpgtcv'g'cr r tqzko cvgn' "&322"o krikp'c'f'gct0"UD' 9; 9'y cu'uki pgf 'lpv'rcy "qp"Qevqdg't'320

Chgt'vj g'IRD."cpf 'vj g'dqctf u'qh'uwr gtxkuqtu'cpf 'ur gekh'gf 't'cpur qt'v'kqp'ci gpekgu'lp'gcej " eqwv'f.'cr r tqxg'vj g'r r'wego gpv'qh'c'hwpf'kpi 'o gcuwtg'qp'vj g'dcmqv.'vj g'ucrgu'vz'y qwf 'pggf 'vq'dg' cr r tqxgf 'd'f'c' v'q/v'j kf u'o clqtkv' qh'vj g'xqvgtu'lp'vj g'eqttkf qt0

CD'3835*O wnlp+Ucp'O cvgq'Eqwpv' Vt'cpuk'F hnt lev't gw'klt'cpucev'kqpu'cpf 'wug'vz'<'CD' 3835'cmqy u'Ucp'O cvgq'Eqwpv' vq'gzeggf 'vj cv'4' 'nko k'v'q ko r qug'c't'gv'klt'cpucev'kqpu'cpf 'wug' vz'ug'v'c'v'c't'cv'g'qh'p'q'o qtg'vj cp'207' . 'k'ic'r r tqxgf 'd'f' 'vj g'dqctf 'dgh'gt'Lcpwct { 3.'42480"Vj g' dqctf 'qh'uwr gtxkuqtu'ku'ej cti gf 'y kj 'f'gxgmr kpi 'c'r tqi tco 'qh'r tqlgew'ht'vj ku'vz'k'petgcug.'" y j lej 'eqwf 'r qv'p'kcm' hwpf 'c't'cpi g'qh'v'cpur qt'v'kqp'cpf 'Ecmtclp'ko r tqxgo gpw'lp'Ucp'O cvgq' Eqwpv'f'0'I qxgtpqt'Dtqy p'uki pgf 'CD'3835'lpv'rcy "qp"Ugr vgo dgt'330'

CD'32; 1CD'356 I tggpj qwug'I cu'Tgxgpw'Gzr gpf kwT g'Rcp<Qp'Ugr vgo dgt'38.'I qxgtpqt' Dtqy p'uki pgf 'lpv'rcy 'c'r cen'i g'qh'dkni'kpenmf'kpi 'CD'32; *V'kpi '+cpf 'CD'356.'y j lej 'co gpf 'vj g' 4239'Dwf i gv'cev'v'q'kpenmf'g'vj g'4239'I tggpj qwug'I cu'Tgxgpw'Gzr gpf kwT g'Rcp0"Y j kg'vj gug' dkni'f'kf 'pqv'k'petgcug'vj g'eqv'k'p'w'cu'cr r tqr t'k'v'k'p'u'v'q'vj g'ecr/cpf/v'cf'g'v'cpur qt'v'kqp'r tqi tco u.' vj g'gZR gpf kwT g'r rcp'o cngu'c'qpg/v'ko g'&307'dkni'k'p'x'guvo gpv'lp'c'x'ct'k'v'f'qh'lenko cv'g'ej cpi g' cev'k'k'ku0"Wpf gt'CD'356."& 22'o krikp'y kni'dg'cmqecv'g'v'q'vj g'c'k't'gu'q'w'eg'u'Dqctf 'cpf 'qh'vj ku' co qwpv.'&3: 2'o krikp'y kni'hwpf 'vj g'J { dtkf 'cpf '\ gtq/Go ku'k'p'v't'weni'cpf 'Dwu'Xqwej gt'k'p'eg'p'k'x'g' Rtqi tco 'v'q't'gf'weg'gZR quwt'g'v'q'j g'cx'f'w'f' f'kgu'g'v't'weni'go ku'k'p'u0'&72'o krikp'y qwf 'cnu'q'dg' f'k'v't'kw'g'f'v'q'vj g'Dc'f' Ctgc'c'k'S w'rc'v'f' O cpci go gpv'F k'v't'lev'v'q'hwpf 'ergcp'g/v'j cp't'gs'w'k'gf' " gpi k'p'gu'cpf 'gs'w'r o gpv'cu'r ct'v'qh'vj g'EctriO q'gt'O go qt'k'ni'c'k'S w'rc'v'f'U'c'p'f'ctf u'C'w'k'p'o gpv' Rtqi tco 0''

Ucv'g'Vt'cpuk'Cuuk'v'peg'Rtqi tco <Qp'Lwn' 43.'I qxgtpqt'Dtqy p'uki pgf 'CD'3335*"Dmqo '+v'q' co gpf 'ucw'w'gu'i qxgtp'kpi 'vj g'U'cv'g'Vt'cpuk'Cuuk'v'peg'UVC+r tqi tco 'cpf 'em'k'h'f'3+y j q'ku' g'ni'k'ng'v'q't'geg'k'g'UVC't'gx'gpw'g'dcugf 'hwpf u'4+y j cv't'gx'gpw'g'u'q'w'eg'u'o c'f' 'dg'w'ug'f'v'q'f'g'v'to k'p'g' c'r w'd'ne'v't'cpuk'qr g't'cv'qt'au't'gx'gpw'g'dcugf 'uj ctg'5+j' qy 'cp'k'p'f'k'k'f'w'cn'l'qr g't'cv'qt'au't'gx'gpw'g'dcugf' " u'j ctg'ku'v'q'dg'ec'w'w'v'g'f'c'p'f'6+j' qy 'T'VRCu'c'p'f'0'RQu.'y j lej 'ugt'x'g'cu'vj g'f'k'g'ev't'g'ek'r'k'p'w'v'qh' UVC'r'qr w'v'k'p'p' c'p'f' 't'gx'gpw'g'dcugf 'hwpf u.'y qwf 'u'w'd'cmq'ec'v'g'vj gug'f'q'm'ct'u'v'q'r w'd'ne'v't'cpuk'v' qr g't'cv'qt'u'y kj k'p'vj g'k't'gur g'ev'k'g'lwtkuf lev'k'p'u0'S w'g'u'k'p'u'c't'q'w'p'f' 'vj gug'ku'w'gu'rg'f'v'q' " cf'o k'p'k'v't'cv'k'g'ej cpi gu'o cf'g'k'p'4238'd'f' 'vj g'U'cv'g'E'q'p'v't'q'm'g't'au'Q'h'k'eg'vj cv'ko r ngo gpv'g'f'p'gy ec'w'w'v'k'p'p'c'p'f' 'cmq'ec'v'k'p'o g'y qf q'm'i k'gu'ht'vj g'UVC'r tqi tco 'cpf 'ej cpi gf 'vj g'y c'f' 'vj gug'hwpf u' ctg'f'k'v't'kw'g'f'v'q'v't'cpuk'ci gpekgu0

Ovj gt 'dkni'uki pgf 'd'f' 'I qxgtpqt' Dtqy p<'

CD'766*Dmqo +<Vj ku'dkni'o qf'k'k'gu'vj g'Eng'cp'c'k'X'g'j k'erg'ECX+r tqi tco .'y j lej 'gpc'd'rgu' egt'v'k'p'ny /go ku'k'p'x'g'j k'ergu'v'q'ce'egu'ect'r q'q'n'rc'p'gu'y kj 'c'ul'pi ng'q'ee'w'cpv.'cpf 'et'g'cv'u'c'p'gy " r tqi tco 'v'q'v'cng'gh'g'ev'y j gp'vj g'ew't'gpv'ECX'r tqi tco 'u'w'p'ug'u'lp'423; 0"Vj g'gz'v'p'uk'p'qh'vj g' ECX'r tqi tco 'c'ri'k' pu'y kj 'h'gf'g't'cn'rcy .'y j lej 'cwj q't'k' gu'vj g'lp'j g't'gp'v'f'ny 'go ku'k'p'x'g'j k'ergu' *KNGXu'+cpf 'v't'cpuk'k'p'cn'l' gtq/ go ku'k'p'x'g'j k'ergu'V\ GXu+r tqi tco u'vj tqwi j 'Ugr vgo dgt'52."

42470"Y j kg"cpf "i tggp"ukengt'xgj kergu'y qwf "eqpvkpwg"vq"j cxg"ceeguu"vq"J QX"ncpgu'hqt " cr r tqzko cvgn{ c'hqwt/{ gct"r gtkqf ."tgi ctf nguu'qh'xgj kerg"qeewr cpe{ ngxgrf

UD'836:*J gt vj dgt i +'Rwdrke'tc pur qt vckqp'ci gpelgu<cf o kpkut cvkxg'r gpcnkgu<'Vj ku'dkmi'kz gu" c's wktmkp'ucvgr'icy "cpf "tgs wktgu'y g'cf o kpkutcvkxg'r gpcnkgu'hqt 'kphcevkqpu"qt"o kuf go gcpqtu" eqo o kwgf "qp"tcpuks'keckkkgu"qt"xgj kergu"vq"dg"f gr qukqf "y kj "vj g'r wdrke'tc pur qt vckqp"ci gpe{ " vj cv'kuuwgf "vj g'ekcvkqp0"Ewtgpn{ ."vj ku'o qpg{ i qgu'kpq"vj g'eqwv{ au'i gpgtcn'hwpf ."f kueqwtci kpi " r wdrke'tc pur qt vckqp"ci gpelgu'htqo "guvcdikuj kpi "ekxk'ir tqegf wtgu'hqt "cuuguukpi "ekcvkqpu0

CD'343: *Qdgt pqng+'Ecdhqt plc'Gpxlt qpo gpvcdS wcrk{ 'Cev<gzgo r vkqp<dle{ erg" vt c pur qt vckqp'r ncpu<'Wpf gt "EGS C. "dle{ erg"t c pur qt vckqp'r ncpu'hqt "wt dcpk gf "ctgc't gutkr kpi " qh'utggw"cpf "j ki j y c{u."dle{ erg"r ctmkpi "cpf "uqtci g. "uki pcr'vko kpi "cpf "tgrcvgf "r gf gutkcp"cpf " dle{ erg uchgv{ "ko r tqxgo gpw'ctg"gzgo r v'wpvki'Lcpwct{ 3."423: 0"Vj ku'dkmi'gzvgpf u'vj qug" gzgo r vkqp'wpvki'Lcpwct{ 3."42430

CD'328; *Nqy +'Nqecrli qxgt po gpv'czlecd'tc pur qt vckqp'ugt xlegu<'Vj ku'dkmi'cf f tguugu"vj g" o ckp"eqo r m'kp'v'qh'vj g'vczk'qr gtcvqtu'd{ tgf wekpi "vj g'pwo dgt "qh'lwtkuf levkqpu"kp'y j kej "vj gug" eqo r cplgu'y qwf "dg'tgs wktgf "vq"qdvkcp'dwukpguu'hegpugu"cpf "qyj gt"r gto ku0Wpf gt "CD'328; ."vczk' eqo r cplgu'y qwf "dg'hegpugf "cpf "tgi wrcvgf "kp"vj g'eqwv'kgu"kp'y j kej "vj g'eqo r cp{ ku'r j { ulecm{ " m'qecvgf "cpf ."kh'k'ku"cf "k'htgpv'iqecrk{ ."vj g'lwtkuf levkqpu"kp'y j kej "vj g'eqo r cp{ "eqpf weu"o clqtkv{ " qh'ku'dwukpguu0"

I qxgt pqt 'Dt qv p'xgvqgf 'vj g'hmny kpi 'dkmi'qh'kpvgt guv'vq'XVC'cpf 'r ct vpgt 'ci gpelgu<'

CD'39'*J qf gp+'Vtcpuks'Rcuu'Rkqv'Rtqi tco <ht gg'qt 't gf wegf /hct g'tc puly'r cuugu0"Vj ku'dkmi' y qwf "j cxg"guvcdikuj gf "c"r kvv'r tqi tco ."wr qp"cp"cr r tqr tkvqpd{ "vj g'Ngi kurvwtg."vq"r tqxkf g'htgg" qt'tgf wegf 'hctg'r tqi tco u'hqt'grki kdrq'uwwf gpw0"Vj g'I qxgt pqt'xgvqgf "vj ku'dkmi'ekkpi "vj g'pwo dgt" qh'gzkukpi "tgf wegf 'hctg'r tqi tco u'vj tqwi j qw'vj g'ucvgo0

UD'86; *J wguq+Y kt gguu'Vggeqo o wplecvkqpu'Hceckkkgu<'Vj ku'dkmi'y qwf "j cxg'r t'gxgpvgf " ekkgu'htqo "ej cti kpi "tgpw'hqt"vj g'r n'ego gpv'qh'egmwrct"vy gtu'qp"ekv{/qy pgf "r tqr gtv{ "cpf " kpuvgcf "y qwf "j cxg'iko kqf "lwtkuf levkqpu"vq"ej cti kpi "c"o k'pqt'cf o kpkutcvkxg'hgg0

Rtgr ctgf "D{ <Cctqp"S wki rg{ ."Ugpkqt"Rqrke{ Cf xkuqt
O go q"P q07: : ;

State Assembly Bills

State Assembly Bills	Subject	Last Amended	Status	VTA Position
<p>AB 1 *Hc lgt+ Vtcur qtvcvqp Hwpf kpi "</p>	<p>Etgcvgu" yj g" Tqcf " O clpvgpcepeg" cpf " Tgjc dkkkcvkqp" Ceeqwpv" vq" dg" hwpf gf " htqo " yj g" hmqy kpi " uqwtegu" *3+cp" lpetgcug" kp" yj g" i cuqkpg" gzekug" cz" qh" 34" egpu" r gt" i cmqp. " yj lej " y qwf " dg" kpf gzgf " vq" kphrcvqp" gxgt { " yj tgg" { gctu=" *4+c" tgi kmtcvkqp" uwtcj cti g" qh" &5: " r gt" { gct" ko r qugf " qp" cm" o qvqt" xgj kergu. " yj lej " y qwf " dg" kpf gzgf " vq" kphrcvqp" gxgt { " yj tgg" { gctu=" *5+c" tgi kmtcvkqp" uwtcj cti g" qh" &387" r gt" { gct" ko r qugf " qp" } gtq/go kuukqp" xgj kergu" uwtcvkpi " y kj " yj g" ugeqpf " { gct" qh" qy pgtuj kr . " yj lej " y qwf " dg" kpf gzgf " vq" kphrcvqp" gxgt { " yj tgg" { gctu=" cpf " *6+ tngxpvgu" qdvcvkgf " d { " Ecmtcpu" yj tqwi j " yj g" tgpvcrqt" ucrg" qh" r tqrgt. " yj g" ucrg" qh" f qewo gpvu. " cpf " ej cti gu" hqt" qy gt " o kuegnpcgwu" ugtxlegu" r tqxkf gf " vq" yj g" r wdrie0" F kmtkwgu" yj g" tngxpvgu" f gr qukgf " kvq" yj g" Tqcf " O clpvgpcepeg" cpf " Tgjc dkkkcvkqp" Ceeqwpv" kp" yj g" hmqy kpi " o cppgt" *3+ &422" o kntqp" r gt" { gct" y qwf " dg" vcngr" qh" yj g" vqr " hqt" cmqecvqp" vq" mqcni" lwtkuf kvkpu" yj cv" j cxg" uqwi j v" cpf " i clpgf " xqvg" cr r tqxcr" qh" c' mqcni" vtcpur qtvcvqp" ur gekn" cz. " qt" yj cv" j cxg" ko r qugf " vpkhqt" o " f gxnqr gt" qt" qy gt " hggu" uqrgn" hqt' vtcpur qtvcvqp" ko r tqxgo gpw=" *d+ & 2" o kntqp" r gt" { gct" y qwf " dg" vcngr" qh" yj g" vqr " cpf " f kmtkwgf " vq" yj g" Cevxg" Vtcur qtvcvqp" Rtqi tco = " *e+ " hqt" H " 423: " yj tqwi j " H " 4243. " &52" o kntqp" r gt" { gct' y qwf " dg" vcngr" qh" yj g" vqr " vq" dg" wugf " vq" hwpf " yj g" ko r ngo gpvcvqp" qh" cf xcpeg" gpvktqpo gpvcr o kki cvkqp" r rpu" hqt " hwwt" g' vtcpur qtvcvqp" r tqlgew=" *6+ &4" o kntqp" r gt" { gct" y qwf " dg" vcngr" qh" yj g' vqr " cpf " f kmtkwgf " vq" yj g" Ecikhtpkc" Ucvg" Wpkxgtukf " vq" eqpf vev" vtcpur qtvcvqp" tguqctej . " cpf " vtcpur qtvcvqp/ tgrvfg " y qtnhteg" gf vevcvkqp. " vtcvklpi " cpf " f gxnqr o gpv=" *7- &5" o kntqp" y qwf " dg' vcngr" qh" yj g" vqr " cpf " f kmtkwgf " vq" yj g" Wpkxgtukf " qh" Ecikhtpkc" hqt" kpukswgu" qh" vtcpur qtvcvqp" uwf lgu=" *8+ 72" r gtegpv" qh" yj g" co qwpv" tgo clkpi " chgt " yj g" chqtgo gpvqpgf " ugvcukf gu" y qwf " dg' cmqecvfg " vq" Ecmtcpu" hqt" o clpvgpcepeg" qh" yj g" ucvg" j ki j y c { " u { ugo . " cpf " hqt" r tqlgew" r tqi tco o gf " kp" yj g" Ucvg" J ki j y c { " Qr gtcvqp" cpf " Rtqvgcvqp" Rtqi tco " *U QRR=" cpf " " *8+ 72" r gtegpv" qh" yj g' co qwpv" tgo clkpi " chgt " yj g" chqtgo gpvqpgf " ugvcukf gu" y qwf " dg" r tqxkf gf " vq" ekkgu" cpf " eqwpvku" hqt' yj gk' hqecnlqcf y c { " u { ugo u0" Rtqxf gu" pgy " hwpf kpi " hqt' r wdrie " vtcvklpi" tqwi j " yj g" hmqy kpi " uqwtegu" *3+ cp" lpetgcug" kp" yj g" f kgugn" ucrgu" cz" d { " c" tcvg" qh" 50" r gtegpv" hqt" yj g" Ucvg" Vtcvklpi" Cuukvcepeg' Rtqi tco " *UVC=" *4+ cp" lpetgcug" kp" yj g" r gtegpvci g" qh" ecr / cpf / tcf g' cvevqp" r tqeggf u' eqpvkpwqwu" cr r tqr tkcvfg " vq" yj g' Vtcvklpi" cpf " kvgtelk' Tckn' Ecr kcrn' Rtqi tco " htqo " 32" r gtegpv" vq" 42" r gtegpv=" cpf " *5+ cp" lpetgcug" kp" yj g' r gtegpvci g" qh" ecr / cpf / tcf g' cvevqp" r tqeggf u' eqpvkpwqwu" cr r tqr tkcvfg " vq" yj g' Nqy " Ectdqp" Vtcvklpi" Qr gtcvklpu" Rtqi tco " htqo " 7" r gtegpv" vq" 32" r gtegpv' lpetgcugu" yj g' f kgugn' gzekug" cz" d { " 42" egpu" r gt" i cmqp. " yj lej " y qwf " dg" kpf gzgf " vq" kphrcvqp" gxgt { " yj tgg" { gctu. " cpf " f gr quku" yj g' tngxpvgu" kp" vq" yj g' Vtcf g' Eqttkf qtu" ko r tqxgo gpv" hwpf " hqt" i qqf u" o qxgo gpv" r tqlgew" r tqi tco o gf " d { " yj g' Ecikhtpkc" Vtcur qtvcvqp" Eqo o kuukqp" *E VE -0" Tgs vkt gu" t ngxpvgu" cr r qtvcvkgf " vq" Ecikhtpkc" htqo " yj g" hqt o wv/ dcvgf " P cvkqpcn" J ki j y c { " Htgi j v" Rtqi tco " vq" dg" f gr qukgf " kvq" yj g' Vtcf g' Eqttkf qtu" ko r tqxgo gpv" hwpf 0" Eqpxgtu" yj g' xctkdr" i cu" cz " vq" c" Hzgf " tcvg" qh" 3905" egpu" r gt' i cmqp. " yj lej " y qwf " dg" kpf gzgf " vq" kphrcvqp" gxgt { " yj tgg" { gctu0" " Tgs vkt gu" yj g' tgr c { o gpv" qh' cr r tqzko cvgn" " &922" o kntqp" kp" qwvcpf kpi " mcpu" qy gf " d { " yj g" I gpgtcrn' Hwpf " vq" xctkqwu' vtcpur qtvcvqp" ceeqwpv" qxgt " c" y q / { gct" r gtlkf " gpf kpi " Lwpg" 52. " 423: 0" F kmtkwgu" yj g' ug' qpg/ vko g' tngxpvgu" kp" yj g' hmqy kpi " o cppgt" *3+ 72" r gtegpv" vq" Ecmtcpu" hqt" o clpvgpcepeg" qh" yj g" ucvg' j ki j y c { " u { ugo . " cpf " hqt" " U QRR" r tqlgew=" cpf " *4+ 72" r gtegpv" vq" ekkgu" cpf " eqwpvku" hqt" yj gk' hqecni tqcf y c { " u { ugo u0" Tgecr wtu" &722" o kntqp" qh" yj g' cppvcrn' co qwpv" qh' xgj kerg" y gli j v' hgg' t ngxpvgu' hqt" yj g' Ucvg" J ki j y c { " Ceeqwpv" qxgt " c" Hxg / { gct' r gtlkf " gpf kpi " Lwpg" 52. " 42440"</p>	<p>Cu" kvstqf vefg "</p>	<p>Cuqo dn { " Vtcur qtvcvqp" Eqo o kvvg"</p>	<p>Uwr qt v'</p>

State Assembly" Bills"	Subject"	Last" Amended"	Status"	VTA Position"
<p>AB 17" *J qrf gp+ Vtcpuks/Rcuu/Rkqv Rtqi tco "</p>	<p>Wf qp"vj g"cr r tqr tlcwkp"qh'o ppgf u"ltqo "vj g"Rwdrie"Vtcpu r qtvcwkp"Ceeqwpv'd{ "vj g"Ng i kurwtg. ; B B9" etgevuj g"Vtcpuks/Rcuu/Rkqv/Rtqi tco "vq"hwf "r tqi tco u"vj cv'r tqxkf g"ltgg"qt"tgf wegf /hctg'r wdrle" vtcpuks/r cuugu"vq"cp{ "qh"vj g"lqmjy kpi <"*3+r w ku"cwpgf kpi "r wdrle"o kf f ng"uej qqu"qt"j ki j "uej qqu" vj cv'tg"grki kdrg"ht"hwf kpi "wpg gt "Vlrg"3"qh"vj g"lhf gtcn"Gr go gpvct { "cpf "Ugeqpf ct { "Gf wecvkp"Cev qh"3; 87=""*4+uwf gpw"cwpgf kpi "c" Ecrkqtplc"eqo o wplk{ "eqngi g"y j q" s wcrkh{ "hqt" c" y ckg"t" qh' uwf gpv"hggu"r wtucpv"vq" vj g" Gf wecvkp"Eqf g="qt"" *5+"c"uwf gpv"y j q"cwpgf u" c"eco r wu"qh"vj g' Ecrkqtplc"Ucvg" Wplkgtul{ "qt"vj g" Wplkgtul{ "qh" Ecrkqtplc. "cpf" y j q"tgegkgu"cp"cy ctf "wpg gt"vj g' Ecn"l tcvp"Rtqi tco . "vj g"lhf gtcn"Rgm"l tcvp"Rtqi tco . "qt"dqvj 0" Tgs wkt gu"Ecmtcpu"vq"cf o kpkngt"vj ku' r tqi tco . ""f ktgew{ ""qt""vj tqwi j ""c""5f ""r ctv{. ""kpenw kpi ""c"" vtcpuks""ci gpe { 0"" "" Rtqxf gu"vj cv""ksu' tgs wkt go gpw"dgeqo g"ghgevg"qpn{ "w qp"cp"cr r tqr tlcwkp"vj cv'y qwf "vki i gt"vj g"etgcvkp"qh"vj g' r tqi tco 0" Tgs wkt gu"Ecmtcpu"vq"cy ctf "i tcvu"vq"grki kdrg"r ctvlek cpw"vq"hwf "pgy "r kqv"r tqi tco u"qt" vj g"gzr cpukp"qh"gzkukpi "r wdrle" vtcpuks"uwf gpv"r cuu"r tqi tco u"0" F ghkpu"ogri kdrg"r ctvlek cpw"vq" o gcp" c"r wdrle"ci gpe{ . "kpenw kpi "c" vtcpuks"qr gtcvq. "uej qqu"l kutlev"eqo o wplk{ "eqngi g" f kutlev"vj g' Ecrkqtplc" Ucvg" Wplkgtul{. "qt" vj g" Wplkgtul{ "qh" Ecrkqtplc 0" "" Tgs wkt gu" Ecmtcpu" vq" f gxgrt' r i wfk grkpu"vj cv' f guetkdg"vj g" cr r ncvkp" r tqeguu" cpf "ugrgevkp" etkgtk" hqt" vj g" cy ctf kpi "qh" vj g' hwf kpi "o cf g" cxckrdrg" hqt" vj g" Vtcpuks' Rcuu' Rkqv' Rtqi tco 0" "" Tgs wkt gu" Ecmtcpu" vq" f gxgrt' r r gthqto cpeg"o gcuw"gu"cpf "tgr qt vki" tgs wkt go gpw"vq" gxcnvcg"vj g" ghgevg"gpw"qh"vj g" r tqi tco 0 Ur gekhgu"vj cv"vj g"o kpk wo "co qwpv"vj cv"Ecmtcpu"uj cmcy ctf "vq" c"ugrgevg" grki kdrg"r ctvlek cpv"ku" &42.222." y j kg"vj g"o czko wo "co qwpv"ku" &7"o knkqp 0" D{ "Lcpwct { "3."4242. "tgs wkt gu" Ecmtcpu" vq" uwdo k/c" tgr qt v"vq"vj g" Ng i kurwtg"qp"vj g" qweqo gu"qh"vj g" Vtcpuks/Rcuu/Rkqv/Rtqi tco . "cu"y gm"cu"qp" vj g"ucwu"qh"r wdrle" vtcpuks"uwf gpv"r cuu"r tqi tco u"ucvgy kf g 0" Tgr gcn"vj g" r tqxkukpu"qh"vj g" dkm"qp" Lcpwct { "3."42440</p>	<p>; B B9"</p>	<p>Xgvqgf "d{ "vj g" I qxgtpqt"</p>	
<p>AB 28 *Hc kgt+ Hgf gtcn' Gpxkqpo gpvri' Tgxlgv "Rtqeguu"</p>	<p>Tgkpuvcvu"vj g"ucwvqt { "cwj qtk cvkp"ht" Ecmtcpu"vq"r ctvlek cvg"kp" c" lhf gtcn"r tqi tco "vj cv"cmjy u" ucvgu"vq"cuwo g"vj g"tgr qpuklrlkku"qh"vj g" Hgf gtcn"J ki j y c { "Cf o kpkutcvkp"*HJ Y C+"wpg gt"vj g" P cvkqpcn' Gpxkqpo gpvri' Rqrle { "Cev" *P GRC+0" Kp" cf f kkpq. "tgkpuvcvu"r tqxkukpu"vj cv"cwj qtk g' Ecmtcpu"vq" eqpugv"vq" vj g" lwtkf levkp"qh"vj g" lhf gtcn"eqwt u" y kj "tgi ctf " vq" vj g" cuwo r vqp"qh" HJ Y C a" tgr qpuklrlkku" wpg gt "P GRC" cpf "vj cv"y ckg"vj g" ucvgu" Grgxgpv "Co gpf o gpv"r tqvgevkp" ci ckp u' P GRC/ tgrcvf "rxy uwsu" dtqwi j v'kp" lhf gtcn" eqwt 0" Tgr gcn"vj g" r tqxkukpu"qh"vj g" dkm"qp" Lcpwct { "3."42420</p>	<p>5 4 B9"</p>	<p>Uki pgf 'kpv' Ncy < Ej cr vgt "%6"</p>	<p>Uwr qtv'</p>
<p>AB 33" *S wktm" Grgvle "Xgj keng" Ugtxleg" Gs wkr o gpv'</p>	<p>D{ "O ctej "52."423: ."tgs wkt gu"vj g" Ecrkqtplc"Rwdrie" Wkrklgu"Eqo o kuukp" *ERWE+."kp"cp"gzkukpi" r tqeggf kpi . "vq"eqpukf gt"cwj qtk kpi "grgevtlecn"eqtr qtcvkvu"vq"qhgt"r tqi tco u"cpf "kpxguo gpw"vj cv' uwr r qt v'ewuqo gtu"y j q" r wej cug" wugf "grgevtle" xgj lengu" Kf"cwj qtk gf "d{ "vj g"ERWE."tgs wkt gu"wej " r tqi tco u" cpf " kpxguo gpw" vq" dg" f guki pgf " vq" < " " *3+" ceegrtevg" y kf gur tgcf " vtcpu r qtvcwkp" grgevtlecvkp=" *4+"cej kxg"tcvgr c { gt" dgpgku=" *5+"tfg veg" f gr gpf gpeg"qp" r gvtqrwo =""*6+"o ggv'ckt' s wcrkh{ "ucpf ctf u="cpf ""*7+"tfg veg" i tggpj qwug" i cu" go kuukpu" Kf"cwj qtk gf . "tgs wkt gu"vj g"ERWE"vq" tglxy . " o qf kh{ " cpf " f gekf g" y j gvj gt " vq" cr r tqxg" gcej " r tqr qucn" vq" qhgt" uvej " r tqi tco u" cpf ' kpxguo gpw" hrgf "d { ""cp""grgevtlecn"eqtr qtcvkvu" y kj kp""pp"" { gct ""qh""vj g""f cvg""qh""hki ""qh""vj g' eqo r rvgf "r tqr qucn" Uf gekhgu"vj cv'ewuqo gtu"qh"cp"grgevtlecn"eqtr qtcvkvu"tgegkxkpi "ceeguu"vq"cp' grgevtle" xgj keng"ej cti kpi "r tqi tco "cr r tqxgf "d { "vj g"ERWE"vq"tgegkxg"grgevtlecn"ugt xleg"r wtucpv"vq" c' i tkf /kvgi tcvf "tcvg"ht"ej cti kpi "vj gkt"grgevtle" xgj lengu" F ghkpu"oi tkf /kvgi tcvf "tcvg"vq"o gcp"cp" grgevtlecn"ugt xleg"tcvg" f guki p'vj cv't ghgeu" f { pco le"grgevtlecn"i tkf "eqpf kkpau"</p>	<p>8 44 B9"</p>	<p>Ugpcvg" Gpgti { . "Wkrklgu" ("Eqo o wplecvkvu" Eqo o kwgg"</p>	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
<p>AB 65 *Rcwg tuq+ J ki j /Ur ggf "Tckl" Dqpf "Fgdv" Ugtxleg"</p>	<p>Rtqj kdku"o qpg{ "kp"vj g"Vtcpu qtvckqp" Fgdv"Ugtxleg" Hwpf "Itqo "dglpi "wugf "vq"rc { "fgdv"ugtxleg" hqt' dqp u"kuwgf "r wuwpv"vq"vj g" Uchg. "Tgrkdng" j ki j /Ur ggf "Rcuugi gt "Vtckp" Dqpf "Cev" hqt"vj g"43w' Egpwt { "Rtqr qukqp"3C+0'</p>	<p>Cu" Kvtqf wegf "</p>	<p>Cuugo dnf " Vtcpu qtvckqp" Eqo o kwgg"</p>	
<p>AB 66 *Rcwg tuq+ Eckhtpk" J ki j /" Ur ggf "Tckl" Cwj qtkv< Tgr qtvpi " Tgs wktgo gpw"</p>	<p>Tgs wktgu"vj g" dwkpguu"r rcp" r tgr ctgf "d{ "vj g" Ecnhtpk" J ki j /Ur ggf "Tckl" Cwj qtkv{ "vq" kf gpvkh{ " r tqlgev f" hpcpeki " equu" hqt" gcej " ugi o gpv"qt " eqo dkpcvqp"qh" ugi o gpw"qh"vj g" j ki j /ur ggf "tckl" u{ ugo "hqt"y j lej "hpcpeki "ku"r tqr qugf "d{ "vj g" cwj qtkv{ 0' kp"vj g" dwkpguu"r rcp"cpf "kp"qvj gt "tgr qtv" vj cv" J ki j /Ur ggf "Tckl" Cwj qtkv{ "ku"tgs wktgf "vq" r tgr ctg. "ur gekhgu"vj cv"vj g" cwj qtkv{ "uj cm'ecm"qw/ cp{ "uki phtecpv"ej cpi gu"lp" ueqr g" hqt" ugi o gpw"qh"vj g" j ki j /ur ggf "tckl" u{ ugo "kf gpvkhgf "lp"vj g" r tgxkwu" xgtukp"qh"vj g" tgr qtv. "cpf "r tqxkf g"cp" gzr rcpvckp"qh"cf lwuo gpw"lp" equ"cpf "uej gf wgf" cwtkdwdng"vq"vj g"ej cpi gu'0'</p>	<p>Cu" Kvtqf wegf "</p>	<p>Cuugo dnf " Vtcpu qtvckqp" Eqo o kwgg"</p>	
<p>AB 77 *Hqpi + Tgi wkvqpu< Ngi kurvkg" Tgxky "</p>	<p>Tgs wktgu"vj g" Qhleg"qh" Cf o kpkurcvkg" Ncy "vq" uawdo k'gcej "o clqt" tgi wkvqpu"vq" dqvj "vj g" Cuugo dnf " cpf "Ugpcvg" hqt" tgxky 0" Rtqxkf gu"vj cv" c" tgi wkvqpu"uj cm"pqv" dgeqo g" ghgevkxg" kh"vj g" Ngi kurvkg" gpcew" c" ucwvg" vq" qxgtkf g' k0'</p>	<p>4 19 B9"</p>	<p>Cuugo dnf " Cr r tqr tkvqpu" Eqo o kwgg"</p>	
<p>AB 87 *Vlpi + Cwqpqo qwu" Xgj lergu"</p>	<p>Tgs wktgu"vj g" Fgr ctwo gpv"qh" O qvt "Xgj lergu" *F O X+ "vq" tgxqng"vj g" tgi kurtcvkp"qh" cp" cwqpqo qwu" xgj lergu"vj cv" ku" dgkpi "qr gtcvg" qp" r wdrle "utggw" qt "tqcf u" lp" xkqrckp" qh" ewtgpv" ucvg" rcy 0' Cwj qtk gu" c" r gceg" qhleg" vq" ecwug"vj g" tgo qxcn" cpf "ugk wtg"qh" cp" cwqpqo qwu" xgj lergu" qr gtcvpi " qp" r wdrle "utggw" qt "tqcf u" y kj "c" tgi kurtcvkp"vj cv" j cu' dggp" tgxqngf "d{ "vj g" F O X0" Cwj qtk gu"vj g" F O X" vq" ko r qug" c" r gpcw" qh" w" vq" &47.222" r gt" f c{ "vj cv" cp" cwqpqo qwu" xgj lergu" ku" qr gtcvg" qp" r wdrle "utggw" tqcf u" lp" xkqrckp" qh" ewtgpv" ucvg" rcy 0'</p>	<p>Cu" Kvtqf wegf "</p>	<p>Cuugo dnf " Vtcpu qtvckqp" Eqo o kwgg"</p>	
<p>AB 91 *Egtxcpgu+ J QX" Ncpgu< Tlxgtuf g' Eqwv{ "</p>	<p>Dgi lppki "Lwn{ "3. "423: . "r tqj kdku" c" j ki j / qeew cpe{ "xgj lergu" *J QX+ "rcpg" Itqo "dglpi " guvdrkj gf "lp" Tlxgtuf g' Eqwv{ . "wprgu" vj g" rcp" ku" guvdrkj gf "cu" cp" J QX" rcp" qpn{ "f wtkpi "vj g" j qwtu" qh" j gcx{ " eqo o wgt "tchle. "cu" f gvgto o kpgf "d{ " Ecmtcpu 0" Tgs wktgu" cp{ "gzkupi " J QX" rcp" lp" Tlxgtuf g' Eqwv{ " vj cv" ku" pq" c" vqm" rcp" vq" dg" o qf hkgf "vq" qr gtcvg" cu" cp" J QX" rcp" wpf gt" vj qug" uco g" eqpf kkpau 0' Ur gekhgu" vj cv" vj qug" y q" r tqxkukpu" qh" vj g" dkm" y qwf "cr r n{ " qpn{ " kh" Ecmtcpu " y kj "vj g" eqpewt gpeg' qh" vj g" Tlxgtuf g' Eqwv{ " Vtcpu qtvckqp" Eqo o kulkp" *TEVE+ " cpf " vj g" Uqwj gtp" Ecnhtpk' Cuuqekvqp" qh" I qxgtpo gpw" *UECI + " f gvgto o kpgu" vj cv" eqo r rckpeg" f qgu" pqv" tguwv" kp" hgf gtcn' hpcpekn' r gpcnku. " f kus wcnhtecvqp" Itqo " hwwt g" hgf gtcn' hwpf kpi. " qt " equu" vq" r qecn" qt " tgi kpcn' i qxgtpo gpw" vq" uwr r n{ " tgr rnego gpv" vtcpu qtvckqp" eqpv qn' o gcuw gu" lp" vj g" hgf gtcn' Vtcpu qtvckqp' Ko r tqxgo gpv" Rtqi tco " *VR+ 0" Qp" qt " chgt " O c{ "3. "423; . " cwj qtk gu" Ecmtcpu" vq" tglpuvcg" 46/ j qvt' J QX" rcp" ku" Tlxgtuf g' Eqwv{ " kh" vj g" f gr ctwo gpv" f gvgto o kpgu" vj cv" vj gt g" ku" cp" cf xgtug" ko r cev" qp' uchgv{ " tchle" eqpf kkpau" qt " vj g" gpvktqpo gpv' d{ " rko kkp" vj g" wug" qh" J QX" rcp" ku" f wtkpi " j qwtu" qh' j gcx{ " eqo o wgt "tchle 0" Dghgt g" tglpuvcvpi " 46/ j qvt' J QX" rcp" ku" Tlxgtuf g' Eqwv{ . " tgs wktgu' Ecmtcpu" vq" pqvkh{ " vj g" Ngi kurvkg 0' Ur gekhgu" vj cv" pqv kpi " lp" vj g" dkm' ku" lpvpgf gf "vq" r tgxgpv' Ecmtcpu" qt " TEVE" Itqo " f gxgnr kpi " cpf " qr gtcvpi " c" j ki j / qeew cpe{ "vqm" *J QV+ hcekv{ 0'</p>	<p>8 42 B9"</p>	<p>Ugpcvg' Cr r tqr tkvqpu" Eqo o kwgg"</p>	

State Assembly" Bills"	Subject"	Last" Amended"	Status"	VTA Position"
<p>AB 92 *Dqpw+ RwdrlE'Eqptcevu< Tgvgpvkqp" Rtqeggf u"</p>	<p>Gzvgpf u"vj g"uwpugv'f cvg"ltqo "Lcpwct { "3."423: . "vq"lcpwct { "3."4245."hqt"r tqxkukqpu"lp"ewttgpn'rcy " yj cv'cwj qtk g'vj g'tgvgpvkqp'r tqeggf u'y kj j grf 'ltqo 'cp { 'r c { o gpvd { 'c'r wdrle'gpvkv'ltqo 'yj g'qtki kpcn' eqpvtcevt."d { 'y j g' qtki kpcn'eqpvtcevt"ltqo "cp { "uweqptcevt."cpf "d { "c"uweqptcevt"ltqo "cp { " qj gt "uweqptcevt"vq"gzeggf "7" r gtegpv'lk< "3+c"lhpf kpi "ku"o cf g'r tqkt "vq"eqpvtcevd'k' yj cv'vj g' r tqlgev'ku'uwduepvcnm { 'eqo r rnz'cpf 'tgs vkt gu'c'j ki j gt 'tgvvgpvkqp=cpf ""*4+v' ku'hkpf kpi 'cpf 'yj g'cewcn' tgvvgpvkqp'co qwpv'ku'kpenmf gf 'lp'vj g'dkf 'f qewo gpwu'</p>	<p>Cu" Kpvtqf wegf "</p>	<p>Uki pgf 'kpvq'Ncy < Ej cr vgt '%59"</p>	
<p>AB 115 *Dwf i gv' Eqo o kvgg+ Vtcur qtvcvqp" Dwf i gv'Vtckgt" Dkn'</p>	<p>Kpctgcugu" yj g" pwo dgt" qh' r tqlgeu' hqt" y j lej " Ecmtcpu" ku" cwj qtk gf " vq" wug" yj g" Eqpvtwekqp' O cpai gt ll gpgtcl'Eqpvtcevt" *EOI E+" o gvj qf " qh' r tqewtgo gpv'ltqo "34" vq"460"" Qh' yj qug"34" cf f kkpccn' r tqlgeu."tgs vkt gu" y q" vq" dg" kp" Tlxgtukf g'Eqwv'0" Cmry u'Ecmtcpu"vq" f gngi cvg" yj g' ko r rgo gpvcvqp'qh' yj qug' y q' r tqlgeu'vq' yj g' Tlxgtukf g'Eqwv' Vtcur qtvcvqp'Eqo o kuukqp" *TEVE+," cpf "cwj qtk gu"TEVE"vq" wug"EOI E' eqpvtcevp' "hqt" yj go 0" Cwj qtk gu'ekkgu."eqwv'gu'cpf "vcpuk' f kntleu" vq" wug" f guki p/dwrf "eqpvtcevp' "hqt" wr " vq" ulz" r tqlgeu' yj cv' kpxqixg" mecn' utggvultqcf u' eqpvtwekqp'qt" tgi cdkkscvqp."dtkf i g'tgr mego gpv'qt' tcltqcf "i tcf g'ugr ctcvqpu0Tgs vkt gu' yj g'ug'ulz' r tqlgeu'vq" dg" ugrgevgf "d { "Ecmtcpu0" Tgs vkt gu' yj tgg" qh' yj g'ug'ulz" r tqlgeu'vq" dg" tguetxgf "hqt" cpf " ugrgevgf "d { "TEVE0" Ercikkgu' yj cv' hwpf u' r tqxkf gf "hqt" yj g' NqecnRctvgtuj kr "Rtqi tco "etgcvgf "d { "UD' 3" *Dgcm< ""*3+ctg" vq" dg" cmqecvgf "vq" mecn' cpf "tgi kpcn' vcpur qtvcvqp" ci gpelgu' yj cv' j c' xg" uqwi j v' cpf "tgegkxgf "xqvt' cr r tqxcl'qh' czgu' qt' yj cv' j c' xg" ko r qugf "hgu' uqngi' hqt" vcpur qtvcvqp" r wtr qugu= cpf "" "" *4+ " o c { " dg" wugf " hqt" tqcf " o clpvgppeg" cpf " tgi cdkkscvqp" cpf " qj gt "" vcpur qtvcvqp' ko r tqxgo gpv' r tqlgeu0 "" Cwj qtk gu" yj g" wug" qh' Ngwgtu" qh' P q " Rtglwf leg" *NQP Ru+ " hqt" r tqlgeu' r tqi tco o gf " wpf gt " yj g" Cevxg" Vtcur qtvcvqp" Rtqi tco " *CVR+0" "" Tgs vkt gu' cp { " i wfk gkpgu' f g' xgnr gf "d { "Ecmtcpu'cpf " yj g' Ercikktplc' Ucvg' Vtcur qtvcvqp' Ci gpe { " *EcnJVC+ " vq" ko r rgo gpv' UD' 3" vq" dg" cf qr vgf " qpn' chgt' yj g' f gr ctwo gpv' cpf " EcnJVC" j c' xg' r quvgf " hqt" o c' n' f tch' i wfk gkpgu' qp" yj g' k' Kpvtqpv' Y gd" ukgu' cpf " j c' xg" eqpf wevgf " cv' rncu' y q" r wdrle" y qt' nuj qr " qt' j gctkpi u' qp' yj g' f tch' i wfk gkpgu'</p>	<p>81 B39"</p>	<p>Uki pgf 'kpvq'Ncy < Ej cr vgt '%42"</p>	
<p>AB 151 *Dwtng+ Erko cvg' Ej cpi g< Ueqr kpi "Rrnp" cpf " Qlhugv' Rtqvqeqn'</p>	<p>Tgs vkt gu' ECTD" vq" tgr qtv' vq" yj g' cr r tqr tkvg' r qnle { "cpf " hkecn' eqo o kvggu' qh' yj g' Ngi kur'wtg" vq" tgegkxg" lpr ww." i wfk cpeg" cpf " cuukncpeg" dghqtg' cf qr vki " i wfk gkpgu' cpf " tgi wcvkpu" vq" ko r rgo gpv' yj g' Ueqr kpi "Rrnp" hqt" gpuwtkpi " yj cv' ucvgy kf g" i tggpj qwug" i cu' go kuukpu' ctg' tgf wegf " vq" cv' rncu' 62' r gtegpv' dgrny " yj g' 3; ; 2" rngxn' d { "42520" " D { "Lcpwct { "3."423: . "tgs vkt gu' ECTD" vq" tgr qtv' vq" yj g' Ngi kur'wtg" qp" yj g' pggf " hqt" kpetgcugf " gf wecvkqp. "ectggf" vgej plecn' gf wecvkqp. "lqd" vclpki . " cpf " y qtnhteg" f g' xgnr o gpv' kp" gpuwtkpi " yj cv' ucvgy kf g" i tggpj qwug" i cu' go kuukpu' ctg' tgf wegf " vq" cv' rncu' 62' r gtegpv' dgrny " yj g' 3; ; 2" rngxn' d { "42520" Guvcdrkij gu' yj g' Eqo r rncpeg' Qlhugv' Rtqvqeqn' Vcun' Hqteg" vq" kpxguki cvg. "cpcn' g' cpf " r tqxkf g" i wfk cpeg" vq" ECTD" kp" cr r tqxkpi " pgy " qlhugv' r tqvqeqn' hqt" c" o ctngv' dcugf " eqo r rncpeg" o gej cpkuo . " y kj " c" r tqktk { " qp" yj g' f g' xgnr o gpv' qh' pgy " wdcv' qlhugv' r tqvqeqn0'</p>	<p>714 B39"</p>	<p>Cuugo dn' 'Hhqt"</p>	
<p>AB 161 *Ngxkpg+ EcnRGTU< Kphtcutwewtg" Kpxguvo gpvu"</p>	<p>Cwj qtk gu' yj g' F gr ctwo gpv' qh' Hkpcpeg" vq" kf gpvkh' " kplhtcutwewtg" r tqlgeu' kp" yj g' ucvg' hqt" y j lej " yj g' f gr ctwo gpv' y kn' i wctepvgg" c' tcvg' qh' t' gwtw' hqt" cp" kpxguvo gpv' o cf g' kp" yj cv' kplhtcutwewtg" r tqlgev' d { " yj g' RwdrlE" Go r nq { gguo' Tgwt go gpv' U { ugo " *EcnRGTU+0" Etgcvgu" yj g' Tgkpxgukpi " kp" Ercikktplc' Ur gekcn' hwpf " cu' c' eqpvkpwun { " cr r tqr tkvgf " hwpf 0" Tgs vkt gu' o qpg { 'kp' yj g' hwpf " vq" dg' wugf " vq" r c { ' yj g' tcvg' qh' t' gwtw' p' kp' kpxguvo gpvu' o cf g' kp' kplhtcutwewtg" r tqlgeu0' Ucvgu' yj g' kpxgukpi' yj g' Ngi kur'wtg' vq" kf gpvkh' " ur gekcn' hwpf " f qmctu' vq" dg' vcpuhgtt gf " vq" yj g' Tgkpxgukpi " kp" Ercikktplc' Ur gekcn' hwpf 0'</p>	<p>Cu" Kpvtqf wegf "</p>	<p>Ugpcvg' Cr r tqr tkvqpu" Eqo o kvgg"</p>	

State Assembly Bills"	Subject"	Last Amended"	Status"	VTA Position"
<p>AB 168 *Gi i o cp+ Go r nq {gtu< Ucrct { " Kphqto cvkqp"</p>	<p>Rtqj kdku" cp" go r nq {gt" htqo " uggmkpi " ucrcr { " j knvt { " kphqto cvkqp." kpenwf kpi " eqo r gpubcvkqp" cpf " dpgghku."cdqaw"cp"cr r nrecpv"htq"go r nq {o gpv0" Rtqj kdku"cp"go r nq {gt"htqo " tgnf kpi " qp" y g"ucrcr { " j knvt { " kphqto cvkqp" qh" cp" cr r nrecpv"htq" go r nq {o gpv"cu" c" hcvqt" kp" f gvgto kpkpi " cp" qhtgt" qh" go r nq {o gpv"qt"ucrcr { "rgxgn" kpenwf gu"ucvg"cpf "mqecni qxgtpo gpv"go r nq {gtu"dw"y qwf "pqv"cr r n" vq"ucrcr { " j knvt { " kphqto cvkqp" f kuenqgf " r wuocp"vq" hgf gten"qt"ucvg"ny " cpf " y qwf "pqv"r tqj kdku"cp" cr r nrecpv"htqo " xqnpvctknf " cpf " y kj qw"r tqo r vki " f kuenqkpi " ucrcr { " j knvt { " kphqto cvkqp0" Y qwf " pqv"r tqj kdku"cp"go r nq {gt"htqo " eqpukf gtkpi "qt"tgnf kpi " qp" y cv"xqnpvctknf " f kuenqgf " ucrcr { " j knvt { " kphqto cvkqp"kp" f gvgto kpkpi "ucrcr {0</p>	<p>; l: B9"</p>	<p>"Uki pgf 'kpvq'Ncy <" "Ej cr vgt "%8: : "</p>	
<p>AB 179 *Egtxcpvgu+ Ecrkhtpkc" Vtcur qtvcvkqp" Eqo o kuukqp"</p>	<p>Kp" o cnkpi " cr r qkpv gpw" vq" y j g" Ecrkhtpkc" Vtcur qtvcvkqp" Eqo o kuukqp" *EVE+." tgs vkt gu" y j g" I qxgtpt"vq"gpw"vq" y cv"y g"eqo o kuukqp"j cu" c" f kxgtug"o go dgtuj k" y kj "gzt gtvug"kp"vtcur qtvcvkqp" kuuwgu."cnkpi " kp"vq" eqpukf gtcvkqp" uwe" j " hcvqtu"cu" uqekgeqppqo le" dcem tqwpf " cpf " r tqhguukpccn" gzt gtkepeg." y j lej ""o c" ""kpenwf g""gzt gtkepeg"" y qtnkpi ""kp""qt""tgr tgugpvkpi ""f kucf xcpvc" gf" eqo o vpkkgu0" Tgs vkt gu" y j g" EVE"cpf " y j g" Ecrkhtpkc" Ck" Tguqwtegu" Dqctf " *ECTD+ " vq" j qnf " cv"rcu" v" y q" lqkpv"o ggkpi u" r gt" ecngp c t" { gct " vq" eqqtf kpcv" y gk" ko r ngo gpvcvkqp" qh" y j g" ucvg" v" vtcur qtvcvkqp" r qrekgu0</p>	<p>9 B5 B9"</p>	<p>Uki pgf 'kpvq'Ncy <" Ej cr vgt "%59"</p>	
<p>AB 193 *Egtxcpvgu+ Ergcp" Tgwugf " Xgj kerg" Tgdcvg" Rtqlgev"</p>	<p>D { "Lwn" 3. 423; . tgs vkt gu" y j g" Ecrkhtpkc" Ck" Tguqwtegu" Dqctf " *ECTD+ " vq" gucdkuj " y j g" Ergcp" Tgwugf " Xgj kerg" Tgdcvg" Rtqlgev" vq" r tqxf g" kpegpvkvxgu" vq" iqu" / " cpf " o qf gtcvg/ kpeqo g" kpf kxkf vcu" vq" r wtej cug" wugf " ergcp" ck" xgj kergu0" Tgs vkt gu" y j g" r tqf gev" vq" r tqxf g" cp" cr r nrecpv" y kj " cp { " qh" y j g" hqmy kpi < *3+ " c" tgdvcg" y kj " c" xcnwg" qh" w" vq" &3.: 22" hqt" y j g" ces wkuukqp" qh" cp" grki kdn" wugf " xgj kerg" htqo " c" rkegpugf " f gcrct " " *4+ " c" tgdvcg" hqt" y j g" tgr nrego gpv" qt" tghm dku" o gpv" qh" c" p" grgvkle " xgj kerg" dcwgt { " cpf " tgrv" eqo r qpgpw" hqt" cp" grki kdn" wugf " xgj kerg. hqt" c" xgj kerg" ugtxleg" eqpv" cev" hqt" y j g" dcwgt { " cpf " tgrv" eqo r qpgpw" qt" hqt" dqj " = qt " " *5+ " c" tgdvcg" hqt" c" xgj kerg" ugtxleg" eqpv" cev" vq" eqxgt" wpgzr gev" f " xgj kerg" tgr cku" " pqv" eqxgtgf " " d { " " y j g" o cpwkcwgt " au" y cttcpv" " tgrv" f " " vq" " vpk" v" r tqdng u" kp" grki kdn" wugf " xgj kergu0" Nko ku" v" g" tgdvcg" vq" qpg" r gt" xgj kerg0" Tgs vkt gu" cp" cr r nrecpv" y j q" cr r nrecpv" hqt" c" tgdvcg" wpf gt" y j g" Ergcp" Tgwugf " Xgj kerg" Tgdcvg" Rtqlgev" vq" dg" i kxgp" r tkqtkv" kh" j" g" qt" y j g" o ggw" gk" j" gt" qh" y j g" hqmy kpi " etkgtk < " *3+ j" cu" cp" cppwcn" j" qwug" qnf " kpeqo g" y j cv" ku" hgu" y j cp" 82" r gtegpv" qh" gk" j" gt" y j g" tgrxcpv" eqwv" y kf g" qt" ekv" y kf g" cppwcn" o gf kcp" j" qwug" qnf " kpeqo g" = qt " " *4+ " tgu" gu" kp" cp" ck" f kntlev" y cv" j" cu" dggp" f guki pcvg" d { " ECTD" cu" pqv" o ggkpi " cp { " qpg" ucvg" co dkgpv" ck" s wcrkv" u" ucpc" tcf 0 " " Rtqxf gu" y j cv" y j g" ko r ngo gpvcvkqp" qh" y j g" dkn" ku" eqpv" kpi gpv" w" qp" y j g" cr r tqr tkcvkqp" qh" hwpf u" hqt" y j ku" r wtr qug" kp" y j g" cppwcn" Dwf i gv" Cev" qt" cpqj" gt" ucwug0</p>	<p>; l: B9"</p>	<p>Ugpcvg" Hqqt"</p>	
<p>AB 195 *Qdgtpqng+ Nqecni I qxgtpo gpv" Dcmqv" O gcuwt gu"</p>	<p>Kc" c" dcmqv" o gcuwt g" r tqr qugf " d { " c" mqecni qxgtpkpi " dqf { " ecnu" hqt" ko r qukpi " c" v" z" qt" tckulpi " y j g" tcv" qh" c" ewt gpv" v" z. " tgs vkt gu" y j g" dcmqv" vq" kpenwf g" kp" y j g" ucvg" o gpv" qh" y j g" o gcuwt g" vq" dg" xqvgf " qp" y j g" co qwpv" qh" o qpg { " vq" dg" tckugf " cppwcn" f. " cpf " y j g" tcv" g" cpf " f wcvkqp" qh" y j g" v" z" vq" dg" r xkfg 0" Tgs vkt gu" y j g" ucvg" o gpv" qh" y j g" o gcuwt g" vq" dg" c" t w" g" cpf " ko r ct wcnu" pqr uku" qh" ku" r wtr qug. " cpf " vq" dg" kp" hpi wci g" y j cv" ku" p" gk" j" gt" cti wo gpvcvkxg" pqt " ikng" vq" etgcvg" r tglw" leg" hqt" qt" ci cku" v" y j g" o gcuwt g0</p>	<p>5 B6 B9"</p>	<p>Uki pgf 'kpvq'Ncy <" Ej cr vgt "%27"</p>	

State Assembly " Bills "	Subject "	Last " Amended "	Status "	VTA Position "
<p>AB 278 *Uglpqtj +" EGS C" Gzgo r vlp'hqt " Egtvcp " Vtcur qtvcvqp " Rtqlgew "</p>	<p>Gzgo r w'ltqo "vj g"Ecrltqtple"Gpxkqpo gpvcl'S wrkvl "Cev" *EGS C+"c"r tqlgev'vj cv'eqpuku"qh'vj g' kpur gevqp."o clpvgeppeg."tgr ckt."tgi cdrlkcvqp."tgr nrego gpv"qt"tgo qxcl'qh'gzklkpi "tcur qtvcvqp" kplhtcutwewtg."kpenw kpi "j ki j y c {u."tqcf y c {u."dtkf i gu."wppgnu."ewxgtw."r wdrlc"tcurpuk"u {urgo u." dkngy c {u."rcvj u'cpf "ukf gy emu'ugt xkpi "dle {ergu"qt"r gf gultcpu."cpf "vj g'cf f kklqp"qh'cwzklct { "rpgu" qt" dkngy c {u"vq"gzklkpi "tcur qtvcvqp" kplhtcutwewtg."kh"vj g"r tqlgev' o ggw"cm'qh'vj g" hqmjy kpi " eqpf kklqp<"*3+"vj g"r tqlgev'ku"mcevgf "y kj kp"cp"gzklkpi "tki j vqh/y c {="*4+"cp { "ctgc"uwtqwpf kpi " vj g'tki j vqh/y c { "vj cv'ku"vq"dg"cnegt gf "cu"t guw"qh'eqpustwvqp"cevxlkku"vj cv'ctg"pgeguuct { "hqt"vj g' eqo r ngvqp"qh'vj g"r tqlgev'y km'dg'tguvgt gf "v"ku"eqpf kklqp"dghtg"vj g"r tqlgev="cpf ""*5+"vj g"r tqlgev' f qgu'pqv'cf f 'cf f kklqpcrlb qvqt'xgi keng'rcpgu."gzegr v'cwzklct { "rpgu"</p>	<p>Cu" Kvtqf wegf "</p>	<p>Cuugo dnf 'P cwtcl' Tguqwtegu'Eqo o kwgg"</p>	
<p>AB 301 *Tqf tki wgl +" Eqo o gtecl' Ftktgtu'Nlegpug< Ftklkpi "Unkl'Vguv"</p>	<p>Tgs vktgu"vj g" Fgr ctwo gpv'qh' O qvqt "Xgj kergu" *F O X+"vq" gucdrluj "r gthqto cpeg" i qcln" tgrvgt "vq" cf o kplvgtkpi "ftklkpi "unklu"vguu'ht"qr gtecl' "c"eqo o gtecl'xgi kergu' Tgs vktgu"vj g"ug'r gthqto cpeg" i qcln"vq" kpenw g"dqj "qh'vj g" hqmjy kpi <"*3+"c"i qcl'vj cv'd { "Lwn" "3."423; ."vj g"cxgtci g"y ck'vko g"vq" qdvclp"cp" cr r qlpo gpv'vq" veng"vj g"eqo o gtecl'f tklkpi "unklu"vgu"kp"cp { "r ctvewct" F O X" hgrf " qhleg"uj cm'pqv'gzeggf "36"fc {u="cpf ""*4+"c"i qcl'vj cv'd { "Lwn" "3."4243."vj g"cxgtci g"y ck'vko g"vq" qdvclp"cp" cr r qlpo gpv'vq" veng"vj g"eqo o gtecl'f tklkpi "unklu"vgu"kp"cp { "r ctvewct" F O X" hgrf " qhleg"uj cm'pqv'gzeggf "ugxgp"fc {u"</p>	<p>9B5B9"</p>	<p>Ugpcvg'Cr r tqr tkvqpu" Eqo o kwgg"</p>	
<p>AB 332 *Dqecpgi tc+ " Nqecr'Utggv' Enquwgu< "Kngi cll' F wo r kpi "</p>	<p>Dcuqf "wr qp"vj g'tgeqo o gpf cvkqp'qh'rcy "gplhtego gpv'cnmy u'c"mecn'cwj qtkv' "vq"vgo r qtctkl' emug" c"j ki j y c { "wvgt'ku'lwklf kvkqp"vq"vj tqwi j "tclhle"kp"qtf gt"vq"ewd'kngi cnf wo r kpi O'</p>	<p>7B2B9"</p>	<p>Uki pgf "kpv'Ncy < Ej cr vgt "%6"</p>	

State Assembly" Bills"	Subject"	Last" Amended"	Status"	VTA Position"
<p>AB 342" *Ej kw" Cwqo cvgf "Ur ggf " Gphqtego gpv" Ucp"Lqug"cpf "Ucp" Hicpekueq"Hxg/" [gct"Rkqv" Rtqi tco "</p>	<p>Cwj qtk gu"vj g"ekv{"qh"Ucp"Lqug"cpf "vj g"ekv{ leqwpv{"qh"Ucp"Hicpekueq"v"ko r ngo gpv"cv"hxg/{ gct' r kvv" r tqi tco "" wtk kpi "" cp "" cwqo cvgf "" ur ggf "" gphqtego gpv"" *CUG+" u{ ugo "" hqt "" ur ggf "" rko kv' gphqtego gpv'qp'utggw'qt' r qt vqpu'qh'utggw'vj cv""*3+"j cxg"cv"ur ggf "rko kv'qh'72" o krgu'r gt'j qw"qt' rguu="cpf ""*4+"j cxg"j cf "c" f qewo gpvgf "lpekf gpeg'qh'eqmkukpu'tguwvki "kp"hcvrkku'qt' kplw'ku'cu' gxfk gpegf "d {"gkj gt"cv"vj tgg/{ gct'hcvrk{"cpf "kplw {"eqmkukpu'tcvg."qt"cv"vj tgg/{ gct'hcvrk{"cv"vj cv' ku"j ki j gt"vj cp"vj g"vj tgg/{ gct'eqmkukpu'tcvg" r wdrkuj gf "d {" Ecmtcpu" hqt " eqo r ctdcrg" tqcf y c { u0 Tgs wktgu"vj g" CUG"u{ ugo "vq"dg"cewxcvfg "pq"rcvgt"vj cp"lcpwct {"3."423; . "cpf "vq"dg"qr gtcvfg "hqt"pq' mqi gt"vj cp"hxg" { gctu0" Tgs wktgu"vj g" CUG"u{ ugo "vq" o ggv'cn'qh'vj g'hqmjy kpi <"*3+"ku"qr gtcvfg "kp' eqqr gtcvqp"y kj "c" rvy "gphqtego gpv'ci gpe { ""*4+"erectn {"kf gpv'ku'vj g' r tgupeg'qh'vj g'hkzgf "qt' o qdkrg" CUG"u{ ugo "d {" uki pu'ucvki "oRj qvq" Gphqtegf o'cmppi "y kj "vj g" r quvgf "ur ggf "rko kv""*5+" kf gpv'ku'xgj kergu'eqp'cklpi "c" o qdkrg" CUG"u{ ugo "y kj "f kvkpevkg" o ct nki u=""*6+"kf gpv'ku'vj g' utggw'qt" r qt vqpu'qh'vj g' utggw'vj cv'j cxg" dggp" cr r tqxgf "hqt" gphqtego gpv'wukpi "cp" CUG"u{ ugo " cpf "vj g" j qwu'qh'gphqtego gpv'qp"vj g" o wplekr crkv{ au"kvgtpgv"Y gd"ukg=""*7+"wtk k gu'tckpgf "r gceg' qh'legu"qt" qv gt"vckpgf "f guki pcvfg "o wplekr cn' go r mq { ggu"vq" qxgtugg"vj g" qr gtcvqp"qh'vj g" CUG' u{ ugo "cpf " o ckp'ckp' eqpvtqn' qxgt" gphqtego gpv'cewxcvfg=""*8+" gpuw'gu"vj cv'vj g" CUG"u{ ugo "ku' tgi wctn {"kpur gevfg . "cpf " egt vku'vj cv'vj g"u{ ugo "ku' kpuvcmgf " cpf " qr gtcvfg " r tqr gtn {=""*9+" wtk k gu'hkzgf "cpf " o qdkrg"u{ ugo "u'vj cv' r tqxkf g'tgn'vko g'pqv'k'ecvqp"y j gp'xkqr'vqpu'ctg" f gvevfg 0 Rtkt "vq" gphqteki "ur ggf "rko ku' wukpi "cp" CUG"u{ ugo . "tgs wktgu"vj g"ekv {"qh"Ucp"Lqug"cpf "vj g' ekv{ leqwpv {"qh"Ucp"Hicpekueq"v" f q" dqv "qh'vj g'hqmjy kpi <"*3+"cf o kpkvgt"cv" r wdrk' kphqto cvkqp' eco r cki p' hqt' cv'rgcu'52"ecrgpf ct'f c { u' r tkqt "vq"vj g'kpkv'leqo o gpego gpv'qh'vj g'wug'qh'vj g"u{ ugo ==""*4+"kuw"y ctpkpi "pqv'egu'tcvj gt"vj cp"pqv'egu'qh'xkqr'vqpu' hqt"vj g' hktu'xkqr'vqpu' f gvevfg "d {" vj g" CUG"u{ ugo "f wtkpi "vj g'hktu"; 2"ecrgpf ctu'f c { u'qh'gphqtego gpv'0" kv'vj g" CUG"u{ ugo "ku'wtk k gf " qp'cf f kkp'cn'utggw'chgt'kpkv'cn'ko r ngo gpv'cvkq. "tgs wktgu"vj g'ekv {"qh"Ucp"Lqug"cpf "vj g'ekv{ leqwpv {" qh"Ucp"Hicpekueq"v"kuw"y ctpkpi "pqv'egu'tcvj gt"vj cp"pqv'egu'qh'xkqr'vqpu' f wtkpi "vj g'hktu'52' ecrgpf ct'f c { u'qh'gphqtego gpv'hqt"vj g'cf f kkp'cn'utggw'0" Tgs wktgu"vj g'i qxgtplki "dqf {"qh'vj g'ekv {" qh"Ucp"Lqug"cpf "vj g'ekv{ leqwpv {"qh"Ucp"Hicpekueq"v"cf qr v'cp" CUG"U{ ugo "Wug'Rqrk {"vq" kpenw' g' cni'qh'vj g'hqmjy kpi <"*3+"ur gekk' r wtr qugu" hqt "vj g" CUG"u{ ugo . "vj g" wugu'vj cv'ctg" cwj qtk gf . "vj g' twgu"cpf "r tqegu'gu"tgs wktgf "r tkqt"vq"vj cv'wug. "cpf "vj g" wugu'vj cv'ctg" r tqj kdkgf=""*4+"vj g" f cv"qt' kphqto cvkqp"vj cv'ecp"dg"eqmgevfg "d {"vj g" CUG"u{ ugo . "vj g" kpf kxf wem"y j q"ecp"ceegu"qt" wug"vj g' eqmgevfg "kphqto cvkqp."cpf "vj g'twgu"cpf "r tqegu'gu'tgrvfg "vq"vj g"ceegu"qt" wug"qh'vj g" kphqto cvkqp=""*5+" r tqxkukpu" hqt " r tqv'ekpi "f cv" hqo "wpcwj qtk gf "ceegu. "f cv" tgv'v'kqp. "r wdrk' ceegu. ' vj k f / r ctv {"f cv"uj ctkpi . "vcklpi . "cwf kki . "cpf "qxgtuki j v'vq" gpuw'g'eqo r rkepeg"y kj "vj g" r qrk { 0 Tgs wktgu"vj g' i qxgtplki "dqf {"qh'vj g'ekv {"qh"Ucp"Lqug"cpf "vj g'ekv{ leqwpv {"qh"Ucp"Hicpekueq"v" cr r tqxg'cp" CUG"U{ ugo "ko r cev'T gr qt v'vq' kpenw' g'cni'qh'vj g'hqmjy kpi <"*3+"f guetk v'kqp'qh'vj g" CUG' u{ ugo "cpf "j qy "kv'y qtmu=""*4+" r tqr qugf "r wtr qug'qh'vj g" CUG"u{ ugo ==""*5+" r qecv'kpu"y j gtg'vj g" CUG' u{ ugo "o c {"dg" f gr m { gf . "cpf " vclh' f cv" hqt "vj qug' r qecv'kpu=""*6+" cuuguo gpv'qh'vj g" r qv'v'k'cn' ko r cev'qh'vj g" CUG"u{ ugo "qp' ekxk' r' dgt v'gu"cpf "ekxk' tki j vu."cpf "cp {" r r'pu"vq" uchgi wctf "vj qug' r wdrk' tki j u=""*7+"c" f gyto kpcv'kqp'qh'y j {" r qecv'kpu'kp' rny / kpeqo g'pgki j dqtj qaf u'g'zr g'k'peg'j ki j ' hcvrk {"cpf "kplw {"eqmkukpu" f w'vq" wpu'ch'ur ggf "kv' r qv'v'k'cn' f gr m { o gpv' r qecv'kpu'qh'vj g" CUG' u{ ugo "ctg" r tgf qo kpcv'kqp'kp' uwej "pgki j dqtj qaf u=""*8+" h'uecn' equm' cuu'ekc'vfg "y kj "vj g" CUG' u{ ugo 0" Ur gekk'gu'vj cv'c"ur ggf "xkqr'vqpu'tgeqtf gf "d {"vj g" CUG"u{ ugo "uj cni'dg' uwd'ge'v'qpn {"vq" c' ekxk' r gpcn' . "vj g'v'cn'ko qwpv'qh'y j lej "ecppqv'gzeggf "&3220"</p>	<p>618139"</p>	<p>Cuugo dn {" Vt'cpur qt'cvkqp" Eqo o kvvg"</p>	<p>Uw r qtv"</p>

State Assembly" Bills"	Subject"	Last" Amended"	Status"	VTA Position"
<p>AB 344 *O grgpf gl + VqmiGxcukqp" Xlqrwvqp"</p>	<p>Ur gekhgu"vj cv"r"r gtupq"eqpvgwupi "c"pqvleg"qhc"vqm'gxcukqp"xlqrwvqp"qt" c"pqvleg"qhc" f gnrps wgpv' vqm'gxcukqp"xlqrwvqp"uj cm'pqv'dg'tgs wktgf "vq" r c { "y g' r gpcn{ "wp'k'chgt'kw'ku'hw'pf "y cv'j g' r gtupq' eqo o kwgg "y g'xlqrwvqp0" Cmny u'ht"cp"cf o kpkwcvkxg'j gctkpi "eqpf wevgf" d { "c"vnrkpi "ci gpe { "vq' kpenmf g" tgxly u' qh' o wmr ng"pqvlegu" qh' vqm' gxcukqp" qt" pqvlegu" qh' f gnrps wgpv' vqm' gxcukqp" qh' c' r gtupq0'</p>	<p>915139"</p>	<p>Ugpcvg"Vtcur qtvcvqp" ("J qwupi 'Eqo o kwgg"</p>	
<p>AB 351 *O grgpf gl + Vtcur qtvcvqp" Hwpf kpi <'Nqcp" Tgr c { o gpu." Xgj leng"Y gki j v' Hggucpf "P qp/" Ct leng"3; " Vtcur qtvcvqp" Tgxgpwgu"</p>	<p>Tgs wktgu"mcpu"qh'tgxgpwgu"vq" y g" I gpgtcn'Hwpf "htqo "y g"Ucvg"J ki j y c { "Ceeqwpv:"y g" Rwdrlc' Vtcur qtvcvqp" Ceeqwpv' *RVC+:" y g" Dle {erg" Vtcur qtvcvqp" Ceeqwpv:" y g" O qvqt" Xgj leng" Hxgn' Ceeqwpv:" y g" J ki j y c { " Wigtu" Vcz" Ceeqwpv' *J WVC+:" y g" Rgf gultkp" Uchgv' " Ceeqwpv:" y g' Vtcur qtvcvqp" kpxguo gpv'Hwpf . "y g' Vtchle"Eqpi guvqp" Tgrgh' Hwpf " *VETH+:" y g" O qvqt" Xgj leng' Ceeqwpv:"cpf "y g" Nqecr' Ckr qt v' Nqcp" Ceeqwpv' vq' dg' tgr ckt " d { " F gego dgt " 53. " 423: . " vq " y g " ceeqwpv' qt " hwpf " htqo " y j lej " y j g " mcp " y cu " o cf g0 " Ur gekhgu " vj cv " y j ku " tgs wktgo gpv' cr r nku " vq " cm' mcpu " y j cv' qj gty kug " j cxg " c " tgr c { o gpv' f cvg " qh' Lcpwt { " 3. " 423; . " qt " rvg0 " Grko kpcvgu " y g " cppwcn' vtcupht " qh' xgj leng' y gki j v' hgg' tgxgpwgu' htqo " y g " Ucvg " J ki j y c { " Ceeqwpv' vq " y g " I gpgtcn' Hwpf " htq " r c { o gpv' qh' f gdv' ugtxleg' hqt " i gpgtcn' qdrki cvkqp " dppf u " kuwgf " hqt " vtcupur qtvcvqp " r vtr qugu " cpf . " kpuvcf . " tgvclpu' y j gug " tgxgpwgu " kp " y j g " Ucvg " J ki j y c { " Ceeqwpv0 " F grgvu " r tqxlkqpu " kp " ewtgpv' rcy " tgrcvkpi " vq " y j g' tglko dwtugo gpv' qh' y j g " Ucvg " J ki j y c { " Ceeqwpv' v' kj " i cuqrkpg " gzelug " vcz " tgxgpwgu " hqt " xgj leng' y gki j v' hgg' tgxgpwgu' vtcupht " tgf " vq " y j g " I gpgtcn' Hwpf " cpf . " kpuvcf . " cmny u' y j gug " i cuqrkpg " gzelug " vcz " tgxgpwgu " vq " dg " cmqecvgf " kp " y j g " hmqy kpi " o cppgt < " * 3 + " 66 " r gtegpv' vq " y j g " Ucvg " Vtcur qtvcvqp' ko r tqxgo gpv' Rtqi tco " * UVR = " * 4 + " 66 " vq " ekkgu " cpf " eqvkvgu " hqt " mceci' utggvultqcf u = cpf " " * 5 + " 66 " r gtegpv' vq " y j g " Ucvg " J ki j y c { " Qr gtcvqp " cpf " Rtqvgvqp " Rtqi tco " * UJ QRR + 0 " Grko kpcvgu " y g " cppwcn' vtcupht " qh' uq / ecmgf " P qp / Ct leng " 3; " tgxgpwgu " qdvcvkgf " d { " Ecmtcpu " y tqwi j " y j g " tgpvci' qt " ucng " qh' r tqr gt vj . " y j g " ucng " qh' f qewo gpu . " cpf " ej cti gu " hqt " qj gt " o kuegmcpqwu " ugtxlegu " r tqxkf gf " vq " y j g' r wdrlc " vq " y j g " I gpgtcn' Hwpf . " cpf . " kpuvcf . " tgvclpu " y j gug " tgxgpwgu " kp " y j g " Ucvg " J ki j y c { " Ceeqwpv' hqt " vtcupur qtvcvqp " r vtr qugu0'</p>	<p>Cu" kvtqf wegf "</p>	<p>Cuugo dnf " Vtcur qtvcvqp" Eqo o kwgg"</p>	
<p>AB 378 *E01 cteck+ I tggpj qwug' I cu" Go kuukqpu" Tgf wevqpu"</p>	<p>Vq" eqo r ngo gpv' f kgev' go kuukqpu' tgf wevqpu' o gcuwtgu' kp' gpuwtkpi " y cv' ucvgy kf g' i tggpj qwug' i cu' go kuukqpu' ctg' tgf wegf " vq " cv' rncuv' 62 " r gtegpv' dgrny " y j g " 3; ; 2 " r xgn' d { " 4252. " c wj qtk gu' y j g' Ecnkhtpkc' Ckt " Tguqwtegu' Dqctf " * ECTD + " vq " cf qr v' qt " co gpf " tgi wrcvqpu' y cv' guvcdrikuj " c " u { ugo " qh' o ctngv' dcugf " " eqo r rncpeg " f gerikpki " ci i tgi cvg " go kuukqpu " hko ku " hqt " uqwtegu " qt " " ecvgi qtkgu " qh' uqwtegu' y j cv' go k' i tggpj qwug' i cugu . " cr r rncdrg " htqo " Lcpwt { " 3. " 4243. " vq " F gego dgt " 53. " 42520 " Cwj qtk gu' ECTD " vq " cf qr v' bq / tcf g' qpgu' qt " hcekrkx / ur gekhe " f gerikpki " i tggpj qwug' i cu' go kuukqpu' hko ku " y j g' hcekrkxgu' go kuukqpu' eqpv' kdwg " vq " c " ewo wrcvkg " r qmwkqp " dwtf gp " y j cv' etgcvgu " c " uki phtcepv' j gcnj " ko r ceo " k' " epuwnv' vq " y j g " chgevgf " ckt " r qmwkqp " eqpv' qni' cpf " ckt " r qmwkqp " o cpci go gpv' f kutevu . " tgs wktgu " ECTD " vq " cf qr v' ucvgf ctf u " hqt " go kuukqpu' qh' etkgtk " ckt " r qmwcpw' cpf " vqzle " ckt " eqpwco kpcpw' cv' kpf wutkcn' hcekrkxgu " y j cv' ctg " uwdlgev' vq " c " o ctngv' dcugf " eqo r rncpeg " o gej cpluo 0 Rtqi kdku " ECTD " htqo " cmqecvki " cmny cpegu " cu " r ctv' qh' c " o ctngv' dcugf " eqo r rncpeg " o gej cpluo " vq " kpf wutkcn' hcekrkxgu " y j cv' f q " pqv' o ggv' y j gug " ucvgf ctf u0 " Tgs wktgu " ECTD . " kp " gpuwtkpi " y j cv' ucvgy kf g' i tggpj qwug' i cu " go kuukqpu' ctg " tgf wegf " vq " cv' rncuv' 62 " r gtegpv' dgrny " y j g " 3; ; 2 " r xgn' d { " 4252. " vq " cf qr v' y j g " o quv' ghgevxg " cpf " gs wkcdrg " o lz " qh' go kuukqpu' tgf wevqpu' o gcuwtgu . " cpf " vq " gpuwtg " y j cv' uwej " o gcuwtgu' eqmgevxgn' " cpf " kpf kxkf wcm' " uw r qt v' cej kxkpi " ckt " s wcrkx . " cpf " qj gt " gpv' ktpo gpv' cn' cpf " r wdrlc " j gcnj " i qcn0'</p>	<p>7152139"</p>	<p>Cuugo dnf " k' p' cevxg "</p>	

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AB 382 *Xqgr gn" Qh/J ki j y c{" Xgj leng" Vt wuv" Hwpf "	H "423: . "r tqxf gu" j cv' w "v" & "o knkp" qh' t xgpwgu" f gkxgf "t qo "j g" i cuqkpg" gzekug" cz' lo r qugf "qp" qh/j ki j y c{" xgj leng" o c{" dg" vcpuhgttgf "v" j g" Qh/J ki j y c{" Xgj leng" Vt wuv' Hwpf " v' dg" cxckrdg" hqt "necl" cuukcpeg" i tcpw" hqt "ry "gphqtego gpv" gpxkqpo gpvcl" o qpkqtkpi ""cpf' o clpvgepeg" y qtn' uwr r qt vpi " hgf gtcn' qh/j ki j y c{" xgj leng" tgetgcvkqp0	7/4/839"	Ugpcv" Vt cpur qt vvkp" ("J qwukpi "Eqo o kvgg"	

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<p>AB 398 *GOI ctele+ Ecr/cpf/Vtcf g" Gzvpuqap"</p>	<p>Gzvpu u"vj g"cwj qtkv "qh"vj g"Ecrkhtpke" Ck "Tguwtegu" Dqctf " *ECTD+ "v" cf qr v" cpf " ko r ngo gpv'c' tgi wcvkqp "vj cv' guvdrkuj gu" c" u{ vgo "qh'o ctngv/ dcugf " f gerklpi " cppvci i tgi cvg" go kuukpu' rko ku' npqy p" cu" oecr/ cpf /vtcf go" hqt" uqwtegu" qt" ecvgy qtkgu" qh' uqwtegu" vj cv' go kv' i tggpj qwug" i cugu" vj' F gego dgt" 53. " 42520" " k" cf qr vki " c" ecr/ cpf /vtcf g" tgi wcvkqp " vj cv' y qwf " dg" cr r rlecdrng" Itqo ' Lcpwct { "3. "4243. "v" F gego dgt" 53. "4252. "tgs vktgu" ECTD" v" f q" cm'qh' vj g" hmqy kpi < " *3+ " guvdrkuj " c' r tleg" egkupi " cpf " vj q" r tleg" eqpvkpo gpw" r qkpw" cv' r xgnu" dngy " vj g" egkupi " = " *4+ " gxcnvcg" cpf' c f f tguu" eqpegtpu" tgrvfg " vj " vj g" qxgt/ cmqecvqp" qh' cxkrcdrng" go kuukpu" cmqy cpegu" hqt" { gct u" 4243' vq" 4252. " cu" cr r tqr tkv= cpf " " *5+ " guvdrkuj " cmqy cpeg" dcpnki " t wgu" vj cv' f kvegtci g" ur gewcvkqp. ' cxqkf " hpcpekn' y kpf hmu. " cpf " eqpukf gt " vj g" ko r ceu" qp" eqxgtgf " gpvktgu" cpf " xqrcvktv{ " k" vj g' o ctngv" Tgs vktgu" ECTD" v" guvdrkuj " qhugv' etgf k' rko ku' ceeqtf kpi " vj " vj g" hmqy kpi < " *3+ " Itqo ' Lcpwct { "3. "4243. "v" F gego dgt" 53. "4247. " cmqy " c" " vqcn' qh" 6" " r gtegpv" qh" c" " eqxgtgf " gpvktv{ au' eqo r rkepeg" qdriki cvkqp" vj " dg" o gv' d{ " uwtgp f gtpki " qhugv' etgf ku. " qh' y j lej " pq" o qtg" vj cp" j cth' o c{ ' dg" uqwtgef " Itqo " r tqlgeu" vj cv' f q" pqv' r tqxkf g' f ktev' gpvktqpo gpvci' dgpghku" k" Ecrkhtpke= cpf " " *4+ " Itqo " Lcpwct { "3. "4248. "v" F gego dgt" 53. "4252. " cmqy " c" " vqcn' qh" 8" " r gtegpv" qh" c" " eqxgtgf " gpvktv{ au' eqo r rkepeg" qdriki cvkqp" vj " dg" o gv' d{ " uwtgp f gtpki " qhugv' etgf ku. " qh' y j lej " pq" o qtg" vj cp" j cth' o c{ ' dg" uqwtgef " Itqo " r tqlgeu" vj cv' f q" pqv' r tqxkf g' f ktev' gpvktqpo gpvci' dgpghku" k" Ecrkhtpke" Guvdrkuj gu' vj g' Eqo r rkepeg" Qhugv' Rtqvceqn' Vcuni' Hqteg" vj' r tqxkf g' i vkt cpeg' vj' ECTD' k' cr r tqxkpi ' pgy " qhugv' r tqvceqn' hqt" vj g' r vtr qugu" qh' kpetgcu kpi " qhugv' r tqlgeu" y kj " f ktev' gpvktqpo gpvci' dgpghku" k" Ecrkhtpke. " y j krg" r tkqtkk kpi " f kuf xcpvci gf " eqo o vpkku. " P cvkxg" Co gtecp" qt" vtdcn' rcpf u. " cpf " t wcn' cpf " ci tlewnwtcn' gi kpuo" Tgs vktgu" ECTD" vj' kpetgcug" qhugv' r tqlgeu" k' vj " ucvg' eqpukf gtpki " vj g' i vkt cpeg' r tqxkf gf " d{ " vj g' Eqo r rkepeg" Qhugv' Rtqvceqn' Vcuni' Hqteg" F gerctgu" vj g' kpvgn' qh' vj g' Ngi kurvwtg" vj cv' t gxpwgu' eqmgevfg " Itqo " vj g' ucrg" qh' cmqy cpegu' cv' cvevku' eqpf vevfg " d{ " ECTD" dg" cr r tqr tkvfg " k" c" o cppgt" vj cv' kpmf gu' vj g' hmqy kpi " r tkqtkkku" cv' vj g' vko g' cp' gzt r gpf kwtg' r rcp" ku" cf qr vfg < " *3+ " ckt " vqzle" cpf " ketsgtk" ckt " r qmwcpv" Itqo " ucvkqpcct { " cpf " o qdkrg' uqwtegu= " " *4+ " rny / " cpf " gtc/ ectdqp" vcpur qt vcvkqp" cngt pcvkxgu= " " *5+ " uuvkpcdrng" ci tlewnwtcn' r tcevtegu" vj cv' r tqo qvg" vj g' vcpvktkpu" vj " engcp" vgej pqrqi { . " y cvgt " ghkkgpe { " cpf " ko r tqxgf " ckt' s wcrkv{ = " *6+ " j genj { " hqtguu" cpf " vtdcp" i tggpki = " *7+ " vj qt vrxgf " erko cvg" r qmwcpv= " *8+ " erko cvg' cf cr vcvkqp" cpf " tguvktpe { = cpf " " *9+ " erko cvg" cpf " engcp" gpgti { " tguvktej 0" D{ " Lcpwct { "3. " 423; . " tgs vktgu" vj g' Ecrkhtpke" Y qtnhqtg" F gxrqr o gpv' Dqctf " vj " tgr qt v' vj " vj g' Ngi kurvwtg" qp" vj g' pggf " hqt" kpetgcugf " gf vevkqp. " ectggt " vgej plecn' gf vevkqp. " lqd' vcklpi . " cpf " y qtnhqtg" f gxrqr o gpv' tguvtegu" qt" ecr cels{ " vj " j gr " kpf wut { . " y qtngtu" cpf " eqo o vpkku" vcpvktkqp" vj " geqqo ke" cpf " rcdqt/ " o ctngv' ej cpi gu' tgrvfg " vj " Ecrkhtpke" au' ucvgy kf g' i tggpj qwug" go kuukpu' tgf vevkqp" i qcnu" Tgs vktgu' ECTD" vj' f guki pcvg" ecr/ cpf /vtcf g' cu' vj g' t wrg" hqt" r gtrqrgwo " tghkgtkgu. " cpf " qh' i' cpf " i cu' r tqf vevkqp' hckkku" vj " cej kxg" vj gk " i tggpj qwug" i cu' go kuukpu' tgf vevkqp" r t qj kdku" cp" ckt " f kwtkv" Itqo ' cf qr vki " qt" ko r ngo gpvki " cp" go kuukpu' tgf vevkqp" t wrg" hqt " ectdqp" f kqzlf g" hqt " ucvkqpcct { " uqwtegu' vj cv' ctg" uwdlgeu' vj " ecr/ cpf /vtcf g" Wpvki' Lcpwct { "3. "4253. " uwr gpf u' vj g' hkg" r t gxp v k p " tgg" vj cv' ku' ewtgpv{ " ko r qugf " qp" j cdkcdng" ut vewtgu" k" ctgcu' qh' vj g' ucvg" vj cv' j cxg" c" j ki j " t kuni' qh' y krf hkt gu' cpf . " kpvvfg . " f gerctgu" vj g' kpvgn' qh' vj g' Ngi kurvwtg" vj " wug" ecr/ cpf /vtcf g" t gxp wgu" vj " hwpf " hkg' r t gxp v k p " vevkku" Guvdrkuj " cp" gzvktpi " ucvg" ucrgu' cz " gzgo r vqp" hqt " vj g' r vtej cug' qh' gs vkr o gpv' wugf " k" o cpvkwetkpi . " tguvktej " cpf " f gxrqr o gpv' vj " Lwn{ "3. "42520" Gzt r cpf u' vj ku' gzgo r vqp" vj' kpenf g" gs vkr o gpv' r vtej cugf " hqt " wug" k" t gpy cdng" gpgti { " i gpgtckqp. " cu" y gm' cu" hqt " gngv' kkv{ ' uqvtci g" cpf " f kwtkdwkqp" Tgo qxgu" vj g' ewtgpv' r tqj kdkkqp" qp" ci tlewnwtcn' hkt o u" erko kpi " vj g' gzgo r vqp" Tgs vktgu' vj cv' ecr/ cpf /vtcf g' cvevku' r t qeegf u' dg' wugf " vj " dcnhkn' vj g' I gpgtci' hwpf " hqt' vj g' hqu' qh' t gxp wgu' t guvktpi " Itqo " vj g' gzgo r vqp" }</p>	<p>9 B6 B9 "</p>	<p>Uki pgf 'kvq' Ncy < Ej cr vgt %357 "</p>	

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<p>AB 408 *Ej gp+ Go kpgpvF qo ckp< HpcnQhgt "qh" Eqo r gpubvqp"</p>	<p>Ej cpi gu"vj g"ucpf ctf u"d{ "y j lej "eqwv" f gek g"y j gvj gt"v" cy ctf "nkki cvkqp" gZR gpugu"kp" go kpgpv f qo ckp"cevkvpu0" Rtqxf gu"vj cv"kh" c"eqwv" hpf u."qp" o qvqp"qh"vj g" f ghgpv cpv"vj cv"vj g"qhgt "qh"vj g" r nkpvkh"y cu"muy gt"vj cp"; 2"r gtegpv"qh"vj g"eqo r gpubvqp"cy ctf gf "kp"vj g" r tqeggf kpi . "vj gp"vj g"eqwv" y qwf "dg"tgs vkt gf "v" kpenf g"vj g" f ghgpv cpv"nkki cvkqp" gZR gpugu"kp"vj g" equu"cmuy gf 0" Rtqxf gu"vj cv"kh"vj g"eqwv" hpf u"vj cv"vj g"qhgt "qh"vj g" r nkpvkh"y cu"cv"rcuv"; 2"r gtegpv"cpf "rguu"vj cp"322" r gtegpv"qh"vj g"eqo r gpubvqp"cy ctf gf "kp"vj g" r tqeggf kpi . "vj gp"vj g"eqwv" o c{ "kpenf g"vj g" f ghgpv cpv" nkki cvkqp" gZR gpugu"kp"vj g" equu"cmuy gf 0"</p>	<p>Cu" Kvtqf wegf "</p>	<p>Cuugo dn{ <Kpcevkg"</p>	
<p>AB 467 *O wnkp+ Nqecn' Vtcur qtvcvqp" Cwj qtkkv< GZR gpf kwg" Rrpu"</p>	<p>Wr qp"vj g"tgs wguv"qh" c" mecn' vcpur qtvcvqp" cwj qtkv{ . "gzgo r vu" c" eqwv{ "grgevkpu" qhhekn' hqo ' kpenf kpi "vj g" gpvtg" cf qr vgf "gZR gpf kwg" r np" hq" c" tgvkn' vcpucevkvpu" cpf "wug"vcz" kp"vj g" xqvt' kphqto cvkqp" i wkv g"kh" *3+ "vj g" cwj qtkv{ "r quu"vj g" r np" qp" ku" kvtgpgv" Y gd" uksg=cpf "" *4+ "vj g" uo r ng' dcmv' cpf "xqvt" kphqto cvkqp" i wkv g" ugpv" v" xqvtu" kpenf g" kphqto cvkqp" qp" xky kpi "cp" grgevqple' xgtukqp" qh"vj g" r np" qp"vj g" cwj qtkv{ au" kvtgpgv" Y gd" uksg" cpf "qp" qdvckpi "c" r tkpvgf "eqr { "qh"vj g" r np" d{ "ecnkpi "vj g" eqwv{ "grgevkpu" qhheg0' Tgs vkt gu"vj g" eqwv{ "grgevkpu" qhhekn' v" o ch'c" r tkpvgf " eqr { "qh"vj g" r np" cv"pq" equv" v" gcej "r gtup" tgs wgvkpi "kv" kh"vj g" eqwv{ "grgevkpu" qhhekn' ej qqgu" v" q" gzgtekug" vj g" gzgo r vqp" r tqxf gf " d{ " vj ku" dkn0' C" eqwv{ " vj cv" r quu" vj g" gpvtg" cf qr vgf " eqwv{ " vcpur qtvcvqp" gZR gpf kwg" r np" qp" cp" kvtgpgv" Y gd" uksg" uj cm' gpubv" vj cv" vj g" r np" ku" r quvgf "kp" c' o cpgt "vj cv" ku" gcukn{ "ceeguukng" v" xqvtu0'</p>	<p>: 145 B9"</p>	<p>Uki pgf "kpq" Ncy <Ej cr vgt %862"</p>	
<p>AB 468 *Ucpvki q+ NC"O gvtq< Rtqj kdkvqp" Qtf gtu"</p>	<p>Cwj qtkv{ gu"vj g" Nqu" Cpi grgu" Eqwv{ "O gvtqr qrkcp" Vtcur qtvcvqp" Cwj qtkv{ " *NC" O gvtq+ "v" kuuw" c" r tqj kdkvqp" qtf gt "v" cp{ "r gtup" eksgf " hq" eqo o kvkpi " egtvckp" ceu" qp" NC" O gvtq " xgj kengu" qt " cv" NC" O gvtq au" vcpuk' hcekvkvgu. "wpf gt "y j lej "vj g" r gtup" y qwf "dg" r tqj kdkv{ " hqo " gvtgkpi " vj g" r tqj gtv{ . " hcekvkvgu" qt " xgj kengu" qh" NC" O gvtq " hq" c" ur gekvgf " r gtkv{ " qh" vko g0'</p>	<p>; B B9"</p>	<p>Uki pgf "kpq" Ncy < Ej cr vgt %8; 4"</p>	

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<p>AB 496 *Hqpi + Vtcur qt vckqp" Hwpf kpi "</p>	<p>Etgcvgu'j g'Vtchle'Tgrgh'cpf "Tqcf "K r tdxgo gpvCeeqwpv'q'dg'hwpf gf 'ltqo 'j g'hqmy kpi 'uqtegu' *3+'ucngu'cpf 'wug'vz'tgxgpwgu'ltqo 'pgy 'cpf 'wugf "o qvt'xgj leng'ucngu'cpf 'r wtej cugu' *4+'kpuw'cpeg' vz'tgxgpwgu'ltqo 'cwqo qdkg'cpf "o qvt'xgj leng'r qrlkgu' *5+'ur gel'kgf 'f kgug'ucngu'vz'tgxgpwgu' vcpulgtt'gf 'ltqo 'j g'Uvcg'Vtcur'Cuuk'cpeg' *UVC+'Rtqi tco . 'kh'j qug'tgxgpwgu'ct'g'dcent'kmgf "y kj ' ecr/cpf /tcf g'cwekqp"r tqeggf u'ltqo "j g'I tggpj qwug'I cu'Tgf wekqp'Hwpf = " *6+'ur gel'kgf "xgj leng' tgi kntv'kqp'gg'tgxgpwgu'vcpulgtt'gf 'ltqo "j g'Clk'S wcrk' "K r tdxgo gpv'Hwpf . 'j g'Cnt'pck'g'cpf ' Tgpgy cdrng' Hwgn' cpf " Xgj leng' Vgej pqm' { " Hwpf . " cpf " j g' Gpj cpegf " Hggv' O qf gtpk' vckqp' Uwdceeqwpv." kh' j qug' tdxgpwgu' ct'g' dcent'kmgf " y kj ' ecr /cpf /tcf g' cwekqp" r tqeggf u' ltqo " j g' I tggpj qwug'I cu'Tgf wekqp'Hwpf =cpf " *7+'t'gxgpwgu'qdvckp'gf "d { "Ecmtcpu'j tqwi j " j g't'gp'cn'qt' ucrg'qh'r tq'gtv' . "j g'ucrg'qh'f qewo gpw."cpf "ej cti gu'ht"qj gt"o k'egm'p'g'q'w'ug'tx'legu'r tq'x'f'gf " vq'j g'r wdrk'0" F knt'kdwgu'j g't'gxgpwgu'f gr quks'f "lpvq"j g'Vtchle'Tgrgh'cpf "Tqcf "K r tdxgo gpv' Ceeqwpv'k'j g'hqmy kpi 'b c'p'p'g't' *3+'62'r gtegpv'y qwf "dg'cmqec'v'f "q'Ecmtcpu'ht"b'ck'p'g'p'c'p'eg'qh' j g'ucv'g'j k j y c { "u'ungo . "cpf "ht"r tq'lgew'r tqi tco o gf "lp"j g'Uvcg'J k j y c { "Qr'g'v'k'p"cpf " Rtq'g'v'k'p"Rtqi tco " *U QRR= " *4+'62'r gtegpv'y qwf "dg'r tq'x'f'gf "v'ek'kgu'cpf "eq'w'p'v'gu'ht"j g'k' m'ec'n't'q'c'f y c { "u'ungo u=cpf " *5+'42'r gtegpv'y qwf "dg'cmqec'v'f "ht"r tq'lgew'r tqi tco o gf "lp"j g' Uvcg'Vtcur qt vckqp"K r tdxgo gpv'Rtqi tco " *UVR+'j cv'et'g'c'v'g"o gc'w't'c'd'ng't'g'f'w'v'k'p'u'k'p'v't'c'h'le' eqpi gu'k'p'0" Tgs'w'k'gu't'gxgpwgu'cr r qt'v'k'p'p'gf "v' Ec'k'ht'p'k' "ltqo "j g' hqto w'c'/"dc'ug'f "P'c'v'k'p'c'n' J k j y c { "H'g'k'j'v'Rtqi tco "v" dg'f gr quks'f "lpvq"j g' Vtcf g' Eq't'k'f'qtu"K r tdxgo gpv' Hwpf " cpf ' cmqec'v'f "d { "j g'Ec'k'ht'p'k'Vtcur qt vckqp'Eqo o ku'k'p' *EVE+'c'ee'q't'f'k'pi 'v'j g'q't'k'i'k'p'c'n'i'w'k'g'r'k'p'g'u' j cv'j g'eqo o ku'k'p'c'f'qr'v'f'ht"j g'hwpf "k'p'42290" Tgs'w'k'gu'j g't'gr c { o gpv'q'h'c'r r tqzko cv'ng' "8022" o k'k'k'p' "k'p" q'w'u'c'p'f'k'pi "m'c'p'u'q'y'gf "d { "j g'I gp'g't'c'n' Hwpf "v' x'c't'k'w'u'v't'c'p'ur'q't'v'c'k'p'c'ee'q'w'p'u'd { ' F'g'ego dgt"53."42390" F knt'kdwgu'j g'g'g'q'p'g'w'o g't'gxgpwgu'v'q'ek'kgu'cpf "eq'w'p'v'gu'ht"j g'k' m'ec'n' tq'c'f y c { "u'ungo u0" "Grko k'p'c'v'gu'j g'c'p'p'w'c'n'v't'c'p'ul'gt'q'h'x'gj' leng'y' g'k'j'v' h'gg't'gxgpwgu'ltqo "j g'Uvcg' J k j y c { "Ceeqwpv'v'j g'I gp'g't'c'n' Hwpf "ht"r c { o gpv'q'h'f'g'd'v'ug't'x'leg'ht"i' gp'g't'c'n'q'd'r'k'i'c'v'k'p' "d'q'p'f' u' ku'w'g'f "ht" v't'c'p'ur'q't'v'c'k'p' "r'w'r'q'ug'u'c'p'f . "k'p'ug'c'f . "t'g'v'c'k'p'u'j'g'g' t'gxgpwgu'k'p'j'g' Uvcg'J k j y c { ' Ceeqwpv'0" F'g'g'v'gu'r tq'x'k'k'p'u'k'p'ew't'g'p'v'w'y "t'g'r'v'k'p'i "v'j g't'g'k'o d'w't'ug'o gpv'q'h'j g'Uvcg'J k j y c { ' Ceeqwpv' y kj "i' cu'q'k'p'g'g'z'ek'ug'vz' t'gxgpwgu'ht" x'gj' leng'y' g'k'j'v' h'gg't'gxgpwgu'v't'c'p'ul'gtt'gf "v'j g' I gp'g't'c'n' Hwpf "cpf . 'k'p'ug'c'f . 'cm'q'y' u'j'g'g' i' cu'q'k'p'g'g'z'ek'ug'vz' t'gxgpwgu'v'q'dg'cmqec'v'f'k'p'j'g'hqmy kpi ' o c'p'p'g't' *3+'66'r gtegpv'v'j g'UVR= " *4+'66"v'ek'kgu'cpf "eq'w'p'v'gu'ht"m'ec'n'w't'g'g'u'l't'q'c'f' u=cpf " *5+' 66'r gtegpv'v'j g'U QRR0'</p>	<p>44: B9"</p>	<p>Cuugo dn' " Vtcur qt vckqp" Eqo o kv'gg"</p>	

State Assembly " Bills "	Subject "	Last " Amended "	Status "	VTA Position "
<p>AB 570 *f qp crg /" Hgvej gt+ " Y qnngtuø " Eqo r gpucvqp< " Rgto cpgpv " F kucdkkx/ " " Ecwucvqp "</p>	<p>Kp " o cnkpi " c " f gyto kpcvqp " qh " cr r qt vqpo gpv " qh " r gto cpgpv f kucdkkx/ { " dcugf " qp " ecwucvqp " hqt " r wtr qugu'qh' r c { o gpv'qh'y qnngtuø'eqo r gpucvqp. 'r tqj kdku'cr r qt vqpo gpv 'kp 'y g'ecug'qh'c' r j { ulecn' kplw { " qeewtkpi " qp " qt " chgt " lcpwt { " 3. " 423: " Itqo " dgkpi " dcugf " qp " r tgi pcpe { . " ej kf dkt vj . " qt " qv j gt " o gf lecn'eqpf kkpup' t gnev f " v " r tgi pcpe { " qt " ej kf dkt vj 0 "</p>	<p>Cu " Kpvtqf wegf "</p>	<p>Xgvqgf " d { " y g " I qxgtpqt "</p>	
<p>AB 582 " *E0I ctekc+ " Xgj levg " Go kuukpu< " Egt vkecvqp. " Cwf kkp " cpf " " Eqo r rikpeg "</p>	<p>Tgs vkt gu " y g " Ecnkhtpk " Ck " Tguqvtegu " Dqctf " *ECTD+ " v " gpj cpeg " ku " egt vkecvqp. " cwf k' cpf " : 43 B9 " eqo r rikpeg " cevkkkku " hqt " pgy " o qvqt " xgj levg " v " f gyev " f ghcv " f gxlegu " qt " qv j gt " uqhy ctg " wugf " v " gxcf g " go kuukpu " vguvpi 0 " Tgs vkt gu " y qug " cevkkkku " v " kpenw f g " y g " kpetgcugf " wkkk cvkqp " qh " kp / wug " cpf " tgcn' y qtrf " eqpf kkpup " go kuukpu " vguvpi 0 " Cmty u " ECTD " v " eqpuwn " qt " r ct vpgt " y kj " cecf go le " kpuvkwkpu " cpf " rcdqtcvqt kgu " v " f q " cp { " qh " vj g " hmqy kpi < " *3+ " f gxgmr " pgy " uwt xgkrcpeg " o gy qf u' cpf " vguv' e { ergu = " *4+ " r gthto " go kuukpu " vguvpi " qp " dgj ckh " qh " ECTD = " qt " " *5+ " eqpf wev' t gugctej " qp " xgj levg " go kuukpu " vguvpi 0 " Cwj qtk k gu " ECTD. " d { " tgi wcvqp. " v " ko r qug " hggv " qp " o cpwlcwvgtu " qh " pgy " o qvqt " xgj levg " v " tgeqxt " ku " tgcucpdcng " equu " kp " ko r rgo gpvki " y g " r tqxkukpu " qh " vj g " dkn0 " Vj g " vqcn' co qwpv " qh " hggv " eqmgev f " r wuwpv " v " yj ku " ugevqp " uj cni' pqv " gzegef " hxxg " o knkqp " f qmct u' *87.222.222+ " kp " yj g " 423: 63; " hkecn' { gct. " cpf " kp " cp { " uwdugs wgpv' { gct " uj cni' pqv " kpetgcug " d { " cp " co qwpv " i tgcvt " yj cp " yj g " cppwcn' kpetgcug " kp " yj g " Ecnkhtpk " Eqpuwo gt " Rtleg " Kpf gz. " qr gtcvqpcn' equu " cpf " rcdqtcvqt " equu0 "</p>	<p>: 43 B9 "</p>	<p>Ugpcvg " Cr r tqr tkcvkpu " Eqo o kwgg "</p>	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
<p>AB 617 *EOI ctele+ Etkgtk'CK" Rqmwpvu'cpf" Vqzle'CK" Eqpxo kpcpw"</p>	<p>Tgs wkt gu'v'j g"Ecrlhtpke"CK" Tguwtegu"Dqctf "ECTD+"v'g" guvdrkuj "c" wplktto "ucvgy kf g'u{ ugo "qh' cppwcn' tgr qt v'pi " qh' go kuukpu' qh' etkgtk' r qmwcpvu' cpf " vqzle" ck" eqpxo kpcpw' hqt " ucwkpct { ' uqwtegu' Tgs wkt gu'c' ucwkpct { ' uqwtg' v' tgr qt v'ku' cppwcn' go kuukpu' qh' etkgtk' r qmwcpvu' cpf " vqzle' ck" eqpxo kpcpw' v' ECTD' wukpi " v'j g' wplktto " ucvgy kf g'u{ ugo "qh' cppwcn' tgr qt v'pi 0" D { " Qevdgt 3." 423: . "tgs wkt gu' ECTD' v' r tgr ctg' c' r rcp' tgi ctf lpi " vgej pqmji lgu' hqt " o qpkqt lpi " etkgtk' r qmwcpvu' cpf " vqzle' ck" eqpxo kpcpw' . cpf " v'j g' pggf " hqt " cpf " dgpghku' qh' cf f klpncr' eqo o wplk' " ck " o qpkqt lpi " u{ ugo u0" Dcugf " qp' v'j ku' o qpkqt lpi " r rcp. " tgs wkt gu' ECTD' v' ugrgev' v'j g' j ki j guv' r tkqt k' " hqecv' qp' l'p' Ecrlhtpke' hqt " v'j g' f gr m { o gpv' qh' eqo o wplk' " ck " o qpkqt lpi " u{ ugo u0" " Tgs wkt gu' cp' ck " f kml' ev' eqpxo kpcpw' c' ugrgev' hqecv' qp' v' f gr m { c' eqo o wplk' " ck " o qpkqt lpi " u{ ugo " l'p' v'j cv' hqecv' qp' d { " Lwn { " 3. " 423; 0" Cwv' qtk' gu' cp' ck " f kml' ev' v' tgs wkt g' c' ucwkpct { ' uqwtg' v' cv' go ku' ck " r qmwcpvu' l'p. " qt " v'j cv' o cvgt kcm' " chgevu. " c' ugrgev' hqecv' qp' v' f gr m { " c' hpep' / rkg' " o qpkqt lpi " u{ ugo 0" " D { " Lcpwt { " 3. " 4242. " cpf " cppwcn' v'j gtgcht. " cwv' qtk' gu' ECTD' v' ugrgev' cf f klpncr' hqecv' qp' hqt " v'j g' f gr m { o gpv' qh' eqo o wplk' " ck " o qpkqt lpi " u{ ugo u0" " D { " Qevdgt " 3." 423: . " tgs wkt gu' ECTD' v' r tgr ctg' c' ucvgy kf g' utcvgi { " v'j " tgf weg' go kuukpu' qh' etkgtk' r qmwcpvu' cpf " vqzle" ck" eqpxo kpcpw' l'p' eqo o wplk' gu' chgevu' d { " c' j ki j " ewo wv' kxg' g' zr quwtg' dwt f gp0" Tgs wkt gu' ECTD' v' w' f cvg' v' ku' utcvgi { " cv' r' gcu' v' p' q' g' xgt { " h' xg' { gct u0" Tgs wkt gu' ECTD' v' ugrgev' hqecv' qp' ct q' w' f " v'j g' ucvg' hqt " r tgr ctv' qp' qh' eqo o wplk' " go kuukpu' tgf wv' qp' r tqi tco u0" Tgs wkt gu' cp' ck " f kml' ev' eqpxo kpcpw' c' ugrgev' hqecv' qp' v' cf q' r v' c' eqo o wplk' " go kuukpu' tgf wv' qp' r tqi tco 0" Tgs wkt gu' ECTD' v' r tqxkf g' i t' cpw' v' eqo o wplk' / dcugf " qti cpk' cv' qp' hqt " vgej p' l' c' n' cu' k' c' p' e' g' v' v' q' u' w' r' q' t' v' eqo o wplk' " r ctv' k' r' cv' qp' l'p' u' w' e' j " r tqi tco u0" Tgs wkt gu' cp' ck " f kml' ev' v'j cv' ku' l'p' p' q' p' / cv' k' p' o gpv' hqt " qp' g' qt " o qt g' ck " r qmwcpvu' v' cf q' r v' cp' g' zr g' f k' g' f " u' e' j g' f w' g' " hqt " v'j g' " ko r ngo gpv' qp' qh' d' gu' v' cv' k' r' d' r' g' t' g' h' k' v' eqpxo kpcpw' v' g' e' j p' q' m' j l' g' u' Tgs wkt gu' v' j g' u' e' j g' f w' g' v' q' c' r' r' n' " v' q' g' e' j " l' p' f' w' u' k' r' i' u' q' w' t' e' g' u' v' j' cv' " cu' qh' Lcpwt { " 3. " 4239. " y cu' uwdlge' v' v' ecr / cpf / tcf g0" " Tgs wkt gu' ECTD' v' guvdrkuj " cpf " o cl' p' v' k' p' c' " ucvgy kf g' ergct lpi j q' w' u' g' v' j cv' l' f' g' p' v' k' h' g' u' v' j g' d' gu' v' cv' k' r' d' r' g' t' g' h' k' v' eqpxo kpcpw' v' g' e' j p' q' m' j l' g' u' hqt " etkgtk' r qmwcpvu' cpf " vqzle' ck " eqpxo kpcpw' }</p>	<p>9 B6 B9"</p>	<p>Uki pgf 'kp'v' Ncy < Ej cr vgt %358"</p>	
<p>AB 623 *Tqf tki wgl +" Cwqpqo qwu" Xgj lergu- Ceekf gpv"</p>	<p>Tgs wkt gu' v' j g' qr g' t' cv' q' t' qh' cp' cwqpqo qwu' xgj lerg' y j q' ku' l' p' x' q' k' g' f " l' p' cp' ceekf gpv' v' j cv' t' gu' w' u' l' p' f co ci g' v' j g' r' t' q' r' g' t' v' l' qh' cp' { " qp' g' r' g' t' u' q' p' l' p' g' z' e' g' u' v' qh' & 3. 222. " l' p' d' q' f' k' l' l' p' l' w' { " q' t' l' p' v' j g' f' g' c' v' j " qh' c' r' g' t' u' q' p' v' j g' t' r' q' t' v' j g' ceekf gpv' v' j g' F g' r' c' t' o' gpv' qh' O q' v' t' " X' g' j' l' e' r' g' u' " F O X + " y k' j l' p' " 32 " f c { u' qh' q' e' e' w' t' g' p' e' g' 0 " Tgs wkt gu' c' v' c' h' k' e' " e' q' n' k' u' l' q' p' t' r' q' t' v' r' t' r' g' t' c' t' f' d { " c' " Ecrlhtpke " J ki j y c { " Rcv' qn' " EJ R + qh' h' e' g' t' " t' d { " cp { " q' v' j g' t' r' c' g' e' j " qh' h' e' g' t' " v' j g' u' r' g' e' k' h' " cp' cwqpqo qwu' xgj lerg' y cu' l' p' x' q' k' g' f " l' p' v' j g' v' c' h' k' e' " e' q' n' k' u' l' q' p' l' p' cp { " o c' p' p' g' t' 0 }</p>	<p>9 B7 B9"</p>	<p>Ugpcvg' Cr r tqr tlc' v' qp' u' Eqo o kwgg"</p>	
<p>AB 636 *Ky l'p +" Nqecr' U' t' g' g' u' l' l' q' c' f' u' < G' z' r' g' p' f' k' w' t' g' " T' g' r' q' t' w' "</p>	<p>Tgs wkt gu' v' j g' t' r' q' t' v' d { " c' " ek' l' " q' t' " eqw' p' v' l' " t' g' i' c' t' f' l' p' i " J ki j y c { " W' u' g' t' u' " V' e' z' " C' e' e' q' w' p' v' " * J W' W' C + " g' z' r' g' p' f' k' w' t' g' u' h' q' t' " u' t' g' g' v' t' q' c' f' " r' w' r' q' u' g' u' f' w' l' p' i " v' j g' r' t' g' e' g' f' l' p' i " h' k' u' e' c' n' { g' c' t' " v' q' d' g' " u' w' d' o' k' w' g' f' " v' j g' " E' q' p' t' q' m' g' t' a' i' Q' h' h' e' g' " y k' j l' p' u' g' x' g' p' " o' q' p' v' u' qh' v' j g' e' r' m' u' g' qh' v' j g' h' k' u' e' c' n' { g' c' t. " t' c' v' j g' t' v' j g' cp' d { " v' j g' h' k' u' v' l' c' { " qh' Q' e' v' d' g' t. " cu' ku' v' j g' e' c' u' g' w' p' f' g' t' e' w' t' g' p' v' l' r' e' y 0 }</p>	<p>8 B49 B9"</p>	<p>Ugpcvg' T' w' g' u' Eqo o kwgg"</p>	

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<p>AB 673 *Ej w+ Rwdrle "Vtcpu" Dwu" Rtqewgo gpu< Uchgv" Eqpukf gtcvqpu"</p>	<p>Dghqtg"vj g"r tqewgo gpv'qh" c" pgy "dwa"v" dg" wufg "kp"tgxgpwg" ugtxleg." tgs wktgu" c" r wdrle" vcpu' ci gpe { "v" vng" kvq" eqpukf gtcvqpu" vj g" tgeqo o gpf cvkqpu" qh" cpf " vj g" dguv' r tcevek" uvcpf ctf u' f gxnqr gf " d { . " vj g" rxdqt" qti cplk cvkqp" tgr tguvqpi " vj g" ci gpe { au' dwu' qr gtcvqtu" tgrvgf " vj " vj g' hqmqy kpi " r wtr qugu<" *3+ "v" tgf weg" vj g' tkum'qh' cuucwmu" qp" dwu' qr gtcvqtu" *4+ "v" r tdxgpv' ceekf gpu' ecwufg " d { " dnpf " ur qu' etgcvgf " d { " dwu' gs wkr o gpv' qt " f guki p= " qt " " *5+ "v" gpj cpeg" vj g" uchgv { " qh' r cuugpi gt u " dwu' qr gtcvqtu. " qt " qv gt " xgj kergu" qt " r gf gultkpu" vj cv' vj g" dwu' o c { " eqo g" kvq" eqpvev' y kj " y j krg" kp" ugtxlego " " Ur gekhgu" vj cv' pqv kpi " kp" vj g" dkm' u' j cm' dg" eqpuxwgf " vj " tgs wktg" c" r wdrle' vcpu' ci gpe { "v" ko r rgo gpv' ur gekhe' tgeqo o gpf cvkqpu' }</p>	<p>7B7B9"</p>	<p>Uki pgf 'kvq' Ncy < Ej cr vgt '%848"</p>	
<p>AB 686 *Ucpvki q+ J qwulpi " F kuetko kpcvqap< Chkt o cvkxgn { " Hwt vj gt " Hkt " J qwulpi "</p>	<p>Tgs wktgu" c" r wdrle" ci gpe { "v" cf o kplvgt " ku" r tqi tco u" cpf " cevkkkku" tgrvqpi " vj " j qwulpi " cpf ' eqo o wplv { " f gxnqr o gpv' kp" c" o cpgt " vj " chkt o cvkxgn { " hwt vj gt " hkt " j qwulpi O " Rtqj kdku" c" r wdrle' ci gpe { " hqo " vcnkpi " cp { " cevqap " vj cv' ku" kpeqpukv gpv' y kj " vj ku' qdri cvkqp O " Rtqxf gu' vj cv' kh" c" r wdrle' ci gpe { " hktu" vj " eqo r n { " y kj " ku' qdri cvkqp " vj " chkt o cvkxgn { " hwt vj gt " hkt " j qwulpi . " vj gp' vj cv' hktv g' y qwf " eqpukv w" c" f kuetko kpcvqap " j qwulpi " r tcevek" wpf gt " vj g' Ecrkhtpk " Hkt " Go r nq { o gpv' cpf ' J qwulpi " Cev' " " Cwj qtk gu' vj g' F gr ctvo gpv' qh' Hkt " Go r nq { o gpv' cpf " J qwulpi " vj " gz gtekg " ku' f kuetg vqap " vj " kvxguki cvg " qt " vj " dtkpi " c" ekxki' cevqap " dcugf " qp " c" xgt hkf " eqo r r kcpv' vj cv' cngi gu' c' xkqv vqap " qh' vj g' qdri cvkqp " vj " chkt o cvkxgn { " hwt vj gt " hkt " j qwulpi O " F ghkpu' o chkt o cvkxgn { " hwt vj gt " hkt " j qwulpi o " vj " o gcp " vcnkpi " o gcpkpi hwt' cevqpu. " kp " cf f kkvq " vj " eqo dcvpi " f kuetko kpcvqap. " vj cv " *3+ " xqgteqo g" r cvgt pu' qh' ugi tgi cvkqp = " *4+ " cf f tguu' f kur ctkkku " kp " j qwulpi u' pggf u' cpf " kp " ceegu " vj " qr r qt wplv { = " *5+ " r tqo qv " hkt " j qwulpi " ej qleg. " dqj " y kj kp " cpf " qwukf g' qh' ctgu' qh' eqpegpvcvgf ' r qxgtv { = " *6+ " hqvg " kpenwuxg " eqo o wplvku " hq " hqo " dctlktu " vj cv' tguvkv " ceegu " vj " qr r qt wplv { = " cpf " " *7+ " vcpu " hqo " tcekm { " cpf " gvj plecm { " eqpegpvcvgf " ctgu' qh' r qxgtv { " kvq " ctgu' qh' r r qt wplv { . " y j krg " r tqvkvpi " gzkvki " tguvkvpi " hqo " f kur r ego gpv' " F ghkpu' o gcpkpi hwt' cevqpu " vj " o gcp' uli khkcpv' cevqpu " vj cv' ctg' rgi cm { " r quukdg' hq " c" r wdrle " ci gpe { " vj " wpf gt vng " vj cv' ctg' f guki pgf " cpf ' ecp " dg " tgcupcdn { " gvr gvgf " vj " cej kxg " o cvgt km { " r quukdg' " ej cpi g' vj cv' chkt o cvkxgn { " hwt vj gt u' hkt " j qwulpi O " F ghkpu' o r tqi tco u' cpf " cevkkkku " tgrvqpi " vj " j qwulpi " cpf " eqo o wplv { " f gxnqr o gpv' " vj " o gcp " cp { " cevqap. " kpcvqap. " r rke { . " tgi wvkvq. " r tqi tco . " r tcevek. " f gekukp. " cevkkv { . " qt " kvxguo gpv' d { " c" r wdrle " ci gpe { " vj cv' chkt v " y j gt g " c" r gtuqp " o c { " r kxg = " c" r gtuqp " u' cdkkv { " vj " tgo ckp " kp " vj gk' ewtgpv " j qwulpi = " cpf " " vj g " " f gi ggg " qh " " ceegu " " vj cv " r gtuqp. " " dcugf " " qp " " y j gt g " " vj g { " " r kxg. " " j cu " " vj " qr r qt wplv { . " kpenwv kpi " gf wecvqap. " lqdu. " j gcnj " ectg. " uqekn' ugtxlegu. " cpf " hgcwv gu' qh' c " j gcnj { ' gpvkvqpo gpv' " Tgs wktgu" c" r wdrle " ci gpe { " vj cv' eqo r rvgu' qt " tgvkugu " cp " cuuguo gpv' qh' hkt " j qwulpi ' r wuvcv' vj " ur gekhgf " r tgvkvqpu' qh' vj g' hgf gtcv' Hkt " J qwulpi " Cev' vj " uwo k' c' eqr { " qh' vj cv' cuuguo gpv' vj " vj g' F gr ctvo gpv' qh' Hkt " Go r nq { o gpv' cpf " J qwulpi O " Tgs wktgu" cp { " r wdrle " ci gpe { " vj cv' cf qr v' c' j qwulpi " rgo gpv' qt " uwvkvcdng " eqo o wplvku " utcvgi { " vj " kpenwv g' kp " vj cv' rgo gpv' qt " utcvgi { " cp' cpcn { uku' qh' dctlktu " vj cv' tguvkv " ceegu " vj " qr r qt wplv { " cpf " c " eqo o ko gpv' vj " ur gekhe " o gcpkpi hwt' cevqpu " vj " chkt o cvkxgn { " hwt vj gt " hkt " j qwulpi O "</p>	<p>9B9B9"</p>	<p>Ugpcvg' Vtcur qt vcvqap " (" J qwulpi " Eqo o kvgg "</p>	
<p>AB 694 *Vlpi + Dle { engu "</p>	<p>Gzegr v' wpf gt " ur gekhgf " eqpf kvkpu. " tgs wktgu" c" r gtuqp " qr gtcvki " c " dle { eng " vj " tkf g' kp " vj g' tki j vj cpf ' rpg " qt " dle { eng " rpg. " kh' qpg " ku' r tguvkv " tvj gt " vj cp " cu' enug " cu' r tcevekcdng " vj " vj g' tki j vj cpf " ewtd " qt " gf i g' qh' vj g' tqcf y c { . " cu' ku' vj g' ecug " wpf gt " ewtgpv' rxy O " Tgs wktgu" c" r gtuqp " qr gtcvki " c " dle { eng " kp " c " tki j vj cpf " rpg " vj cv' ku' y kf g' gpqwi j " hqt " c " xgj kerg " cpf " c " dle { eng " vj " vcvgn' uchgv { " ukf g' d { " ukf g' y kj kp " vj g' rpg " vj " tkf g' hkt " gpqwi j " vj " vj g' tki j vj kp " qtf gt " vj " cmqy " xgj kergu " vj " r cuu. " gzegr v' wpf gt " cp { " qh' vj g' hqmqy kpi " ukwcvkpu < " *3+ " y j gp " tgcupcdn { " pgeguvct { " vj " cvxkf " eqpf kvkpu " vj cv' o cng' k' j c' ctf qwu " vj " eqpvkvw " cmqpi " vj g' tki j vj cpf " gf i g' qh' vj g' rpg " qt " " *4+ " y j gp " cr r tqcej kpi " c " r rveg " y j gt g " c " tki j vj wtp' ku' cwj qtk gf O "</p>	<p>Cu" kvqf wgf "</p>	<p>Cuugo dn { " Vtcur qt vcvqap " Eqo o kvgg "</p>	

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<p>AB 697 *Hpi +" VqmHcekrkkgu< Rtkxcvgn<"Qy pgf " Go gti gpe { " Co dwrpegu"</p>	<p>Gzgo r w'c'r tlcxcv'co dwrpeg'ltqo "cp{ "tgs wkt go gpv'q'r c{ "c"vqm'qt"qvj gt"ej cti g"qp"c"vqm'dtkf i g.' vqm'tqcf . "vqm'j ki j y c { . "j ki j /qeewr cpe{ "vqm"J QV+"rpg. "qt "xgj lewrt "etqukpi "hqt"y j lej "r c{ o gpv' qh'c"vqm'qt"ej cti g"ku'tgs wktgf . "h'v'j g"hmjy kpi "eqpf ktkpu"ctg"o gv<"*3+"v'j g"r tlcxcv'co dwrpeg"ku' r tqr gtn< "f kur n { kpi "c"xcnk<"Ecrkqtple "repgug'r nvg"cpf "kf gpv'klec'vqp"cu"v'j g"qr gtevt "qh'c"r tlcxcv' co dwrpeg=""*4+"v'j g"r tlcxcv'co dwrpeg"ku'dgkpi "f tlcxgp"y j kg"tgur qpf kpi "vq"qt"tgwtpkpi "ltqo "cp' wti gpv'qt"go gti gpe { "ecm" gpi ci gf "kp"cp" wti gpv'qt"go gti gpe { "t gur qpug. "qt" gpi ci kpi "kp" c" hkg' usc'vqp"eqxgtci g"cuuki po gpv'f kgevl "tgrv'v'v'q"cp"go gti gpe { "t gur qpug=""cpf ""*5+"v'j g"r tlcxgt"qh'v'j g' r tlcxcv'co dwrpeg"fgvto kpgu"v'j cv'v'j g"vug"qh'v'j g"vqm'f'cekrk< "uj cmi'rkgn< "ko r tqxg"v'j g"cxckrdk'v' . qt "t gur qpug'cpf "cttkxcn'ko g"qh'v'j g"co dwrpeg'cpf "ku'f grkxgt { "qh'guugpv'kcn'r wdrle"uchgv< "ugt xlegu0"</p>	<p>8B4B9"</p>	<p>Ugpcvg<"kpcv'xg"</p>	
<p>AB 730 (S wktm< DCTV< Rtqj kdkkqp" Qtf gtu"</p>	<p>Giko kpcv'v'j g"lcpwct { "3."423: . "uwpug'v'f cvg"cpf "o cngu'r gto cpgpv'r tqxkukpu"kp"ewtgpv'ny "v'j cv' cwj qtk' g"v'j g"De { "Ctgc"Tr k'f "Vtcpu'k'F kwtlev" *DCTV+"v'kuuwg" c"r tqj kdkkqp"qtf gt"v'q"cp { "r gtuqp' ekvgf "hqt"eqo o k'kpi "egt v'k'p"cew"qp"DCTV"xgj kengu"qt"cv"DCTV"v'atcpu'k'f'cekrkkgu. "v'p'f gt"y j lej ' v'j g"r gtuqp"y qwf "dg"r tqj kdkk'f "ltqo "gpv'gt kpi "v'j g"r tqr gtv< . "f'cekrkkgu"qt "xgj kengu"qh'DCTV" hqt" c' ur gekk'gf "r gtlkf "qh'v'ko g0"</p>	<p>Cu" k'p'v'q'f wegf "</p>	<p>Uki pgf 'kpv'Ncy < "Ej cr vgt %68"</p>	
<p>AB 733 *Dgto cp+" Gpj cpegf " K'p'htcut wewtg" H'p'c'p'ekpi " F'k'wtlev< E'ko cvg'Ej cpi g" Rtqlgew"</p>	<p>Cm'jy u"cp"gpj cpegf "k'p'htcut wewtg" h'p'c'p'ekpi "f'k'wtlev"v'q" h'p'c'p'eg"r tq'lgew"v'j cv'gp'cd'ng"eqo o w'p'k'kgu" v'q"cf cr v'v'q"v'j g"ko r ceu"qh'erko cvg"ej cpi g. "k'p'en'f kpi "j ki j gt"cxgtci g"vgo r gtcw'w'gu. "f getgcugf "ck' cpf "y cvgt "s wcrk'v' . "v'j g"ur tgc'f "qh'k'p'h'g'v'q'wu"cpf "x'gevt/dqtpg" f'k'ugcugu. "qvj gt"r wdrle"j gcnj "ko r ceu. "gz'v'go g'y gc'v'j gt "gx'gpw. "ugc"r'gx'gn'lt'kug. "h'q'q'f kpi . "j gc'v'y cxgu. "y k'f h'k'gu. "cpf "f tqw'j v0"</p>	<p>848B9"</p>	<p>Uki pgf 'kpv'Ncy < "Ej cr vgt %879"</p>	

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<p>AB 758 *Gi i o cp+ VtkXcng{/Ucp" Lqcs wlp"Xcng{ " Tgi kqpcnTckl' Cwj qtkv{ "</p>	<p>Guvdrkuj gu"vj g"VtkXcng{/Ucp"Lqcs wlp"Xcng{ "Tgi kqpcnTckl'Cwj qtkv{ "hqt"r wtr qugu"qh'r rppkpi . ' f gxrqr kpi 'cpf 'f grkxgtkpi 'equv'ghgexg'cpf 'tgur qpukxg'tcpuk'epppgevxkx{ . 'dgy ggp'DCTVait'cr kf' vcpuk'u'ungo "cpf "vj g"Cnco qpv'Eqtktf qt "Gzr tgu'eqo o wgt'tckl'ugt'xleg"kp"vj g"VtkXcng{ 'tgi kqp' qh' Ecrkhtqtpk' 'vj cv' tghgeu' tgi kqpcn' eqpugpuwu' cpf " o ggw' 'vj g' i qcn' cpf " qdlgevxgu' qh' 'vj g' eqo o wplk{0'Ucp"Lqcs wlp"Xcng{ "cpf "VtkXcng{ "eqo o wplk{0'"Tgs wkt gu"vj g"i qxgtplki "dqctf "qh' 'vj g'cwj qtkv{ "vq'dg'eqo r qugf "qh'37"o go dgtu .cu'ur gekk'kf 0' Tgs wkt gu"vj g'wpgpewo dgtgf 'dcrpeg'qh' cmi'necl'hwf u'r tqi tco o gf "hqt"vj g'eqo r rkwq'qh'vj g"DCTV"Nkxgo qtg'Gzvgpukq' Rtqlgev'qt"vj cv' j cxg"qvj gty kug'dggp'kf gpv'k'kf "hqt"vj g"eqppgevxkx{ "uj cmi'dg"vcpuhgtgf "vq"vj g'cwj qtkv{ "cpf "dg' eqpukf gtgf 'tguwtegu'cxckrdng'vq'ghgexg'vj g'cwj qtkv{ au'r wtr qugu'r wtuwcpv'vj k'ej cr vgt . 'gzegr v' vj cv'mecnl'hwf u'eqpvtmgf "d{ "vj g" Crc o gf c"Eqwv{ "Vtcur qt vkwq"Eqo o kuukqp"vq"dg" wugf "hqt' eqo r rkwq'qh'vj g'r tqigev'DCTV"Nkxgo qtg'gzvgpukq'qt"vj cv'j cxg"qvj gty kug'dggp'kf gpv'k'kf "hqt' 'vj g' eqppgevxkx{ "uj cmi' eqpvk'vq" vq" dg" r tqi tco o gf " cpf " cmev'gf " d{ " vj g" Crc o gf c" Eqwv{ " Vtcur qt vkwq"Eqo o kuukqp0'"Ur gekk'gu"vj cv' vj g' cwj qtkv{ "ku' grki kdrng" vq" cr r n{ "hqt" cpf " tgegkxg' hgf gtcn'cpf "ucv'hwf u'hqt"vj g'eqppgevxkx{0'"Cmqy u'vj g'cwj qtkv{ "vq" r wtuw'cp{ "cpf "cni'uwtegu'qh' hwf kpi ""vq""cej l'xg""eqppgevxkx{="j qy gxtg . "r tqj kdku""vj g'cwj qtkv{ ""htqo ""cr r n{ kpi ""hqt""hwf u' cxckrdng'wpf gt"vj g'Vtcur qt vkwq" F gxrqr o gpv'Cev"VF C+"hqt"y j lej "cp{ "o go dgt'gpv{ "qh'vj g' cwj qtkv{ "o c{ "dg"cp"cr r n'ecpv'qt"ku'ej cti gf "y kj "cr r tqxkpi "hwf kpi "cr r n'ecv'kpu . "y kj qw"vj g' gxr tgu'u' tkwgp'eqpugpv'qh'vj cv'chgevgf "o go dgt'ci gpe{0"Vj g'cwj qtkv{ "o c{ "gpvt'kpq'ci tggg gpv' y kj "vj g'Dc{ "Ctgc"Trc kf "Vtcur qt vkwq" F kurt'ev"vj g'Ucp"Lqcs wlp" Tgi kqpcnTckl'Eqo o kuukqp . "qt"cp{ 'qvj gt'gpv{ "vq'cf f tgu'cp{ "cpf "cni'kuwgu'pgeguuct { "vq'cej l'xg'vcpuk'epppgevxkx{ . 'eqpukv'v' y kj ' vj g' r tqigev' hgcukdkx{ "tgr qt vau' hwf kpi u . "eqpenw'kpu . "cpf " tgeqo o gpf cvkqpu0' "" K{ 'vj g' r tqigev' hgcukdkx{ "tgr qt v'kpenw' gu'c"tgeqo o gpf cvkq' hqt"cp"gzvgpukq'qh'DCTVait'cr kf "vcpuk'u'ungo . "vj g' i qxgtplki "dqctf "uj cmi'j cxg"vj g'cwj qtkv{ "vq"cr r tqxg"qt" f gp { "vj g'tgeqo o gpf cvkqpu0'"Qp"qt"dghgtg' Lwn{ "3 . "423 ; . "tgs wkt gu"vj g'cwj qtkv{ "vq"r quv'c" r tqigev'hgcukdkx{ "tgr qt v'qp"ku' k'vgt'pgv' Y gd" uksg' tgi ctf kpi "vj g'r rpu'hqt"vj g'f gxrqr o gpv'cpf "ko r ngo gpv'v'qh'vcpuk'epppgevxkx{ 0'"Tgs wkt gu"vj g' tgr qt v'cv'c"o k'pko wo . "vq" k'penw' g'vj g'kf gpv'k'ecv'kq'qh'c"r tghgtgf "gpv{ "qt"gpv'k'gu"vq" f grkxgt "vcpuk' eqppgevxkx{ . 'k'penw' kpi "vj g'tqng'gej "gpv{ "y kni' r { "kp' r rppkpi . ' f guki plki . ' h'pcpekpi . ' eqpvt v'kpi . ' qr gtev'kpi . "o c'k'v'k'kpi . "cpf "vj g' r'cukpi . "f gxrqr kpi . "qt" f kur qukpi "qh' r'p' . " h'cekr'k'gu . "qt"gs wkr o gpv' pgeguuct { "vq" f grkxgt"cpf "qr gtevg'tcpuk'epppgevxkx{ 0'</p>	<p>; I B39"</p>	<p>Uki pgf 'kpq'Ncy <Ej cr vgt %069"</p>	
<p>AB 765 *Nqy +" Nqecnl'k'k'v'xg" O gcuwtgu"</p>	<p>Tgs wkt gu"vj g'grgevkp" hqt" c" eqwv{ . "o wplek' cni'qt"ur gekn'f kurt'ev'k'k'v'xg"o gcuwt"vj cv's w'k'k'gu' hqt" vj g' dcmv' vq" dg" vj g' pgzv' ucvg' kf g' grgevkp" qt" vj g' lwtkuf'ev'k'pau'pgzv' tgi wret" grgevkp . "cu' cr r n'ecdrng . 'wprgu'vj g'i qxgtplki "dqf { "qh'vj g'eqwv{ . "ekv{ "qt"ur gekn'f kurt'ev'ecm'c"ur gekn'grgevkp0' K{ 'vj g' i qxgtplki "dqf { "qh'vj g'eqwv{ . "ekv{ "qt"ur gekn'f kurt'ev'ecm'c"ur gekn'grgevkp . "tgs wkt gu"vj cv' grgevkp"vq"dg'j' gnf "pqv'gu"vj cp' : " f c{u'pqt"o qtg'vj cp'325' f c{u'chgt"vj g'qt'gt'qh'vj g'grgevkp0'</p>	<p>7 B3 B9"</p>	<p>Uki pgf 'kpq'Ncy <Ej cr vgt %06: "</p>	
<p>AB 863 *Egtxcp'gu+ Chqtf cdrng" J quwki "cpf " Uwv'k'pcdrng" Eqo o wplk'gu" Rtqi tco "</p>	<p>Rtqxk' gu" vj cv' c" r tqigev' tgegk'kpi " ecr /cpf /tcf g' hwf kpi " w'pf gt" vj g' Chqtf cdrng" J quwki " cpf " Uwv'k'pcdrng""Eqo o wplk'gu""Rtqi tco ""uj cmi""dg""gpeqwtci gf ""vq""go r nq{ ""nqecnl""gpvt'gr t'gpgwtu""cpf " y qtngtu'w'k'k' kpi "cr r tq' r'k'v'g' y qtn'hteg'v'k'k'kpi " r tqi tco u0'</p>	<p>8 44 B9"</p>	<p>Xgvgf 'd{ "vj g'I qxgt'pqt"</p>	

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<p>AB 943 *Lcpvkei q+ Ncpf/Wug Qtf kpcpegu"</p>	<p>Rtqxf gu'v'j cv'cp'qtf kpcpeg'qt'cp'co gpf o gpv'v'q'cp'qtf kpcpeg'r tqr qugf "d{ "v'j g"xqvgu'v'j cv'y qwf' tgf weg'f gpukv'."qt"uqr "f gxnqr o gpv'qt"eqpwtwekqp"qh'cp{ "r ctegn'qecv'gf "rgu'v'j cp'qpg'o krg' hqo "c'o clqt'r wdrk'v'cpukv'uqr "y kj kp'c'ekv'qt"eqwv'uj cm'dg'gpcv'gf "qpn'kh'cr r tqxgf "d{ "cv'gcu' 77'r gtegpv'qh'v'j g'xqvgu'ecuv'q'v'j g'qtf kpcpeg'qt'co gpf o gpv'v'q'cp'g'g'v'q'p'0'Tgs wkt gu'v'j g'ekv' "cv'qtpg' ' qt"eqwv' "eqwv'gn'y j g'v'j g'r tqr qugf "qtf kpcpeg'qt'co gpf o gpv'v'q'cp'qtf kpcpeg'y qwf "cr r n' "v' f gvt o kpg'y j g'v'j g'k'y qwf "tgf weg'f gpukv'."qt"uqr "f gxnqr o gpv'qt"eqpwtwekqp"qh'cp{ "r ctegn' qecv'gf "rgu'v'j cp'qpg'o krg' hqo "c'o clqt'r wdrk'v'cpukv'uqr "y kj kp'v'j g'ekv'qt"eqwv'0Ur gekh'gu'v'j cv' v'j g'r tqxkukpu'qh'v'j g'dkri'cr r n' "qpn' "v'v'j g'hm'y kpi <"*3+c"eqwv' "v' cv'j cf "c'r qr wv'kqp'qh'972.222' qt"o qtg'cu'qh'Lcpwt { "3."4239=cpf ""*4+c"ekv' "qecv'gf "y kj kp'c"eqwv' "v' cv'j cf "c"r qr wv'kqp'qh' 972.222"qt"o qtg'cu'qh'Lcpwt { "3."42390""F gen'gu'v'j cv'v'j g'dkri'cf f tgu'gu'c"o cv'gt'qh'ucv'gy kf g' eqpegtp'cpf . "v' wu. 'ku'r tqxkukpu'cr r n' "v'q'ej ct'vt'ekh'gu'cpf "eqwv'gu'0</p>	<p>9B; B9"</p>	<p>Ugpcv'Cr r tqr tkv'kpu" Eqo o kv'gg"</p>	
<p>AB 964 *I qo gl + Ecrkhtp'k" Ch'qtf c'drg'Ergcp" Xgj l'eng'Rtqi tco "</p>	<p>Etgcvgu'v'j g'Ecrkhtp'k"Ch'qtf c'drg'Ergcp"Xgj l'eng'Rtqi tco "v'q"dg'cf o kpv'k'gf "d{ "v'j g'Ecrkhtp'k" Rqm'w'k'p"Eqp'w'q'n'Hkpc'p'kpi "Cw'j q't'k'v' "v'q"cu'k'u'ny /k'p'eqo g'l'p'f k'k'f w'c'u'l'p'r w'ej c'ul'pi "qt"rg'c'ul'pi ' g'tq/go k'u'k'p'c'p'f "r n'w' /k'p'g'g'v'k'e'x'g'j l'eng'u'ht'r g'tu'p'c'n'q't"eqo o g't'ek'n'w'g'd{ "r tqx'k'f'k'p'i "ce'egu'v'q" ch'qtf c'drg'Hkpc'p'kpi "o g'ej c'p'k'u'o u'0""V'q"v'j g'g'z'v'p'v'j cv'hw'p'f u'ct'g"cr r tqr tk'v'g'f "h'q't"v'j k'u'r w'r qu'g'd{ " v'j g'Ng'i k'u'c'w'g."c'w'j q't'k' g'u'v'j g'Rqm'w'k'p"Eqp'w'q'n'Hkpc'p'kpi "Cw'j q't'k'v' "v'q"ko r n'go g'p'v'v'j g'hm'y k'p'i " h'k'p'c'p'kpi "o g'ej c'p'k'u'o u" w'p'f g't "v'j g'r t'q'i t'c'o <" " *3+" g'u'c'd'k'uj k'p'i "c" n'ju'u" t'g'u'g't'x'g"ce'eq'w'p'v' y k'j "c' r c't'v'k'r c'v'k'p'i "h'k'p'c'p'k'n'k'p'u'k'w'k'p'v'q'r tqx'k'f'g'c' "h'q'c'p'q't "h'q'c'p'q'u'u't'g'u'g't'x'g'et'g'f k'g'p'j c'p'ego g'p'v'r t'q'i t'c'o ' v'q"l'p'et'g'c'ug"eq'p'u'o g't "ce'egu'v'q" g'tq/go k'u'k'p'c'p'f "r n'w' /k'p'g'g'v'k'e'x'g'j l'eng'u'ht'r "h'k'p'c'p'kpi "c'p'f "rg'c'ul'pi ' q'r v'k'p'u="" *4+" r tqx'k'f'k'p'i "hw'p'f u"v'q" r c't'v'k'r c'v'k'p'i "h'k'p'c'p'k'n'k'p'u'k'w'k'p'v'q" t'g'f w'eg"v'j g' l'p'v'g't'g'u'v'c'v'g'u' e'j c't'i g'f "q'p'h'q'c'p'u'k'u'w'g'f "w'p'f g't'v'j g'r t'q'i t'c'o =c'p'f ""*5+v'q'j g't "h'k'p'c'p'kpi "o g'v'j q'f u."cu'f g'v'g't o k'p'g'f "d{ "v'j g' c'w'j q't'k'v'."v'q"l'p'et'g'c'ug'v'j g'r c't'v'k'r c'v'k'p'v'c'v'g'co q'p'i "ny /k'p'eqo g'l'p'f k'k'f w'c'u'l'p'v'j g'r t'q'i t'c'o 0U'w'p'g'u'v' v'j g'r t'q'i t'c'o 'q'p'Lcpwt { "3."42490</p>	<p>843 B9"</p>	<p>Ugpcv'Cr r tqr tkv'kpu" Eqo o kv'gg"</p>	
<p>AB 965 *M'rg{ + Ecmtcpu'< Ek'k'k'l' N'cd'k'k'v' "</p>	<p>K'p'c'p'c'v'k'p'ci c'k'p'u'v'Ecmtcpu'ht'r g'tu'p'c'n'k'p'l'w' { . "r tqr g't'v' "f co ci g'q't"y t'q'p'i h'w'f'g'v'j "dc'ug'f "w' q'p' v'j g'r t'k'p'ek'rg'u'qh'eqo r c't'v'k'g"l'c'w'w' "ur gekh'gu'v'j cv'v'j g' r'cd'k'k'v' "qh'v'j g'f gr c't'w'o g'p'v'ht" g'eq'p'q'o k'e' f co ci g'u'v'j cm'd'g'ug'x'g't'c'n'q'p'n' "c'p'f "uj cm'p'q'v'd'g'l'q'k'p'0"Ur gekh'gu'v'j cv'Ecmtcpu'uj cm'd'g'nc'd'rg'q'p'n' " h'q't" v'j g' co q'w'p'v' q'h' g'eq'p'q'o k'e' f co ci g'u' cm'q'ec'v'g'f "v'q" v'j g'f gr c't'w'o g'p'v'k'p' f k'g'ev' r tqr q't'v'k'p'v'q" k'u' r g'teg'p'v'ci g'q'h'l'c'w'w'c'p'f "t'g's w'k't'g'u'c"ug'r c't'v'g'l'w'f i o g'p'v'v'q"dg"t'g'p'f g't'g'f "ci c'k'p'u'v'j g'f gr c't'w'o g'p'v'ht'v' v' cv'co q'w'p'0" T'g's w'k't'g'u'Ecmtcpu'v'q" k'f g'p'v'k'h'f "uc'x'k'p'i u'c'ej l'g'x'g'f "v'j t'q'w'i j "v'j g'ko r n'go g'p'c'v'k'p'qh'v'j g' d'kri'q'p'c'p'c'p'p'w'c'n'd'c'u'k'0" H'q'o "v'j k'f g'p'v'k'h'g'f "uc'x'k'p'i u'c'ej l'g'x'g'f "v'j t'q'w'i j "v'j g'ko r n'go g'p'c'v'k'p'qh'v'j g' v'q"dg"l'p'ew'f g'f "k'p"v'j g' c'p'p'w'c'n' D'w'f i g'v' C'ev' h'q't" g'z'r g'p'f k'w'g'q'p'j k'j y c { "o c'k'p'v'g'p'c'p'eg."q'r g't'c'v'k'p'v' t'g'j c'd'k'k'c'v'k'p'."c'p'f "k'o r tq'x'g'o g'p'0</p>	<p>6B9 B9"</p>	<p>Cu'go d'n' "L'w'f l'ek't { " Eqo o kv'gg"</p>	
<p>AB 980 *Y q'q'f + Ecmtcpu'< Dt'q'c'f d'c'p'f "</p>	<p>Cu'r c't'v' q'h' g'cej "r t'q'l'g'ev' q'ec'v'g'f "k'p"c"r t'k'q't'k'v' "c't'g'c."cu" f g'h'k'p'g'f ."t'g's w'k't'g'u'Ecmtcpu'v'q" l'p'u'c'm'c" dt'q'c'f d'c'p'f "eq'p'f w'k'v'ec'r c'd'rg'q'h'w'r r q't'v'k'p'i "h'k'g't'q'r v'e'eqo o w'p'k'c'v'k'p'ec'd'rg'u'0</p>	<p>Cu" K'p'v'q'f w'eg'f "</p>	<p>Cu'go d'n' " Eqo o w'p'k'c'v'k'p'u'(" " Eq'p'x'g'f c'p'eg'Eqo o kv'gg"</p>	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
<p>AB 1017 *Ucpvki q+ Eqmgevxg Dcti clpki Ci tggg gpv< Ctdktcvqp</p>	<p>Y kj "tgi ctf "vq" f kur wgu"eqpegtplpi "eqmgevxg" dcti clpki "ci tggg gpv" hqt "dqj "r wdne" cpf "r tkxvq" go r m { o gpv "tgs wktgu" c "eqwv" vq "cy ctf "cwqtpg { au' hggv "vq" c "r t gxcclpi "r ctv { "lp" cp "cevkqp" vq "eqo r gnt ctdktcvqp" qh' c "f kur wg. "wrguu" vj "g" qj gt "r ctv { "j" cu' tckugf "uwdvcpvcr" cpf "etgf kdrq" kuwgu "kpxqrlpi " eqo r rgz "qt" uki plkcpv's vguwkpq" qh' rny "qt" hcev' tgi ctf lpi "y j gj gt "qt" pqv' vj "g" f kur wg "ku" ctdktcdrg' Rtqxlk gu' qpn { "c" hcdqt "qti cpk cvqp" qt "go r m { gt "ku' hkdrg' hqt "uwej "cwqtpg { au' hggv' }</p>	<p>9/7/139"</p>	<p>Ugpcvg' Hhqt"</p>	
<p>AB 1069 *Nqy + Vczlecd Vtcur qtcvqp Ugtxlegu</p>	<p>Tgs wktgu" gxt { "ekv { "qt" eqwv { "lp" y j lej "c" vczlecd" eqo r cp { "ku" uwdvcpvcm { "mcevqf "vq" cf qr v' cp' qtf kpcpeg" qt "tguqmwqp" lp" tgi ctf "vq" vczlecd" vcpur qtcvqp" ugtxleg" y j lej "ctg" qr gtcvqf "y kj lp" vj "g" lwtkuf levqp" qh' vj "g" ekv { "qt" eqwv { "0" Ur gekhgu" vj cv' c "vzlecd" eqo r cp { "qt" vczlecd" f tkxgt "ku" uwdvcpvcm { "mcevqf "y kj lp" vj "g" lwtkuf levqp" y j gtg" vj "g" r tko ct { "dwlpguu" cf f tguu" qh' vj "g" eqo r cp { "qt" f tkxgt" ku' mcevqf "qt" lp" vj "g" lwtkuf levqp" y kj lp" c "ukpi ng" eqwv { "lp" y j lej "vkr u' qtki kpcvki "lp" vj cv' lwtkuf levqp' ceewqpv' hqt "vj" g' rti guv' u' j gtg" qh' vj cv' eqo r cp { "qt" f tkxgt" u' vq' cn' pwo dgt "qh' vkr u' y kj lp" vj cv' eqwv { "qxgt" vj "g" r cuv { gct "cpf" f gvgto kpgf "gxt { "hxxg" { gctu" vj gtgchgt' "0" Ur gekhgu" vj cv' c "vzlecd" eqo r cp { "qt" vczlecd" f tkxgt" o c { "dg" uwdvcpvcm { "mcevqf "lp" o qtg' vj cp' qpg' lwtkuf levqp' "0" Rtqj kdku' c' ekv { "qt" eqwv { "hgo "tgs wktgu" c "vzlecd" ugtxleg" r tqxlk gt "vq" qdvc' lp' c "dwlpguu" hkgpug. "ugt xleg" r gto k' ect' lpur gevqp' egt v' hkevqp. "f tkxgt" r gto k' "qt" cp { "qj gt" r gto k' "wrguu" vj cv' r tqxlk gt "uwdvcpvcm { "mcevqf "y kj lp" vj "g" lwtkuf levqp" qh' vj cv' ekv { "qt" eqwv { "0" Gzgo r w' ckr qt v' qr gtcvqtu. "cmqy kpi "vj go "vq" o clpvc' cpw j qt kv { "vq" tgi wcvg' ceeguu" vq" vj "g" ckr qt v' cpf "ugv' ceeguu" hggv' hqt "vzlecd" u' cv' vj "g" ckr qt v' "0" Rtqj kdku' c "r gto kwgf "vzlecd" eqo r cp { "hgo "r tglw' lekpi. "f kuf xcpvci kpi. "qt" tgs wktgu" f khtg' gpv' tcvgu" qt' r tqxlk kpi "f khtg' gpv' ugtxleg" vq" c "r gtuqp" dcugf "qp" ur gekhgf "r tqvevgf "ej ctcevgtkueu. "kpenf kpi "tceg' qt" tgnk kqp' "0" Tgs wktgu" c "r gto kwgf "vzlecd" eqo r cp { "vq" r ctv' kcr cvg' lp" vj "g" F gr ctwo gpv' qh' "0" qvt' Xgj lergu' r wmpq' v' u' ugo "vq" tgi wctn' "ej gen' vj "g" f tkxkpi "tgeqtf u' qh' cni' f tkxgtu' "0" Vj "g" dkm' y qwf' r tqxlk g' vj cv' k' ku' wprcy hwn' vq' qr gtcvq' c "vzlecd" y kj qw' c "xcrk' r gto k' cpf "y qwf "guvdrkuj "c" ekxki r gpcn' { "hqt" xkrv' qp" qh' vj ku' r tqxlk qp' "0" Tgs wktgu" c "vzlecd" eqo r cp { "vq" cpf "vzlecd" f tkxgtu' vq' eqmgev' vkr "f cv" vq" f gvgto kpg" lp" y j cv' lwtkuf levqp" u' gcej "eqo r cp { "cpf" f tkxgt "ctg" uwdvcpvcm { "mcevqf. " dgi kppkpi "Lcpwct { "3. "423: "0" Dgi kppkpi "Lcpwct { "3. "423; . "vj "g" vkr "f cv" eqmgevqf "lp" vj "g" r t gxlqwu" "34" o qpj u' vj cni' dg' r tqxlk gf "w qp" f cvg' qh' t gpgy cni' vq" vj "g" lwtkuf levqp" lp" y j lej "vj "g" vczlecd" eqo r cp { "cpf" vczlecd" f tkxgt "ctg" uwdvcpvcm { "mcevqf "0</p>	<p>; 1: 139"</p>	<p>Uki pgf' kvq' Ncy <Ej cr vgt %075"</p>	
<p>AB 1103 *Qdgtpqng+ Dle { erkuu' T wgu qh' vj "g" Tqcf "</p>	<p>Chgt "uqy kpi "vq" c "tgcupqcdrg" ur ggf "cpf" { krf kpi "vj "g" tki j vqh' y c { "vq" cp { "xgj lerg" qt "r gf guv' kcp. " cmqy u' c "r gtuqp" qr gtcvki "c" dle { eng' cr r t qcej kpi "c" uqr "uki p" vq' ecwkwun' "o cng' c" wip' qt "r tqeggf " vj tqwi j " vj "g" kvgtugevqp" y kj qw' uqr r kpi. " wrguu" uchgv { "eqpuk' gtcvqp" u' tgs wktgu" qj gty kug' "0" Kf' pgeguact { "hqt" uchgv. "tgs wktgu" vj "g" dle { erkuu' vq' uqr "dghqtg" gpv' kpi "vj "g" kvgtugevqp. "cpf" cmqy u' j ko " qt" j gt "vq" r tqeggf "chgt" { krf kpi "vj "g" tki j vqh' y c { "0</p>	<p>6/8/139"</p>	<p>Cuugo dn { " Vtcur qtcvqp" Ego o kwgg"</p>	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
<p>AB 1113 *Drqo + Ucvg/Vtcpuk/ Cuukvpeg Rtqi tco "</p>	<p>Tgxkugu'cpf "tgecuw" yj g"r tqxkukpu"kp" ewttgpv"ucvg"ny "i qxgtlpi "yj g"Ucvg"Vtcpuk/Cuukvpeg' Rtqi tco ""*UVC+0"" Erctkhu" yj g" fghkpkp"qh"UVC/grki kdrng"vcpuk"qr gtcvqt" hqt" r vtr qugu"qh' cmqecvpi " UVC" tggpwg/dcugf "hwf u' " Erctkhu" yj c' qpn' "vcpur qtvcvqp" r nppkpi " ci gpeku.' kpenf kpi "eqwv' "vcpur qtvcvqp"eqo o kukpu."ecp"tgegkxg" f k gev'cmqecvku'qh'UVC" r qr wcvkqp/' dcugf "cpf"tggpwg/dcugf "hwf u'ltqo " yj g"Eqpvtqmgta'QHleg0" Tgs wktgu" c"vcpur qtvcvqp" r nppkpi ' ci gpe { 'v'cmqecv' tggpwg/dcugf "hwf u'qpn' 'v'UVC/grki kdrng"vcpuk/qr gtcvqtu'y kj kp'ku'lwtkuf levkqp0 Tgs wktgu" yj g"Eqpvtqmgta'QHleg"v'eqo r wg'cpf " r wdrkuj " yj g"tggpwg/dcugf "uj ctgu" yj cv'gcej "UVC/ grki kdrng"vcpuk" qr gtcvqt"kp" yj g"ucvg" uj cml' tgegkxg" dcugf "qp" cp" qr gtcvqt" s wcrkh' kpi " tggpwg0 Fghkpu" os wcrkh' kpi ""tggpwg0" v' "" o gcp "" cp "" UVC/grki kdrng"vcpuk" qr gtcvqt" hctg" tggpwg. ' kpenf kpi " r ctvcpuk/hctg" tggpwg. "cpf" qy' gt' mcer' hwf u' wugf " d { " yj g" qr gtcvqt" kp" yj g" f grkxg { " qh' r wdrk "vcpuk" ugtxleg0" Gzenw' gu" yj g" hqny kpi " ltqo " yj g" fghkpkp" qh' os wcrkh' kpi " tggpwg0-""*3- ucvg"cpf " hgt' gtcv' qr gtcv'pi " hwf u'="cpf ""*4- "cm' hwf u' wugf " hqt " ecr ker' gzr gpf kw' gu' qt " f gr' gek' v' qp0 Ur gek' hu' yj cv' cp "UVC/grki kdrng"vcpuk/qr gtcvqt" tggpwg/dcugf "uj ctg' ecppqv' gzeggf " ku' v' cni' c' p' wcr' qr gtcv'pi " gzr' gpugu0' Tgs wktgu" yj g" co qwpv' qh' tggpwg/dcugf " hwf u' cmqecv' d { " yj g" Eqpvtqmgta' QHleg" v' c" vcpur qtvcvqp" r nppkpi " ci gpe { " v' dg" dcugf " qp" yj g" tvkq" yj cv' yj g" v' cni' s wcrkh' kpi ' tggpwg0' qh' cm' UVC/grki kdrng"vcpuk/qr gtcvqtu' y kj kp' yj g' lwtkuf levkqp' qh' yj g' vcpur qtvcvqp" r nppkpi ' ci gpe { " dgctu" v' yj g" v' cni' s wcrkh' kpi " tggpwg0' qh' cm' UVC/grki kdrng"vcpuk/qr gtcvqtu" kp" yj g" ucvg0 Tgs wktgu" yj g" co qwpv' qh' tggpwg/dcugf " hwf u' cmqecv' d { " c" vcpur qtvcvqp" r nppkpi " ci gpe { " v' gcej ' UVC/grki kdrng"vcpuk/qr gtcvqtu' y kj kp' ku' lwtkuf levkqp" v' dg' dcugf " qp" yj g' tvkq" yj cv' cp" qr gtcvqt' s wcrkh' kpi " tggpwg0' dgctu" v' yj g" v' cni' s wcrkh' kpi " tggpwg0' qh' cm' UVC/" grki kdrng"vcpuk/qr gtcvqtu' y kj kp' yj g" vcpur qtvcvqp" r nppkpi " ci gpe { v' } lwtkuf levkqp0 "" Tgs wktgu" yj g" Eqpvtqmgta' QHleg" v' r tqxk' g" c" o gcej cpkuo " hqt " gcej " vcpur qtvcvqp" r nppkpi " ci gpe { " v' wug" v' tgr' qt' v' yj qug' r wdrk "vcpuk/ qr gtcvqtu' y kj kp' ku' lwtkuf levkqp" yj cv' ctg' grki kdrng' erko cpw' hqt " UVC" f qmctu0</p>	<p>842 B9"</p>	<p>Uki pgf 'kpq' Ncy < Ej cr vgt % 8"</p>	<p>Uw r qtv"</p>
<p>AB 1141 *Dgto cp+ Cwqpqo qwu" H gki j v' Xgj kengu"</p>	<p>D { " Ugr vgo dgt " 52. " 423: . " tgs wktgu" yj g" F gr ctvo gpv' qh' O qvqt " Xgj kengu" *F O X+ " v' cf qr v' tgi wcvkpu' ugwkpi " hqt vj " ucpf ct' u' hqt " yj g" v' kpi " qh' cwqpqo qwu" xgj kengu" wugf " v' " vcpur qt' v' h' gki j v' " kp' f g' xgnr kpi " yj g' g' tgi wcvkpu. " tgs wktgu" yj g" F O X" v' " eqpuw" y kj " Ecmt' cpu" cpf " yj g" Ecrt' h' t' p' k' J ki j y c { " Rcv' qn' *EJ R+ " qp" tgr' v' g' " v' r leu. " kpenf kpi " cr r tq' r t' k' v' g' " tqwgu" hqt " cwqpqo qwu" h' gki j v' xgj kengu. " cpf " eqo r r' c' p' e' g' y kj " hgt' gtcv' cpf " ucvg" tgs wktgo gpw' hqt " eqo o gteknf' tkxgtu0' Tgs wktgu' cp' cwqpqo qwu' h' gki j v' xgj keng' v' q' j' cxg' c' r' gtuqp' kp' yj g' f' tkxgt' v' u' g' c' v' c' m' v' ko gu' y j k' g' dgkpi " qr gtcv' g' 0</p>	<p>6 B9 B9"</p>	<p>Cuugo dn' " Eqo o wplecvkpu' (" Eqpxg' c' p' e' g' Eqo o kwgg"</p>	
<p>AB 1218 *Qdgt' p' qng+ EGS C < Dle { erg" Vtcpur qtvcvqp" Rr' pu' cpf " Rtql' gew"</p>	<p>Gzvgp' u' w' p' k' i' Lcpwct { " 3. " 4243. " yj g" hqny kpi " v' y q" gzgo r v' kpu' ltqo " yj g" tgs wktgo gpw' qh' yj g' Ecrt' h' t' p' k' G' p' x' k' t' p' o' gpw' c' i' s' wcrkh' { " Cev' *EGS C+ < ""*3+ " c" dle { erg" vcpur qtvcvqp" r nppkpi " r tgr' ctg' " hqt " cp' wtdcpk' g' f' ctgc' hqt " yj g' t' g' u' t' k' k' pi " qh' ut' gg' v' l' j' y' c { u' dle { erg' r' ctnkpi " cpf " uvq' tci' g. " uki' p' cni' v' ko kpi " v' ko r tqxg' ut' gg' v' l' j' y' c { " kp' v' t' u' g' e' v' k' p' qr gtcv' k' pu. " cpf " tgr' v' g' " uki' p' c' i' g' hqt " dle { erkuu. " r' g' f' g' u' t' k' p' u' " cpf " xgj kengu= " cpf ""*4+ " c" r' tq' l' gev' v' cv' eqpuku' qh' t' g' u' t' k' k' pi " ut' gg' v' l' j' y' c { u' hqt " dle { erg" nppgu' kp" cp' wtdcpk' g' f' ctgc' v' j' cv' ku' eqpuku' g' p' v' y kj " yj g' ctgc' v' dle { erg" vcpur qtvcvqp" r nppkpi</p>	<p>6 B: B9"</p>	<p>Uki pgf 'kpq' Ncy < Ej cr vgt % 8; "</p>	

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<p>AB 1282 *O wnik+ Vtcur qt vckqp Rgt o kwpki 'Vcuni' Hqteg'</p>	<p>D{"Cr tkf3."423: . 'tgs wktgu'v' g'Ecnktqtpk"Ucvg"Vtcur qt vckqp"Ci gpe {"*EcnJVC+"kp"eqpuwvckqp" y kj ""'v' g""P cwten""T guqtegu""Ci gpe {" . ""'v' ""'gucdrkuj ""'c""Vtcur qt vckqp""Rgt o kwpki ""'Vcuni""Hqteg' eqpukwpki "qh'tgr tgugpvckxgu"htgo "ur gekhgf "ucvg"ci gpeku"cpf "f gr ctvo gpu0" Tgs wktgu'v' g'vcuni' hqteg'v' f gxrqr "c" ut vewt gf " eqqt f kpcvqp" r treguu'ht' gctn' "gpi ci go gpv'qh'cm' r ctvku'lp" v' g' f gxrqr o gpv'qh'v' tcur qt vckqp" r tqlgeu'v' tgf vev' r gto k'r treguulpi "vko gu."v' "gucdrkuj "tgcupcdng' f gcf rkpghq' r gto k'cr r tqxcn. 'cpf "v' r tqxkf g'ht' i tgcvt 'egt vckp'v' 'qh' r gto k'cr r tqxcn' gswkt go gpu0 D{"F gego dgt'3."423; . 'tgs wktgu'EcnJVC"v' r tgr ctg'cpf "uwo k'v'v' g'Ngi kurvwtg'c' tgr qt v'qh'kpf kpi u' dcugf "qp"v' g'ghq'v'v' g'vcuni'htqtego""Tgs wktgu'v' ku'tgr qt v'v' "kpenw'g" c" f gvcxgf "cpcn'uku'qh'v' g' hqmqy kpi <""*3+"v' g'gzkwpki " r gto kwpki " r treguu'ht'v' tcur qt vckqp" r tqlgeu'lp'Ecnktqtpk."kpenw' kpi " c" f kucwukqp'qh'v' g' r qkpw'lp"v' g' r treguu'y j gt g'f g'rc {"u'ctg'o quv'rkngn' {"v'qeev=""*4+"v' g'wkrk'v'ckqp' qh'gzkwpki " r qukkqp'u'lp"v' g'xctkqu'u'ucvg"tguqtegu'ci gpeku'ewtgpw' {"uwr r qt v'g' d {"v' tcur qt vckqp' hwpf u."kpenw' kpi "cp" cpcn'uku'qh'v' g'dgpghku'qh'v' qug' r qukkqp'u'v'v' g'ucv'g'u'v' tcur qt vckqp' r tqi tco u' tgrv'ckg'v'v' g'k' "equu=""*5+"v' g'gctn' "gpi ci go gpv' treguu'f gxrqr gf "d {"v' g'vcuni'htqteg=""*6+"tguqtegu' r'xgmu' pggf gf "v' "ko r ngo gpv'v' g'vcuni'htqtegu' gctn' "gpi ci go gpv' treguu=""cpf ""*7+"ngi kurv'ckg'qt' tgi v'v'v' {"kuuvgu."k'cp {"v' cv'pggf "v' dg'cf f tguu'v'v' "ko r ngo gpv'v' g'vcuni'htqtegu' gctn' "gpi ci go gpv' r treguu'Uwpuvgu'v' g' r tqxkwpki'qh'v' g'dkn'qp'F gego dgt'3."42450</p>	<p>814; B9"</p>	<p>Uki pgf 'kpvq'Ncy <Ej cr vgt %865"</p>	
<p>AB 1301 *Hqpi + Lqkp'Ngi kurv'ckg" Eqo o kvgg'qp" Erko cvg'Ej cpi g" Rqnekgu"</p>	<p>Tgs wktgu'v' g'Lqkp'Ngi kurv'ckg"Eqo o kvgg'qp"Erko cvg'Ej cpi g"Rqnekgu"v' f "q'cm'qh'v' g'hqmqy kpi < *3+" gxcnvcg"v' g'cev'kpu"v' cv' Ecnktqtpk. "qv' gt "ucv'g"cpf "htgki p" pcvkpu'ctg' v'cnkpi "v' tgf vev' i tggpj qwug"i cu"go kuukpu."cpf "s wcp'kh {"v' qug"tgf vev'kpu'htgo "v' qug"lwkuf levkpu'qxgt "v' g' r tkqt' {"gct=""*4+" gxcnvcg"v' g' ko r cev'v' cv' Ecnktqtpk'v' erko cvg' r rnekgu"j cxg"j cf "qp"v' g' r tleg' qh' v' tcur qt vckqp"hwgn. "grgextlek {"cpf "qv' gt" eqo o qf kkgu'kf gp'v'khgf "d {"v' g'Lqkp'eqo o kvgg=""*5+" tgeqo o gpf "v'v' g'Ngi kurv'ckg"j qy "v' r tkqt'kkg'v' g'cmqecv'kqp'qh'ecr /cpf /ctf g'cev'kqp" r treggf u' lp"v' g'I tggpj qwug"i cu"tgf vev'kqp"hwpf "lp"qt f gt "v'cej kxg"v' g'i tgcvgu'tgf vev'kpu'qh'i tggpj qwug' i cu"go kuukpu'ht' gcej "f qm'ct"ur gpv=""cpf ""*6+"vcem'ej cpi gu"lp"v' g'equ' gh'ge'v'ckg'gp'uu'qh'ergcp' v'ej pqm'j kgu'dcugf "qp"v' g'co qwpv'qh'go kuukpu'cxqkf gf 0""Tgs wktgu'v' g'Ecnktqtpk" Ck "Tguqtegu' Dqctf {"*ECTD+"v' cppv'cm' {"tgr qt v'v'v'v' g"lqkp'v'eqo o kvgg'v' g"i tggpj qwug"i cu"go kuukpu'v'gf vev'kqp' o gcuw'gu'kf gp'v'khgf "lp"v' g'dqctf v'v'Ueqr kpi "Rrcp"v' cv'ctg'dgkpi "ko r ngo gpv'v' g'v'eqpukf gf gf 0</p>	<p>5144 B9"</p>	<p>Cuugo dn' <K'cev'ckg"</p>	
<p>AB 1324 *I mtkc+ O gvtqr qrkcp" Rrcppkpi " Qti cpk'v'ckpu'v' Ucngu'Vczgu"</p>	<p>Cmqy u'c"o gvtqr qrkcp" r rcpkpi "qti cpk'v'ckp" *O RQ+"qt "tgi kqcn'v' tcur qt vckqp" r rcpkpi "ci gpe {" *TVRC+"v' cv'v' cu'ucngu'v'czkpi "cv'v' qtkv' {"wpf gt'ewtgpv'v'cy "v'rgx {" . "gzc'cpf . "kpetgcug."qt "gzv'gpf "uwej "c' vcz'lp" c' r qt vckp'qh'ku'ctgc'qh'lwkuf levkqp. "t'cv' gt "v' cp'lp"ku"gpv'kt g'ctgc'qh'lwkuf levkqp. " r tqxkf gf "v' cv' v' g'vcz"ku'cr r tqxgf "d {"v' g'tgs wktgf " r gtegp'ci g'qh'xqvg'u'lp"v' v' r qt vckp'qh'ku'ctgc'qh'lwkuf levkqp' y j q'xqvg'qp"v' g'o gcuw'g0' Tgs wktgu'v' g't'gxp'g'v'g'u'f g'k'xgf "htgo "v' g'vcz"v'v' dg"v'v'wgf "qpn' {"y kj lp"v' v' r qt vckp'qh'v' g'O RQ'v'qt "TVRC'v'ctgc'qh'lwkuf levkqp0</p>	<p>5142 B9"</p>	<p>Cuugo dn' 'Nqecni' I qxgtpo gpv' Eqo o kvgg"</p>	
<p>AB 1333 *F cdcdpgi + Nqecni' I qxgtpo gpv' Ci gpe {"P q'v'egu"</p>	<p>Tgs wktgu'c"nqecni' i qxgtpo gpv'ci gpe {"v' r quv'qp"ku"kp'v'gtp'v'Y gd"ukg" c"pqv'eg'qh'cp {"w' eqo kpi " grg'v'kqp"lp"v' j lej "v' g'xqvg'tu'y kn'eqpukf gt "c"vcz"o gcuw'g'qt "r tq' qugf "dqpf "kuw'peg'qh'v' g'ci gpe {0' Tgs wktgu'v' g'pqv'eg"v'v' kpenw'f'v' g'f'cv'g'qh'v' g'grg'v'kqp'cv'y j lej "v' g'vcz"o gcuw'g'qt "dqpf "kuw'peg' y kn'dg" xqvg'qp."cpf "c"dt'gh'eqo o qp'ncpi v'ei g'f'guetk'v'kqp'qh'v' g'vcz"o gcuw'g'qt "dqpf "kuw'peg0' Tgs wktgu'v' g'nqecni' i qxgtpo gpv'ci gpe {"v' r wdrkuj "c"uko krc'pqv'eg'lp'ku'grg'ext'qple'p'gy un'v'g't0</p>	<p>713; B9"</p>	<p>Cuugo dn' " Cr r tq' r tk'v'kpu" Eqo o kvgg"</p>	

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<p>AB 1363 *Dengt + P qp/Ct veng'3; " Vtcur qt vckqp" Tgxpgwu"</p>	<p>Dgi kplkpi "Lwn" 3." 423: ." grko kpcvgu" v j g" cppwcn' vcpuhgt" qh' uq/ecmgf " P qp/Ct veng' 3; " t x g p w g u' q d v k p g f " d { " E c m t c p u ' v j t q w i j " v j g' t g p v e d ' q t ' u c r g ' q h ' r t q r g t v { . ' v j g' u c r g ' q h ' f q e w o g p w . ' c p f ' e j c t i g u ' h q t ' q v j g t " o k u e g m p g q w u ' u g t x l e g u " r t q x k f g f " v q ' v j g' r v d r i e " v q ' v j g' I g p g t c n ' H w p f . " c p f . " k p u v g c f . " t g v c k p u ' v j g u g ' t x g p w g u ' k p ' v j g' U c v g ' J k i j y c { " C e e q w p v ' h q t ' v t c p u r q t v c k q p ' r w t r q u g u 0'</p>	<p>Cu" Kpvtqf wegf "</p>	<p>Cuugo dnf " Vtcur qt vckqp" Eqo o kvgg"</p>	
<p>AB 1383 *Hppi + I tggpj qwug I cu' Go kukqpu' Tgi wvckqp"</p>	<p>Rtkqt ""v""cf qr vpi ""c""tgi wvckqp""v""tgf weg""i tggpj qwug""i cu""go kukqpu""r wtuwcpv""v""v j g""I r q d c n i Y c t o k p i " U q n w k q p u " C e v . " t g s w k t g u ' v j g " E c r i k t p l c " C k " T g u q w t e g u " D q c t f " * E C T D + " v q " f q " c m ' q h ' v j g ' h q m y k p i < "" * 3 + " y q t m ' y k j " u c n g j q r f g t u ' v q " k f g p w h { " c p f " c f f t g u a ' v e j p l e c n " o c t n g v . " t g i w v c q t { . " c p f " q v j g t " e j c m g p i g u " c p f " d e t t l g t u " k p " k o r n g o g p v k p i " v j g " t g i w v c k q p = "" * 4 + " r t q x k f g " c " h q t w o " h q t " r v d r i e " g p i c i g o g p v " d { " j q r f k p i " c v " r g c u v " v j t g g " r v d r i e " o g g v k p i u " k p " i g q i t c r j k e c m { " f k x g t u g " n e c v k q p u ' v j t q w i j q w v ' v j g ' u c v g = "" * 5 + " o c n g " c " h k p f k p i " v j c v ' v j g " t g i w v c k q p " k u " v e j p q m i k e c m { " c p f " g e q p q o k e c m { " h e c u k d r g . " k u ' e q u v ' g h g e v x g . " c p f " k p e n f g u " o g e j c p k u o u ' v q " o k p o k g ' c p f " o k k i c v g ' r q g p v c n i ' r g c n e i g " v q " q v j g t " u c v g u " c p f " e q w p t l e g u = " c p f " "" * 6 + " g x c n w c v g " g z k v k p i " c e j k e x g o g p w u " o c f g " d { " k p e g p v k x g / d c u g f " r t q i t c o u 0 " Y k j k p " v y q " { g c t u ' q h ' c f q r v p i " c " t g i w v c k q p " r w t u w c p v ' v q " v j g " I r q d c n i Y c t o k p i " U q n w k q p u " C e v . " t g s w k t g u " E C T D " v q " d q v j " q h ' v j g " h q m y k p i < "" * 3 + " f g v t o k p g " h i ' u w h i k e l e g p v ' r t q i t g u a ' j c u ' d g g p " o c f g " v q " q x g t e q o g " c p { " v e j p l e c n " o c t n g v ' q t " t g i w v c q t { " e j c m g p i g u " q t " d e t t l g t u " v j c v ' y g t g " r t g x k q w a n { " k f g p w h g f = " c p f " "" * 4 + " g x c n w c v g " y g v j g t " v j g t g " c t g " c p { " q v j g t " e j c m g p i g u " q t " d e t t l g t u " v j c v ' j c x g " c t k u g p 0 T g s w k t g u " E C T D " v q " t g x k g v j g " t g i w v c k q p . " c u " p g g f g f . " d c u g f " q p " v j g " h k p f k p i u ' q h ' v j k u ' t g x l e g y 0'</p>	<p>Cu" Kpvtqf wegf "</p>	<p>Cuugo dnf " P c w t c n ' T g u q w t e g u " E q o o k v g g "</p>	
<p>AB 1395 *Ej w" Ucvg'J ki j y c { u' F g d t k u "</p>	<p>D { " L c p w c t { " 3 . " 4 2 3 ; . " t g s w k t g u " E c m t c p u " v q " f g x g n r " c " w p k h t o " h k p c p e k n i r n p " v q " t g o g f k c v g " f g d t k u " v q " o c k p v c k p " c p f " r t g u g t x g " v j g " u c v g " j k i j y c { " u ' u g o 0 " T g s w k t g u " v j g " w p k h t o " h k p c p e k n i r n p " v q " k p e n f g " t g e q o o g p f c v k q p u " v j c v " c m q y " c " o w p l e k r c k s { " v q " e c t t { " q w w ' q d n i c v k q p u " u r g e k h g f " k p " v j g " r n p " y k j " t g k o d w t u g o g p v f t q x k f g f " d { " v j g ' u c v g 0'</p>	<p>5 1 5 2 B 9 "</p>	<p>Cuugo dnf " Vtcur qt vckqp" Eqo o kvgg"</p>	
<p>AB 1421 *F cdcdpgi + Tckrtqcf u' P q k u g " c p f " X k d t e v k q p "</p>	<p>T g s w k t g u ' v j g ' F g r c t v o g p v ' q h ' R w d r i e " J g c n j " v q " e q p f w e v ' c ' u w f { " v q " f g v g t o k p g ' v j g " p q k u g " c p f " x k d t e v k q p " r g x g n u ' c u u q e k c v g f " y k j " c m t c k t q c f " h k p g u ' k p ' v j g " x l e k p k v { " q h ' t g u k f g p v c n i c t g c u ' q t ' u e j q q n 0'</p>	<p>5 1 4 4 B 9 "</p>	<p>Ugpcvg' T w g u " E q o o k v g g "</p>	
<p>AB 1442 *VOCngp + J ki j / U r g g f " T c k n " D q p f " H w p f k p i "</p>	<p>U r g e k h g u " v j c v ' p q " h w t v j g t " d a p f u " u j c m i ' d g " u q r f " h q t " j k i j / u r g g f " t c k n ' r w t r q u g u " r w t u w c p v ' v q " v j g " U c h g . " T g r k e d r g " J k i j / U r g g f " R c u g p i g t " V t c k p " D a p f " C e v ' h q t " v j g " 4 3 " u w " E g p w t { " * R t q r q u k k q p " 3 C + " g z e g r v ' c u ' u r g e k h e c m { " r t q x k f g f " y k j " t g u r g e v ' v q " c p " g z k v k p i " c r r t q r t k e v k q p " h q t " g c t n { " k o r t q x g o g p v ' r t q l g e u ' t g r e v g f " v q " v j g " R j c u g " K d r g p f g f " u { u g o 0 " " W r q p " c r r t q r t k e v k q p " d { " v j g " N g i k u r c w t g . " t g s w k t g u " v j g ' w p u r g p v ' r t q e g g f u " t g e g k x g f " h t q o " q w u w c p f k p i " d a p f u " k u u w g f " c p f " u q r f " h q t " j k i j / u r g g f " t c k n ' r w t r q u g u " r t k q t " v q " v j g " g h h g e v x g " f c v g " q h ' v j g " r t q x k u k q p u " q h ' v j k u " d k n " v q " d g ' t g f k t g e v g f " v q " t g v k k p i " v j g " f g d v ' k p e w t t g f " h t q o " v j g " k u u w c p e g " c p f " u c r g " q h ' v j q u g " q w u w c p f k p i " d a p f u 0 " C m q y u ' v j g " t g o c k p k i " w p k u u w g f " d a p f u . " c u ' q h ' v j g " g h h g e v x g " f c v g " q h ' v j g " r t q x k u k q p u " q h ' v j k u " d k n " v j c v ' y g t g " c w j q t k g f " h q t " j k i j / u r g g f " t c k n i r w t r q u g u " v q " d g " k u u w g f " c p f " u q r f 0 " W r q p " c r r t q r t k e v k q p " d { " v j g " N g i k u r c w t g . " t g s w k t g u " v j g " p g v ' r t q e g g f u " h t q o " v j g " u c r g " q h ' v j g u g " t g o c k p k i " w p k u u w g f " d a p f u " v q " d g " o c f g " c x c k r e d r g " v q " h w p f " v j g " e q p u t w e v k q p " q h ' v j c v g t " e c r k c n i r t q l g e u " v j c v ' c t g " r c t v ' q h ' v j g " U c v g " Y c v g t " T g u q w t e g u " F g x g n r o g p v ' U { u g o . " k p e n f k p i " v j g " e q p u t w e v k q p " q h ' f g u c n p c v k q p " h e c k k l e g u . " y c u v g y c v g t " t g c v o g p v ' c p f " t g e { e r k p i " h e c k k l e g u . " t g u g t x q k t u . " y c v g t " e q p x g { c p e g " k p h t c u t w e w t g . " c p f " c s w k h t " t g e j c t i g 0 " U r g e k h g u " v j c v ' v j g " r t q x k u k q p u " q h ' v j g " d k n i y q w r f " d g e q o g " g h h g e v x g " q p n { " w r q p " c r r t q x c n i d { " v j g " x q v t u ' c v ' v j g " p g z v ' u c v g y k f g " g r e v k q p 0'</p>	<p>5 1 4 : B 9 "</p>	<p>Cuugo dnf " Vtcur qt vckqp" Eqo o kvgg"</p>	

State Assembly " Bills "	Subject "	Last " Amended "	Status "	VTA Position "
<p>AB 1444 *Dengt + NCXVC - Cwappqo qwu Xgj kergu F go qpwtcvkp Rtqlgev</p>	<p>Cwj qtkk gu " yj g " Nkxgo qtg " Co cf qt " Xcmg { " Vtcpuks " Cwj qtkk { " *NCXVC + " vq " eqpf wev " c " uj ctgf " cwappqo qwu xgj kerg f go qpwtcvkp r tqlgevlht " yj g " vguvpi " qhlcwappqo qwu xgj kergu yj cvf q " pqv j cxg " c " f tkxgt " ugcvgf " kp " yj g " f tkxgt " ugcvg " cpf " yj cv " ctg " pqv " gs wkr r gf " yj kj " c " uggtkpi " yj ggn " c " dtcng " r gf cilt " cp " ceegrntcvqt . " r tqxkf gf " yj cv " yj g " hmqy kpi " tgs vkt go gpv " ctg " o gv " *3 + yj g " vguvpi " ku " eqpf wevgf " qpri " y kj kp " yj g " ekv { " qh " F wdrkp = " *4 + " yj g " xgj kergu " o c { " vtcxtug " r wdrke " tqcf u " y kj kp " yj g " ctgc " qh " yj g " f go qpwtcvkp r tqlgev " cpf " *5 + yj g " xgj kergu " qr gtcvg " cv " ur ggf u " qh " rgu " yj cp " 57 " o krgu " r gt " j " qwt " 0 " Rtkqt " vq " yj g " uctv " qh " vguvpi " qh " cp { " cwappqo qwu " xgj kergu " r vtucpv " vq " yj ku " dkm " tgs vkt gu " NCXVC . " qt " c " r tkxvg " gpvkl . " qt " c " eqo dlpckqp " qh " yj g " yj q " vq " f q " dqy " qh " yj g " hmqy kpi " < " *3 + " qdvc " cp " kpwtwo gpv " qh " kpwtcpeg . " utgv { " dqp " qt " r tqqh " qh " ugrh " kpwtcpeg " kp " cp " co qwpv " qh " & " 7 " o knkqp = " cpf " " *4 + " uwo " k " c " f gvckgf " " f guetk vkap " " qh " " yj g " " vguvpi " " r tqi tco " " vq " " yj g " " F gr ctvo gpv " qh " " O qvqt " " Xgj kergu " " F O X + 0 " Tgs vkt gu " yj g " qr gtcvt " qh " yj g " cwappqo qwu " xgj kerg " vgej pqrqi { " dgkpi " vguvf " vq " f kuenug " vq " cp " kpf kxk wcn " r ctvckr cvkpi " " kp " " yj g " " f go qpwtcvkp " " r tqlgev " " yj cv " " r gtucpni " kphqto cvkp . " kh " " cp { . " eqpegtkpi " yj g " kpf kxk wcn " y km " dg " eqngevgf " d { " yj g " cwappqo qwu " xgj kerg " 0 " " Hqt " yj g " vguvpi " qh " cwappqo qwu " xgj kergu " y kj kp " yj g " f guki pcvgf " ctgc " qh " yj g " ekv { " qh " F wdrkp . " cmqy u " yj g " F O X " vq " tgs vkt g " f cv " eqngevkap " hqt " gxcnvcvki " yj g " uchgv { " qh " yj g " xgj kergu " 0 " Ur gekhgu " yj cv " yj g " dkm " f qgu " pqv " rko " kv " yj g " cwj qtkk { " qh " yj g " F O X " vq " r tqo wi cvg " tgi wvkapu " i qxgtkpi " yj g " vguvpi " cpf " qr gtcvkap " qh " lcwappqo qwu " xgj kergu " qp " r wdrke " tqcf u . " y kj " qt " y kj qw " yj g " r tgupeg " qh " c " f tkxgt " kpukf " g " yj g " xgj kerg " 0 " Rtqj kdku " NCXVC " Itqo " eqpf wevki " yj g " f go qpwtcvkp " r tqlgevlht " yj g " F O X " j " cu " cf qr vgf " tgi wvkapu " tgi ctf kpi " cwappqo qwu " xgj kergu " d { " F gego dgt " 53 . " 42390 " Tgs vkt gu " NCXVC " vq " eqo r n { " y kj " cp { " tgi wvkapu " tgi ctf kpi " yj g " vguvpi " qh " cwappqo qwu " xgj kergu " r tqo wi cvgf " d { " yj g " F O X " 0 " " Ur gekhgu " yj cv " yj g " r tqxkukapu " qh " yj g " dkm " dgego " g " kpqr gtcvkg " qp " O c { " 3 . " 423 : 0</p>	<p>842 B9 "</p>	<p>Uki pgf " kvq " Ncy < " Ej cr vgt % 03 ; "</p>	
<p>AB 1452 *O wt cuwej k + Rctnki " hqt " Grgevt k " Xgj kerg " Ej cti kpi "</p>	<p>Cmqy u " c " mceci " cwj qtkk { . " d { " qtf kpcpeg " qt " tguqnwkap . " vq " f gf kcvg " r ctnki " ucnu " qt " ur cegu " qp " c " r wdrke " utggv " y kj kp " ku " lvtkuf levkap " hqt " yj g " gzenulk " g " vug " qh " grgevt k " e " xgj kergu " y j krg " yj g { " ctg " ej cti kpi . " r tqxkf gf " yj cv " cr r tqr tkvg " uki pci g " ku " kpucmgf " 0 " Cmqy u " c " mceci " cwj qtkk { " vq " tgo qxg " c " xgj kerg " Itqo " uwej " ucnu " qt " ur cegu " kh " yj g " xgj kerg " ku " pqv " eqppgevgf " hqt " grgevt k " ej cti kpi " r vtr qugu " 0</p>	<p>9 B9 B9 "</p>	<p>Uki pgf " kvq " Ncy < " Ej cr vgt % 857 "</p>	
<p>AB 1454 *Dmqo + Rwdrke / Rtkcvg " Rctvptuj kr u "</p>	<p>F gerntgu " yj g " kpvgpv " qh " yj g " Ngi kurwtg " vq " t " g " guvcdrikj " yj g " cwj qtkk { " vpf gt " ucvg " rcy " vq " gpi ci g " kp " r wdrke / r tkcvg " r ctvptuj kr u " hqt " r tqlgevu " qp " yj g " ucvg " j ki j y c { " u { ungo " y kj " cr r tqr tkvg " r wdrke " kvgtguv " cpf " uchgv { " r tqvgevkpu " 0</p>	<p>7 B B9 "</p>	<p>Cuugo dn { " T wrgu " Eqo o kwgg "</p>	

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<p>AB 1509 *Dengt +" DCTV<"Tcr kf " VtcpuK/Hcekrkkgu"</p>	<p>Tgs vkt gu' yj g' Dc { "Ctgc" Tcr kf " VtcpuK' F kurt lev" *DCTV+ "vq" o clpvclp "ku" gz kvt pi "eqo o ko gpv' qh' hwpf u' hqt " yj g' ces vkuKkqp. "eqput vevkqp" qt "eqo r rnvkqp" qh' tcr kf " vtcpuK' hcekrkkgu" "Hqmqy kpi " yj g' cr r tqxcrn' qh' O gcuwtg' TT "cv' yj g' P qxgo dgt": . "4238. "grgevkqp. "r tqj kdku' DCTV' hqo " tgf kgevkpi "cp { ' gz kvt pi " hwpf u' f gf lecvgf " hqt " u{ vngo " kph' cut vewwtg' ecr kcrn' ko r tqxgo gpv' qt " tqmki " uvqem' vq " eqxgt' qr gtevkpi " gzi gpugu" Kp " cp { " hkuern' { gct " kp " y j lej " DCTV " ur gpv' u' O gcuwtg' TT " t g x g p w g u. " t g s v k t g u' DCTV " vq " g z r g p f " h t q o " q y j g t " t g x g p w g " u q w t e g u " c p " c o q w p v' p q v' r g u u " y j c p " y j g " c p p w c n' c x g t c i g " q h' k s u' g z r g p f k w t g u " q p " c e s v k u K k q p. " e q p u t v e v k q p " q t " e q o r r n v k q p " q h' t c r k f " v t c p u k ' h c e k r k k g u " f v t k p i " H l " 4 2 3 6 . ' H l " 4 2 3 7 " c p f " H l " 4 2 3 8 0 " C w j q t k g u " y j g " E q p t q n g t a i " Q h h e g " v q " r g t h q t o " c w f k u " v q " g p u w t g " D C T V a i " e q o r r l c p e g ' y k j " y j g ' r t q x k u k q p u ' q h' y j k u ' d k m 0 "</p>	<p>7 B3 B9 "</p>	<p>Cuugo dnf " Cr r tq r t k v k q p u " Eqo o kvgg "</p>	
<p>AB 1523 *Qdgtpqng +" Ucp' Dgt p c t f k p q " Eqwpv' " Vtcpu r q t v c v k p p " Cwj q t k v { < " F g u k i p / D w k f " " Eqp t c e v k p i " "</p>	<p>Cwj qtk gu' yj g' Ucp' Dgt p c t f k p q " Eqwpv' " Vtcpu r q t v c v k p p " Cwj q t k v { " v q " w u g " f g u k i p / d w k f " e q p t c e v k p i " h q t " y j g ' O ' X g t p q p " C x g p w g " X l c f v e v R t q l g e v k p " y j g ' e k v { " q h' U c p ' D g t p c t f k p q 0 "</p>	<p>7 B3 B9 "</p>	<p>Uki pgf ' k p v q ' N c y < " E j c r v g t " % 7 6 "</p>	
<p>AB 1561 *S vkt m' Ukkc +" Rqt v' " Kph' cut vewwtg "</p>	<p>Cmqy u' vy q' qt " o q t g " h q e c r i c i g p e l g u " v q " g u c d r i k u j " c p " c w j q t k v { " v p f g t " y j g " u n c v g a i " l q p v r' q y g t u " r e y " h q t " y j g ' r w r q u g ' q h' h k p c p e k p i " r q t v l p h' t c u t v e w w t g 0 "</p>	<p>; B3 B9 "</p>	<p>Cuugo dnf " N q e c r i " I q x g t p o g p v' Eqo o kvgg "</p>	
<p>AB 1565 *Vj wto qpf +" Qxgt vko g " Eqo r gpucvkqp "</p>	<p>Gzgo r u' hqo " q x g t v k o g ' e q o r g p u c v k q p " c p " g z g e w k x g . ' c f o k p k u t c v k x g ' q t ' r t q h g u u k q p c n' g o r n q { g g . ' k h' y j g ' g o r n q { g g " g c t p u " c " o q p v j n' " u c r c t { " g s w k c r g p v " v q " g k j g t " & 5 . ; 7 8 " q t " c p " c o q w p v' p q " r g u u " y j c p " v y l e g " y j g ' u c v g " o k p k o w o " y c i g ' h q t " h a m " v k o g ' g o r n q { o g p v " y j l e j g x g t " c o q w p v k u " j k i j g t 0 "</p>	<p>7 B4 B9 "</p>	<p>Ugpcvg- k p c e v k x g "</p>	
<p>AB 1579 *F cnf +" EGS C < " Xgj keng " O krgu' Vtcxgrgf " " F cvdcug "</p>	<p>Hqt " r w r q u g u " q h' k o r r g o g p v k p i " y j g " E c r i h q t p k e " G p x k t q p o g p v c n' S w e r k v { " C e v " * E G S C + " t g s v k t g u " y j g " Q h h e g " q h' R r c p p k p i " (" T g u g c t e j " v q " g u c d r i k u j " c p f " o c k p v c l p " c " x g j k e n g " o k r g u " v t c x g r g f " f c v d c u g ' e q p v c k p i " o g v j q f q n i l e c n' i v k f c p e g " q p " y j l e j " o q f g n u " u j q w f " d g " w u g f " h q t " r c t v e w w t " v r g u " q h' r t q l g e w { c p f " y j g ' d g u v l u q w t e g u " q h' v t k r / r n p i v j " f c v " h q t " x c t k q w u " r c p f / w u g " v { r g u 0 "</p>	<p>6 B5 B9 "</p>	<p>Cuugo dnf " P c w t c n' " T g u q w t e g u " Eqo o kvgg "</p>	
<p>AB 1613 *O wntp +" Tgvcln' " Vtcpu c e v k q p u " c p f " " Wug' Vcz < " Uco Vtcpu "</p>	<p>Cwj qtk gu' yj g' Ucp' O cvgq " Eqwpv' " VtcpuK' F kurt lev " *Uco Vtcpu+ " vq " ko r qug " c " t gvcln' v t c p u c e v k q p u " c p f " w u g " v c z " y j c v' y q w f " g z e g g f " y j g " 4 " r g t e g p v " o c z k o w o " e q o d l p g f " t c v g " h q t " c m' h e c n' q r v k p " v t c p u c e v k q p u " c p f " w u g " v c z g u " y j c v' e q w f " d g " k o r q u g f " k p " U c p " O c v g q " E q w p v { " k h' y j g " h q m q y k p i " e q p f k k q p u " c t g " o g v < " * 3 + " y j g " v z " k u " u g v " c v " c " t e v g " q h' p q " o q t g " y j c p " 2 0 7 " r g t e g p v " * 4 + " y j g " U c o V t c p u " D q c t f " q h' F k t g e v t u " c f q r u v " y j g " q t f k p e p e g " e r r t q x k p i " y j g " v z " d g h q t g " L e p w e t { " 3 . " 4 2 4 8 = c p f " * * 5 + " y j g " e q w p v { " q h' U c p " O c v g q " j c u " p q v " c r t g c f { " k o r q u g f " c " u k o k r c t " v z 0 " T g s v k t g u " U c o V t c p u . " k p " e q p e w t g p e g " y k j " y j g " e q w p v { . " v q " f g x g n r " c p " g z r g p f k w t g ' r n e p " q h' r t q l g e u . " r t q i t c o u " c p f " u g t x l e g u " h q t " y j k u " v z . " y j l e j " o c { " k p e n f g " r v d r i k e " v t c p u k . " m e c n' u t g g v l t q c f u . " u c v g " j k i j y c { u . " d l e { e r g " c p f " r g f g u t k c p " h c e k r k k g u . " k p v g n k i g p v " v t c p u r q t v c v k p p " u { v g o u . " c p f " v t c p u r q t v c v k p p " r n e p p k p i 0 " C m q y u ' y j g " U c o V t c p u " D q c t f " q h' F k t g e v t u " v q " c f o k p k u g t " y j g " g z r g p f k w t g ' r n e p " k p " k u " g p v k g v . " q t " v q " v t c p u l g t " y j c v' t g u r q p u k k r k s { " c p f " y j g " r t q e g g f u " q h' y j g " v z " v q " y j g " U c p " O c v g q " E q w p v { " V t c p u r q t v c v k p p " C w j q t k v { 0 "</p>	<p>; B3 B9 "</p>	<p>Uki pgf ' k p v q ' r e y < " E j c r v g t " % 4 5 3 "</p>	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
<p>AB 1628 *I tc {uqp+ Rwdrk "Y qtmu" Rtqlgew< Kpf gr gpf gpv" Eqptcevtu"</p>	<p>F gerctgu'vj g'lpvqv'qh'vj g'Ngi kurwtg'vq"gpcev'c"dkn'vq'r tqj kdk'vj g'wug'qh'kpf gr gpf gpv'eqptcevtu" qp'r wdrl'e'y qtmu'r tqlgew0'</p>	<p>Cu" Kptqf wegf "</p>	<p>Cuugo dn{ 'F guml'</p>	
<p>AB 1630 *Dnqo +" Y kf rkhg" O qxgo gpv'</p>	<p>Tgs wktgu'Ecmtcpu."kp"eqqtf lpcvqp"y kj "vj g'F gr ctvo gpv'qh'Hkuj "("Y kf rkhg."vq"r tgr ctg"e"tgr qtv' f guetkdkpi "vj g'ucwu'qh'Ecmtcpu'r tqi tguu'kp"mcevkpi . "cuuguukpi "cpf "tgo gf kvkpi "gzkukpi "dcttktgtu" vq"y kf rkhg"eqppgevxkv{0" Tgs wktgu'vj ku"tgr qtv'vq"dg"uwo kwgf "vq"vj g'Ngi kurwtg'd{ "Qevqdg"53" gxgt{ "vj tgg" {gctu"vj tqwi j "42520" Cwj qtkt gu"vj g'F gr ctvo gpv'qh'Hkuj "("Y kf rkhg"qt"Ecmtcpu"vq" r wtuwg"vj g'f gxgnr o gpv'qh'c"r tqi tco o cve"gpv'ktpo gpv'nt'gxlgy "r tqegul"y kj "cr r tqr tkvg"ucvg" cpf "hgf gtcn'tgi wrcvt{ "ci gpeku'hqt"y kf rkhg"eqppgevxkv{/tgrv'gf "vtcpur qtvcvqp"kl'tcvtwewtgo"D{ 'Lcpwct{ "3."423; . "tgs wktgu'vj g'F gr ctvo gpv'qh'Hkuj "("Y kf rkhg."kp"eqqtf lpcvqp"y kj "Ecmtcpu"cpf" vj g'Ecrl'htpk"Ucvg"Vtcpur qtvcvqp'Ci gpe{ "Ecrl'VC+."vq"fq"dqj "qh'vj g'hmjy kpi <"3+"w f cvg"vj g' Ecrl'htpk" Guugpv'cn' J cdkcv' Eqppgevxkv{ "Rtqlgev' y kj " pgy ." dguv' cxckrdng" f cvc" qp" y kf rkhg' o qxgo gpw=cpf ""*4+"etgcvg"e'hqto cn'cxgpwg'hqt'uelgpv'khe" f cvc"qp"y kf rkhg"o qxgo gpw'i cvj gtgf "d{ ' wplxgtuklgu."pqp/r tqhks'eqtr qtvcvqp."r wdrl'e"ci gpeku."cpf "kpf gr gpf gpv'dkqni kuu'vq"dg"uwo kwgf ' vq"vj qug"vj tgg"ci gpeku0" D{ "Lcpwct{ "3."4242."tgs wktgu'Ecmtcpu"vq" w f cvg"vj g'J ki j y c{ "F guki p' O cpwcn' vq" cf f tguu" hgcwtgu" vq" o kki cvg" dcttktgtu" vq" y kf rkhg" r cuuci g" cpf " ko r tqxg" y kf rkhg' eqppgevxkv{. "wukpi "vj g'dguv'cxckrdng"uelgpeg"vq" f gvgt o kpg"vj g' r mego gpv'cpf "f guki p"qh'y kf rkhg' r cuuci g'hgcwtgu0'</p>	<p>6B9B9"</p>	<p>Cuugo dn{ " Vtcpur qtvcvqp" Eqo o kwgg"</p>	

State Assembly " Bills "	Subject "	Last " Amended "	Status "	VTA Position "
<p>AB 1640 *G0 I ctekc+ Tgi kpcn Vtcur qtvcvqp Kō r tqxgo gpv Rtqi tco u"</p>	<p>Dgi kplpi "Lcpwct {"3."4242."tgs wktgu" c" tgi kpcn' vcpur qtvcvqp" ko r tqxgo gpv' r tqi tco " *TVKR+ " vq' cmqecvg" c" o kpo wo "qh'47" r gtegpv' qh' cxcckdng" Uvcg" Vtcur qtvcvqp "Kō r tqxgo gpv' Rtqi tco " *UVKR+ " hwpf u" vq" r tqlgew" qt" r tqi tco u" vj cv' r tqxkf g" f kgev" o gcpkpi hwn' cpf " cuumtgf " dgpghku" vq" <" *3+" ny / lpeqo g" kpf kxf wcu" y j q" r kxg" kp" egtvcvqp" kf gpv' hgf " eqo o wplkgu" = qt "" *4+" tkf gtu" qh" r wdrie" vcpuk' ugtxleg. " qh' y j lej " cv' hgcuv' 87" r gtegpv' qh' ku' tkf gtu j k' ku' eqo r qugf " qh' ny / lpeqo g' tkf gtu. " vj cv' eqppgevu" ny / lpeqo g' " tgukf gpw" vq" etklecni' co gplkgu" cpf " ugtxlegu" "" Vj tqwi j " cp" kpenukxg" cpf " vcpur ctgpv' r wdrie" r tqeguu. " cpf " kp" eqpuwncvqp" y kj " vj g' Ecnkhtqpk" Ck' Tguqvtegu" Dqctf " *ECTD+ " vj g' " Utcvgi ke' I tqy vj " Eqwpeki' cpf " vj g' F gr ctvo gpv' qh' Rwdrie" J gcnj . " tgs wktgu" Ecnrcpu" vq" cf qr v' i wkf gkpgu" hqt' vj g' cmqecvqp" qh' TVKR" hwpf u" r wtucpv' vq" vj g' r tqxkukpu" qh' vj ku' dkn' pq" r vgt " vj cp' Lwpg" 52. " 423: 0 Tgs wktgu" vj gug' i wkf gkpgu" vq" f q' cmqih' vj g' hqmy kpi <" *3+" f ghkg" cpf " o cr " vtdcp' cpf " twcnhny / lpeqo g' eqo o wplkgu" kp" Ecnkhtqpk" vj cv' ctg" f kucf xcpvci gf " y kj " tgur gev' vq" vcpur qtvcvqp" = *4+" kf gpv' h{ " eqo o wplkgu" vj cv' y qwf " dgpghk' hqo " vj g' cmqecvqp" tgs wktgo gpv' qh' vj g' dkm" = cpf "" *5+" ur gekh' " etkgtk' hqt' f gvgto kplpi " y j gvj gt " kpxguo gpw' kp" vcpur qtvcvqp" r tqlgew" cpf " r tqi tco u" dgpghk' " ny / lpeqo g' tgukf gpw' qh' vj g' eqo o wplkgu" kf gpv' hgf " d{ " vj g' f gr ctvo gpv' 0 "" Kp" kf gpv' h{ kpi " eqo o wplkgu" tgs wktgu' Ecnrcpu" vq" wug' vj g' hqmy kpi " hcvqtu" <" *3+" kpcf gs wcvg" ceeguu" vq" j ki j " s wcnk' " r wdrie " vcpuk" = "" *4+" r emi qh' ukf gy cmu. " etqukpi " hckkkgu" qt" dle { erg' kphcut wewt g" = "" *5+" ny " tcvgu" qh' cwqo qdkrg" qy pgtuj kr = *6+" r tqzko k' " vq" c" hggyc { . " o clqt" ctvgtkn' qt" i qqf u" o qxgo gpv' eqttkf qt" = *7+" r emi' qh' uj gntu. " dgpej gu" qt" r gf gvtkcp" rki j vpi " cv' r wdrie" vcpuk' uqr u. " go r mq { o gpv' egpvgtu. " uej qqu. " o gf lecn' hckkkgu. " i tqegt { " uqtgu. " cpf " qvj gt" eqo o wplk' " ugtxlegu" = " *8+" tkum' qh' r j { ulecn' qt" geapqo ke' f kur mego gpv' = cpf "" *9+" j gcnj " cpf " ck" r qmwkqp" ko r cevu" qh' vj g' vcpur qtvcvqp" u { ugo 0 Tgs wktgu' eqpi gvtqp" o cpci go gpv' ci gpeku" *EO Cu+ cpf " tgi kpcn' vcpur qtvcvqp" r rcpplpi " ci gpeku" *TVRCu+ vq' tgr qtv' vq' Ecnrcpu' kphqto cvkqp' tgi ctf kpi " vj g' vcpur qtvcvqp" r tqlgew' cpf " r tqi tco " dgpghku' r tqxkf gf " vq' f kucf xcpvci gf " eqo o wplk' " tgukf gpw' 0 " Wf qp' cr r tqr tkvcvqp' d { " vj g' Ngi kur wvg. " tgs wktgu' Ecnrcpu" vq' r tqxkf g' " hpcpekn' uwr r qtv' vq" ny / lpeqo g' " tgukf gpw' qh' f kucf xcpvci gf " eqo o wplkgu" hqt" cni' qh' vj g' hqmy kpi " r wtr qugu" <" *3+" vq" cuukv' vj qug' tgukf gpw' kp" gpi ci kpi " kp" vj g' f gxnqr o gpv' qh' vj g' i wkf gkpgu' hqt' vj g' cmqecvqp" qh' TVKR" hwpf u" = "" *4+" vq" r tqxkf g' vj qug' tgukf gpw' y kj " r rcpplpi " uwr r qtv' cpf " qvj gt' vgej plecn' cuukcpeg" kp" kf gpv' h{ kpi " vj gk" r tkqtkgu" hqt' " nqecn' r tqlgew' cpf " r tqi tco u" vj cv' o gg' vj gk' pggf u" d { " tgf welpi " vj gk" f kucf xcpvci g' y kj " tgur gev' vq" vcpur qtvcvqp" = cpf "" *5+" vq" r tqxkf g' vj qug' tgukf gpw' y kj " uwr r qtv' kp" f gxnqr kpi " cpf " ko r ngo gpv' kpi " c' r ctvlek cvqt { " dwf i gv' r tqeguu" 0</p>	<p>Cu" Kōvtqf wegf "</p>	<p>Cuugo dn{ " Vtcur qtvcvqp" Eqo o kvgg"</p>	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
<p>ACA 1 *O c { gu+ Ecr /cpf /Vtcf g" Gzr gpf kwg u"</p>	<p>Ecnu"htq"r rnekpi "dghqtg"vj g"xqvtu"cp"co gpf o gpv"vq"vj g"Ecrkhtqpk"Eqpukwkwq"tgi ctf kpi "vj g"gzr gpf kwg"qh"ecr /cpf /tcf g"cwewkqp"r tqeggf u"Etgcvgu"vj g"I tggpj qwug" I cu" Tgf wekqp" Tgugtxg" Hwfp 0" Dgi kppkpi "Lcpwct { "3."4246."tgs wktgu"cm"ecr /cpf /tcf g"cwewkqp"r tqeggf u"eqmgev" d { "vj g" Ecrkhtqpk" Ck " Tguqtegu" Dqctf " *ECTD+" vq" dg" f gr quksf "kpq" vj g" I tggpj qwug" I cu" Tgf wekqp" Tgugtxg" Hwfp 0" Ur gekhgu"vj cv"vj g"o ppg { "kp"vj g" I tggpj qwug" I cu" Tgf wekqp" Hwfp "uj cm"dg" cxcrcdng" hqt "gzr gpf kwg"wr qp"cr r tqr tlcwkp" d { "vj g" Ngi kurwvt g" d { "c"vy q/vj kf u"xqvg"qh"dqj "vj g" Cuugo dn { "cpf "vj g" Ugpvcg" hqt "vj g" uco g" r wtr qugu"vj cv"y gt g" cr r rlecdrng" qp" Lcpwct { "3."42460" Chgt "vj g" ghgexg" f cvg"qh"vj g" cr r tqr tlcwkp" rgi kurwkp. "tgs wktgu"cm"ecr /cpf /tcf g"cwewkqp"r tqeggf u"vq" dg" f gr quksf "kpq" vj g" I tggpj qwug" I cu" Tgf wekqp" Hwfp "cpf "cr r tqr tlcwgf "r wtuwcpv"vq" c" uko r rg" o clqtkf "xqvg"qh" dqj "vj g" Cuugo dn { "cpf "vj g" Ugpvcg 0" Dgi kppkpi "Lcpwct { "3."4246."uwr gpf u"cp"gzkukpi "ucvg"ucrgu" vcz" gzgo r wkp" hqt "vj g" r wtej cug" qh" gs wkr o gpv" wug" f kp" o cpwcewtkpi . "tugctej . " f gxrqr o gpv." tggpy cdng" gpgti { "i gpgtcwkp. "cpf "grgvtelk { "uqtci g"cpf "f kwtkwkqp" wvkt"cp" cr r tqr tlcwkp" htqo " vj g" I tggpj qwug" I cu" Tgf wekqp" Tgugtxg" Hwfp " d { "c"vy q/vj kf u"xqvg"qh"dqj "vj g" Cuugo dn { "cpf " Ugpvcg"vcngu"ghgeu</p>	<p>9B6B9"</p>	<p>Uki pgf 'kpq'rcy < Ej cr vgt %327"</p>	
<p>ACA 4 *Ci wkt/Ewt { +" Nqecni I qxgtpo gpv" Hpcpekpi < Xqvt" Crr tqxcn"</p>	<p>Ecnu"htq"r rnekpi "dghqtg"vj g"xqvtu"cp"co gpf o gpv"vq"vj g"Ecrkhtqpk"Eqpukwkwq"vq"cmqy "c"ekv { "qt" eqwv { "vq"kpew" kpf gdvf pguu"kp"vj g"htqo "qhi" gpgtcn"qdri cwkqp" d qpf u. "khi" cr r tqxgf "d { "ku"grgexqtcvg" d { "c"77"r gtegpv"o clqtkf { . "vq"hwf "vj g" eqpwt wekqp. "tgeqpwtekwq. "tgj cdkkscwkp. "qt" tgr rcego gpv' qh' r wdrie "kpi" cwt wewt g" qt "chqt f cdng" j quwki . "qt" vj g" ces wkwkqp" qt "rgcug" qh' t gcn' r tqr gt v { "hqt "vj qug" r wtr qugu 0" Etgcvgu" cp" gzeqr wkp" vq" vj g" 3" r gtegpv' rko k' hqt "r tqr gt v { "vcz" cuuguo gpv' k' vj g" t g x g p w g u' ctg" dgkpi "wug" vq" r c { "d q p f g f " k p f g d v f p g u u . " c r r t q x g f " d { " c " 7 7 " r g t e g p v ' o c l q t k f { " x q v g . " v q " h w p f " v j g ' e q p w t w e k q p . " t g e q p w t w e k q p . " t g j c d k k s c w k p . " q t " t g r r c e g o g p v ' q h ' r w d r i e " k p i c w t w e w t g " q t " c h q t f c d n g ' j q w u k i . " " q t " " v j g " " c e s w k w k q p " " q t " " r g c u g " " q h " t g c n " r t q r g t v { " h q t " " v j q u g " " r w t r q u g u 0 " " " C m q y u " " c " " n q e c n i i q x g t p o g p v ' k o r q u g . " g z v g p f " q t " k p e t g c u g " c " u r g e k n " v z . " k h i " c r r t q x g f " d { " k u " g r g e v q t c v g " d { " c " 7 7 " r g t e g p v ' o c l q t k f . " v q " h w p f " v j g " e q p w t w e k q p . " t g e q p w t w e k q p . " t g j c d k k s c w k p . " q t " t g r r c e g o g p v ' q h ' r w d r i e ' k p i c w t w e w t g " q t " c h q t f c d n g " j q w u k i . " q t " v j g " c e s w k w k q p " q t " r g c u g " q h ' t g c n ' r t q r g t v { " h q t " v j q u g " r w t r q u g u 0 " F g h k p u " o r w d r i e " k p i c w t w e w t g o " v q " k p e n f g " r t q l g e u " v j c v ' r t q x k f g " c p { " q h ' v j g " h q m q y k p i < " " * 3 + " y c v g t " q t " r t q v g e v ' y c v g t " s w r k s { " = " * 4 + " u c p k c t { " u g y g t = " * 5 + " v g c v o g p v ' q h ' y c u g y c v g t " q t " t g f w e k q p " q h ' r q m w k q p " h t q o " u q t o y c v g t " t w p q h = " * 6 + " r t q v g e w k p " q h ' r t q r g t v { " h t q o " v j g " k o r c e u ' q h ' u g c " r g x g r i t k u g = " * 7 + " r c t m u = " * 8 + " q r g p " u r c e g " c p f " t g e t g e w k p " t c e k k s k u = " * 9 + " k o r t q x g o g p w ' v q " r w d r i e " v c p u k . " c p f " u x g g v u l j k i j y c { u = * + " h q q f " e q p t q n = " " * + " d t q c f d c p f " g z r c p u k q p " k p " w p f g t u g t x g f " c t g c u = " q t " " " * 3 2 + " n q e c n i " j q u r k c n i e q p w t w e k q p 0</p>	<p>Cu" Kvtqf wegf "</p>	<p>Cuugo dn { "Nqecni" I qxgtpo gpv" Eqo o kwgg"</p>	

State Assembly " Bills "	Subject "	Last " Amended "	Status "	VTA Position "
<p>ACA 5" *Hcl kgt+ " O qvqt "Xgi kerg" Hggucpf "Vczgu< Tgvtlkwqpu"qp" Gzr gpf kwggu"</p>	<p>Ecnu" hqt" r nckpi " dghqtg" vj g" xqvgtu" cp" co gpf o gpv" vq" vj g" Ecrlkqtplc" Eqpukwkwqp" vq" gzgo r v/ cr r tqr tkvkwpu"qh"tgxgpwgu" hqto " vj g" Tqcf "O ckwpcpeg" cpf "Tgi cdkkckvqp" Ceeqwpv" vj cvku" r tqr qugf " vq" dg" etgevqf " r wtuwcpv" vq" UD"3" *Dgcm" hqto " eqwvki " vqy ctf " vj g" uvcvq" cr r tqr tkvkwpu" hko k' *f cpp' Nko kv0 Tgs vktgu" cm" tgxgpwgu" f gtxgf " hqto " vj g" uvcvq" ucrgu" vcz " qp" f lguqrlhvgv" vq" dg" f gr qukgf " kvq" vj g' Rwdrlk" Vtcur qtvcvqp" Ceeqwpv" *RVC+ " cpf " wugf " gzenwukxgm" " hqt" o cuu" vtcpur qtvcvqp" r wtr qugu0 Rtqj kdku" vj g" Ngi kurwtg" hqto " vcnkpi " cp{ " cevkwq" vj cv' y qwf " vgo r qtctkq " qt" r gto cpgpvq " f kxgtv" qt' cr r tqr tkvq" vj g" RVC" tgxgpwgu" hqt" pqp/ o cuu" vtcpur qtvcvqp" r wtr qugu= qt" vj cv' y qwf " f gnc { . f ghgt. ' uwar gpf . " qt" vj g' ty kug" kvgttvr v' vj g' s wctvgn " f gr quk' /qh' vj g" uvcvq" vj g' RVCOT gsvktgu" vj g' tgxgpwgu" f gtxgf " hqto " vj g' pgy " vtcpur qtvcvqp" ko r tqxgo gpv' hgg" vj cv' y qwf " dg" ko r qugf " d { " UD"3" vq" dg" wugf " uqgn " hqt" vtcpur qtvcvqp" r wtr qugu0" Rtqj kdku" vtcpur qtvcvqp" ko r tqxgo gpv' hgg" tgxgpwgu" hqto " dgkpi " wugf " vq" r c { " vj g' r tkpkr crlqt " kvgtguv' qp" uvcvq" vtcpur qtvcvqp" i gpgtcrldrki cvkqp" dppf u' vj cv' y g' g' cwj qtk gf " d { " vj g" xqvgtu" r tkqt " vq" P qxgo dgt": . "42380" Rtqj kdku" vj g' wug" qh' vj g" uvcvq" vj g' tgxgpwgu" vq" r c { " vj g' r tkpkr crlqt " kvgtguv' qp" cp{ " uvcvq" vtcpur qtvcvqp" i gpgtcrldrki cvkqp" dppf " "cew" cr r tqxgf " d { " vj g" xqvgtu" chgt " P qxgo dgt": . "4238. " wprgu" vj g" dppf " cev' g' zr tguun " cwj qtk gu' vj cv' wug0" Rtqj kdku' vj g' Ngi kurwtg" hqto " dattqy kpi " qt" wukpi " vtcpur qtvcvqp" ko r tqxgo gpv' hgg" tgxgpwgu" hqt" r wtr qugu' vj g' vj g' cp" vj g' qug" cwj qtk gf " kv" UD"30"</p>	<p>616139"</p>	<p>Uki pgf " kvq" hcy < Ej cr vgt " %52"</p>	
<p>ACA 9 *Qdgtpqng+ " Dwf i gv' vtckrgt " Dknu"</p>	<p>Ecnu" hqt" r nckpi " dghqtg" vj g" xqvgtu" cp" co gpf o gpv" vq" vj g" Ecrlkqtplc" Eqpukwkwqp" vq" tgs vktg" vj g' cppwcnDwf i gv' Cev" vq" dg" r cuugf " d { " vj g' Ngi kurwtg" cpf " gpcevqf " cu' c' uvcwvg" d { " o k' pki j v' qh' Lwpg" 37' qh' gcej " { gct0" Tgs vktgu" dkm" vj cv' r tqxkf " g" hqt" cr r tqr tkvkwpu" tgrcvkpi " vq. " qt" vj cv' ctg" pgeguuct { " vq" ko r rgo gpv' vj g' Dwf i gv' Cev" vq" dg" r cuugf " d { " vj g' Ngi kurwtg" cpf " gpcevqf " cu' uvcwvgu" d { " o k' pki j v' qp' Lwpg" 52" qh' gcej " { gct0" K" vj g' Dwf i gv' Cev" qt" c" dwf i gv' vtckrgt " dkm" ku" pqv' gpcevqf " d { " vj g' cr r rlecdrg' f gcf rkpq. " r tqj kdku" vj g' Dwf i gv' Cev" qt" vtckrgt " dkm" hqto " vcnkpi " gh' gev' y k' j " c" o clqtkv " xqvq. " vj g' gd { ' tgs vktkpi " kv" vq" dg" r cuugf " d { " c" v' y q/ vj k' f u' xqvq" qh' vj g' Ngi kurwtg0" K" vj g' Dwf i gv' Cev" ku" pqv' gpcevqf " d { " vj g' cr r rlecdrg' f gcf rkpq. " r tqj kdku" cp" cr r tqr tkvkwpu" hqt" vj g' ucrt { " cpf " dgpghku" qh' o go dgtu" qh' vj g' Ngi kurwtg" cpf " vj g' I qxgtpqt" hqto " o k' pki j v' qp' Lwpg" 37' wvki" vj g' Dwf i gv' Cev" ku" gpcevqf 0"</p>	<p>Cu" kvptqf wegf "</p>	<p>Cuugo dn " F gum'</p>	
<p>ACR 101 *Hqpi + " Dwf i gv' Rtqegf wtgu"</p>	<p>Tgs vktgu" c" j gctkpi " qp" cp" kuug" d { " c" dwf i gv' uwdeqo o kwgg" vq" dg" r wdrluj gf " kv" vj g' F ckn " Hkq" cv' r gcu' hqwt " f c { u' r tkqt " vq" vj g' j gctkpi 0" K" c" dkm" ku" ug' v' hqt" c" j gctkpi " d { " c" dwf i gv' uwdeqo o kwgg. tgs vktgu" vj g' ci gpf c" hqt" vj cv' j gctkpi " vq" kpenm" f g' cp" cwcej o gpv' vj cv' ugu" hqt" vj " vj g' hwni' vgz v' qh' vj g' dkm" kv" qtf gt " hqt" vj g' r wdrlk" vq" j cxg' vko g" vq" t g' xky " vj g' r tqr qugf " rpi wci g0" Ur gekhgu" vj cv' vj g' Ngi kurwtg" vj g' cm' qpn { ' j gct" qt" cev' wr qp" c" dkm" r tqxkf kpi " hqt" cr r tqr tkvkwpu" tgrcvqf " vq" vj g' Dwf i gv' Cev' kh' vj cv' dkm" j cu' dggp' kv" r tkpv' hqt" 94" j qwu. " cpf " o cngu' c' uwducpvkxg' ej cpi g' kv" qt" cf f kvkqp" vq" g' zkvkpi " hcy 0"</p>	<p>Cu" kvptqf wegf "</p>	<p>Cuugo dn " F gum'</p>	

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<p>SB 1 *Dgcm" Vtcur qt vkwq Hwfp kpi "</p>	<p>Etgcvgu"vj g" Tqcf "O clpvgpcpeg"cpf "Tgj cdkkcvkqp" Ceeqwpv"vq" dg" hwpf gf "Itqo "vj g" hmqy kpi "uqwtegu" *3+" cp' kpetgcug' kp" vj g' i cuqkpg' gzekug' vcz' qh' 34' egpvu' r' gt' i' cmqp. 'y j lej 'y qwf "dg' kpf gzgf "vq' kphrcvqp' gxtg { { gct=" *4+" 72' r' gtegpv' qh' vj g' t' gxgpwgu' f' g' t' kxgf "Itqo " cp' kpetgcug' kp" vj g' f' kgugn' gzekug' vcz' qh' 42' egpvu' r' gt' i' cmqp. 'y j lej 'y qwf " dg' kpf gzgf " vq' kphrcvqp" cppwcm { = " *5+" c" r' qt vkwq' qh' vj g' t' gxgpwgu' f' g' t' kxgf " Itqo " c" pgy " vtcur qt vkwq' ko r' tqxgo gpv' hgg' vj cv' y qwf " dg' cuugugf " r' gt' { gct " dcugf " qp" c' xgj kengau' o' ctngv' xcng' cpf " kpf gzgf " vq' kphrcvqp' qp" cp' cppwcn' dcuku= cpf " *6+" c' t' gi kntcvkqp' uwte j' cti g' qh' & 322' r' gt' { gct " ko r' qugf " qp" g' t' q' go kulkqp' xgj kengau' o' qf gni' { gct " 4242' qt' h' vgt' uctv' kpi 'y k' vj g' ugeqpf " { gct " qh' qy pgtuj k' . 'y j lej 'y qwf " dg' kpf gzgf " vq' kphrcvqp' gxtg { { gct 0' " F' kntkdwgu' vj g' t' gxgpwgu' f' gr' qukgf " kvq' vj g' Tqcf " O clpvgpcpeg" cpf " Tgj cdkkcvkqp" Ceeqwpv' kp' vj g' hmqy kpi " o' c' ppgt < " *3+" & 422' o' kntqp' r' gt' { gct " y qwf " dg' cmqecvgf " vq' m' ecn' l' w' kuf' k' v' k' pu' vj cv' j' cxg' uqwi j' v' cpf' i' clp' gf " x' q' v' t' cr' r' t' q' x' c' i' qh' c' m' ecn' v' t' cur' q' t' v' k' w' q' p' ur' g' e' k' c' i' v' z' . " qt' vj cv' j' cxg' ko r' qugf " w' p' k' h' q' t' o' " f' g' x' g' n' r' g' t' " qt' " q' v' j' g' t' h' g' u' u' q' r' n' l' " h' q' t' v' t' cur' q' t' v' k' w' q' p' ko r' t' q' x' g' o' g' p' w' = " *4+" & 322' o' kntqp' r' gt' { gct " y qwf " dg' f' kntkdwgf " vq' vj g' Cevkxg' Vtcur qt vkwq " Rtqi tco = " *5+" & 622' o' kntqp' r' gt' { gct " y qwf " dg' cmqecvgf " vq' Ecncpu' hq' t' o' clpvgpcpeg" cpf' t' gj' c' d' k' k' c' v' k' q' p' qh' d' t' k' f' i' g' u' c' p' f' " ewk' g' t' w' q' p' vj g' u' c' v' g' j' k' i' j' y' c' { " u' { u' g' o' = " *6+" & 47' o' kntqp' r' gt' { gct " y qwf " dg' f' kntkdwgf " vq' u' w' r' q' t' v' H' g' g' y' c' { " U' g' t' x' l' e' g' R' c' v' t' q' u' v' j' t' q' w' j' q' w' vj g' u' c' v' g' = " *7+" h' q' t' " H' " 423: " vj t' q' w' j' " H' " 4244. " & 7' o' kntqp' r' gt' { gct " y qwf " dg' cmqecvgf " vq' vj g' Ecncpu' hq' t' p' k' Y' q' t' n' h' q' t' e' g' F' g' x' g' n' r' o' g' p' v' D' q' c' t' f' " vq' c' u' k' u' v' m' e' c' n' c' i' g' p' e' k' u' k' p' ko r' r' g' o' g' p' v' k' p' i' r' q' r' e' k' u' v' q' r' t' q' o' q' v' r' t' g' / c' r' r' t' g' p' v' l' e' g' u' j' k' r' v' t' c' l' p' k' p' i' r' t' q' i' t' c' o' u' = " *8+" & 47' o' kntqp' r' gt' { gct " y qwf " dg' cmqecvgf " vq' Ecncpu' hq' t' m' e' c' n' c' p' f' t' g' i' k' p' c' n' r' m' p' p' k' p' i' t' c' p' w' = " *9+" & 7' o' kntqp' r' gt' { gct " y qwf " dg' f' kntkdwgf " vq' vj g' W' p' k' x' g' t' u' k' v' qh' Ecncpu' hq' t' p' k' c' p' f' " vj g' Ecncpu' hq' t' p' k' c' U' c' v' g' W' p' k' x' g' t' u' k' v' { " u' { u' g' o' u' . " t' g' u' r' g' e' v' k' g' n' l' . " vq' e' q' p' f' v' e' v' v' t' cur' q' t' v' k' w' q' p' t' g' u' g' c' t' e' j' . " cu' y' g' n' i' cu' v' q' h' w' p' f' v' t' cur' q' t' v' k' w' q' p' t' g' r' v' g' f' y' q' t' n' h' q' t' e' g' f' v' e' c' v' k' p' . " v' t' c' l' p' k' p' i' " c' p' f' f' g' x' g' n' r' o' g' p' v' c' e' v' k' k' k' u' = " * : +72' r' gtegpv' qh' vj g' co' q' w' p' v' t' go' c' l' p' k' p' i' " y qwf " dg' cmqecvgf " vq' Ecncpu' hq' t' o' clpvgpcpeg' qh' vj g' u' c' v' g' j' k' i' j' y' c' { " u' { u' g' o' . " c' p' f' " h' q' t' " r' t' q' l' g' e' u' r' t' q' i' t' c' o' o' g' f' " k' p' vj g' U' c' v' g' " J' k' i' j' y' c' { " Q' r' g' t' c' v' k' p' c' p' f' " R' t' q' v' e' v' k' p' R' t' q' i' t' c' o' " * U' J' Q' R' R' = " c' p' f' " * : +72' r' gtegpv' qh' vj g' co' q' w' p' v' t' go' c' l' p' k' p' i' " y qwf " dg' r' t' q' x' k' f' g' f' " vq' e' k' k' u' v' c' p' f' " e' q' w' p' v' k' u' h' q' t' vj g' k' t' m' e' c' n' i' t' q' c' f' y' c' { " u' { u' g' o' u' 0' " R' t' q' x' k' f' g' u' p' p' g' y' " h' w' p' f' k' p' i' " h' q' t' " r' w' d' i' k' e' v' t' c' p' u' k' v' j' t' q' w' j' vj g' h' m' q' y' k' p' i' " u' q' w' t' e' g' u' < " *3+" cp' kpetgcug' kp" vj g' f' kgugn' ucrgu' vcz' d { " c' " t' c' v' g' qh' 507' r' gtegpv' hq' t' vj g' U' c' v' g' Vtcur' Cuukv' c' p' e' g' R' t' q' i' t' c' o' " * U' V' C' = " *4+" cp' kpetgcug' kp" vj g' f' kgugn' ucrgu' vcz' d { " c' " t' c' v' g' qh' 207' r' gtegpv' hq' t' eqo o' wgt' c' p' f' " k' p' v' g' t' e' k' v' t' c' k' n' = " c' p' f' " " *5+" & 572' o' kntqp' r' gt' { gct " * c' f' l' w' u' g' f' " c' p' p' w' c' m' { " h' q' t' " k' p' h' r' c' v' k' p' + " h' t' q' o' " vj g' t' g' x' g' p' w' g' u' i' g' p' g' t' e' v' g' f' " d { " vj g' p' g' y' " v' t' c' u' r' q' t' v' k' w' q' p' ko r' tqxgo gpv' hgg' vq' dg' ur' nk' 92' r' gtegpv' vq' vj g' v' t' c' p' u' k' c' p' f' " k' p' v' g' t' e' k' v' t' c' k' n' E' c' r' k' c' n' R' t' q' i' t' c' o' " * & 467' o' kntqp' + " c' p' f' " 52' r' gtegpv' vq' " U' V' C' " * & 327' o' kntqp' + hq' t' " r' w' d' i' k' e' v' t' c' p' u' k' v' u' c' v' g' / qh' i' q' q' f' / t' g' r' c' k' " e' c' r' k' c' n' g' z' r' g' p' f' k' w' t' g' u' o' C' m' q' e' c' v' g' u' j' c' n' h' qh' vj g' t' g' x' g' p' w' g' u' f' g' t' k' x' g' f' " h' t' q' o' " vj g' 42' / e' g' p' v' k' p' e' t' g' c' u' g' " k' p' vj g' f' l' e' g' u' n' g' z' e' k' u' g' " v' z' " vq' c' " p' g' y' " V' t' c' f' g' " E' q' t' t' k' f' q' t' G' p' j' c' p' e' g' o' g' p' v' H' w' p' f' " h' q' t' " e' q' t' t' k' f' q' t' / d' c' u' g' f' " h' t' g' k' i' j' v' r' t' q' l' g' e' u' p' q' o' k' p' c' v' g' f' " d { " m' e' c' n' c' i' g' p' e' k' u' v' c' p' f' " vj g' u' c' v' g' 0' E' t' g' c' v' g' u' c' p' g' y' " e' q' o' r' g' v' k' k' x' g' " U' q' n' w' k' p' u' h' q' t' " E' q' p' i' g' u' v' g' f' " E' q' t' t' k' f' q' t' u' R' t' q' i' t' c' o' " vq' h' w' p' f' " r' t' q' l' g' e' u' t' g' r' v' g' f' " vq' ko r' r' g' o' g' p' v' k' p' i' " c' d' c' i' r' p' e' g' f' " u' g' v' qh' v' t' cur' q' t' v' k' w' q' p' . " g' p' x' k' t' q' p' o' g' p' v' c' n' i' c' p' f' " e' q' o' o' w' p' k' { " c' e' e' g' u' u' ko r' tqxgo gpv' cm' p' i' " j' k' i' j' n' l' " e' q' p' i' g' u' v' g' f' v' c' x' g' n' l' e' q' t' t' k' f' q' t' u' r' w' u' w' c' p' v' v' q' c' " e' q' t' t' k' f' q' t' " r' m' p' 0' " R' t' q' x' k' f' g' u' & 472' o' kntqp' r' gt' { gct " h' t' q' o' " vj g' t' g' x' g' p' w' g' u' f' g' t' k' x' g' f' " h' t' q' o' " vj g' p' g' y' " v' t' cur' q' t' v' k' w' q' p' ko r' tqxgo gpv' hgg' hq' t' vj k' u' r' t' q' i' t' c' o' 0' "</p>	<p>615139"</p>	<p>Uki pgf 'kvq' Ncy < Ej cr vgt' %/ "</p>	<p>Uwr r qt v' "</p>

State Senate Bills	Subject	Last Amended	Status	VTA Position
<p>SB 2 *Cvnpu+ Dwkf lpi " J qo gu'cpf " Lqdu'Cev"</p>	<p>Gpcevu'y g"Dwkf lpi "J qo gu'cpf "Lqdu'Cev" Dgi kppkpi "Lcpwct { "3."423: "ko r qugu'c' hgg'qh' &97" vq' dg' r ckl' cv'y g' vko g' qh' tgeqtf lpi "qh' gxt { "tgcni' guc' v' kpu' wo gpv' r cr gt' qt' p' q' v' e' g' t' g' s' w' k' t' f' q' t' r' g' to' k' w' g' f' d' { "rcy " v' q' dg' t' g' e' q' t' f' g' f' r' g' t' g' c' e' j' " u' k' p' i' n' g' " t' c' p' u' c' e' v' k' p' r' g' t' " u' k' p' i' n' g' " r' c' t' e' g' n' i' q' h' t' g' c' n' i' r' t' q' r' g' t' v' { "0" U' r' g' e' k' h' g' u' v' j' c' v' y' k' u' h' g' g' u' j' c' m' p' q' v' g' z' e' g' g' f' " &4470 R' t' q' j' k' d' k' u' v' j' g' h' g' g' h' t' q' o' ' d' g' l' p' i' ' k' o' r' q' u' g' f' q' p' c' p' { ' t' g' e' n' i' g' u' c' v' k' p' u' t' w' o' g' p' v' r' c' r' g' t' q' t' p' q' v' e' g' t' g' e' q' t' f' g' f' l' p' e' q' p' p' g' e' v' k' p' y' k' j' c' t' v' c' p' u' h' g' t' q' h' t' g' c' n' i' r' t' q' r' g' t' v' { " v' j' c' v' k' u' c' t' g' u' k' f' g' p' v' c' n' i' f' y' g' n' k' p' i' " v' q' c' p' q' y' p' g' t' / q' e' e' w' k' g' t' 0" F' g' r' q' u' k' u' v' j' g' t' g' x' g' p' w' g' u' f' g' t' k' x' g' f' h' t' q' o' " v' j' g' h' g' g' l' p' i' " v' j' g' " D' w' k' f' l' p' i' " J' q' o' g' u' c' p' f' " L' q' d' u' V' t' w' u' v' H' w' p' f' " h' q' t' " g' z' r' g' p' f' k' w' t' g' d' { " v' j' g' F' g' r' c' t' v' o' g' p' v' q' h' J' q' w' u' k' p' i' " (" E' q' o' o' w' p' k' v' { " F' g' x' g' n' r' o' g' p' v' T' g' s' w' k' t' g' u' v' j' g' o' q' p' g' { " l' p' v' j' g' V' t' w' u' v' h' w' p' f' " v' q' d' g' c' r' r' t' q' r' t' k' e' v' g' f' v' j' t' q' w' i' j' " v' j' g' c' p' p' w' c' i' D' w' f' i' g' v' C' e' v' O' q' p' g' { " u' e' q' m' g' e' v' g' f' q' p' c' p' f' " c' h' g' t' L' c' p' w' c' t' { " 3."423: " c' p' f' " w' p' k' i' F' g' e' g' o' d' g' t' 53."423: " u' j' c' m' w' r' q' p' c' r' r' t' q' r' t' k' e' v' k' p' d' { " v' j' g' N' g' i' k' u' r' c' w' t' g' . d' g' c' m' q' e' c' v' g' f' c' u' h' q' m' y' u' < " *3+ H' h' m' { " r' g' t' e' g' p' v' q' h' f' g' r' q' u' k' u' k' p' v' v' j' g' h' w' p' f' " u' j' c' m' d' g' o' c' f' g' c' x' c' k' r' d' n' g' h' q' t' m' e' c' n' i' q' x' g' t' p' o' g' p' u' v' q' w' f' c' v' g' r' r' e' p' p' k' p' i' " f' q' e' w' o' g' p' u' c' p' f' " q' p' k' p' i' " q' t' f' k' o' c' p' e' g' u' k' p' " q' t' f' g' t' " v' j' u' t' g' e' o' n' k' p' g' j' q' w' u' k' p' i' r' t' q' f' w' e' v' k' p' . " k' p' e' n' f' l' p' i' . " d' w' p' q' v' r' i' k' o' k' g' f' " v' q' . " i' g' p' g' t' c' n' i' r' r' e' p' u' . " e' q' o' o' w' p' k' v' { " r' r' e' p' u' . " u' r' g' e' k' h' e' " r' r' e' p' u' . " u' w' u' c' k' p' c' d' r' g' e' q' o' o' w' p' k' l' e' u' t' c' v' i' g' i' k' u' . c' p' f' " i' n' e' c' n' i' e' q' u' c' u' c' n' i' t' t' q' i' t' c' o' u' 0 G' i' k' i' d' r' g' w' u' g' u' c' n' i' q' k' p' e' n' f' g' p' g' y' " g' p' x' k' t' q' p' o' g' p' v' c' i' n' c' p' c' n' i' u' g' u' v' j' c' v' g' r' i' k' o' k' p' c' v' g' " v' j' g' p' g' g' f' " h' q' t' " r' t' q' l' g' e' v' u' r' g' e' k' h' e' " t' g' x' l' e' y' " c' p' f' " i' n' e' c' n' i' r' t' q' e' g' u' u' w' f' c' v' g' u' v' j' c' v' k' o' r' t' q' x' g' " c' p' f' " g' z' r' g' f' k' e' g' i' n' e' c' n' i' r' g' t' o' k' w' u' k' p' i' 0 " H' x' g' " r' g' t' e' g' p' v' q' h' v' j' g' u' g' h' w' p' f' u' r' g' e' k' h' e' f' d' { " v' j' k' u' u' w' d' r' c' t' e' i' t' e' r' j' " u' j' c' m' d' g' c' x' c' k' r' d' n' g' h' q' t' " v' e' j' p' l' e' c' n' i' c' u' u' k' u' c' p' e' g' v' q' l' w' t' k' u' f' k' e' v' k' p' u' w' r' f' c' v' k' p' i' " u' r' g' e' k' h' e' f' " r' r' e' p' p' k' p' i' " f' q' e' w' o' g' p' u' 0 V' g' e' j' p' l' e' c' n' i' c' u' u' k' u' c' p' e' g' u' j' c' m' d' g' r' t' q' x' k' f' g' f' d' { " v' j' g' f' g' r' c' t' v' o' g' p' v' c' p' f' " v' j' g' I' q' x' g' t' p' q' t' a' i' Q' h' h' e' g' q' h' R' e' p' p' k' p' i' " c' p' f' " T' g' u' g' t' e' j' 0 " " *4+ H' h' m' { " r' g' t' e' g' p' v' q' h' f' g' r' q' u' k' u' k' p' v' v' j' g' h' w' p' f' " u' j' c' m' d' g' o' c' f' g' c' x' c' k' r' d' n' g' v' q' v' j' g' f' g' r' c' t' v' o' g' p' v' q' c' u' u' k' u' v' r' g' t' u' q' p' u' g' z' r' g' t' k' e' p' e' k' p' i' " q' t' c' v' t' k' u' m' i' q' h' j' q' o' g' r' u' u' p' g' u' u' . k' p' e' n' f' l' p' i' . " d' w' p' q' v' r' i' k' o' k' g' f' " v' q' . " r' t' q' x' k' f' l' p' i' " t' c' r' k' f' " t' g' i' q' w' u' k' p' i' . " t' g' p' v' c' n' i' c' u' u' k' u' c' p' e' g' . " p' c' x' k' i' c' v' k' p' e' g' p' v' t' u' c' p' f' " v' j' g' p' g' y' e' q' u' v' w' e' v' k' p' . " t' g' i' c' d' k' r' k' c' v' k' p' . c' p' f' " r' t' g' u' g' t' x' c' v' k' p' q' h' r' g' t' o' c' p' g' p' v' c' p' f' " t' c' p' u' k' t' q' p' c' n' i' t' g' p' v' c' n' i' j' q' w' u' k' p' i' 0 " C' h' g' t' L' c' p' w' c' t' { " 3."423: " h' w' p' f' l' p' i' " u' j' c' m' d' g' c' m' q' e' c' v' g' f' c' u' h' q' m' y' u' < " *3+ V' y' g' p' v' { " r' g' t' e' g' p' v' q' h' c' m' o' q' p' g' { " u' l' p' v' j' g' h' w' p' f' " u' j' c' m' w' r' q' p' c' r' r' t' q' r' t' k' e' v' k' p' d' { " v' j' g' N' g' i' k' u' r' c' w' t' g' . d' g' g' z' r' g' p' f' g' f' " h' q' t' " c' h' h' t' f' c' d' r' g' q' y' p' g' t' / q' e' e' w' k' e' f' " y' q' t' n' h' q' t' e' g' j' q' w' u' k' p' i' 0 " *4+ U' g' x' g' p' v' { " r' g' t' e' g' p' v' q' h' o' q' p' g' { " u' f' g' r' q' u' k' u' g' f' " l' p' v' j' g' h' w' p' f' " u' j' c' m' w' r' q' p' c' r' r' t' q' r' t' k' e' v' k' p' d' { " v' j' g' N' g' i' k' u' r' c' w' t' g' . d' g' o' c' f' g' c' x' c' k' r' d' n' g' v' q' i' n' e' c' n' i' q' x' g' t' p' o' g' p' u' v' q' w' f' c' v' g' r' r' e' p' p' k' p' i' " f' q' e' w' o' g' p' u' c' e' s' w' u' k' u' k' p' . " t' g' i' c' d' k' r' k' c' v' k' p' . c' p' f' " r' t' g' u' g' t' x' c' v' k' p' q' h' t' g' p' v' c' n' i' j' q' w' u' k' p' i' " v' j' c' v' k' u' c' h' h' t' f' c' d' r' g' v' q' g' z' t' g' o' g' n' l' " m' y' / k' p' e' q' o' g' . " x' g' t' { " m' y' / k' p' e' q' o' g' . " m' y' / k' p' e' q' o' g' . " c' p' f' " o' q' f' g' t' c' v' g' / k' p' e' q' o' g' j' q' w' u' g' j' q' r' f' u' = " *4+ C' h' h' t' f' c' d' r' g' t' g' p' v' c' n' i' c' p' f' " q' y' p' g' t' u' j' k' r' j' q' w' u' k' p' i' " v' j' c' v' o' g' g' u' v' j' g' p' g' g' f' u' q' h' c' i' t' a' y' k' p' i' " y' q' t' n' h' q' t' e' g' w' r' v' q' " 342" r' g' t' e' g' p' v' q' h' c' t' g' c' o' g' f' k' e' p' k' p' e' q' o' g' = " *5+ o' c' v' e' j' k' p' i' " r' q' t' v' k' p' u' q' h' h' w' p' f' u' r' r' e' g' f' k' p' v' q' i' n' e' c' n' i' q' t' t' g' i' k' a' p' c' n' i' j' q' w' u' k' p' i' " t' w' u' v' h' w' p' f' u' = " *6+ o' c' v' e' j' k' p' i' " r' q' t' v' k' p' u' q' h' h' w' p' f' u' c' x' c' k' r' d' n' g' v' j' t' q' w' i' j' " v' j' g' N' a' y' " c' p' f' " O' q' f' g' t' c' v' g' k' p' e' q' o' g' J' q' w' u' k' p' i' " C' u' u' g' v' H' w' p' f' = " *7+ " e' c' r' k' e' r' k' f' g' f' " t' g' u' g' t' x' g' u' " h' q' t' " u' g' t' x' l' e' g' u' " e' q' p' p' g' e' v' g' f' " v' q' v' j' g' " e' t' g' e' v' k' p' q' h' " p' g' y' " r' g' t' o' c' p' g' p' v' u' w' r' q' t' v' k' x' g' " j' q' w' u' k' p' i' . k' p' e' n' f' l' p' i' " f' g' x' g' n' r' o' g' p' u' h' w' p' f' g' f' " v' j' t' q' w' i' j' " v' j' g' X' g' v' t' c' p' u' J' q' w' u' k' p' i' " c' p' f' " J' q' o' g' r' u' u' p' g' u' u' R' t' g' x' g' p' v' k' p' D' q' p' f' " C' e' v' q' h' 4236 " *8+ " g' o' g' t' i' g' p' e' { " u' j' g' n' g' t' u' . " t' c' p' u' k' t' q' p' c' n' i' j' q' w' u' k' p' i' " c' p' f' " t' c' r' k' f' " t' g' i' q' w' u' k' p' i' = " *9+ c' e' e' g' u' i' d' k' r' k' v' " o' q' f' k' h' e' c' v' k' p' u' = " * : + g' h' h' t' u' v' q' " c' e' s' w' k' g' c' p' f' " t' g' i' c' d' k' r' k' c' v' g' h' t' g' e' m' u' g' f' " q' t' " x' c' e' c' e' p' v' j' q' o' g' u' = " * : + j' q' o' g' q' y' p' g' t' u' j' k' r' " q' r' r' q' t' w' p' k' l' e' u' . " k' p' e' n' f' l' p' i' " f' q' y' p' r' c' { " o' g' p' v' c' u' u' k' u' c' p' e' g' = " *32+ i' t' c' p' u' v' q' i' n' e' c' n' i' c' p' f' " t' g' i' k' a' p' c' n' i' c' i' g' p' e' l' g' u' v' q' c' u' u' k' u' v' k' p' v' j' g' f' g' x' g' n' r' o' g' p' v' c' p' f' " w' f' c' v' k' p' i' " q' h' r' r' e' p' p' k' p' i' " f' q' e' w' o' g' p' u' c' p' f' " q' p' k' p' i' " q' t' f' k' o' c' p' e' g' u' k' p' " q' t' f' g' t' " v' q' " c' e' e' g' r' t' c' v' g' j' q' w' u' k' p' i' " r' t' q' f' w' e' v' k' p' = " *33+ " i' n' e' c' n' i' k' p' e' g' p' v' k' x' g' u' c' u' o' c' v' e' j' k' p' i' " h' w' p' f' u' v' q' i' n' e' c' n' i' c' i' g' p' e' l' g' u' v' j' c' v' c' r' r' t' q' x' g' p' g' y' " j' q' w' u' k' p' i' " h' q' t' g' z' t' g' o' g' n' l' " m' y' / k' p' e' q' o' g' . " x' g' t' { " m' y' / k' p' e' q' o' g' . " m' y' / k' p' e' q' o' g' . " c' p' f' " o' q' f' g' t' c' v' g' / k' p' e' q' o' g' j' q' w' u' g' j' q' r' f' u' = c' p' f' " " *34+ " v' j' g' " e' q' u' v' q' h' r' g' t' k' f' l' e' " c' w' f' k' u' 0 " V' j' g' " t' g' o' c' l' p' k' p' i' " 32" r' g' t' e' g' p' v' q' h' v' j' g' o' q' p' g' { " u' r' g' e' k' h' e' f' " l' p' v' j' k' u' u' w' d' r' c' t' e' i' t' e' r' j' " u' j' c' m' d' g' c' m' q' e' c' v' g' f' " g' s' w' k' e' d' n' l' " c' o' q' p' i' " i' n' e' c' n' i' l' w' t' k' u' f' k' e' v' k' p' u' v' j' c' v' c' t' g' " p' q' p' g' p' v' k' x' g' o' g' p' v' c' t' g' c' u' 0 " i' q' x' g' t' p' o' g' p' u' = " *5+ " g' o' r' j' c' u' k' g' " k' p' x' g' u' o' g' p' u' v' j' c' v' u' g' t' x' g' j' q' w' u' g' j' q' r' f' u' v' j' c' v' c' t' g' c' v' q' t' " d' g' n' y' " 82" r' g' t' e' g' p' v' q' h' c' t' g' c' o' g' f' k' e' p' k' p' e' q' o' g' = " *6+ " g' p' e' q' w' t' c' i' g' g' e' a' p' q' o' k' e' " f' g' x' g' n' r' o' g' p' v' c' p' f' " l' q' d' " e' t' g' e' v' k' p' d' { " j' g' r' k' p' i' " v' q' o' g' g' v' v' j' g' j' q' w' u' k' p' i' " p' g' g' f' u' q' h' c' i' t' a' y' k' p' i' " y' q' t' n' h' q' t' e' g' w' r' v' q' " 342" r' g' t' e' g' p' v' q' h' c' t' g' c' o' g' f' k' e' p' k' p' e' q' o' g' = " *7+ " k' f' g' p' v' k' h' { " q' r' r' q' t' w' p' k' l' e' u' h' q' t' " e' a' q' t' f' k' o' c' v' k' p' c' o' q' p' i' " u' v' c' v' f' g' r' c' t' v' o' g' p' u' c' p' f' " c' i' g' p' e' l' g' u' = " *8+ " k' p' e' g' p' v' k' k' g' v' j' g' w' u' g' " c' p' f' " e' a' q' t' f' k' o' c' v' k' p' q' h' p' a' p' / t' c' f' k' l' a' p' c' n' i' h' w' p' f' l' p' i' " u' q' w' e' g' u' = c' p' f' " " *9+ " k' p' e' g' p' v' k' k' g' " k' o' p' p' q' x' c' v' k' x' g' c' r' r' t' q' e' j' g' u' v' j' c' v' r' t' q' t' v' e' g' " e' q' u' v' u' c' x' l' p' i' u' v' q' i' n' e' c' n' i' c' p' f' " u' v' c' v' g' u' g' t' x' l' e' g' u' d' { " t' g' f' w' e' l' p' i' " v' j' g' " l' p' u' v' c' d' k' r' k' v' { " q' h' j' q' w' u' k' p' i' " h' q' t' " h' t' g' s' w' e' p' v' . " k' i' j' / e' q' u' v' w' u' g' u' v' j' q' u' r' k' e' n' u' . " l' e' k' n' u' . " f' g' y' z' k' h' e' c' v' k' p' " l' e' c' k' r' k' l' e' u' . " r' u' f' e' j' k' e' v' l' e' j' q' u' r' k' e' n' u' . " c' p' f' " g' o' g' t' i' g' p' e' { " u' j' g' n' g' t' u' 0 " T' g' s' w' k' t' g' u' " g' z' r' g' p' f' k' w' t' g' t' g' s' w' g' u' v' k' p' v' j' g' I' q' x' g' t' p' q' t' a' i' r' t' q' r' q' u' g' f' " d' w' f' i' g' v' v' q' d' g' " e' a' p' u' k' u' g' p' v' y' k' j' " v' j' g' " D' w' k' f' l' p' i' " J' q' w' u' k' p' i' " c' p' f' " L' q' d' u' " k' p' x' g' u' o' g' p' v' u' t' c' v' i' g' i' { 0</p>	<p>: 4; B9"</p>	<p>Uki pgf "kpv'rcy < E'j cr vgt'586"</p>	

State Senate Bills	Subject	Last Amended	Status	VTA Position
<p>SB 3 *Dgcm" Xgvtcpu'cpf " Chhqt cdrg" J qwukpi "Dqpf " Cev'qh'423: "</p>	<p>Ecmu'ht'uwdo kwkpi 'y j g'Chhqt cdrg'J qwukpi "Dqpf "Cev'qh'423: "v'j g'xqvgtu'cv'j g'P qxgo dgt'8. '423: . 'lvcygf kf g' i gpgtci'gngv'kq. "y j kej "cwj qtk' gu'v'j g'kuw'cpeg' qh'&6" dknkqp"kp"i gpgtci'qdrki cvkqp'dqpf u'v'q' hwpf "xctk'qwu' r tqi tco u'tgr'v'g'v'q' j qwukpi 0"Kf'cr r tqxgf "d{ 'y j g'xqvgtu. 'tgs wkt gu'v'j g'r tqeggf u'ht'qo "y j g'kuw'cpeg'qh'v'j g'dqpf u' v'q'dg'cmqecv'g'kp"v'j g'hqmqy kpi "o cpgt'<"*3+'&307" dknkqp"v'q'eqput wew' "tgi cdkk'cv'g'cpf "r t'gug'xg'r gto cpgp'v' c'p'f "v'c'p'uk'q'p'c'nt'g'p'v'c'j' qwukpi "hqt"r gtu'qpu'y kj "lpeqo gu'qh'w' "v'q'82"r gtegp'v'qh'v'j g'ctgc"o gf kcp "lpeqo g="*4+' &372"o kntkqp"v'q'r tqxkf g'cuuk'cpeg"v'q'ek'kgu. 'eqw'v'kgu. 'r wdrke "v'c'p'uk'v'ci' g'pek'gu. 'c'p'f "f'g'x'g'nr' gtu'ht'v'j g'r wtr qug'qh' f'g'x'g'nr' kpi "qt' h'ek'k'v'k'v'k'pi "j ki j g't'f'g'p'uk'v' { 'w'ug'u'y kj kp'em'ug'r tqzko kv' 'v'q'v'c'p'uk'v'v'c'v'v'j' k'nt'k'p'et'g'c'ug' "r wdrke 'v'c'p'uk'v' t'k'f' g'tuj k' =""*5+' &522" o kntkqp" hqt" k'p'h'm' l'p'eg'p'v'x'g' "i t'c'p'u'v'q' cuuk'v' k'p' "eqput wew'k'pi "c'p'f "t'g'i c'dk'k'v'k'v'k'pi " k'p'ht'c'ut'wew't'g'v'j' c'v'w'r r' q't'w'j' ki j /f'g'p'uk'v' { 'c'h'q't'f' c'drg'c'p'f "o k'z'g'f' /l'p'eqo g'j' qwukpi "k'p' h'q'ec'v'k'p'u'f' g'uk'i' p'c'v'g'f' 'c'u'k'p'h'm' =*6+"Qpg"j' w'p'f' t'g'f' "h'k'v' { "o k'ntkqp" f' q'nt'u'="&372.222.222+"v'q'dg'v'c'p'uk'v'g't'g'f' "v'q'v'j g'Ugrh'J gr "J qwukpi "Hwpf. "y j kej "y k'm' dg' w'k'k' g'f' d { "y j g' "y j g' "E'c'k'k'q't'p'k' "J qwukpi "H'p'c'peg' "C'i' g'p' { "v'q' u'w'r r' q't'v'v'j g'j' q'o g'r w'ej' c'ug'cuuk'c'peg' r' tqi tco ""*7+'&522"o kntkqp" hqt"i' t'c'p'u'v'q't' h'q'c'p'u'v'q't' h'q'ec'n'r' wdrke "g'p'v'k'kgu. 'p'q'p'r' t'q'k'v'eq't'r' q't'c'v'k'p'u. 'i'ko' k'g'f' "h'c'd'k'k'v'k'v'k'v' eqo r' c'p'kgu. "c'p'f "i'ko' k'g'f' "r' c't'v'p'g't'uj' k' u'ht' "eqput wew'k'pi "q't' "t'g'i c'dk'k'v'k'v'k'pi "j' qwukpi "hqt"i' c'k'le'w'w'v'c'v'c'g'o r' m' { g'g'u'c'p'f "v'j' g'k' "h'c'o' k'kgu. "q't' h'q't' "c'es' w'k't'k'pi "o c'p'w'c'ew't'g'f' "j' qwukpi "c'u'r' c't'v'q'h'c' "r' tqi tco "v'q'c'f' f' t'g'u'c'p'f "t'g'o' g'f' { "v'j' g'k'o' r' c'ew' q'h'ew't'g'p'v'c'p'f "r' q'w'p'v'c'v'c'f' k'ur' m'ego' g'p'v'q'h' "h'c't'o' y' q't'ng't' "h'c'o' k'kgu" h'c't'o' "g'z'k'v'k'pi "r'c'd'q't' "eco' r' u." o q'd'k'g'j' q'o g'r' c't'm'u' q't' "q'v'j' g't' "j' qwukpi =""*8+'&522"o kntkqp" hqt" "eqo r' g'v'k'k'x'g' "i' t'c'p'u'v'q't' h'q'c'p'u'v'q' h'q'ec'n'j' qwukpi "v'w'v' h'wpf u'v'j' c'v'f' g'x'g'nr' . q'y p. "r'g'p'f. "q't' "k'p'x'g'u'v' k'p' c'h'q't'f' c'drg' "j' qwukpi "v'q' cuuk'v' k'p' "e't'g'c'v'k'pi "r' k'q'v'r' tqi tco u'v'q' "f' g'o' q'p'ut'c'v'g' "k'p'p'q'x'c'v'x'g' . eq'u'v'c'x'k'p'i "c'r' r' tq'cej' gu'v'q' "d'w'k'f' k'pi "q't' "r' t'g'ug't'x'k'p'i "c'h'q't'f' c'drg' "j' qwukpi "c'p'f ""*9+'&522"o kntkqp" hqt"v'j g' "E'c'n'j' q'o g' R't'q'i tco "v'q' r' tq'x'k'f' g'f' k'g'ev. "h'q't'i' k'x'c'drg' h'q'c'p'u'v'q' "cuuk'v'f' g'x'g'nr' o' g'p'v'r' t'q'l'g'ew' "k'p'x'q'r'k'p'i "o' w'k'r' r'g' "j' q'o' g'q'y' p'g't'uj' k'r' v'p'k'u'0""* : +&3" dknkqp"v'q' "h'p'c'peg' "h'c't'o' . "j' q'o' g' "c'p'f "o' q'd'k'g'j' q'o g'r' w'ej' c'ug'cuuk'c'peg' h'q't' "x'g'v't'c'p'u'0'</p>	<p>: 153 B9"</p>	<p>Uki pgf "k'p'v'q' "h'cy < E'j' c'r' v'g't' "%87"</p>	
<p>SB 20 *J km" Dwugu< Ugc'v'd'g'm'u"</p>	<p>T'gs wkt gu'c' "r' cuugpi g't' "k'p'c' "d'w'u'g's w'r r' g'f' "y kj "u'g'c'v'd'g'm'u"v'q' "d'g' "r' t'q'r' g't'n'f' "t'g'v't'c'k'p'g'f' "d { "c' "d'g'm' "g'z'eg'r' v'k'p'v'j' g'ec'ug' y' j' g't'g' "v'j' g'r' cuugpi g't' "k'u'q'w'q'h'j' k'u'q't' "j' g't' "u'g'c'v'v'q' "w'ug' "c'p' "q'p'd'q'c't'f' "d'c'v'j' t'q'q'o' 0" "U'r' g'ek'h'g'u'v'j' c'v'c' "x'k'q'r'v'k'p' "q'h'v'j' k'u' u'g'c'v'd'g'm' "t'gs wkt go g'p'v'k'u'c'p' "k'p'ht'c'ev'k'p' "r' w'p'k'uj' c'drg' "d { "c' "h'k'p'g' "q'h'p'q'v'o' q't'g'v'j' c'p' "&42" h'q't' "v'j' g' "h'k't'u'v'q'h'g'p'ug. "c'p'f "c' "h'k'p'g' q'h'p'q'v'o' q't'g'v'j' c'p' "&72" h'q't' "g'cej' "u'w'd'g's w'g'p'v'q'h'g'p'ug'0" T'gs wkt gu'c' "o' q'v'q't' "e'c't't'k'g't' "q'r' g't'c'v'k'pi "c' "d'w'u'g's w'r r' g'f' "y kj ' u'g'c'v'd'g'm'u"v'q' "o' c'k'p'v'c'k'p' "v'j' g' "d'g'm'u'k'p' "i' q'q'f' "y' q't'n'k'p'i "q't'f' g't' "h'q't' "v'j' g' "w'ug' "q'h'v'j' g' "x'g'j' k'erg'0" "T'gs wkt gu'c' "o' q'v'q't' "e'c't't'k'g't' "q'r' g't'c'v'k'pi "c' "d'w'u'g's w'r r' g'f' "y kj "u'g'c'v'd'g'm'u"v'q' "f' q' "q'p'g' "q'h'v'j' g' "h'q'm'q'y' k'pi < ""*3+'t'gs wkt g'v'j' g' "d'w'u'f' t'k'x'g't' . d'g'h'q't'g'f' g'r' c't'w't'g' . "v'q' "k'p'h'q't'o' "r' cuugpi g't'u'q'h'v'j' g' "t'gs wkt go g'p'v'v'q' "y' g'c't' "v'j' g' "d'g'm' "w'p'f' g't' "E'c'k'k'q't'p'k' "h'cy "c'p'f "v'j' c'v'p'q'v' y' g'c't'k'pi "v'j' g' "d'g'm' "k'u'r' w'p'k'uj' c'drg' "d { "c' "h'k'p'g' "q't' ""*4+'r' q'u'v'k'i' p'u'q't' "r' m'ec't'f' u'k'p'h'q't'o' k'pi "r' cuugpi g't'u'q'h'v'j' g' "t'gs wkt go g'p'v'0 U'r' g'ek'h'g'u'v'j' c'v'v'j' g' "c'h'q't'g'o' g'p'v'k'p'g'f' "r' t'q'x'k'k'q'p'u'q'h'v'j' g' "d'k'n'f' q' "p'q'v'c'r' r' n'f' "v'q' "u'ej' q'q'r' "d'w'ug'u'0" "h'c' "d'w'u'k'u'g's w'r r' g'f' "y kj ' c' "f' t'k'x'g't' "u'g'c'v'd'g'm'u' "r' t'q'j' k'd'k'u'v'j' g' "f' t'k'x'g't' "h'c't'o' "q'r' g't'c'v'k'pi "v'j' g' "d'w'u' "w'p'ng'u'j' "g' "q't' "u'j' g' "k'u'r' t'q'r' g't'n'f' "t'g'v't'c'k'p'g'f' "d { "v'j' g' "d'g'm'0 U'r' g'ek'h'g'u'v'j' c'v'c' "x'k'q'r'v'k'p' "q'h'v'j' k'u' "t'gs wkt go g'p'v'k'u'c'p' "k'p'ht'c'ev'k'p' "r' w'p'k'uj' c'drg' "d { "c' "h'k'p'g' "q'h'p'q'v'o' q't'g'v'j' c'p' "&42" h'q't' "v'j' g' "h'k't'u'v'q'h'g'p'ug. "c'p'f "c' "h'k'p'g' "q'h'p'q'v'o' q't'g'v'j' c'p' "&72" h'q't' "g'cej' "u'w'd'g's w'g'p'v'q'h'g'p'ug'0" T'gs wkt gu'v'j' g' "o' q'v'q't' "e'c't't'k'g't' "q'r' g't'c'v'k'pi "c' "d'w'u' "y' k'j' "c' "f' t'k'x'g't' "u'g'c'v'd'g'm'u"v'q' "o' c'k'p'v'c'k'p' "v'j' g' "d'g'm' "k'p' "i' q'q'f' "y' q't'n'k'p'i "q't'f' g't' "h'q't' "v'j' g' "w'ug' "q'h'v'j' g' "f' t'k'x'g't'0" T'gs wkt gu'c' "e'j' c't'v'g't' "d'w'u' "eq'o' r' c'p'f "v'q' "g'p'uw't'g' "v'j' c'v'c' "f' t'k'x'g't' "q'h'c' "x'g'j' k'erg' "f' g'uk'i' p'g'f' "v'q' "e'c't't' "5; "q't' "o' q't'g' "r' cuugpi g't'u'f' q'g'u' "d'q'v'j' "q'h'v'j' g' "h'q'm'q'y' k'pi < "" *3+' k'p'ut'wew' "q't' "r' m' { "u' "c' "x'k'f' g'q' "h'q't' "c'm' "r' cuugpi g't' "t'g'i' c't'f' k'pi "v'j' g' "u'c'h'g'v'f' "g's w'r o' g'p'v'c'p'f' "g'o' g't'i' g'p' { "g'z'k'u'u' "q'p' "v'j' g' "x'g'j' k'erg' "r' t'k'q't' "v'q' "v'j' g' "d'g'i' k'p'p'k'pi "q'h'c'p' { "v'k'r' =c'p'f "" *4+' r' t'q'x'k'f' gu' "g'cej' "r' cuugpi g't' "y' k'j' "y' t'k'w'p' "q't' "x'k'f' g'q' "k'p'ut'wew'k'p'u'v'j' c'v'k'p'em'f' g' "c'v'c' "o' k'p'ko' w'o' . "c' "f' g'o' q'p'ut'c'v'k'p' "q'h'v'j' g' "h'q'ec'v'k'p' "c'p'f "q'r' g't'c'v'k'p' "q'h'c'm' "g'z'k'u' "v'j' g' "t'gs wkt go g'p'v'v'q' "y' g'c't' "c' "u'g'c'v'd'g'm'u' "k'h' "c'x'c'k'c'drg' . "c'p'f "v'j' c'v'p'q'v' "y' g'c't'k'pi "v'j' g' "d'g'm' "k'u'r' w'p'k'uj' c'drg' "d { "c' "h'k'p'g'0 V'j' g'r' t'q'x'k'k'q'p'u'q'h'v'j' k'u' "d'k'n'f' y' q'w'f' "d'g'eq'o' g' "q'r' g't'c'v'k'x'g' "q'p' "L'w'q' "3. "423: 0'</p>	<p>: 17 B9"</p>	<p>Uki pgf "k'p'v'q' "N'cy < E'j' c'r' v'g't' "%5"</p>	

State Senate Bills	Subject	Last Amended	Status	VTA Position
<p>SB 21 *J kmi" Uwt xgkncpeg" Vgej pqmji kgu"</p>	<p>D{ "Lwn{ "3."423: ."tgs wktgu" c" ncy "gphqtego gpv'ci gpe{ "y cv' wugu" qt "ceeguugu" lphqto cvkqp" Itqo "uwt xgkncpeg" vgej pqmji kgu" q" uwo do k' vq" ku" i qxgtplki "dqf { "hqt" cf qr vkap" c" Uwt xgkncpeg" Wug" Rqrle { "vq" gpuw g" y cv' y g' eqmge vkap. "wug" o clpvpcpeg. "uj ctlpi . "cpf "f kuugo lpcvkap" qh" lphqto cvkqp" qt "f cvc" ku" eqpukv gpy kj "t gur gev' hqt" kpf kxk' wcuw' t kxce { "cpf "ekxki' rkdgt vkuo' Kf' c" Uwt xgkncpeg" Wug" Rqrle { "ku" pqv' cf qr vgf "d { "t guqmwkap" qt "qt f kpcpeg" d { "ku" i qxgtplki "dqf { ." tgs wktgu" y g" ncy "gphqtego gpv'ci gpe { "vq" egcug" wukpi "y g" uwt xgkncpeg" vgej pqmji kgu' y kj kp' 52' f c { u' cpf "wpvki' y g" vko g' y cv' c' r qrle { "ku" cf qr vgf 0" Tgs wktgu' y g' r qrle { "vq" kpenmf g. "kp" ugr ct cvg" ugevkqpul ur gekkle "vq" gcej "vpls wv' v' r g' qh' uwt xgkncpeg" vgej pqmji { ." c' f guetkr vkap" qh' gcej "uwt xgkncpeg" vgej pqmji { "wugf" qt' tgrkxg' w' qp' hqt" lphqto cvkqp" d { "y g" ncy "gphqtego gpv'ci gpe { 0" Rt qxkf gu' hqt" y g' F gr ct vo gpv' qh' y g' Ecnkktplc' J ki j y c { "Rcvt qn' cpf "y g' F gr ct vo gpv' qh' Lwudeg" vq" guvdrkuj "y gkt" qy p" Uwt xgkncpeg" Wug" Rqrle kguo" Tgs wktgu' gcej "ugevkap" eqxgtlpi "c" ugr ct cvg" vgej pqmji { "vq" kpenmf g. "cv' c" o loko wo . "cm' qh' y g' hqmny kpi < "3+ "cwj qtk gf' r wtr qugu' hqt' wukpi "y g' uwt xgkncpeg" vgej pqmji { = "4+ v' r gu' qh' f cv' y cv' ecp' dg' cpf "ku' eqmgevgf" d { "y g' uwt xgkncpeg" vgej pqmji { = "5+ c' f guetkr vkap" qh' y g' lqd' vkwg' qt "qvj gt" f guki pcvkap" qh' go r m { ggu' cpf "kpf gr gpf gpv' eqpvtcevqtu' y j q' ctg' cwj qtk gf "vq" wug' y g' uwt xgkncpeg" vgej pqmji { "qt" vq' ceegu' y g' f cvc' eqmgevgf = "6+ v' y g' vkwg' qh' y g' qh' klcni ewuvg kcp" qt "y qy pgt" qh' y g' uwt xgkncpeg" vgej pqmji { = "7+ c' f guetkr vkap" qh' y g' y g' uwt xgkncpeg" vgej pqmji { "y kni dg" o qpkqgtgf "vq" gpuw g' y g' ugewkw' qh' y g' lphqto cvkqp" cpf "eqo r rncpeg" y kj "cp { "cr r rncdng' r tkxce { "ncy u= "8+ v' y g' ngpi y g' qh' vko g' lphqto cvkqp" eqmgevgf" d { "y g' uwt xgkncpeg" vgej pqmji { "y kni dg" tgvclp' gf . "cpf "c" r tqegu' vq' f gvgto kpg' h' cpf "y j gp' vq" f guntq { "y g' tgvclp' gf "lphqto cvkqp" = "9+ r wtr qugu' qh' r tqeguugu' hqt" cpf "t guvkvkap' qp' y g' ucrg. "uj ctlpi "qt" v' tcpuht' qh' lphqto cvkqp" vq' qv' gt' r gtuapu= * . +j qy "eqmgevgf" lphqto cvkqp" ecp' dg' ceegu' gf" d { o go dgtu' qh' y g' r wdrle. "kpenmf kpi "etko kpcn' f ghgp' cpw= " * ; +c" r tqegu' vq" o clpvclp' c" tgeqtf "qh' ceegu' qh' y g' uwt xgkncpeg" vgej pqmji { "qt" lphqto cvkqp" eqmgevgf" d { "y g' vgej pqmji { = "cpf " *32+ v' y g' gzkvgepeg" qh' c" o go qtcpf wo' qh' wpf gtucpf kpi "qt" qv' gt' ci tgggo gpv' y kj "cpqj gt" m' ecn' ci gpe { "qt" r ctv' "hqt" y g' y g' ctgf "wug" qh' y g' uwt xgkncpeg" vgej pqmji { ." qt" y g' y g' ctlpi "qh' y g' lphqto cvkqp" eqmgevgf" v' tqwi j "ku' wug" 0" Chgt "Lwn{ "3."423: ." ur gekk' gu' y cv' kh' c' ncy "gphqtego gpv'ci gpe { "kp' vpf u' vq" ces wkt g" c" pgy "v' r g' qh' uwt xgkncpeg" vgej pqmji { "chgt" y g' cf qr vkap" qh' y g' Uwt xgkncpeg" Wug" Rqrle { ." tgs wktgu' y g' ci gpe { "vq" uwo do k' cp' co gpf o gpv' vq' y g' r qrle { "vq" kpenmf g' y g' vgej pqmji { ' cu' c" pgy "ugevkap" qh' y g' r qrle { "vq" ku" i qxgtplki "dqf { "hqt" cr r tqxcio' " Kf' c" ncy "gphqtego gpv'ci gpe { "ku" pqv' kp' r qugu' hqt' qh' uwt xgkncpeg" vgej pqmji kgu' qp' qt' dghqt g' Lwn{ "3."423: ." cpf "kp' vpf u' vq" ces wkt g' uwe j " vgej pqmji kgu' chgt' y cv' f cvg. " tgs wktgu' y g' ci gpe { "vq" uwo do k' c" Uwt xgkncpeg" Wug" Rqrle { "vq" ku" i qxgtplki "dqctf "hqt" eqpuk' g' tcvkap 0 Cv' v' vko g' k' pvtg' xcn' ci tggf "vq" d { "y g' ncy "gphqtego gpv'ci gpe { "cpf "ku" i qxgtplki "dqf { ." dw' bpqv' hgu' qh' hgp' y cp' gxgt { ' vy q' { gctu " tgs wktgu' y g' ncy "gphqtego gpv'ci gpe { "y cv' wugu" uwt xgkncpeg" vgej pqmji kgu' cpf "j cu" cp' cr r tqxgf ' Uwt xgkncpeg" Wug" Rqrle { "vq" uwo do k' vq" ku" i qxgtplki "dqf { "c" y tkv' gp' Uwt xgkncpeg" Vgej pqmji { "Wug" Tgr qt v' Tgs wktgu' y g' tgr qt v' vq' kpenmf g. "cv' c" o loko wo . "cm' qh' y g' hqmny kpi < "3+ v' y g' ces wkvkap' equu' hqt' gcej "uwt xgkncpeg" vgej pqmji { ." cu' y g' m' cu' y g' c' p' p' w' n' r' g' t' c' v' k' pi " equu= "4+ c' f guetkr vkap" qh' y g' y o cp { "vko gu' gcej "v' r g' qh' vgej pqmji { ' y cu' wugf "kp' y g' r tgegf kpi { gct. "cpf "j qy "o cp { "vko gu' k' v' g' r' g' f " cr r t' g' j' g' p' f " u' w' r' g' e' u' t' " e' m' u' g' c' " e' t' k' o' k' p' c' n' e' c' u' g= "5+ c' f guetkr vkap" qh' y g' v' r g' qh' f cvc' eqmgevgf" d { "gcej "uwt xgkncpeg" vgej pqmji { ." kpenmf kpi "y j gy' gt' gcej "vgej pqmji { ' ecr w' t' g' f " ko ci gu. "uqwpf" qt" qv' gt' f cvc= "6+ v' y g' pwo dgt" qh' vko gu' cpf "y g' r wtr qugu' hqt" y j lej " uwt xgkncpeg" vgej pqmji { "y cu" dqttqy gf " Itqo " qt" ngpv' vq" cpqj gt' ci gpe { ." kpenmf kpi " vgej pqmji kgu' wugf " wpf g' " g' z' k' i' gpv' ektevo ucpegu= "7+ v' y g' pwo dgt" cpf "ercu' k' h' ec' v' kap" qh' y g' ci gpe { "go r m { ggu' v' t' clp' gf " cpf " cwj qtk gf " vq" wug' gcej ' v' r g' qh' uwt xgkncpeg" vgej pqmji { ." cu' p' i " y kj " c" f guetkr vkap" qh' y g' y g' v' t' clp' k' pi " r tqxkf gf " cpf " j qy " q' h' g' p' " k' y cu' r tqxkf gf = "cpf " "8+ f ku' eqmgevgf" qh' y j gy' gt' cp { "uwt xgkncpeg" vgej pqmji { "y cu' wugf "kp' c" o c' p' p' g' t' q' w' qh' eqo r rncpeg' y kj "y g' ci gpe { u' Uwt xgkncpeg" Wug" Rqrle { = y j gy' gt' f cvc' eqmgevgf "y tqwi j "y g' wug" qh' y g' vgej pqmji { "y cu' k' p' c' r' t' q' r' t' k' v' g' n' f' ku' eqmgevgf . " t' g' r' g' c' u' g' f " qt " kp' cp { "qv' gt" y c { "t' g' x' g' c' n' g' f " hqt" c" p' q' p' / cr r tqxgf " t' g' c' u' q' p' = "cpf " y g' u' v' r' u' y g' ci gpe { "vq' m' v' eqtt' gev' y g' g' t' t' q' t' 0</p>	<p>: 43 B9"</p>	<p>Cuugo dn{ "</p>	

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<p>SB 32 *O qqt rcej + Rwdrlc Go r m { gguo Rgpukp Tghqto "</p>	<p>Etgcvgu'vj g'Ekk gpuo'Rgpukp'Qxgtuki j v'Eqo o kvgg'vq'ugt'xg'lp'cp'cf'xkuqt { 'tqrq'vq'vj g'Vgcej gtuo'Tgvtgo gpv' Dqctf 'cpf 'vj g'Dqctf 'qh' Cf o kpkutcvkqp'qh'vj g'Ecrktqtpk'Rwdrlc'Go r m { gguo'Tgvtgo gpv'U' ugo '*EcrRTU'0 Tgs vktgu'vj g'qxgtuki j v'eqo o kvgg'vq'cppwcm' { 'tgxly 'vj g'cewcn'r gpkqp'equu'cpf "qdrk cvkqp'qh'EcrRTU' cpf "vj g'Ucvg'Vgcej gtuo'Tgvtgo gpv'U' ugo '*UVTU+; 'cpf "vq' tgr qtv'vj go "vq'vj g'r wdrle'0''Rtqj kdku'c"r wdrle' tgvkgo gpv'dqctf "Hqo "f ggo kpi "kpegpv'xg'r c { . "gf wecvkqpcn'r c { . "r tgo kwo "r c { . "ur gekn'cuuki po gpv'r c { . "qt' j qnk' c { "r c { "vq'dg"r gpkqp'cdng'eqo r gpucv'kqp'0''Tgs vktgu'vj g'Dqctf 'qh' Cf o kpkutcvkqp'qh'EcrRTU'vq'tgf weg' vj g'wphwpg'gf 'hcdk'k'v'qh'EcrRTU'vq'vj g'3; : 2'rgxgn'vq'dg'cej l'xgf 'd { '4252. 'y kj 'vj g'i qcn'qh'hw'w' { 'hwpg'kpi 'vj g' u' { ugo 0''k'p'cp' { " { gct 'k'p'y j lej 'vj g'wphwpg'gf 'cewctkn'hcdk'k'v'qh'EcrRTU'ku'i tgcvt 'vj cp' gtq. "tgs vktgu'vj g' Dqctf 'qh' Cf o kpkutcvkqp'vq'kpetg'cug'vj g'go r m { gt'eqv'kdwkqp'tcvg'qvj gty kug'r tqxk'gf 'd { "r'y "hqt'vj g'ucv'g' eqv'kcevkpi 'ci gpek'gu'cpf "uej qqn'go r m { gtu'd { "32" r tgegp'0'' D { "Lcpwct { "3. "423; . "tgs vktgu'vj g'Dqctf "qh' Cf o kpkutcvkqp'qh'EcrRTU'vq'f g'xgn'r 'cpf "uwo k'v'vq'vj g'Ngi kur'wtg'hqt'cr r tqx'cn'c"j { dtk'f 'tgvkgo gpv'r r'p' eqpuk'kpi "qh'vj g'hqmq'v'kpi < "3+'c'f g'hk'p'gf "dgp'ghk'v'eqo r qpp'v'vj cv'w'k'k' gu'my /tkum'k'p'x'guo gpw'c'p' "" *4+'c' f g'hk'p'gf "eqv'kdwkqp'eqo r qpp'v'w'p'gf "y j lej "cp" go r m { gguo'eqv'kdwkqp'u' y km' dg' o c'v'ej gf "d { " go r m { gt' eqv'kdwkqp'u'w' "vq'c"egt'v'k'p'r tgegp'0''Tgs vktgu'c' o go dgt' y j q'ku'htu'v'go r m { gf "d { "vj g'ucv'g. "c'eqv'kcevkpi ' ci gpe { "qt'c'uej qqn'go r m { gt. "cpf "d'geqo gu'c' o go dgt'qh'EcrRTU'qp'qt'chgt'vj g'cr r tqx'cn'qh'vj g'j { dtk'f 'r r'p' d { "vj g'Ngi kur'wtg'vq'r ctv'k'k' cvg'k'p'vj g'j { dtk'f 'r r'p'0''Hqt'cp'k'p'k'k'f w'ny j q'd'geqo gu'c' o go dgt'qh'cp' { 'r wdrle' tgvkgo gpv'u' { ugo "hqt'vj g'htu'v'k'o g'qp'qt'chgt' "Lcpwct { "3. "423; . "cpf "y j q' y cu'pq'v'c' o go dgt'qh'cp' { "qvj gt' r wdrle' tgvkgo gpv'u' { ugo "r tkq' "vq'vj cv'f cvg. "tgs vktgu'vj g'hk'p'cn'eqo r gpucv'kqp'w'ug'f "vq'f g'v'gto k'p'g'vj g' o go dgt'v' tgvkgo gpv'dgp'ghk'v'vq'dg'vj g'j ki j gu'c'ppw'cn'r gpkqp'cdng'eqo r gpucv'kqp'gct'p'gf "d { "vj g' o go dgt'f w'k'pi "c"r g'k'q'f ' qh'cv'rg'cu'82'eqpuge'w'k'g' o qp'v' u. "qt'cv'rg'cu'v'k'x'g'eqpuge'w'k'g'uej qqn' { gct'u'k'cr r hcd'ng'0''Rtqj kdku'c"r wdrle' tgvkgo gpv'u' { ugo "Hqo "o c'nk'pi "c"eqv'q'v'k'k'k'p' cf l'w'wo gpv'vq'cp' { "tgvkgo gpv'dgp'ghk'v'vq. "qt'qp' d'gi ch'qh' "c' r gtu'qp'tgvk'gf "w'p'gf "vj g'u' { ugo . "qt'vq'cp' { "u'w'x'k'q'qt' "dgp'ghk'ekt { "qh'c' o go dgt'qt'r gtu'qp'tgvk'gf "w'p'gf "vj g' u' { ugo "hqt'cp' { " { gct. 'dgi k'p'k'pi 'qp'qt'chgt' "Lcpwct { "3. "423; . "k'p'y j lej 'EcrRTU'qt'UVTU'ku'p'q'v'hw'w' { 'hwpg'gf 0'</p>	<p>54B9"</p>	<p>Ugpcv'g'Rwdrlc" Go r m { o gpv' " " Tgvkgo gpv' Eqo o kvgg"</p>	
<p>SB 49 *f g'Ngqp+ Ecrktqtpk Gpxk'qpo g'pwn" Rwdrlc'J g'cnj " cpf "Y qtn'gtu" F g'hpug'Cev'q'h' 4239"</p>	<p>Tgs vktgu'vj g'Ucv'g' Ck' Tgu'q'w'eg'u' Dqctf "vq' t'gi w'ctn' { 'cuugu'r tqr qu'g'f 'cpf 'h'k'p'cn'ej cpi gu'vq' h'gf g'cn'uc'w'w'gu'cpf ' t'gi w'v'k'p'u'vj cv'eq'w'f "vj t'g'cv'p'vq'y g'cn'p'g'z'k'k'p'i "g'p'x'k'q'po g'p'cn'qt"r wdrle'j g'cnj "uc'p'f c'tf u'cpf "t'gi w'v'k'p'u' t'g'r'v'g'f "vq' o c'w'gtu'w'p'gf "vj g'Ucv'g' Ck' Tgu'q'w'eg'u' Dqctf v'lw'k'uf l'v'k'p'qt'vj g'lw'k'uf l'v'k'p'qh'vj g't'gi k'q'p'cn'qt' m'ec'n'c'k' s'w'c'k'v' "o c'p'ci go gpv'dqctf u'0''k'i'vj g'Dqctf "f g'v'gto k'p'gu'vj cv'c' "e'j cpi g't'g'cu'q'p'cdn' { 'eq'w'f "t'gu'w'v'k'p'c' p'gi cv'k'g'k'o r ce'v'vq'vj g'g'p'x'k'q'po gpv'vt'r wdrle'j g'cnj "qt'y g'nc't'g'k'p'Ecrktqtpk. 'k'v'uj c'n'v'c'ng'ce'v'k'p'u'cu'p'ge'gu'ct { ' k'p'q'tf g'vq' o c'k'p'v'k'p'r t'q'v'g'v'k'p'u'cv'rg'cu'v'cu'v'k'p'i gpv'cu'd'cu'g'k'p'g'h'gf g'cn'uc'p'f c'tf u'0'' Vj g'Dqctf "o c { "g'uc'd'k'uj ' t'w'gu'cpf "t'gi w'v'k'p'u'hqt' "Ecrktqtpk"vj cv'ct'g' o q't'g'v'k'p'i gpv'vj cp'vj g'd'cu'g'k'p'g'h'gf g'cn'uc'p'f c'tf u'0'' F g'h'k'p'gu' o'd'cu'g'k'p'g'h'gf g'cn'uc'p'f c'tf u'0''vq' o g'cp' h'gf g'cn'v'ny u. "qt' t'gi w'v'k'p'u'k'o r n'go g'p'k'pi "vj qu'g'ny u' g'h'g'v'k'g'cu'qh' Lcpwct { "3; . "42390''Rtqj kdku'c'ucv'g'ci gpe { "Hqo "co g'p'f k'pi "qt't'g'x'k'k'p'i "ku't'w'gu'cpf "t'gi w'v'k'p'u'k'p'c' o c'p'p'g't' vj cv'ku'rg'uu'v'k'p'i gpv'k'p'ku'r t'q'v'g'v'k'p'qh'y q't'ng't' t'ki j w'qt' y q't'ng't' u'ch'g'v' "vj cp'uc'p'f c'tf u'k'p'g'z'k'v'g'p'eg'cu'qh' Lcpwct { "3. "4238. "g'uc'd'k'uj gf "r w'v'w'ep'v'vq'vj g'hqmq'v'k'pi "h'gf g'cn'v'ny u' < "3+'H'ck' "Ned'qt' "U'c'p'f c'tf u'Ce'v' "" *4+ Qe'ew'cv'k'p'cn' U'ch'g'v' "cpf ""J g'cnj " Ce'v' "" *5+ "E'q'cn' "O'k'p'g' "U'ch'g'v' "cpf ""J g'cnj " Ce'v' c'p'f "" *6+ "qt' "t'gi w'v'k'p'u' g'uc'd'k'uj gf "r w'v'w'ep'v'vq'vj qu'g'h'gf g'cn'uc'w'w'gu'0''G'z'r t'g'u'w' { 'c'w'j q't'k' gu'c' r gtu'qp'vq'r g'v'k'k'p'c'eq'w'v'v'q'c'y t'k'v'q'h' o c'p'f cv'g'vq' < "3+eqo r g'n'c'ucv'g'qt'm'ec'n'ci gpe { "vq'r g'h'qto "cp'ce'v't'g's vkt'gf 'd { "vj ku'd'k'n'q' "" *4+ t'g'x'ly 'cp'ce'v'k'p' qh'c'ucv'g'qt'm'ec'n'ci gpe { "hqt'eqo r h'c'p'eg'y kj "vj ku'd'k'n'0''Vj ku'd'k'n'y q'w'f "o c'ng'ku'r t'q'x'k'k'p'u'k'p'q'r g't'cv'k'g'cu'qh' Lcpwct { "42. "4243. "cpf "y q'w'f 't'g'r g'cn'vj go "cu'qh'Lcpwct { "3. "42440'</p>	<p>; B4B9"</p>	<p>Cuugo dn' T'w'gu"</p>	

State Senate Bills	Subject	Last Amended	Status	VTA Position
<p>SB 50 *DOCmp+ Hgf gtcnRwdrie Ncpf u< Eqpxg{cpegu"</p>	<p>Guxcdkuj gu"ucvgr qrie {"vq" f kueqwtci g"eqpxg{cpegu"vj cv"tcpuht" yj g"qy pgtuj kr "qh'hgf gtcn'r wdrle"rcpf u"kp' Ecrkhtqtpk"ltqo "yj g'hgf gtcn'i qxgtpo gpv"vq"cpqj gt"gpvkv{0"Ur gekhgu"vj cv"uwej "eqpxg{cpegu"ctg"xqkf "wprguu"vj g' Ucvg"Ncpf u'Eqo o kuukqp"y cu'r tqxkf gf "y kj "yj g'tki j v'qh'hktuv'tghwucn'q"vj g'eqpxg{cpeg. "qt "yj g'tki j v'vq"cttcepi g' hqt"yj g'tcpuht"qh"vj g'hgf gtcn'r wdrle"rcpf u"vq"cpqj gt"gpvkv{0"Cwj qtk gu"vj g'eqo o kuukqp"vq"uggn'f gen'ctcvt {" cpf "kplwpevkg"tgrgh'ltqo "c"eqwv'qh'eqo r gvgpv'lw'kuf lekvq"vq"eqpvu'eqpxg{cpegu"o cf g"vq"cp {"gpvkv{ "wprguu' yj g'tgs wktgo gpvu'qh'vj ku'dkm'ctg"o gv0" Tgs wktgu"vj g'eqo o kuukqp"vq"kuuwg"c"egt wkecvg"chkt o kpi "eqo r rikpeg' y kj "yj ku'dkm"kh"vj g'eqo o kuukqp"y cu'r tqxkf gf "y kj "yj g'tki j v'qh'hktuv'tghwucn'q"vj g'tki j v'vq"cttcepi g'hqt"yj g' tcpuht"qh"vj g'hgf gtcn'r wdrle"rcpf u"vq"cpqj gt"gpvkv{0" Rtqj kdku"c" r gtuqp"ltqo "npqy kpi n{ "r tgugpvkpi "hqt' tgeqtf kpi "qt" htkpi "y kj "yj g'eqwpv{ "tgeqtf gt" c" f gfg. "kputwo gpv'qt"qj gt" f qewo gpv'tgrvqf "vq" c"eqpxg{cpeg"qh' hgf gtcn'r wdrle"rcpf u'wprguu'k'ku'cee qo r cplgf "d {"c"egt wkecvg"qh'eqo r rikpeg"kuuwg" d {"yj g'eqo o kuukqp"OT gswktgu' yj g'eqo o kuukqp"vq"y ckg'ku'tki j v'qh'hktuv'tghwucn'q"t"vj g'tki j v'vq"cttcepi g'hqt"yj g'tcpuht"qh"vj g'hgf gtcn'r wdrle"rcpf u' vq"cpqj gt"gpvkv{. "cpf "vq"kuuwg"c"egt wkecvg"qh'eqo r rikpeg"ht" c"eqpxg{cpeg"vj cv'ku'f ggo gf "d {"yj g'eqo o kuukqp' vq"dg"tqwkpg0" Tgs wktgu"vj g'eqo o kuukqp. "yj g'Y kf rikg"Eqpugtxcvqpp"Dqctf "cpf "yj g'F gr ctvo gpv'qh'Hkuj " (' Y kf rikg"vq"gpvt"kvq" c"o go qtcpf wo "qh"wpf gtuwcpf kpi "yj cv'guxcdkuj gu"ucvgr qrie {"yj cv'cm'vj tgg"ci gpelgu' y qwf " wpf gtcvng" cm' hgcukdrg" ghqtu" vq" r tqgev' ci clpuv' cp {" hwwg" wpcwj qtk gf " eqpxg{cpegu" qh'hgf gtcn' r wdrle"rcpf u0" Cwj qtk gu"vj g'eqo o kuukqp"vq" guxcdkuj . "yj tqwi j "tgi wcvkpu"qt"cpqj gt"cr r tqr tkvq"o gvj qf . c'r tqeguu'hqt" gpi ci kpi "y kj "hgf gtcn'rcpf "o cpci gtu'cpf "r qvqpcn'r wtej cugtu'qh'hgf gtcn'r wdrle"rcpf u'gctn{ "kp"vj g' eqpxg{cpeg"r tqeguu0" Tgs wktgu"vj g'eqo o kuukqp"vq"y ckg'ku'tki j v'qh'hktuv'tghwucn'q"t"vj g'tki j v'vq"cttcepi g'hqt' yj g'tcpuht"qh"vj g'hgf gtcn'r wdrle"rcpf u"vq"cpqj gt"gpvkv{. "cpf "vq"kuuwg"c"egt wkecvg"qh'eqo r rikpeg"ht"cp {"qh"vj g' hmqy kpi <"*3+"yj g'eqpxg{cpeg"qh'hgf gtcn'r wdrle"rcpf u'r wtuwcpv"vq" c"eqpugtxcvqpp"r rp="*4+"yj g'tgpgy cn'qh'c' rncug"kp" gzknpgpeg"cu"qh" lcpwt {"3. 4239="qt "" *5+" yj g' eqpxg{cpeg"qh' hgf gtcn'r wdrle"rcpf u"vq" c'hgf gtcn' tgeqi pl gf "P cvkg"Co gtlecp"tkdg. "qt"rcpf u'vcngp"kvq"qt"qv'qh'v'wuv'hqt" c" P cvkg"Co gtlecp"tkdg"qt"lpf kxkf wcn' P cvkg"Co gtlecp0</p>	<p>; I7 B9"</p>	<p>Uki pgf "kvq"Ncy < Ej cr vgt' %757"</p>	
<p>SB 51 *Lcemp+ Rtqhgukqpcn' Nlegpugu< Gpxkqpo gpcn' Uelgpegu'cpf " Erko cvg" Ej cpi g"</p>	<p>Rtqj kdku"r tqhgukqpcn'hlegpukpi "gpvkvu"y kj kp"ucvgr"i qxgtpo gpv."qj gt"yj cp"vj g"Ucvg"Dct"qh'Ecrkhtqtpk. "ltqo ' wcnkpi " f kuelk rkpct {"cevq. "kpenf kpi "uwur gpukp. "qt" mqu"qh' etgf gpvkn" tgi kucvqpp" qt" qj gt" r tqhgukqpcn' r tkxkpi g. "ci clpuv" c" r wdrle"go r m{gg"dcugf "wr qp"cevqpu'vcngp"d {"yj cv'r gtuqp"vq"<"*3+"tgr qtv'ko r tqr gt" hgf gtcn' i qxgtpo gpcn'cevqpp="qt ""*4+"f kuenjug"vj g'tguwuu'qh'qt" kphqto cvqpp"cdqww'uelgpvkle"qt"vej plecni'tugctej "vq"vj g' r wdrle"d {"o gcpu"vj cv'kpenf g'r wdrkuj kpi "yj g'kphqto cvqpp"kp" c"uelgpvkle"qt" r wdrle"htqwo . "qt"uj ctkpi "k'y kj "yj g' o gf k0" Tgs wktgu"vj g"Ecrkhtqtpk" Gpxkqpo gpcn'Rtqhgukqpp" Ci gpe {"*EcrGRC+"vq"o cng" gxt {"tgcupcdrg"ghqtv vq" r tguqg" xg"cpf "o cng"cxckrdrg"vq" yj g'r wdrle" yj tqwi j "ku"kvgtpgv"Y gd"uskv" uelgpvkle" kphqto cvqpp"cpf "qj gt' f cv"vj cv'ctg"cv'tkn'qh'legpuqtuj kr "qt" f gwtwcvqpp"d {"yj g'hgf gtcn' i qxgtpo gpv0</p>	<p>9 B4 B9"</p>	<p>Xgvqgf "d {"yj g" I qxgtpqt"</p>	
<p>SB 80 *Y lgenqy unkt' EGS C-< P qvlegu"</p>	<p>Tgs wktgu" yj g""ngcf ""ci gpe {" "hqt" ""c"" r tqlgv""vq"" r quv"" pqvlegu"" tgrcvf ""vq"" eqo r rikpeg"" y kj "" yj g"" Ecrkhtqtpk' Gpxkqpo gpcn'S wcnk {"Cev" *EGS C-"qp"ku"kvgtpgv"Y gd"uskv0" Tgs wktgu" yj g"ngcf "ci gpe {"vq" qh'gt"vq" r tqxkf g' uwej "pqvlegu"d {"go ckn'vq"cp {"r gtuqp"tgs wktgu" yj go 0" Tgs wktgu" c"eqwpv{ "engtmi"vq" r quv'pqvlegu" tgi ctf kpi "cp' gpxkqpo gpcn'ko r cev'tgr qtv'qt" c"pgi cvkg" f gen'ctcvtqpp" qj" yj g'eqwpv{ ai'kvgtpgv"Y gd"uskv0" Kf" yj g'ngcf "ci gpe {" f gvgto kpgu"vj cv" c" r tqlgv' hmu" y kj kp" c" emu" qh' r tqlgv' u'vj cv'ku"pqv' uwdlgev'vq" EGS C" r wtuwcpv"vq" i wkf grikpu' f gxrqr gf "d {"yj g"Qh'eg"qh'Rrcppkpi (" Tgugctej " *QRT+" cpf "yj g"ci gpe {"cr r tqxgu"qt" f gvgto kpgu"vq" ectt {"qv' vj g'r tqlgv' tgs wktgu" yj g"ci gpe {"vq" hkg" c"pqvleg"qh' f gvgto kpcvqpp" y kj "yj g'eqwpv{ "engtmi"qh'gcej "eqwpv{ "kp" y j lej ' yj g'r tqlgv' y knidg' hqecvqf 0</p>	<p>8 B4 B9"</p>	<p>Xgvqgf "d {"yj g" I qxgtpqt"</p>	

State Senate" Bills"	Subject"	Last" Amended"	Status"	VTA Position"
<p>SB 100 *f g" Ngqp-" Ecikhtpke" Tgpgy cdrngu" Rqt vtrkq" Ucpf ctf u" Rtqi tco "</p>	<p>Gpcevu"vj g"322"Rgtegpv"Engcp"Gpgti { "Cev'qh'42390" F gerctgu"vj g"kpvgpv'qh'vj g"Ngi kurwtg"vj cv'vj g"Ecikhtpke" Rwdrke""Wkkskgu""Eqo o kuukqp""*ERWE+""vj g""Ucvg""Gpgti { ""Tguqwtegu""Eqpugtxcvkp"" (""F gxgnqr o gpv Eqo o kuukqp."cpf "vj g"Ecikhtpke"Ck" Tguqwtegu"Dqctf *ECTD+uj qwf "r rcp" hqt "322"r gtegpv'qh'vqcnit'gvckn'ucrgu' qh'grgevtelk{ "kp"vj g'ucvq"v"eqo g"htqo "grki kdrq"tgpgy cdrng"gpgti { "tguqwtegu"cpf " gtq/ectdqp"tguqwtegu"d{ ' F gego dgt "53."42670" Tgecuu"vj g'i qcnu'qh'vj g"Ecikhtpke" Tgpgy cdrngu"Rqt vtrkq" Ucpf ctf u" Rtqi tco "v"cej kxg'c' vcti gv'qh'i gpgtcvkpi "72"r gtegpv'qh'grgevtelk{ "uqf "cv'tgvckn'kp"vj g'ucvq"htqo "grki kdrq"tgpgy cdrng"gpgti { "tguqwtegu" d{ "F gego dgt "53."4248."cpf "82"r gtegpv'htqo "grki kdrq"tgpgy cdrng"gpgti { "tguqwtegu"d{ "F gego dgt "53." 42520" Tgs wktgu"tgckn'ugmgtu"cpf "nqecn'r wdrkn' "qy pgf "grgevtelk" wktkgu"vq" r tqewt" g" c" o loko wo "s wcpvkv{ "qh' grgevtelk{ 'r tqf wew'htqo "grki kdrq"tgpgy cdrng"gpgti { "tguqwtegu."uq'vj cv'vj g'vqcn'hnkqy cw'j qwtu'qh'vj qug'r tqf wew' uqf "vq"vj gkt' tgvckn'gpf /wug'ewuqo gtu'cej kxg'66"r gtegpv'qh'tgvckn'ucrgu"d{ "F gego dgt "53."4246."74"r gtegpv'd{ ' F gego dgt "53."4249."cpf "82"r gtegpv'd{ "F gego dgt "53."42520" Rtqxlk' gu'vj cv'k'ku"vj g'r qrke { "qh'vj g'ucvq"vj cv' grki kdrq" tgpgy cdrng" gpgti { " tguqwtegu" cpf " gtq/ectdqp" tguqwtegu" uwr r n{ " cni' grgevtelk{ " r tqewt" g" " vq"ugt xg' Ecikhtpke" gpf /wug'ewuqo gtu'cpf "vj g'Ucvg"Y cvgt "Rtqlgevpq"ncvt"vj cp" F gego dgt "53."42670" Rtqxlk' gu'vj cv'vj g' vcpukvqp" vq" c" gtq/ectdqp" grgevtelk" u{ uqgo ""hqt ""Ecikhtpke" uj cni' pqv' kpetgcug" ectdqp" go kuukqpu' gmgj j gtg' kp" vj g' y guvgt" i tkf " cpf " uj cni' pqv' cmqy " tguqwtegu" uj whtrkpi 0' "" Tgs wktgu' vj g' ERWE." Gpgti { "Eqo o kuukqp." F gr ctvo gpv'qh"Y cvgt ""Tguqwtegu."cpf "ECTD"vq""kpeqtr qtcvg"vj ku"r qrke { "kpq"cm"tgrxcpv'r rppkpi 0'</p>	<p>; l: B9"</p>	<p>Cungo dn{ " Wkkskgu'cpf " Gpgti { " Eqo o kvgg"</p>	

State Senate Bills	Subject	Last Amended	Status	VTA Position
<p>SB 103 *Dwf i gv(" HkæcniTgxky " Eqo o kvgg- Cf xcepeg " O kki cvkqp"cpf " Vtcf g " Eqttkf qtu "</p>	<p>Etgcvgu'yj g"Cf xcepeg"O kki cvkqp"Ceeqwpv'lp'yj g"Ucvg"Vtcur qt cvkqp"Hwfp 'cu'c'tgxqk'kpi 'hwfp 0"Eqpvcvqwu' cr r tqr tkvgu'yj g'o qpg{ 'lp'yj g'ceeqwpv'hw' yj g'r wtr qugu'qh'yj g"Cf xcepeg"O kki cvkqp'Rtqi tco "gucdrkj gf 'd{ "UD" 3"*Dgcm:="cpf "ucvgu" yj cv'yj g" r tqi tco "ku'lpvpgf gf "vq" dg" ugrh/uwuc'k'kpi 0""Tgs wkt gu" g'zr gpf kwt gu'ltqo " yj g' ceeqwpv' vq" dg" t'gko dtugf "ltqo " r tqlgev'hwfp'kpi " cxckædrg"cv' yj g" wo g" c" r ræppgf " v'cpur qt cvkqp" r tqlgev' ku' eqputwevgf 0"Hwt yj gt "ucvgu'yj cv'yj g" r tqi tco "ku'lpvpgf gf "vq"ko r tqxg'yj g"ghækepe{ "cpf "ghæce{ "qh'o kki cvkqp' qpn{ . "cpf "ku'p'v'lpvpgf gf "vq"uwr r ræpv'yj g'tgs wkt go g'p'u'qh'yj g"Ecni'k'p'k'G'p'x'k'q'p'o g'p'v'c'n'S w'c'k'v{ "Cev"*EGS C-4) Tgs wkt gu'yj g"hwfp u'lp'yj g"Cf xcepeg"O kki cvkqp"Ceeqwpv'vq" dg" wugf "qpn{ "vq" f q" yj g"hw'q' yj kpi < "3+" r w'ej cug' etgf ku'ltqo " o kki cvkqp" d'cpmu. "eqpugt'xcv'kqp" d'cpmu"qt "kp'ngw"hwg" r tqi tco u" cr r tqxgf "d{ "qpg"qt "o qt g' tgi wævqt { "ci gpeku="*4+" r c{ "o kki cvkqp"hwg'qt "qj gt "equu"cuuqek'v'f "y kj "eqxgtci g"hw'Ecni'cpu" r tqlgev'qt " qj gt " v'cpur qt cvkqp"ci gpe{ " r tqlgev'w'p'f gt " c" p'c'w'c'n'eqo o w'p'k'v{ "eqpugt'xcv'kqp" r ræp"qt " j cdk'cv'eqpugt'xcv'kqp' r ræp="*5+" r tgr ct g' tgi k'q'p'c'n'eqpugt'xcv'kqp"cuuguu g'p'u'c'p'f " tgi k'q'p'c'n'eqpugt'xcv'kqp"lp'x'g'u'o g'p'v'ut'c'v'gi k'g'u="qt ""*6+" ko r rgo g'p'v'f xcepeg"o kki cvkqp"d{ "Ecni'cpu'lp'cee'q'f'c'peg'y kj "c" r tqi tco o c'æ"o kki cvkqp" r ræp"0"Rt'q'x'k'f'g'u'yj cv' o kki cvkqp"etgf ku'qt "xcw'gu"i g'p'g't'c'v'f "qt "q'd'c'k'p'g'f "y kj "hwfp u'ltqo " yj g"Cf xcepeg"O kki cvkqp"Ceeqwpv'o c{ "dg' wugf "qpn{ "hw' "v'cpur qt cvkqp"ko r tqxgo g'p'u'lp'yj g"Ucvg"Vtcur qt cvkqp"ko r tqxgo g'p'v'Rtqi tco "UVR:"qt " yj g' Ucvg" J ki j y c{ "Qr g'v'k'q'p" cpf "Rt'q'v'g'k'q'p" Rtqi tco "UJ QRRR+0"" "Tgs wkt gu"Ecni'cpu. " r t'k'q' " vq" o c'n'k'p' " cp{ ' g'zr gpf kwt g'ltqo " yj g"Cf xcepeg"O kki cvkqp"Ceeqwpv. "vq" f v'g'to k'p'g" yj cv'yj g" r tqr qugf " g'zr gpf kwt g'ku' r'k'g'n{ "vq' cee'g'rt'c'v'g" yj g' f g'k'x'g't{ "qh"ur g'ek'k'e" r tqlgev"0" F g'v'g'u' t'g'h'g't'g'p'eg'u"vq" yj g" Vtcf g"Eqttkf qtu"ko r tqxgo g'p'v'hw'p'f " *VEKH"lp'ewt'g'p'v'ucv'g"r'y. " cpf "t'g'x'k'g'u"cpf "t'g'ec'u'u"yj g" t'g's wkt go g'p'u'ewt'g'p'v'v{ " cr r r'æ'c'd'rg"vq" yj cv'hw'p'f " cpf ' o c'ng'u'yj go " cr r r'æ'c'd'rg"vq" yj g"Vtcf g"Eqttkf qt "G'p'j c'p'ego g'p'v'c'ee'q'w'p'v'et'g'v'f "d{ "UD"30" Tgs wkt gu'hw'f'g't'c'n'hw'q'to wæ' hw'p'f u' cr r qt'v'k'p'g'f "vq" Ecni'k'p'k' "ltqo " yj g" P'c'v'k'p'c'n' J ki j y c{ " H'g'k'j v' Rtqi tco " guc'd'r'k'j gf " d{ " yj g" H'k'z'k'p' ' Co g't'æ'c'æ' Uwt'æ'g"Vtcur qt cvkqp"HCUV+Cev'vq"dg'f gr qu'k'g'f "lp'v'q" yj g"Vtcf g"Eqttkf qt "G'p'j c'p'ego g'p'v'c'ee'q'w'p'v'0 Tgs wkt gu" yj g" Ecni'k'p'k' " Vtcur qt cvkqp" Eqo o ku'k'q'p" *EVE+" vq" c'n'q'ec'v'g" yj g" o qpg{ " k'p' " yj g" Vtcf g"Eqttkf qt " G'p'j c'p'ego g'p'v'c'ee'q'w'p'v'hw'q't'v'c'f'g' l'p'lt'c'ut'v'ew't'g'ko r tqxgo g'p'u'cu'hw'q' yj u< "3+"82" r g't'eg'p'v'q'h'yj g"hw'p'f u'uj c'm'd'g' c'x'c'k'æ'd'rg"hw'q't' r tqlgev'p'q'o k'p'c'v'f "d{ "t'gi k'q'p'c'n'v'c'p'ur qt cvkqp"ci g'p'ek'u"cpf "q'j gt " r w'k'æ"ci g'p'ek'u. 'lp'eq'p'u'w'nc'v'k'q'p' y kj "Ecni'cpu="cpf ""*4+"62" r g't'eg'p'v'q'h'yj g"hw'p'f u'uj c'm'd'g' c'x'c'k'æ'd'rg"hw'q't' r tqlgev'p'q'o k'p'c'v'f "d{ "Ecni'cpu. "k'p' eq'p'u'w'nc'v'k'q'p' y kj "t'gi k'q'p'c'n'v'c'p'ur qt cvkqp"ci g'p'ek'u"0" k'p' c'f q' v'k'p' "c" r tqi tco "qh" r tqlgev'hw'q't' yj g"Vtcf g"Eqttkf qt " G'p'j c'p'ego g'p'v'c'ee'q'w'p'v. "tgs wkt gu" yj g" EVE" vq< " *3+" g'x'c'nc'v'g" yj g" v'q'v'n' r q'v'g'p'v'c'n' g'eq'p'q'o k' " cpf "p'q'p' g'eq'p'q'o k' d'g'p'g'k'u'q'h'yj g" r tqi tco "qh" r tqlgev'vq" Ecni'k'p'k'æ' g'eq'p'q'o { . "g'p'x'k'q'p'o g'p'v'c'p'f " r w'k'æ" j g'c'n'j =cpf " *4+" r t'k'q'k'k' g' r tqlgev'lw'k'p'v' p'q'o k'p'c'v'f 'cpf 'hw'p'f gf "d{ " yj g'ucv'g"cpf "hw'c'nc'i g'p'ek'u"0" Tgs wkt gu'yj g"EVE"vq'c'f q'r v'i w'k' g'k'p'g'u'hw'q't' yj g"Vtcf g"Eqttkf qt "G'p'j c'p'ego g'p'v'c'ee'q'w'p'v' k'p'æ'w'f'k'p' "c" v'c'p'ur ct g'p'v' t'q'eg'u'hw'q't' g'x'c'nc'v'k'p' " r tqlgev'cpf "c'n'q'ec'v'k'p' " yj g" o qpg{ "lp" yj g"cee'q'w'p'v'lp" c" o c'p'p'g't. " yj cv< " *3+" c'f f t'g'u'g'u" yj g"ucv'g'æ" o qu'v'w'i g'p'v'p'g'g'f u=" *4+" d'c'n'p'eg'u" yj g' f go c'p'f u'q'h'x'c't'k'q'u'hw'p'f " r q't'u'q'h'g'p'v' { . 'hw'c'r q't'u'c'p'f "c'k'r q't'u=" *5+" r r'eg'u'c'p' "go r j c'u'k'u'q'p" r tqlgev'v'j cv'ko r tqxg' v'c'f'g'eq'tt'k'f'q't' o q'd'k'k'v' 'c'p'f "u'c'h'v'f. " yj k'g' t'g'f w'k'p' "go ku'k'q'p'u'q'h'f' k'g'u'n' r c't'æ'w'æ'v'g'u. "i t'g'g'p'j q'w'g' i c'u'g'u'c'p'f "q'j gt " r q'm'w'c'p'u. "c'p'f "t'g'f w'k'p' "q'j gt "p'g'i c'v'k'g"eqo o w'p'k'v{ "ko r c'evu. " r c't'æ'w'æ'w'æ't'n' "lp" f k'uc'f x'c'p'v'c'i g'f "eqo o w'p'k'g'u=" *6+" o c'ng'u" c" u'ki p'k'æ'c'p'v'eq'p'v'k'd'w'k'q'p"vq" yj g"ucv'g'æ" g'eq'p'q'o { = " *7+" t'g'eq'i p'k' g'u" yj g'ng{ "t'q'æ'g'q'h'yj g"ucv'g'lp" r tqlgev' k'f g'p'v'k'æ'c'v'k'q'p=" *8+" u'w' r q't'u'lp'v'g'i t'c'v'k'p' "ucv'g'y k'f g' i q'q'f u' o q'x'g'o g'p'v' r t'k'q'k'k'g'u'lp" c" eq'tt'k'f'q't' " cr r t'q'c'ej =cpf ""*9+" k'p'æ'w'f'g'u" f k'uc'f x'c'p'v'c'i g'f "eqo o w'p'k'g'u" o g'c'u'w'g'u"0" "G'z'r t'g'u'g'u" yj g"lp'v'g'p'v'q'h'yj g"Ng'i k'ur'w'æ'g'yj cv'yj g"EVE" c'f q'r v' c'p'lp'k'æ'c'n'f' tqi tco "qh" r tqlgev'cu'hw'q'p'cu' r t'c'æ'w'æ'd'rg. "cpf "p'q' r'æ'v'g' yj c'p' "O c{ "39."</p>	<p>845 B9"</p>	<p>Uki pgf "lp'v'q" Ncy < E'j cr v'g' "v'q' 7"</p>	

State Senate" Bills"	Subject"	Last" Amended"	Status"	VTA Position"
<p>SB 182 *Dtcf hqt f-" Vtcur qtvcvqp" Pgy qtnl Eqo r cplgu< Rct vkr cvkpi " F tkxgtu<Ukpi rg" Dwukpguu" Nlegpug"</p>	<p>Tgs vktgu"vj g"ftkxgt"ht" c" vcpur qtvcvqp"pgy qtnl'eqo r cp{"vq" qdvclp" c" dwukpguu" rlegpug" qpn{ "kp" yj g" mjecn lwtkuf levkqp"lp" yj lej "j g"qt"uj g"ku" f qo lekrf .tgi ctf nguu'qh"vj g"pwo dgt'qh'mjecn lwtkuf levkqp"lp" yj lej "vj g"ftkxgt" qr gtcvgo" Rtqxf gu"vj cv'kh"vj g" mjecn lwtkuf levkqp"lp" yj lej "vj g"ftkxgt"ku" f qo lekrf "f qgu"pqv"tgs vktg" c" dwukpguu" rlegpug"vq"qr gtcvgo"cu" c" f tkxgt"ht" c" vcpur qtvcvqp"pgy qtnl'eqo r cp{ .j g"qt"uj g"uj cml'pqv'dg"tgs vktg" vq" qdvclp" c" dwukpguu" rlegpug"ht" cp{ "qjy gt" lwtkuf levkqp0</p>	<p>: 43 B9"</p>	<p>Uki pgf "kvq" Ncy < Ej cr vgt" %08; "</p>	
<p>SB 185 *J gtv dgti +" Xgj lerg"Eqf g" Xlqr vqpu< Kpf ki gpv" F ghpf cpvu"</p>	<p>Kp" cp{ "ecug" kpxqrkpi "cp" kpltecvkqp" wpgt" yj g" Xgj lerg" Eqf g" hkrf " y kj " yj g" eqwtv. "tgs vktgu"vj g" eqwtv"vq" f vgt o kpg" yj g" vj g" ghpf cpv'ku" kpf ki gpv'ht" r vtr qugu'qh' guvdrkij kpi "yj g" co qwpv'qh' cp{ "cuuqekvqf "hkg. hgg. "cuuguu gpv. "qt" qjy gt" hkpceknr gpcnku"vj cv'vj g" r gtuqp"ecp" chhtf "vq" r c{ 0" Kf" c" f ghpf cpv'ku" f vgt o kpgf "vq" dg" kpf ki gpv. "tgs vktgu"vj g" eqwtv"vq" tgf vwg" yj g" dcug" hkg. "r gpcn{ "cuuguu gpv. "cp{ "ucvq" qt" mjecn' hgg. "cpf "cp{ ' ekxkl'cuuguu gpw' d{ " : 2" r gtegpv'qp" cml'ej cti gu" r gpf kpi "ci cklpv"vj g" f ghpf cpv'ku" Tgs vktgu"vj g" eqwtv"vq" r tqxf g' cngt pcvkxgu"vq" ko o gfkcvg" r c{ o gpv'qh' c" ugvvpeg"ht" c" Xgj lerg" Eqf g" kpltecvkqp. "kpenf kpi "c" r c{ o gpv' r rcp' qr vqp0" Tgs vktgu"vj g" eqwtv"vq" f vgt o kpg" yj g" co qwpv'vj cv'c" f ghpf cpv'ecp" chhtf "vq" r c{ "r gt" o qpvy "d{ "vukpi "c" r c{ o gpv'ecr ewcvq" f gxrqr gf "d{ "vj g" Lxf lekcn' Eqwpek0" Hqt" r gtuqpu'pqv' hqwpf "vq" dg" kpf ki gpv. "tgs vktgu"vj g" cv'vj g' o qpvy n{ "r c{ o gpv'pqv' gzeegg "7" r gtegpv'qh' yj g" f ghpf cpvu" lco kn{ "o qpvy n{ "lpeqo g. "gzenf kpi "f gf vevkpu"ht' guugpv'cn' rtkkpi "gzi gpugu0" Hqt" f ghpf cpvu' hqwpf "vq" dg" kpf ki gpv. "tgs vktgu"vj g" o qpvy n{ "r c{ o gpv'vq" dg" &2" wvkl' vj g' r gtuqpu' hkpcekn' rktewo ucvpegu' ej cpi g. "cpf "tgs vktgu"vj g" tgo cklpi "co qwpv'qy gf "vq" dg" f kcj cti gf "chgt" 6: "o qpvy u'lp" yj g" l'pvtg' v'qh' l'wvkeg0</p>	<p>7 48 B9"</p>	<p>Cuugo dnf " Cr r tqr tkvqpu" Eqo o kvgg"</p>	
<p>SB 251 *Ecppgmc-" O gtegf " Eqwv' < Cwappo qwu" Xgj lergu' Rkqv" Rtqlgev"</p>	<p>Cwj qtk gu"vj g" Eqwv' "qh" O gtegf "vq" eqpf vev'c" r kvv' r tqg' v'ht' yj g' v'gukpi "qh" cwappo qwu' xgj lergu" yj g' v' f q' p'qv j cxg" c" f tkxgt "ugcvqf "kp" yj g" f tkxgt' u'ugcv" cpf "vj cv'ctg" pqv'gs vkr r gf "y kj "c" uvggt kpi "y j ggn" c" dtcng" r gf cml'qt" cp' ceegr tvqt. "r tqxf gf "vj cv'vj g" v'gukpi "ku" eqpf vev' qpn{ "cv" yj g" Ecuwq" Eqo o gtegf "Egpgt. "kpenwkvxg" qh' r vdrle' tqcf u' y kj kp" yj g" egvgt0" Rtqt "vq" yj g' uctv' qh' v'gukpi "qh" cp{ "cwappo qwu' xgj lergu" r wuvcv'vq" yj ku' dkm "tgs vktgu" O gtegf "Eqwv' . "qt" c" r tkxvq" gpv' . "qt" c" eqo d' kpcv' qp' qh' yj g" v' y q" vq" f q" dqy "qh" yj g" h' m' y kpi < " *3+ " qdvclp" cp' kpuw' gpv' qh' kpuw' cpeg. "uwtgv' "dqp' qt" r tqh' qh' ugr' kpuw' cpeg' lp" cp' co qwpv' qh' &7" o knkqp=cpf "" *4+ " uwo k' c' f gckrgf "f guet' kvq' qh' yj g' v'gukpi "r tqi tco "vq" yj g' F gr ctvo gpv' qh' O qvt "Xgj lergu" F O X +0" Tgs vktgu" yj g' qr gtcvq' qh' yj g' cwappo qwu' xgj lerg' v'gej p' qm' i { "dgkpi "v'gugf "vq" f kuerqvg" vq" cp' kpf kxk wcn' r ctvkr cvkpi "kp" yj g' r kvv' r tqg' v' y j cv' r gtuqpcn' kplht o cvkqp. "k' cp{ . "eqpegtpki "vj g' kpf kxk wcn' y knidg' eqm' vev' d{ "vj g' cwappo qwu' xgj lerg0" Hqt' yj g' v'gukpi "qh" cwappo qwu' xgj lergu" y kj kp" yj g' Ecuwq" Eqo o gtegf "Egpgt. "cmjy u" yj g' F O X " vq" tgs vktg" f cv' eqm' vev' qp' hqt " gxcn' cvkpi "vj g" uchgv' "qh" yj g" xgj lergu0" "Ur gekk' gu" yj cv' yj g' dkm' f qgu" pqv' rko k' yj g' cwj qtkv' "qh' yj g' F O X " vq" r tqo wi cvg' tgi wcvkpu" i qxgtplki "vj g' v'gukpi "cpf "qr gtcvq' qh' cwappo qwu' xgj lergu" qp" r vdrle' tqcf u. "y kj "qt" y kj qw' vj g' r t' g' u' p' eg' qh' c' f tkxgt "kpu' f g' yj g' xgj lerg0" Ur gekk' gu" yj cv' yj g' r tqxkukpu' qh' yj g' dkm' i' yj cml' tgo ckl' kp" gh' gev' qpn{ "wvkl' 3: 2" f c{ u' chgt "vj g' qr gtcvkv' f cvg' qh' cp{ "tgi wcvkpu" r tqo wi cvg' "d{ "vj g' F O X " yj cv' cmjy " hqt " yj g' v'gukpi "qh" cwappo qwu' xgj lergu" y kj qw' c" f tkxgt" kp" yj g' xgj lerg0" Tgs vktgu" cp{ "v'gukpi "qh' cwappo qwu' xgj lergu" eqpf vev' "d{ " O gtegf "Eqwv' "vq" eqpht o "vq" yj qug' tgi wcvkpu0</p>	<p>Cu" kv'v'qf wvqf "</p>	<p>Ugpcvq" Vtcur qtvcvqp(" J qwukpi " Eqo o kvgg"</p>	

State Senate" Bills"	Subject"	Last" Amended"	Status"	VTA Position"
<p>SB 337 *Dcvgu" Tgr cvtkvqp" Khtcutvewtg" Hwfp "</p>	<p>Tgs vktgu'vj g'F gr ct vo gpv'qhi'Hpcepeg. "kp"eqpuwncvqp'y kj "vj g'Hi'cpej lug'Vcz'Dqctf. "vq"guno cvg."qp'cp'cppwcn duku."vj g'co qwpv'qhi'tgxgpwgu'vq'dg'tgeglxgf "Itqo "uncvg'wzgu'lp'vj g'pgzv'huccri' { gct'cu'c"eqpugs wpeg'qh'vj g' gpcevo gpv' qh' c" hgf gtcn' eqtr qtcvg' tgr cvtkvqp' uncwvg' wpf gt " y j lej " vj g' hqtgki p" gctplpi u' qh' WUO'dcugf' eqtr qtcvqpu'vj cv'ctg'ewtgpwn' "kpxgugf "cdtqcf "ctg'o qxfg "vq"vj g'Wpkgf "Ucvgu0""Chgt"tgugtvcvqp'qh'vj g' cr r tqr tkcvg'co qwpv'tgs vktgf "hqt'M/36'gf vecvqp'r wtuwcpv'vq'Rtqr qukvqp' ; : "cpf "hqt'vj g'Dwf i gv'Ucdkkl' cvkqp' Ceeqwpv'ur gekhgu'vj cv'vj g'tgo clpki 'tgr cvtkvqp'tgxgpwgu'ctg'vq'dg'v'cpuhgtt'gf "vq'c'pgy n' 'etgevgf "Tgr cvtkvqp' Khtcutvewtg"Hwfp 0"" Tgs vktgu'vj g'tgxgpwgu'lp' vj ku'hwfp "vq"dg'eqpvkpwvun' "cr r tqr tkcvg'vq'vj g'Ecnkhtpk' Vtcur qtvcvqp'Ego o kuukp"*EVE+"cpf "cmqecvgf "cu'hqmjy u<""*3+"87'r gtegpv'hqt"v'cf g'eqttkf qt'r tqlgewu=""*4+" 52'r gtegpv'vq'ekkgu'cpf "eqwvku'hqt'neclut ggult qcf u=cpf ""*5+"7'r gtegpv'vq'vj g'Rwdike'Vtcur qtvcvqp'Ceeqwpv' *RVC+0"Ur gekhgu'vj cv'vj g'r tqxkukpu'qh'vj g'dkni'y qwr "dgego g'kpqr gtcvkg'qp'Lwn' "3." 42470'</p>	<p>Cu' Kvtqf wegf "</p>	<p>Ugpcvg" I qxgtcpeg'(" " Hpcepeg" Ego o kvvg"</p>	
<p>SB 406 *Ng{xc+ J ki j /" Qeew cpe { " Xgj lerg'Ncpgu'< Gzegr vqpu"</p>	<p>Cmny u'c'dmqf "v'cpur qt v'xgj lerg'vq'wug'c"j ki j /qeew cpe { "xgj lerg"*J QX+"rcpg'y kj qw'vj g'tgs vktgf "pwo dgt'qh' qeew cpvu. "kh'vj g'xgj lerg'ku'engctn' "cpf "kf gpv'kcdn' "o ctngf "qp'cm'ukf gu0" F ghpgu'c"odmqf "v'cpur qt v'xgj lergo' vq'o gcp'c"xgj lerg'qr gtcvgf "d { "vj g'Co gtlecp'Tgf "Etqu'qt'c"dmqf "dcpn'vj cv'ku'v'cpur qt v'ki "dmqf "dgy ggp' eqmgevqp'r qkpu'cpf "j qur kcu'qt' "uqcti g'egpvtu0 Ur gekhgu'vj cv'vj g'r tqxkukpu'qh'vj g'dkni'y qwr "qpn' "cr r n' "kh' Ecmtcpu'f gvt o kpgu'vj cv'ku'cr r rkevqp'y qwr "pqv'uwldge'vj g'uncvg'vq'c"tgf wevqp'lp'vj g'co qwpv'qhi'hgf gtcn'ckf' hqt'j ki j y c { u0</p>	<p>; I7B9"</p>	<p>Uki pgf'lvq'hy < Ej cr vgt'%6; 4"</p>	
<p>SB 414 *Xkf cm" J ki j /Ur ggf " Tckn'Dqpf " Hwfp kpi "</p>	<p>Ur gekhgu'vj cv'pq'hw'vj gt "dqp' u'uj cm'dg'uqrf "hqt'j ki j /ur ggf "tckn' r vtr qugu'r wtuwcpv'vq'vj g'Uchg. "Tgrkdng'J ki j /' Ur ggf "Rcuugpi gt "Vtclp"Dqpf "Cev'hqt'vj g'43" Egpwt { "Rtqr qukvqp'3C+."gzegr v'cu'ur gekhcmf' "r tqxkf gf "y kj ' tgr gev'vq'cp'gzkukpi "cr r tqr tkcvqp'hqt' gctn' "ko r tqxgo gpv'r tqlgewu'tgevgf "vq'vj g'Rj cug'Kdrgpf gf "u' ugo 0 Wf qp'cr r tqr tkcvqp'd { "vj g'Ngi kurwtg. "tgs vktgu'vj g'wpu gpv'r tqeggf u'tgeglxgf "Itqo "qwuwcpf kpi "dqp' u'kuwgf' cpf "uqrf "hqt'j ki j /ur ggf "tckn' r vtr qugu'r tkqt "vq'vj g'ghgevxg'f cvg'qh'vj g'r tqxkukpu'qh'vj ku'dkni'vq'dg'tgf kgevgf "vq' tgvtkpi "vj g'f gdv'lpewt'gf "Itqo "vj g'kuwpeg"cpf "ucrg'qh'vj qug'qwuwcpf kpi "dqp' u0" Cmny u'vj g'tgo clpki ' wkuwgf "dqp' u'cu'qh'vj g'ghgevxg'f cvg'qh'vj g'r tqxkukpu'qh'vj ku'dkn'vj cv'y gtg'cwj qtk gf "hqt'j ki j /ur ggf "tckn' r vtr qugu'vq'dg'kuwgf "cpf "uqrf 0" Wf qp'cr r tqr tkcvqp'd { "vj g'Ngi kurwtg. "tgs vktgu'vj g'pgv'r tqeggf u'htqo "vj g' ucrg'qh'vj gug'tgo clpki "wkuwgf "dqp' u'vq'dg'o cf g'cxckrdng'cu'hqmjy u<""*3+"72'r gtegpv'vq'vj g'Ecnkhtpk' Vtcur qtvcvqp'Ego o kuukp"*EVE+"hqt'cmqecvqp'vq'tgr ckt'cpf "pgy "eqput wevqp'r tqlgewu'qp'uncvg'j ki j y c { u' cpf "htgy c { u=cpf ""*4+"72'r gtegpv'vq'vj g'Eqpvqngt'v'Qihleg'hqt' cr r qt v'kpo gpv'vq'ekkgu'cpf "eqwvku'hqt' v'cpur qtvcvqp'r tqlgewu'qt'qvj gt'khtcutvewtg"ko r tqxgo gpwu0" O cng'u'pq'ej cpi gu'vq'vj g'cwj qtk cvkqp'wfp gt' Rtqr qukvqp'3C" hqt' vj g'kuwpeg'qh' & 72" o knkqp'kp' dqp' u' hqt' tckn' r vtr qugu'qvj gt' "vj cp'j ki j /ur ggf "tckn' Ur gekhgu'vj cv'vj g'r tqxkukpu'qh'vj g'dkni'y qwr "dgego g'ghgevxg'qpn' "w qp'cr r tqxcn'd { "vj g'xqvtu'cv'vj g'Lwp'g" 7.'423: .uncvgy kf g'r tko ct { "grgevqp0'</p>	<p>Cu' Kvtqf wegf "</p>	<p>Ugpcvg" Vtcur qtvcvqp'(" " J qwukpi " Ego o kvvg"</p>	

State Senate" Bills"	Subject"	Last" Amended"	Status"	VTA Position"
SB 415 *Xkf cma" J ki j /Ur ggf " Tckn" Tgcnl' Rtqr gtv " 	<p>Hqt'tgcn'r tqr gtv {"ces wktgf "d {"y' g'ucvq"qp"qt"chgt"lcpwct {"3."423: ."hqt"j ki j /ur ggf "tckl'r wtr qugu."tgs wktgu'y' g' Ecrkhtpke"J ki j /Ur ggf "Tckl' Cwj qtkv {"vq"o cng"ci"i qqf "hckj "ghhtv'vq"ugml'qt"gzzej cpi g'uwej "r tqr gtv {"y kj kp' y j tgg" {gctu'htqo "y' g'f cvq"qh'ces wktkqp'kh'y' g'cwj qtkv {"j cu'pqv'dgi wp'eqputwvkwq'qp'y' g'r tqr gtv {"y kj kp'y' cv' r g'kqf "qh'vko g0"} Hqt'tgcn'r tqr gtv {"ces wktgf "d {"y' g'ucvq"dg'htq"lcpwct {"3."423: ."hqt"j ki j /ur ggf "tckl'r wtr qugu." tgs wktgu'y' g' Ecrkhtpke"J ki j /Ur ggf "Tckl' Cwj qtkv {"vq"o cng"ci"i qqf "hckj "ghhtv'vq"ugml'qt"gzzej cpi g'uwej "r tqr gtv' d {"lcpwct {"3."4243."kh'y' g' cwj qtkv {"j cu'pqv'dgi wp'eqputwvkwq'qp'y' g'r tqr gtv {"d {"y' gp0""Kl'y' g' Ecrkhtpke" J ki j /Ur ggf "Tckl' Cwj qtkv {"hcguf. "r tkqt"vq"lcpwct {"3."423: ."tgcnr' tqr gtv {"ces wktgf "d {"y' g'ucvq"ht"j ki j /ur ggf' tckl'r wtr qugu."tgs wktgu'y' g'cwj qtkv {"vq"o cng"ci"i qqf "hckj "ghhtv'vq"ugml'qt"gzzej cpi g'uwej "r tqr gtv {"y kj kp'y' tgg' {gctu'htqo "y' g'f cvq"qh'y' g'g'zr kcvkqp'qh'y' g'hcguf."kh'y' g'cwj qtkv {"j cu'pqv'dgi wp'eqputwvkwq'qp'y' g'r tqr gtv' y kj kp'y' cv' r g'kqf "qh'vko g0'}</p>	Cu' Kvtqf wegf "	Ugpvcg" Vtcur qtvcvqp' (" " J qwukpi " Ego o kwgg"	
SB 422 *Y kma" Rwdrie/Rtkxcvg" Rctvgtuj kr u" 	<p>Tg/gpcev"cpf "o cngu"r gto cpgpv'y' g' ucwqt {"cwj qtkv {"hqt" Ecmtcpu"cpf "tgi kqpcn'vcpur qtvcvqp"ci gpeku." kpmf kpi "y' g"Ucpv"Emtc"Xcng {"Vtcur qtvcvqp" Cwj qtkv {"*XVC+."vq" wktk' g'r wdrie/r tkxcvg"r ctvgtuj kr u' hqt' vcpur qtvcvqp' kph'cutwewt'g'r tqlgeu0'</p>	542139"	Ugpvcg" Vtcur qtvcvqp' (" " J qwukpi " Ego o kwgg"	Uwr qtv"
SB 450 *J gtv dgti +" Rwdrie' P qlvg" qh'Dqpf " Kuwcpegu" 	<p>Rtkqt"vq" cwj qtk' kpi "c" dqpf "kuwcpvg"y' kj "c"vgt "i tgevt"v' cp"35"o qpv' u."tgs wktgu'y' g' i qxgtkpi "dqf {"qh'c' r wdrie"gpvk {"vq" qdvk' cpf "f kuenug'cm'qh'y' g' hmqy kpi "kph'qto cvkqp'kp"o g'wvpi "qr gp"vq"y' g' r wdrie<"*3+"y' g' v'wg' k'vgt gu'equ'qh'y' g' dqpf u."y' j lej "o gcpu'tcv' pgeguct {"vq" f k'ueqwp'v'y' g' co qwpu'r c {"cdrg"qp"y' g' t'gur gev'xg' r tkpek' c'ic'p' k'vgt gu'r c {"o gpv'f cvu'vq"y' g' r w'ej cug'r t'leg' t'geg'xgf "hqt"y' g' pgy "kuwq"qh'dqpf u="*4+"y' g' h'p'c'peg' ej cti g'qh'y' g' dqpf u."y' j lej "o gcpu'y' g' uwo "qh'cm' h'eggu'cpf "ej cti gu'r c'k' "vq"y' k'f "r ctv'gu="*5+"y' g' co qwpv'qh' r tqegg' u' t'geg'xgf "d {"y' g' r wdrie"gpvk {"hqt"y' g' uc'ng'qh'y' g' dqpf u'rguu'y' g' h'p'c'peg'ej cti g'qh'y' g' dqpf u."cpf "cp {" t'gu'gt'xgu' q' "ecr k'c'k' gf "k'vgt gu'r c'k' "qt" h'wpf gf "y' kj "dqpf "r tqegg' u="*6+"y' g' v'v'c'r' c {"o gpv' co qwpv' "y' j lej " o gcpu'y' g' uwo "v'v'c'r'qh'cm'r c {"o gpv'v' g' dqtt'qy' gt' "y' k'oi cng'vq"r c {"f g'v'ug'x'k'eg'qp"y' g' dqpf u'r m'u'y' g' h'p'c'peg' ej cti g'p'qv'r c'k' "y' kj "dqpf "r tqegg' u0"} Tgs wktgu'y' k'v'k'p'qto cvkqp'vq"dg' qdvk'p'gf "cu' hmqy u="*3+"cu"ci"i qqf "hckj " g'uko cvg'htqo "cp" v'p'f g'y' t'kg't. "h'p'c'pek'ci'cf' x'k'ug't "qt" r tkxcvg' r'gp'f gt="qt""*4+"htqo "c"y' k'f /r ctv' {"dqtt'qy' gt."kh'y' g' r wdrie"dqf {"kuw'kpi "y' g' dqpf u'ku" c' eqpf w'v' h'p'c'pek'pi "r tqx'k'f gt0"} Ur gek'k'gu'y' cv'y' g' h'ck'w'g'vq" eqo r n' "y' kj "y' g' tgs wktgo gpv'qh'y' g' d'km'uj cm'pqv' ch'gev'y' g' x'c'k'k'v {"qh'y' g' dqpf u'qt"y' g' cwj qtk' cvkqp'qh'y' g' dqpf u'd {"y' g' r wdrie"gpvk'0'}</p>	; 1: 139"	Uki p'gf "k'vq" Ncy < " E'j cr vgt' %847"	
SB 477 *Ecp'pgm+ " K'v'g'tek'v' "Tckl' Eqttk'f qtu'< Gz'v'puk'qpu" 	<p>Cv'cp {"vko g'chgt"cp" k'v'g'tci gpe {"vcpul'gt"ci t'ggo gpv'ht"cp" k'v'g'tek'v' {"tckl'e'q'k'f q' t' d'gy' g'gp' Ecmtcpu"cpf "c" l'q'k'p' r qy' gtu'dqctf "j cu'dggp'gz'gewgf. "cmqy u'y' g'ci t'ggo gpv'vq" dg'co g'p'f gf "vq"gz'v'p'f "y' g' ch'gev'f "tckl'e'q'k'f q' t'vq' r tqx'k'f g' k'v'g'tek'v' {"tckl'ug'tx'k'eg'dg' {qpf "y' g' f' gh'p'gf "dqwp'f ct'k'gu'qh'y' g' eqttk'f q' t' Tgs wktgu'c' r tqr qugf "gz'v'puk'qpu"vq' dg't'geqo o g'p'f gf "cpf "l'w'v'k'k'f "k'p"y' g' d'w'uk'p'gu'r m'p' hqt"y' g' k'v'g'tek'v' {"tckl'e'q'k'f q' t' d' {"y' g' t'gr'x'cp'v'l'q'k'p'v' r qy' gtu' dqctf. "cpf "vq" dg'eqpuk'v'p'y' kj "y' g' U'cv'g' Tckl'R'cp'cpf "er r tqx'gf "d {"y' g' Ecrkhtpke' U'cv'g' Vtcur qtvcvqp' Ci gpe {" *EcrLVC+0"} k'p'cf f'k'k'q'p. "tgs wktgu'y' g' l'q'k'p'v' r qy' gtu'dqctf "vq"o cng"ci" f' g'v'g'to k'p'cvkqp'y' cv'y' g' r tqr qugf "gz'v'puk'qpu' y' q'w'f "p'q'v'l'g'q'r c'tf k' g'q't' eqo g'cv'y' g' g'z'r gpug'qh'q'y' g' z'k'k'k'pi "k'v'g'tek'v' {"tckl'ug'tx'k'eg'u'}</p>	748139"	Cuugo dn' " Cr r tqr tkcvk'qpu" Ego o kwgg"	
SB 480 *J v'guq+ " Ucp'F k'gi q' " Eq'q'p'cf q' " Dtk'f i g'<U'ch'g'v' " U'w'f {" " 	<p>Tgs wktgu' Ecmtcpu. "vq" eqpf vev'c' dtk'f i g' uch'g'v' "u'w'f {"qp"y' g' Ucp'F k'gi q/ Eq'q'p'cf q' Dtk'f i g' cpf "vq" u'wdo k'c' t'gr q'tv' vq"y' g' Ng' i kur'w'g' "d {"Lwn' {"3."423: ."t'gi c'tf k'pi "cp {"h'g'cuk'd'k'k'v' "u'w'f k'gu'eqo r r'v'g'f "hqt"r tqr qugf "r tqlgeu'f g'uki p'gf' vq"ko r tqx'g' uch'g'v' "cpf "o k'ki cvg' u'w'k'f g' t'kumu"qp"y' g' Ucp'F k'gi q/ Eq'q'p'cf q' Dtk'f i g' Tgs wktgu'y' g' f' gr ctvo gpv' "p'q' r'v'g't "y' cp" Lxp'g' "52."423: ."vq" w'f cvg' "y' g' Ng' i kur'w'g' "cpf "y' qug' r'gi kur'v'x'g' eqo o kwggu' t'gi c'tf k'pi "cp {"ueq'f k'pi' t'gr q'tu' hqt' "cp {"r tqr qugf "r tqlgeu' hqt' "y' j lej "c' h'g'cuk'd'k'k'v' "u'w'f {"y' cu'eqo r r'v'g'f 0'}</p>	; 1: 139"	Cuugo dn' " Vtcur qtvcvqp" Ego o kwgg"	

State Senate" Bills"	Subject"	Last" Amended"	Status"	VTA Position"
<p>SB 496 *Ecppgmc+ F guki p" Rtqhgaukqpcn< Kpf go plv{ "</p>	<p>Hqt"eqpvtcew"gpvtgf "lpvq"qp"qt"chgt"lcpwct{"3."423: .d{"c"r wdrie"ci gpe{"hqt"f guki p"r tqhgaukqpcn"ugt xlegu." r tqj kdku"vj g"equv"vq"f ghgpf "ci clpuv"c"rcy uwk"ej cti gf "vq"vj g"f guki p"r tqhgaukqpcn"lto "gzeegg kpi "j ku"qt"j gt" r tr qt vqpcvg"r gtegpvc g"qh"hcwn0""k"vj g"gxgpv"vj cv"qpg"qt"o qtg"f ghgpf cpw"ku"wpcdrg"vq"r c{"ksu"uj ctg"qh" f ghgpug"equu"fv wq"vq"dcprtw ve{"qt"f kuqnwkp"qh"vj g"dwukpguu."tgs vkt gu"vj g"f guki p"r tqhgaukqpcn"vq"o ggvc"pf " eqphgt"y kj "vj g"qvj gt"r ctvgt"tgi ctf kpi "wpr ckl "f ghgpug"equu0""Ur gekhgu"vj cv"vj g"r tqxkukpu"qh"vj g"dkmf q"pqv" cr r n{"kp"ekj gt"qh"vj g"hmny kpi "ukwcvkpu<"*3+cp{"eqpvtcev"ht"f guki p"r tqhgaukqpcn"ugt xlegu"y j gtg"c"r tqlgev" ur gekhle"i gpgtcn"ncdkkv{"r qrle{"kpuwgu"cm"r tqlgev"r ctvklr cpw"lto "i gpgtcn"ncdkkv{"gzw quwgu"qp"c"r tko ct {" dcuku"cpf "cnuq"eqxgtu"cm"fv guki p"r tqhgaukqpcn"lto"vj gkt"ngi cn"ncdkkv{"ctkupi "qww"qh"vj gkt"r tqhgaukqpcn"ugt xlegu" qp"c"r tko ct {"dcuku="qt"" *4+c"fv guki p"r tqhgaukqpcn"y j q"ku"c"r ctv{"vq" c"y tkwgp"fv guki p/dwklf "lqkp"v xgpwtg" ci tggg gpv0'Gzgo r w'ucvq"ci gpekgu"lto "vj g"r tqxkukpu"qh"vj g"dkmf0'</p>	<p>6/7/39"</p>	<p>Uki pgf "lpvq"Ncy < Ej cr vgt'% "</p>	
<p>SB 498" *Unkppgt+ \ gtq/Go kuukqp" Xgj kergu"</p>	<p>Tgs vkt gu"vj g"Ecnkhtqplc"Ck"Tuquwtegu"Dqctf "ECTD+vq"tgxkgy "cm"qh"ku"r tqi tco u"chgevkpi "vj g"cf qr vqp"qh" rki j vf ww{."o gf kwo /f ww{"cpf"j gcx{"f ww{" gtq/go kuukqp"xgj kergu"lp"Ecnkhtqplc0""D{"Lwn"3."423: ."tgs vkt gu" ECTD"vq"tgr qtv"vq"vj g"Ngk kurwtg"y kj "r qrle{"tgeqo o gpf cvkpu"lto"lpetgculpi "vj g"wug"qh"uwej "xgj kergu"lto" xgj kerg"hggv"wug"cpf "qp"c"i gpgtcn"vug"dcuku"lp"vj g"ucvq0'</p>	<p>; 17/39"</p>	<p>Uki pgf "lpvq"Ncy < Ej cr vgt'%84: "</p>	
<p>SB 502 (Portatino) Rwdrie"tckl" u{ ugo u< cxckrdkkl"qh" cwqo cvgf " gzvgtpcn" f ghkdkkcvqtu"</p>	<p>Tgs vkt gu"cm"r wdrie"gpvktgu"vj cv"qr gtcvg"tckl"vcpuk"u{ ugo u"uj cm"gpwvtg"vj cv"gej "vckp"j cu"cp"cwqo cvgf" gzvgtpcn"fv ghkdkkcvqt"CGF +cu"r ctv"qh"ku"uchgv"gs vkr o gpv0' Tckl"qr gtcvqtu"vj cv"ces vktg"CGF v"lto"go gti gpe {" ectg"uj cm"pqv"dg"ncdrg"lto"cp{"ekkl"fv co ci gu"tguwvki "lto"cp{"cevu"qt"qo kuukpu"lp"vj g"tgpv gtlpi "qh"vj g" go gti gpe {"ectg"d {"wug"qh"cp"CGF 0' Nqecr"ci gpekgu"y qwf "dg"t gko dwugf "d {"vj g"ucvq"lto"equu"cuuqekcvgf "y kj " vj ku"o cpf cvq0'</p>	<p>; 19/39"</p>	<p>Cuugo dnf "Twrgu" Eqo o kwgg"</p>	

State Senate Bills	Subject	Last Amended	Status	VTA Position
<p>SB 595 *Dgcm" Tgi kqpcn' O gcuwtg"5"</p>	<p>Ki'cr r tqxgf "d { "c"uko r ng"o clqtkf { "xqvg."cmqy u"vj g"De { "Ctgc"Vqm'Cwj qtkv { *DCVC+"v"lpetgcug"vj g"dcug"vqmi tcvg."dgi kppkpi "Lcpwt { "3."423; . "lp"cp"co qwpv"pqv"vq"gzeggf "&5"ht "xgj kergu"etqukpi "vj g"ugxgp"ucvq/qy pgf' vmi'dtkf i gu"lp"vj g"tgi kqp"vq"hwpf "ur gekhgf "r tqlgew"cpf "r tqi tco u"vq"dg"npqy p"eqmvev"gn { "cu"vj g"tgi kqpcn' O gcuwtg"5" gzr gpf kwtg"r rcp0""k"p"vj g"gzr gpf kwtg"r rcp. "kpenmf gu"&597"o krikqp"ht"DCTV"vq"Ukdeq"Xcmg { 'Rj cug"4."&352"o krikqp"ht"vj g"Gcutkf i g"vq"DCTV"tgi kqpcn'Eapppgevt."cpf "&322"o krikqp"ht"vj g"Ucp"Lqug' F kfk qp"Ucvkqp."cpf "&522"o krikqp"ht"De { "Ctgc"Eqttkf qt "Gzr tgu"Ncpgu. "kpenmf kpi "vj qug"lp"vj g"Eqwv { "qh"Ucpv' Emtc0" "k"p"cf f kkkp."XVC"o c { "eqpf wew"cf o kpkngt."cpf "qr gtcvg"c"xcmw"r tlekp i "r tqi tco "qp"Ucvg"J ki j y c { 'T qwg"323"lp"Ucp"O cvgq"Eqwv { "lp"eqqtf kpcvqp"y kj "vj g"Ekv { "Eqwv { "Cuqekcvqp"qh'I qxgtpo gpv"qh"Ucp' O cvgq"Eqwv { "0" Cmqy u"DCVC"vq"r j cug"lp"vj g"vqm'lpetgcug"qxgt"c"r gtkqf "qh"vko g"cpf "vq"cf l wv"vj g"lpetgcug' ht'kphrcvqp"dcugf "qp"vj g"Ecndktpk"Eqpuwo gt "Rtlek"lpf gz "chgt"kv"cu'dggp"r j cugf "lp"eqo r ngvgn { "0Tgs vkt gu"vj g' Ekv { "Eqwv { "qh"Ucp"ht'cpekueq"cpf "vj g"gli j v'qj gt"De { "Ctgc"eqwvku"vq"r meg"vj g"r tqr qugf "vqm'lpetgcug. "vj g' co qwpv"qh"y j lej "y qwf "dg"f gvgto kpgf "d { "DCVC."qp"c"ucvgy kf g"r tko ct { "qt"i gpgtcr'ngvkvqp."y j lej "uj cmi'dg' ugrgevgf "d { "O VE"0Tgs vkt gu"vj g"dcnv { r co r j ngvht "vj g"grgevkqp"vq"lpenmf g"c"uwo o ct { "qh"vj g"tgi kqpcn' O gcuwtg' 5" gzr gpf kwtg"r rcp"tgi ctf kpi "vj g" grik ldrng"r tqlgew"cpf "r tqi tco u"vq"dg"hwpf gf"y kj "vj g"tgxgpwgu"f gtlxgf' htqo "vj g"vqm'lpetgcug"0"ki'vj g"vqm'lpetgcug"ku"pqv'cr r tqxgf "d { "vj g"xqvgu."cmqy u"DCVC"vq"tguwdo k'vj g"o gcuwtg' vq"vj g"xqvgu"cv'c"uudugs wgpv'i gpgtcr'ngvkvqp"0"ki'vj g"vqm'lpetgcug"ku"cr r tqxgf "d { "vj g"xqvgu."tgs vkt gu"DCVC' vq"hwpf "vj g"r tqlgew"cpf "r tqi tco u"lpenmf gf "lp"vj g"tgi kqpcn' O gcuwtg"5" gzr gpf kwtg"r rcp" d { "dqpf kpi "qt' vj tqwi j "vcpulgtu"vq"vj g" O gvtqr qrkcp"Vtcur qt cvkqp"Eqo o kuukqp"0 VE-0"0Tgs vkt gu'r wdrke"vcpuk'ci gpeku' vq"o ggv'r gthqto cpeg"o gcuwt gu"guvdrkuj gf "d { "O VE"cu"c"eqpf kkkp"qh'tgegkxkpi "tgi kqpcn' O gcuwtg"5"hwpf u"ht' qr gtcvki "cuukcpeg"0" ki'vj g"vqm'lpetgcug"ku"cr r tqxgf "d { "vj g"xqvgu."tgs vkt gu"DCVC"vq" f q" dqvj "qh"vj g' hmqy kpi <"*3+"guvdrkuj "cp"lpf gr gpf gpv'qxgtuki j v'eqo o kvvg"eqo r tkugf "qh"vy q'tgr tugpvcvkgu"htqo "gcej "qh' vj g"eqwvku"y kj lp"O VE"u"lwtkf levkqp"vq"gpwv"vj cv'vj g"vqm'lpetgcug"ctg'dgkpi "gzr gpf gf "eqpukngpv'y kj "vj g' tgi kqpcn' O gcuwtg"5"gzr gpf kwtg"r rcp="cpf ""*4+"r tgr ctg"cp"ppwcn't gr qt v'vq"vj g"ngi kurwtg"qp"vj g"ucwu"qh'vj g' r tqlgew"cpf "r tqi tco u"hwpf gf "r vtucpv"vq"vj g"tgi kqpcn' O gcuwtg"5"gzr gpf kwtg"r rcp"0" F genct gu"vj g"lpv'vq"vj g' Ngi kurwtg"vq"etgcvg"vj g"Qhleg"qh'vj g"DCTV"kpur gevqt "I gpgtcr'vq"qxgtugg"vj g"ghilekpv'wug"qh'vj g" f kvt levu'wug' qh'dtkf i g"vqm'cpf "qj gt"tgxgpwgu"0"Rtqj kdku"DCVC"htqo "ej cpi kpi "vqm'tcvgu."gzegr v'cu'ur gekhccm { "cvj qt k gf' d { "vj g"ngi kurwtg"qt"cu"pgegf gf "vq"o ggv'dqpf "qdri cvkpu"0</p>	<p>; i: B9"</p>	<p>Uki pgf "lpv"ncy < E j cr vgt "%872"</p>	<p>Uwr r qtv'</p>
<p>SB 603 *I r gt+" DCTV-< Y qtm' Uqr r ci gu"</p>	<p>Rtqj kdku"vj g"De { "Ctgc"Trc kf "Vtcur"vq"vktlv"0DCTV+"htqo "gpv'kpi "lpv"cp"ci tggo gpv'vj cv'y qwf "rko k'ku" cdkk { "vq"r tgr ctg'htq. "qt"qr gtcvg"v wtkpi . "c"y qtm'uvqr r ci g"0</p>	<p>Cu' kvtqf wegf "</p>	<p>Ugpcvg'Rwdrke" Go r mq { o gpv(" Tgvtgo gpv' Eqo o kvvg"</p>	
<p>SB 604 *I r gt+" DCTV-< Rtqj kdkkqp"qh' Utkngu'd { " Go r mq { ggu"</p>	<p>Rtqj kdku"vj g"go r mq { ggu"qh'vj g"De { "Ctgc"Trc kf "Vtcur"vq"vktlv"0DCTV+"htqo "gpi ci kpi "lp"c"vktng"qt"y qtm' uvqr r ci g"ki'vj g" DCTV" Dqctf "qh" F kgevqtu" o clpvc'ku" cmi' r tqxkukpu" qh" cp" gzr ktf "eqpvcv" kpenmf kpi " eqo r gpucvqp"cpf "dgpghk'r tqxkukpu."cpf "cp"go r mq { gg"qt"wpkqp"j cu"ci tggf "vq"c"r tqxkukqp"r tqj kdkkpi "vktngu' lp"vj g"gzr ktf "qt"r tgxkqwa"y tkwgp"rdqt"eqpvcv"0"Rtqxf gu"vj cv'cp"go r mq { gg"y j qo "DCTV"hwpf u"y kthwm { " gpi ci gf "lp"c"vktng"qt"y qtm'uvqr r ci g"lp"vktng"vq"qh'vj g"r tqxkukpu"qh'vj ku'dkm'ku"uwlgev"vq" f kuo kuucn'khi'vj cv' hwpf kpi "ku" uuvckp"gf "w qp" eqpenwvqp" qh'vj g" cr r tqr tkvg"r tqeggf kpi u" pgeguact { "ht"vj g"ko r qukkqp"qh" c' f kuek rkpct { "cevqp"qp"vj g"go r mq { gg"0</p>	<p>Cu' kvtqf wegf "</p>	<p>Ugpcvg'Rwdrke" Go r mq { o gpv(" Tgvtgo gpv' Eqo o kvvg"</p>	

State Senate Bills	Subject	Last Amended	Status	VTA Position
<p>SB 614 *J gt vj dgti + Hctg Gxcukqp cpf Rcuugpi gt O kueqpf wev Xlqrvkqp Cf o kplutcvkxg Hkpgu</p>	<p>Hqt "j qug" r wdike "vcpuk" ci gpeku "j cv'cf qr v'cpf "gphqteg" cp" qtf kpcpeg" vq" ko r qug" cf o kplutcvkxg" r gpcnkgu" hqt hctg" gxcukqp" cpf "egt vclp" r cuugpi gt" o kueqpf wev" xlqrvkqp. "tgs vkt gu" vj g" t gxp wgu" hctg" o "j g" cf o kplutcvkxg" hkpgu" vq" dg" f gr quksf "y kj "vj g" vcpuk" ci gpe { "j cv'kuuwgf "vj g" ekcvkqp. "tcvj gt" vj cp" kp" vj g" i gpgtci" hwpf "qh" vj g" eqwv" y j gt g" vj g" ekcvkqp" y cu'kuuwgf 0" Nko ku" vj g" co qwpv" qh" vj g" cf o kplutcvkxg" hkpgu" vq" c" o czko wo "qh" &347" hqt "vj g" hctg" v'cpf "ugeqpf" "xlqrvkqp. "cpf "vq" c" o czko wo "qh" &422" hqt "vj g" vj kf "cpf "cp { "uudugs wgpv" xlqrvkqp 0" Tgs vkt gu" vj g" r wdike "vcpuk" ci gpe { "vq" r gto k' vj g" r gthqto cpeg" qh" eqo o wplv { "ugt xleg" kp" r gw" qh" r c { o gpv' qh" vj g" cf o kplutcvkxg" hkp" kh" vj g" r gtuqp "ku" wpf gt "3: " { gctu" qh" ci g" qt" r tqxkf gu" uc'vukcevt { "gxf gpeg" qh" cp" kpcdkkv { "vq" r c { "vj g" hkp" kp" hwn0" Cmny u" vj g" r wdike "vcpuk" ci gpe { "vq" tgs vkt g" vj g" r gthqto cpeg" qh" eqo o wplv { "ugt xleg" vq" dg" f qpg" cv' ku" hcekkkku0" Rtqxf gu" vj cv' vj g" r wdike "vcpuk" ci gpe { "ku" pqv' tgs vkt gf "vq" r gto k' vj g" r gthqto cpeg" qh" eqo o wplv { "ugt xleg" kp" r gw" qh" r c { o gpv' qh" c" hkp" kh" vj g" r gtuqp" j cu' j cf "o qt g" vj cp" vj tgg" xlqrvkqp" hqt "y j lej" eqo o wplv { "ugt xleg" y cu' r gto kwgf. "cpf "j g" qt" uj g" f k" pqv' eqo r rvgv" vj g" eqo o wplv { "ugt xleg 0" Tgs vkt gu" vj g" r wdike "vcpuk" ci gpe { "vq" cmny "r c { o gpv' qh" cf o kplutcvkxg" hkpgu" hqt" hctg" gxcukqp" qt" r cuugpi gt" o kueqpf wev" xlqrvkqp" kp" kpuvcmo gpvu" qt" f ghettgf "r c { o gpv' kh" vj g" v'vcl' co qwpv' qh" vj g" hkpgu" ku" &422" qt" o qtg. "cpf "vj g" r gtuqp" r tqxkf gu" uc'vukcevt { "gxf gpeg" qh" cp" kpcdkkv { "vq" r c { "vj g" hkpgu" kp" hwn0</p>	<p>; B39"</p>	<p>Uki pgf "kpvq" Ncy < Ej cr vgt "%43; "</p>	<p>Uwr qt v'</p>
<p>SB 640 *J gt vj dgti + Tgckl Ugrgu Vcz" qp" Ugt xlegu"</p>	<p>Ucvgu" vj cv' vj g" kpvgpv' qh" vj g" dmi" ku" vq" o cng" vj g" hmqny kpi "vj tgg" dtqcf "ej cpi gu" vq" Ecrkhtpklc" vcz" eqf g<" *3+ r tqxkf g" vcz" tgrgh" vq" o kf f rg/" cpf "ny /kpeqo g" Ecrkhtpklc" u. y j krg" uko r rkh { kpi " vj g" r gtuqpcn' kpeqo g" vcz." o kplvklkpi "r tqi tguukkv { cpf "o kki cvkpi "vj g" tgrkpeg" qp" vqr "kpeqo g" gctpgt u=" *4+ dtqcf gp" vj g" vcz" dcug" d { ' ko r qukpi "c" o qf guv' ucrgu" vcz" qp" ugt xlegu" = cpf "" *5+ gpj cpeg" vj g" ucvgu" dwukpguu" erko cvg. "cpf "kpegpvkk g' gpv' gr tgpwtuj kr "cpf "dwukpguu" etgcvkp" d { "ny g' kpi "vj g" eqtr qtc v' kpeqo g" vcz" qp" uo cmi' dwukpguu" gzgo r kpi " xgt { "uo cmi' dwukpguu" hctg" o "vj g" ucrgu" vcz" qp" ugt xlegu" cpf "uki plhcepv { "tgf welpi "vj g" o kplv wo "hctpej kug" vcz 0 Etgcvgu" vj g" Tgckl Ugrgu" Vcz" qp" Ugt xlegu" Hwpf "kp" vj g" Ucvg" Vtgcwt { 0" Ucvgu" vj cv' vj g" kpvgpv' ku" vq" cr r tqr tkcvu' o qpg { "kp" vj g" hwpf "vq<" *3+ r tqxkf g" vcz" tgrgh" vq" o kf f rg/" cpf "ny /kpeqo g" Ecrkhtpklc" vq" qh" hvgv' vj g" ghhev' qh" vj g" ucrgu" vcz" qp" ugt xlegu" = " *4+ cuukv' kp" ugewt kpi "i tgcvt" ucdkkr { "hqt" Ecrkhtpklc" kplhtcwt wewt g. "y qtnhqt g. "cpf " j gcnj "ectg" cpf "gf wecvkqp" u { ugo u. "kpenw' kpi "j ki j gt" gf wecvkqp" = cpf "" *5+ gpj cpeg" Ecrkhtpklc" dwukpguu' erko cvg. "cpf "kpegpvkk g" cpf "r tqvge' uo cmi' dwukpguu 0</p>	<p>Cu" kpv' qf wegf "</p>	<p>Ugpcvg" I qxgtcpeg" (" Hkpcpeg" Eqo o kwgg"</p>	
<p>SB 680 *Y lgeny unkl" DCTV< Vcpuk" Qtkpvgf " F gxrqr o gpv'</p>	<p>Cmny u" vj g" Dc { "Ctgc" "Ter k' "Vcpuk" "F krtkv" "DCTV" "vq" ces vkt g" r tqr gt v { "hqt" "vcpuk" /qtkpvgf "Iqkpv' f gxrqr o gpv' vj cv' ku" hqecvgf "y kj kp" c" j crh' o krg" qh" c" vcpuk" hcekkk { . "tcvj gt" vj cp" y kj kp" c" s wct vgt" o krg. "cu" ku" vj g" ecug" wpf gt "ewt gpv' hcy 0</p>	<p>Cu" kpv' qf wegf "</p>	<p>Uki pgf "kpvq" Ncy < Ej cr vgt "%22"</p>	
<p>SB 703 *Unkpgt + Ucrgu' cpf "Wug" Vcz< Eqwvku' qh" Crc o gf c." Ucpc' Erctc" cpf "Ucpc' Hg" Ur tkpi u"</p>	<p>Cwj qtk' gu" vj g" Eqwvku' qh" Crc o gf c" cpf "Ucpc' Erctc" vq" ko r qug" c" vcpucevkqp" cpf "wug" vcz" hqt" i gpgtci" qt" ur gekle" r vtr qugu" cv' c" tcv' qh" pq" o qt g" vj cp" 207' "qt" 20847' . "tgr gevknf . "cpf "vj g" Ekv { "qh" Ucpc' Hg" Ur tkpi u" vq" ko r qug" c" vcpucevkqp" cpf "wug" vcz" hqt" i gpgtci" qt" ur gekle" r vtr qugu" cv' c" tcv' qh" pq" o qt g" vj cp" 3' 0" Gzgo r w' vj g" vj g" vcpucevkqp" cpf "wug" vcz" kpetgcugu" hctg" o "vj g" eqo dlpkf "tcv' rko k' qh' 4' . "kh" vj g" gkj gt "eqwv" qt" vj g" evk' cf qr u' cp" qtf kpcpeg" r tqr qukpi "vj g" vcz" cpf "vj g" qtf kpcpeg" r tqr qukpi "vj g" vcz" ku" cr r tqxgf "d { "vj g" xqvtu 0" Tgr gcu' vj ku" cwj qtk' cvkqp" qp" F gego dtg' 53. "4244. "hqt" gkj gt "eqwv" qt" vj g" evk { "kh" cp" qtf kpcpeg" r tqr qukpi "vj g" vcz" j cu' pqv' dggp' cr r tqxgf "d { "vj cv' cvg 0</p>	<p>; B39"</p>	<p>Uki pgf "kpvq" Ncy < Ej cr vgt "%73"</p>	

State Senate" Bills"	Subject"	Last" Amended"	Status"	VTA Position"
<p>SB 760 *Y kpgt-" Cevkxg" Vtcur qt vckqp" cpf 'Eqo r nvg" Utggvu"</p>	<p>Guxcdkuj gu'c'F kxkukp'qhi'Cevkxg'Vtcur qt vckqp'y kj kp'Ecmtcpu'vq'dg'tgur qpukdrg'htq'< *3+f gxgnr kpi 'r tqlgewi' cpf "r tqi tco u'yj cv'kpetgcug'dle {eng'cpf "r gf gutkcp"uchgv' "cpf "vkr u'ucvgy kf g=cpf ""*4+tgxky kpi "cm'ucv' j ki j y c {"ecr kcn'ko r tqxgo gpv' r tqlgew' hqt' kpenukqp' qh' dle {eng' cpf "r gf gutkcp" hcekrkkgu." y j gtg' hgcukdrg' Tgs vktgu'v' g'Ecrtkqtpk'Ucv'g'Vtcur qt vckqp'Ci gpe {"vq"cuuki p'cp'wpf gtugetgvt {"vq"i kxg'cwgpvkqp'vq'cev'kxg' vtcur qt vckqp'o cvgtu'vq"i vkr g'r tqi tguu'vqy ctf "o ggkpi "Ecmtcpu'cev'kxg'vtcur qt vckqp'i qcm'cpf "qdlgev'kxgu' Tgs vktgu'v' g'Ecrtkqtpk' Vtcur qt vckqp'Eqo o kxkqp' *EVE+ "vq" i kxg' j ki j "r tkqtkv {"vq" kpetgcukpi "uchgv' "hqt' dle {erknu'cpf "r gf gutkcpu'cpf "ko r ngo gpv'kpi "dle {eng'cpf "r gf gutkcp' hcekrkkgu' "D {"Lcpwct {"3."423: . "tgs vktgu' Ecmtcpu'vq'wr f cvg'ku'J ki j y c {"F guki p' "O cpwn'vq'kpeqr qt cvg'v' g'eqo r nvg'utggvu'f guki p'eqpegr v' "Tgs vktgu' v' g'Cuugvu' "O cpci go gpv'Rrcp'ewttgpv' "r tgr ctgf "d {"Ecmtcpu'vq' r tguetkdg'c' r tqeguu' hqt' eqo o wkv' "kpr w'cpf' eqo r nvg' utggvu' ko r ngo gpv'v'kqp'vq" r tkqtkk' g'uchgv' "cpf "ceeguukdkk' {"hqt" dle {erknu." r gf gutkcpu'cpf "r wdrle' vcpuk'wugtu'qp'cm'Ucv'g'J ki j y c {"Qr gtcv'kqp'cpf "Rtqv'ev'kqp'Rtqi tco " *UJ QRR+r tqlgewi." y j gtg'cr r ncedrg' "k' eqppge'v'kqp'y kj "v' g'Cuugvu' "O cpci go gpv'Rrcp." tgs vktgu'v' g' "EVE'vq'cf qr v' r gthto cpeg' "o gcuvtgu'v' cv'kpenf g< *3+eqpf kkp'v'q' h' dle {eng'cpf "r gf gutkcp' hcekrkkgu' ""*4+ceeguukdkk' {"cpf "uchgv' "hqt" dle {erknu." r gf gutkcpu'cpf " r wdrle' vcpuk'wugtu'cpf ""*5+xgj keng' "o krgu'v'cxgrgf "qp'v' g'ucv'g' j ki j y c {"u'vgo 0" Cf f u'ecr kcn'ko r tqxgo gpv' tgrcv'g' "vq'ceeguukdkk' {"hqt" dle {erknu." r gf gutkcpu'cpf "r wdrle' vcpuk'wugtu'q' h'ucv'g' j ki j y c {"u'cpf "dtk' i gu'vq'v' g' nku' qh' r tqlgewi'v' cv'ctg' g'ri kdr' hqt' "UJ QRR' hwpf kpi 0" "Tgs vktgu' Ecmtcpu'vq' ur gekh' {"v' g' equ'v' qh' dle {eng'cpf " r gf gutkcp' hcekrkkgu' hqt' gcej "r tqlgew' r tqi tco o gf "lp'v' g' "UJ QRR' "Y j gp'wpf g'v'cnkpi "cp {"ecr kcn'ko r tqxgo gpv' r tqlgew' qp'c" ucvg' j ki j y c {"qt" c" mecn' utggv' etqukpi "c" ucvg' j ki j y c {"v' cv'ku' hwpf gf "v' tqwi j "v' g' "UJ QRR." tgs vktgu' Ecmtcpu." d {"Lcpwct {"3."4242. "vq' kpenf g' pgy "dle {eng'cpf "r gf gutkcp' hcekrkkgu' qt" ko r tqxgo gpv'vq' gz'kukpi " hcekrkkgu'cu' r ctv'q' h'v' g' r tqlgew' eqpukngpv'v' kj "ur gekh'gf "tgs vktgo gpv'v' Tgs vktgu' Ecmtcpu'vq' guv'cdkuj "c' r tqlgew' f gxgnr o gpv' v' gco " hqt' gcej "UJ QRR" r tqlgewi." y j lej "uj cm' kpenf g' tgr tgu'gpv'v'kxgu' h' tgo "v' g' mecn' vtcur qt vckqp'ci gpe {"v' g' mecn' dle {eng'cpf "r gf gutkcp'cf xluqt {"eqo o kxgg." eqo o wkv' /dcugf "qti cpk' cvk'pu." tgu'kf gpv'v' qh'ny /kpego g' f kucf xcp'ci gf "eqo o wkv'ku." cpf "qv' gt "mecn'ucv'ngj qnf gtu'ko r cevg' "d {"v' g' r tqlgew' Tgs vktgu'v' g' r tqlgew' f gxgnr o gpv' v' gco "vq" r tqxk' g' "kpr w'vq' Ecmtcpu'qp'kf gpv'kh' kpi "dle {eng'cpf "r gf gutkcp' hcekrkkgu' {"cpf "r wdrle' vcpuk'ceegu' pggf u' tgrcv'g' "vq'v' g' r tqlgew' "Tgs vktgu' Ecmtcpu'vq' wug'5" r gtegpv' qh' "UJ QRR' hwpf u' h' tgo "v' g' Tqcf "O clp'v'g'p'peg'cpf "Tgj cdk'k'cv'kqp' Ceeqwpv' "kh'v' cv'ceeqwpv'ku' etgcvg' "v' tqwi j "rgi kuc'v'kqp." hqt' dle {eng'cpf "r gf gutkcp' hcekrkkgu' "O cngu' ceeguukdkk' {"ko r tqxgo gpv' hqt' cm' wugtu' qh'v' g' vtcur qt vckqp' u'vgo "v' cv'ko r tqxg'v' g' g' h' k' k' p' e {"qh' o qxkpi "r gqr ng' y kj kp' gz'kukpi "tqcf y c {"u." tgf weg' xgj keng' "o krgu' v'cxgrgf " cpf "r tqo qvg' r wdrle' j gcmj "v' g' j ki j guv' r tkqtkv {"hqt' Ucv'g' J ki j y c {"Ceeqwpv' hwpf kpi 0" " Tgs vktgu' uchgv' ko r tqxgo gpv' hwpf gf "h' tgo "v' g' Ucv'g' J ki j y c {"Ceeqwpv'vq' r tkqtkk' g' tgf welpi "h'v'cnkkgu'cpf "ugxgtg' kpl'v'k'gu' hqt' xwpgtcdrg' tqcf "wugtu." cpf "r tqj kdku'v' g'ug' r tqlgew' h' tgo "kpetgcukpi "xgj keng' "o krgu' v'cxgrgf 0"</p>	<p>Cu' Kvtqf weg' "</p>	<p>Ugpcvg" Vtcur qt vckqp' (" " J qwkpi " Eqo o kxgg"</p>	
<p>SB 768 *D0' Cmgp+Rwdrle/ Rtkxevg" Rctv'gtuj kr u"</p>	<p>Tg/gpcew'cpf "o cngu' r gto cpgpv'v' g'ucv'wqt {"cwj qtkv {"hqt' Ecmtcpu'cpf "tgi kqpcn'vtcur qt vckqp'ci gpeku." cu' f gh'p'gf . "vq' wkrk' g' r wdrle' r tkxevg' ctv'gtuj kr u' hqt' vtcur qt vckqp' kpl'v'k'wew' g' r tqlgew' 0"</p>	<p>549B9"</p>	<p>Ugpcvg" Cr r tqr tkcv'kqp" Eqo o kxgg"</p>	

State Senate" Bills"	Subject"	Last" Amended"	Status"	VTA Position"
<p>SB 775 *Y kgenqy unka! Erko cvg" Ej cpi g< O ctngvDcugf " Eqo r nkepeg" O gej cpluo "</p>	<p>Tgs vkt gu"vj g"Ecrlhtqtpkc" Ck" Tguqwtegu"Dqctf" *ECTD+"vq" cf qr v'c" tgi wvkvqp" guvdrkuj lpi "c" o ctngvdcugf ' r tqi tco "qhl' tggpj qwug' i cu'go kuukqu'iko ku'htq' eqxgtgf "gpvklgu"vj cvy qwf "dg"cr r rkecdng'qp'cpf "chgt" Lcpwct { " 3."42430" Ur gekhtgu"vj cv' yj g" tgi wvkvqp"uj cml'f q'cml'qh'vj g" hqmqy lpi <" *3+"ugv' cppwcr'ci i tgi cvg"rko ku'htq' i tggpj qwug' i cu'go kuukqu'itqo "eqxgtgf "gpvklgu" *4+"tgs vkt g"ECTD."dgi kppkpi "Lcpwct { "3."4243."vq"eqpf wv s wctvgtf "cmqy cpeg'cvevkvpu'vj cv'ctg'qr gp'vq' r ctvlekr cvkqp'ltqo "eqxgtgf "gpvklgu" ko r qtvtu'qt'ugmgtu'qhl'eqxgtgf ' ko r tqv' r tqf wvu. "cpf "cp { "qj gt' r ctvlekr cpvu'j j q' tgi kngt' y kj "ECTD"htq' "y g' r wtr qug' qh' r ctvlekr cvkpi 'kp'vj g' cvevkvpu" *5+"qhtg' cv'gcej "cvevkvp" c" pwo dgt' qh'cmqy cpegu'gs wcr'vq' yj g' cvevkvpa' s wctvgtf "uj ctg' qh' yj g' cppwcr' ci i tgi cvg' go kuukqu'iko k" *6+"tgs vkt g" c" eqxgtgf "gpvkl" vq' uwo k'cmqy cpegu'gs wcr'vq' cv'hcuv'; 2' r gtegpv'qh'ku' cppwcr'ectdqp' f kqz kf g'gs wvkr'epv'go kuukqu'cppwcmf. 'y kj "y j g'qr vkv'vq' uwo k'cf f kkvpcr'cmqy cpegu' y kj qwf r gpcr' "vq" ceeqwpv'htq' "y j g' tgo clpf gt' qh'ku' cppwcr' go kuukqu. 'k'cp { . "kp" yj g' uwdugs wgpv' { get" *7+"tgs vkt g' vj cv' cml' cmqy cpegu' dg" qh'gtgf "htq" ucrg' cv' cvevkvpu' cpf " pqv' cmqecv'gf " vq" eqxgtgf "gpvklgu" gkj gt' htq' "ltgg" qt' htq' eqpuki po gpv'ucrg" *8+"tgs vkt g" ECTD" vq' ugv'cp' kpkcr'no kpo wo "tgu'xg' r tleg' qh' &42' r gt' go kuukqu'cmqy cpeg. "vq" dg' kpetgcugf "gcej" s wctvgt' d { " &3047' r nnu'cp { "kpetgcug" kp' yj g' Eqpuwo gt' Rtleg' kpf gz" *9+"tgs vkt g" ECTD" vq' ugv'cp' kpkcr' cvevkvqp" qh'gt' r tleg' qh' &52' r gt' cmqy cpeg. "vq" dg' kpetgcugf "gcej" s wctvgt' d { " &4072' r nnu'cp { "kpetgcug" kp' yj g' Eqpuwo gt' Rtleg' kpf gz" * "tgs vkt g" cmqy cpegu' vq" dg' xcrlf "htq' eqo r nkepegu' r wtr qugu' qpnf "kp' yj g' ecnpgf ct" { get' kp' y j kej "y j g' ctg' kv' qf wegf "kp' vq' ekewvkvqp" d { "ECTD" =cpf ' *; +r tqj kdk'ectdqp' qh'ugv'etgf ku'ltqo 'd'gkpi "wugf "vq' o ggvc' eqxgtgf "gpvkl" av'eqo r nkepeg' qdrki cvkqp' 0Guvdrkuj gu' yj g' Ecrlhtqtpkc' Erko cvg' kph'cut wewt g' Hwvf. "y j g' Ecrlhtqtpkc' Erko cvg' F kklf gpf "Hwvf. "cpf "y j g' Ecrlhtqtpkc' Erko cvg' cpf "Engcp" Gpgti { "Tgugctej "Hwvf 0" Tgs vkt gu' cml' t'gxgpwgu' eqmgev'f "y j tqwi j "y j g' cvevkvpu' vq' dg' f kvtkdwgf "cu' hqmqy u" *3+"cp' wpu' gekhtgf "co qwpv' f gr quksf "kp' vq' yj g' Ecrlhtqtpkc' Erko cvg' cpf "Engcp" Gpgti { "Tgugctej "Hwvf = *4+"cp' wpu' gekhtgf "co qwpv' f gr quksf "kp' vq' yj g' Ecrlhtqtpkc' Erko cvg' F kklf gpf "Hwvf =cpf " *5+"cml' go clpki "t'gxgpwgu' f gr quksf "kp' vq' yj g' Ecrlhtqtpkc' Erko cvg' kph'cut wewt g' Hwvf 0" Tgs vkt gu' yj g' Hcpej kug' Vcz' Dqctf "vq' f g' xgnr "cpf ' ko r rgo gpvc' r tqi tco "vq' f grkxgt { "s wctvgtf "r gt' ecr k' f kklf gpf u' vq' cml' Ecrlhtqtpkc' t'gukf gpw' htq' "y j g' r wtr qug' qh' o kki cvkpi "y j g' equu' qh' v'cpukv'kpki "vq" c" mqy /ectdqp' geqpqo { "vukpi "y j g' cvevkvp" r tqeggf u' f gr quksf "kp' vq' yj g' Ecrlhtqtpkc' Erko cvg' F kklf gpf " Hwvf 0' " " Guvdrkuj gu' yj g' Geqpqo le" Eqo r gvklxg' Cuw'cpeg" Rtqi tco " vq" dg' cf o k'p'kngt gf "d { "ECTD" vq' <" *3+"gpw' g' yj cv' ko r qtvtu'ugm'kpi . "uwr r n' kpi "qt' qh'gt' kpi "htq" ucrg" i tggpj qwug" i cu' go kuukqu' kp'v'pukxg" r tqf wvu' kp' Ecrlhtqtpkc" j cxg' geqpqo k'cmf { " h'ct" cpf " eqo r gvklxg' eqpf k'kvpu" = cpf " *4+" o clp'v'p' geqpqo k' r ctkv { " dgy ggp" r tqf wegtu' uwdlgev' vq" yj g' o ctngvdcugf " r tqi tco " qh' go kuukqu'iko ku'cpf ' yj qug' ugn'kpi "h'ng" i qqf u' kp' Ecrlhtqtpkc' yj cv'ctg' pqv' uwdlgev' vq' yj g' r tqi tco 0'</p>	<p>7 B B9"</p>	<p>Ugpcvg" Gpxltqpo gpvcr' S wcr'v' " Eqo o kvgg"</p>	
<p>SB 797" *J km" Ecmtckp "Ucrgu" Vcz"</p>	<p>Cwj qtk gu' yj g' Rgpkuw' Ecrttkf qt' Lqkpv' Rqy gtu' Dqctf " *LRD+ " d { "tgu'wkvqp" cr r tqxgf "d { "c" y q/ yj kf u' o clqt' kv' qh' yj g' d'qctf. "vq" uwo k' vq" yj g' xq'vgtu' qh' Ucp' Hcpeku'eq. "Ucp" O cvqg' cpf "Ucpv" Erntc' Eqw'v'gu' c" tgi k'p'cr' o gcuw' g' r tq' quki "c" t'g'ckl' v'cpucevkvpu' cpf "wug' vcz" cv' c" t'cv' p'q' v' g' zeggf "3E" r gtegpv' htq' hwpf lpi "qr g'cvkpi ' cpf "ecr kcn' g'zr gpf kwt gu' t'gr'v'gf "vq" yj g' Ecmtckp' Eqo o wgt' Tckl' Ugt' xleg' 0" Rtq'x'kf gu' yj cv' yj g' o gcuw' g' u'j cml' dg' uwo kvgf "vq" yj g' xq'vgtu' qpnf "wr qp" *3+" yj g' cr r tq'x'cn' qh' yj g' d'qctf u' qh' uwr g' t'x'ku'qtu' qh' Ucp' Hcpeku'eq. "Ucp" O cvqg' cpf "Ucpv" Erntc' Eqw'v'gu. "eqpuk'ngpv' yj kj "gcej" "eqw'v' av' cr r rkecdng" r tqegf w'gu" =cpf " *4+" yj g' cr r tq'x'cn' qh' yj g' i q'x'gt' p'kpi "d'qctf u' d { "c" uko r ng" o clqt' kv' "xq'v'g' qh' yj g' Ucp' Hcpeku'eq "O wplekr cni' Vt'epur qt' v'kvqp' Cwj qtkv' . "y j g' Ucp" O cvqg' Eqw'v' Vt'cpuk' F kvt'ev' *Uco Vt'cpu" =cpf "y j g' Ucpv" Erntc' Xcmg { "Vt'cpur qt' v'kvqp' Cwj qtkv' " *XVC-0 Tgs vkt gu' yj g' dcm'v' o gcuw' g' vq' dg' cr r tq'x'gf "d { "c" y q/ yj kf u' o clqt' kv' "qh' cml' yj qug' xq'v'kpi "qp' k'0" Gzgo r w' v' yj ku' v'cpucevkvpu' cpf "wug' vcz" "ltqo "y j g' 4' r gtegpv' ecr "kp' ewt' g' p'v' r'cy "t'gr'v'kpi "vq" yj g' v'q' cni' co qwpv' qh' uwe'j "vzgu' yj cv' eqw'f "dg' ko r qugf "kp' c' r ct' v'ew'ct' eqw'v' 0'</p>	<p>: 46 B9"</p>	<p>Uki pgf "kp' vq" Ncy < Ej cr vgt' %875"</p>	<p>"Uwr qtv"</p>



F cvg<	P qxgo dgt'39.'4239
Ewttgpv'O ggkpi <	F gego dgt'9.'4239
Dqctf 'O ggkpi <	F gego dgt'9.'4239

DQCTF 'O GO QTCPF WO

VQ< Ucpv'Ertc'Xcmg{ Vtcur qtvcvkp'Cwj qtkv{
Dqctf "qh'F ktgevqtu

VJ TQW J < I gpgtcr'O cpci gt.'P wlc'KOHgtpcpf gl

HTQO < F ktgevqt/" Rrcppkpi "('Rtqi tco o kpi . Ej tku'Cwi gpugkp

UWDLGEV< VHEC'Rtqlgev'Ucwwu'Tgr qtv

HQT'RHQTO CVIQP'QPN[

DCEMI TQWPF<

Vj g'Vtcur qtvcvkp'Hwpf "hqt'Ergcp'Clk'VHEC+'ku'i gpgtcvgf "htqo "c"&602"uwtej cti g'qp'xgj kerg"
tgi kntcvkpu0Vj g'Dc{ Ctgc'Clk'S wcrkv{ O cpci go gpv'F kntlev'DCCS O F +'cf o kpluvgtu'vj gug"
hwpf u'kp'vj g'p'kg/eqwpv{ 'Dc{ 'Ctgc0Hwpf u'ctg'cxckrdng'hqt'cmqecvkp "vq'cmgtpcvkxg'hwgru."ctvgtkcn"
o cpci go gpv.'dle{eng."cpf "tkr/tgf wcvkq'r tqlgevu'vj cv'tgf weg'xgj kerg"go kuukpu0

DCCS O F 't'gwtpu'62' "qh'vj gug'hwpf u'vq'vj g'eqwpv{ y j gtg'vj g{ ctg'eqmgev'f'hqt'cmqecvkp'd{ c"
or tqi tco 'o cpci gt0'Vj ku'hwpf 'ku'ecmgf 'vj g'VHEC'Rtqi tco 'O cpci gt'Hwpf "VHEC'62' +0XVC'ku"
vj g'r tqi tco 'o cpci gt'hqt'Ucpv'Ertc'E'qwpv{ 0Rtqlgev'ur qpuqtu'cr r n{ 'f ktgevn{ "vq'XVC'hqt"
hwpf kpi 'cpf 'vj g'XVC'Dqctf "qh'F ktgevqtu'cmqecv'g'u'vj gug'hwpf u'vq'r tqlgevu'kp'Ucpv'Ertc'E'qwpv{ ."
uwdlgev'vq cr r tqxcid{ "DCCS O F 0

Ucvg'rcy 't'gs wktgu'XVC'vq'eqpf wev'c'r gtlqf le'tgxkgy "qh'VHEC'r tqlgev'ucwwu0Vj g'rcy 'ucv'gu'vj cv"
XVC'uj cmj qif 'qpg'qt'o qtg'r wdke'o ggkpi u'r gt "{ gct 'vq'tgxkgy 'vj g'g'zr gpf kwtg'qh'tgxgpwgu"
tgegkxgf 0'Ect0J gcnj "cpf "Uchgv{ Eqf g'66463'h++

F KUEWUQOP<

Kp'ceeqtf cpeg'y kj 'vj g'tgs wktgo gpv'vj cv'vj g'Dqctf 'uj qwf 't'gxkgy 'vj g'g'zr gpf kwtg'qh'tgxgpwgu"
tgegkxgf.'Cwcej o gpv'C'f gvcku'vj g'ewttgpv'ucwwu'qh'Ucpv'Ertc'E'qwpv{ u'VHEC'62' /hwpf gf "
r tqlgevu'cpf 'Cwcej o gpv'D'r tqxkf gu'c'dt'kgh'f guetkr vkp'qh'gcej r tqlgevu'0 qu'r tqlgevu'ctg"
r tqi tguukpi 'uo qqv' n{ . "dw'uc'h'p'q'gu'vj cv'32'r tqlgevu'j cxg'dggp'i tcv'v'f 'cf f k'kqpcn'vko g'hqt"
eqo r ngv'kp0

CF XHUQT['EQO O KVVGG'F KUEWUQOP IT GEQO O GPF CVIQP<

Vj g'Vgej p'ecr'cf xluqt{ Eqo o kv'gg'VCE+'cpf 'Rqrle{ Cf xluqt{ Eqo o kv'gg'RCE+'t'gegkxgf 'vj ku"
kgo "cu'r ctv'qh'vj gkt'tgur gev'xg'eqpugpv'ci gpf cu'cv'vj gkt'P qxgo dgt': "cpf "; .4239'o ggkpi u0

Vj g'Dle {erg"cpf "Rgf guvkcp"Cf xkuqt { Eqo o kvgg"DRCE+"tgegkxgf "c"dtlgh'r tgugpvkqp"qp"vj ku"
kgo "cv'ku"P qxgo dgt": .4239"o ggkpi 0Uchi'tgur qpf gf "xgtdcm{ vj"eqo o kvgg"o

go dgt"s wguvkpu0

UVCPI 'EQO O KVGGF KUEWUKQP ITGEQO O GPF CVKQP <

Vj g'Eqpi guvkqp'O cpci go gpv'Rtqi tco "('Rrppkpi 'Eqo o kvgg'tgegkxgf "vj ku'kgo "cu'r ctv'qh'vj g"
eqpugpv'ci gpf c"cv'vj gk"P qxgo dgt"38."4239"o ggkpi 0

Rtgr ctgf "D{ <DmiJ qwi j

O go q"P q0844;

**Appendix A:
Santa Clara County TFCA Funding Status Report**

TFCA Project #	Project Title	Project Sponsor	Current TFCA Funds Awarded	TFCA \$ Paid Out	% Comp	Project Completion Date	Comments
15SC07	Saratoga Signal Timing & Interconnect Project	City of Santa Clara	\$498,000.00	\$44,709.00	95%	6/30/2018	In progress. Time extension approved.
15SC11	Blue Hills School Railroad Safety Crossing Project	City of Saratoga	\$300,000.00	\$0.00	30%	6/30/2018	In progress. Time extension approved.
15SC12	Capitol Expressway Pedestrian Improvements	VTA	\$198,000.00	\$193,923.00	95%	6/30/2018	In progress. Time extension approved.
16SC01	Three-Position Exterior Bike Racks for Buses	VTA	\$820,000.00	\$0.00	35%	6/30/2018	In progress. Time extension approved.
16SC03	Mathilda-Sunnyvale Saratoga Signal Timing	City of Sunnyvale	\$163,035.00	\$147,959.00	95%	6/30/2018	In progress. Time extension approved.
16SC05	Charcot Avenue Separated Bikeway	City of San Jose	\$49,768.00	\$0.00	50%	6/30/2018	In progress. Time extension approved.
16SC06	Monroe Street Bikeway	City of San Jose	\$58,600.00	\$0.00	50%	6/30/2018	In progress. Time extension approved.
16SC07	De Anza Blvd Traffic Signal Synchronization	City of Cupertino	\$55,000.00	\$55,000.00	100%	complete	Project complete.
16SC08	Tasman Drive Bicycle Lanes	City of Santa Clara	\$95,000.00	\$0.00	90%	6/30/2018	In progress. Time extension approved.
16SC09	County Expressway Signal Timing Coordination	Santa Clara County	\$245,000.00	\$245,000.00	100%	complete	previously reported complete.
16SC10	Wolfe Road Signal Timing Improvements	City of Sunnyvale	\$100,000.00	\$93,221.00	95%	6/30/2018	In progress. Time extension approved.
16SC11	Homestead Road Signal Timing Improvements	City of Sunnyvale	\$106,013.00	\$99,637.00	95%	6/30/2018	In progress. Time extension approved.
17SC00	Program Administration	VTA	\$122,912.00	\$122,912.00	100%	complete	Project complete.
17SC01	DASH Shuttle	VTA	\$826,000.00	\$826,000.00	100%	complete	Project complete.
17SC02	Lafayette Signal Timing Project	City of Santa Clara	\$210,000.00	\$0.00	15%	6/30/2018	In progress.
17SC03	Bowers Signal Timing Project	City Of Santa Clara	\$590,000.00	\$0.00	15%	6/30/2018	In progress.

**Appendix A:
Santa Clara County TFCA Funding Status Report**

17SC04	School Improvements	City of Santa Clara	\$290,000.00	\$0.00	15%	6/30/2018	In progress.
17SC05	Fremont Avenue Signal Timing Improvements	City of Sunnyvale	\$55,321.00	\$0.00	35%	6/30/2018	In progress.
17SC06	Mary Avenue Signal Timing Improvements	City of Sunnyvale	\$98,724.00	\$0.00	35%	6/30/2018	In progress.
17SC07	Hollenbeck Avenue Signal Timing Improvements	City of Sunnyvale	\$59,869.00	\$0.00	35%	6/30/2018	In progress.
17SC08	Remington Drive Signal Timing Improvements	City of Sunnyvale	\$38,897.00	\$0.00	35%	6/30/2018	In progress.
17SC10	Weekend Expressway Signal Timing	Santa Clara County	\$180,000.00	\$87,375.00	49%	6/30/2018	In progress.
17SC11	Interim Bicycle Improvement through 1-280/Page Mill Interchange Area	Santa Clara County	\$125,000.00	\$0.00		6/30/2018	In progress.
17SC12	Mary Avenue Bicycle and Traffic Calming Project	City of Sunnyvale	\$245,000.00	\$0.00	70%	6/30/2018	In progress.
17SC13	Pedestrian Infrastructure Improvements	City of Sunnyvale	\$415,961.00	\$0.00	50%	6/30/2018	In progress.

Attachment B
Santa Clara County TFCA 40% Program
Descriptions of Current Projects-Fall 2017

15SC07- Saratoga Signal Timing & Interconnect Project

Ucpvc'Erctc'ku'kpuvncm'pi 'eqo o wplecvkqpu'kph'cutwewt'g'ht'vtchle'uki pcn'cpf 'ugt'xgt'v'q'ugt'xgt'eqo o wplecvkqpu." cmqy kpi "hqt'kpwteqppgevkqp."eqqtf kpcvkqp."o cpci go gpv."rtqcevkxg"cpf "tgcevkxg'cf lwuo gpv'qh'vtchle"uki pcn' vko kpi "cpf'kpuvncm'pgy "ucv'g'qh'v'j g'ctv'vtchle"uki pcn'eqpvtqmg'v'v'j cv'y kn'eqo o wplecv'g'y kj "v'j g'Ekv'au'P c| vge" CVO U'u{ugvo "cv'Ekv'J cmf'}

15SC11- Blue Hills School Railroad Safety Crossing Project

Uctcvqi c"y kn'eqputwev'c"r gf gultkcp'tckqtqcf "etquukpi "cmqy kpi "c"r cuu'v'j tqwi j "Lqgøu'Vtckn'cv'F g"Cpl c"htqo " I wxcc'Eqwtv'v'q'H'gf gtlemdwti 'F tkxg0'

15SC12- Capitol Expressway Pedestrian Improvements

XVC"ku'wr i tcf kpi "v'j g'uki pcn'cv'v'j g'kpwgtugevkqp"qh'Ecr kqnl'Nqqr "v'q"kpemf'g"c"r gf gultkcp"r j cug"cpf "kpuvncm" r gf gultkcp'ugpuqtu'cpf "ko r ngo gpv'kpi "r gf gultkcp'cf cr v'kxg'uki pcn'vko kpi "v'q'cwqo cv'kcm'{"gz'v'gpf "v'j g'r gf gultkcp" etquukpi "i tggp" vko g"y j gp"r gf gultkcp'u"ctg" kpi "v'j g'etquuy cmæ' y kn' kpuvncm'c"r gf gultkcp"etquuy cm'cv' v'j g' kpwgtugevkqp"qh'cpf "Ecr kqnl'Gzr tguuy c'IGcutkf i g'Nqqr æ'y kn'kpuvncm'c"ukf gy cm'cr r tqzko cvgn'{"3.422"hg'v'kpi" rpi v'j "qp"v'j g'gcu'ukf'g'qh'Ecr kqnl'Gzr tguuy c'{"dgy ggp"v'j g'Gcutkf i g'Nqqr "cpf "v'j g'uj qr r kpi "r rci c"ftkxgy c'{"= cpf 'y kn'kpuvncm'c'o gf kcp'hgpeg'qp'Ecr kqnl'dgy ggp'Vwm'{"Tqcf "cpf "v'j g'Gcutkf i g'Nqqr 0'

16SC01- 3-Position Bus Bike Racks

XVC'y kn'rtqewt'g'cpf "kpuvncm'v'j tgg'r quk'kqp"dkng'tcemu'qp'ku'gp'v'k'g'hg'v'qh'682"cevkxg'dwugu0'

16SC03- Mathilda-Sunnyvale Saratoga Signal Timing

Uwpp{xcrg'ku'ko r ngo gpv'kpi "y ggnf c'{"cpf "y ggn'gpf "uki pcn'vko kpi "r rpu'ht'v'j g'O cvj kf c'Cxgpwg'cpf "Uwpp{xcrg" Uctcvqi c"tqcf "kpwgtugevkqp0'

16SC05- Charcot Avenue Bikeway

Ucp'Lqug'ku'kpuvncm'pi "Ernuu'KK'dkng'rcpg'utkr kpi ."dle{erg'uki pcn'f'g'v'kqp."cpf "r j {ulecn'ugr ctcv'kqp"qp'Ej cteqv' Cxgpwg0'

16SC06- Monroe Street Bikeway

Ucp'Lqug'ku'kpuvncm'pi "Ernuu'KK'dkng'rcpg'utkr kpi ."uki pci g."cpf "dle{erg'uki pcn'f'g'v'kqp"qp'O qptqg'Utggv'

16SC07- DeAnza Blvd Traffic Signal Synchronization

Ewr gt'v'kqp"ku'eqpf vev'kpi "uki pcn' vko kpi "cpcn'uku"cpf "y kn' ko r ngo gpv' uki pcn' eqqtf kpcvkqp" f v'kpi "v'j g"CO." o k f c'{"cpf "RO"r gcm'r gtlqf u'ht'37'uki pcnu0'

16SC08- Tasman Drive Bicycle Lanes

Ucpvc'Erctc'ku'cf f kpi "c'30'0' ko krg'Ernuu'KK'dle{erg'hcekkv'{"qp'Vcuo cp'F tkxg'htqo "Ecrædc| cu'Etggnl'v'q'I wcf cmæ'g" T'kxgt0'

16SC09- Expressway Weekday Predictive Signal Timing

Ucpvc'Erctc'Eqwpv'ku'f'g'xgnr kpi "o vnk'rg'õq'lhugwö'v'q'tgr t'gugpv'f'k'ht'g'v'vtchle"ur g'gf u0'v'j g'vtchle" t'gur qpuk'g'u{ugvo "y kn'f'{"pco kcm'{"ugr'ge'v'j g'eqtt'ge'v'q'lhugv'ht'v'j g'vtchle"eqpf k'kqp'dcugf "qp'v'j g'ur g'gf "f'cv" qd'v'k'g'f'htqo "vtchle"ugpuqtu0C"v'q'cn'qh"; 2'uki pcn'k'gf "kpwgtugevkqpu'y kn'dg'k'p'emf'gf ."hqt'c'v'q'cn'qh'ht'v' " o k'gu0'

16SC10- Wolfe Road Signal Timing Improvements

Uwpp{xcrg'ku'ko r ngo gpv'kpi "uki pcn'vko kpi "cmqpi "Y qrhg'Tqcf 'htqo "k'p'xgt'pgui'Y c'{"v'q'Kku'Cxgpwg0'



F cvg< P qxgo dgt'4: .'4239
 Ewttgpn'O ggkpi < F gego dgt'9.'4239
 Dqctf 'O ggkpi < F gego dgt'9.'4239

DQCTF 'O GO QTCPFWO

VQ< Ucpv'Eimtc'Xcmg{ Vtcur qtvcvkpp'Cwj qtk{
 Dqctf "qh'F ktgevtu

VJ TQW J < I gpgtci'O cpci gt.'P wtk'KtHgtpcpf gl

HTQO < F ktgevt/" Rrcppkpi "("Rtqi tco o kpi . Ej tku'Cwi gpugkp

UWDLGEV< F gxgnr o gpn'Tgxkgy 'S wctvgn{ 'Tgr qtv'ht Lwn{/Ugr vgo dgt'4239

HQT'RHQTO CVKQP'QPN[

DCEMI TQWPF<

XVCai'F gxgnr o gpn'Tgxkgy "Rtqi tco "gpeqo r cuugu'y q'ugr ctcvg."{ gvlkpgttgrcvgf . "ghhtw'vq"
 tgxkgy "cpf "eqo o gpn'qp'f gxgnr o gpn'cpf "vtcur qtvcvkpp'r tqlgeu"qeewtkpi "kp'cpf "cf lcegpv'vq"
 Ucpv'Eimtc'Eqwpv{ <3+'y g'tgxkgy "qh'gpxkqpo gpcnlf qewo gpw'cpf "f gxgnr o gpn'r tqr qucu"
 uwo kwgf "d{ O go dgt'Ci gpeku=cpf "4+'y g'tgxkgy "qh'Vtcur qtvcvkpp'K r cev'Cpcn{ uku'*VK+
 tgr qtv'ht'r tqr qugf "r tqlgeu'o ggkpi "y g'Eqpi gukpp'O cpci go gpn'Rtqi tco "EO R+'VK"
 I wkf gkpg'tgs wtkgo gpuo'

Vj g'qdlgevkxgu'qh'y g'F gxgnr o gpn'Tgxkgy "Rtqi tco 'kpenf g'ko r tqxkpi "rcpf "wugktcur qtvcvkpp"
 eqqt'f kpcvkpp."r tqo qkpi "cngt'pcvkxg'vtcxgn'o qf gu."cpf "gpeqwtci kpi "c"dcrcpegf "cr r tqcej "vq"
 cf f tguakpi "eqpi gukpp'O'Vq'uj ctg'kphqto cvkpp'cpf "hqugt'cp'qr gp'f kcnj wg'qp'rcpf "wug'cpf "
 f gxgnr o gpn'o cwgtu'y kj "O go dgt'Ci gpeku.'XVC'r tqf wegu's wctvgn{ 'tgr qtv'j ki j rki j kpi "y q"
 ugu'qh'r tqlgeu'cpf "v{r gu'qh'kphqto cvkpp<

- **Rt qlgeu'Tgxkgy gf 'd{ 'XVC<'Hqt'gpxkqpo gpcnlf qewo gpw.'VK'tgr qtv'qt'qy gt"**
 ci gpe{ f qewo gpw'tgxkgy gf "d{ XVC"ucfh'wpf gt'y g'F gxgnr o gpn'Tgxkgy "Rtqi tco "kp"
 yj g'r cuv's wctvgt.'tgrxcpv'XVC"eqo o gpw'ctg'uwo o ctk gf 0
- **Rt qlgeu'Cr r tqxgf 'd{ 'NqecniCi gpeku<'Hqt'r tqlgeu'qt'gpxkqpo gpcnlf qewo gpw"**
 cr r tqxgf "d{ "nqecniCi gpeku'kp'y g'r cuv's wctvgt.'tgrxcpv'XVC"eqo o gpw'cpf "ci gpe{ "
 tgr qpugu'qt'eqpf kkpau'qh'cr r tqxcn'ctg'uwo o ctk gf 0

F KUEWUKQP<

Vj g'hqmjy kpi "f kuewukpp'r tqxkf gu'c'uwo o ct{ qh'y g'Lwn{ y tqwi j "Ugr vgo dgt'4239'F gxgnr o gpn"
 Tgxkgy "S wctvgn{ 'Tgr qtv'O'Vj g'uwo o ct{ dgmjy "j ki j rki j w'ng{ r tqlgeu'cpf "vqr keu'eqpvc'kpgf "kp"
 yj g'tgr qtv'y j kej "ku'r tqxkf gf "cu'Cwej o gpn'CO'Vj g'tgr qtv'kpenf gu'c'vcdng'uwo o ctk kpi "cm'qh'y g"

tgxlgy gf "cpf "cr r tqxgf "r tqlgew."cpf "c'tghgtgpeg"o cr "uj qy kpi "y g'mecvqpu"qh'y gug'r tqlgewo

- XVC"eqo o gpvfg "qp"46'r tqlgew'dgy ggp'Lw{ cpf "Ugr vgo dgt"42390"Vj g'ekkgu'y kj yj g'o quv' r tqlgew'y gtg'Ucp'Lqug'y kj "35'r tqlgew."hqmy gf "d{ "Uwpp{ xcr{cpf "Ucpw'Erct'y kj "4" r tqlgew'gcej 0
- Grxgp"qh'y g'46'r tqlgew'y cv'XVC"eqo o gpvfg "qp"lpxqrkgf "gpxktqpo gpvni'f qewo gpw'uwej " cu'cp'Gpxktqpo gpvni'k r cev'Tgr qtv*"GKT+"P qvleg'qh'Rtgr ctv'kqp*"P QR+."qt'O kki cvgf " P gi cv'kg'F gemctv'kqp0Grxgp"qh'y g'r tqlgew'lpxqrkgf "EO R'tgrv'gf "f qewo gpw*"VKC."VKC" P qv'k'ecv'kqp."cpf "Vtchle'Qr gtcv'kpu'Cpcn'uku+"cpf "c'pwo dgt'qh'r tqlgew'lpxqrkgf "qj gt" ci gpe{ f qewo gpw*"ukg'r rpu."qj gt'r rppkpi "f qewo gpw'qt'dwu'uxr "ej cpi gu'0Ugxgtcn' tghgttcn'lpxqrkgf "o qtg'y cp"qpg'v{r g'qh'f qewo gpw0
- P kpgvggp"qh'y g'46'kgo u'y cv'XVC"eqo o gpvfg "qp'y gtg'r tkxv'gf g'xgmr o gpv'r tqlgew0Vj g" tgo clpf gt'eqpukv'gf "qh'y tgg'ekv{ eqwpv{/rgf "r rppkpi "ghqtu."qpg'tckiko r tqxgo gpv'r rp"cpf " qpg'r ctn'r tqlgew0
- P kpg'r tqlgew'y j lej "XVC"r tgxlqwun{ "eqo o gpvfg "qp'y gtg'cr r tqxgf "d{ "mecn'ci gpek'gf wtkpi " yj ku's wctvgt0

Mg{ r rpu'cpf "f qewo gpw'y cv'XVC"tgxlgy gf "cpf "eqo o gpvfg "qp"f wtkpi "yj g'r cuv's wctvgt" kpen'gf "yj g'hqmy kpi <

- **CEGforward.'Ucp'Lqes wlp'Tgi kpcn'TcklEgo o lukqp'***ULTEE+<Vj g'ULTEE"ektewr'v'gf "c" F tch'Gpxktqpo gpvni'k r cev'Tgr qtv*"F GKT+"v'g'zr cpf "ugt'xlegu."lo r tqxg'eqppge'v'kpu'cpf " dgwgt'ugt'xg'gz'k'kpi "o ctng'u0CEGforward r{u'q'w'c'32/{ gct'r rp'y kj "uj qtv'vgt0 "i qcn'v'q" r tqxkf g'hcugt'k'v'gtekv{ 'tckl'ugt'xleg'dgy ggp'Uqem'q'cpf "Ucp'Lqug."cpf "v'g'z'v'gpf "CEG" ugt'xleg'v'q"O qf guq."Egtgu."Vwt'mem"cpf "O gtegf 0XVC"u'wdo kwgf "eqo o gpw<
 - o Uwr r qtv'kpi "yj g'r j cu'gf "lo r tqxgo gpv'r rp'hqt"gpj cpekpi "tgi kpcn'ceeguu'v'q"cpf "htqo " Ucpw'Erct'Eqwpv{ cpf "dgp'gh'kpi "CEG'r cvt'qpu'y j q'ceeguu'XVC"ugt'xlegu=
 - o Tgeqo o gpf kpi "yj cv'yj g'F GKT"lpen'gf g'c'f luew'ukqp"qh'y g'lo r r'ecv'kpu'qh'f qwdrg/ v'cenc'kpi ."o w'ko qf cn'ceeguu'ej cmppi gu."cpf "uj w'rg'ugt'xleg'ucv'kqp'eqppge'v'k'v' pggf u' g'zr gev'gf "v'q'q'ee'w'cv'I tgcv'Co g'k'ec'U'cv'kqp=
 - o Tgeqo o gpf kpi "yj cv'XVC"cpf "CEG"l'p'r ctv'p'gtuj kr "y kj "Ecr kqn'Eqt'k'f qt'cpf "yj g'Ekv{ " qh'Ucpw'Erct'y qtn'v'qi g'y gt'v'q"gpj cpeg'tgi kpcn'ceeguu."y kj "XVC"cu'c'rgcf "qp"c" h'w'wt'g'I tgcv'Co g'k'ec'ucv'kqp"ctgc"o cu'gt'r r'p0
- **662'Y 0Lw'k'p'U'v'g'v'g'v'Ekv{ 'qh'Ucp'Lqug<**Vj g'Ekv{ qh'Ucp'Lqug'ektewr'v'gf "c"U'eqr g'qh'Y qtn' hqt'c"Vtchle'Qr gtcv'kpu'Cpcn'uku*"VQC+"hqt'c'r tqr qugf "3.222.222'u'00'qh'leg'eqo r r'gz'm'ecv'gf " k'p'yj g'F k'kf qp'U'cv'kqp'ctgc'R'rp0XVC"u'wdo kwgf "eqo o gpw<
 - o Uwr r qtv'kpi "yj g'l'p'v'g'p'uk'k'gf "r'p'f "w'ug'y kj k'p'c'j' crh'o k'rg'qh'F k'kf qp'U'cv'kqp'y kj " eqppge'v'kpu'v'q"34'XVC"dwu't'q'w'gu."Ecr'nt'clp."C'nc'o qp'v'Eqt'k'f qt'G'zr t'guu*"CEG+." Ecr kqn'Eqt'k'f qt."XVC"N'ki j v'T'ckn"cpf "yj g'h'w'wt'g'DCTV"gz'v'g'p'uk'q'p'cpf "Ecr'k'ht'p'k" J ki j "Ur g'gf "T'ckl'ugt'xlegu=
 - o Tgeqo o gpf kpi "yj cv'yj g'c'pcn'uku'l'pen'gf g'R'gf g'ut'k'p'cpf "D'le{ er'g'Ce'eqo o qf cv'kpu'

y kj "dke{erg'r ctnkpi "eqpukugpv'y kj "y g'Ekv{ qh'Ucp'Lqug'r ctnkpi "ucpf ctf u'cpf " ukf gy cmu'y cv'kpenmf g'dw'htu'dgy ggp'r gf gultkcpu'cpf "cwqo qdkgu."cu'c'Eapf kkp'qh' Cr r tqxcn'ht "y g'r tqlgev"

- o Tgeqo o gpf kpi "y cv'y g'Ekv{ qh'Ucp'Lqug'cpf "r tqlgev'ur qpuqt "eqpukf gt" c" eqo r tgj gpukxg"Vtcpu'qtvc'kqp'F go cpf "O cpci go gpv*VF O +r tqi tco 'hqt'y g'r tqlgev' cpf "c'tgf we'kqp'kp'y g'r tqxkf gf "r ctnkpi "f wg'v'y g'f gxgr o gpw'r tqzko kv "vq" F kfk qp'Ucv'kqp0

- **Crf gt 'J qvgn'Ekv{ 'qh'O kr kcu<** Vj g'Ekv{ qh'O kr kcu'ektew'cvf "c'ukg'r rcp'cpf "Vtcpu'qtvc'kqp" K r cev'Cpcn{uku*VKC+'hqt'y q'j qvgn'eqo r tkupi "56; "tqo u'cv'y g'pqt'y y gu'veqtpgt'qh'Cr f gt" F tkxg'cpf "Dctdgt'F tkxg'cmipi "XVC'v'Vcuo cp'F tkxg'Nki j vTckieqtkf qt0XVC "u'wdo kwgf " eqo o gpw<

- o Uwr r qt'kpi "y g'rcpf "wug'kpv'puk'k'ec'kqp'qh'y ku'ukg'y j kej "ku'iqecygf "y kj kp"3.222'ggv' qh'XVC'v'K: : 2 IO kr kcu'Nki j vTckie'uc'kqp=
- o Eqo o gpf kpi "y g'cr r r'nc'p'v'ht'k'p'eqtr'qtvc'kpi "ukf gy cm'ko r tqxgo gpw'cpf "i cr " enqwt'gu'y cv'XVC'r t'g'lx'kwun{ eqo o gpv'gf "qp'kp'O c{ 4239'cpf "tgeqo o gpf kpi "y cv'y g' Ekv{ tgs'vkt'g'y g'ko r tqxgo gpw'cu'Eapf kkp'u'qh'Cr r tqxcn=
- o Tgs wgu'kpi "cf f'k'k'q'pcn'c'pcn'uku'qp'v'c'p'uk'x'g' k'eng'f grc { hqt'iki j v'tckie'cpf "dwugu'cv'y g" k'p'v't'uge'kqp'qh'Vcuo cp'F tkxg'cpf "Cr f gt'F tkxg'r gt'XVC'v'VKC'I v'kf gr'k'p'gu=
- o Tgs wgu'kpi "c'pcn'uku'qp'ht'ggy c { qr'g'c'v'k'p'u'cu'q'ek'cvf "y kj "y g'r tq'q'ugf "f gxgr o gpv' r gt'XVC'v'VKC'I v'kf gr'k'p'gu0

Mg{ r tqlgeu'cr r tqxgf "f wtkpi "y g'r cu'v's wct'vgt."y j kej "XVC'r t'g'lx'kwun{ "eqo o gpv'gf "qp'k'penmf g<"

- **Cvt'k'.'Ekv{ 'qh'Uwpp{ xcr'g<** Vj g'Ekv{ qh'Uwpp{ xcr'g't'gegpw' "cr r tqxgf yj g'Cvt'k'r tqlgev'y j kej " k'penmf gu'32: "t'g'ukf gp'v'k'n'w'p'ku'cv'322: "Gn'Eco k'p'q' T'g'cn'g'cu'q'h'R'qr'nc't' C'x'g'p'w'g'0"Vy gpv' " r'g't'eg'p'q'h'y g'w'p'ku'y k'n'd'g'c'h'ht'f'cd'rg'v'q'x'gt { m'y "k'p'eqo g'j' q'w'ug'j' q'f' u'0'XVC' "u'wdo kwgf " eqo o gpw'kp'O c{ 4239'qp'y g'r tqlgev'u'ukg'r r'cpu<

- o Uwr r qt'kpi "y g'rcpf "wug'kpv'puk'k'ec'kqp'qh'y ku'ukg'y j kej "ku'y kj kp"4.222'ggv'qh'c" XVC'T'cr'kf "744"dwu'uv'qr "cmipi "Gn'Eco k'p'q' T'g'cn0
- o Eqo o gpf kpi "y g'r tqlgev'cr r r'nc'p'v'ht' "gpj'c'pekpi "y g'r gf gultkcp'cpf "dke{erg" ceeqo o qf'c'v'k'p'u'd { "k'penmf kpi "37/h'q'v'ug'd'c'emu'ht' "ukf gy cmu'cpf "v'v'g'v't'ggu."c"dkng" m'w'p'i g."v'q'n'uc'v'k'p'cpf "g'g'x'c'v'q't'ceegu'ht' "m'p'i "v'g'to "d'g'm'y "i' t'q'w'p'f "dkng"r ctnkpi 0
- o Tgs wgu'kpi "w'r i' t'cf' gu'cpf "o qf'k'k'ec'v'k'p'u'v'q" "c'p'g'c't'd { "dwu'uv'qr "cpf "dwu'r'cf "k'penmf kpi " p'gy "T'g'cn'V'ko g'uki'pci'g'0

Vj ku'r tqlgev'y cu'cr r tqxgf "d{ yj g'Uwpp{ xcr'g'Ekv{ "E'q'w'pek'n'q'p' L'w'v' 47."42390Vj g'Eapf kkp'u' qh'Cr r tqxcn'k'penmf gf "c't'gs'vkt'go gpv'v'q'ko r tqxg'yj g'r gf gultkcp't'g'cm "cv'y g'dwu'uv'qr "k'penmf kpi " r'ki j v'kpi "cpf "cf f'k'k'q'pcn'ug'c'v'kpi "k'p'eq'q't'f'k'p'c'v'k'p'y kj "XVC0

- **P'qt'v'j' 'H'qt'v'f' .Rj'cug'3.'V'qy'p'q'h'N'qu'I' c'v'qu<** Vj g'V'qy'p'q'h'N'qu'I' c'v'qu't'gegpw' "cr r tqxgf "cpf " u'ko w'nc'p'g'q'wun{ t'g'ue'k'p'gf "c'r' t'g'lx'kwun'f' gp'k'n'ht' "Rj'cug'3"q'h'y g'P'qt'v'j' 'H'qt'v'f' "F'g'x'gr o gp'v'0Vj g" cr r tqxgf "r' t'q'r' q'uc'n'k'penmf gu'542't'g'ukf gp'v'k'n'w'p'ku."qh'y j kej "72'ct'g'c'h'ht'f'cd'rg'ug'p'k'q't'w'p'ku."cpf "

7: .222'u00qh'eqo o gtekn'ur ceg0T gegpv'eqo o gpv'qp'XVC dwu'uvqr u'qeewtgf 'kp'Ugr vgo dgt "4239=XVC'au'ruv'uwduxp'kcn'tg'xky "qh'v'j ku'f g'xgnr o gpv'qeewtgf 'kp'F gego dgt "42370"XVC " uwo kwgf "eqo o gpv<

- o Eqo o gpf kpi 'vj g'r tqlgev'ur qpuqt 'hqt 'kpenmf kpi 'o wnk/wug'r cvj u'qp'Nqu'I cvqu" Dqwrqxtf "cpf 'NctmC'xgpwg'cpf "c'pgy 'r gf gvtkcp'etqukpi "cv'NctmC'xgpwg="
- o Tgeqo o gpf kpi 'uchgv' 'ko r tqxgo gpv'uq'vj g'Nqu'I cvqu'Dqwrqxtf "cpf 'NctmC'xgpwg" kpvgtugev'kp'kpenmf kpi 'tgf weg'f "ewd'tcf kk'tgo qxcn'qh'tki j v'wtp'kurcpf u'cpf "vj g" c'f f'kkqp'qh'j ki j 'xkukdkk' 'etquuy cmm="
- o Fqewo gpv'kpi "eqqtf kpcv'kp'y kj "vj g'Vqy p'cpf "f g'xgnr gt "cdqw'r qv'p'kcm' 'tgmecv'kpi " c'dwu'uvqr "cpf 'ko r tqxkpi "t'cpuk'ceeguu'v'q'vj g'ukg0

Vj ku'r tqlgev'y cu'cr r tqxgf "d{ vj g'Nqu'I cvqu'Vqy p'Eqwpeki'qp'Cwi wuv'4."4239."cpf "ukpeg'vj gp'vj g" f g'xgnr gt."XVC"cpf "Vqy p'uch'h'j c'xg'dggp'kp'v'qwej tgi ctf kpi "d'wu'uvqr "cpf "t'cpuk'ceeguu" ko r tqxgo gpvu0

CFXKUQT| 'EQO O KWGG'F KUEWUKOP ITGEQO O GPF CVKQP<

Vj g'Ekk' g'pu'Cf xkuqt { Eqo o kwgg'tgegk'xgf 'vj ku'kphqto cvkqp'cv'vj gk'P qxgo dgt': ."4239"o ggv'kpi ." y kj "pq'eqo o gpv'qt's wgv'kqpu0

Vj g'Dle { erg'cpf "Rgf gvtkcp'Cf xkuqt { Eqo o kwgg."Vgej plecn'Cf xkuqt { Eqo o kwgg'cpf "Rqrle { " Cf xkuqt { Eqo o kwgg'tgegk'xgf 'vj ku'kphqto cvkqp'qp'Eqpugpv'cv'vj gk'P qxgo dgt "4239"o ggv'kpi u0

UVCPI KPI 'EQO O KWGG'F KUEWUKOP ITGEQO O GPF CVKQP<

Vj g'Eqpi g'v'kqp'O cpci go gpv'Rtqi tco "cpf "Rr'p'kpi "Eqo o kwgg'tgegk'xgf 'vj ku'kphqto cvkqp'kgo " qp'Tgi wxt'Ci g'p'c'cv'vj gk'P qxgo dgt "38."4239"o ggv'kpi 00 go dgtu'qh'vj g'Eqo o kwgg'j c'f "vj g" hqmqy kpi "s wgv'kqpu'cpf "eqo o gpv'<3+'Xleg'Ej ckr gtuqp'Mj co ku'kps wktgf "cdqw'v'j g'P qt vj "62" Rj cug'3'r tqlgev'i tqwpf dtgcn'kpi "f cvg=4+'O go dgt "Xckf j { cpc'v'j cp'tgs wgv'v'f "vj cv'uch'h'o qpkqt " P qt vj "62"Rj cug'Keqputwv'kqp'cpf "eqpuk'gt 'ku'tgmv'kqpuj kr "v'q'vj g'P gzv'P gvy qtni'cpf "j qy "t'cpuk' o c { pggf "v'q'tgur qpf "v'q'kpetgcug'f go c'p'f "qp'Ucv'g'J ki j y c { 39=5+'Ej ckr gtuqp'QP gkn'r tqxk'gf " eqo o gpv'k'p'uw'r qtv'qh'ceegr'gtcv'kpi "Ucpv'Erctc'I tgevc'Co g'k'ec'uv'kqp"o cvgt'r r'p'p'kpi "ghqt'u0 Uj g'pqvgf "8622.222"j cu'dggp'kf g'p'v'k'gf "hqt'uwej "ghqt'u'cpf "cnuq'uj c'gf "vj g'E'k'v' qh'Ucpv'Erctc'u" k'p'v'gt'g'v'k'p'r w'v'k'p'i "Ur gek'k'le"Rr'p'u'hqt'Rcv't'k'ni'J gpt { "F tk'g'cpf "H'ggf go "E'k'eng'k'p't'gur q'pug'v'q" pgy "f g'xgnr o gpv'r tq'q'ucnu0

Uch'h'tgur qpf gf "cu'hqmqy u<3+'uch'h'f'k'f "pqv'hpqy "vj g'ur gek'k'le"eqputwv'kqp'v'ko g'k'p'g'dw'pqvgf " vj g' f q'v'c'eni'v'j ku'kphqto cvkqp'kp'vj g'Ncp'f "Wug'f cvdcug'cpf "y kni'eqp'v'k'p'wg'v'q'y qtni'y kj "O go dgt " Ci gpe { uch'h=4+'uch'h'pqvgf "vj g' y qwf "eqp'v'k'p'wg'v'q"o qpkqt "vj g'r tqlgev="cpf "5+'uch'h'ceegr v'gf " vj g'ug'eqo o gpvu0

Rtgr c'gf "D { <Dt'gpv'Rgctug O go q'P q08466



VTA Development Review Program

**Quarterly Report
July, August, September 2017**

Development Review Project Summary

Lead Agency	Map No.	CMPID	Project Name	Project Description	Comment Topics	Comments this quarter?	Approved this quarter?	CMP Doc	Enviro Doc	Agency Doc
City of Campbell	1	CM1702	771 W Hamilton Avenue Starbucks	1,923 s.f. Starbucks Café	Pedestrian Accommodations; Access to Transit; Trip Generation and Trip Reductions		Y			
City of Gilroy	2	GI1702	Performance Food Group Distribution Center	347,651 s.f. warehouse and distribution center in two phases, on 29.24 acres	Pedestrian Accommodations; Bicycle Accommodations	Y			Y	
City of Milpitas	3	ML1701	Alder Hotel	Two hotels containing 349 rooms, built in two phases	Land Use; Transportation Impact Analysis (TIA); Pedestrian Accommodations; Bicycle Accommodations; Parking Analysis; Transportation Demand Management (TDM) and Trip Reduction; Intersection and Freeway Analysis	Y		Y		
City of Morgan Hill	4	MH1607	Hale Avenue Extension and Santa Teresa Corridor Widening	Expansion of Hale Avenue (Phase I); Santa Teresa Corridor widening and realignment (Phase II)	Pedestrian Accommodations; Bicycle Accommodations; Roadway Connectivity; Vehicle-Miles-Traveled and Vehicle-Hours-Traveled Analysis		Y			
City of Morgan Hill	5	MH1701	Monterey-Watsonville Gas Station	17,056 s.f. gas station, convenience store, and two fast food restaurants.	Transportation Impact Analysis (TIA) Report; Pedestrian Accommodations; Bicycle Accommodations; Bus Service	Y				Y
City of Mountain View	6	MV1711	Shorebreeze Apartments	62 affordable residential units to replace 12 existing affordable residential units	Pedestrian Accommodations; Bicycle Accommodations; Access to Transit; Transportation Demand Management (TDM) and Trip Reduction	Y		Y	Y	Y
City of Palo Alto	7	PA1703	3001 El Camino Real	19,735 s.f. retail and 50 multi-family residential units to replace 6,500 s.f. retail	Land Use; Transportation Impact Analysis (TIA); Pedestrian Accommodations; Access to Transit; Bicycle Accommodations; Site Design; Transportation Demand Management (TDM) and Trip Reduction	Y		Y		Y
City of San Jose	8	SJ1734	469 Piercy Road Hotel	250-room hotel	Transportation Impact Analysis (TIA) Report; Pedestrian Accommodations; Bicycle Accommodations; CMP Facilities; Transportation Demand Management (TDM) and Trip Reduction	Y		Y		
City of San Jose	9	SJ1701	Calle Artis Industrial	84,648 s.f light industrial or R&D, includes changes to VTA Bus Stop	Pedestrian Accommodations; Bicycle Accommodations; Access to Transit; Site Design; Bus Service	Y				Y

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City of San Jose	10	SJ1620	645 Horning Street	3,814 s.f. convenience store, 6 fueling station gas station, car wash, mini storage, and 2,494 s.f. fast food restaurant, and 92,116 s.f. self-storage facility	Pedestrian Accommodations; Bicycle Accommodations; Access to Transit; Bus Service	Y		Y	Y	
City of San Jose	11	SJ1729	Alviso Park Master Plan	Update to master plan for 23.5-acre park	Pedestrian Accommodations; Bicycle Accommodations; Access to Transit; Bus Service	Y			Y	Y
City of San Jose	12	SJ1732	350-370 Trimble Road	100,000 s.f. retail and 130 hotel rooms on 14 acres of larger 64-acre site for General Planned Amendment (GPA); GPA change from Industrial to Combined Commercial/Industrial	Transportation Impact Analysis (TIA) Report; Pedestrian Accommodations; Bicycle Accommodations; Site Design; CMP Facilities; Transportation Analysis; Transportation Demand Management/Trip Reduction	Y		Y		Y
City of San Jose	13	SJ1733	Tribute Hotel	24-story cantilevered hotel over the historic Montgomery Hotel/Four Points Sheraton. Expected occupant is high-end Tribute brand.	Transit Mall Agreement; Pedestrian Safety Improvements; Six Month Trial Period; Project Timeline	Y				Y
City of San Jose	14	SJ1411	295 E Virginia Street	301 affordable housing units	Transportation Impact Analysis (TIA) Report; Pedestrian Accommodations; Bicycle Accommodations; Transportation Demand Management (TDM) and Trip Reduction; Intersection and Freeway Analysis; Mitigation Measures	Y		Y		
City of San Jose	15	SJ1735	440 W. Julian Street	1,000,000 s.f. of office space	Land Use; Pedestrian Accommodations Bicycle Accommodations; Transportation Demand Management (TDM) and Trip Reduction; Parking	Y		Y		
City of San Jose	16	SJ1525	America Center Phase III	Addition to existing Legacy America Center development; additional 190,000 s.f. of commercial office/R&D	Pedestrian Accommodations; Bicycle Accommodations; Freeway Impacts; CMP Intersection Impacts; Transit Vehicle Delay; Transportation Demand Management (TDM) and Trip Reduction	Y			Y	
City of San Jose	17	SJ1718	Stevens Creek Urban Village Plan	Guiding policy document for new development and identified public improvements within the Stevens Creek Urban Village growth area	Document Format; Transit Existing and Planned Conditions; Transit Goals, Policies and Actions; Transportation Demand Management (TDM)		Y			

Development Review Project Summary

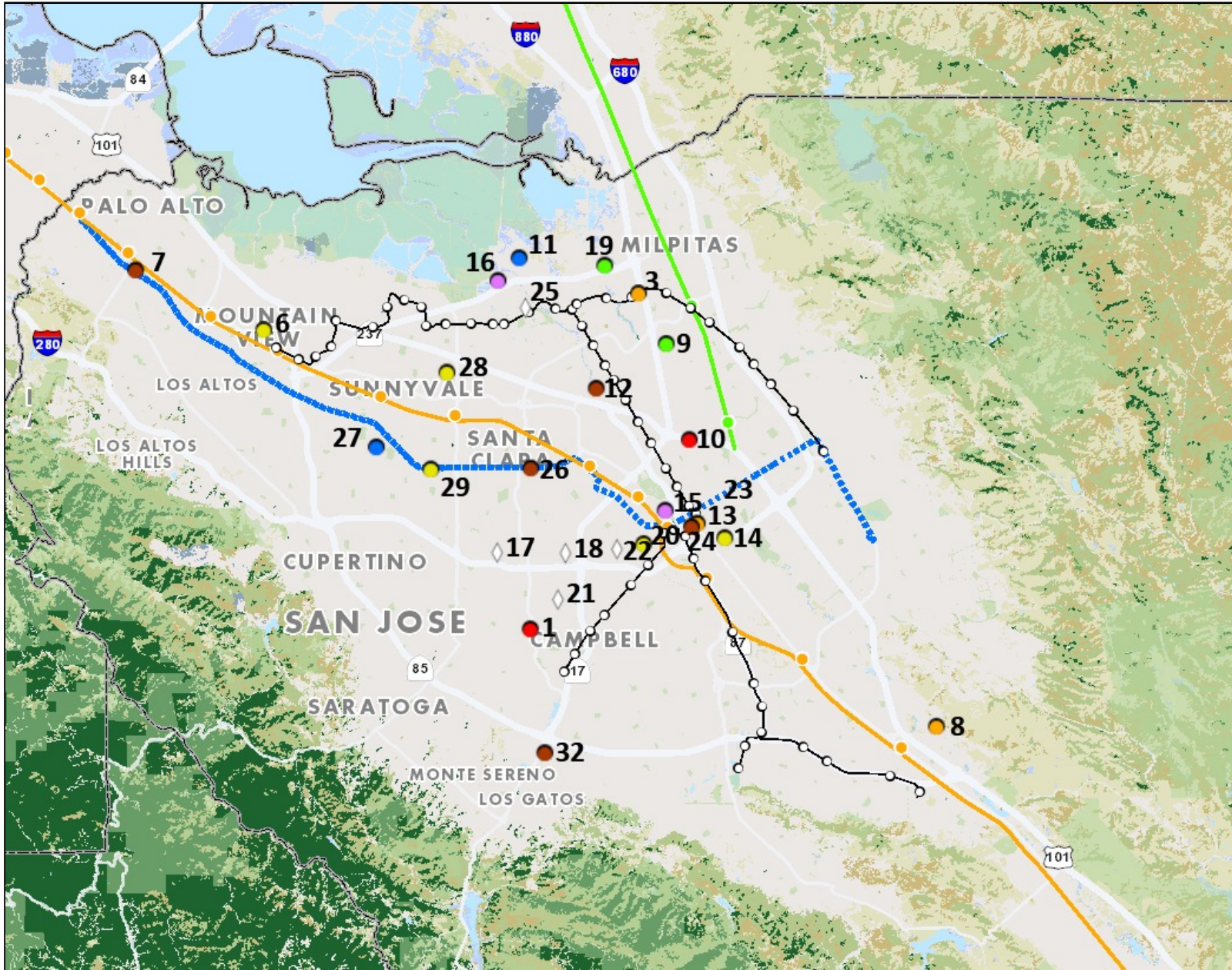
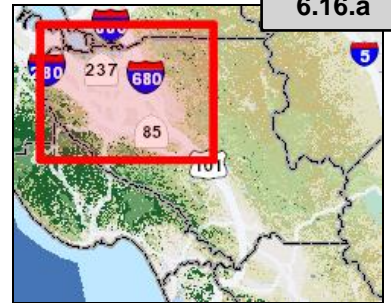
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City of San Jose	18	SJ1705	Santana Row Valley Fair Urban Village Plan	Guiding policy document for new development and identified public improvements within the Winchester Boulevard Urban Village growth area	Document Format; Transit Existing and Planned Conditions; Transit Goals, Policies and Actions; Transportation Demand Management (TDM)		Y			
City of San Jose	19	SJ1528	237 Industrial Center (previously Cilker Orchard)	1.2 million square feet of light industrial, alternative development is 436,880 s.f. data center and 728,000 s.f. light industrial, on 64.5 acres	Pedestrian Accommodations; Bicycle Accommodations; Freeway Impacts; CMP Intersection Impacts; Transit Vehicle Delay; Coordination with SR 237 Express Lanes Phase 2 Project; Transportation Demand Management (TDM) and Trip Reduction	Y			Y	
City of San Jose	20	SJ1719	Race Street Residential/Senior Living	116 affordable family apartments and 91 affordable senior units in two buildings, replacing 20500 s.f. retail, 9000 s.f. office and 10 residential units, on 2.3 acres	Land Use; Access to Transit; Pedestrian Accommodations Bicycle Accommodations; Site Design	Y		Y	Y	
City of San Jose	21	SJ1706	Winchester Urban Village Plan	Guiding policy document for new development and identified public improvements within the Winchester Boulevard Urban Village growth area	Document Format; Transit Existing and Planned Conditions; Transit Goals, Policies and Actions; Transportation Demand Management (TDM)		Y			
City of San Jose	22	SJ1730/ SJ1731	South Bascom (North) Urban Village Plan / West San Carlos Urban Village Plan	Urban Village Plan for the Vicinity of South Bascom Avenue between I-280 and Southwest Expressway, including Valley Medical Center and San Jose City College / Urban Village Plan for the Vicinity of West San Carlos Street between I-880 and Sunol Street, including a portion of Bascom Avenue.	Document Format; Transit Existing Conditions; Key Strategies and Goals; Cycle Tracks, Bus Rapid Transit	Y				Y
City of San Jose	23	SJ1418	East Santa Clara Urban Village Plan	Urban Village plan to allow for capacity of up to 850 residential units and 240,000 square feet of commercial development to support a mixed-use and pedestrian-oriented district	Network Transit Changes; Transit Supportive Policies	Y				Y

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City of San Jose	24	SJ1625	Museum Place	306 residential units, 183 hotel rooms, 209,395 s.f. office, 13,402 s.f. retail, and 60,475 s.f. additional museum space	Land Use; Pedestrian Accommodations; Project Frontage; Bicycle Accommodations; Midblock Crossing and Intersection Improvements; Site Circulation; Bicycle Parking, Transportation Demand Management (TDM) & Trip Reduction; Bus Stop Improvements		Y			
City of Santa Clara	25	SC1612	Tasman East Specific Plan	Up to 4,500 dwelling units and 106,000 s.f. retail, replacing existing light industrial and commercial uses, on 46 gross acres; revised NOP includes addition of 600-student school and 10-acre park/open space	Project Location; Transportation/Land Use; Tasman Corridor Complete Streets Study; Transportation Impact Analysis (TIA) Report; Pedestrian Accommodations; Bicycle Accommodations; Congestion Impacts; Transit Travel Times; Future Changes to ACE/Capitol Corridor Great American Station; CMP Facilities; Transportation Demand Management (TDM) and Trip Reduction	Y			Y	
City of Santa Clara	26	SC1613	2232-2240 El Camino Real Residential	10,000 s.f. commercial uses and 151 apartment units; commercial s.f. increased to 17,909 in August 2017 referral	Land Use; Pedestrian Accommodations; Bicycle Accommodations; Access to Transit; Transportation Demand Management - Transit Incentives	Y		Y	Y	
City of Sunnyvale	27	SU1707	Bright Horizons Daycare	18,800 s.f. daycare center	Pedestrian and Bicycle Analysis; Pedestrian Accommodations; Bicycle Accommodations; Intersection and Freeway Analysis; Access to Transit; Mitigation Measures; Bus Service	Y		Y		
City of Sunnyvale	28	SU1702	1 AMD Place Residential	1,076 dwelling units (136 townhomes and 940 apartments) plus a 6.5-acre public park, replacing 339,000 s.f. office/R&D on 26.6 total acres	Project Location; Transportation/Land Use; Pedestrian Accommodations; Bicycle Accommodations; Project Location; Transportation Demand Management (TDM) and Trip Reduction; Intersection Impacts; Bus Service	Y			Y	
City of Sunnyvale	29	SU1704	Atria	Replacement of closed mobile home park with 108 residential units	Land Use; Pedestrian Accommodations; Bicycle Accommodations; Transportation Demand Management (TDM) and Trip Reduction; Site Design		Y			

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MTC	30	MTC1501	Plan Bay Area 2040	4-year update of Plan Bay Area (Regional Transportation Plan/Sustainable Communities Strategy)	Draft Plan - Action Plan and Relationship to Local Efforts; Draft Plan - Housing Growth Patterns and Actions Items; Draft Plan - Forecasting and Supplemental Land Use Modeling Report; Draft Plan and DEIR - CEQA Streamlining Opportunities; DEIR - Transportation Analysis and Mitigations		Y			
San Joaquin Regional Rail Commission	31	SJRRC170	ACE Forward	Phased improvement plan to increase ACE service along existing corridor and to expand service to other communities (both project and program-level DEIR)	ACEforward Improvements; Great America Station; Station Planning	Y			Y	Y
Town of Los Gatos	32	LG1302	North Forty - Phase 1	Approved plan includes 320 residential units, of which 50 are affordable senior units, and 66,800 SF of commercial floor area.	Pedestrian Accommodations; Bicycle Accommodations; Site Design; Bus Service; Priority Development Area	Y	Y			Y



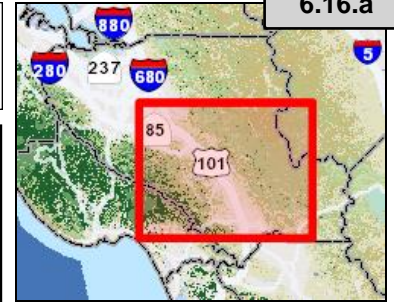
- Hotel
- Industrial
- Mixed Use
- Office/R&D
- Other
- Residential
- Retail
- School/Public Facility
- ✦ Transportation Project
- + General Plan/Regional Plan
- ◇ Specific/Precise Plan
- LRT Stations
- LRT Tracks
- Caltrain Stations
- Caltrain
- BART Extension Stations
- BART Extension
- - - Rapid 522 Route

10.0 Miles



Notes

Countywide/Citywide Plans Not Represented:
 30 - MTC, Plan Bay Area 2040
 31 - San Joaquin Regional Rail Commission, ACEforward



- Hotel
- Industrial
- Mixed Use
- Office/R&D
- Other
- Residential
- Retail
- School/Public Facility
- ★ Transportation Project
- + General Plan/Regional Plan
- ◇ Specific/Precise Plan
- LRT Stations
- LRT Tracks
- Caltrain Stations
- Caltrain
- BART Extension Stations
- Bart Extension
- Rapid 522 Route

10.0 Miles



Notes

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Statement of Revenues, Expenses, and Changes in Fund Net Assets

C ' E q o r c t c v k x g ' U e j g f w g ' q h ' T g x g p w g u . ' G z r g p u g u . ' c p f ' E j c p i g u ' k p ' H w p f ' P g v ' R q u k k q p ' k u ' k p e n w f g f "
q p ' r c i g ' 4 / 3 2 : ' q h ' y j g ' E C H I 0 J k i j n i j w u ' q p ' y j g ' t g x g p w g u ' c t g ' c u ' h q m y u <

- H q t ' H l ' 4 2 3 9 . ' q r g t c v k p i ' t g x g p w g u * o c k p n i ' h t q o ' v t c p u k / c p f ' r c t c v t c p u k / u g t x l e g ' h c t g u . ' v q m i'
h g g u . ' f k t g e v ' u g t x l e g ' u j w w r g u . ' c p f ' c f x g t v k u g o g p v ' l p e q o g + y g t g ' & 6 2 0 4 ' o k n k q p 0 V j k u ' k u ' & 4 0 8 "
o k n k q p ' m y g t ' e q o r c t g f ' y k j ' r t k q t ' { g c t 0 F g u r k g ' y j g h k u v ' { g e t ' q h ' r c t c v t c p u k / h c t g "
t g e q i p k k q p . ' v c n i h c t g u ' y g t g ' u k n i h q y g t ' d { ' & 4 0 ' o k n k q p 0 N q y ' i c u ' r t l e g u . ' y g v y k p v g t ' y k j "
t g e q t f ' i g x g n i q h ' r t g e k r k c v k q p . ' c p f ' k p e t g c u g f ' e q o r g v k k q p ' y k j ' q p / f g o c p f ' r t k x c v g ' e c t h c z k '
e q o r c p l g u ' e q p v t k d w g f ' v q ' y j g ' p g i c v k x g ' k o r c e v q p ' t k f g t u j k r 0 C f x g t v k u k p i ' c p f ' q y j g t "
t g x g p w g u ' t g r q t v g f ' c ' p g v ' l p e t g c u g ' q h ' & ; ' y j q w u c p f ' c u ' c ' t g u w n ' q h ' o q t g ' h x q t c d r g ' v g t o u "
p g i q v k c v g f ' y k j ' y j g ' d w u ' c f x g t v k u k p i ' x g p f q t ' c p f ' c p ' l p e t g c u g ' k p ' t g r q t v g f ' p g v ' t g x g p w g u ' d { "
y j g ' u j g n g t ' c f x g t v k u k p i ' e q p v t c e v q t 0 V j g ' l p e t g c u g ' q h ' & 4 2 2 ' y j q w u c p f ' k p ' q y j g t ' l p e q o g ' k p ' y j g '
l q k p v f g x g n r o g p v ' r t q i t c o ' y c u ' r t k o c t k n i ' f w g ' v q ' t g e g k r w ' h t q o ' p g y ' r t q r g t v { t g p v c n i'
c i t g g o g p w u 0
- X V C o i ' o c l q t ' t g x g p w g ' u q w t e g u ' h q t ' q r g t c v k p i ' c p f ' e c r k e n i h w p f k p i . ' y j g ' 3 ; 9 8 ' J c n h ' E g p v '
U c r g u ' V e z . ' 4 2 2 2 ' O g c u w t g ' C ' J c n h ' E g p v ' U c r g u ' V e z . ' c p f ' D C T V ' Q r g t c v k p i ' 3 1 : / e g p v ' U c r g u '
V e z . ' y g t g ' & 4 2 ; 0 ' o k n k q p . ' & 4 2 : 0 ' o k n k q p . ' c p f ' & 7 2 0 ' o k n k q p . ' t g u r g e v k x g n i 0 H q t ' H l ' 4 2 3 9 . '
y j g ' 3 ; 9 8 ' J c n h ' E g p v ' U c r g u ' V e z ' i t g y ' d { ' 3 0 ' ' y j k r g ' y j g ' 4 2 2 2 ' O g c u w t g ' C ' J c n h ' E g p v ' U c r g u '
V e z ' c p f ' D C T V ' Q r g t c v k p i ' 3 1 : / e g p v ' U c r g u ' V e z ' l p e t g c u g f ' d { 3 0 ' ' g e j 0 N q y "
w p g o r m q { o g p v ' t c v g . ' c u ' y g n i ' c u ' j k i j g t ' e q u w o g t ' c p f ' d w u k p g u u ' r g p f k p i . ' e q p v t k d w g f ' v q ' y j g '
l p e t g c u g ' k p X V C o i ' t g x g p w g ' d c u g 0

Vj g'f gerkg'lp'qr gtcvki 'i tcpw'qh'850'o krikp'ku'rcti gn{ 'c'tguwn'qh'c'tgf wevkp'lp'Ucvg'
Vtcpuk/Cuukcpeg'qh'860'o krikp0Vj ku'y cu'qhugv'd{ c'pgv'kpetgcug'lp'Vtcpur qtvcvkp'
F gxgnr o gpv'Cev'qh'& : 5'vj qwucpf . "Vtcpur qtvcvkp'ht'Engcp'Ck'qh'8635'vj qwucpf =cpf "
Ugewtkf Rrnp'Tgxkukp'cpf "Qj gt'Qr gtcvki 'Cuukcpeg'qh'8526'vj qwucpf 0Vj g'tgf wegf "
UVC"er r qtvcvpo gpv'lp'Hl "4239'y cu'rcti gn{ c'tguwn'qh'vj g'Ucvg'tgxkukpi 'ku'UVC'tgxgpwg'
hqtgecu'f qy py ctf u'qxgt'vj g'rcu'f{ gct'cpf 'c'j cih0Vj ku'y cu'r tqo r vgf "d{ 'vj g'eqpvkpwgf "
ny 'f kgugn'r tlegu'ecwukpi 'tgxgpwgu'ny kpi 'lpv'vj g'UVC'r tqi tco 'v'f getgcug"
uki pkhecpv{ 0

Ecr ken'i tcpvtgxgpwgu y gtg'ny gt d{ & 40'o krikp'cu'c'tguwn'qh'c'f gerkg'lp'i tcpv'
hw'pf gf 'cev'kukgu'tgrvki 'v'Ukrlep'Xcmg{ Dgtt{ guuc'Gzvgpukp'UXDZ+ 'P qt'vj gtp'Nki j v'
Tckl'Gzr tguu.'cpf 'Cnw 'Tqem'Ucpv'Erctc'Dwu'Tr kf 'Vtcpuk'DTV+0Vj ku'y cu'r ctvcemf "
qhugv'd{ 'vj g'tgeqi pkkp'qh'i tcpv'tgxgpwgu'qp'r tqlgew'uwej 'cu'vj g'Rtqewtgo gpv'qh'J { dtkf "
Xgj kergu.'O qpvc'wg'Tgeqputwevkp.'cpf 'Ucpv'Erctc'Ucvkpp'Wpf gtr cu'r tqlgewu'

Vqwn'gzr gpugu'lp'Hl "4239'y gtg'8950'o krikp'qt'360' " j ki j gt'vj cp'Hl "42380Uki pkhecpv'
cev'kukgu'qp'vj g'qr gtcvki 'cpf 'pqp/qr gtcvki 'gzr gpugu'ctg'cu'hqny u<

- Ncdqt'equu.'pgv'qh'equu'cmqecv'f'v'ecr ken'cpf 'qj gt'r tqi tco u.'y cu'w' "89'o krikp'qt' " 8' 'lp'Hl "4239'cu'c'tguwn'qh'kpetgcug'lp'rcdqt'tcvgu'cpf 'tgrv'f'ht'kpi g0Vj gtg'y cu'cp' kpetgo gpv'cf lwuo gpv'lp'rcdqt'tcvgu'dcugf 'qp'vj g'r tqxkukpu'qh'vj g'eqmgev'g'dcti clkpi " ci tggg' gpv'0Cnj qwi j 'pq'eqpv'kdwkp'y cu'o cf g'v'vj g'Tgvtgg'O gf kcn'Rrnp.'vj g'I CUD' 8: /tgs wktgf 'r gpukp'gzr gpug'r gtcvki 'v'ECNRGTU'kpetgcugf 'vj ku'f{ gct'cu'c'tguwn'qh' rguug'kpxguo gpv'i clp'tgeqi pkkp'y j gp'ecr'wv'vki 'vj g'cewctkcn'guko cvg0Vj g'kpetgcug' qh'89'o krikp'lp'o cvgtkcu'cpf 'uwr r rku'ku'c'tguwn'qh'kpetgcugf 'wuci g'qh'r ctu'cuuqekv'f " y kj 'vj g'o clqt'qxgtj cwitgdw'f 'r tqi tco 'cv'Nki j v'Tckl0Ugtx'legu'tgr qt'v'f'c'85'o krikp' kpetgcug'tguwn'kpi 'ht'qo 'c'ugewtkf'eqpv'cev'co gpf o gpv'y kj 'vj g'Ucpv'Erctc'Eqwv'f " Uj gtt'khu'Qh'k'g'ht'uc'h'cwi o gpv'v'kpp'OI gpgtcn'kcdk'k'f' kpuw'cpeg'y cu'w' "84'o krikp'v'q' r tqxkf g'vj g'cewctkcu'f /tgs wktgf 'tgu'g'x'cu'qh'Lv'p'g'52.'42390Cukf g'ht'qo 'vj g'uv'w'w' equu' kpewtgf 'tgrv'f'v'j k'kpi 'c'p'gy 'r ctv'cpuk'r tqxkf gt.'vj gtg'y cu'c'86'o krikp'kpetgcug'lp' Rwe'j'cugf 'Vtcpur qtvcvkp'cwt'kdw'gf "o clpn{ v'vj g'f'kht'g'peg'lp'tgr qt'v'ki 'r ctv'cpuk'equu' ht'qo 'qpg'f{ gct'v'q'vj g'pgz'0Vj g'r t'gx'k'w'f'f{ gct'tgr qt'v'f' 'r ctv'cpuk'equu'pgv'qh'ht'g' t'gx'gp'w'g.'y j krg'Hl "4239'tgr qt'v'f' 'r ctv'cpuk'equu'cv'i tqau'OF gr t'ge'k'v'k'p'cpf 'qj gt'equu' tgr qt'v'f'c'pgv'kpetgcug'qh'89'o krikp'f'w'g'r t'ko ctk'f' v'c'ej'cpi g'lp'cee'q'w'v'ki 'guko cv'g'cu'c' t'guwn'qh'ej'cpi kpi 'vj g'rh'g'qh'iki j v'tckl'x'gj kergu'ht'qo '67'v'q'52'f{ gct'0
- Hqt'vj g'pqp/qr gtcvki 'gzr gpugu.'o clqt'xctk'pegu'y gtg'lp'Ecr ken'Eqpv'kdwk'pu'v'q'k'p' dgj cih'qh'Q'vj gt'Ci g'pek'gu'y j kej 'ku'850'o krikp'o qtg'eqo r ctgf 'v'q'r tkqt'f{ gct'0Vj ku'ku' rcti gn{ 'f'w'g'v'kpetgcugf 'cev'kukgu'lp'r tqlgew'y j kej 'i'gpgtcv'g'cu'gw'v'j cv'y kn'd'g'qy pgf " w'ko cv'gn{ d{ qj gt'gp'v'k'gu'w'ej'cu'J c'y ctf 'O clp'v'p'c'peg'Eq'v'gt.'Ecmt'clp' Grg'v'k'he'c'v'k'p.'cpf 'O qpvc'wg'Tgeqputwevkp-0'k'p'v'gt'gu'v'gzr gpug'cpf 'qj gt'd'q'p'f'ej'cti'gu' *pgv'qh'ecr kcn'k'gf 'k'p'v'gt'gu'v'kpetgcugf "850' o krikp'lp'Hl "4239'cu'vj g'ecr kcn'k'cd'rg'k'p'v'gt'gu'v' f'ger'k'p'g'f'0Vj ku'y cu'ecw'ug'f'd{ k'p'v'gt'gu'v'k'p'ew't'gf.'ur'g'ek'k'ecm'f't'g'rc'v'ki 'v'q'4232'D'q'p'f'u.'vj cv' y gtg'cm'q'ec'v'f'v'q'eq'ug'f'qt'eqo r r'v'gf' 'r tqlgew'y j kej 'g'p'f'gf'w' 'd'g'kpi 'gzr gpug'f'0Vj g' w'p'h'x'q't'cd'rg'x'ctk'pegu'lp'vj g'gzr gpug'y gtg'qh'ug'v'd{ 'vj g'f'ger'k'p'g'lp'qj gt'pqp/qr gtcvki " g'zr gpugu'0Hl "4239'f'kf'p'q'v't'gr'qt'v'cp'f' 'm'q'ug'gu'qp'f'kur'qu'cn'qh'x'gj kergu'd'w'v'j g'r tkqt'f{ gct' t'ge'qi'pk'gf'c'm'q'w'qp'f'kur'qu'cn'qh'vj tgg'f' gtq/go k'uk'p'd'w'gu'qh'830'o krikp'0

I qxgtpo gpcn'CEEQWPVPI "Ucpf ctf u'Dqctf "I CUD+"Ucvgo gpvP q08: tgs wkt gu'r wrle "go r m{ gtu" vj cv'r ct v'ekr cv'lp" c'f ghkpgf "dgpghk'r gpukqp" r np. "cf o kpvgtgf "cu" c'v wuv'qt "gs wxcrgpv" cttcpi go gpv. "v' tgeqtf "vj g'pgv'r gpukqp" hcdkxv. "r gpukqp" g'zr gpug. "cpf "f ghgtgf "qwhny u'kphny u" qh'tguwtegu'tgrv'f "v' r gpukqp" v'j gk' hpcpekn'ucvgo gpv0Kp "ceeqt f cpeg" y kj "vj g'ucpf ctf. " XVC" tgr qt v'f "c' Rgpukqp" Ncdkxv. "pgv'qh'tgrv'f "f ghgtcnu. "qh'&4320" o krikp0P gv'Rgpukqp" Ncdkxv{ ku'v' g'co qwpv'qy gf "d{ "XVC" v'ku" go r m{ ggu'ht "dgpghku'r tqxkf gf "vj tqwi j "c'f ghkpgf " dgpghk'r gpukqp" r np. "eqpukvpi "qh'& 50" o krikp'ht "EcrRGU" cpf "83490" o krikp'ht "CVW0

Vj g'Gpvgr tkug" Hwpf au'v'cn'pgv'r qukkqp" qh'&608" d'krikp" y cu'w' d{ &45408" o krikp" kp" Hl "42390" Qh" vj g'v'cn'pgv'r qukkqp" kpetgcug. "&4480" o krikp" y cu'tgrv'f "v' vj g'4222" O gcuwt g' C" Vtcpuv' K0 r tqxgo gpv'Rtqi tco "Hwpf 0Q" vj gt "ej cpi gu'lp" pgv'r qukkqp" y gtg' cu' hqmy u" "XVC" Vtcpuv' *f getgcug" qh'&650" o krikp+ "DCTV" Qr gtcvpi "kpetgcug" qh'&7207" o krikp+ "Gzr tgu' Ncpgu" *kpetgcug" qh'&627" vj qwucpf + "cpf "Lqkv'F g'xgr o gpv'Rtqi tco "f getgcug" qh'&54; "vj qwucpf +0C u" vj g'3; ; 8" O gcuwt g' D" Vtcpuv' Rtqi tco "ku'pgctkpi "eqo r n'v'kqp. "ce'v'k'kgu'ht" vj g' { gct "cpf "& 98" vj qwucpf "dgi kppkpi "pgv'r qukkqp" qh'v' g' hwpf "y gtg' eqpuqrk cv'f "lp" XVC" Vtcpuv' 0XVC" ceeqwpv" ht "vj g'4222" O gcuwt g' C" Vtcpuv' K0 r tqxgo gpv'Rtqi tco "cu' r ctv' qh'ku" Gpvgr tkug" Hwpf 0' Gxgp" vj qwi j "vj g'4222" O gcuwt g' C" r tqi tco "t'g'gpwgu" cpf "tgrv'f "ecr kcn'g'zr gpugu" ctg' tgr qt v'f "cu' r ctv' qh'Gpvgr tkug" Hwpf "hpcpekn'ucvgo gpv. "vj g' { "ctg' t'g'utkv'f "ht" "ecr kcn' r tqi tco u' cpf "qr gtcvpi " ce'v'k'kgu' kpen'f gf "lp" vj g' dcm'v' o gcuwt g' 0Vj g' DCTV" Qr gtcvpi "hwpf "y cu' gucdikuj gf "y j gp' vj g' " vz" o gcuwt g' y cu' r r tqxgf "cpf "v'qm'gh'gev' qp" Lwn{ . "3. "4234. "ht" c' r g'kqf "pqv'v' g'zeggf "52" { gct u' Vj g' vz" ku' f gf kcv'f "v' qr gtcv'g. "o c'k'v'k'p. "ko r tqxg. "cpf "vcng" ectg' qh' hwwt g' ecr kcn' pggf u' qh' vj g' DCTV" g'z'v'pukp0

Reserves

Vj g'Gpvgr tkug" Hwpf "j cu' c' t'g'utkv'f "cpf "wpt g'utkv'f "t'g'utxg" dcm'peg" qh'& ; 6" o krikp0T g'utkv'f " hwpf u' ctg' k'p'v'p'f gf "ht" ur gekle" r wtr qugu. "dqwpf "d{ n'gi c'n'ci t'ggo gpv. "qt" dcm'v' o gcuwt g" r tqxkuk'p'p' cu' r r tqxgf "d{ "eqwpv{ "xqvtu0Vj ku' kpen'f gu' f gdv'ugt'x'leg" t'g'utxg" hwpf " *&72" o krikp+ " UY CR" eqm'v'g'ten' *& 5" o krikp+ "O gcuwt g' C" Vtcpuv' K0 r tqxgo gpv' hwpf " *&58: "o krikp+ "O gcuwt g' D" Vtcpuv' hwpf " *& 98" vj qwucpf + "DCTV" Qr gtcvpi " *&45: "o krikp+ " c'p' "T g'v'p'v'k'p " *& ; "vj qwucpf +0

Cu' qh' Lxpg" 52. "4239. "XVC" Vtcpuv' Hwpf "tgr qt v'f "cu' wpt g'utkv'f "c' v'cn'qr gtcvpi "t'g'utxg" dcm'peg" qh'&880" o krikp0Vj g' XVC" Dqctf "j cu' gucdikuj gf "cp" qr gtcvpi "t'g'utxg" i qcn' qh'37' "qh' vj g" uwdugs wgpv' { gct } u' h'pcn'qr gtcvpi "dwf i gv'v'q" o ggv'go gti gpe { "pggf u' vj cv'ecppq'v' dg' hwpf gf "ht qo " cp { qj gt "uqwtg0Vj ku' ku' o gcpv'v' "gpw'v' g' vj cv' hwpf u' ctg' "cxck'cdng" lp" vj g' g'xgpv' qh' wpcv'v'ekr cv'f " t'g'xgpw'g' u'j qt v'cmu'qt "wpcxqk'f c'dng" g'zr g'p' kwt g' pggf u0C u' qh' Lxpg" 52. "4239. "vj g' tgr qt v'f "qr gtcvpi " t'g'utxg" dcm'peg" ku' d'gm'y "37' "qh' vj g' Hl "423: "h'pcn'qr gtcvpi "dwf i gv0

Cu' r ctv' qh' vj g' wpt g'utkv'f "t'g'utxg. "XVC" Vtcpuv' Hwpf "tgr qt v'f "F gdv' T gf we'v'k'p "Hwpf "qh'&6; 07" o krikp0Vj ku' t'g'utxg" o c { dg' wugf "v' t'gf weg' n'pi / v'gto "hcdkxk'kgu'qt" r tqxkf g' hwpf kpi "ht" cr r tqxgf " vtcpuv' tgrv'f "ecr kcn'ko r tqxgo gpv' c'p'f "tgr m'ego gpv' qh' ecr kcn' pggf u0Vj ku' t'g'utxg" ku' wugf "v'q" hwpf "h'ecn' r qt v'k'p" qh' vj g' XVC" Vtcpuv' ecr kcn' r tqi tco "lp" q'f gt "v' n'ggr "cuugw' lp" c' uc'v'g" qh' i q'qf " tgr ckt0Vj g' hwpf "ku' ceeqwpv'f "ht" "qp" vj g' pgz'v' r ci g<

Ucpw'Erctc'Xcng{ 'Vtcpuqtwekqp' Cwj qtlw{
Fgdv'Tgf wekqp'Hwpf
Cu'qhLwpg'52. 4239
(in thousands)

Dgi lplpi "dcrpeg. Lwpg 52."4238	&***** 98.59:
Cff P'Nguu+Cevxklgu'fwlpi "y g { gct	
Cwi o gpcvqp'qhXVC"Vtcpuks'Hwpf 'Ecr kcn'Dwf i gw<	
: B34238"/ ECF ICXN'T gr nogo gpv	&***** *45.96; +
; 2: 4238"/ Rctcvcpuks'Xgj legu. Gswk o gpv Ugtxlegu. cpf "	
Uej gf wipi "Uqhw ctg'cpf "O qf wgu"	*5.894+
Uwdqven	*49.643+
P gvpxguo gpv'gctplpi u	"7: 5 "48.: 5: +
Cpf lpi "dcrpeg. Lwpg 52."4239	<u>&***** 6; .762</u>

Qy gt 'wptgultevgf 'tgugtxg'dcrpeg'kpenw gf 'iqecn'uj ctg'qh'cr r tqxgf 'ecr kcn'hwpf lpi 'y cv'XVC " o wuv'r tqxkf g'vy ctf "Dqctf /cr r tqxgf 'ecr kcn'r tqlegw"*83570"o krikqp="Lqkv'F gxgnr o gpv' Rtqi tco "*8430 "o krikqp="Ucrgu'Vcz "Ucdkkl cvkqp'Hwpf "*857"o krikqp="Gzr tguu'Ncpgu"*840 " o krikqp="cpf "kpxgpvt { cpf 'r tgr ckf "gzr gpugu"*8580"o krikqp="OCf f kklqpcmf . "XVC"Vtcpuks'Hwpf " o cf g'cp'ktgxqecdn'v'c'puhgt "qh'842087"o krikqp"v'y g'Qy gt "Rquv'Go r m { o gpv'Dgpghk'QRGD+" Vtuvw'Hwpf 'lp'Hl "4235"v'tgf weg'wphwpf gf "ceetwgf "cewctkcn'kcdkkl'0lp'Hl "4238."XVCau'c'ppwcn' tgs wktgf "eqpvtkdwkqp'hqt'QRGD"co qwpvgf "v'60 "o krikqp."y gtgd { tgf wekpi 'y g'P gv'QRGD'Cuugv' dcrpeg'v'8370 "o krikqp'0Vj ku'y cu'tghngvgf "cu'r ctv'qh'y g'wptgultevgf "pgvr'qukskqp'lp'y g'XVC " Vtcpuks'Hwpf 0

Vq'eqo r nq y kj 'I CUD'Ucvg o gpv'8: . "XVC'tghngvgf "c'P gv'Rqukskqp'Ncdkkl' qh'84320"o krikqp" *850 o krikqp'hqt'EcrRGTU'cpf "83490"o krikqp'hqt'CVW+: "kpenwukg'qh'tgrcvgf "f ghgttcnu'0Vj ku" tgr tguv'v'y g'co qwpv'qy gf "d { "XVC"v'go r m { ggu'tgrcvpi "v'dgpghku'r tqxkf gf "y tqw j "c" f ghkpgf "dgpghk'r gpukqp'r m'p'y cv'ku'cwtkdwgf "v'go r m { ggu'r cuvr'gtkqf "qh'ugtxleg'0Cp { "qh'y g" chqtgo gpv'kpgf "wptgultevgf 'tgugtxgu"o c { dg'tgf wegf "d { "y g'co qwpv'qh'ugv'cukf g'hqt'y g'P gv' Rgpukqp'Ncdkkl'0

Budgetary Comparison

Cu'uj qy p'qp'y g'Dwf i gct { Eqo r ctukqp"Uej gf wrg'hqt'y g'XVC"Vtcpuks'Hwpf "r ci gu'4/333"(4/334+."y g'Hl "4239"cewcn'tguwmu'hqt'tgxgpwgu."qp'y g'qxgtem'y gtg'hcxqtdcn'eqo r ctgf "v'y g" Cf qr vgf "cpf "Hkpcn'Dwf i gv'0Vqcn'qr gtcvpi "cpf "qy gt "gzr gpugu'y gtg'cnuq'hcxqtdcn'."uj qy lpi " cewcn'tguwmu'nguu'y cp'y g'Hkpcn'Dwf i gv'0Y j kg'y g'Hl "4239"Hkpcn'Dwf i gv'r tqlegvgf "c'pgv" dwf i gct { f ghk'qh'cr r tqzko cvgn' 8370"o krikqp."cewcn'tguwmu'hqt'y g'huecn' { gct'tgr qtvgf "c" f ghk'qp"v'c'dwf i gct { dcuku'qh'840"o krikqp0

kp'Lwpg'4239."XVC"Dqctf "qh'F k'gevtu'cf qr vgf "c"dlgppkcn'dwf i gv'hqt'Huecn' l gctu'423: "cpf " 423; 0Vj g'dwf i gv'kpenw gf ghqtu'qh'lpvgi tcvpi "DCTV'ugtxleg'lpv'Ucpw'Erctc'E'qwpv'."y j lej " cmipi "y kj "kpetgculpi "tkf gtuj kr ."hqt o gf "r ctv'qh'y g'r tko ct { i qcn'qh'y g'pgy "v'cpuks'ugtxleg'r m'p'0 Qy gt "ng o gpv'eqpukf gtgf "lp'y g'f gxgnr o gpv'qh'y g'dwf i gv'kpenw gf "XVCau'eqo o ko gpv'v'q"

Wf cvg-0

2016 Measure B Program

Vj g"4238"O gcuwtg"D'Rtqi tco "Hwpf "ceeqpwpv'ht"vj g"cevkxkgu'hwpf gf "d{ "qpg/j crh'egpv'ucngu'vz" cr r tqxgf "d{ "vj g"xqvgtu'qh'Ucpvc'Emtc'Eqwpv\ kp'vj g'P qxgo dgt"4238"grgevkqp'tgs wtkpi "vj cv'ucngu" vz'tgxgpwgu'dg"gzr gpf gf "qp"gpj cpeki "tcpu'k'j ki j y c{u."gzr tguuy c{u'cpf "cevkxg'tcpur qtv'vkp0" Vj g"Ucvgo gpv'qh'Tgxgpwgu."Gzr gpf kwtgu'cpf "Ej cpi gu'kp"Hwpf "Dcnpogu"*r ci g'4/52+'tgr qt'u" gzr gpf kwtgu'qh'&30"o krikp"eqpukupi "qh'equu'qh'grgevkqp"cpf "guxcdrikuj kpi "cp"guetqy 0'Vcz" eqmgevkqp"dgi cp'kp'Cr tki42390"Vj g'ucngu'vz"cr r qtv'kqpo gpv'ht"vj g's wctvgt"gpf gf "Lwpg"52."4239" co qwpvgf "vq"&720"o krikp0"Vj ku'y cu'tgr qtvgf "cu'c'rkcdrikv{ wv'kri'vj g'igi criej cmgpi g'ewtgpwv{ " hcegf "d{ "vj g'O gcuwtg'ku'tguqrk'gf 0

Congestion Management & Highway Program (CM&HP)

EO (J R'Ecr kcn'Rtqlgew'Hwpf "ku'wugf "vq"ceeqpwpv'ht"vj g'ces wkvkqp"qh'ecr kcn'cuugw'cpf " eqputwevkqp"qh'j ki j y c{ r tqlgew'cf o kpkvgtgf "qp"dgi crh'qh'ucv'g"cpf "qvj gt'hqecni qxgtpo gpw0' Vj g'EO (J R'cf o kpkvgtu'j ki j y c{ 'r tqlgew'qp'dgi crh'qh'qvj gt'ci gpeku0'

Cu'tghgevgf "qp'r ci g'4/52."vj g'EO (J R'tgr qtvgf "vq'cni tcv'tgxgpwgu'cpf "ecr kcn'gzr gpf kwtgu'qh' &30 "o krikp'kp'H 4239."c'f getgcug'qh'&40"o krikp'htqo "r tkqt" { gct0'Uctv'kpi "H 4239."vj g'3; ; 8" O gcuwtg"D'J ki j y c{ Hwpf "y cu'equu'rk'cv'gf "y kj "vj g'EO J R'Hwpf 0"Vj ku'y cu'kp'uw r qtv'qh'cp" gh'qt'v'q'y kpf "f qy p'vj g'ch'cku'qh'vj g'3; ; 8"O gcuwtg"D'Rtqi tco 0F gur kg'vj g'equu'rk'cv'kqp." EO J R'uw'ni'gr qtvgf "c'f getgcug'kp'i tcv'tgxgpwgu'f w'vq'tgf wegf "cevkxkgu'qp'egt'v'kp'r tqlgew" uwej cu'K: : 2IK4: 2'K0 r tqxgo gpw'Uvgxggu'Etggm'Hkpcn'F guki p'qp"UT459"Gzr tgu'Ncpgu'/ Rj cug' KK'Gz'v'pukqp."cpf "Eqo d'kpgf "Ncpf uecr kpi "("O cl'v'p'c'peg'Rtqlgevt'gr'v'kx'g'vq": : 2IJ QX."323" Cwz'k'k'ct{."323"l' gtdc'Dw'gpc'cpf "459IO e'Ec't'vj {0

Vj g'vq'cni'tgxgpw'g'eqpukv'gf "qh'&40"o krikp'htqo "hgf g'cni' tcv'w'cpf "& 0"o krikp'htqo "ucv'g"cpf " m'ecni' tcv'w'k'uc'k'c'peg'&50"o krikp'htqo "O gcuwtg'C"Uy cr "hwpf u."&35; "vj qwucpf "htqo "O gcuwtg" D'uy cr."cpf "&70"o krikp'htqo "ucv'g"cpf "qvj gt'uw'w'eg'v'0'

Hf wekt { 'Hwpf u

Vj g'Hf wekt { Hwpf u'ctg'wugf "vq ceeqpwpv'ht"cuugw'j grf "d{ XVC"cu'c't'w'v'g'g'kp'c't'w'v'w'v'w'p'f "+cpf " cu'cp'ci gpv'ht"qvj gtu'kp'cp'ci gpe { 'hwpf -0'Vj gug'cuugw'ecppqv'dg'wugf "vq'uw r qt'v'XVC'w' " r tqi tco u0'XVC'w'Hf wekt { Hwpf u'eqpukv'qh't'w'v'w'p'f "ci gpe { hwpf u0'Vj g't'w'v'w'v'w'p'f u'k'p'w'f "vj g" XVC'CVWR'g'pukqp'R'rcp.'CVW'Ur qw'cni'O gf lecn'cpf "T'g'k'gg'X'k'k'qp l'F gp'v'ni'Hwpf ."cpf "vj g" T'g'k'gg'u0'Q'vj gt'R'qu'v'Go r m'j { o gpv'D'g'p'g'h'ku"*QRGD+'Vt'w'v'w'v'w'p'f "XVC'CVWR'g'pukqp'R'rcp'T'gr qt'v'ku" f'k'ue'w'ugf "qp'r ci g"; qh'vj ku'o go q0Dc { Ctgc'Cl'S w'c'k'v { O c'p'ci go gpv'F'k'w'k'ev'*DC'CS O F +."cpf UD": 5'X'g'j l'eng'T gi k'w'c'v'k'qp'H'gg'r tqi tco u'ctg'tgr qtvgf "cu'ci gpe { 'hwpf u0'

Retirees' Other Post Employment Benefits (OPEB) Trust

Vj g'T'g'k'gg'u0'Q'vj gt'R'qu'v'Go r m'j { o gpv'D'g'p'g'h'ku"*QRGD+'Vt'w'v'w'v'w'p'f "cu'g'uxcdrikuj gf "d{ XVC"vq" k0 r ngo gpv'vj g'I CUD'Ucvgo gpv'P wo dgt"67'kp'H 422: 0'Vj g'Eqo d'k'p'k'pi "Ucvgo gpv'qh'Ej cpi gu' kp'Hf wekt { P gv'R'qu'k'k'qp"*r ci g'4/336+'uj qy u'c'v'q'cni'l'pet'gcug'qh'&460"o krikp'kp'Vt'w'v'w'p'g'v' r'qu'k'k'qp'ht"vj g'ewtgpv'k'ue'cni' { gct0'H'qt'H 4239."vj g'&6"o krikp"eqp'v'k'd'w'k'qp't'gr t'g'ug'p'w'vj g"

cewctkcmf 'f gvgto kpgf 'ko r rlek'uwdukf {0Cu'qh'Hl '4239*'dcugf "qp'cewctkcn'xcnvc'kqp'f cvg'qh'Lxpg" 4238+.'QRGD'y cu'33: ' 'hwpf gf 0P gv'kpxguo gpv'gctpkpi u'y gtg"&55"o krikap'r tko ctkkf 'f wg vq'pgv' kpygtguv'kpeqo g'cpf 'tcf kpi 'i ckp'qh'&8 o krikap.'cpf "c"o ctm'vq/o ctng'vi ckp'qh'&49 o krikap"qp'vj g" Vtwuv'kpxguo gpw'lp'Hl '42390Vj g'wptgcnk' gf 'i ckp'ku'reti gn' f wg'vq'cr r tgekvkqp'kp'vj g'hct'xcnwg' qh'ur gekke'kpxguo gpw'0Rqukkxg"o cpci gt'ugrgekqp"cpf "gZR quwtg'vq'cnmgtpcv'xg'cuugvu."kpenmf kpi " j gf i g'hwpf u'cpf 'r tkxcvg'tgcn'guvcg.'eqpvtkdwgf 'uki pkk'ecpvn' vq'vj g'kpetgcug'kp'pgv'kpxguo gpv' kpeqo g0Vqcn'gzr gpugu'qh'vj g'Vtwuv.'y j kej 'kpenmf g'y g'tgvtgg"o gf kecn'r tgo kwo 'r c{o gpw'cpf " ko r rlek'uwdukf { y gtg"& "o krikap"cpf "&6"o krikap.'tgr gev'xgn' 0Cu'qh'Lxpg"52."4239."vqcn'pgv' r qukkap"j grf 'kp'vj g'QRGD"Vtwuv'vqcn'gf "&522"o krikap0Cu'tgs wktgf "d{ 'I qxgtpo gpv'cn'Ceeqwp'kpi " Ucpf ctf u'Dqctf "I CUD+."XVC"j cu'cnuq'r wdnkuj gf "c'ugr ctevg'hkpcpekn'tgr qt'v'ht'vj g'QRGD" Vtwuv0

ATU Spousal Medical and Retiree Vision/Dental

Vj gug'hwpf u'cee'qwpv'ht'vj g'CVWUr qwu'cn'O gf kecn'Rtqi tco . 'y j kej 'ku'c"o gf kecn'kpuwtcpeg" dgpghk'v'ht'grki kdn'g'r gpukqpgtu'ur qwugu.'cpf 'vj g'CVWU'gvtgg'Xkukap IF gpv'cn'Rtqi tco . 'y j kej 'ku'c"o xkukap'cpf 'f gpv'cn'dgpghk'v'ht'grki kdn'g'r gpukqpgtu'0Dqj 'dgpghku'ctg'hwpf gf 'vj tqwi j "go r m{ gg" eqpvtkdw'kpu0

Cu'uj qy p'qp'vj g'Ego dklpi "Ucvgo gpv'qh'Ej cpi gu'lp'Hkf wekt{ P gv'Rqukkap'ht'T gvtgg'Vtwuv' Hwpf u'br ci g'4/336+.'vqcn'go r m{ gg'eqpvtkdw'kpu'vq'Ur qwu'cn'O gf kecn'cpf "T gvtgg'Xkukap IF gpv'cn' y gtg'cr r tqzko cvgn' &38"o krikap"cpf "&5: ; 'vj qwucpf .'tgr gev'xgn' 0Vqcn'dgpghk'v'c{o gpw'y gtg" &36"o krikap'ht'CVWUr qwu'cn'O gf kecn'Hwpf "cpf "&534'vj qwucpf 'ht'T gvtgg'Xkukap IF gpv'cn'0Vqcn' ej cpi gu'lp'pgv'r qukkap'uj qy "c'vqcn'kpetgcug'qh'&50"o krikap'ht"dqj 'hwpf u'0Vqcn'pgv'r qukkap" y cu'&37Q "o krikap'ht'Ur qwu'cn'O gf kecn'Hwpf "cpf "&33"o krikap'ht'T gvtgg'Xkukap IF gpv'cn'Hwpf 0

Bay Area Air Quality Management District (BAAQMD)

Vj g'DCCS OF 'Ci gpe{ Hwpf 'cee'qwpv'ht'vj g'cev'xkkgu'vj cv'tgr'v'vq'vj g'Vt'cpur qt'v'kqp'Hwpf 'ht' Engcp'CK' *VHEC+'Rtqi tco 0Vj g'VHEC'ku'i gpgt'v'gf "d{ 'c"&6"uwte'j cti g'qp'xgj keng'tgi knt'cv'kpu'lp" vj g'eqwv'0Vj g'DCCS OF 'cf o kpkngtu'vj gug'hwpf u'lp'vj g'p'kpg/eqwv' 'Dc{ Ctgc0Hwpf u'ctg" cxckrdng'ht'cn'q'cv'kqp'vq'cnmgtpcv'xg'hwgn.'ct'v'tkcn'o cpci go gpv.'dle{eng.'cpf 'vtr/tgf we'kqp" r tqlgew'vj cv'tgf weg'xgj keng'go kukqpu'0Cu'gu'lp'vj g'DCCS OF 'hwpf ctg'j grf "d{ XVC'kp"e" ewuv'f kcn'ecr cekv'="vj gtgh'qtg.'vj g{ ctg'tgr qt'v'gf 'lp'vj g'Ci gpe{ Hwpf 0Cu'qh'Lxpg"52."4239." DCCS OF a'vqcn'cu'gu'v'v' gtg'cr r tqzko cvgn' "&5Q "o krikap."cu'tgh'gev'gf "qp'r ci g'4/3370

Senate Bill 83 Vehicle Registration Fees (SB 83 VRF)

Kp'P qxgo dgt'4232.'vj g'xq'v'gtu'qh'Ucpv'E'ntc'E'qwpv' cr r tqxgf "c"o gcuwtg'y j kej 'ecmgf 'ht'vj g" gpcevo gpv'qh'c"&32"o qvt'xgj keng'tgi knt'cv'kqp'hgg'vq'r c{ 'ht'v'cpur qt'v'kqp'r tqlgew'0Vj g'UD': 5" XTH'hwpf 'y cu'guv'cdnkuj gf 'lp'Hl '4233'vq'cee'qwpv'ht'cev'xkkgu'tgr'v'gf "vq'vj g'ko r ngo gpv'kqp'qh" vj g"o gcuwtg'0Ht'Hl '4239.'vj g'hwpf 'tgeg'kxgf "&380"o krikap'qh'F O X'hggu'0Rtqi tco 'r c{o gpw'vq" ekkgu'cpf 'r tqlg'v'tgko dwtugo gpw'y gtg"&360"o krikap0Cu'qh'Lxpg"52."4239.'vj g'hwpf 'j cu'vqcn' cu'gu'v'qh'&4: "o krikap0

CO CNI CO CVGF 'VTCPUK'WP KQP '*CVW'RGP UKQP 'RNCP 'TGRQTV

Vj g'Ucpv'E'ntc'Xcmg{ Vt'cpur qt'v'kqp'CWj qtkv' 'CVW'Rgpukqp'R'np'Hwpf 'tgr qt'v'qp'vj g"

cevxkkgu'qh'vj g'r gpukqp'dgpgkh'r rcp'eqxgtkpi "XVC"go r m{ ggu'tgr tguqpvf "d{ vj g'Co cni co cvgf " Vtcpu'Wpkqp"CVW+0

Cwf k'T guuu

XVF'tgpf gtgf "c"öergcpö"qt "wpo qf kkgf "qr kpkqp"qp"vj g'CVWRgpukqp'Rrcp'Tgr qtv."c"eqo r qpgpv" wpk'tgr qt v'qh'XVCä'ECHT'0Vj g'cwf k'tgr qt v'ucvgu'vj cvk'r tguqpv'hcckn{. "kp"cm'o cvgtkcn't gur gevu." vj g'cevxkkgu'qh'vj g'CVWRgpukqp'Rrcp'ht'vj g'g' { gct "gpf gf "Lxpg'52.'4239.'kp"eqphqto kv{ 'y kj 'vj g" ceeqwpkpi 'r tkpek ngu'i gpgtcm{ 'ceegr vgf 'kp'vj g'Wpkgf 'Ucvgu'qh'Co gtlec0Vj g'Kpf gr gpf gpv" Cwf kqtä'qr kpkqp'cf f tguugf "v'vj g'Dqctf "ku"qp'r ci g'3"qh'vj g'eqo r qpgpv'wpk'tgr qtv0

HkpcpeknJ li j rli j w

Cu'uj qy p"qp"vj g'Ucvgo gpv'qh'Ej cpi gu'lp"vj g'Rrcp'P gv'Rqukkqp"qh'CVWRgpukqp'Rrcp'Tgr qtv" *r ci g'9+.'pgv'r qukkqp'kpetgcugf "d{ "&720"o krikqp'ht'vj g'g' { gct "gpf gf "Lxpg'52.'42390Hj "4239" tgr qtv' "c"vqcn'pgv'kpxguvo gpv'kpego g'qh'&820"o krikqp."cp'kpetgcug'qh'&7: 0"o krikqp'ht'qo "vj g" rtkqt" { gct0Vj ku'y cu'rti gn{ "c tguwn'qh'cr r tgekvkqp'kp'hcck'xcnvg'qh'ur gekke'kpxguvo gpv'0Rqukkxg" o cpci gt "ugrgekqp"cpf "gzz quwtg"v'cngtpevkxg"cuugvu. 'kpenf kpi 'j gf i g'hwf u'cpf 'r tkcv'g'tgen' gucvg.'eqpv'kdwgf "uki pkkecpw{ v'vj g'kpetgcug'kp'pgv'kpxguvo gpv'kpego g0Eqpv'kdwkqpu"v'vj g" Rrcp'cpf "pgv'kpxguvo gpv'gctkpi u'y gtg"& : 0 "o krikqp.'y j krg'vj g'dgpgkh'r c{ o gpv'v'q'tgvt'ggu'cpf " cf o kpkv'cvkqp'gzz gpugu'y gtg"&5: 0 "o krikqp'f wtkpi 'Hj "42390Cu'qh'Lxpg'52.'4239.'pgv'r qukkqp" j grf "kp'twuv'y cu'&7530"o krikqp0Tgr qtv'f gvcku'ctg'uj qy p"qp r ci gu'8" ("9"qh'vj g'CVWRgpukqp" Rrcp'eqo r qpgpv'wpk'tgr qtv0

Vj gug'hkpcpekn'ucvgo gpv'ecp'dg'xkgy gf "cv">j wr <ly y 0xv0qti ICdqw/WuHkpcpekn/cpf/ Kpxguvt/Kphqto cvkqp%0C"j ctf "eqr { "o c { dg'tgs wguugf "d{ y tkkpi "v'Ucpvc'Erntc'Xcmg{ " Vtcpu'qt'cvkqp"C wj qtkv{. "Hkpcpeg"("Dwf i gv'F kxkukqp.'5553"P qt vj "Hktuv'Ut'ggv.'Ucp'Lqug.'EC" ; 7356/3; 490

HUECN'KO RCE V<

Vj gtg'ku'pq'hkuecn'ko r cev'cu'c'tguwn'qh'vj ku'cev'kqp0

UVCPI 'EQO O KVVGG'F HUEWUKQP ITGEQO O GPFCVKQP

Vj g'I qxgtcpeg"cpf "Cwf k'Ego o kwgg'eqpukf gtgf "vj ku'kgo "cv'ku P qxgo dgt'52.'4239"o ggkpi 0" Ngqptf "F cpc"cpf "Cj o cf "I j ctckdgj . 'r ctv'pgtu'y kj 'vj g'cwf k'ht'o "qh'Xcxtkpgm"Vtkpg.'F c{ (" Eq0'NNR.'i cxg"e'dt'kgh'r tguqpv'kqp0Vj g'Ego o kwgg'wpcpk'o qwun{ 'ceegr vgf 'vj g'Hj "4239'cwf k'gf " hkpcpekn'tgr qtv'u'y j kej 'y km'dg'hty ctf gf "v'vj g'Dqctf "qh'F kt gevqtu'ht'eqpukf gtcv'kqp"cv'ku" F gego dgt'9.'4239"o ggkpi 0

Rtgr ctgf "d{ <I tceg'UOTci pk'Hkuecn'Tguqwtegu'O cpci gt O go q'P q08444

CVVCEJ O GPVU<

- ECHT'Hj "4239aPqx'39"4239 *RFH+
- CVW4239 *RFH+
- QRGD'4239 *RFH+

Santa Clara Valley Transportation Authority

Comprehensive Annual Financial Report

Fiscal Year Ended
June 30, 2017

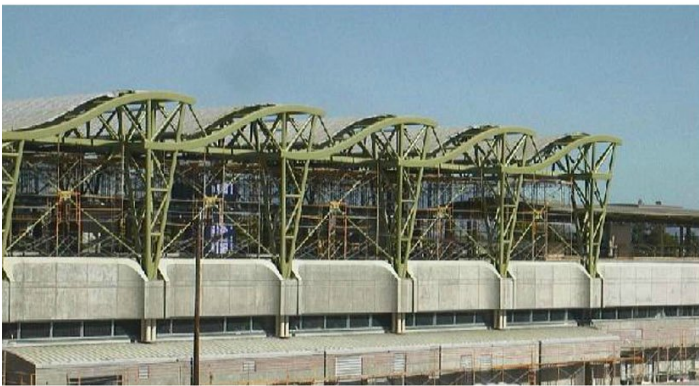
Santa Clara County, California



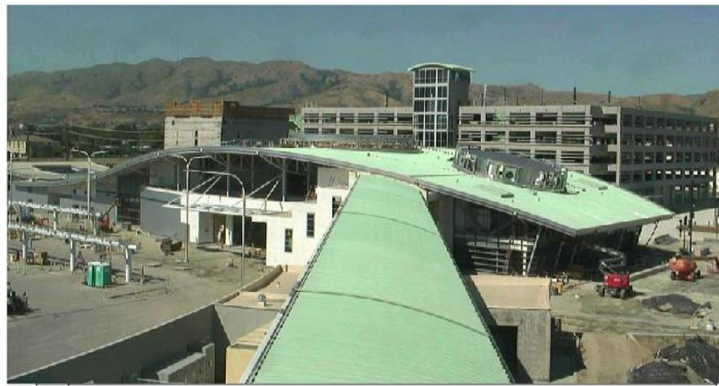
Solutions that move you



VTA rolled out the new logo and brand in January 2017 – “Solutions that move you”



Elevated trackway at VTA’s Berryessa/San Jose BART Station



Pedestrian Overcrossing leading to VTA’s Milpitas BART Station



New bus rapid transit stations featuring community artwork along Santa Clara Street, Alum Rock and Capitol Avenues



Award Winning Mountain View Double Track Project



VTA’s new solar-powered real-time information (RTI) signs

**SANTA CLARA VALLEY
TRANSPORTATION AUTHORITY**

SAN JOSE, CALIFORNIA

Eqo r tgi gpukxg'Cppwcn'HkpcpknTgr qtv*ECHT+'
Hqt'Hkuecn[gct'Gpf gf 'Lypg'52.'4239

Rtgr ctgf "d{<
Hkpcpeg"cpf 'Dwf i gv'F kxkukqp

VJ KURCI G'KURP VGP VQPCNN 'NGHV'DNCPM

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Comprehensive Annual Financial Report
For the Year Ended June 30, 2017

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SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Comprehensive Annual Financial Report
For the Year Ended June 30, 2017

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for the Fiscal Year Ended

June 30, 2016

Executive Director/CEO

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UGE VKQP "3" INTRODUCTION

LETTER OF TRANSMITTAL

BOARD OF DIRECTORS

ORGANIZATIONAL CHART

PRINCIPAL OFFICIALS

SERVICE AREA MAP

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PROFILE OF THE GOVERNMENT

XVC'ku'cp'lpf gr gpf gpv'ur geknif kumlev'cpf 'r qrkkecnluwdf kxkukqp'qh'vj g'Ucv'g'qh'Ecnkqt'pkc0XVC'y cu'et'gcv'g' "
lp'3; 94'cpf 'y cu'npqy p'cu'yj g'Ucpvc'Ertc'E'qwpv' 'Vt'cpuk'F kumlev'F kumlev'0Vj g'F kumlev'ugt'xgf "Ucpvc'
Ertc'E'qwpv' "E'qwpv' +y j lej 'ku'ukwcv'g' 'kp'yj g'uqwj gtp'r qt'v'kqp'qh'vj g'Ucp'H'cpeku'eq'Dc' { 'Ctgc'cpf 'ku'
dqt'f'gt'g'f' 'd' { 'vj g'eqwv'p'ku'qh'C'nc' g'f'c. "Ucp'O'cv'gq. "Ucpvc'E'tw'j . "Ucp'D'g'p'k'q. "O' gte'g'f' . "cpf "Ucp'k'ur'wu'0'k'p'
3; 98. "Ucpvc'Ertc'E'qwpv' 'x'q'v'g'u'cr r tq'x'g'f' 'c'j' c'ih'eg'p'v'O' g'cu'w'g'C' 'uc'ng'u'cz' 'r' t'qr' qu'c'n'v'q' 'h'w'p'f' 'vj' g'F' kumlev'0'
k'p'3; ; 7. "vj' g'F' kumlev'o' g'ti' g'f' 'y' k'j' 'vj' g'E'q'w'p'v' 'a'i'eq'p'i' g'u'k'q'p' 'o' c'p'c'i' go' g'p'v'c'i' g'p'e' { 'cpf' "qr' g't'c'v'g'f' 'w'p'f' g't' 'vj' g'
i' q'x'g't'p'c'p'eg' 'q'h'ku'q'y' p' 'D'q'c't'f' "q'h'F' k'g'ev'q't'u'0'Q'p' 'L'c'p'w'c't' { "3. "4222. "XVC'cu'p'c'o' g'y' cu'q'h'h'k'k'c'm' { 'e'j' c'p'i' g'f' "v'q'
vj' g'Ucpvc'Ertc'X'c'm'g' { 'V't'c'p'ur' q't'v'k'q'p' 'C'w'j' q't'k'v'0'

Vq'f'c'f' . "XVC'r' tq'x'k'f' g'u'd'w'u. 'h'k'i' j' v't'c'k'n' 'c'p'f' 'r' c't'c't'c'p'uk'v'ugt'x'k'eg'u. 'cu'y' g'm'c'u'r' c't'v'k'c'r' c'v'g'u'cu'c' 'h'w'p'f' k'p'i' 'r' c't'v'p'g't'
k'p' 't'g'i' k'q'p'c'n't'c'k'i'ugt'x'k'eg' 'k'p'c'm'f' k'p'i' 'E'c'n't'c'k'p. 'E'c'r' k'q'n' 'E'q't't'k'f' q't. 'c'p'f' 'vj' g'C'nc'o' q'p'v' 'E'q't't'k'f' q't' 'G'z'r' t'g'u'u'0'Cu' 'vj' g'
E'q'w'p'v' 'a'i'eq'p'i' g'u'k'q'p' 'o' c'p'c'i' go' g'p'v'c'i' g'p'e' { . "XVC'ku't'g'ur' q'p'uk'd'ng' 'h'q't' 'e'q'w'p'v' y' k'f' 't'c'p'ur' q't'v'k'q'p' 'r' r'c'p'p'k'p'i' . "
k'p'c'm'f' k'p'i' 'e'q'p'i' g'u'k'q'p' 'o' c'p'c'i' go' g'p'v' . 'f' g'u'k'i' p' 'c'p'f' 'e'q'p'ut'w'v'k'q'p' 'q'h'ur' g'ek'h'k'e' 'j' k'i' j' y' c' { . 'r' g'f' g'ut'k'c'p. 'c'p'f' 'd'k'e' { 'e'ng'
k'o' r' tq'x'g'o' g'p'v'r' t'q'l'g'ew. 'cu'y' g'm'c'u'r' t'q'o' q'v'k'q'p' 'q'h' 't'c'p'uk'v'q't'k'g'p'v'g'f' 'f' g'x'g'r'q'r' o' g'p'v'0'XVC' "e'q'p'v'k'p'w'c'm' { 'd'w'k'f' u'
r' c't'v'p'g't'uj' k'r' u' 'v'q' 'f' g'r'k'x'g't' 't'c'p'ur' q't'v'k'q'p' 'u'q'n'w'k'q'p'u' 'v'j' c'v' 'o' g'g'v' 'v'j' g' 'g'x'q'r'k'p'i' "o' q'd'k'k'v' { 'p'g'g'f' u' 'q'h' 'Ucpvc' 'Ertc'
E'q'w'p'v'0'

XVC'ku'i' q'x'g't'p'g'f' 'd' { "c' "34/o' go' d'g't' 'D'q'c't'f' "q'h'F' k'g'ev'q't'u' *vj' g' 'D'q'c't'f' "q't' 'vj' g' 'D'q'c't'f' "q'h'F' k'g'ev'q't'u' "e'q'p'uk'v'k'p'i' "
q'h'g'g'ev'g'f' "q'h'h'k'k'c'n' 'c'r' r' q'l'p'v'g'f' 'd' { "vj' g' 'l'w't'k'uf' l'ev'k'q'p'u' 'v'j' g' { 't'g'r' t'g'ug'p'v'0' 'H'k'x'g' "o' go' d'g't'u' 'q'h' 'vj' g' 'D'q'c't'f' "c'p'f' "q'p'g'
c'ng't'p'c'v'g' "c't'g' 'c'r' r' q'l'p'v'g'f' 'd' { "vj' g' 'Ucp' 'L'ug' 'E'k'v' { 'E'q'w'p'ek'u'0'Q'p'g' "o' go' d'g't' 'q'h' 'vj' g' 'D'q'c't'f' "c'p'f' "q'p'g' c'ng't'p'c'v'g' "c't'g'
c'r' r' q'l'p'v'g'f' 'h't'q'o' "c'o' q'p'i' 'vj' g' 'e'k'v' { 'e'q'w'p'ek'u' 'q'h' 'vj' g' 'e'k'k'g'u' 'q'h' 'N'qu' 'C'n'q'u. "O' q'w'p'v'c'k'p' 'X'k'g'y' . "R'c'm' { 'C'n'q' . "c'p'f' "vj' g'
'V'q'y' p' 'q'h' 'N'qu' 'C'n'q'u' 'J' k'm'0'Q'p'g' 'D'q'c't'f' 'o' go' d'g't' 'c'p'f' "q'p'g' c'ng't'p'c'v'g' "c't'g' 'c'r' r' q'l'p'v'g'f' 'h't'q'o' 'c'o' q'p'i' 'vj' g' 'e'k'v' { 'e'q'w'p'ek'u'
q'h' 'vj' g' 'e'k'k'g'u' 'q'h' 'E'c'o' r' d'g'm' 'E'w'r' g't'v'k'p'q. "O' q'p'v'g' 'U'g't' g'p'q. "U'c't'c'v'q'i' c. "c'p'f' "vj' g' 'V'q'y' p' 'q'h' 'N'qu' 'I' c'v'q'u'0'Q'p'g' 'D'q'c't'f'
"o' go' d'g't' "c'p'f' "q'p'g' c'ng't'p'c'v'g' "c't'g' c'n'q' "c'r' r' q'l'p'v'g'f' 'h't'q'o' "c'o' q'p'i' 'vj' g' 'e'k'v' { 'e'q'w'p'ek'u' 'q'h' 'vj' g' 'e'k'k'g'u' 'q'h' 'I' k't'q' { 'c'p'f'
"O' q't'i' c'p' 'J' k'm'0'V'y' q' "o' go' d'g't'u' 'q'h' 'vj' g' 'D'q'c't'f' "c'p'f' "q'p'g' c'ng't'p'c'v'g' "c't'g' 'c'r' r' q'l'p'v'g'f' 'h't'q'o' "c'o' q'p'i' 'vj' g' 'e'k'v' { 'e'q'w'p'ek'u'
q'h' 'vj' g' 'e'k'k'g'u' 'q'h' 'O' k'r' k'c'u. "Ucpvc' 'Ertc. "c'p'f' 'U'w'p'p' { 'x'c'ng'0'Vj' g' 'h'k'p'c'n' 'v'y' q' 'u'g'c'w' 'q'p' 'vj' g' 'D'q'c't'f' "c'p'f' "q'p'g' c'ng't'p'c'v'g'
c't'g' 'c'r' r' q'l'p'v'g'f' 'd' { "vj' g' 'Ucpvc' 'Ertc' 'E'q'w'p'v' { 'D'q'c't'f' "q'h' 'U'w'r' g't'x'k'q'ut'u'0'Vj' g' 'c'm'q'ec'v'k'q'p' 'q'h' 'D'q'c't'f' "t'g'r' t'g'ug'p'v'k'q'p'
ku' 'i' g'p'g't'c'm' { "d'c'ug'f' "q'p' "r' q'r' w'v'k'q'p'0'C' "e'j' c't'v'f' g'r' l'ev'k'p'i' "vj' g' 'e'w't't'g'p'v' "o' go' d'g't'uj' k'r' "q'h' 'vj' g' 'D'q'c't'f' "c'p'f' "vj' g'
'l'w't'k'uf' l'ev'k'q'p'u' 'v'j' g' { 't'g'r' t'g'ug'p'v'ku' 'h'q'ec'v'g'f' "q'p' "r' c'i' g' '3/32' 'q'h' 'vj' ku' 't'g'r' q't'v'0'

ECONOMIC ENVIRONMENT

M'p'q'y' r'g'f' i' g' 'q'h' 'vj' g' 'ur' g'ek'h'k'e' 'g'p'x'k't'q'p'o' g'p'v'k'p' 'y' j' lej' 'vj' g' 'i' q'x'g't'p'o' g'p'v'q'r' g't'c'v'g'u'ku' 'k'o' r' q't'v'c'p'v'q' 'w'p'f' g't'u'c'p'f' k'p'i' "
c'p'f' 'k'p'v'g't'r' t'g'v'k'p'i' 'vj' g' 'l'p'h'q't'o' c'v'k'q'p' 'r' t'g'ug'p'v'g'f' 'k'p' 'vj' g' 'h'k'p'c'p'ek'n'lu'c'v'g'o' g'p'w'0'Vj' g' 'E'q'w'p'v' { 'q'h' 'Ucpvc' 'Ertc' ku' 'h'q'ec'v'g'f' "
c'v' 'vj' g' 'u'q'w'j' g't'p' 'g'p'f' 'q'h' 'vj' g' 'Ucp' 'H'c'p'ek'ue'q' 'Dc' { 'c'p'f' "g'p'eq'o' r' c'u'gu' 'c'p' 'c't'g'c' 'q'h' 'c'r' r' t'q'z'k'o' c'v'ng' { "3.522 "us' w'c't'g' "

o kngu0Vj g'Eqwpv ai'r qr wcvkqp'qh'pgctn' '30 'o krikqp'ku'qpg'qh'vj g'rti guv'kp'vj g'ucv'g.'cpf 'vj g'rti guv'qh'
vj g'plkg'Dc{ 'Ctgc'eqwpvku0'Vj g'pqt y y guv'r qt'v'kp'qh'vj g'Eqwpv'.'npqy p'cu'Ukrleqp'Xcng{.'ku'j qo g'v'q"
o cp{ 'hgcf kpi 'eqo r wgt'cpf 'grgextqple'eqo r cplgu'wej 'cuI qqi ng.'Ekueq.'J gy ngw'Rcentf.'[cj qq.'gDc{.'
Hcegdqqm'cpf 'Cr r ng'co qpi 'qyj gtu0Ucpw'Emtc'Eqwpv' 'j cu'gplq{ gf 'f kxgtug'go r m{ o gpv'cpf 't'g'x'gpw'g"
dcug0'

Ucp'Equg'O gtewt { 'P gy u't'gegpv' 'tgr qt'v'gf 'vj cv'Ucpw'Emtc'Eqwpv' 'ceeqwv'gf 'hqt'cm quv'72' 'qh'vj g'dc{ "
ctgc'v'gej 'lqdu'kp'42380I qxgtpo gpv'hdqt'ci gpeku'cpf 'cpcn' uuv'f gh'kg'v'gej 'go r m{ o gpv'cu'c'eqo d'k'p'v'kqp"
qh'r tqh'gu'k'p'cn'ue'k'p'v'k'le"cpf 'v'gej p'k'cn'ugt'x'le'gu'='l'ph'qto c'v'k'p'ugt'x'le'gu'cpf 'r tqf weu."cpf 'eqo r wgt'cpf "
grgextqple'b cpw'hcw'w'k'pi 0Qvj gt'b clqt'k'p'f wut { 'i tqw u'r quv'k'pi 'u'w'v'c'p'v'k'cn'l'qd'i c'k'p'u'q'x'g't'vj g'g'c't'k'p'cn'f'gf "
ng'k'w'g'c'p'f 'j qur k'c'k'v'='r t'k'c'v'g'gf w'c'v'k'p'cn'c'p'f 'j g'cm'j 'ugt'x'le'gu'='c'p'f 'e'q'p'ut'w'v'k'p'0''

Kp'Lxpg'4239.'vj g'Eqwpv ai'wpgo r m{ o gpv'tcv'gf tqr r gf "v'q'50' 'htqo '6' 'vj g'r'tk'q' "{ gct0'Ucpw'Emtc"
Eqwpv ai'qxg'cm'geqp'qo { 't'go c'k'p'u'k'p'i q'q'f "uj cr g0'Wpgo r m{ o gpv'tcv'gu'vj tqw'j qw'vj g'Dc{ 'Ctgc'ctg"
co qpi 'vj g'my guv'kp'vj g'ucv'g0'Etgc'v'k'p'qh'p'gy 'lqdu'c'p'f 'j kngu'kp'y ci gu't'c'p'ur'v'g'v'q'r g'q'r ng'j c'x'k'pi 'o q't'g"
k'p'eqo g'v'q'c'h'q'f 'j q'w'k'pi 0Uw r n' 'qh'j q'w'k'pi 'ku'p'q'v'ng'gr k'pi 'w' 'y' k'j 'vj g'f go c'p'f 'e'c'w'k'pi 'r t'le'gu'c'p'f 't'g'p'u"
v'q'u'c't'0'Vj g'Eqwpv' "e'q'p'v'k'p'w'g'u'v'q'ugg'e'q'p'ut'w'v'k'p'qh'j k'j g't'f g'p'uk'v' 'j q'w'k'pi 'w'p'k'u'p'g'c't'v'c'p'uk'v'j v'd'u'k'p"
c'p'v'k'c'v'k'p'qh'm'p'i /v'g'to 'e'j c'm'g'p'i gu'c'h'g'v'k'pi 'j q'w'k'pi 'c'p'f 'v'c'p'ur'q't'v'k'p'0

Ceeqtf kpi 'v'q'vj g'WUF gr ctwo gpv'qh'Ncdqt'tgr qt'v'kp'Lxpg'4239.'vj g'p'c'v'k'p'cn'w'p'go r m{ o gpv'tcv'gf tqr r gf "
v'q'60' "c'p'f 'vj g'p'wo d'gt'qh'w'p'go r m{ g'f 'r g'tu'q'p'u'y cu'9'o krikqp0'Rt'k'q' "{ gct ai'uc'v'k'v'k'eu'f w'k'pi 'vj g'uc'o g"
r g't'k'q'f 't'g'r'q't'v'gf 'w'p'go r m{ o gpv'tcv'g'qh'60' "c'p'f 'vj g'p'wo d'gt'qh'w'p'go r m{ g'f 'r g'tu'q'p'u'cv'90 'o krikqp0C"
vj g'em'q'ug'qh'vj g's'w'c't'v'g't'0'c'tej '4239.'geqp'qo k'e'g'z'r g't'u'k'p'f k'c'v'g'vj cv'vj g'p'c'v'k'p'p'ai'geqp'qo { 'ku'uj q'y k'pi "
u'k'i p'u'q'h'r k'c'k'p'i 'w' 'o' q'o g'p'wo 'c'h'g't'c' "{ gct'qh'l'm'y 'i t'q'y v'j 'k'p'42380''

Vj g'ucv'g'ai'wpgo r m{ o gpv'tcv'g'h'gm'v'q'ku'm'y guv'kp'32' "{ gct'u'cv'60' 'k'p'O c' { 'c'p'f 'Lxpg'4239.'htqo '706' "
k'p'Lxpg'qh'vj g'r'tk'q' "{ gct0'Vj g'ucv'g'j cu'e'q'p'v'k'p'w'g'f 'v'q'g'z'r g't'k'p'eg'v'ng'c'f { 'd'w'u'q'o gy j c'v'l'm'y g't'l'q'd'i t'q'y v'j "
k'p'g'c't'n' '42390Vj g'hw'g't'qh'vj g'U'c'v'g'I q'x'g't'p'q't'k'p'L'c'p'w'c't { '4239'f k'u'c'ng'f 'vj cv'vj g'w'w'i k'pi 'k'f'g'q'h't'g'x'p'w'g"
k'p'et'g'c'g'u'vj cv'vj g'ucv'g'g'pl'q'gf 'k'p'vj g'r'c'v'c'r r g'c't'v'q'j' c'x'g'w'w'p'g'f 0Vj g'423: 'U'c'v'g'D'w'f i g'v'r t'q'r q'u'g'u'v'q't'q'm'
d'c'c'm'q'p'q'p'g'v'o g'ur g'p'f k'pi 'eqo o k'o g'p'u'o c'f g'k'p'rc'v' "{ gct ai'd'w'f i g'v'c'p'f 'v'g'o r g't'c'p'v'k'c'v'g'f 'ur g'p'f k'pi "
k'p'et'g'c'g'u'0Vj k'u'c'v'k'p'r't'k'q'k'k' gu'q'p'vj g'ucv'g'ai'o q't'g'k'o r q't'c'p'v'q'd'l'g'e'v'k'g'u'w'ej 'cu'v'ng'c'f { 'i t'q'y v'j 'h'q't

.....

³Rqr wcvkqp'F go qi tcr j leu'ht'Ucpw'Emtc'Eqwpv' 'k'p'4238'c'p'f '42390
⁴U'c'v'g'qh'E'c'k'q'p'c'G'o r m{ o gpv'F g'x'g'nr o gpv'F gr ctwo gpv'0C'r't'k'i'43.'42390'
⁵E'c'k'q'p'c'N'c'd'q't'0'c't'ng'v'p'k'q'0C'w'i w'w'9.'42390'
⁶D'w'k'p'g'u'0'S'U'c'p'L'q'ug'c'p'f 'Q'c'm'c'p'f 'c't'g'c'I'q'd'0'c't'ng'v'u'800'c'tej '46.'42390'
⁷D'w'g'c'v'q'h'N'c'd'q't'U'c'v'k'v'k'eu'F'c'v'0C'w'i w'w'42390'

gf wecvkqp."etgcvkqp"qh'gctpgf "lpeqo g'vcz'etgf k'htq'y qtnkpi 'hco kkgu.'tkulpi "o kpkwo 'y ci g."gzc pukqp qh'j gcnj "ectg'eqxgtci g'cpf 'rc{ 'f qy p'qh'htpi /vgt o 'hcdkkrkgu0'

Y j kng'yj g'Vtcur qtvcvkqp'F gxgru o gpv'cev*VF C+'tgxgpwg'kpetgcugf "d{ "&2Q "o krikqp"kp'htpg'y kj "yj g" ko r tqxgf 'ucngu'vcz'cevkxk'. 'yj g'Ucv'Vtcur qtvcvkqp'Cuukwpeg*UMC+'tgxgpwg'f getgcugf "d{ "&6B'o krikqp" kp'Hl "42390Vj g'f genkpg'y cu'r tqo r vgf "d{ 'yj g'eqp'wpwg'hty 'f kgugn' tlegu'ecwukpi 'tgxgpwgu'hty kpi 'kpv" yj g'UMC'r tqi tco 'vq'f genkpg'uki pkhecpv{0Dqj 'tgxgpwgu'ctg'ucvg'r tqi tco u'yj cvr tqxkf g'hwf u'vq'qr gtcvg" dwu'cpf 'tcklu' u'vgo u'lp'Ecrtkhtpk0'

Hl "4239'y kpguugf 'r qukkxg'geqpqo ke'eqpf kkp'u'htgf kpi 'vq'j ki j gt'eqpuwo gt'cpf 'dwukpgu'ur gpf kpi 0Vj ku' eqp'v'kdwgf "vq'yj g'i tqy yj 'kp'XVCai'o clqt'tgxgpwg'uwtegu'htq'qr gtcvkqp'cpf "ecr kcn'cevkxk'. "k03; 98" J crh/Egpv."4222"O gcuwtg'C."cpf "DCTV"Qr gtcvkpi "ucngu'vcz'gu'0Vj gug'ucngu'vcz'tgxgpwgu'ctg'f gr gpf gpv' wr qp'vcz'cdng'ucngu'cevkxk' 'kp'yj g'eqwpv{0Hqt'Hl "4239.'yj g'3; 98"J crh/Egpv'ucngu'vcz'"i tgy "d{ '30' ". 'yj kng" yj g'4222"O gcuwtg'C"cpf "DCTV"Qr gtcvkpi "ucngu'vcz'tgxgpwgu'kpetgcugf "ugr ctcvgn' "d{ '30' "OC"pgy "vcz" o gcuwtg'y cu""cr r tqxgf "d{ 'yj g'Ucpv'Emtc'Eqwpv' "xqvtu'lp"Pxgo dgt"4238"*tghgtgf "vq"cu'yj g'4238" O gcuwtg'D+0Vj ku'ku'c"52/{ gct'j crh'egpv'ucngu'vcz'vq'gpj cpeg'tcpukv'j ki j y c{u."gztguuy c{u'cpf "cevkxg" v'cpur qtvcvkqp0Vcz'eqmgev'kqp'dgi cp'lp'Cr tki42390Vj g'ucngu'vcz'cr r qtvkp'o gpv'htq'vj g'htu'v'wctvgt'gpf gf "Lypg"52."4239"co qwpvgf "vq""&72B'o krikqp0Vj ku'y cu'tgr qtvgf "wpf gt"c'ur gekn'tgxgpwg'hwf "cpf "htqo gf " r ctv'qh'yj g'hcdkkrk' "cu'yj g'vcz"o gcuwtg'hegu'ngi cn'ej cn'gpi g0

ENTERPRISE NET POSITION OVERVIEW

Vqvcn'Hl "4239" P gv'Rqukkqp'ku'r tqxkf gf "dgmjy *k'p'yj qwucpf u+<

P gv'kpxguo gpv'lp'Ecr kcn'Cuugv	&	5.937.2: 4
Tgutlevgf <		
4222'O gcuwtg'C'r tqlgew	&	58: .677
UY CR'eqm'vgtcn		: 4.986
DCTV'Qr gtcvkpi		45: .228
Fgdv'ugt'xleg		72.32:
Tgvpvkqp		::
3; ; 8'O gcuwtg'D'r tqlgew		: 98
Wptgutlevgf <		962.5; :
Fgdv'tgf wevkqp	&	6; .762
Qr gtcvkpi 'tgugt'xg		88.87;
Ucngu'vcz'uvcdkkrk' cvkqp		57.222
Nqecn'lij ctg'qh'ecr kcn'r tqlgew		357.552
kpxgpvt { 'cpf 'r tgr clf 'gzc gpugu		58.8: :
Ktgxqecdn'wcpuhgt'o cf g'vq'QRGD'v wuv'hwf		37.: 87
Iqkp'vF gxgru o gpv		43.: : 9
Gzr tguu'Ncpgu		4.98;
Wptgutlevgf "dghgt'g'I CUD'8: "cf lwuo gpv		585.95:
P gv'Rqukkqp'Ncdkkrk' *k' CUD'8: +		*432.526+
Vqvcn'P gv'Rqukkqp	&	375.656 6.82: .; 36

, Vj ku'ku'c'f getcug'qh'yj g'Wptgutlevgf "P gv'Rqukkqp'vq'ugv'culf g'co qwpv'htq'P gv'Rgpukqp'Ncdkkrk' "vq'eqo r n' 'y kj 'I CUD'8: 'tgs wktgo gpw0Vj g dtgenf qy p'eqpuku'qh'& 5'o krikqp'cpf "&349B'o krikqp'ht'ECNRGTU'cpf 'C'VW.'t'gur gev'kgn'0

SIGNIFICANT FINANCIAL POLICIES

Long-Range Planning

XVC. 'kp'ku'tqng'cu'yj g'Eqpi gukqp'O cpci go gpvCi gpe{ '*EO C+'hqt'Ucpvc'Erttc'Eqwv\.'ku'tgur qpukdrg' hqt'r tgr ct\kpi 'cpf 'wr f cvkpi 'yj g'Xcmg{ 'Vtcur qtvc\kqp'Rrnp'*XVR+0Vj ku'f qewo gpv'kf gpv'khu'ngi /vgo ' r tqi tco u.'r tqlgeu.'cpf 'r qrlkgu'yj cv'XVC'r rpu'vq'r wtuwg'qxgt'yj g'pgzv'47' '{ gctu0K'eqpukf gtu'cm'tcxgn' o qf gu'cpf 'cf f tguugu'yj g'hpmu'dgy ggp'v'c'pur qtvc\kqp'cpf 'h'cpf 'wug'r rppkpi . 'ck's wcrk\.'gpgti { 'wug.'cpf ' eqo o wpk\ 'rkcdk\{0XVC'c'ppwcm\ 'wr f cvgu'cpf 'l'peqtr qtvc\gu'yj g'XVC'Hkpcpekn'Hqtgecu'kpi 'O qf gn'cu' r ctv'qh'ku'ngi /tcpi g'r rppkpi 'r tqegu0Cu'c'v'c'puk'qr gtcvqt.'XVC'i gpgtcm\ 'r tgr ctgu'yj g'Uj qtv'Tcpi g' Vtcur'k'Rrnp'*UTVR+'gxgt { 'y q' '{ gctu0Vj g'UTVR'ku'wugf 'cu'f qewo gpv'kqp'v'uw r qtv'r tqlgeu'kpenf gf ' kp'yj g'Tgi kpcn'Vtcur qtvc\kqp'Rrnp'r tgr ctgf 'd { 'O g'qr qkscp'Vtcur qtvc\kqp'Eqo o kukqp'*O VE+'cpf ' cevk'kku'eqpvc\kpf 'kp'yj g'eqwv\ au'ngi /tcpi g'v'c'pur qtvc\kqp'r rnp0

Biennial Budget and Budgetary Controls

Vj g'Ucv'g'qh'Ecn'k'htpk'cpf 'yj g'XVC'Co k'k'v'k'g'Eqf g'tgs v'k'g'yj cv'XVC'o cpci go gpv'tgeqo o gpf 'cpf ' Dqctf 'qh'F k'gevtu'cf qr v'cp'qr gtcv'kpi 'dwf i gv'cv'yj g'hwpf 'rgxgn'cpf 'c'ecr kcn'dwf i gv'qp'c'r tqlgev'dcuku0' Vj g'I gpgtcn'O cpci gt'o c { 'tgc'nc'ev'g'er r tqr tkv'kpu'dgy ggp'dwf i gv'v' r gu'cpf 'dwf i gv'w'ku'y kj kp'gcej ' hwpf 'wr 'v'q'yj g'ko ku'qh'gcej 'hwpf au'c'ppwcn'er r tqr tkv'kpu0Cp { 'pgv'kpetgcug'kp'cwj qtk' gf 'er r tqr tkv'kpu' v'q'cp { 'hwpf 'kpenf kpi 'cp { 'cm'ecv'k'p'htqo 't'gug'xgu+'t'gs v'k'g'cu'p'ch'k'o cv'k'g'x'q'v'g'qh'cv'ng'cu'v'g'ki j v'F k'gevtu0' Ecr kcn'er r tqr tkv'kpu.'y j lej 'ctg'p'q'v'zr gpf gf 'f v'kpi 'yj g'huecn' { gct.'ctg'ect'k'gf 'qxgt 'v'uw'ee'gu'k'g'huecn' { gctu'w'p'k'ij g'r tqlgeu'ctg'eqo r ngv'f 'qt'q'yj gty kug'vgo kpcv'f 0

Hwpf u'y kj 'er r tqr tkv'g'f 'dwf i gv'ctg'ecv'gi qtk' gf 'cu'hqmy u'<

<u>Proprietary Funds</u>	<u>Governmental Funds</u>
<ul style="list-style-type: none"> ● VTA Transit ● 2000 Measure A Transit ● Joint Development ● Express Lanes ● BART Operating 	<ul style="list-style-type: none"> ● Congestion Management Program ● 2016 Measure B Program ● Congestion Management and Highway Program

P qv'g'v'j g'g'ku'pq'cf f k'k'k'pcn'er r tqr tkv'k'p'ht'v'j g'3; ; 8'O gcuw'g'D'Rtqi tco 'f v'g'v'q'yj g'r tqi tco 'pgctkpi 'ku eqo r ngv'k'p0

Internal Control

XVC'o cpci go gpv'ku'tgur qpukdrg'ht'guv'cn'kuj kpi 'cpf 'o c'k'v'k'kpi 'cp'k'p'v'g'p'cn'eqp'v'q'n'u\ u'go 'f guki pgf 'v'q' g'p'w'g'yj cv'ku'cu'gu'v'ctg'r t'q'v'g'v'f 'htqo 'h'qu.'yj g'h.'qt'b k'uw'g'cpf 'v'q'g'p'w'g'yj cv'cf gs w'v'g'c'ee'q'w'kpi 'f cv' ku'eqo r k'gf 'v'q'cm'y 'hqt'yj g'r tgr ctvc\kqp'qh'h'k'p'c'p'ek'n'uw'v'go gpw'k'p'eq'p'ht'o k\ 'y kj 'I gpgtcm\ 'C'ee'g'v'f "

- cpf "cf o kpkntcvkxg"hwpevkqpu"vj cv'ctg"pgeguuct { "cpf "guugpvkn'vq"r tqxkf kpi "vj g"gzkvkpi "rgxgr'qh" vtcruk'ugtxleg."dqj "kp"vgo u"qh'vj g"v' r gu"qh'hwpevkqpu'tgs wktgf "cpf "rgxgr'qh'tguqwtegu"pggf gf "vq" uwr r qtv'ugtxleg0Vj ku'ku'b gcuwtgf "ci ckpuv'kpf wwt { "ucpf ctf u'cpf 'dguvt' tcevegu'y kj 'eqpukf gtcvkqp" qh'gh'ekgpeku'cej kxgf "d { 'tgf wekpi "rc { gtu'qh'o cpci go gpv'}
- 50' Uwr r qtv'hq' Tgi kqpcn'Rctv'gtuj kr u"*g0 0'Ecntclp."CEG."F wo dcvqp"Gzr tguu."gve0+r tqxkf gf "d { "XVC"kp'eqpukf gtcvkqp"qh'qj gt'r ctv'gtu'eqpvt'kdwkqpu0'
- 60' Cevkxkkgu"vj cv'engctn { "eqpvt'kdwg"vq"lpetgcuipi "cpf "f kxgtukh { kpi "XVCai"qr gtcvkpi "hwf kpi "*"g0 0" hctg'r tqi tco u."lqkv'f gxgnr o gpv."cf xgt'vukpi . "cpf "qj gt'qr r qtwpkkgu'hq'gctpgf "lpeqo g+0'
- 70' Cevkxkkgu"vj cv'r tqxkf g'kphqto cvkqp"vq'tkf gtu."go r m { ggu."ucngj qrf gtu'cpf "vj g'r wdrk "*"g0 0"XVC" Co dcuucf qt'Rtqi tco +0'
- 80' Cevkxkkgu"vj cv'y qwf "r twf gpv { "cpf "utcvgi kcm { "gzr cpf "XVC"vtcruk'ugtxleg."y j gp"uwuc'kpcdrng" t'gxgpwgu'ctg'cxck'ndrg"vq"uwr r qtv'vj g'ugtxleg"i tqy vj "*"g0 0"XVCai'tgegpv'gzcrukqp"qh'dwu'cpf " rki j vt'ckn'ugtxleg"vq'Ngxku"Ucf kwo +0'

MAJOR INITIATIVE

VTA's BART Silicon Valley Project

Vj g"XVCai'DCTVUk'leqp"Xcmg { 'Rtqlgev'ku'c'38/o krg'gz'v'pukqp"qh'vj g'gzkvkpi "DCTV'u { vgo "vq"Ucp'Lqug." O kr kcu."cpf "Ucpv'E'rtc."y j lej "y knidg'f grkxgtgf "vj tqwi j "c'r j cugf "cr r tqcej 0Vj g'htuv'r j cug."vj g'Uk'leqp" Xcmg { 'Dgtt { guuc'Gz'v'pukqp"*UXDZ+."ku'c'32/o krg."vy q/ucv'kqp"gz'v'pukqp."dgi kppkpi "kp'Ht'go qp'v'uwj "qh" vj g'DCTV'Y cto 'Ur tkpi u'Ucv'kqp'cpf 'r tqeggf kpi "qp'vj g'hqto gt'Wpkqp'Rcek'he'tck'q'cf tkj j v'qh/y c { 'vj tqwi j " O kr kcu."vj g'mecv'kqp"qh'vj g'htuv'ucv'kqp."cpf "vj gp"vq"vj g'Dgtt { guuc'ctgc"qh'pqt'vj "Ucp'Lqug."cv'vj g'ugeqpf " ucv'kqp0'

Vj g"equv'qh'vj g"UXDZ "Rtqlgev'ku'cr r tqzko cvgn { "&406"dknkqp."y j lej "kpen'f gu"& 22"o knkqp"kp"hg'f gtcn' cuukvcpeg."&5 : 04"b knkqp"kp'ucv'g'cpf "qj gt'rqec'nhw'f kpi . "cpf "&3055"dknkqp'ht'qo '4222'O gcuwt'g'C'ucrgu" vcz0k'p'O ctej '4234."XVC'tgegk'xgf "c"& 22"b knkqp'i tcpv'eqo o ko gpv'ht'qo "vj g'HVC'hq'vj g'r tqlgev."cm'pi " y kj "vj g'htuv'&322"b knkqp'cm'qecv'kqp."cu'r tqxkf gf 'hq'kp'vj g'Hwni'hw'f kpi 'I tcpv'Ci tggo gpv"*HHI C+0Vj g" HHI C'ku'c"o wnk { gct'eqpvt'cew'cn'ci tggo gpv'vj cv'hqto cm { 'f'gh'kgu'vj g'r tqlgev'ueqr g."equv."cpf "uej gf wrg." cpf " gucd'rkuj gu" vj g"vgo u" qh'vj g"hg'f gtcn' h'k'p'ek'cn' cuukvcpeg0'Gz'gew'kqp" qh" vj g"HHI C"cm'qy gf " vj g" eqo o gpego gpv'qh'eqput'we'kqp"qh'vj g"32/o krg."vy q/ucv'kqp"DCTV"gz'v'pukqp0Cu'qh'Lx'pg"4239."&88: 08" o knkqp"qh'vj g'v'q'cn'&92408"o knkqp'i tcpv'cy ctf . "j cu'dggp"gzr'gp'gf "cpf "t'gegk'xgf 0'

Kp'Cwi wu'4236."XVC't'gegk'xgf "vj g"Vt'ch'ke"Eq'pi gu'kqp"t'gr'gh'Rtqi tco "*"VETR+"hw'f u'kp"vj g"co qwpv'qh" &5; "o knkqp"y j lej "eqpuk'w'gu"vj g"hp'cn'kp'uc'mo gpv'qh'vj g"Ucv'g"qh'E'cn'ht'q'pk'ai"&86; "o knkqp"VETR" cm'qecv'kqp'r rcp'cf qr v'gf "d { "vj g'E'cn'ht'q'pk'Vt'cpur qt'v'kqp'E'qo o ku'kqp"*EVE+"kp"422: 0Cu'qh'Lx'pg"4239." tgo ck'kpi "w'p'f kud'w'ugf "co qwpv'ht'qo "vj ku'cm'qecv'kqp'ku"&802"o knkqp0'

Vj g'r tqlgev'ueqr g'lpemf gu'DCTV'xgj lengu. 'XVC'hggf gt'dwagu. 'f qwdrg/vtcmi tcf g/ugr ctcvzf 'i wkf gy c{." vtcevqp" r qy gt "uwducvqpu." j ki j "xqnci g" uwducvqpu. "c" eqo o wplecvqp" u{ ugo . "r cuugpi gt "f tqr /qhh" hcekrkku. "uwhceg" cpf "utwewt gf "r ctnkpi "hcekrkku. "dwa"vcpuk"egpvtu. "c"r gf gutkcp"dtkf i g. "tgn'gucvg" ces wkkkqp. "f tckpci g"lo r tqxgo gpw. "gpvktqpo gpvci'o kki cvqp. "hpcpekpi . "uvtwr "cpf "tgxgpwg"vgvki . " cpf 'qj gt 'grgo gpw'pgeguact { 'hqt'f tqlgevf grkxgt {OVj g't tqlgevcnuq lpemf gu'hcekrk\ 'cf f kkkpu'q'j g'gzkukpi " DCTVJ c{y ctf [ctf 'q'r tqxkf g'hggvb cpci go gpvqr gtcvqpu'ht 'j g'tgxgpwg'xgj lengu' tqwef 'd{ 'DCTV' hqt'j g'gzvpuqp. "cu'y gm'cu'j g'r wtej cug"qh'62'DCTV'xgj lengu'vtcmi'lpucm'cvqp'y cu'eqo r rvgf "cpf " dwkf kpi 'kpvtkqt. 'lpemf kpi 'o gej cplecnlgrgevtlecnr nwo dki 'lpucm'cvqp'cpf "grgxcvt'vgvki . 'ku'wvf gty c{ " cv'O kr kcu'cpf "Dgtt { guc"ucvqpu'OVj g'r ctnkpi "utwewtgu'y gtg"uwducvqpm{ "eqo r rvgf 'OY qtn'qp"j g" dwkf kpi 'kpvtkqt'cpf 'o gej cplecnlgrgevtlecnl'epvqpwgf 'cv'j g'Rqkreg\ qpg'Hcekrk\ 'cpf 'Cpekmt { 'Dwkf kpi 'O U{ ugo u'cpf 'eqo o wplecvqpu'lpucm'cvqp'cpf 'vgvki 'vqnt' rceg'cni'pi 'j g'gpvt'g'UXDZ 'cri po gp'ODCTV" j cu'tgegkxgf 'cm'gp't kvv'xgj lengu. 'cpf 's wcn'hcecvqp'vgvki 'cu'y gm'cu'v'clp'qr gtcvq'v'clp'kpi 'ctg'k'f' tqi tguu' Tgxgpwg'ugt'xleg'qh'Rj cug'3'ku'cpv'ekr cvgf 'lp'o kf/423: 0

XVC"eqpv'pwgu'r tqlgev'f g'xgnr o gpv'cev'xkku'ht'j g'ugeqpf '8/o krg'r j cug'qh'j g'r tqlge'OVj ku'lpemf gu' hqt'ucvqpu. "y kj "c'hxg/o krg'ni'pi "uwdy c{ "wppgn'j tqwi j "f qy pvqy p"Ucp"lqug. "cpf "gpf u'cv'i tcf g'lp" Ucpv'Erntc'p'gct'j g'Ecmt'ck'Ucvqpu'OVj g't tqlgevcnuq lpemf gu'j g'eqp'ut'wv'qp'qh'c' b' clp'v'gpcpeg'hcekrk\ " cv'j g'ewt'gpv'P gy j cm'[ctf . "j g'P gy j cm'O clp'v'gpcpeg'hcekrk\ . "cu'y gm'cu'j g'r wtej cug"qh'6: "DCTV" xgj lengu' Vj g' ukpi ng/dqtg" wppgn' v'ej p'lecn' uwf { " ku' wvf gty c{ " hqewkpi " qp" ctgcu" uwej " cu' ucvqpu" eqphk' wcvqpu. " xgpv'cv'qp" cpf " go gti gpe{ " gi tguu' Vj g' f tch' Uwr r ngo gpvci' Gpxkqpo gpvci' K r cev' Ucvgo gpv'Uwdugs wgpv'Gpxkqpo gpvci'K r cev'T gr qtv'*UGKUIUGKt +y cu'tgrgcugf 'lp'F gego dgt'42380Vj ku' f qewo gpv't'grgeu't'g'xkuk'pu'dcugf "qp'HVC"cpf "DCTV"eqo o gpw. "cu'y gm'cu'p'gy "qr v'qpu'ht'j g'ucvqpu" nqecv'qp'cv'F k'kf qp'cpf "c'ukpi ng/dqtg" wppgn'OVj cug'KKY qtnkpi 'I tqwr "o ggkpi u'eqpv'pwg'v'q'dg'j grf 'OVj g' equv'qh'j g'Ucpv'Erntc'Gz'v'puk'qp'ku'cr r tqzko cvgn{ '869'dkn'qp. 'y j k'j 'y kn'lpemf g'4222'O gcuwt'g'C. '4238" O gcuwt'g'D'ucrgu'cz 'hwpf kpi 'cni'pi 'y kj 'Hgf g'cni'P gy "Uctw'cpf "ucv'g'hwpf u'OT gxgpwg'ugt'xleg'ht' Rj cug' 4'ku'cpv'ekr cvgf "q'qeew'lp'o kf/42480

AWARDS AND ACKNOWLEDGEMENTS

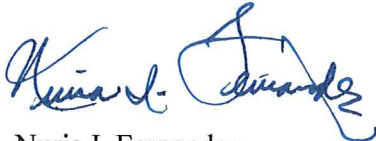
Vj g'I qxgtpo gpv'Hlpcpeg"Qh'legtu'Cu'qek'cvqp"qh'j g'Wpkgf "Ucv'gu"cpf "Ecp'cf c"*I HQC+"cy ctf gf "c" Egt'w'hcecv'qh'Ce'j k'xgo gpv'ht'Gzegmg'peg'lp'Hlpcpekni'T gr qt'v'pi 'q'XVC'ht'ku'Hl '4238'Eqo r tgj gpuk'xg" Cppwci'Hlpcpekni'T gr qt'OVj ku'ku'j g'43^{um}'eqp'uge'w'k'xg'{ gct'j cv'XVC'cej k'xgf 'j ku'r t'guki k'qwu'cy ctf '0

Kp"qt'f gt "q"t'gegk'xg'j g'cy ctf . "c"i qxgtpo gpv'ci gpe{ "o wuv'r wdr'kuj "cp"gcuk\ "t'gcf cdrg"cpf "gh'h'ek'gpv\ " qti cpl' gf 'Eqo r tgj gpuk'xg'Cppwci'Hlpcpekni'T gr qt'OVj ku't'gr qtv'o wuv'uc'v'kuh\ "dqj 'cee'q'w'v'kpi 'r' tk'p'kr ngu" i gp'g'cm\ 'cee'gr v'gf 'lp'j g'Wpkgf "Ucv'gu'qh'Co g'klec'cpf "cr r r'kecdrg'ngi cni't'gs w'k'go gpw'0

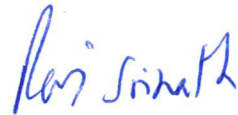
A Certificate of Achievement is valid for a period of one year only. We believe that our current comprehensive annual financial report continues to meet the Certificate of Achievement Program's requirements, and we are submitting it to the GFOA to determine its eligibility for another certificate.

The preparation of this CAFR required a concerted team effort throughout VTA, including staff from Accounting, Disbursements, Revenue Services, Contracts and Purchasing, Risk Management, Budget and Analysis, Investment Services, Retirement Services, and Finance departments. The Copy Center, Creative Services, Office of the Board Secretary, and Marketing departments also made significant contributions to the form, content, and production of the report. The team members demonstrated a commendable degree of personal dedication and determination in producing this document.

In addition, recognition is given to Vavrinek, Trine, Day & Company LLP, for their contribution, as well as all other VTA staff for responding positively and promptly to the request for information that occurs with each annual audit.



Nuria I. Fernandez
General Manager/CEO



Raj Srinath
Chief Financial Officer

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2017 VTA Board of Directors

VTA is an independent special district governed by its own Board of Directors. The VTA Board of Directors consists of elected governing board officials from the cities within Santa Clara County as well as the County of Santa Clara. Board members are appointed by the jurisdictions they represent, and all jurisdictions within the county have representation on the Board. The Board consists of 12 voting members, 6 alternates, and 3 ex-officio members, and membership is roughly based on population as follows:

Group 1 (San Jose)	5 Members, 1 Alternate
Group 2 (Northwest)	1 Member, 1 Alternate from the Cities of Los Altos, Mountain View, Palo Alto, and the Town of Los Altos Hills
Group 3 (West Valley)	1 Member, 1 Alternate from the Cities of Campbell, Cupertino, Monte Sereno, Saratoga, and the Town of Los Gatos
Group 4 (South County)	1 Member, 1 Alternate from the Cities of Gilroy and Morgan Hill
Group 5 (Northeast)	2 Members, 1 Alternate from the Cities of Milpitas, Santa Clara, and Sunnyvale
Group 6	2 Members, 1 Alternate from the Santa Clara County Board of Supervisors (County of Santa Clara)
Ex-Officio	Santa Clara County's 3 representatives to the Metropolitan Transportation Commission (MTC): 1 Member representing the County of Santa Clara, 1 Member representing the cities of Santa Clara County, and 1 Member representing the City of San Jose. (Note: MTC commissioners serve as an Ex-Officio Member only when not serving as a regular or alternate member of the VTA Board of Directors.)

The Board of Directors generally meets on the first Thursday of each month.

Jeannie Bruins, Chairperson Sam Liccardo, Vice Chairperson as of June 30, 2017	
GROUP 1 City of San Jose Charles "Chappie" Jones Lan Diep Johnny Khamis Sam Liccardo* Raul Peralez Devora "Dev" Davis, Alternate	GROUP 4 City of Gilroy Daniel Harney, Alternate City of Morgan Hill Larry Carr
GROUP 2 City of Los Altos Jeannie Bruins* Town of Los Altos Hills City of Mountain View John McAlister, Alternate City of Palo Alto	GROUP 5 City of Milpitas Bob Nuñez, Alternate City of Santa Clara Teresa O'Neill City of Sunnyvale Glenn Hendricks
GROUP 3 City of Campbell City of Cupertino Savita Vaidhyanathan Town of Los Gatos Rob Rennie, Alternate City of Monte Sereno City of Saratoga	GROUP 6 County of Santa Clara Cindy Chavez Ken Yeager David Cortese,* Alternate
	Ex-Officio ** Metropolitan Transportation Commission (MTC) Commissioners Representing Santa Clara County, Cities of Santa Clara County, and City of San Jose None

* These individuals serve on the MTC.

** There are no Ex-Officio Board Members for 2017 as the MTC representatives from Santa Clara County, cities of Santa Clara County and City of San Jose are also VTA Board Members or Alternate VTA Board Members.

VTA Board of Directors' Standing Committees

1. **Administration and Finance Committee (A & F)** reviews and recommends policies pertaining to the general administration and financial management of VTA, including administrative policies and procedures, legislative affairs, human resources, budget, financing, and fiscal issues.
2. **Governance & Audit Committee** reviews and recommends policy decisions required to fulfill the Board's oversight responsibilities for: (1) the integrity of VTA financial statements, (2) compliance with legal and regulatory requirements, and (3) assuring an effective system of internal management and financial controls. It reviews and recommends policy decisions pertaining to Board and organizational goal setting and prioritization, strategic initiative framework development, budget development, and Board and committee processes. It also oversees the activities of the auditor general, the internal audit function, and the public accounting firm that conducts VTA's financial audit.
3. **Congestion Management Program and Planning Committee (CMPP)** reviews and recommends policies related to the Congestion Management Agency and the countywide transportation plan, including the integration of transportation, land-use, and air-quality planning.
4. **Safety, Security, and Transit Planning and Operations Committee (SSTPO)** reviews and recommends policies related to system safety and security planning, monitoring and reporting, transit planning, transit capital projects, transit operations, and marketing.
5. **Capital Projects Oversight Committee (CPOC)** reviews and recommends policies related to the activities and imminent issues of VTA capital projects with major resource, multi-jurisdictional coordination, public perception and/or community impact factors. The CPOC provides focused oversight to promote the efficient delivery of quality major transportation projects safely, on time, within scope and budget, while minimizing community impact.

VTA Board of Directors' Advisory Committees

1. **Committee for Transportation Mobility & Accessibility (CTMA)** provides advice to the VTA Board and staff on bus and rail system accessibility issues, as well as on paratransit service. Many of these issues are related to VTA's efforts to comply with the federal Americans with Disabilities Act (ADA). It consists of 17 voting members comprised of individuals from the disabled community and representatives from human services agencies, as well as two ex-officio, non-voting members, one each representing VTA's paratransit service provider and the VTA Board of Directors.
2. **Citizens Advisory Committee (CAC) / 2000 Measure A Citizens Watchdog Committee (CWC)** is a 17 voting member committee representing the residents of Santa Clara County, as well as specified community stakeholder groups, including business and labor, with an interest in transportation. The CAC advises the Board and VTA administration on issues impacting the communities and organizations they represent. It *also serves as the independent Citizens Watchdog Committee* for the 2000 Measure A Transit Improvement Program, and as the 2008 Measure D ballot-specified advisory body that reviews and comments on VTA's comprehensive transit program as part of the countywide transportation plan.
3. **Bicycle and Pedestrian Advisory Committee (BPAC)** consists of 16 voting members comprised of one member appointed by each of the 15 cities within Santa Clara County and one member appointed by the County of Santa Clara. In addition, the Silicon Valley Bicycle Coalition appoints one ex-officio, non-voting representative. The BPAC advises the VTA Board of Directors on planning and funding issues related to bicycle and pedestrian mobility and access. The BPAC also serves as the bicycle and pedestrian advisory committee for the County of Santa Clara.

4. **Technical Advisory Committee (TAC)** is a 16 voting member committee comprised of one staff member (usually a public works, planning, transportation or community development director) from each of the 15 cities within the county and the County of Santa Clara. In addition, the California Department of Transportation (Caltrans), Metropolitan Transportation Commission (MTC), and Santa Clara Valley Water District appoint one non-voting representative each to the TAC. The TAC provides in-depth analysis, technical expertise and timely recommendations regarding transportation projects, programs, funding, and other policy matters, while giving voice to and reconciling local and regional perspectives.
5. **Policy Advisory Committee (PAC)** is a 16 voting member committee comprised of one city council member from each of the 15 cities within Santa Clara County and one member from the Santa Clara County Board of Supervisors. The PAC ensures that all local jurisdictions have an opportunity to participate in the development of VTA's policies.

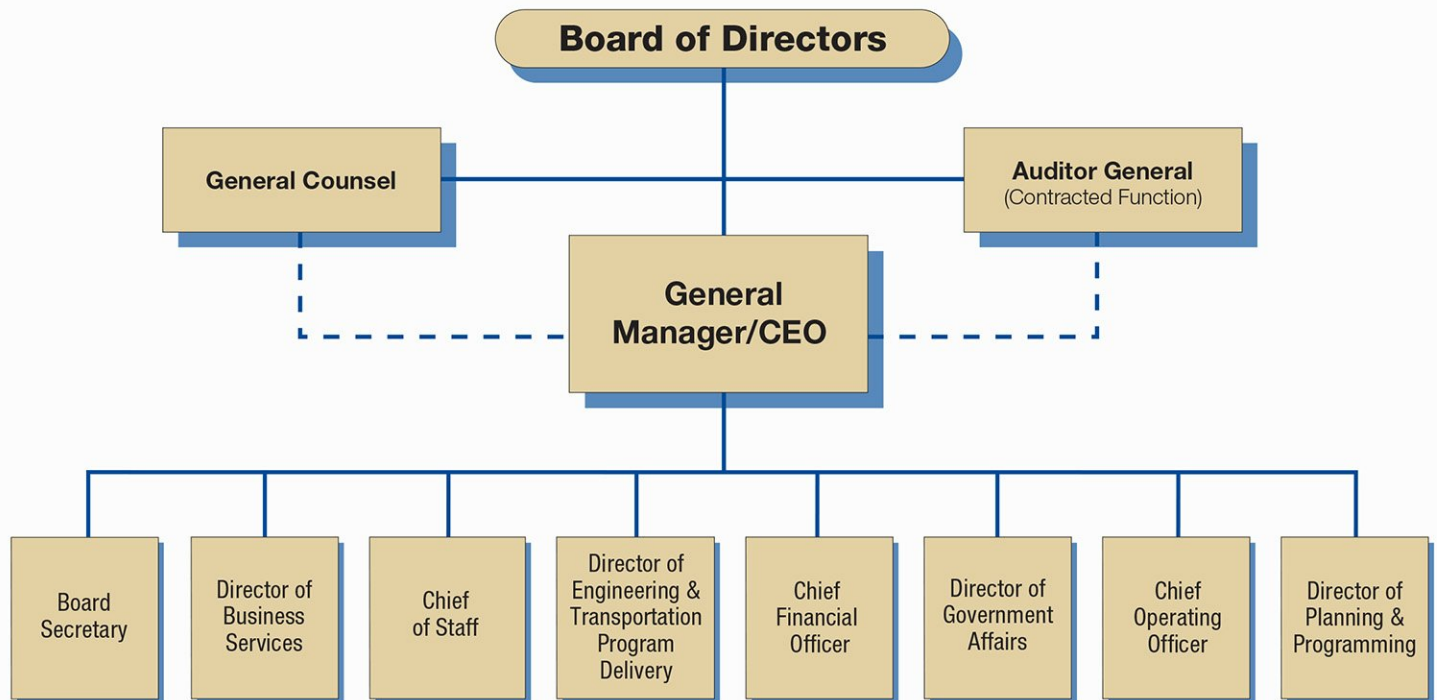
VTA Board of Directors' Policy Advisory Boards

These Policy Advisory Boards (PAB) ensure the local jurisdictions affected by major transportation improvement projects are involved in the planning, design, and construction. Membership for each PAB varies. There are currently six active PABs:

- **Diridon Station Joint Powers Policy Advisory Board**
- **Eastridge to BART Regional Connector Policy Advisory Board** (*formerly Downtown East Valley Policy Advisory Board*)
- **El Camino Real Rapid Transit Policy Advisory Board**
- **Mobility Partnership**
- **Silicon Valley Rapid Transit Corridor and BART Warm Springs Extension Policy Advisory Board**
- **State Route (SR) 85 Corridor Policy Advisory Board**

Santa Clara Valley Transportation Authority

June 30, 2017

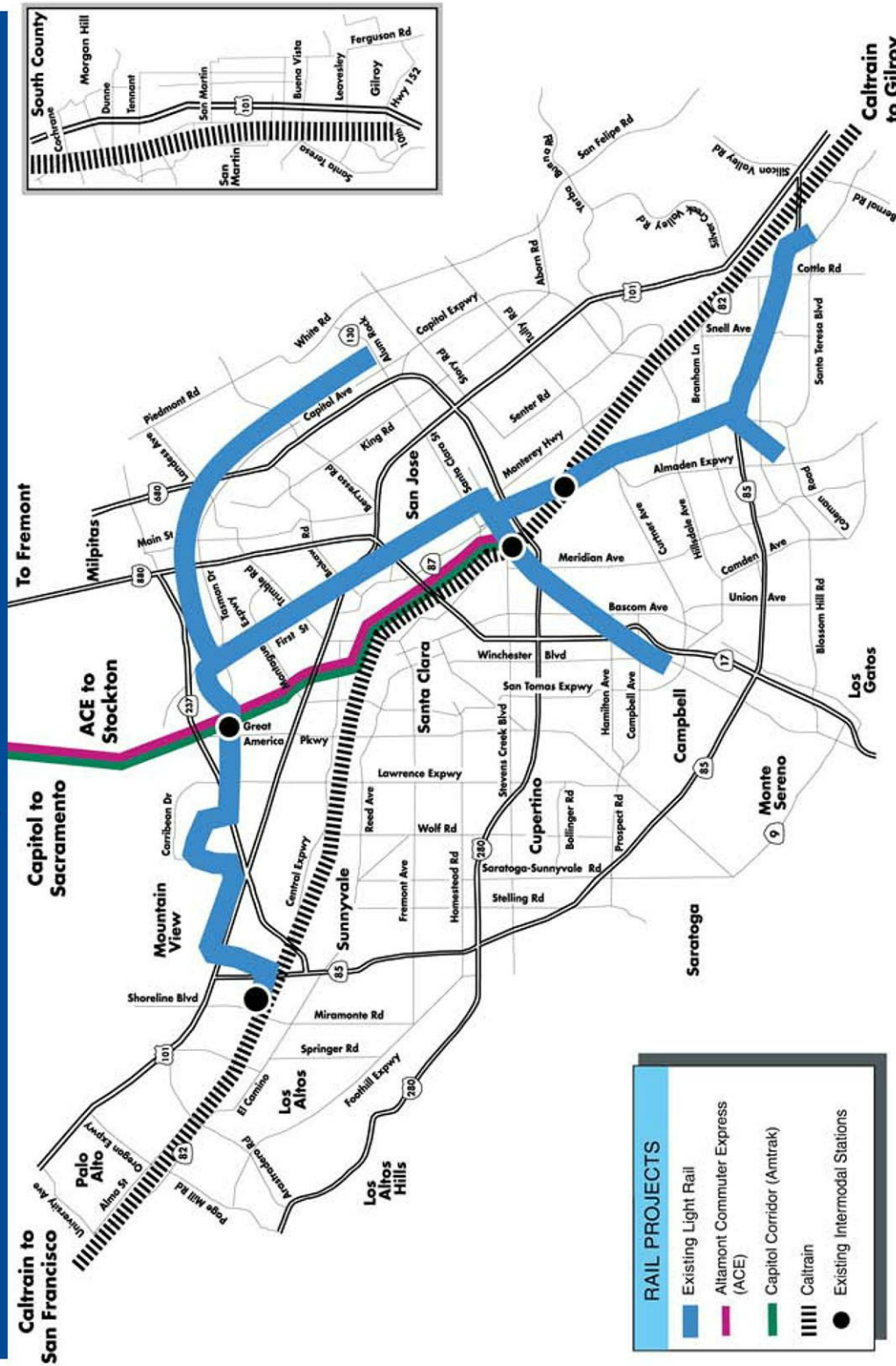


Principal Officials

June 30, 2017

General Manager/CEO.....	Nuria I. Fernandez
General Counsel	Robert Fabela
Auditor General (Contracted Function)	Bill Eggert
Board Secretary.....	Elaine Baltao
Director of Business Services.....	Alberto Lara
Chief of Staff.....	Angelique M. Gaeta
Director of Engineering & Transportation Program Delivery.....	Carolyn Gonot
Chief Financial Officer	Raj Srinath
Director of Government Affairs	James Lawson
Chief Operating Officer.....	Inez P. Evans
Director of Planning & Programming.....	VACANT

Santa Clara County Bus and Rail Transit Service Area



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UGE VKQP "4"/"FINANCIAL SECTION

INDEPENDENT AUDITOR'S REPORT

MANAGEMENT'S DISCUSSION AND ANALYSIS (Required Supplementary Information)

BASIC FINANCIAL STATEMENTS:

Government-wide Financial Statements:

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Ucvgo gpv'qh'Cevkxkkgu

Fund Financial Statements:

Proprietary Funds:

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Governmental Funds:

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Fiduciary Funds:

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Ucvgo gpv'qh'Ej cpi gu'lp'Hf wekt { 'P gv'Rqukskqp

NOTES TO THE BASIC FINANCIAL STATEMENTS

Required Supplementary Information (other than MD&A):

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Supplementary Information – Combining and Individual Fund Statements and Schedules:

Enterprise Funds:

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Dwf i gvt { 'Eqo r ctluqp'Uej gf wrg

Fiduciary Funds:

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INDEPENDENT AUDITOR'S REPORT

VJ K'RCI G'K'P VGP VKQP CNN 'NGHV'DNCP M



Vavrinek, Trine, Day & Co., LLP
 Certified Public Accountants & Consultants

VALUE THE DIFFERENCE

INDEPENDENT AUDITOR'S REPORT

The Board of Directors
 Santa Clara Valley Transportation Authority
 San Jose, California

Report on the Financial Statements

We have audited the accompanying financial statements of the business-type activities, governmental activities, each major fund, and the aggregate remaining fund information of the Santa Clara Valley Transportation Authority (VTA), as of and for the year ended June 30, 2017, and the related notes to the financial statements, which collectively comprise the VTA's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities, governmental activities, each major fund, and the aggregate remaining fund information of the VTA, as of June 30, 2017, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, pension plans schedules of changes in net pension liability, pension plans schedules of employer contributions, budgetary comparison information, and schedule of funding progress for other postemployment benefits, as listed in the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the VTA's basic financial statements. The enterprise and fiduciary fund supplementary information, the introductory and statistical sections are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The enterprise and fiduciary funds supplementary information as listed in the table of contents is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole for the year ended June 30, 2017.

We also previously audited, in accordance with auditing standards generally accepted in the United States of America, the basic financial statements of VTA as of and for the year ended June 30, 2016 (not presented herein), and have issued our report thereon dated October 21, 2016, which contained unmodified opinions on the respective financial statements of the business-type activities, the governmental activities, each major fund, and the aggregate remaining fund information. The enterprise fund supplementary information as of and for the year ended June 30, 2016 is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the June 30, 2016 financial statements. The enterprise fund supplementary information as of and for the year ended June 30, 2016 have been subjected to the auditing procedures applied in the audit of the 2016 basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare those financial statements or to those financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the enterprise fund supplementary information is fairly stated in all material respects in relation to the basic financial statements as a whole for the year ended June 30, 2016.

The introductory and statistical sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on them.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated October 27, 2017, on our consideration of the VTA's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the VTA's internal control over financial reporting and compliance.

Vavrinck, Trine, Day & Co. LLP

Palo Alto, California
October 27, 2017

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MANAGEMENT'S DISCUSSION AND ANALYSIS
(Required Supplementary Information)

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Management's Discussion and Analysis

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Financial Highlights

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- É Hgf g{ tcn" uc{ vg. " cpf " h{ qecn{ q" r gtcv{ k{ pi " i t{ cpw" y gtg" "&502" o knkqp" qt" 406' " r{ qy gt" k{ p" H{ " 42390" Vj g" f gerk{ pg" y cu" h{ t{ i gn{ " c" t{ guwn{ qh" c" f gerk{ pg" k{ p" Ucv{ g" Vtc{ puk" C" uukuc{ peg" qh" " "&608" o knkqp" k{ p" H{ " 4239" yj j lej ku" e" cwugf " d{ " t{ gf wegf " Ucv{ g" d{ w{ f i gv" hqt" Ucv{ g" Vtc{ puk" C" uukuc{ peg" 0" Vj ku" y cu" qh" h{ ugv" k{ p" r ct" v{ d{ " c" p{ gv" k{ petgcug" qh" "& : 5 yj qwuuc{ pf " k{ p" yj g" Vtc{ pur qt" cvk{ qp" F gxgn{ qr o gpv" Cev" *VF C + t{ gxgpwg" cpf " "&897" yj qwuuc{ pf " k{ p" yj g" t{ r gtcv{ k{ pi " cuukuc{ peg" 0

- É Ecr kcní tcvw'f getgcugf 'd{ "& 40' b krikp'htqo 'y g'Hl '4238' hgxgn 'f wg'v'q' y' g'f gerkp'g'kp' i tcv'hw'pf gf " cevk'k'kgu'tgr'v'kpi 'v'U'k'leq'p'X'cng'f 'Dg'tt' { guuc'G'z'v'puk'q'p' *UXDZ + 'P' q't'v'j' g't'p'N'ki' j'v'T'ck'i'G'z'r't'guu.'c'p'f' " C'm'o "T'q'em'U'c'p'w'c' "E'm't'c' "D'w'u' "T'c'r' k'f' "V't'c'p'uk' " *DTV+ 'r' t'q'l'g'ev'u'0'V'j' g' "f' get'gcug' "y' cu' 'r' ct'v'k'm' { "q'h'ug'v' "d' { " t'g'e'q'i' p'k'k'q'p' "q'h'i' t'c'p'v't' g'x'g'p'w'g'u'f' g't'v'c'k'p'k'p'i 'v' "O' q'p'w'i' w'g' "T' g'e'q'p'ut'w'e'v'k'q'p' "R't'q'l'g'ev' "R't'q'ew't'g'o' g'p'v'q'h'J' { d't'k'f' " X'g'j' k'ergu.'c'p'f' "U'c'p'w'c' "E'm't'c' "U'c'v'k'q'p' "W'p'f' g't'r' cuu' 'r' t'q'l'g'ev'u'0
- É Cu'q'h'L'w'p'g'52.'4239.'y' g'p'g'v'r' qu'k'k'q'p' "q'h'G'z'r't'guu'N'c'p'g'u' "c'p'f' "L'q'k'p'v'F' g'x'g'g'r' o' g'p'v'hw'pf' u'co' q'w'p'v'g'f' "v'q' " &40' b krikp'c'p'f' "&4: 0' b krikp.'t'g'ur' g'e'v'k'g'n' { 0'V'j' g' "G'z'r't'guu'N'c'p'g'u' "H'w'p'f' "t'g'e'q't'f' g'f' "v'q'm'le'q'm'g'e'v'k'q'p' "h't'q'o' " UT'459'IK: : 2' "G'z'r't'guu' "E'q'p'p'g'e'v'q't'0'V'j' g' "L'q'k'p'v'F' g'x'g'g'r' o' g'p'v' "H'w'p'f' "t'g'r' q't'v'g'f' "r' t'q'r' g't'v' { "t'g'p'v'c'n't'g'x'g'p'w'g'u' " c'p'f' "q'v'j' g't' "r' t'q'e'g'g'f' u'i' g'p'g't'c'v'g'f' "h't'q'o' "X'V'C'á' "L'q'k'p'v'F' g'x'g'g'r' o' g'p'v' "R't'q'i' t'c'o' 0
- É K'p' "H'l' '4239.'D'C'T'V' "q'r' g't'c'v'k'p'i' "h'w'p'f' á'p'g'v'r' qu'k'k'q'p' "y' cu' "&45: 0' b krikp'0'V'j' g' "D'C'T'V' "Q'r' g't'c'v'k'p'i' "U'c'rg'u' "V'c'z' " k'p'et'g'c'ug'f' "d' { "&9840' "y' q'w'uc'p'f' "q't' "30' " . "v'q' "&720' "o' krikp' "k'p' "H'l' '42390
- É K'p' "H'l' '4239.'cu'c' "t'g'u'w'n' "q'h'3; ; 8' "O' g'c'u'w't'g' "D' "y' k'p'f' k'p'i' "f' q'y' p' "k'u' "c'h'c'k't'u' . "y' g' "c'e'v'k'k'kgu' "q'h' "y' g'3; ; 8' "O' g'c'u'w't'g' " D' "V't'c'p'uk' "y' g't'g' "e'q'p'u'q'r'k'f' c'v'g'f' "k'p' "y' g' "X'V'C' "V't'c'p'uk' "c'p'f' "k'u' "t'g'r'c'v'g'f' "p'g'v'r' qu'k'k'q'p' "q'h' "& 98' "y' q'w'uc'p'f' "y' cu' " t'g'h'g'e'v'g'f' "cu' "c'p' "c'f' "l'w'w'o' g'p'v' "v'q' "X'V'C' "V't'c'p'uk' "u' "d'g'i' k'p'p'k'p'i' "p'g'v'r' qu'k'k'q'p'0'V'j' g' "c'e'v'k'k'kgu' "q'h' "y' g'3; ; 8' "O' g'c'u'w't'g' " D' "J' k'i' j' y' c' { "u' "y' g't'g' "c'u'q' "t'g'r' q't'v'g'f' "cu' "r' ct'v' "q'h' "y' g' "E'q'p'i' g'u'k'k'q'p' " "O' c'p'c'i' g'o' g'p'v' "c'p'f' "J' k'i' j' y' c' { "R't'q'i' t'c'o' 0
- É V'j' g' "4238' "O' g'c'u'w't'g' "D' "U'r' g'e'k'n' "T' g'x'g'p'w'g' "H'w'p'f' "y' cu' "g'u'c'd'k'ij' g'f' "k'p' "H'l' '4239' "cu'c' "t'g'u'w'n' "q'h' "y' g' "U'c'p'w'c' "E'm't'c' " E'q'w'p'v' "x'q'v't'u' "c'r' r' t'q'x'k'p'i' "y' g' "52' / { g'c't' "j' c'h' "e'g'p'v' "u'c'rg'u' "v'c'z' "v'q' "g'p'j' c'p'eg' "v't'c'p'uk' . "j' k'i' j' y' c' { "u' "g'z'r' t'g'u'uy' c' { "u' " c'p'f' "c'e'v'k'g' "v't'c'p'ur' q't'v'c'k'q'p'0'V'c'z' "e'q'm'g'e'v'k'q'p' "d'g'i' c'p' "k'p' "C'r' t'k'i' "42390' "V'j' g' "u'c'rg'u' "v'c'z' "c'r' r' q't'v'k'q'p'o' g'p'v' "h'q't' "y' g' " h'k't'u'v' "s' w'c't'v'g't' "g'p'f' g'f' "L'w'p'g' "52. "4239' "c'o' q'w'p'v'g'f' "v'q' " " &720' "o' krikp'0'V'j' k'u' "y' cu' "t'g'r' q't'v'g'f' "w'p'f' g't' "c' "u'r' g'e'k'n' " t'g'x'g'p'w'g' "h'w'p'f' "c'p'f' "h'q't'o' g'f' "r' ct'v' "q'h' "y' g' "h'c'd'k'k'v' { "cu' "y' g' "v'c'z' "o' g'c'u'w't'g' "k'u' "w'p'f' g't'i' q'k'p'i' "h'g'i' c'n'le'j' c'm'g'p'i' g'0

Overview of the Financial Statements

XVCá' d'c'ule' "h'k'p'c'p'ek'n' "u'c'v'g'o' g'p'w' "j' c'x'g' "y' t'g'g' "e'q'o' r' q'p'g'p'w' "3+ "i' q'x'g't'p'o' g'p'v' "k'f' g' "h'k'p'c'p'ek'n' "u'c'v'g'o' g'p'w' "4+ " h'w'p'f' "h'k'p'c'p'ek'n' "u'c'v'g'o' g'p'w' "c'p'f' "5+ "p'q'v'g'u' "v'q' "y' g' "d'c'ule' "h'k'p'c'p'ek'n' "u'c'v'g'o' g'p'w' "0' k'p' "c'f' "f' k'k'q'p' "v'q' "y' g' "d'c'ule' "h'k'p'c'p'ek'n' " u'c'v'g'o' g'p'w' "y' k'u' "t'g'r' q't'v'c'n'q' "k'p'en'w'f' g'u' "t'g's' w'k'g'f' "c'p'f' "q'v'j' g't' "u'w' "r' n'g'o' g'p'v'c't' { "k'p'h'q't'o' c'v'k'q'p'0

30' **Government-wide Financial Statements** V'j' g' "Government-wide Financial Statements " r' t'q'x'k'f' "g' "c' " v'q'r' / r'g'x'g'n'x'k'g'y' "q'h' "X'V'C'á' "h'k'p'c'p'ek'n'r' k'ew't'g' "k'p' "c' "h'q't'o' c'v't'g'u'g'o' d'k'p'i' "y' c'v' "q'h' "c' "r' t'k'x'c'v'g' / u'g'e'v'q't' "e'q'o' r' c'p' { 0

V'j' g' "Statement of Net Position " r' t'g'ug'p'w' "k'p'h'q't'o' c'v'k'q'p' "q'p' "c'm' "q'h' "X'V'C'á' "c'u'g'w' "c'p'f' "h'c'd'k'k'kgu' "k'p'en'w'f' k'p'i' " f' g'h'g't't'g'f' "k'p'h'q'y' u' "c'p'f' "q'w'h'q'y' u' "q'h' "t'g'u'q'w't'eg'u' . "y' k'j' "y' g' "f' "k'h'g't'g'p'eg' "d'g'w' g'g'p' "y' g' "y' q' "t'g'r' q't'v'g'f' "cu' "p'g'v' " r' qu'k'k'q'p'0'Q'x'g't' "w'o' g' "c'p' "k'p'et'g'c'ug' "q't' "f' get'gcug' "k'p' "p'g'v'r' qu'k'k'q'p' "o' c' { "u'g't'x'g' "cu' "c'p' "k'p'f' k'ec'v'q't' "q'h' "y' j' g'y' g't' " X'V'C'á' "h'k'p'c'p'ek'n'r' qu'k'k'q'p' "k'u' "k'o' r' t'q'x'k'p'i' "q't' "f' g'v'g't'k'q't'c'v'k'p'i' 0

V'j' g' "Statement of Activities " r' t'g'ug'p'w' "k'p'h'q't'o' c'v'k'q'p' "t'g'h'g'e'v'k'p'i' "e'j' c'p'i' g'u' "k'p' "X'V'C'á' "p'g'v'r' qu'k'k'q'p' "f' w't'k'p'i' "y' g' " o' q'u'v't'g'e'g'p'v' "h'k'ue'c'n'f' { g'c't'0'C' "m'le'j' c'p'i' g'u' "k'p' "p'g'v'r' qu'k'k'q'p' "c't'g' "t'g'r' q't'v'g'f' "cu' "u'q'q'p' "cu' "y' g' "w'p'f' g't'n'f' k'p'i' "g'x'g'p'v'i' k'k'p'i' " t'k'ug' "v'q' "y' g' "e'j' c'p'i' g' "q'ee'w't'u' . "t'g'i' c't'f' "n'g'u' "q'h' "y' g' "w'o' k'p'i' "q'h' "t'g'r'c'v'g'f' "e'c'uj' "h'q'y' u'0'V'j' w'u' . "t'g'x'g'p'w'g'u' "c'p'f' "g'z'r' g'p'ug'u' "

ctg'tgr qtvgf 'kp'vj ku'ucvgo gpv'htq'uo g'kgo u'vj cv'y knitguwn'kp'ecuj 'hny u'qpn' 'kp'hwwt'g'huecni' gt'kf u' *g0 0'wpeqmgvgf 'cz'gu'cpf 'gctpgf 'dw'wpwugf 'xcec'v'kp'rgcxg-0

Vj g'i qxgtpo gpv'y kf g'ucvgo gpv'f'k'kpi vkuj 'hpev'kpu'qh'XVC'vj cv'ctg't' tpekr cm' { 't'w r qtvgf 'd' { 'uc'rgu' vz' 'cpf' 'k'pvti qxgtpo gpv'cn't'gx'gpwgu'0Vj g'XVC'dw'uk'p'gu'v'f' r g'ce'v'k'k' { 'ku'v'cpuk' 'y j lej 'k'pen'f' gu'dw'ul rki j v't'ckl'qr gtc'v'k'p'u. 'l'q'k'p'v'f' g'x'g'm'r o gpv' 'g'zr t'gu'u'rp'gu. 'DCTV'qr gtc'v'k'p'i . 'cpf' 'ecr' k'cni'r t'q'l'gev'ce'v'k'k' { 0' C'mj q'wi j 'vj g't'cpuk'qr gtc'v'k'p'p'at'r t'ko ct { 'h'p'ev'k'p' ku'k'p'vg'f' g'f' 'v'q't'ge'q'x'g't' ku'e'qu'u'vj t'q'wi j 'ej' c'ti' gu'ht' " ugt'x'k'eg'u*dw'uk'p'gu'v'f' r g'ce'v'k'k'k'g'u+ 'vj g't'ge'q'x'g't' { 'ku'p'q'v'uki p'k'h'ec'p'0Vj g'i qxgtpo gpv'cn'ce'v'k'k'k'g'u'qh'XVC' " eq'p'ku'v'qh'e'q'pi gu'k'p' "o c'pci go gpv' 'cpf' "j k' j y c { 'r' t'qi t'co u. 'y j lej 'k'pen'f' g'r' n'p'p'k'pi . 'r' t'qi t'co o k'pi . " cpf' "eq'p'ut'w'ek'p' "qh'j k' j y c { "r' t'q'l'ge'u'0I qxgtpo gpv'cn'ce'v'k'k'k'g'u'c'nu'q' "k'pen'f' g' "vj g'4238"0 g'cu'w't'g'D' " Rt'qi t'co "y j lej "h'q'ew'ug'u" q'p' "g'p'j c'p'ek'pi "v'c'p'uk' "j k' j y c { u. "g'zr t'gu'uy c { u' 'cpf' "ce'v'k'g' "v'c'p'ur q't'v'ek'p' " *d'le { 'ergu. 'r' g'f' gu't'k'cpu' 'cpf' "eqo r' n'g'v'g' u't'g'gu+0

40' **Fund Financial Statements**0'C'h'w'p'f' 'ku'c'i' t'q'w' k'pi 'q'ht'g'r'v'g'f' 'c'ee'q'w'p'v' 'vj cv'ku'w'ug'f' 'v'q'b' c'k'p'v'k'p' 'eq'p'v'q'ni' q'x'g't'g'gu'w't'eg'u'vj cv'j c'x'g'd'g'g'p' 'ugi t'gi cv'g'f' 'h'q't' 'ur' g'ek'h'e'ce'v'k'k'k'g'u'q't' 'q'd'l'ge'v'k'g'u'0XVC. 'h'k'ng' 'h'q'ec'ni'c'p'f' 'u'c'v'g' " i qxgtpo gpv'u. 'w'ug'u' h'w'p'f' 'c'ee'q'w'p'v'k'pi 'v'q'g'p'w't'g' 'c'p'f' 'f' go q'p'ut'c'v'g' 'eqo r' n'c'p'eg' 'y' k'j 'h'k'p'c'p'eg' /t'g'r'v'g'f' 'h'gi' c'ni' t'g's' w'k't' go gpv'u'0C'm'XVC' "h'w'p'f' u' 'ec'p' 'd'g'f' k'k'f' g'f' 'k'p'v'q' 'vj t'g'g' 'ec'v'gi q't'k'g'u' <i>i</i> qxgtpo gpv'cn' h'w'p'f' u. 'r' t'q'r' t'k'g'v'c't' { " h'w'p'f' u' *k'g0' g'p'v'g't'r' t'k'ug' h'w'p'f' u' 'c'p'f' 'k'p'v'g't'p'c'ni' u'g't'x'k'eg' h'w'p'f' u+ 'c'p'f' 'h'k'f' w'ek't' { 'h'w'p'f' u0

Governmental funds / "I qxgtpo gpv'cn' h'w'p'f' u' c't'g' w'ug'f' "v'q" c'ee'q'w'p'v' h'q't' "g'u'g'p'v'k'm' { "y j g' "u'co g' "h'p'ev'k'p'u" t'g'r' q't'v'g'f' "cu"i' qxgtpo gpv'cn'ce'v'k'k'k'g'u'k'p' 'vj g' "i' qxgtpo gpv'y kf g' "h'k'p'c'p'ek'ni' u'c'v'go gpv'u'0J q'y g'x'g't. "w'p'r'k'ng' " vj g' "i' qxgtpo gpv'y kf g' "h'k'p'c'p'ek'ni' u'c'v'go gpv'u. "i' qxgtpo gpv'cn' h'w'p'f' "h'k'p'c'p'ek'ni' u'c'v'go gpv'u' h'q'ew'u" q'p' "p'g'c't' / v'g'to "k'p'h'ny u' 'c'p'f' "q'w'h'ny u' "q'h'ur' g'p'f' c'd'ng' "t'g'u'q'w't'eg'u. "cu' 'y' g'm' 'cu' q'p' "d'c'r'p'eg'u' q'h'ur' g'p'f' c'd'ng' "t'g'u'q'w't'eg'u" c'x'c'k'c'd'ng' c'v'vj g'g'p'f' "q'h'vj g' "h'uec'ni' { g'c't'0U'ej' "k'p'h'q'to c'v'k'p' "o c { 'd'g' w'ug'h'w'ik'p' g'x'c'n'w'v'k'pi "c' "i' qxgtpo gpv'u' " p'g'c't' / v'g'to "h'k'p'c'p'ek'ni' t'g's' w'k't' go gpv'u0

XVC" o c'k'p'v'k'p'u' vj t'g'g' "o c'l'q't' "i' qxgtpo gpv'cn' h'w'p'f' u' "v'q" c'ee'q'w'p'v' h'q't' "vj g' "h'k'p'c'p'ek'ni' ce'v'k'k'k'g'u' q'h' XVC'u' " " Eq'pi gu'k'p' "O c'pci go gpv' Rt'qi t'co . '4238'0 g'cu'w't'g'D' Rt'qi t'co . 'c'p'f' "vj g' Eq'pi gu'k'p' "O c'pci go gpv' 'c'p'f' " J k' j y c { 'Rt'qi t'co 0

Proprietary funds / "XVC" o c'k'p'v'k'p'u' 'y' q' "v'f' r' gu' "q'h' r' t'q'r' t'k'g'v'c't' { "h'w'p'f' u' ² g'p'v'g't'r' t'k'ug' h'w'p'f' u' 'c'p'f' "k'p'v'g't'p'c'ni' u'g't'x'k'eg' h'w'p'f' u'0Vj g'g'p'v'g't'r' t'k'ug' h'w'p'f' u' c't'g' w'ug'f' 'v'q' t'g'r' q't'v'vj g' "u'co g' "h'p'ev'k'p' "r' t'g'ug'p'v'g'f' "cu' 'o'd'w'uk'p'gu'v'f' r' g' " ce'v'k'k'k'g'u'ö'k'p' 'vj g' "i' qxgtpo gpv'y kf g' "h'k'p'c'p'ek'ni' u'c'v'go gpv'u'0Vj g'k'p'v'g't'p'c'ni' u'g't'x'k'eg' h'w'p'f' u' c't'g' w'ug'f' 'v'q' c'ee'q'w'p'v' h'q't' ce'v'k'k'k'g'u' vj c'v'r' t'q'x'k'f' g' "u'g't'x'k'eg'u' "v'q" q'v'j g't' "h'w'p'f' u. "f' g'r' c't'v'o gpv'u' q't' "v'q" q'v'j g't' "i' qxgtpo gpv'u' q'p' "c' "e'qu'v' " t'g'l'o d'w't'ugo gpv' d'cu'k'u'0I g'p'g't'c'ni' N'k'c'd'k'k'v' { . "Y' q't'ng't'u'0' Eqo r' g'p'uc'v'k'p' . "c'p'f' "Eqo r' g'p'uc'v'g'f' "C' d'ug'p'eg'u' c't'g' " c'ee'q'w'p'v'g'f' "h'q't' "k'p' 'vj g' "k'p'v'g't'p'c'ni' u'g't'x'k'eg' h'w'p'f' u'0XVC' "w'ug'u' vj g' "g'p'v'g't'r' t'k'ug' h'w'p'f' u' "v'q" c'ee'q'w'p'v' h'q't' "ku'v'c'p'uk' " q'r' g't'c'v'k'p' 'c'p'f' 'ec'r' k'c'ni' ce'v'k'k'k'g'u. 'vj g'4222'0 g'cu'w't'g'C' 'ec'r' k'c'ni'c'p'f' 'q'r' g't'c'v'k'p'i 'ce'v'k'k'k'g'u. DCTV'Q'r' g't'c'v'k'p'i . " l'q'k'p'v'f' g'x'g'm'r o gpv' Rt'qi t'co . 'c'p'f' "G'z'r' t'gu'u' N'c'p'gu' Rt'qi t'co 0

Vj g"gpvgr tkug"hwf u"cpf "j g"kpvtpcn'ugt xleg"hwf "r tqxkf g"j g"uco g"v{r g"qh"lphqto cvkqp"cu"vj g" i qxgtpo gpv y kf g"hpcepcn'ucvgo gpw'y kj kp"vj g"dwukpguu/v{r g"cevkxkkgu."qpn{ 'kp"o qtg'f gvckf

Fiduciary funds - Hkf wekt { "hwf u'ctg"wgf "vq"ceeqwpv'hqt "tguqtegu"j grf "hqt"vj g"dgpghk'qh'r ctvku" qwukf g"XVC0Hkf wekt { "hwf u'ctg'pqvtghgevgf 'kp"vj g'i qxgtpo gpv y kf g"hpcepcn'ucvgo gpw'dgecvug" vj g'tguqtegu'qh'vj qug'hwf u'ctg'pqv'cxckrdrg'vq'ur r qtv'XVCai'qy p'r tqi tco u0Vj g'ceeqwpv'kpi "wgf " hqt'hkf wekt { "hwf u'ku'o wej "hknj"vj cv'wgf "hqt"r tqr tkvct { "hwf u0

Vj g'cevkxkkgu'qh'vj g"XVC'Co cni co cvgf 'Vtcpu'k'Wpkqp"CVW+Rgpukqp'Rncp."vj g"CVWUr qwucn'O gf kcn" cpf "Tgvtgg"Xkukqp"cpf "F gpvcn'Hwfp u"cpf "j g"Tgvtgg"Qvj gt"Rquv'Go r m{ o gpv'Dgpghku"*QRGD+" Vt wuv'ctg'tgr qtvgf 'kp"vj g'tgvtgg'twuv'hwf u0Rgpukqp'twuv'hwf u'ctg'wgf "vq"ceeqwpv'hqt"cuugw'j grf "d{ " XVC"cu'c'twugg'hqt'kpf kxf wcn'cpf "qj gt"qti cpk cvkqpu."uwej "cu'CVW0

Ugpcvg"Dkni": 5"Xgj keng"tgi kntcvkqp"Hgg"*UD": 5"XTH:"cpf "vj g"Dc{ 'Ctgc'Clk"S wcrk{ 'O cpci go gpv' F kntev"*DCCS O F +ctg'ceeqwpvgf "hqt'kp"cp'ci gpe{ "hwf ."c'hwf "vj cv'ceeqwpv'hqt"cuugw'j grf "uqrgn{ " kp"c"ewuqf kcn'ecr cekv{0

50' **Notes to the Financial Statements.** Vj g'pqvgr tqxkf g'cf f kkpncn'lphqto cvkqp"vj cv'ku"guugpv'cn'vq"c" hwn'wvf gtucpf kpi "qh'vj g'f cv'r tqxkf gf "kp"vj g'i qxgtpo gpv y kf g"cpf "hwf "hpcepcn'ucvgo gpw0Vj g" pqvgu"vq"vj g"hpcepcn'ucvgo gpw'ecp'dg'hqwpf "qp"r ci gu'4/55"vj tqwi j "4/; 9"qh'vj ku'tgr qt v0

Kp"cf f kkp"vq"vj g"dcule"hpcepcn'ucvgo gpw'cpf "pqvgu." *Required Supplementary Information* ku" r tguqvgf "cu"tgs wktgf "d{ "I CUD0'Vj g"tgs wktgf "ur r ngo gpvct { "lphqto cvkqp"uj qy u"P gv'Rgpukqp" Ncdkxkkgu"cpf "Rgpukqp"Eqpv'kdwkqpu"r gv'ckpki "vq"CVW"cpf "EcrRGTU."XVCai'hwf kpi "r tqi tguu" tgr'vkg"vq"Qvj gt"Rquv'Go r m{ o gpv'Dgpghku"cu'y gni'cu"vj g"Eqpi gukqp"O cpci go gpv'Rtqi tco "cpf " 4238'O gcuwtg'D'Rtqi tco "Dwf i gvct { "Uej gf wgu0Tg wktgf "ur r ngo gpvct { "lphqto cvkqp"ecp'dg'hqwpf " qp"r ci gu'4/; : "vj tqwi j "4/327"qh'vj ku'tgr qt v0

Qvj gt"ur r ngo gpvct { "lphqto cvkqp"uwej "cu"vj g'eqo dklpi "ucvgo gpw'cpf "qj gt'kpf kxf wcn'uej gf wgu" hqwpf "ko o gf kvgn{ "hqmj kpi "vj g"tgs wktgf "ur r ngo gpvct { "lphqto cvkqp"r tguqpv' kpf kxf wcn' hwf " ucvgo gpw'cpf "uej gf wgu'hqt"vj g'Gpvgr tkug"cpf "Hkf wekt { "Hwfp u0Qvj gt"ur r ngo gpvct { "lphqto cvkqp" ecp'dg'hqwpf "qp"r ci gu'4/328"vj tqwi j "4/338"qh'vj ku'tgr qt v0

60' **Government-wide Financial Analysis**0"Vj g'I qxgtpo gpv Y kf g"Ucvgo gpv'qh'P gv'Rqukkqp"cpf "vj g" Ucvgo gpv'qh'Cevekxkkgu'tgr qt v'c"&44: 06"b krikp'kpetgcug'kp'pgv'r qukkqp0Vj g'Dwukpguu/V{r g'cevkxkkgu" y gtg"vj g"o clqt"uqwtg"qh'vj g'i tqy vj "cu"vj g'I qxgtpo gpv v{r g'cevkxkkgu'pgv'r qukkqp"f getgcugf "d{ " &404"b krikp0Vj g'kpetgcug'kp"vj g"dwukpguu/v{r g'pgv'r qukkqp"y cu'f wg'r tko ctkn{ "vq"ucrgu'vcz"tgegr u." VFC."cpf 'ecr kcnl' tcpu'tgr'vgf 'r tko ctkn{ "vq"XVCai'DCTVUkrkqp"Xcmg{ 'Gzvgpukqp'Rtqlge0Vj g'3; 98"

sales tax, 2000 Measure A sales tax, and BART operating sales tax collections for the fiscal year were \$209.0 million, \$208.7 million, and \$50.0 million, respectively. During FY 2017, VTA enterprise funds acquired or built total capital assets of approximately \$345.1 million (see Note 6). These capital assets were funded by a variety of sources such as federal and state grants, bond proceeds as well as local 2000 Measure A sales tax revenues.

Santa Clara Valley Transportation Authority

Condensed Schedule of Net Position

FY 2017 and FY 2016

(In thousands)

	Business -Type Activities		Governmental Activities		Total	
	2017	2016	2017	2016	2017	2016
Asset:						
Current and other Assets	\$ 1,307,737	\$ 1,441,236	\$ 67,406	\$ 19,057	\$ 1,375,143	\$ 1,460,293
Capital assets, net	4,776,477	4,497,706	—	—	4,776,477	4,497,706
Total assets	6,084,214	5,938,942	67,406	19,057	6,151,620	5,957,999
Deferred outflows of resources	166,427	208,206	—	—	166,427	208,206
Liabilities:						
Current Liabilities	215,984	268,286	68,458	17,900	284,442	286,186
Long-term liabilities outstanding	1,427,263	1,498,314	—	—	1,427,263	1,498,314
Total liabilities	1,643,247	1,766,600	68,458	17,900	1,711,705	1,784,500
Deferred inflows of resources	7,246	10,959	—	—	7,246	10,959
Net Position:						
Net Investment In Capital Assets	3,715,082	3,394,540	—	—	3,715,082	3,394,540
Restricted	740,398	789,000	611	1,157	741,009	790,157
Unrestricted	144,668	186,049	(1,663)	—	143,005	186,049
Total Net Position	\$ 4,600,148	\$ 4,369,589	\$ (1,052)	\$ 1,157	\$ 4,599,096	\$ 4,370,746

The largest portion of VTA's net position (approximately 81%) reflects its investment in capital assets (e.g., land, buildings, infrastructure, machinery, and equipment), less any related outstanding debt used to acquire those assets. VTA uses these capital assets to provide services to its customers. Consequently, these assets are not available for future spending. Although VTA's investment in its capital assets is reported net of related debt, it should be noted that the resources needed to repay this debt must be provided from other sources since the capital assets themselves cannot reasonably be used to liquidate these liabilities. The restricted net position represents mainly the funds set aside for the 2000 Measure A Transit Improvement Programs, BART operating, 1996 Measure B Program, debt service collateral with the bond trustees, retention, and Swap collateral. The unrestricted categories include funds set aside by Board policies and for funding of local share of capital projects; inventory and prepaid expenses; VTA transit operating reserve, debt reduction, express lanes and joint development program funds, sales tax stabilization, irrevocable transfer made to the OPEB Trust, and

c" f ghek" kp" eqo r gpucvfg " cdugpegu0 Vj g" ktgxqecdrng" vcpuhgt" o cf g" vq" QRGD" Vt wuv." cmj qwi j " wptgultevgf .ku'gcto ctngf 'hqt QRGD'Vt wuvHwvf a'hwmtg'qr gtcvki 'pggf u0Vj g'wptgultevgf 'pgvt qukkqp" ku'i gpgtcm{ 'cxckrdng'hqt 'cr r tqr tkvqp'y kj "Dqctf 'cr r tqxcr0Vj g'f gvcku'qh'pgvr qukkqp'ecvgi qtkgu" ctg'uj qy p'lp'P qvg"4*1+0

I qxgtpo gpvni'Ceewpvpki "Ucpcf ctf u'Dqctf " *I CUD+"Ucvgo gpv'8: "tgs wktgu'r wdrke" go r m{ ggu"vq" eqo r n{ 'y kj 'pgy 'ceeewpvpki 'cpf 'r tqhgukqpcn'tgr qt vki "ucpcf ctf u0Wvf gt 'vj ku'ucpcf ctf . "go r m{ gtu" vj cv'r ctvkr cvg'lp'c'f ghkpgf 'dgpghk'r gpukqp" r np. 'cf o kpvngt gf "cu'c'v wuv'qt'gs wxcrgpv'tctepi go gpv" ctg'tgs wktgf "vq'tgeqtf 'vj g'pgvr gpukqp'rkcdkx{. 'r gpukqp'eqpvtkdwwkpu. 'cpf 'f ghgtt gf "qwhry u'lp'hy u" qh'tguqwtegu'tgrvfg "vq'r gpukqp'lp"vj gk "hpcpekn'ucvgo gpv0P gv'Rgpukqp"Nkcdkx{ 'ku'vj g'co qwpv" qy gf "d{ "XVC"vq"ku'go r m{ ggu'hqt'dgpghk'u'r tqxkf gf "vj tqwi j "c'f ghkpgf 'dgpghk'r gpukqp"r np0Vj ku" eqpuku'qh'& 5"o knkqp'hqt'EcrRGTU'cpf "&3490"o knkqp'hqt'CVW.'pgv'qh'tgrvfg 'f ghgtt cu0

Business-Type Activities 0"Vj g'vqcn'pgv'r qukkqp'qh'&60"dknkqp'y cu'wr "d{ "&4520"o knkqp'lp'Hl " 42390Vj g'ewtgpv'huecn' { gct'tgr qt vgf "wphcxqtdcng'ej cpi gu'chgevpki "qr gtcvki "gZR gpugu."cu'y gm'cu" r tqi tco "cpf "i gpgtcn'gZR gpugu0P gv'r tqi tco "gZR gpugu"*vqcn'gZR gpugu"o kpwu'r tqi tco "tgxgpwgu" kpetgcugf "d{ "&386"o knkqp'lp'Hl "4239."o clpn{ 'f wg'vq'vj g'kpetgcug'lp"vqcn'gZR gpugu'qh'&98"o knkqp" cpf 'f getgcug'lp'r tqi tco "tgxgpwgu'qh'& : "o knkqp0

Vj g'vqcn'r tqi tco "gZR gpug'y cu'wr "r tko ctkn{ 'f wg'vq'vj g'kpetgcug'lp"qr gtcvki'cpf "uwr r qt'vugt xlegu0 Vj gug'gZR gpugu'kpenf g'hdqt 'equv.'pgv'q'hequu'cmqecvfg "vq'ecr kcn'cpf 'qyj gt'r tqi tco u.'qh'&39"o knkqp0 F wtkpi "vj g" { gct. 'hdqt 'tcvgu'y gtg'kpetgo gpvcm{ 'cf lwvfg "dcugf "qp"vj g'r tqxkukqp'qh'vj g'eqmgevkg" dcti clkpi "ci tgggo gpv0Cm j qwi j "pq'eqpvtkdwwkqp'y cu'0 cf g'vq'vj g'T gvt gg'O gf kcn'Rtcrp. 'vj g'I CUD" 8: /tgs wktgf "r gpukqp" gZR gpug"r gtcvki' "vq"ECNRGTU" kpetgcugf "vj ku" { gct "cu" c"t guwn'qh'nguug" lpxguo gpv'i clp'tgeqi pkkqp"y j gp'ecrwrvki "vj g'cewctkn'guko cvg0Vj g'i tqy vj "qh'&9"o knkqp'lp" o cvgtkcn'cpf "uwr r rgu'ku" c"t guwn'qh'kpetgcug'lp" waci g"qh'r ctvu'cuuqekvfg "y kj "vj g"o clqt "qxgtj cvn" tgdwrf "r tqi tco "cv'Nki j vT ckr0Ugtxleg'cnuq'tgr qt vgf "c"&5"o knkqp'kpetgcug'tguwnki "htqo "c"ugewtk{ " eqpvcevo gpf o gpvy kj 'vj g'Ucpc'Emtc'Eqwpv{ 'Uj g'tkha'Qhleg'vq'cwi o gpv'vchki 0I gpgtcn'rkcdkx{ " kpuwtepeg'y cu'wr "d{ "&4"o knkqp'vq'r tqxkf g'vj g'cewctkcm{/tgs wktgf 'tgugt xgu'cu'qh'Lwpg'52."42390Cukf g" htqo "vj g'uctv'wr "equu'kpetgtgf 'tgrvfg "vq"j ktkpi "c'pgy "r ctvctpuk'r tqxkf gt. "vj gtg'y cu'c"&6"o knkqp" kpetgcug'lp'Rwej cugf "Vtcur qt vki'cwtkdwgf "o clpn{ "vq'vj g'f khtg'peg'lp'tgr qt vki "r ctvctpuk'equu" htqo "qpg" { gct "vq'vj g'pgz0Vj g'r tgxkqu" { gct'tgr qt vgf "r ctvctpuk'equu'pgv'qh'htg'tgxgpwg'y j kg'Hl " 4239'tgr qt vgf "r ctvctpuk'equu'cv'i tqau0F gr tekevki'cpf "qyj gt'equu'tgr qt vgf "c'pgv'kpetgcug'qh'&9" o knkqp'f wg'r tko ctkn{ "vq" c'ej cpi g'lp'ceeewpvpki "guko cvg'dtqwi j v'cdqw'd{ 'ej cpi kpi "vj g'hkg'qh'iki j v' tcklxgj kengu'htqo "67"vq"52" { gctu0

Qyj gt'r tqi tco "gZR gpugu'kpenf g'Eqpvtkdwwkqp'vq'qyj gt'ci gpeku'y j kej 'kpetgcugf "d{ "&55"o knkqp'cu'c" tguwn'qh'kpetgcugf "ce'v'k'ku'lp'r tq'gevu'vj cv'ctg'i gpgtcvki "cuugv'y j kej 'y kn'gpf "wr "dgkpi "qy pgf "d{ "

qyj gt " gpvkkgu" *uwej " cu" J c {y ctf " O ckwpcpeg" Egpvt. " Ecmtckp" Grgvthkckvqp." cpf " O qpvc i wg" Tgeqputwvckp "Rtqlgev0'k'vgt guv'g zr gpug'y cu'w "d { "&50 "o krikp"kp"Hl "4239"cu"vj g"ecr kcrk cdrag" k'vgt guvf gerkp g'0Vj ku'y cu'ecwugf 'd { 'k'vgt guv'k'pewt g'f .lr gekhckm { 'tgr v'kpi "vq"4232'Dqpf u. 'vj cv'y gt g" cmqecv g' "vq'equgf 'qt'eqo r ngvgf 't tqlgeu'y j lej 'wko cvgn { 'gpf gf 'w 'd'kpi 'g zr gpugf 0Vj g'wphcxqtcdrag" xctkpegu'kp'vj g'g zr gpug'y gt g'q'lhugv'd { 'vj g'f gerkp g'kp'qyj gt 'b'p'p/qr gtcv'kpi "g zr gpugu0Hl "4239'f'k'f "p'q'v' tgr qt v'cp { 'hqugu'qp'f kur qucn'qh'xgj kengu'dw'vj g'r tkqt '{ gct'tgeqi pk' gf 'c'hquu'qp'f kur qucn'qh'vj tgg' | gtq/ go kulkp'dwugu'qh'&304"o krikp0

k'p'vj g'r tqi tco 'tgxgpw'ecv gi qt { .ej cti gu'hqt'ugt x'k'egu'y gt g'f qy p"&408"o krikp0F gur kg'vj g'h'ku'v' { gct" qh'r ctcv'cpuk'hctg'tgeqi p'k'k'p. "v'cn'r cuugpi gt 'hctgu'y gt g'uk'm'ny gt 'd { "&40 "o krikp0Vj g'ny "i cu" r t'k'g. 'y gv'y k'p'vgt'y kj 'tgeqtf 'ngxgn'qh'r t'g'ekr k'c'v'k'p. "cpf 'k'pet g'cul'pi "r qr w'ct'k'k'f "qh'q'p/f go cpf 'r t'k'x'cv'g" ect k'cz'k'eqo r c'p'k'g. 'eqv'k'dw'g'f "vq'vj g'p'gi c'v'x'g'g'h'g'ev'q'p'vj g't'k'f gtuj k'r 0'C'f x'gt'v'k'p'pi "cpf 'q'vj gt 'tgx'gp'w'gu" tgr qt v'g'f "c'p'g'v'k'pet g'cug'qh'& ; 'vj q'w'uc'p'f "cu'c't'g'u'w'n'q'h"o q't'g'h'cx'q't'c'd'ng'v'g'to u'p'gi q'v'k'v'g'f 'y kj 'vj g'd'w'u" c'f x'gt'v'k'p'pi "x'g'p'f qt"cpf "k'pet g'cug'k'p"tgr qt v'g'f "p'g'v't'g'x'gp'w'gu'd { 'vj g'uj g'ng'g't'c'f x'gt'v'k'p'pi "eqv'k'cev'qt0Vj g" k'pet g'cug'qh'&422"vj q'w'uc'p'f "k'p'vj g'q'vj gt 'k'p'eqo g'q'h'vj g'l'q'k'p'v'f g'x'g'ng'r o g'p'v'y cu'dt'q'w'i j v'c'd'q'w'r t'k'o c't'k'k'f " d { 't'g'eg'r w'c't'k'k'p'pi "h'q'o "p'gy "r t'qr g't'v' { 't'g'p'v'c'i t'g'go g'p'u0

Vj g'f gerkp g'kp'qr gtcv'k'pi "i t'c'p'u'q'h"&502"o krikp'y cu'h'cti gn { 'c't'g'u'w'n'q'h'c'h'g'u'g't'U'c'v'g'V't'c'p'uk'v'c'u'k'x'c'p'eg" qh'&608"o krikp"kp"Hl "42390Vj g'U'c'v'g't'g'x'k'ug'f 'vj g'U'V'c't'g'x'gp'w'g'h'q't'g'ec'v'f qy py ctf u'q'x'g't'vj g'h'cu'v' { gct" cpf "c'j' c'h'f' w'g'v'q'eq'v'k'p'w'g'f "ny "f'k'g'u'g'n'r t'k'g'0"Vj ku'y cu'q'lh'ug'v'd { 'c'p'g'v'k'pet g'cug'k'p'vj g'V't'c'p'ur q't'v'k'k'p" F g'x'g'ng'r o g'p'v'c'ev'v'f C +t'g'x'gp'w'g'qh'& : 5'vj q'w'uc'p'f =V't'c'p'ur q't'v'k'k'p'h'q't'Eng'c'p'c'k'qh'&635"vj q'w'uc'p'f = cpf "U'g'ew't'k'k'f "R'c'p' "T'g'x'k'k'p' "cpf "q'vj gt 'qr gtcv'k'pi "cu'k'x'c'p'eg'qh'&526"vj q'w'uc'p'f 0

Ecr k'cn'i t'c'p'u'f g'et'g'cug'f 'd { '& 404"o krikp"cu'c't'g'u'w'n'q'h't'g'f w'eg'f "c'e'v'k'k'k'g'u'o c'k'p'n'f "k'p'vj g'i t'c'p'v'h'w'p'f g'f " U'k'k'eq'p'X'c'm'g { "D'g'tt { g'u'c' "G'z'v'g'p'uk'q'p " *U'X'D'Z +. "P q't'vj g't'p "N'k'i j v'T'c'k'i'G'z'r t'g'u. "cpf "C'n'o "T'q'em'U'c'p'v'c" E'r'c't'c" 'D'w'u' "T'c'r k'f "V't'c'p'uk'0'Vj g'f g'et'g'cug'f 'y cu'r c't'v'k'm { "q'lh'ug'v'd { "t'g'eq'i p'k'k'p"qh'i t'c'p'v't'g'x'gp'w'gu'h'q't" R't'q'ew't'g'o g'p'v' q'h'J { d't'k'f "X'g'j k'eng'u. "O q'p'v'c'i w'g' "T'g'eq'p'ut'w'v'ck'p. "cpf "U'c'p'v'c" E'r'c't'c" U'c'v'k'p' "W'p'f g't'r cu'u" r t'q'l'g'ev'u0

k'p'vj g'i g'p'g't'c'n't'g'x'gp'w'g'ecv gi qt { .vj g'w'r uy k'pi "qh'&906"o krikp'kp'uc'rgu'v'cz'gu'cpf "&40"o krikp'kp'q'vj gt" k'p'eqo g'q'lh'ug'v'd { 'c'f g'et'g'cug'qh'&3608"o krikp'kp'k'p'x'g'u'o g'p'v'k'p'eqo g'g'g'u'w'ng'f 'k'p'c'p'w'p'h'cx'q't'c'd'ng'q'w'eqo g" qh'&607"o krikp0k'p'eq'v'c'v'y kj 'vj g'r tkqt '{ gct'v'c' o c't'm'v'q' o c't'ng'v'i c'k'p'r g't'h'q'to c'p'eg. "Hl "4239't'g'r qt v'g'f " c' o c't'm'v'q' o c't'ng'v'i'q'u'u'ec'w'ug'f 'd { "o q'f g'u'w'f "j k'i j g't'k'p'v'g't'u'v'c'v'g'u0Q'vj gt 'k'p'eqo g'k'p'em'f g'f "r t'k'o c't'k'k'f "c" &308"o krikp'r t'q'eg'g'f u'h'q'o "E'q'o g't'k'ec'ng'cug'v'g'to k'p'c'v'k'p. "c"&734"vj q'w'uc'p'f "t'g'eg'r v'q'h'f q'p'c'v'g'f "r'c'p'f "c'v" Y j k'uo c'p'U'c'v'k'p' "R'c't'm'c'p'f /T'k'f g'h'q'v."c"&458"vj q'w'uc'p'f "k'p'w't'c'p'eg'r t'q'eg'g'f u'h'q't'c' "d'w'u'vj c'v'y cu'k'p'x'q'x'g'f " k'p'c'p'c'ee'k'f g'p'v'c'p'f "c"&47; "vj q'w'uc'p'f "t'g'k'o d'w't'ugo g'p'v't'g'v'k'p'pi "v'q'W'p'f g't'i t'q'w'p'f "V'c'p'm'U'q't'c'i g'o

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Eqpf gpugf "Uej gf wrg"qh"Cevxkklgu

Hj "4239"cpf "Hj "4238

*k'vj qwucpf u+

	Dwukpguu/V{r g"Cevxkklgu		I xqgtpo gpvri"Cevxkklgu		Vqven	
	4239	4238	4239	4238	4239	4238
Expenses:						
Qr gtcvkpu."twr r qt v'ugt xlegu."EO R"cpf "4238"O gcuwtg"D'r tqi tco u	& 693.877	& 653.434	& : : 8:	& : .44:	& 6: 2.745	& 65: .662
Ecmclp"uwdulf { " 'ecr kcn'g'zr gpug."qp "dgi crh'qh"cpf "eqp'kdwkqp"q'q'j gt'ci gpekgu	; 6.696	83.72:	ô	ô	; 6.696	83.72:
Cnco qpv"Eqttkf qt "G'zr tguu"uwdulf {	5.492	5.388	ô	ô	5.492	5.388
K'vgt guv'g'zr gpug	37.476	33.552	ô	ô	37.476	33.552
Q'j gt'g'zr gpugu	4.; 4:	6.399	ô	ô	4.; 4:	6.399
Erclo u"cpf "ej cpi g'lp"hwmtg'ercko "guvko cvgu	34.876	34.; ; ;	ô	ô	34.876	34.; ; ;
Eqp'kdwkqp"q'ci gpekgu	ô	ô	: 5	432	: 5	432
Ecr kcn'q'wuc { "qp"dgi crh'qh'q'j gt'ci gpekgu	ô	ô	; : : 8	33.3: ;	; : : 8	33.3: ;
Vqven'g'zr gpugu	822.457	746.5; 4	3: : 59	3; .849	83; .294	766.23;
Program revenues:						
Ej cti gu'hqt"ugt xlegu	62.3; 6	64.9; 3	4.76;	4.74;	64.965	67.542
Qr gtcvkpi 'i tcpu	345.; 66	348.; : :	35.; 6:	38.7: 7	359.: ; 4	365.795
Ecr kcn'f tcpu	3: : : 78	493.279	ô	ô	3: : : 78	493.279
Vqven'f tqi tco "tgxgpwgu	574.; ; 6	662.: 58	38.6; 9	3; .336	58; .6; 3	67; .; 72
P gv'r tqi tco "tgxgpwgu" *g'zr gpugu+	*469.463+	* 5.778+	*4.562+	*735+	*46; .7; 3+	* 6.28; +
General revenues:						
Ucngu'vz"tgxgpwgu	689.923	682.538	ô	ô	689.923	682.538
K'pxguo gpv'kpeqo g	6.67;	3; .324	9	38	6.688	3; .33:
"Q'j gt" k'peqo g	7.862	4.: 82	346	377	7.986	5.237
Vqven'f gp'gtcn'tgxgpwgu	699.: 22	6: 4.49:	353	393	699.; 53	6: 4.66;
Ej cpi g'lp"pgv'r qukskqp	452.77;	5.; : .944	*4.42; +	*564+	44: .572	5.; : .5: 2
P gv'r qukskqp."dgi k'p'kpi "qh" f gct	6.58; .7: ;	5.; 92.: 89	3.379	3.6; ;	6.592.968	5.; 94.588
Net position, end of year	&6.822.36:	&6.58; .7: ;	& *3.274+	& 3.379	&6.7; .: 2; 8	&6.592.968

Governmental Activities – Vj g'pgv'r qukskqp"qh'i xqgtpo gpvri"cevxkklgu" f get gcugf "&40"o k'kqp.

y kj "c"pgi cvkxg"gp'f kpi "dnc'peg"qh"&30"o k'kqp="cm'ctk'kpi "tqo "vj g"Ur gekn"tgxgpwgu"hw'pf 0'O clqt" grgo gpw'qh'ej cpi gu'lp"hw'pf "dnc'peg"y gtg"cu'hqmqy u<

E' k'p"vj g"Eqpi guk'qp"O cpci go gpv'cpf "J ki j y c { "Rtqi tco "EO J R" "Ecr kcn' Rtqlgeu" hw'pf u."vqven' i tcpu'v'tgxgpwgu"cpf "ecr kcn'g'zr gp'f kwt gu'y gtg"&30 "o k'kqp 0'U'ct'v'kpi "lp" Hj "4239."3; ; 8'O gcuwtg" D"J ki j y c { "hw'pf ."hqt"r wtr qugu"qh'y k'p'f kpi "f qy p"ku"ch'cktu."hqt o gf "r ctv"qh"vj g"EO J R"hw'pf 0' F gur kg"vj g'o gti g."EO J R"lw'k'nt'gr qt v'gf "c" f get gcug"lp"i tcpu'v'tgxgpwgu" f w'g"v'q"t'gf w'egf "cevxkklgu"qp" egt'v'k'p'r tqlgeu"uwej "cu"K: 2IK: 2IUgxgpw"EtggniK r tqxgo gpv."H'k'p'cn'F guki p"qp"UT459"G'zr tguu" Ncp'gu/"Rj" cug"KKGz'v'p'k'p'q'p."Eqo d'k'p'gf "Ncp'f uecr kpi { "O c'k'p'v'g'p'c'peg"Rtqlgeu'v't'g'v'k'x'g"q'": 2IJ QX." 323C'vz'k'k'ct { .323[gt dc'Dw'gpc."cpf "459 IO e'Ec't'v'j { +0Vj g'f get gcug"y cu'f ct'v'k'cm' "q'h'ug'v'd { 'k'p'et'gcug"

kp"cevxkkgu"qp"r tqlgeu"uwej "cu"323 IUT: 7"Gzr tguu"Ncpgu."WU323\ cpngt Tf IUm{r qtV Ft IP qtVj " 6"Utggv"Kvgtej cpi g."cpf "K: 2IY qrhg"Tf "Kvgtej cpi g"K r tqxgo gpw0

E' Kp"vj g"Eqpi gukqp"O cpci go gpv"Rtqi tco "EO R"Ur gelcnTgxgpwg"Hwvf ."vqcn'tgxgpwg"uqwtegu" y gtg"&60 'b krikp.c'f getgcug'qh"&643'vj qwucpf 'htqo 'vj g"&75'b krikp'kp'Hj '42380Vj ku'ku' tko ctkn{ " f wg'vq'vj g'f gerkp'kp'gri kdn'cevxkkgu'hwpf gf 'd{ 'vj g'Uwthceg'Vtcur qtvcvkp'Rtqi tco 'i tcpv0Vqcn' gzr gpf kwatgu'y gtg"&70'o krikp."c'f getgcug'qh"&439'vj qwucpf 'htqo "Hj '4238'f wg'r tko ctkn{ "v'c" f gerkp'kp'r tqhguakpcn'ugt'xlegu'tgpf gtgf 'd{ 'vj g'KVGCO "c'r ctvpgtuj kr 'y kj 'Ecmtcpu'y kj 'ghqtvu" hqewugf "qp"mecn'cuukucpeg."r tqlgev'f grkxgt{."cpf "vchle"gpi kpggtkpi kppqxcvkxg"vcur qtvcvkp" uqmwkqpu+f wtkpi 'vj g'{ gct0Vj g'f gerkp'kp'Eqpvtkdwkq'v'Qvj gt'Ci gpeku'y cu'ecwugf 'd{ 't'gf wegf " cevxkkgu'kp'r tqlgeu'vj cv'tg'cxckkpi 'qh'EO R'hwpf kpi "uwej "cu'O wako qf cn'Vtkr "F cv'Eamgevt 1 Rrppgt'Cr r."Kvgi tcvf 'Ncpf 'WugIVtcur qtvcvkp'O qf gn'cpf 'Eqwv' y kf g'Dle { erg'Rrpp'Wr f cvg-0" Vj g'ej cpi g'kp'hwpf "dncpeg'y cu'c'f getgcug'qh"&768'vj qwucpf 0EO R'r tqlgeu'y gtg'hwpf gf 'htqo " o go dgt'cuuguo gpw'cpf 'xctkqwu'hgf gtcn'ucv'g."cpf "mecn'i tcpw0

E' 4238'O gcuwtg'D'Rtqi tco "Ur gelcnTgxgpwg"Hwvf "y cu'etgcvgf ."wr qp"cr r tqxcn'qh'vj g'Ucpw'Emtc" Eqwv' 'xqvtu'kp'P qxgo dgt'4238.'v'tgeqt'c'52/{ gct'j cni'egpv'eqwv' y kf g'ucrgu'cz "vcpu'cevkqpu" kp"uwr r qt'v'qh' gpj cpeki "vcpuk."j ki j y c{u."gzr tguuy c{ "cpf "cevxg" vcur qtvcvkp" *dle{ ergu." r gf guv'kcpu'cpf "utggv"0Hqt'Hj "4239."gzr gpugu'qh"&39'o krikp'kpenw'g'hgu'cuuqekvgf 'y kj 'vj g' grgevkp'cpf "gucdrkuj o gpv'qh'guetqy "hwpf 0Vj g'eqmgevkp'qh'vj g'ucrgu'cz "uvtvgf "kp'Cr tki'42390" Vj g'kpkkn's wctvgt'au'ucrgu'cz 'cr r qt'v'qpo gpv'htgo gf 'r ctv'qh'vj g'kcdkx{ "cu'vj g'O gcuwtg'ku' t'gugpv{ " hcekpi "rgi cn'ej cmgpi g0

Financial Analysis of VTA's Funds ó"XVC" wugu'hwpf u"v'q"ceeqwv'hqt"ku"xctkqwu"cevxkkgu0Vj ku'ku" vq"gpwug'cpf 'f go qpwtcv'g'eqo r rckpeg'y kj 'hpcpeg/tgrcvf "rgi cn'tgs wktgo gpw0

Enterprise Funds – XVC'au'gpvgr tkug'hwpf ut'gr qt'v'j g'cevxkkgu'qh'ku'vcpuk'qr gtcvkqpu.'4222'O gcuwtg" C" Vtcpu'k' K r tqxgo gpv' Rtqi tco ." DCTV" Qr gtcvkpi ." Gzr tguu" Ncpgu" Rtqi tco ." cpf " vj g" Lqkp' F gxgr' o gpv'Rtqi tco 0Vj g'3; ; 8'O gcuwtg'D'Vtcpu'ky cu't'ghrgevgf 'cu't'ctv'qh'XVC'Vtcpu'k'Hwpf 'uvt'v'kpi " kp'Hj "42390

Enterprise Funds Revenue	Change			
	2017		2016	
	Favorable/(Unfavorable)			
	2017	2016	Amount	Percent
Ej cti gu'hqt'ugtxlegu	& 62.3; 6	& 64.9; 3	& *4.7; 9+	*8029+
Qr gtcvki 'i tcpu	345.; 66	348.; : :	*5.266+	*4062+
Ecr kcnf' tcpu	3: : .: 78	493.279	*. 4.423+	*5205+
3; 98'j cih/egpv'ucrgu'vcz	42; .227	427.63:	5.7: 9	307 '
4222'O gcuwtg'C'j cih/egpv'ucrgu'vcz	42: .894	427.858	5.258	306: '
DCTV'Qr gtcvki 'Ucrgu'Vcz	72.246	6; .484	984	3077 '
Kpxguo gpv'gctplki u	6.578	3: .6; 5	*36.359+	*98067+
Qvj gt'kpeqo g	7.238	4.65:	4.79:	327066 '
Total	<u>& : 52.289</u>	<u>& ; 44.2: 5</u>	<u>& *, 4.238+</u>	<u>*; 0: +</u>

Charges for Services ó'k'vj g'XVC'Vtcpu'k'cpf 'Gzr tgu'Ncpgu'hwpf u.'ej cti gu'hqt'ugtxlegu'y j kej 'y gt g' f gtxgf 'Htqo "dwa'htgdqz'tgegr u.'hki j vtckl'kengv'ucrgu.'r ctcvcpu'k'htgu.'vml'hggu.'ucrg'qh'o qpj n' r cuugu'*kpenf kpi 'Geq'Rcuu.'vngpu.'cpf 'èqpxgp'k'p' cuugu+'cf xgt'kukpi 'kpeqo g.'cpf 'lqpvf'g'xgnr o gpv' tgpv'y gt.'&620' 'o krikp'k'p'Hl "42390F gur kg'vj g'hkuv' { gct'qh'r ctcvcpu'k'htg'tgeqi pkkqp.'vj gt g'y cu' ukni'c"&40' 'o krikp'qt'8029' 'f tqr'Htqo 'Hl "4238'rti gn' f'wg'v'q'f getgcug'k'p'r cuugpi gt'htg'tgxp'p'wgu' cwtkdwgf 'v'xctk'q'w'hc'vqtu'wej 'cu'ny 'i cu'r tleg.'y gv'y k'pvt'y kj 'tgeqtf 'ng'x'gn'qh'r tgekr kcvkqp.'cpf " kpetgcug' 'eqo r g'v'k'p'y kj 'qp/f go cpf 'r tkxcv'ectuhczk'eqo r cplgu0

Operating Grants – XVC'Vtcpu'k'Qr gtcvki 'i tcpu'k'penf g'Vtcpu'rtvcv'k'p'F g'xgnr o gpv'cev'*VF C+' Ucv'g'Vtcpu'k'Cuuk'cpeg'*UVC+'Hgf gten'Uge'v'k'p'7529'Wdcpk' gf "Hqto w' "Rtqi tco "I tcpu.'ucv'g' xgi keng'rk'epug'hggu'*CD656+' 'cpf 'Hgf gten'Uge'v'k'p'7533'Hqto w' "I tcpu'hqt'Qvj gt'vj cp'Wdcpk' gf " Ctgu'0'k'p'Hl "4239.'v'qen'qr gtcvki 'i tcpu'f getgcug' "&50' 'o krikp'qt'406' 'Htqo 'vj g'Hl "4238'ng'x'gn'0' Vj gt g'y cu'c'f getgcug'k'p'Ucv'g'Vtcpu'k'Cuuk'cpeg'*UVC+'t'g'x'p'w'g'qh'&60' 'o krikp'0'Vj ku'y cu'q'htug'k'p' r ctv'd' { 'p'gv'k'petgcugu'qh'& : 5'vj qwucpf 'k'p'vj g'Vtcpu'rtvcv'k'p'F g'xgnr o gpv'cev'*VF C+'t'g'x'p'w'g.'&635' 'vj qwucpf 'k'p'Vtcpu'rtvcv'k'p'hqt'Eng'cp'Cl't'cev'cpf '&526'vj qwucpf 'k'p'Uge'w'k'v' 'R'cp' 'T'g'x'k'k'p' 'cpf 'q'vj gt' qr gtcvki 'cuuk'cpeg'0'

VF C' 'hwpf u'ctg'f gtxgf 'Htqo "c's wctvgt/egpv'ucrgu'vcz "ng'x'k'gf "d' { "vj g'ucv'g'qp'vcz'cdng'v'cpu'cev'k'p'u' qeewt'k'p' 'k'p'vj g'Ucp'v'Em'tc'Eq'wp'v'0'Vj g'O g'tqr q'rk'cp'Vtcpu'rtvcv'k'p'Eqo o k'k'k'p' "O VE+'t'g'v'k'p'u'c' " r qt'v'k'p'qh'vj gug'hwpf u'hqt'cf o k'p'k'nt'cv'k'p' 'cpf 'cr r tqzko cvgn' ; 607: ' 'ku't'gw'p'gf 'v'q'vj g'uw'teg'eq'wp'v' " *10'0'Ucp'v'Em'tc+'0'Chgt'ucrgu'vcz'f gtxgf 'Htqo 'h'q'ec'n'b' gcuwt'gu.'VF C't'g'x'p'w'g'ku'XVC'cu'uge'q'p'f 'rti gu' ' uq'w'teg'qh't'g'x'p'w'g'hqt'qr gtcv'k'p'u'0'Hqt'Hl "4239.'vj g'cew'cn'VF C't'gegr u'y gt g'& ; 06' 'o krikp'0'Vj ku'ku' " & : 5'vj qwucpf 'qt'20' ' 'k'petgcug'qxgt'vj g'r tk'q't'k'uecn' { gct'cu'vj g'vcz'cdng'ucrgu'cev'k'k'v' { 'k'p'vj g'eq'wp'v' " ko r tqxgf 'k'p'Hl "42390

UVC' 'hwpf u'ctg'f gtxgf 'Htqo "ucv'g'ucrgu'vcz'qp'f'kg'ugn'hw'gn'0'UVC' 'cr r qt'v'k'p'o gpw'ct'g'b' cf g'v'q't'gi k'p'cn' ' v'cpu'rtvcv'k'p'f' r'p'p'k'p' 'ci' g'p'ek'gu' "O g'tqr q'rk'cp'Vtcpu'rtvcv'k'p'Eqo o k'k'k'p' 'k'p'vj g'Ucp' 'H'c'p'ek'ue'q' 'Dc' { "

Ctgc'Tgi kqp+'dcugf "qp'c'hqto wr'vj cv'cmqecvgu'72' "qh'vj g'hwpf u'ceeqt f kpi "vq'r qr wr'vqpp"cpf '72' " ceeqt f kpi "vq'vj g'vcpuk'qr gtcvqt ai's wr'kkgf "tgxgpwgu'lp'vj g'tgi kqp'htqo "vj g'r tkqt 'hkecn' { gct'0'k'Hl " 4239."XVC"tgegkxgf "& 0"o krikqp"eqo r ctgf "vq"vj g"&3508"o krikqp"lp"Hl "42380'Vj g'tgf weg f "UVC" cr r qt'vqpo gpv'y cu'rti gn' 'c'tguwn'qh'vj g'Ucv'g'tgxkukpi 'ku'UVC'tgxgpw'g'htgcevuf qy py ctf u'qxgt 'vj g' ruv' { gct'cpf 'c'j' crh'0'Vj ku'y cu'r tqo r vgf "d' { 'vj g'eqpvkpwgf "hqy 'f'kgugn'r tlegu'ecwukpi 'tgxgpwgu'hmy kpi " lpvq'vj g'UVC'r tqi tco "vq'f getgcug'uki p'k'kecpv'0'

Hgf gtcn'Ugevkqp'7529'eqpuku'qh'Co gtlecpu'y kj 'F'kucdkkkgu'Cev'*CF C+'Qr gtcv'kpi 'Cuukucpeg'0'CF C' Qr gtcv'kpi 'ugv'cukf g'hwpf u'ctg'wugf 'hqt' r ctv'cpuk'cev'k'kkgu.'c'o cpf cvgf 'ugtxleg'vj cv'XVC'r tqxkf gu'vq" tgu'f gpw'qh'Ucpv'Erntc'E'qwpv'0'Vj ku'hgf gtcn'cuukucpeg'i tcv'v'tgo clpgf "i' gpgtcm' { 'eqpu'cpv'c'v'&50' o krikqp'0

Capital Grants ó'Ecr kcn'i tcvu'kpen'f g'HVC'P gy Uct'u'HHI C.'Hgf gtcn'Ugevkqp'7529.'7559.'755; " cpf 'Hgf gtcn'Ugewtk'f.'qy gt'hgf gtcn'r cuu'vj tqwi j .xctk'qwu'Ucv'g'v'cpuk'v'tgr'v'gf "ecr kcn'i tcvu.'ecr kcn' eqpv'k'dw'kqp"htqo " m'ecn' ci' gpek'gu." cpf " t'glo dwt'ugo gpw' tgegkxgf " d' { " XVC" hqt" ecr kcn' g'zr gpugu" w'pf g'v'cngp'q'p'dgj crh'q'h'q'vj gt'ci' gpek'gu'0'Vj gug'y gt'g'tgr qt'v'gf 'w'pf gt'vj g'XVC'v'cpuk'c'p'f'4222'O'gcuwt'g' C'hwpf u'0'Vq'v'ecr kcn'i tcvu'f getgcugf "& 404'o krikqp'qt'5208' "vq"&3; ; 'o krikqp'0'Vj ku'ku'r tko ct'k'f'f'wg" vq"tgf weg f "cev'k'kkgu'lp'vj g'hgf gtcn'cpf "ucv'g'hwpf gf "Ukr'eqp'X'cng' { "Dgtt' { guuc'Gz'v'g'pukqp"*UXDZ+." P'qt'vj gtp'Nki j v'T'ck'Gzr t'guu'c'p'f' C'no T'qem'Ucpv'Erntc'Dwu'T'cr'k'f'v'cpuk'0'Vj g'f getgcug'y cu'f ct'v'cm' { " q'lhugv'd' { "t'geqi'p'k'kqp"qh'i' tcv'v'tgxgpwgu'r g'v'c'k'p'kpi "vq"Rt'qewt'go gpv'qh'J { dt'k'f'X'gj'k'eng'u."O'qp'v'ci'wg" T'geq'p'ust'w'ek'qp.'cpf "Ucpv'Erntc'Ucv'k'qp'W'p'f'g'r'cuu'r' t'q'lg'ew'0

1976 Half-Cent Sales Tax Revenues ó'Vj g'3; 98'Ucrgu'Vcz'ku'XVC'cu'ukpi ng'h'cti guv'uq'wte'g'qh't'gx'gpw'g' hqt"qr gtcv'k'qp'u'w'p'f'gt'vj g'XVC"v'cpuk'v'hwpf'0'Vj g'Ucv'g'D'qctf'qh'Gs'wr'k'c'v'k'p"*UDQG+'eqm'ge'u'vj g' 3; 98"Ucrgu'Vcz"htq"XVC'0'Vj g'3; 98"Ucrgu'Vcz"t'gx'gpw'gu'r'c' { "vj g"qr gtcv'k'p' "g'zr'gpugu"cpf "ecr kcn' g'zr'gp'f'kw't'gu.'y j gt'g'ucv'g'qt' hgf gtcn'ecr kcn'cuukucpeg'f' tqi tco u't'gs'w'k'g'vj cv'vj g't'gekr'k'epv'q'h'cuukucpeg" eqpv'k'dw'g'n'q'ecm' { /'f'gt'k'x'gf' t'gx'gpw'gu'0'Hqt'Hl "4239."v'q'v'ni'ucrgu'v'cz' t'gx'gpw'gu'y gt'g'&42; 0"o krikqp."c" &508'o krikqp'qt'30' "i' t'qy'vj "eqo r ctgf "vq'vj g'r tkqt 'hkecn' { gct'ai'ucrgu'v'cz' t'gx'gpw'g'0

2000 Measure A Half-Cent Sales Tax Revenues – Vj g'4222'O'gcuwt'g'C"J' crh'E'gpv'Ucrgu'Vcz"ku' eqm'ge'v'f' d' { "vj g'UDQG'htq"XVC"lp'vj g'uc'o g'o c'p'p'gt'cu'vj g'3; 98"O'gcuwt'g'D"Ucrgu'Vcz'0'Vj g'4222" O'gcuwt'g'C"Ucrgu'Vcz't'gx'gpw'gu'ct'g't'gr'qt'v'gf "lp'vj g'4222"O'gcuwt'g'C" hwpf "cpf "t'gu't'lev'gf "hqt"r' t'q'lg'ew" cpf "qr gtcv'k'qp'cn'cev'k'kkgu'k'pen'f'gf "lp'vj g'4222"O'gcuwt'g'C" d'cm'q'0'Vj g'eqm'ge'v'k'p'qh'vj ku'v'cz'q'ee'w't'gf" ch'gt'vj g'g'zr'k'c'v'k'p'qh'vj g'3; ; 8"J' crh'E'gpv'O'gcuwt'g'D"Ucrgu'Vcz"qp"O'c'tej "53."42280'Hqt'Hl "4239." v'q'v'ni'ucrgu'v'cz' t'gx'gpw'gu'y gt'g'&42; 0"o krikqp."c"&508'o krikqp'qt'30' "i' t'qy'vj "eqo r ctgf "vq'vj g'r tkqt " hkecn' { gct'ai'ucrgu'v'cz' t'gx'gpw'g'0

BART Operating – K" P q x g o d g t " 4 2 2 : . " e q w p v { " t g u k f g p w " r c u u g f " 3 1 : / e g p v " u c r g u " v z " v q " h w p f " y j g " q r g t c v k p i " c p f " o c k p v g p c p e g " e q u u " q h " y j g " D C T V " G z v g p u k q p 0 E q m g e v k q p " q h " y j g " v z " y j l e j " y k m ' d g " h q t " c " r g t k f " p q v " v q " g z e g g f " 5 2 " { g c t u . " v q m g h g e v " q p " L w n " ' 3 . ' 4 2 3 4 0 K " H l " ' 4 2 3 9 . " v q v n i u c r g u " v z " t g x g p w g " w p f g t " y j g " D C T V " Q r g t c v k p i " H w p f " y c u " & 7 2 0 " o k r k q p . " c " & 8 8 4 " y j q w u c p f " q t " 3 0 " ' i t q y y j " e q o r c t g f " v q ' i r u v " { g c t 0

Investment Earnings – V j g ' k p x g u o g p v ' g c t p k p i u ' c t g ' f g t k x g f ' h t q o " y j t g g ' r t k o c t { " u q w t e g u < l i j q t v . " o k f . " c p f " m p i / v g t o " k p x g u o g p v ' r q t v h r k q u 0 ' k p x g u o g p v ' g c t p k p i u " y g t g " r t k o c t k n { " t g e q t f g f " w p f g t " 4 2 2 2 " O g c u w t g " C " H w p f 0 ' R w t u w e p v " v q " X V C a i " c f q r v g f " k p x g u o g p v ' r q n k e { " c p f " E c r k h q t p k " I q x g t p o g p v " E q f g . " 3 2 2 ' " q h i w t r n w u ' c u u g w u ' c t g ' k p x g u g f ' k p ' f q o g u k e h z g f ' k p e q o g ' k p x g u o g p v u 0 V j g ' f g e t g c u g ' k p ' k p x g u o g p v ' k p e q o g ' q h ' & 3 6 8 ' b k r k q p ' k p ' H l " ' 4 2 3 9 ' y c u ' h e t i g n { " c ' t g u w n ' q h ' c ' b o c t m ' v q / o c t m g v ' h q u u ' e c w u g f ' d { ' b q f g u w n { " j k i j g t " k p v g t g u v ' t c v g u 0 V j g ' o c t m ' v q / o c t m g v ' h q u u ' y c u ' o q t g ' y j c p ' y j g ' k p v g t g u v ' k p e q o g ' g c t p g f ' f w t k p i " y j g " { g c t 0

Federal Subsidy for Build America Bonds (BABs) – K" H l " ' 4 2 3 3 . " X V C " k u u w g f " 4 2 3 2 " O g c u w t g " C " U c r g u " V c z " D q p f u ' y j l e j " c t g ' v z c d r g " v q " y j g " d q p f " j q r f g t u " c p f " t g e q t f g f " w p f g t " 4 2 2 2 " O g c u w t g " C " H w p f 0 ' V j g " d q p f u ' y j g t g ' k u u w g f " w p f g t " y j g ' h g f g t c n D C D u ' r t q i t c o " y j l e j " r t q x k f g u ' c ' 5 7 ' " k p v g t g u v ' e q u v ' u w d u k f { " v q " X V C 0 ' K " e q o r r k c p e g " y k j " I q x g t p o g p v c n i C e e q w p v k p i " U c p f c t f u " D q c t f " * 1 C U D + : " X V C " t g e q i p k g u " y j g " D C D u ' u w d u k f { " c u ' c p ' k p e q o g ' k g o ' k p ' k u ' h k p c p e k n i u c v g o g p v u 0 U c t v k p i " y k j " H l " ' 4 2 3 8 . " y j k u ' k g o " y c u " r t g u g p v g f " c u ' R t q i t c o " T g x g p w g u ' w p f g t " Q r g t c v k p i " i t c p w u 0 ' K " H l " ' 4 2 3 9 . " 4 2 2 2 " O g c u w t g " C " H w p f " t g r q t v g f " D C D u ' u w d u k f { " q h ' & 0 " b o k r k q p 0 V j k u ' t g o c k p g f " i g p g t c m { ' e q p u c p v y k j " y j c v y c u ' t g e g k x g f " k p ' H l " ' 4 2 3 8 0

Other income / " V j g ' k p e t g c u g " y c u " c e e q w p v g f " h q t " o c k p n { " d { " & 3 8 " o k r k q p " r t q e g g f u " h t q o " E q o g t k e c " r g c u g " v g t o k p c v k p p " c p f " t g e g k r v " q h " f q p c v g f " r e p f " c v " Y j k u o c p " U c v k p p " R c t m / c p f / T k f g " m v " u c v g f " c v " c e s w k u k k q p " x c n w g " q h ' & 7 3 4 " y j q w u c p f 0 V j k u ' c n u q " k p e n f g u ' t g k o d w t u g o g p v u " q h " & 4 5 8 " y j q w u c p f " h t q o " c p " k p u w t c p e g " e q o r c p { " h q t " c " d w u ' y c v y c u ' k p x q r k g f " k p " c p " c e e k f g p v ' c p f " & 4 7 ; " y j q w u c p f " h t q o " y j g ' U c v g " h q t " c " i t c p v t g r v k p i " v q " W p f g t i t q w p f " V c p m i U q t c i g 0

**Comparison of
Enterprise Funds Expenses
FY 2017 and FY 2016**
*K" y j q w u c p f u +

Enterprise Funds Expenses	2017	2016	Change	
			Favorable/(Unfavorable) Amount	Percent
Qr g t c v k p u ' c p f " u w r r q t v ' u g t x k e g u	& 6: 3.72;	& 665.882	& *59.: 6; +	*: 075+
E c m t c k p " c p f " C E G ' u w d u k f {	33.882	33.7: 2	*: 2+	*208; +
E c r k e n ' e q p v t k d w k q p u " v q l q t " g z r g p u g u	: 8.2: 6	75.2: 6	*54.; ; 2+	*84086+
"" q p / d g j c r h ' q h ' q y j g t " c i g p e k g u				
K p v g t g u v ' g z r g p u g ' c p f " q y j g t " d q p f " e j c t i g u	37.476	33.552	*5.; ; 46+	*56085+
Q y j g t " G z r g p u g u	4.; 4:	6.399	3.46;	4; 0 2 '
Total	<u>& 7; 9.657</u>	<u>& 745.: 63</u>	<u>& *95.7; 6+</u>	<u>*36027+</u>

Operations and Support Services – Vj ku'kpenmf gu'ncdq"cpf "htkpi g."o cvgtkcu."uwr r qt v'ugt xlegu." kpuwtcepg.'r wtej cugf 'tcur qt v'kqp'cpf 'qj gt 'qxtj gcf 'equu'kewt'gf 'r tko ctkn' hqt 'd'w'cpf 'hki j vtckl' qr gtc'kpu.'ugt xlegu'cpf 'uwr r qt v't tqi tco ulp'XVC'Vtcpu'k'Gzr tguu'Ncp'gu.'DCTV'Qr gtc'kpi 'cpf 'Lqkv' F g'x'gr o gpv'hwf u'0'Hqt'H' 4239.'qr gtc'kpu'cpf 'uwr r qt v'ugt xlegu'g'zr gpug'y cu'&5: 'b k'kqp'qt': 0' j ki j gt'eqo r ctgf 'v'j cv'qh'H' 42380'Ncdq"cpf 'htkpi g'dgp'ghku.'pgv'qh'equu'cmqec'v'f 'v'q'ecr kcn'cpf " qj gt 'r tqi tco u.'kpet'gugf 'd' { '&380' 'o k'kqp'0F wtkpi 'v'j g' { gct.'ncdq'tc'v'gu'y g'g'kpet'go gp'vcm' { 'cf lwugf " dcugf 'qp'v'j g'r tqx'k'k'p'q'h'v'j g'eqm'ge'v'x'g'dcti c'k'k'pi 'ci t'ggo gp'u'0C'mj qwi j 'p'q'eq'v'k'd'w'k'p'y cu'b cf g" v'j g'T'g'v'k'gg'O gf k'cn'R'p.'v'j g'I CUD'8: /tgs w'k'gf 'r gp'k'p'g'zr gp'ug'r gtc'k'k'pi 'v'q'ECNRGT'U'k'p'et'g'ugf " v'j ku' { gct'cu'c't'gu'w'q'h'g'u'ug'k'p'x'g'u'o gp'v'i c'k'p't'ge'q'i p'k'k'p'k'p'v'j g'ec'r'w'v'k'p'q'h'v'j g'ce'w'ct'k'cn'g'u'k'o cv'g'0' Vj g'&80' 'o k'kqp'i tqy v'j 'k'p' 'o cvgtkcu' 'cpf 'uwr r n'gu'ku'c't'gu'w'q'h'k'p'et'g'ugf 'w'uci g'q'h'r ct'w'cu'q'ek'v'f " y kj 'v'j g'o clq't'q'x'g'tj c'w'it'gd'w'k'f 'r tqi tco 'cv'N'ki j v'T'ck'0'U'g't'x'leg'c'nu'q't'gr qt'v'f "c"&5' 'o k'kqp'k'p'et'g'ug' t'gu'w'k'pi 'ht'qo 'c'ug'ew'k'v' { 'eq'p't'ce'v'co gp'f o gp'v'y kj 'v'j g'U'cp'v'Er'tc'E'q'w'p'v' { 'Uj g't'k'h'v'Q'h'k'eg'v'q'c'w'i o gp'v' u'c'h'k'pi 0I gp'g't'c'n'k'c'd'k'k'v' { 'k'p'uw't'ce'p'g'y cu'w'r 'd' { '&4' 'o k'kqp'v'q'r tqx'k'f g'v'j g'ce'w'ct'k'cm' { /tgs w'k'gf 't'g'ug't'x'g'u' cu'q'h'L'w'p'g'52.'42390'Cu'k'f g'ht'qo 'v'j g'l'uct'v'w'r 'equu'k'ew't'gf 't'gr'v'f 'v'q'j k'k'pi 'c'p'gy 'r ct'ct'v'cpu'k'v' tqx'k'f g't." v'j g't'g'y cu'c'&6' 'o k'kqp'k'p'et'g'ug'k'p'R'w'tej cugf 'Vt'c'p'ur qt'v'k'p'f w'g'v'q'c'ej c'p'i g'k'p't'gr qt'v'k'pi 'r t'g'ug'p'v'k'p'0' H' 4239't'gr qt'v'f 'r ct'ct'v'cpu'k'v'equu'cv'i t'quu.'y j k'g'v'j g'r t'k'q't' { gct't'gr qt'v'f 'r ct'ct'v'cpu'k'v'equu'p'g'v'q'h'ht'g' t'g'x'g'p'w'g'0'F gr t'g'ek'v'k'p' "t'gr qt'v'f "c'p'g'v'k'p'et'g'ug'q'h'&8' 'o k'kqp'cu'q'ek'v'f "o c'k'p'n' { 'y kj 'v'j g'ej c'p'i g'k'p' c'ee'q'w'p'v'k'pi 'g'u'k'o cv'g'c'h'g'ev'k'pi 'h'ki j v't'ck'l'x'g'j k'eg'v'k'g'ht'qo '67'v'q'52' { g'ct'u'0'V'j g'r w'r qu'g'q'h'y j k'ej 'ku'v'q' c'k'i p'v'j g'v'k'g'q'h'v'j g'x'g'j k'eg'u'y kj 'k'p'f w'ux' { 'p'q'to 0

Caltrain and Altamont Corridor Express (ACE) Subsidy – Ec'nt'ck'p'ku'c'eqo o w'gt't'ck'l'ugt'x'leg." r tqx'k'f g' "d' { 'v'j g'R'g'p'k'p'uw'r "E'q't't'k'f qt' "L'q'k'p'v'R'q'y g'tu'D'q'ct'f " *REIRD+." y j k'ej "eq'p'uk'w'u" q'h'5" o go d'g't " ci g'p'ek'gu'XVC.'U'cp'O cv'g'q'E'q'w'p'v' { 'Vt'c'p'uk'F k'w'k'ev' *U'co Vt'c'p'u'c'p'f 'E'k' { 'c'p'f 'E'q'w'p'v' { 'q'h'U'cp'H'ic'p'ek'ue'q'0' XVC' "eq'p't'k'd'w'g'u'c' "r qt'v'k'p'q'h'Ec'nt'ck'p'qr gtc'k'p'i "c'p'f "o c'k'p'g'p'c'p'eg'equu'h'q't'eqo o w'gt'v'ck'p'ugt'x'leg" ht'qo 'U'cp'v'Er'tc'E'q'w'p'v' { 'v'q'U'cp'H'ic'p'ek'ue'q'0'Q'r gtc'k'p'i 'u'w'duk'f { 'v'q'Ec'nt'ck'p'w'p'f g't'v'j g'XVC'Vt'c'p'uk'H'w'p'f " y cu'& 6' 'o k'kqp'k'p'H' 4239="&46'v'j q'w'uc'p'f 'h'guu'v'j c'p'v'j g'eq'p't'k'd'w'k'p'k'p'H' 42380

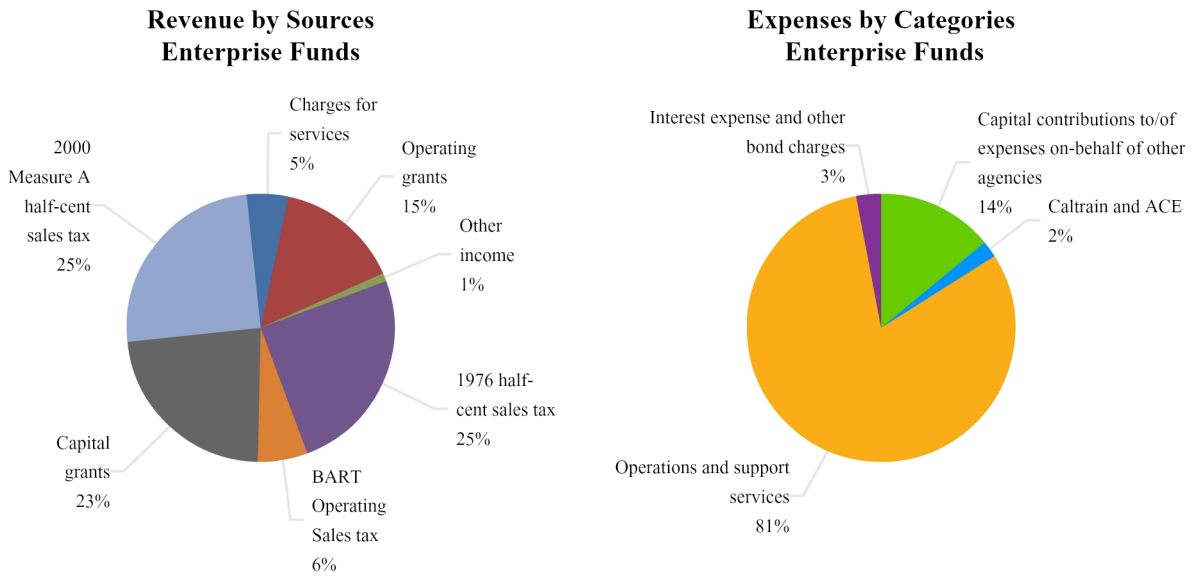
Vj g'CEG'ku'cf o k'p'k'ug't'gf "d' { 'c'p'f 'h'w'p'f g'f 'w'p'f g't'c' "eq'q'r gtc'v'x'g'ci t'ggo gp'v'co q'p'i "XVC."v'j g'C'nc'o g'f c' " Eq'w'p'v' { 'Eq'p'i g'u'k'p' "O c'p'ci go gp'v'Ci g'p'e' { 'c'p'f 'v'j g'U'cp'L'q'cs w'k'p'T'g'i k'q'p'cn'T'ck'l'E'q'o o k'u'k'p' *ULTTE+0' XVC'cu'w'duk'f { 'v'q'CEG'eqo o w'gt't'ck'l'ugt'x'leg'w'p'f g't'v'j g'XVC'Vt'c'p'uk'H'w'p'f 'v'q'v'ng'f " &50' 'o k'kqp'k'p'H' " 4239="&326'v'j q'w'uc'p'f "o q't'g'v'j c'p'v'j g'eq'p't'k'd'w'k'p'k'p'H' 42380'V'j g'c'p'p'w'cn'w'duk'f { 'y cu'd'c'ug'f "q'p'v'j g' l'q'k'p'v'r q'y g't'ci t'ggo gp'v'y kj 'v'j g'ug'ci g'p'ek'gu'0

Capital Contributions to/or Expenses on Behalf of Other Agencies – Cu'r ct'v'q'h'ku'ec'r k'cn'r t'qi t'co ." XVC' 'o c'ng'u'ec'r k'cn'eq'p't'k'd'w'k'p'v'q'qt'w'p'f g't'v'ng'u'ec'r k'cn'r t'q'l'g'ew' "l'q'k'p'v' { 'y kj 'q'v'j g't'ci g'p'ek'gu'0Cu'v'j g' " q'y p'g't'uj k'r 'q'h'v'j g'ug'ec'r k'cn'cu'g'u'f q'gu'p'q'v't'g'u'v'y kj "XVC."v'j g'ug'ec'r k'cn'g'zr gp'ugu'ct'g't'gr qt'v'f 'cu'p'q'p' / qr gtc'k'p'i 'g'zr gp'ugu'q'p'ku'h'k'p'c'p'ek'n'v'c'v'go gp'u'0k'p'H' 4239.'v'q'v'nc'ec'r k'cn'eq'p't'k'd'w'k'p'v'q'k't'q'p'd'g'j c'rh' q'h'q'v'j g't'ci g'p'ek'gu'y g't'g'& 80' 'o k'kqp' * &80' 'o k'kqp'k'p'XVC'Vt'c'p'uk'H'w'p'f ."c'p'f "&9; 0' 'o k'kqp'k'p'4222"

O gcuwtg'C'Hwpf +.qt"&550"o krikp"o qtg'eqo r ctgf "v'j g'r tgegf kpi "{ gctau'rgxgr0Vj ku'ku'rti gn("f wg" vq'cp'kpetgcug'kp'ecr kcnicevkkkgu'tgrv'kpi "v'r tqlgeu'uwej "cu'J c{y ctf "O clpvpcpeg'Egpgvt.'Ecntclp" Grgvthlec'v'kq."cpf "O qpvc i wg'Tgeqputwe'v'kq'Rtqlge0

Interest Expense and other Bond Charges – Kpvtg'u'g'zr gpug'cpf "qy gt'dqpf "ej cti gu'y gtg"&3705 o krikp="&50 'o krikp"o qtg'eqo r ctgf "v'r tkqt "{ gct0'Kpvtg'u'tgrv'kpi "v'4232'dqpf u'y j kej 'y gtg'kpkkm "{ ecr kcrk' gf "gpf gf "wr "d'gkpi "g'zr gpugf "cu'r tqlgeu'emugf "qt'tgcej gf "eqo r r'v'kq0

Other Expenses/"Vj ku'cee'q'p'w'hqt "r'quugu'htqo "f kur qucn'qh'cuugw"cpf "equu'k'pewt'gf "hqt"r tqlgeu' uwf kgu'cpf "cpcn' ugu.'cu'y gni'cu'qy gt'r tqh'gu'k'p'cn'ug'tx'k'gu'tgrv'kpi "v'4222'O gcuwtg'C'Rtqi tco "uwej " cu'ewu'qf kcn'h'ggu.'cwf k'h'ggu'cpf "qy gt'k'p'x'gu'o gpv'eq'pu'w'k'pi "ej cti gu'0Qy gt'g'zr gpugu'f gen'k'p'gf "cu'HJ " 4239"f k' "p'q'v't'gr qt'v'cp "{ "r'quugu'htqo "f kur qucn'qh'x'g'j k'ngu.'w'p'rk'ng'y'j g'r tkqt "{ gct'y j kej "t'gr qt'v'gf "c"r'quu' htqo "t'g'v't'go gpv'qh' gtq/go k'uk'q'p'd'w'gu'qh'"&304"o krikp0



Internal Service Funds – XVC"o cl'p'v'k'p'u'k'p'v't'p'cn'Ugt'x'k'g'Hwpf u"v'q'cee'q'p'v'hqt "y g'ce'v'k'k'kgu'tgrv'gf " vq"Y qtngtu0'E'qo r gpuc'v'k'q'p."I gp'g't'cn'N'k'd'k'k'v'."cpf "E'qo r gpuc'v'gf "C'dug'p'egu'r tqi tco u0'Vj g"equu'qh" yj g'ug'ce'v'k'k'kgu'ctg'cee'q'p'v'gf "hqt'k'p'yj g'ug'hwpf u'cpf "yj gp'ej cti gf "v'q'qy gt "XVC'hwpf u0'Cu'qh'L'w'p'g'52." 4239."y g"v'q'v'n'f'g'h'k'v'hqt "y ku'hwpf "ec'v'gi qt "{. "cuu'q'ek'v'gf "gp'v't'gn "{htqo "y j "E'qo r gpuc'v'gf "C'dug'p'egu" r tqi tco .y cu'& 0 "o krikp"cpf "hwpf gf "d "{ "XVC"V't'c'p'uk'v'w' "HJ "423: "qr g't'v'k'pi "d'w'f i g'v0

Governmental Funds – Vj g'h'q'ewu'qh'XVC'au'i qxgtpo gpvcn'hwpf u'ku'v'r tq'x'k'f g'k'p'hqto c'v'k'q'p'p'g'ct/ v'gto 'k'p'h'qy u.'q'w'h'qy u.'c'p'f "d'c'r'p'egu'q'h'g'zr gp'f c'd'ng't'g'u'q'w't'egu0U'wej 'k'p'hqto c'v'k'q'p'ku'w'ugh'w'ik'p'cu'gu'k'pi " XVC'au'h'k'p'c'p'k'pi "t'g's'v't'go gp'w'0XVC"o cl'p'v'k'p'u'y q'i qxgtpo gpvcn'hwpf "v'r gu'0'S'pecial Revenue Fund" cpf "Capital Projects Fund0

Special Revenue Fund ó'Vj ku'hwf 'cee'qwpv'ht' 'y' g'ce'v'k'k'g'u'q'h'y' g'Eqpi gu'k'p'O cpci go gpv'Rtqi tco " c'p'f 'y' g'4238'O gcuwt'g'D'r' tqi tco 0Vj g'v'cd'ng'y' cv'hq'm'y u'lj qy u'y' g'f' g'v'cku'q'h'èj cpi gu'k'p'hwf 'd'c'r'peg" dg'y g'p' 'y' g'ew'tt'gp'v'c'p'f 'r' t'k'q't 'h'ue'c'n'f' g'c't<

**Comparison of Special Revenue Fund
FY 2017 and FY 2016**

*k'p' 'y' q'w'uc'p'f' u'+

Special Revenue Fund	2017	2016	Change	
			Amount	Favorable/ (Unfavorable) Percent
Cu'gu'uo gp'v'q'o go dgt'ci g'p'ek'gu	& 4.629	& 4.629	& 0	202 ' "
H'g'f' g't'c'n'i t'c'p'v't'g'x'g'p'w'g'u	3.43;	3.: : 9	*88: +	*57062+ ' "
U'c'v'g'c'p'f 'h'q'ec'n'i'q'r g't'c'v'k'p'i 'i t'c'p'w'u	; 88	8; ;	489	5: 042 ' "
Q'y' g't' 't'g'x'g'p'w'g'u	346	377	*53+	*4202+ ' "
C'f' o' k'p'k'w't'c'v'k'g'h'g'g'u	364	344	42	380; ' "
K'p'x'g'uo gp'v'g'c't'p'k'p'i u	9	38	*, +	*78047+ ' "
""V'q'v'c'n'T'g'x'g'p'w'g'u	6.: 87	7.4: 8	*643+	*90 8+ ' "
U'c'r't'k'g'u'c'p'f 'd'g'p'g'h'k'u	*6.473+	*6.443+	*52+	*203+ ' "
R't'q'h'g'u'k'q'p'c'n'i'g't'x'k'g'u	*4.943+	*3.398+	*3.767+	*3530: + ' "
E'q'p'v't'k'd'w'k'p'v'q' 'c'i g'p'ek'gu	*. 5+	*432+	349	8206: ' "
O' c'v'g't'k'n'c'p'f 'U'g't'x'k'g'u	*3; +	*43+	4	; 074 ' "
""V'q'v'c'n'G'z'r g'p'u'g'u	*9.296+	*7.84: +	*3.668+	*470; + ' "
E'j' c'p'i g' 'k'p' 'h'w'f 'd'c'r'peg'u	*4.42; +	*564+	*3.: 89+	*7670 3+ ' "
H'w'f 'd'c'r'peg'u.'d'g'i k'p'k'p'i 'q'h'f' g'c't	3.379	3.6; ;	*564+	*440 4+ ' "
H'w'f 'd'c'r'peg'u.'g'p'f 'q'h'f' g'c't	& *3.274+	& 3.379	& *4.42; +	*3; 20 4+ ' "

V'q'v'c'n't'g'x'g'p'w'g'u'w'p'f' g't' 'y' g' 'U'r' g'ek'n'i'T'g'x'g'p'w'g' 'H'w'f'f' 'k'p'ew'f' g'r' t'k'o' c't'k'n'f' 'o' go dgt'cu'gu'uo gp'v'c'p'f 'i' t'c'p'w'u' V'j' k'u'y' cu't'g'r' q't'v'g'f' "c'v'""&60 "o' k'k'q'p' "k'p' "H'f' "4239."c'f' g'et'g'c'ug'q'h'&6430"y' q'w'uc'p'f 'h't'q'o' 'y' g'r' t'g'eg'f' k'p'i " { g'c't'0'V'j' k'u'k'u' 'n'c't'i' g'n'f' "c' 't'g'u'w'n'q'h' 'n'g'u'g't' "g'r'k'i' k'd'ng' 'c'e'v'k'k'g'u' 't'g'k'o' d'w't'ug'f' "d' { 'y' g' 'U'w't'h'c'eg' "V't'c'p'ur' q't'v'k'q'p' " R't'q'i' t'c'o' "i' t'c'p'v't'g'x'g'p'w'g'w'p'f' g't' 'y' g' 'E'q'p'i' g'u'k'q'p' "O' c'p'c'i' go gp'v'R't'q'i' t'c'o' 0'V'q'v'c'n'g'z'r' g'p'f' k'w't'g'u'y' g't'g' "&90" o' k'k'q'p'."c'p' 'k'p'et'g'c'ug'q'h'&306"o' k'k'q'p' "h't'q'o' 'H'f' "42380'V'j' g'k'p'et'g'c'ug'k'u'r' t'k'o' c't'k'n'f' 'c' 't'g'u'w'n'q'h'g'z'r' g'p'f' k'w't'g'u' " k'p'ew't't'g'f' "d' { 'y' g'4238'O' g'cuwt'g'D'R't'q'i' t'c'o' 'f' w't'k'p'i' 'k'u'k'p'k'c'n'f' g'c't'."y' j' k'ej' 'k'p'ew'f' g'r' t'q'h'g'u'k'q'p'c'n'h'g'g'u'r' c'k'f' " v'q' "U'c'p'w' 'E'r'nc't'c' 'E'q'w'p'v'f' 'h'q't' 'g'r'g'ev'k'q'p' "e'q'u'v'."c'u'y' g'n'f'c'u'y' g' 'U'c'v'g' 'D'q'c't'f' "q'h'G's' w'c'r'k' c'v'k'q'p'c'p'f' 'y' g' 'd'c'p'n'i'h'q't' " y' g'g'u'v'c'd'r'k'uj' o' gp'v'q'h'g'u'et'q'y' 'h'w'f' 0'V'j' g'q'x'g't'c'm'f' g'et'g'c'ug'k'p' 'h'w'f' 'd'c'r'peg' "c'o' q'w'p'v'g'f' "v'q' "&30 "o' k'k'q'p'0

E'O' R'r' t'q'l'g'ew'y' g't'g' 'h'w'f' g'f' 'h't'q'o' 'o' go dgt'cu'gu'uo gp'v'c'p'f 'x'c't'k'q'w'u' 'h'g'f' g't'c'n' 'u'c'v'g'."c'p'f' 'h'q'ec'n'i' t'c'p'w'u'0'V'j' g' " 4238'O' g'cuwt'g'D'R't'q'i' t'c'o' "H'w'f' 'y' cu' 'e't'g'c'v'g'f' 'k'p' "H'f' "4239."w'r' q'p' 'c'r' r' t'q'x'c'n'q'h' 'y' g' 'U'c'p'w' 'E'r'nc't'c' 'E'q'w'p'v'f' " x'q'v'g'u'k'p' 'P' q'x'g'o' dgt'4238."v'q' 't'g'eq't'f' "c' '52/ { g'c't' 'j' c'n'h'eg'p'v'e'q'w'p'v'f' 'y' k'f' g' 'u'c'ng'u' 'c'z' "v't'c'p'uc'ev'k'q'p'u'k'p' 'u'w'r' r' q't'v' " q'h' 'g'p'j' c'p'ek'p'i' "v't'c'p'uk'."j' k'i' j' y' c' { u."g'z'r' t'g'u'y' c' { "c'p'f' "c'e'v'k'g' "v't'c'p'ur' q't'v'k'q'p' "d'k' { engu."r' g'f' g'u't'k'c'p'u'c'p'f' "

utggv0Hqt"Hl "4239."ucrgu'cz'cf xcpegu'hqto gf 'qh'vj g'hcdkxk' 'cu'vj g'O gcuwtg'ku'wfp gti qkpi 'c'hgi cni' ej cmgpi g0

Capital Projects Fund ó'Vj ku'hwf 'ceeqpwu'hqt 'Eqpi gukqp'O cpci go gpv'cpf 'J ki j y c' 'Rtqi tco 0Vj g' hmqy kpi 'cdrg'uj qy u'vj g'dtgcnf qy p'qh'ej cpi gu'kp'hwf 'dcrpeg'dgy ggp'vj g'ewttgpv'cpf 'r tkqt'huecni' { gctu0

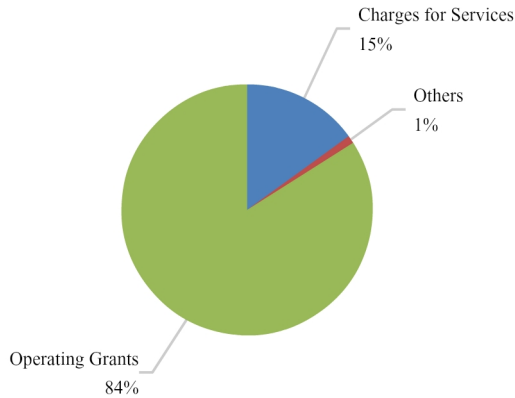
**Comparison of
Capital Project Funds
FY 2017 and FY 2016**
*k'vj qwucpf u+

Capital Projects Funds	2017	2016	Change	
			Favorable/(Unfavorable) Amount	Percent
Hgf gtcn'Ucvg.'cpf 'mecn'ecr kcní tcv'tgxgpwgu	& 33.985	& 35.;	& *4.458+	*370 9+
XVC'rdqt'cpf 'qxgtj gcf 'equu	*3.: 99+	*4.: 32+	; 55	55042 '
Ecr kcn'gZR gpf kwtgu'qp'dgj crh'qh'qyj gt'ci gpekgu	*, .. : 8+	*33.3: ; +	3.525	33087 '
Change in fund balances	<u>& ô</u>	<u>& ô</u>	<u>& ô</u>	

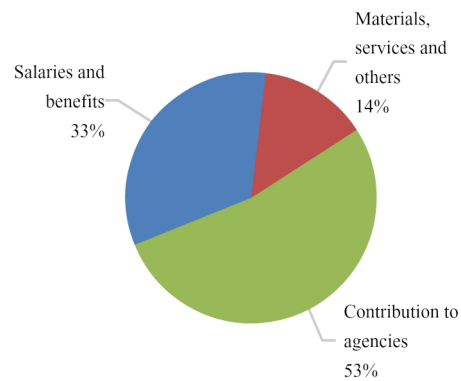
Hqt"Hl "4239."qvcn'tgxgpwgu'y gtg"&330 "o krikp'y j lej "tgr tgu'p'vj g'qvcn'co qwp'vzr gpf gf "qp'vj g' r tqlgeu'cpf 'hwm' hwf gf 'd' { 'qyj gt'í qxgtpo gpvcn'ci gpekgu0Uct'kpi 'k'Hl "4239."cevkxkku'hqt'vj g' { gct' qh'vj g'3; ; 8'O gcuwtg'D'J ki j y c' { u'hqto gf 'r ctv'qh'vj g'Eqpi gukqp'O cpci go gpv'cpf 'J ki j y c' { 'Rtqi tco " Hwpf 0Vj g'kpeqtr qtcv'kqp'ku'c'tguwn'qh'vj g'ghqt'v'q'émug'q'w'vj g'c'h'cktu'qh'vj g'3; ; 8'O gcuwtg'D'J ki j y c' { u' Rtqi tco 0

Vj g'XVC'rdqt'cpf 'qxgtj gcf 'equu'r tko ctka' 'Itqo 'Eqpi gukqp'O cpci go gpv'cpf 'J ki j y c' { 'Rtqi tco " y gtg'& 55'vj qwucpf 'mqy gt'k'Hl "42390Ecr kcn'gZR gpf kwtgu'qp'dgj crh'qh'qyj gt'ci gpekgu'y gtg'& 0 " o krikp'k'Hl "4239."c"&30"o krikp'f ger'kpg'rcti gn' "cwt'kdwgf "q'nguu'cevkxkku'qp'r tqlgeu'pgct'kpi " eqo r ngv'kqp'uwej "cu"K: 2IK: 2IUgxggu'Etggni'K r tqxgo gpv.'Hkpcn'F guki p'qp'UT459'Gzr tguu'Ncpgu" /"Rj cug"KK'Gz'v'pukqp."Eqo d'kpgf "Ncpf uecr kpi "("O c'k'v'gpcpeg'Rtqlgev'tgr'v'k'g"vq": : 2IJ QX"323" Cwz'k'k'ct' { ".323" [gtde"Dw'gpc."cpf "459IO eEct'vj { +0Vj g'f getgcug'y cu'r ct'v'cm' { "qh'ug'd' { "kpetgcug'k'p" cevkxkku'qp'r tqlgeu'uwej 'cu'323 IUT: 7'Gzr tguu'Ncpgu."WU323\ cpngt'Tf IUm' r qt'v'F t IP qt'vj '6'j 'Utg'gv" k'p'v'g'tej cpi g."cpf "K: 2IY qrh'g'Tf "k'p'v'g'tej cpi g'K' r tqxgo gpv0

**Revenue by Sources
Governmental Funds**



**Expenditures by Categories
Governmental Funds**



Capital Assets and Debt Administration

Capital assets – XVCa'kpxguo gpv'kp'ecr kcr'cuugvu'ku'gpv'kt gn' kp'ku'dwukpguu/v' r g'ce'v'x'k'v' 'uk'peg'XVC'j cu' pq'ecr kcr'cuugvu'kpxguogf 'kp'yj g'i qxgtpo gpv'cr'ce'v'x'k'k'gu'OCu'qh'Lwpg'52.'4239'kpxguo gpv'kp'ecr kcr'cuugvu' pgv'qh'ceewo wrcv'gf 'f gr tge'k'v'k'p.'co qwpvu'v'q'&60 'dk'rk'q'0Vj ku'kpxguo gpv'kp'ecr kcr'cuugvu'kpen'f gu'Ncpf " cpf "Tki j v'qh/Y c{."Dw'kr'f'k'pi u.'K' r tqxgo gpwu."Gs wkr o gpv'("Hwt'pkwtg."Xgj k'ergu."Ec'nt'clp"Ceeguu."vj g" Ec'nt'clp/I ktq{"Gz'v'gpuk'q'p."Nki j v'T'ckl'V't'cemul'G'rg'ev't'k'h'ec'v'k'p."Ng'cugj q'rf "K' r tqxgo gpwu."cpf "Q'yj gt" Qr g't'c'v'k'pi "Gs wkr o gpv'0F w'k'pi "H' 4239."XVC"gzr g'pf g'f "&5670"o k'rk'q'p"q'p'ces w'k'k'q'p'cpf "eq'p'ut w'v'k'p" qh'ecr kcr'cuugvu'0

**Capital Assets
(Net of Accumulated Depreciation)**

*kp'yj qwucpf u+

	4239	4238
Ncpf "cpf "Tki j v'qh/y c{	& 3.348.: 94	& 3.348.57;
Eq'p'ut w'v'k'p'kp'Rtqi t'guu	4.; 28.2; ;	4.833.: 45
Ec'nt'clp"Ceeguu	4.425	5.2: 7
Dw'kr'f'k'pi u'("K' r tqxgo gpwu ""Gs wkr o gpv'("H'z w't'gu	486.628	488.; ; 2
Xgj k'ergu'y kj "Ng'cugf "Xgj k'ergu	538.: 69	533.: 6:
Ec'nt'clp/I ktq{"Gz'v'gpuk'q'p	48.682	49.992
Nki j v'T'ckl'V't'cemul'G'rg'ev't'k'h'ec'v'k'p	346.535	363.539
Q'yj gt"Qr g't'c'v'k'pi "Gs wkr o gpv	5.: 53	7.932
Ng'cugj q'rf "K' r tqxgo gpwu	7.669	7.: ; ;
V'q'v'cn	& 6.998.699	& 6.722.9; 3

Cff kkkpccnlphqto cvkqp"qp"XVCa'ecr kcn'cuugv'ecp"dg'hqwpf 'kp'P qvg'8'o'Ecr kcn'Cuugv0

Long-term debt – Cv' { gct "gpf . "XVC"j cu"&30"dkkkp"dqpf u"qwuvcpf kpi 0Hqt "Hl "4239."yj g"vqcn'f gdv" r c { o gpv'o cf g'y cu'er r tqzko cvgn { "&740 "o kkkp"y j krg"yj g"vqcn'co qt v k cvkqp"qh"yj g"dqpf "r tgo kwo "y cu" &40 "o kkkp0

**Outstanding Debt
Proprietary Funds
(In thousands)**

	2017	2016
Ut0Nlcp'Ucrgu'Vcz'Tgxgpwg'Dqpf u"*3; 98"Vcz+	38: .: 99	3: 6.338
Ut0Nlcp'Ucrgu'Vcz'Tgxgpwg'Dqpf u"*4222"Vcz+	; 23.767	; 54.26;
Total	\$ 1,070,422	\$ 1,116,165

O qtg'kphqto cvkqp"qp"yj gug'tcpcuevkpu'ku'kpenw'gf 'kp'P qvg'9i "o'Nqpi /Vgto "F gdv'cpf "Nkcdkkkku0

Hqt'Ugpkqt'Nlcp'Ucrgu'Vcz'Tgxgpwg'Dqpf u'ugewt'gf "d { '3; 98"ucrgu'vz'tgxgpwgu."XVC"o clpvkpu'wpluw'gf " tcvki u"qh"oCCCö"htqo "Ucpcf ctf "("Rqqt'au"*U R+."öCCö"tcvki "htqo "Hkej ."cpf "c"öCc4ö"tcvki "htqo " O qqf { 00

Hqt'Ucrgu'Vcz'Tgxgpwg'Dqpf u'ugewt'gf "d { "4222'O gcuwt'g'C"ucrgu'vz'tgxgpwgu."XVC"o clpvkpu'wpluw'gf " tcvki u"qh"öCc4ö"htqo "O qqf { au'cpf "öCC- ö"htqo "U R0

Gcej "qh"yj g'vy q'kpu'kuv'gf "cdq'x'g'j cu'c'ugr ctcv'ugt'k'gu'qh"4229'dqpf u'c'pf "gcej "ugt'k'gu'j cu'c'dqpf "kpuwt'cpeg" r q'k' { "kuw'gf "d { 'Co dce'Cuwt'cpeg"Eqtr qtcv'k'p'kpuwt'k'pi "yj g"v'k'o gn { "r c { o gpv'qh'f gdv'ugt'x'leg'0Uk'peg"yj g" etgf k'tcv'ki u'ht'Co dce'Cuwt'cpeg"Eqtr qtcv'k'p'ctg'ewt'gpv' { "h'q'g't'v'j cp'tcv'ki u'ht'v'j g"XVCa'dqpf "k'g'pu." 4229'dqpf u'dgct"yj g'tcv'ki "qh"yj g't'gur gev'x'g"ucrgu'vz'dqpf "k'g'pu'cu'kuv'gf "cdq'x'g'0

Cff kkkpccnlphqto cvkqp"qp"XVCa'kpi /vgto "f gdv'ecp"dg'hqwpf 'kp'P qvg'9'o'Nqpi /vgto "Nkcdkkkku0

Requests for Information

Rngcug"cf f t'guu"cm's wgu'k'pu'qt't'gs wgu'u'ht'cf f kkkpccnlphqto cvkqp"v'j g'Hkpcpeg"cpf "Dwf i gv'F kkkk'p." Cwgp'v'k'p'<Ej kgh'Hkpcpek'cn'Q'ht'egt."Uc'p'v'Er'nc't'X'c'm'g' { "Vt'cpur qtcv'k'p'c'w'j qtk' { "5553"p'qt'v'j "H'ktuv'U't'ggv." Dwk'f k'pi "E."U'ge'q'p'f "H'q'qt."U'c'p'L'q'ug."EC"; 7356/3; 49



BASIC FINANCIAL STATEMENTS

VJ KURCI G'KUR VGP VQP CNN 'NGHV'DNCPM

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Uvcvgo gpv'qh'P gv'Rquklqap

Lxpg'52.'4239

*k'vj qwucpf u+

	Dwukpguu/V{r'g" Cevkxklqgu	I qxgtpo gpvcn Cevkxklqgu	Vqvcn
ASSETS			
Ecu'j "cpf "lpxguo gpw	& 563.895	& 0	& 563.895
Tgeglxcdrgu.'pgv	6.556	0	6.556
k'vgt'pcr'ldcm'pegu	4.225	*4.225+	0
F wg'ltqo "q'vj gt'"ci gpekgu	6; .469	0	6; .469
k'xgpvqtkgu	57.674	0	57.674
Q'vj gt'ewttgpv'cuugv	3.458	0	3.458
Restricted assets:			
Ecu'j "cpf "lpxguo gpw	989.856	47.248	9; 4.882
Tgeglxcdrgu.'pgv	7	0	7
F wg'ltqo "q'vj gt'"ci gpekgu	; 2.46;	66.5; 5	356.854
Q'vj gt'ewttgpv'cuugv	5;	0	5;
P gv'QRGD'cuugv	37.; 87	0	37.; 87
Capital assets:			
Ecr kcr'ncuugv/"'p'qpf gr tgeklcrg	6.254.; 92	0	6.254.; 92
Ecr kcr'ncuugv/"'f gr tgeklcrg.'pgv'qh'ceewo w'w'v'f'f gr tgeklcrg	965.729	0	965.729
Total assets	8.2: 6.436	89.628	8.373.842
DEFERRED OUTFLOWS OF RESOURCES			
J gf i kpi "f gtlkcvkxg'lpwt wo gpw	: 4.986	0	: 4.986
T ghwpf kpi "co qwpw	34.8; 9	0	34.8; 9
Rgpukq/tgrcvf	92.; 88	0	92.; 88
Total deferred outflows of resources	388.649	0	388.649
LIABILITIES			
Ceeqwpw'r c {cdng}'cpf "ceetwgf "g'zr gpugu	47.92;	0	47.92;
F gr quku	59;	0	59;
Ceetwgf "r c {tqm}'cpf "tgrcvf "h'cdkklqgu	32.758	0	32.758
Dqpf "k'vgt guv'cpf "q'vj gt' h'ggu'r c {cdng	62;	0	62;
W'p'gctpgf "t'gxgpwgu	5.743	0	5.743
Q'vj gt'ceetwgf "g'zr gpugu	58	0	58
Liabilities payable from restricted assets:			
""Ceeqwpw'r c {cdng}'cpf "ceetwgf "g'zr gpugu	62.2; ;	4.723	64.7; 2
""Dqpf "k'vgt guv'cpf "q'vj gt' h'ggu'r c {cdng	33.25;	0	33.25;
""W'p'gctpgf "t'gxgpwgu	34	72.349	72.35;
""F wg'v'q'q'vj gt'"ci gpekgu	89.6; 6	37.; 52	: 5.536
Long-term liabilities:			
""F wg'y kj k'p'q'p'g'f gct	78.993	0	78.993
""F wg'k'p'o qt'g'v'j cp'q'p'g'f gct	3.288.; 27	0	3.288.; 27
""F gtlkcvkxg'lpwt wo gpw	: 4.986	0	: 4.986
""P gv'Rgpukq'N'cdkklq'f	499.8; 6	0	499.8; 6
Total liabilities	3.865.469	8: .67:	3.933.927
DEFERRED INFLOWS OF RESOURCES			
F ghgtt'gf "k'p'hty u'r gpukq'v'g'v'f	5.798	0	5.798
F ghgtt'gf "co qwpv'qp'v'g'w'p'f kpi	5.892	0	5.892
Total deferred inflows of resources	9.468	0	9.468
NET POSITION			
P gv'lpxguo gpv'k'p'ecr kcr'ncuugv	5.937.2: 4	0	5.937.2: 4
Restricted:			
Uy cr "eqm'v'g'tcn	: 4.986	0	: 4.986
F gdv'Ugt'xleg	72.32:	0	72.32:
T g'v'p'k'q'p	::	0	::
4222'O gcuwt'g'C'r tqlgeu	58: .677	0	58: .677
3; ; 8'O gcuwt'g'D'r tqlgeu	; 98	0	; 98
DCTV'Qr g'v'c'k'p'i	45: .228	0	45: .228
Eqpi gukq'p'o cpci go gpv'r tqi tco	0	833	833
Unrestricted (Note 2j)	366.88:	*3.885+	365.227
Total Net Position	& 6.822.36:	& *3.274+	& 6.7; ; 2: 8

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Ucwo gpv'qh'Ce'v'k'k'g
 Hqt'yj g'l gct'gpf gf 'Lwpg'52.'4239
 *k'v'j qwucpf u+

	Dwukpgu/V{r g Ce'v'k'k'g Vtcukv	I qxgtpo gpcn Ce'v'k'k'g Eqpi gunkqp O cpci go gpv	Vqcn
EXPENSES:			
Qr gtcv'k'p'u.'uwr r qt'v'ugt'x'legu 'cpf 'EO R'r tqi tco "cpf " "4238'O gcuwtg'D'r tqi tco	& 693.877	& : : 8	& 6: 2.745
Ecr'k'c'p'w'uduf { '('ecr kcn'g'zr gpugu'qp'dgj cih'qh "cpf 'eqv'k'dw'k'p'v'q'q'v'j gt'ci gpe'gu	; 6.696	ô	; 6.696
Cnco qpv'Eqt'k'f qt'G'zr t'gu'u'uduf {	5.492	ô	5.492
K'v'g'g'zr gpug	37.476	ô	37.476
Q'v'j gt'g'zr gpugu	4.; 4:	ô	4.; 4:
E'c'k'o u'cpf 'ej cpi g'k'p'h'w'w'g'ec'k'o 'g'u'k'o cv'gu	34.876	ô	34.876
Eqv'k'dw'k'p'v'q'ci gpe'gu	ô	: 5	: 5
Ecr kcn'q'w'w' { 'qp'dgj cih'qh'q'v'j gt'ci gpe'gu	ô	; : : 8	; : : 8
Total expenses	822.457	3: : 59	83; : 294
PROGRAM REVENUES:			
Ej cti gu'h'qt'ugt'x'legu	62.3; 6	4.76;	64.965
Qr gtcv'k'p'i 'i t'cp'u	345.; 66	35.; 6:	359.; ; 4
Ecr kcn'i t'cp'u	3: : : 78	ô	3: : : 78
Total program revenues	574.; ; 6	38.6; 9	58; .6; 3
Net program revenues (expenses)	*469.463+	*4.562+	*46; .7: 3+
GENERAL REVENUES:			
U'c'g'u'v'cz't'g'x'gp'w'g	689.923	ô	689.923
K'v'x'g'u'o gpv'k'p'eqo g	6.67;	9	6.688
Q'v'j gt'k'p'eqo g	7.862	346	7.986
Total general revenues	699.: 22	353	699.; 53
Change in Net Position	452.77;	*4.42; +	44: .572
NET POSITION, BEGINNING OF YEAR	6.58; .7: ;	3.379	6.592.968
NET POSITION, END OF YEAR	& 6.822.36:	& *3.274+	6.7; ; .2; 8

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Ucvgu gpv'qh'Hwvf 'P gv'Rqukkqp
 Rtqr tlgvct {'Hwvf u
 Lwpg'52.'4239
 *K'Vj qwucpf u+

Enterprise Funds

	XVC Vtcukv	3; ; 8 O gcuD Vtcukv	Gzr tguu Ncpgu	4222 O gcuwg'C	DCTV Qr gtcvpi	Lqkv F gxgrq o gpv	Vqvn Gpgr tkug	Kvgtpcn Ugtxleg Hwvf
ASSETS								
<i>Current assets:</i>								
'Ecuj 'cpf 'ecuj 'gs wxcrgpu	& 54.: 53	& 0	& 5; 9	& 0	& 0	& 53;	& 55.769	& 4.; 58
'Kpxguo gpw	454.; 86	0	4.62:	0	0	4.: 428	485.79:	63.834
'Tgegkxcdngu.'pgv	6.4; 7	0	5;	0	0	0	6.556	0
'F wg'htqo 'qyj gt'ci gpekgu	6; .469	0	0	0	0	0	6; .469	0
'Kpxgpvtkgu	57.674	0	0	0	0	0	57.674	0
Qyj gt'ewtgpv'cuugu	3.458	0	0	0	0	0	3.458	0
<i>Restricted assets:</i>								
'Ecuj 'cpf 'ecuj 'gs wxcrgpu	0	0	0	3.299	6; 9	0	3.796	0
'Ecuj 'cpf 'ecuj 'gs wxcrgpu'y kj " "''''hucn'ci gpv	4.487	0	0	7.: 939	0	0	82.; : 4	0
'Kpxguo gpw	78.52:	0	0	642.65;	44.: 553	0	927.29:	0
'Tgegkxcdngu.'pgv	4	0	0	5	0	0	7	0
'F wg'htqo 'qyj gt'hwvf u	3.: : 9	0	0	343	0	0	4.22:	0
'F wg'htqo 'qyj gt'ci gpekgu	0	0	0	: 3.23;	: .452	0	: 2.46;	0
'Qyj gt'ewtgpv'cuugu	0	0	0	5;	0	0	5;	0
TOTAL CURRENT ASSETS	638.6: 9	0	4.: 66	783.637	45.: 27:	4.: 747	3.469.54;	66.76:
<i>Noncurrent assets:</i>								
'P gv'QRGD'Cuugu	37.: 87	0	0	0	0	0	37.: 87	0
<i>Capital assets - Non-depreciable:</i>								
'Ncpf 'cpf 'tki j vqhi'y c{	3.348.: 94	0	0	0	0	0	3.348.: 94	0
'Eqputwvklp'lp'r tqi tguu	: ; : 49	0	0	4.: 37.7: 9	0	8: 6	4.; 28.2; :	0
<i>Capital assets - Depreciable:</i>								
'Kpvcpi khr'Cuugu	0	0	0	5.2: 7	0	0	5.2: 7	0
'Ecmtclp'I ktq{' 'gzvpuqq	65.294	0	0	0	0	0	65.294	0
'Dwklf lpi u.'lo r tqxgo gpw. "''''hwtpkwtg.'cpf 'tkzwtgu	7: 8.263	0	0	0	0	0	7: 8.263	0
'Xgj lenu	7: 8.976	0	0	0	0	0	7: 8.976	0
'Nli j vtckl'vtcemu'cpf 'ngv'htkckvqp	63: .3; 7	0	0	0	0	0	63: .3; 7	0
'Ngcugj qrf 'K r tqxgo gpw	; .8: 8	0	0	0	0	0	; .8: 8	0
'Qyj gtu	69.783	0	0	0	0	0	69.783	0
'Nguu'ceewo wv'v'f 'T gr tgeckvqp	*. 72.227+	0	0	*. : 4+	0	0	*. 72.: : 9+	0
<i>Net capital assets</i>	3.; 7: .225	0	0	4.: 39.9; 2	0	8: 6	6.998.699	0
TOTAL NONCURRENT ASSETS	3.; 95.: 8:	0	0	4.: 39.9; 2	0	8: 6	6.9; 4.564	0
TOTAL ASSETS	4.5; 2.577	0	4.: 66	5.59; .427	45.: 27:	4; .42;	8.25; .893	66.76:
DEFERRED OUTFLOWS OF RESOURCES								
J gf i lpi 'Tgtkckxg'lpwwo gpw	32.729	0	0	94.479	0	0	: 4.986	0
Tghwvf lpi 'co qvpu	: .885	0	0	6.256	0	0	34.8; 9	0
Rgpukq'htgcvf	92.; 88	0	0	0	0	0	92.; 88	0
TOTAL DEFERRED OUTFLOWS OF RESOURCES	: 2.358	0	0	98.4; 3	0	0	388.649	0

(continued on next page)

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Ucvgo gpv'qh'Hwpf 'P gv'Rqukkqp"(continued)

Rtqr tlgvct { 'Hwpf u

Lwpg'52.'4239

*k'Vj qwucpf u+

Enterprise Funds

	XVC Vtcpuks	3; ; 8" O gcu'D Vtcpuks	Gzr tguu Ncpgu	4222 O gcuwt g'C	DCTV Qr gtcvpi	Lqkpv F gxgrqr o gpv	Vqven Gpvgr tkug	Kpvgtpen Ugtxleg Hwpf
LIABILITIES								
<i>Current liabilities:</i>								
'Ewttgpvr'rtv'qh'hwpi /vgo 'Tgdv	37.6; 4	0	0	0	0	0	37.6; 4	0
'Ceeqwpv'rc{cdng'cpf'ceetwgf'gzr'gpugu	47.49;	0	97	0	0	3; 7	47.76;	382
'Fgr'quku	4; 5	0	0	0	0	; 8	59;	0
'Ceetwgf'rc{tqm'cpf'tgrv'gf'hcdkrlk'gu	32.758	0	0	0	0	0	32.758	0
'Dqpf'lpvgt'gu'cpf'q'j'gt'hggu'rc{cdng	62;	0	0	0	0	0	62;	0
'Wpgetpgf'txgpwgu	5.6; :	0	0	0	0	55	5.743	0
'Q'j'gt'ceetwgf'gzr'gpugu	58	0	0	0	0	0	58	0
'Er'clo u'hcdkrlk{	0	0	0	0	0	0	0	5.56;
'Eqo r'gpuc'v'f'cdugpegu	0	0	0	0	0	0	0	: .622
'Ncdkrlk'gu'rc{cdng't'go 't'gunt'lev'gf'cu'ngu<								
'Ewttgpvr'rtv'qh'hwpi /vgo 'Tgdv	0	0	0	4; .752	0	0	4; .752	0
'Ceeqwpv'rc{cdng'cpf'ceetwgf'gzr'gpugu	0	0	0	62.259	74	0	62.2; :	0
'Dqpf'lpvgt'gu'cpf'q'j'gt'hggu'rc{cdng	0	0	0	33.25;	0	0	33.25;	0
'Wpgetpgf'txgpwgu	0	0	0	34	0	0	34	0
'F'wg'v'q'q'j'gt'hwpf u	0	0	0	0	0	7	7	0
'F'wg'v'q'q'j'gt'ci'gpeku	67.; 23	0	0	43.8; 5	0	0	89.6; 6	0
TOTAL CURRENT LIABILITIES	323.545	0	97	324.523	74	54;	426.2; 2	33.; 2;
<i>Non-current liabilities:</i>								
'Nqpi /vgo 'Tgdv'gz'ent'f'pi 'ewttgpvr'rtv'qh'hwpi	375.5; 7	0	0	: 94.237	0	0	3.247.622	0
'F'gt'k'c'v'x'g'lp'ut'wo'gpv	32.729	0	0	94.479	0	0	: 4.986	0
'Er'clo u'hcdkrlk{	0	0	0	0	0	0	0	42.536
'Eqo r'gpuc'v'f'cdugpegu	0	0	0	0	0	0	0	43.2; 3
'P'gv'Repukp'Ncdkrlk{	499.8; 6	0	0	0	0	0	499.8; 6	0
TOTAL NON-CURRENT LIABILITIES	663.7; 8	0	0	; 66.494	0	0	3.5; 7.; 7;	63.627
TOTAL LIABILITIES	764.; 2;	0	97	3.268.795	74	54;	3.7; ; .; 5;	75.536

DEFERRED INFLOWS OF RESOURCES

F'gh'gt'gf'f'p'h'ny u'Repukp'T'gr'v'gf	5.798	0	0	0	0	0	5.798	0
F'gh'gt'gf'Co'q'wp'v'q'p'T'gh'wp'f'p'i	0	0	0	5.892	0	0	5.892	0
TOTAL DEFERRED INFLOWS OF RESOURCES	5.798	0	0	5.892	0	0	9.468	0

NET POSITION

P'gv'f'p'x'guo'gpv'lp'Er'c'k'ci'Cu'ngu	3.9; 9.9; ;	0	0	3.; 38.82;	0	8; 6	5.937.2; 4	0
<i>Restricted:</i>								
DCTV'Qr'gt'cv'pi	0	0	0	0	45; .228	0	45; .228	0
Uy'cr'eq'm'v'g't'cn	32.729	0	0	94.479	0	0	: 4.986	0
F'gd'v'ug't'x'leg	4.398	0	0	69.; 54	0	0	72.32;	0
T'g'v'p'v'k'p	::	0	0	0	0	0	::	0
4222'O'g'cu'w'g'C'r't'q'legu	0	0	0	58; .677	0	0	58; .677	0
3; ; 8'O'g'cu'w'g'D'r't'q'legu	; 98	0	0	0	0	0	; 98	0
<i>Unrestricted (Note 2j)</i>	344.68;	0	4.98;	0	0	4; .3; 8	375.656	*. 988+
TOTAL NET POSITION	&3.; 56.228	& 0	& 4.98;	&4.627.475	&45; .228	& 4; .; 2	&6.82; .; 36	& *. 988+

T'ge'q'p'ek'ic'v'k'p'q'h'v'g'Ucvg'gpv'qh'Hwpf'P'gv'Rqukkqp'v'j'g'Ucvg'gpv'qh'P'gv'Rqukkqp<

P'gv'Rqukkqp'qh'G'p'v'g'r't'k'ug'Hwpf u								&6.82; .; 36
P'gv'Rqukkqp'qh'f'p'v'g't'p'c'n'U'g't'x'leg'Hwpf u.'y'j'le'j'd'g'p'h'k'u'D'w'p'g'u'u'v'f'r'g'C'e'v'x'k'k'g'u								*. 988+
P'gv'Rqukkqp'qh'D'w'p'g'u'u'V'r'g'C'e'v'x'k'k'g'u'R'c'i'g'4/44+								&6.82.2.36;

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Ucvgo gpv'qh'Tgxgpwgu.'Gzr gpugu.'cpf 'Ej cpi gu'lp'Hwpf 'P gv'Rqukkqp
 Rtqr tkvct { 'Hwpf u
 Hqt'yj g'l gct'gpf gf 'Lwpg'52.'4239
 *lp'yj qwucpf u+

	Enterprise Funds							
	XVC Vtcpuks	3; ; 8 O gcu'D Vtcpuks	Gzr tguu Ncpgu	4222 O gcuwtg C	DCTV Qr gtcvpi	Lqkp F gxgnr o gpv	Vqcn	Kpvt pcn Ugtxleg Hwpf
OPERATING REVENUES:								
Htgu/'Vtcpuks	& 55.93;	& 0	& 0	& 0	& 0	& 0	& 55.93;	& 0
Htgu/'Retcvtcpuks	3.286	0	0	0	0	0	3.286	0
Vqmt'gxgpwgu'eqmgev	0	0	3.47:	0	0	0	3.47:	0
Cf xgt'wkp' 'cpf 'qj gtu	5.69:	0	0	0	0	0	5.69:	0
Ej cti gu'hqt'bgtxlegu	0	0	0	0	0	897	897	33.: 67
Total Operating Revenues	5: .483	0	3.47:	0	0	897	62.3: 6	33.: 67
OPERATING EXPENSES:								
Ncdqt'equv	543.: 46	0	0	0	0	0	543.: 46	0
O cvgt'knu'cpf 'lwr r'kgu	5: .878	0	0	0	0	0	5: .878	0
Ugtxlegu	56.759	0	: 84	0	425	3.345	58.947	0
Wlks'kgu	: : 73	0	5	0	0	0	: : 76	0
Ecuv'cnf' 'cpf 'hcd'kksf	8: ; 23	0	0	0	0	0	8: ; 23	0
Rw'ej cugf 't'cpur q'v'wkp	47.463	0	0	0	0	0	47.463	0
Ngcu'gu'cpf 't'epvcu	89:	0	0	0	0	0	89:	0
O k'ue'nc'p'g'wu	3.944	0	0	0	0	32	3.954	3: ; ; 3
F gr t'g'ek'v'kp' 'gzr gpug	8: .75;	0	0	0	0	0	8: .75;	0
Equu'cm'q'ec'v'g' 'w'ecr k'cn'cpf 'q'j g' t' r' t'qi t'co u	*49.863+	0	0	0	0	0	*49.863+	0
Er'ck'lo u'cpf 'ej cpi g'lp'hw'w'g'ec'ck'lo u'g'w'ck'lo cvgu	0	0	0	0	0	0	0	34.876
Total Operating Expense	69: .52:	0	: 87	0	425	3.355	6: 3.72;	36.867
Operating Income/(Loss)	*663.269+	0	5: 5	0	*425+	*67: +	*663.537+	*4.: 22+
NON-OPERATING REVENUES(EXPENSES):								
Ucvgu'v'z' 't'gxgpw'g	42: .227	0	0	42: .894	72.246	0	689.923	0
4222'O gcuwtg'C'qr gtcvpi 'cuuk'nc'peg	5: .737	0	0	*5: .737+	0	0	0	0
H'gf g'c'rl'qr gtcvpi 'cuuk'nc'peg'cpf 'q'j g' t' t'cp'w	6.454	0	0	0	0	0	6.454	0
H'gf g'c'rl'w'dukf { 'hqt'D'w'kf 'Co g'lec'D'q'pf u	0	0	0	: .975	0	0	: .975	0
Ucv'g'cpf 'h'q'c'rl'qr gtcvpi 'cuuk'nc'peg'i t'cp'w	332: ; 7;	0	0	0	0	0	332: ; 7;	0
Ec'nt'cl'p'w'dukf {	*. : 5; 2+	0	0	0	0	0	*. : 5; 2+	0
Ec'r k'cn'g'zr gpug'q'p'd'g'j c'hl'q'h' 'cpf 'eq'p't'k'd'w'k'p'	*8.6: 9+	0	0	*9: .7: 9+	0	0	*8.2: 6+	0
''''q'q'j g' t'ci g'p'ek'g	*5.492+	0	0	0	0	0	*5.492+	0
C'nc'o q'p'v'E'q't't'k'f 't'G'zr t'gu'u'w'dukf {	3.363	0	34	4.626	892	34;	6.578	325
lp'x'g'w'o gp'v'g'ct'p'k'p' u	*9.548+	0	0	*9: ; 4: +	0	0	*37.476+	0
4222'O gcuwtg'C' 't'gr c' {o gp'v'q'd'rk' cv'k'p'u	37.39:	0	0	*37.39: +	0	0	0	0
Q'j g' t'p'q'p'qr gtcvpi 'l'p'eq'o g	6.82;	0	0	629	0	0	7.238	846
Q'j g' t'p'q'p'qr gtcvpi 'gzr gpug	*798+	0	0	*4.574+	0	0	*4: ; 4: +	0
Total Non-operating Revenue (Expenses)	579.7: 2	0	34	98.898	72.8: 6	34;	6: 7.2: 3	949
Income (loss) before capital contributions	*5.689+	0	627	98.898	72.6: 3	*54: +	65.998	*4.295+
Vt'cpu'h'g' t'iq'o '3; ; 8'O gcuwtg'D'Vtcpuks	; 98	*. 98+	0	0	0	0	0	0
Ec'r k'cn'i t'cp'w'cpf 'eq'p't'k'd'w'k'p'u	5: .935	0	0	372.365	0	0	3: : : 78	0
Change in net position	*65.99: +	*. 98+	627	448.: 3;	72.6: 3	*54: +	454.854	*4.295+
Net Position, beginning of year	3: ; 99.9: 6	; 98	4.586	4.39: .656	3: 9.737	4: ; 42;	6.598.4: 4	*8.8: 5+
Net Position, end of year	&3: ; 56.228	& 0	& 4.98;	&4.627.475	& 45: .228	& 4: : : 2	&6.82: : ; 36	& *. 988+

Reconciliation of the Statement of Revenues, Expenses & Changes in Fund Net Position to the Statement of Activities:

Ej cpi g'lp'p'gv'r quks'qp'qh'yj g'G'p'v'tr tk'g'Hwpf u	454.854
Ej cpi g'lp'p'gv'r quks'qp'qh'yj g'lp'v't'p'c'ri Ugtxleg'Hwpf .y j lej 'd'g'p'h'ku'D'w'k'p'gu/v'f r g'C'ev'k'k'kgu	*4.295+
Ej cpi g'lp'p'gv'r quks'qp'qh'D'w'k'p'gu/v'f r g'C'ev'k'k'kgu *Rci g'4/45+	452.77;

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Ucwo gpv'qh'Ecu j "Hqy u"
 Rtqr tkgvct { "Hwpf u"
 Hqt'yj g[gct "Gpf gf 'Lwpg'52.'4239
 *k'vj qwucpf u+

	XVC Vtcpu kv	3; ; 8 O gcu'D Vtcpu kv	Gzr tguu Ncpgu	4222" O gcuw g'C	DCTV Qr gtcvpi	Lqpv F gxnqr o gpv	Vqcn Gpvt r kug Hwpf u	Kvgtpcn Ugtxleg Hwpf
CASH FLOWS FROM OPERATING ACTIVITIES								
Ecu j 'tgegkxgf 'Htqo 'tcpu kv'htgu	& 56.9: :	& ô	& ô	& ô	& ô	& ô	& 56.9: :	& ô
Ecu j 'tgegkxgf 'Htqo 'rctcvcpu kv'htgu	3.286	ô	ô	ô	ô	ô	3.286	ô
Ecu j 'tgegkxgf 'Htqo 'Vqmu	ô	ô	3.479	ô	ô	ô	3.479	ô
Ecu j 'tgegkxgf 'Htqo 'cf xgtvklpi	5.95;	ô	ô	ô	ô	ô	5.95;	ô
Ecu j 'rckf 'hqt 'hcdqt'equu	*49: .935+	ô	ô	ô	ô	ô	*49: .935+	ô
Ecu j 'rckf 'vq'wvr r rktu	*: .746+	ô	* 88+	ô	*375+	*3.355+	* 2.898+	ô
Ecu j 'rckf 'hqt 'r wtej cugf 'tcpu kv'htgu	*47.463+	ô	ô	ô	ô	ô	*47.463+	ô
Ecu j 'tgegkxgf 'Htqo 'eqpvtkwkqpu	ô	ô	ô	ô	ô	ô	ô	33.: 67
Rc{o gpw'u'o cf g'vq'dgpghtektlgu	ô	ô	ô	ô	ô	ô	ô	*35.8; : +
Rc{o gpw'u'o cf g'vq'yj kf 'rctv' 'eqpvtcevqtu	ô	ô	ô	ô	ô	ô	ô	* 24+
Qvj gt'tgegkr ul'rc{o gpw'u+	ô	ô	*348+	ô	*59+	: 26	863	ô
P gv'ecu j 'r tqxkf gf 'd{ P'wugf 'lp+'qr gtcvpi " *****cevxkklgu	*574.: : 9+	ô	487	ô	*3; 2+	*54; +	*575.363+	*4.877+
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES								
Qr gtcvpi 'i tcpu kv'tgegkxgf	338.848	ô	ô	: .975	ô	ô	347.59;	ô
Ucngu'vz'tgegkxgf	429.459	ô	ô	429.35;	6; .867	ô	686.243	ô
4222'O gcuw g'C'qr gtcvpi 'cuukncpeg	5: .454	ô	ô	*5: .454+	ô	ô	ô	ô
4222'O gcuw g'C'tgr c{o gpv'qdrki cvkqpu	37.39:	ô	ô	*37.39: +	ô	ô	ô	ô
Ecnrcp'uwdul'f {	* .5; 2+	ô	ô	ô	ô	ô	* .5; 2+	ô
Cncv qp'Eqttkf qt'Gzr tguu'uwdul'f {	*5.492+	ô	ô	ô	ô	ô	*5.492+	ô
Ecr kcr'eqpvtkwkqpu'vq'yj gt'ci gpekv	* .36: +	ô	ô	*9; .: 83+	ô	ô	*: .32; +	ô
P gv'ecu j 'r tqxkf gf 'd{ P'wugf 'lp+'pqp/evr kcr' *****hpcpelpi 'cevxkklgu	579.687	ô	ô	: 4.743	6; .867	ô	6: ; .853	ô
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES								
Rc{o gpv'qh'htgu /vgtv 'Tgdv	*46.957+	ô	ô	*4: .382+	ô	ô	*74.: ; 7+	ô
Rtqeggf u'htqo 'kuucpeg'qh'htgu 'vgtv 'Tgdv	32.252	ô	ô	ô	ô	ô	32.252	ô
Cf xcpeg*vq'htqo 'qyj gt'v qxgtpo gpw	*3.799+	*7; 5+	ô	*4: .65: +	ô	ô	*53.82: +	ô
kvgtgu'v'cpf 'qyj gt'htgu'rckf 'qp'htgu /vgtv 'Tgdv	*9: .88+	ô	ô	*32.943+	ô	ô	*3: .8: 9+	ô
Ces vku'kv'cpf 'eqpvtwv'qv'qh'evr kcr'cuugv	*77.: 4: +	*7+	ô	*526.295+	ô	*3; 2+	*582.3; 8+	ô
Ecr kcr'eqpvtkwkqpu'htqo 'qyj gt'gpvklgu	65.336	ô	ô	3; 8.: 86	ô	ô	45: .: 9:	892
Vtcpu kv'lp'htqo '3; : 8'O gcuw g'D'tcpu kv	; 98	ô	ô	ô	ô	ô	: 98	ô
Vtcpu kv'q'w'vq'XVC'tcpu kv	ô	* 98+	ô	ô	ô	ô	* 98+	ô
P gv'ecu j 'r tqxkf gf 'd{ P'wugf 'lp+'evr kcr'cpf " *****tgrv'gf hpcpelpi 'cevxkklgu	*58.2: 8+	*3.796+	ô	*397.74: +	ô	*3; 2+	*435.59: +	892
CASH FLOWS FROM INVESTING ACTIVITIES								
Rtqeggf u'htqo 'ucw'qh'lxp'guo gpw	887.568	ô	8.248	3.329.52:	678.539	88.346	4.523.343	336.988
Rwtej cug'qh'lxp'guo gpw	*883.55: +	ô	*8.284+	*3.254.8; 9+	*735.8: 6+	*87.; 66+	*4.49; .947+	*332.86: +
kvgtgu'v'pego g'tgegkxgf	5.322	ô	58	8.; 58	4.: ; 2	649	35.5: ;	568
P gv'ecu j 'r tqxkf gf 'd{ P'wugf 'lp+'lxp'guo gpw' *****cevxkklgu	9.32:	ô	ô	: 3.769	*76.699+	829	56.9: 7	6.686
NET INCREASE/(DECREASE) IN CASH AND CASH EQUIVALENTS	*46.622+	*3.796+	487	*33.682+	*7.244+	:	*64.325+	4.69;
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	7; .6; 8	3.796	354	93.476	7.73;	453	35: .428	679
CASH AND CASH EQUIVALENTS, END OF YEAR	& 57.2; 8	& ô	& 5; 9	& 7; 9; 6	& 6; 9	& 53;	& ; 8.325	& 4; 58

(continued on next page)

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Ucvgu gpv'qh'Ecuj "Hqy u
 Rtqr tkgvct { "Hwfp u"(continued)
 Hqt "vj g" gct "Gpf gf "Lwpg"52."4239
 *Kp "vj qwuicpf u+

	XVC Vtcukv	3; ; 8 O gcu'D Vtcukv	Gzr tguu Ncpgu	4222" O gcuwtg'C	DCTV Qr gtcvpi	Lqkp F gxgrq o gpv	Vqcn Gpvt r tkug Hwfp u	Kpvt pcn Ugtxleg Hwfp
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED BY/ (USED IN) OPERATING ACTIVITIES								
Operating income/(loss)	&663.269+	& 0	& 5; 5	& 0	& *425+	& *67; +	&*663.537+	& *4.; 22+
Cf lwuo gpw'uq' tgeqpekq'qr gtcvpi "" """"kpeqo g""tquu+""q' p'gv'ecuj 'r tqxkf gf """" """"d { 'fwgf 'kp+qr gtcvpi 'cevxkkgu<								
F gr tgelevqp	8; .75;	0	0	0	0	0	8; .75;	0
Ej cpi gu'kp'qr gtcvpi 'cuugw'cpf 'hcdkkgu<								
Qvj gt'ewtgpv'cuugw	36.; :;	0	0	0	0	0	36.; :;	0
Tgegkcdrgu	567	0	*4+	0	0	0	565	0
Kpxgpvtkgu	*5.634+	0	0	0	0	0	*5.634+	0
Ceeqpw'Rc { cdrng	8.546	0	*348+	0	35	0	8.433	0
Qvj gt 'ceetwgf 'hcdkkgu	6; 7	0	0	0	0	0	6; 7	367
F gr quku'itqo "qij gtu	*326+	0	0	0	0	0	*326+	0
Wpgctpgf "Tgxgpwg	; : 7	0	0	0	0	34;	3.336	0
Net cash provided by/(used in) operating activities	&574.; : 9+	& 0	& 487	& 0	& *3; 2+	& *54; +	&*575.363+	& *4.877+
Tgeqpekkg'q'qh'ecuj "cpf "ecuj "gs wxcrgpw'u'q" """"vj g'Ucvgu gpv'qh'Hwfp "P gv'Rqukkq-<								
Unrestricted:								
Ecuj "cpf "ecuj "gs wxcrgpw	& 54.; 53	& 0	& 5; 9	& 0	& 0	& 53;	& 55.769	& 4.; 58
Restricted:								
Ecuj "cpf "ecuj "gs wxcrgpw	0	0	0	3.299	6; 9	0	3.796	0
Ecuj "cpf "ecuj "gs wxcrgpw'y kj 'hucen' """"ci gpv	4.487	0	0	7; .939	0	0	82.; : 4	0
	& 57.2; 8	& 0	& 5; 9	& 7; 9; 6	& 6; 9	& 53;	& ; 8.325	& 4.; 58
NONCASH ACTIVITIES:								
Kp'et gcug P'F get gcug+lp' hclt 'xcnwg'q'hi' """"kpxguo gpw	& *4.3; 9+	& 0	& *43+	& *5.; 84+	& *3.; 59+	& *477+	& *.494+	& *465+
P qpecuj "ecr kcr'eqpvtkdwkqpu	3.3; :	0	0	73.625	0	0	74.823	0
Co qt w' c'kq'gzr gpug'qh'Ecm'clp" """"Ceeuu'Hgg	0	0	0	*. : 4+	0	0	*. : 4+	0
Total non-cash activities	& *.; : +	& 0	& *43+	& 68.87;	& *3.; 59+	& *477+	& 65.669	& *465+

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Dempeg'Uj gg
 I qxgtpo gpcn'Hwpf u
 Lwpg'52.'4239
 *k'v'j qwucpf u+

	Ur gelcn Tgxgpwg'Hwpf u		Ecr kcn'Rtqlgew Hwpf	
	4238" O gcwtg'D Rtqi tco	Eqpi guwqp O cpci go gpv Rtqi tco	Eqpi guwqp" O cpci go gpv(J ki j y c { " Rtqi tco	Vqwen I qxgtpo gpcn Hwpf u
ASSETS				
<i>Restricted assets:</i>				
Ecu j "cpf "ecuj "gs wxccrgpvu	& 34.328	& 0	& 34.; 42	& 47.248
F wg'ltqo "qyj gt"ci gpekgu	5: .243	: 63	7.743	66.5: 5
TOTAL ASSETS	<u>& 72.349</u>	<u>& : 63</u>	<u>& 3: .663</u>	<u>& 8; .62;</u>
LIABILITIES				
<i>Liabilities payable from restricted assets:</i>				
Ceeqwpvur'rc{cdrg	& 9	& 4	& 4.6; 4	& 4.723
Wpgctpgf'tgxgpwg	72.349	0	0	72.349
F wg"v"qyj gt'hwpf u	3.878	346	445	4.225
F wg"v"qyj gt"ci gpekgu	0	326	37.948	37.: 52
TOTAL LIABILITIES	<u>73.9; 2</u>	<u>452</u>	<u>3: .663</u>	<u>92.683</u>
FUND BALANCES				
Tgutlevgf	0	833	0	833
Wpcuuki pgf	*3.885+	0	0	*3.885+
TOTAL FUND BALANCES	<u>*3.885+</u>	<u>833</u>	<u>0</u>	<u>*3.274+</u>
TOTAL LIABILITIES AND FUND BALANCES	<u>& 72.349</u>	<u>& : 63</u>	<u>& 3: .663</u>	<u>& 8; .62;</u>

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Ucvgo gpv'qh'Tgxgpwgu."Gzr gpf kwt gu."cpf "Ej cpi gu"lp"Hwfp "Dcncpegu
 I qxgtpo gpvcnHwfp u
 Hqt"vj g'l gct"gpf gf "Lwpg"52."4239
 *k"vj qwucpf u+

	Ur gekn Tgxgpwg"Hwfp u		Ecr ken Rtqlgeu Hwfp	
	4238 O gcwtg'D Rtqi tco	Eqpi gukqp O cpci go gpv Rtqi tco	Eqpi gukqp O cpci go gpv ('J ki j y c{ Rtqi tco	Vqvcn I qxgtpo gpvcn Hwfp u
REVENUES:				
Cuuguo gpv'q'o go dgt'ci gpeku	& ô	& 4.629	& ô	& 4.629
Hgf gtcn' tcv'tgxgpwgu	ô	3.43;	4.95;	5.; 7:
Cf o kpkwtcvkxg'hggu	ô	364	ô	364
Ucvg'cpf "mecn' tcvu	ô	; 88	; .246	; ; ; 2
Qvj gt'tgxgpwgu	ô	346	ô	346
Kpxguo gpv'gctkpi u	ô	9	ô	9
TOTAL REVENUES - CURRENT	ô	6.: 87	33.985	38.84:
EXPENDITURES:				
<i>Congestion Management:</i>				
XVC"rxdqt"cpf "qxgtj gcf "equu	ô	6.473	3.: 99	8.34:
Rtqhgukqpcn'ugtxlegu	3.885	3.27:	ô	4.943
O cvgtkn'cpf "ugtxlegu	ô	3;	ô	3;
Eqpvtkdwkqp"q'ci gpeku	ô	: 5	ô	: 5
Ecr ken'gzr gpf kwt gu"qp"dgi crh'qh'qvj gt'ci gpeku	ô	ô	; : : 8	; : : 8
TOTAL EXPENDITURES	3.885	7.633	33.985	3: .: 59
PGVEJ CPI G'RP "HWP F "DCNCPEGU	*3.885+	*768+	ô	*4.42; +
FUND BALANCES, BEGINNING OF YEAR	ô	3.379	ô	3.379
FUND BALANCES, END OF YEAR	& *3.885+	& 833	& ô	& *3.274+

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Statement of Fiduciary Net Position
Fiduciary Funds
June 30, 2017
(In thousands)

	ATU Pension, ATU Medical & OPEB Trust Funds	Agency Funds
	<u> </u>	<u> </u>
ASSETS		
Cash and investments:		
Cash and Cash Equivalents	\$ 1,827	\$ 592
Corporate Bond	96,103	—
U.S. Government Securities	33,229	—
U.S. Agency notes	63,314	—
Equity Based	127,505	—
Mutual Funds	526,109	—
Money Market Funds	7,599	—
Investment Pool	547	31,328
Receivables	1,371	—
Prepaid Expenses	861	—
Due from other agencies	10	—
TOTAL ASSETS	<u><u>\$ 858,475</u></u>	<u><u>\$ 31,920</u></u>
LIABILITIES		
Accounts payable	\$ 241	\$ 47
Program payable	—	31,873
TOTAL LIABILITIES	<u><u>241</u></u>	<u><u>\$ 31,920</u></u>
NET POSITION		
<i>Restricted for:</i>		
ATU Pension benefits	531,467	
Retiree medical benefits	299,894	
ATU Retiree spousal medical benefits	15,887	
ATU Retiree dental and vision benefits	10,986	
TOTAL NET POSITION	<u><u>\$ 858,234</u></u>	

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Statement of Changes in Fiduciary Net Position
for the Year ended June 30, 2017
(In thousands)

	ATU Pension, ATU Medical & OPEB Trust Funds
ADDITIONS	
Employee Contributions	\$ 1,070
Employer Contributions	33,381
Total Contributions	34,451
Investment earnings:	
Investment income	34,426
Net appreciation in the fair value of investments	64,689
Investment expense	(2,471)
Net investment income	96,644
TOTAL ADDITIONS	131,095
DEDUCTIONS	
Benefit payments	53,076
Administrative expenses	349
TOTAL DEDUCTIONS	53,425
CHANGE IN NET POSITION	77,670
Net Position, Beginning of year	780,564
Net Position, End of year	\$ 858,234

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**NOTES TO THE BASIC FINANCIAL
STATEMENTS**

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NOTE 1 – THE FINANCIAL REPORTING ENTITY

Santa Clara Valley Transportation Authority (VTA), which was established in 1972, develops, maintains, and operates a public mass transit system for the benefit of the residents of the County of Santa Clara (County), California (State). VTA's governing board consists of two members of the County Board of Supervisors, five City Council members from the City of San Jose, and five City Council members selected from among the remaining incorporated cities in the County.

The accompanying basic financial statements also include the financial activities of the Santa Clara Valley Transportation Authority Amalgamated Transit Union (ATU) Pension Plan and the Other Post Employment Benefit Plan (the Plans) in the Trust Funds. The financial activities of the Plans are included in the basic financial statements because they exclusively serve the employees of VTA. Due to the fact that the Plans are fiscally dependent on VTA, they are considered trust funds by VTA.

The Santa Clara Valley Transportation Authority Congestion Management Program (CMP) was created in 1990 in response to Proposition 111. The CMP is not legally separate from VTA. The CMP is responsible for the development and implementation of the Valley Transportation Plan (VTP), the long-range transportation and land use plan for the County, and for preparing and implementing the state-mandated CMP. It is also responsible for the programming and oversight of discretionary federal, state, and local funds, and for serving as the program manager for certain countywide grant funds, including the Transportation Fund for Clean Air (TFCA). Annual contributions from 17 member agencies are based on a formula adopted by the VTA Board of Directors. The contribution formula considers each member agency's share of Proposition 111, state gas tax monies, as well as employment within the County. The CMP is included as a major governmental fund in the accompanying basic financial statements.

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

(a) *Basis of Presentation*

Government-wide Financial Statements - The Statement of Net Position and Statement of Activities display information about VTA as a whole. These statements include the financial activities of the overall government, except for fiduciary activities. Eliminations have been made to minimize the double counting of internal activities. These statements distinguish between the *business-type* and *governmental activities* of VTA. Business-type activities, which normally rely to a significant extent on fees charged to external parties, are reported separately from governmental activities, which normally are supported by taxes and inter-governmental revenues.

The statement of activities presents a comparison between direct expenses and program revenues for the business-type and governmental activities. Direct expenses are those that are specifically associated with a program or function and; are, therefore, clearly identifiable to a particular function. Program revenues include: 1) charges paid by the recipients of goods or services offered by the programs and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular program. Revenues that are not classified as program revenues, including all taxes, are presented as general revenues.

Fund Financial Statements - The fund financial statements provide information about VTA's funds, including fiduciary funds. Separate statements for each fund category – *proprietary, governmental, and fiduciary* – are presented. The emphasis of fund financial statements is on the major governmental and the enterprise funds, each displayed in separate columns.

The Proprietary Funds are used to account for activities for which a fee is charged to external or internal users for goods or services. VTA reports the following Enterprise Funds:

- The VTA Transit Fund accounts for the transit operations of VTA. The primary sources of funding for transit operations are the TDA, one-half cent sales tax, farebox collections, and federal/state grants. Starting in FY 2017, the 1996 Measure B Transit activities were incorporated in VTA Transit Fund as the affairs of the program continue to wind down. The 1996 Measure B Transit used to account for sales tax collected from all the 1996 Measure B Transit Improvement Program.
- The 2000 Measure A Fund is used to account for the 2000 Measure A Transit Improvement Program funded through one-half cent sales tax as approved in an election by voters of County of Santa Clara requiring that sales tax revenues be expended on projects included in the scope of 2000 Measure A.
- The BART Operating Fund is used to account for the 1/8-cent sales tax approved in an election by voters of County of Santa Clara requiring that sales tax revenues be expended on operations, maintenance, improvement and future capital needs of the 16.1 mile VTA's BART Silicon Valley Extension.
- The Express Lanes Fund is used to account for operations of the 237/880 Express Lanes. The primary source of funding for the operations is toll revenues.
- The Joint Development Fund is used to set aside the proceeds generated from VTA's Joint Development Program, whose mission is to maximize the economic value of the agency's real estate assets through site-appropriate development. The aggregated funds may be appropriated for the continued operation and development of VTA through formal action by the VTA Board of Directors.

Additionally, VTA reports on Internal Service Fund. The fund is used to account for compensated absences and risk management activities of VTA, which are managed through a combination of purchased insurance and self-insurance.

The Governmental Funds are used to account for VTA's general governmental activities where the proceeds of specific revenue sources are legally restricted to expenditures for specific purposes and for the acquisition of capital assets or construction of major capital projects (other than those financed by the Enterprise Funds).

- The 2016 Measure B Special Revenue Fund is used to account for the 2016 Measure B Program funded through one-half cent sales tax approved in an election by voters of County of Santa Clara requiring that sales tax revenues be expended on enhancing transit, highways, expressways and active transportation (bicycles, pedestrians and complete streets).
- The Congestion Management Program Special Revenue Fund is used to account for the congestion management planning, programming, and development services for Santa Clara County. Major sources of revenue for this fund are member agency assessments, and federal and state grants.
- The Congestion Management and Highway Program Capital Projects Fund (CMHP) is used to account for the acquisition of capital assets and construction of highway projects administered on behalf of State and other local governments (other than those accounted for in the 1996 Measure B Highway Program Capital Projects Fund). Starting in FY 2017, CMHP Fund incorporated the activities of 1996 Measure B Highway Program Capital Projects as the program continues to wind down.

The Fiduciary Funds are used to account for assets held by VTA as a trustee or as an agent for others and which assets cannot be used to support its own programs. This includes VTA's trust and agency funds as follows:

- VTA Trust Funds include retiree funds namely VTA/ATU Pension Plan, Other Post-Employment Benefits Trust (OPEB), ATU Spousal Medical, and Retiree Dental/Vision Plan.
- VTA Agency Funds include:
 - Bay Area Air Quality Management District (BAAQMD) which accounts for the activities that relate to the Transportation Fund for Clean Air (TFCA) program.
 - Senate Bill (SB) 83 Vehicle Registration Fund (VRF) was established to administer the vehicle registration fee collected under SB 83 and approved by voters in 2010.

(b) *Basis of Accounting and Measurement Focus*

The government-wide, business-type activities, proprietary funds, and fiduciary trust funds financial statements are reported using the accrual basis of accounting and the economic resources measurement focus. Revenues are recorded when earned and expenses are recorded at the time liabilities are incurred, regardless of when the related cash flows take place. Non-exchange transactions in which VTA gives (or receives) value without directly receiving (or giving) equal value in exchange, include sales tax and grants. Revenues from sales tax are recognized when the underlying transactions take place. Therefore, recorded sales taxes include an accrual for amounts collected by the State Board of Equalization but not remitted to VTA at the end of the fiscal year. Revenues from grants are recognized in the fiscal year in which all eligibility requirements have been satisfied. Eligibility requirements for the purchase of right-of-way are considered met once the acquisition has settled. Fiduciary trust funds are also reported using accrual basis of accounting and the economic resources measurement focus. Agency funds have no measurement focus but utilizes the accrual basis of accounting for reporting assets and liabilities.

VTA's operating revenues are generated directly from its transit operations and consist principally of passenger fares. Operating expenses for the transit operations include all costs related to providing transit services. These costs include labor, fringe benefits, materials, supplies, services, utilities, leases and rentals, purchased transportation, and depreciation on capital assets. All other revenue and expenses not meeting these definitions are reported as non-operating revenues and expenses.

The governmental fund financial statements are reported using the *current financial resources measurement focus* and the *modified accrual basis of accounting*. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, VTA considers revenues to be available if they are collected within 180 days of the end of the current fiscal period. Expenditures are generally recorded when a liability is incurred, as under accrual accounting. However, debt service expenditures are recorded only when payment is due. General capital asset acquisitions are reported as expenditures in governmental funds. Issuance of long-term debt and acquisitions under capital leases are reported as other financial sources.

Sales taxes and interest associated with the current fiscal period are all considered to be susceptible to accrual; and so have been recognized as revenues of the current fiscal period. Entitlements are recorded as revenues when all eligibility requirements are met, including any time requirements, and the amount is received during the period or within the availability period

for this revenue source (within 180 days of year end). Expenditure-driven grants are recognized as revenue source when the qualifying expenditures have been incurred and all other eligibility requirements have been met, and the amount is received during the period or within the availability period for this revenue source (within 180 days of year end). All other revenue items are considered to be measurable and available only when cash is received by the government.

(c) *Cash and Investments*

VTA contracts with money management firms to manage most of its investment portfolio. VTA's investment program manager has oversight responsibility for investments managed by these firms. The securities are held by a third-party custodial bank. Purchases and sales of securities are reflected on the trade date. The remaining cash balances in certain VTA funds are invested in the Local Agency Investment Fund (LAIF). Unless there are specific legal or contractual requirements for specific allocations, income earned or losses arising from investments are allocated on a monthly basis to the appropriate fund(s) based on their average daily balances.

Cash and cash equivalents include cash on hand, demand deposits, and short-term investments, which are readily convertible to known amounts of cash. Restricted and unrestricted cash, and cash equivalents and cash and investments with fiscal agents are considered to be cash and cash equivalents for purposes of the accompanying statement of cash flows. Access to cash and investments with fiscal agents is similar to that of a demand deposit account and, therefore, investments are considered to be cash equivalents.

VTA has reported its investments at fair value based on quoted market information, from its fiscal agent for actively managed accounts and from management firms for commingled accounts. The fair value of VTA's investments commingled in LAIF state pool is based on VTA's cash positions in the commingled accounts as of the end of the fiscal year.

(d) *Inventories*

Inventories are valued at cost using the weighted average method, which approximates market. They are charged to expense at the time individual items are withdrawn from inventory (consumption method). Inventory consists primarily of parts and supplies relating to the maintenance of transportation vehicles and facilities.

(e) *Restricted Assets*

Restricted assets consist of monies and other resources, the use of which are legally restricted for capital, as well as debt service and collateral for swaps.

(f) Bond Discounts, Premiums, and Bond Refunding Gains/Losses

Bond refunding gains/losses for the government-wide statement of net position and the proprietary funds are reported as deferred inflows/outflows of resources and amortized on a straight line basis over a period equal to the term of the related bond. The discounts and premiums are amortized using the effective interest rate method. Bond discounts and premiums in the government-wide and proprietary funds are presented as a reduction and addition, respectively, of the face amount of bonds payable.

(g) Capital Assets

It is VTA’s policy that assets with a value of \$5,000 or more, and a useful life beyond one year are capitalized, and included in the capital asset accounting system and depreciated over their estimated useful lives. Property, facilities, and equipment are stated at historical cost. Normal maintenance and repair costs are charged to operations as incurred. Donated capital assets are stated at acquisition value. Improvements are capitalized and depreciated over the remaining useful lives of the related assets.

Depreciation is computed using the straight-line method over estimated useful lives as follows:

Asset being Depreciated	Useful Life
Buildings, improvements, furniture, and fixtures	5 to 50 years
Vehicles (excluding light-rail vehicles)	5 to 12 years
Light-rail tracks, electrification, and light-rail vehicles	25 to 30 years
Leasehold improvements	10 to 35 years
Other operating equipment	5 to 10 years

Depreciation on such assets is included in the accompanying statement of activities and proprietary statement of revenues, expenses, and changes in fund net position.

Interest is capitalized on construction in progress. Accordingly, interest that is capitalized is the total interest cost from the date of the borrowing until the specified asset is ready for its intended use. In the current year, VTA capitalized total interest expense and other bond charges of \$44 million relating to the 2000 Measure A Transit Improvement Projects.

(h) Vacation and Sick Leave Benefits

It is the policy of VTA to permit employees to accumulate unused vacation and sick leave benefits up to the limit designated in the various collective bargaining agreements. As vacation and sick leave are used during the year, they are reported as expenses. Additionally, there is an

amount charged each month to accrue the estimated increase in unused vacation and sick leave. The balance reflecting the year-end value of unused vacation and sick leave is reported in the Internal Service Fund.

(i) *Self-Insurance*

VTA retains \$3 million in self-insurance for general liability and completely self-insures workers' compensation claims. Estimated losses on claims other than workers' compensation claims are charged to expense in the period the loss is determinable. Estimated losses for workers' compensation claims are charged to expense as a percentage of labor in each accounting period. The costs incurred for workers' compensation and general liability (including estimates for claims incurred but not yet reported) are reported in the Internal Service Fund based on an actuarial determination of the present value of estimated future cash payments (see Notes 14 and 16).

(j) *Net Position*

The government-wide and proprietary funds financial statements utilize a net position presentation. Net Position is categorized as net investment in capital assets, restricted, and unrestricted.

- *Net Investment in Capital Assets* - This category groups all capital assets, including infrastructure and intangibles, into one component of net position. Accumulated depreciation and the outstanding balances of debt that are attributable to the acquisition, construction, or improvement of these assets reduce the balance of this category.

The Statement of Fund Net Position as of June 30, 2017, on pages 2-24 and 2-25 reports that enterprise fund net position invested in capital assets (net of related debt) is \$3.7 billion.

- *Restricted Net Position* - This category consists of debt service collateral, Swap collateral, retention, amounts restricted for 1996 Measure B Transit, 2000 Measure A capital programs, BART Operating, 2016 Measure B Program and Congestion Management Program.

The Statement of Fund Net Position on pages 2-24 and 2-25 reports that enterprise funds restricted net position amount to \$740 million as of June 30, 2017, of which \$488.6 million and \$238.0 million are restricted by enabling legislation for the 2000 Measure A Sales Tax and BART Operating Sales Tax programs, respectively. The 2000 Measure A half-cent sales tax was approved by Santa Clara County voters to fund certain transportation-

related projects. The BART Operating 1/8-cent sales tax is dedicated to the operation, maintenance, improvement, and future capital needs of the BART Silicon Valley Extension. When both restricted and unrestricted net positions are available, unrestricted resources are used only after the restricted resources are depleted.

The balance sheet of the Governmental Funds reports fund balance for CMP and 2016 Measure B programs of \$611 thousand surplus and \$1.7 million deficit, respectively. The 2016 Measure B is a half-cent sales tax to fund activities on enhancing transit, highways, expressways, and other active transportation. Tax collection began in April 2017 and VTA received initial allocation of \$12.1 million in June 2017. The initial allocation was reported as a liability due to the Measure undergoing legal challenge.

- *Unrestricted Net Position* The remaining unrestricted net position, although not legally restricted, have been earmarked for future capital and operating needs, as well as for other purposes in accordance with Board directives. Unrestricted Net Position earmarks within proprietary funds consist of the following (in thousands):

	Proprietary Funds				
	VTA Transit Fund	Express Lanes Fund	Joint Development Fund	Total Enterprise Funds	Internal Service Fund
Local share of capital projects	\$ 129,021	\$ —	\$ 6,309	\$ 135,330	\$ —
Debt reduction	49,540	—	—	49,540	—
Express Lane	—	2,769	—	2,769	—
Joint Development	—	—	21,887	21,887	—
Irrevocable transfer made to OPEB trust fund	15,865	—	—	15,865	—
Sales tax stabilization	35,000	—	—	35,000	—
Operating reserve	66,659	—	—	66,659	—
Inventory and prepaid expenses	36,688	—	—	36,688	—
Workers' Compensation, General Liability & Compensated Absences	—	—	—	—	(8,766)
Net Pension Liability (GASB 68)*	(210,304)	—	—	(210,304)	—
Total	\$ 122,469	\$ 2,769	\$ 28,196	\$ 153,434	\$ (8,766)

*Represents amount owed by VTA for benefits provided through a defined benefit pension plan (net of related deferred inflows/outflows). This consists of \$83 million for CalPERS and \$127.3 million for ATU.

(k) Cost Allocated to Capital and Other Programs

On the Statement of Revenues, Expenses, and Changes in Fund Net Position, the VTA Transit Fund reports \$28 million as costs allocated to capital and other programs. This amount represents

a credit for direct and indirect labor and associated fringe benefits, reproduction and mileage costs, and other costs that were capitalized as construction in progress.

(l) *Estimates*

VTA's management has made a number of estimates and assumptions relating to the reporting of assets, deferred outflows of resources, liabilities, deferred inflows of resources, revenues, expenses, and certain disclosures to prepare the basic financial statements in conformity with GAAP. Actual results could differ from those estimates.

(m) *Fund Balance - Governmental Funds*

The Congestion Management Program and the 2016 Measure B Program Fund balances are classified as restricted. These are amounts that can be spent only for specific purposes because of enabling legislation or constraints that are externally imposed by creditors, grantors, contributors, or the laws or regulations of other governments. VTA's governmental funds reports only restricted Fund balances except when the residual amount is negative which is then reported as unassigned Fund balance.

(n) *Spending Order Policy*

When expenses are incurred for purposes for which both restricted and unassigned fund balances are available, VTA considers restricted funds to have been spent first.

(o) *Intangible Assets*

These refer to the \$10 million payment made to Union Pacific railroad in January 2005 for Caltrain right-of-way access right. This asset is amortized over 15-year period using the straight line method.

(p) *Transfers In/(Out)*

The Transfers represent the interfund transactions between funds. During FY 2017, there was a transfer of \$976 thousand from 1996 Measure B Transit Fund to VTA Transit Fund as the 1996 Measure B program approaches completion.

(q) *New Accounting Pronouncements*

GASB Statement No. 73 - In June 2015, GASB issued Statement No. 73, *Accounting and Financial Reporting for Pensions and Related Assets that are Not within the Scope of GASB Statement No. 68, and Amendments to Certain Provisions of GASB Statements No. 67 and No. 68*. The objective of this statement establishes requirements for those pensions and pension plans that are not administered through a trust meeting specified criteria. The requirements of the Statement that address accounting and financial reporting by employers and governmental

nonemployer contributing entities for pensions that are not within the scope of Statement 68 are effective for financial statements for fiscal years beginning after June 15, 2016, or the FY 2017. This statement did not have an impact on VTA's financial statement.

GASB Statement No. 74 - In June 2015, GASB issued Statement No. 74, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans*. The objective of the Statement is to address the financial reports of defined benefit OPEB plans that are administered through trusts that meet specified criteria. The Statement requires more extensive note disclosures and RSI related to the measurement of the OPEB liabilities for which assets have been accumulated. The Statement is effective for periods beginning after June 15, 2016, or the FY 2017. The pronouncement is applicable to OPEB plans. This statement did not have an impact on VTA's financial statement.

GASB Statement No. 75 - In June 2015, GASB issued Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other than Pensions*. The objective of the Statement is to replace the requirements of GASB Statement No. 45. In addition, the Statement requires governments to report a liability on the face of the financial statements for the OPEB provided and requires governments to present more extensive note disclosures and required supplementary information about their OPEB liabilities. The Statement is effective for the periods beginning June 15, 2017, or the FY 2018. VTA has not determined the effect of the statement.

GASB Statement No. 77 - In August 2015, GASB issued Statement No. 77, *Tax Abatement Disclosures*. The objective of this Statement is to provide financial statement users with essential information about the nature and magnitude of the reduction in tax revenues through tax abatement programs. This GASB statement is effective with Fiscal Year Ending June 30, 2017. This statement did not have an impact on VTA's financial statement.

GASB Statement No. 79 - In December 2015, GASB issued Statement No. 79, *Certain External Investment Pools and Pool Participants*. The Statement addresses accounting and financial reporting for certain external investment pools and pool participants. The Statement establishes criteria for an external investment pool to qualify for making the election to measure all of its investments at amortized cost for financial reporting purposes. The Statement establishes additional note disclosure requirements for qualifying external investment pools that require measure all of their investments at amortized cost for financial reporting purposes and for governments that participate in those pools. Both the qualifying external investment pools and their participants are required to disclose information about any limitations or restrictions on participant withdrawals. The Statement is effective for the periods beginning after June 15, 2016,

or the FY 2017, except for certain provisions on portfolio quality, custodial credit risk, and shadow pricing. This statement did not have an impact on VTA's financial statement.

GASB Statement No. 80 - In January 2016, GASB issued Statement No. 80, Blending Requirements for Certain Component Units - An Amendment of GASB Statement No. 14. The objective of the Statement is to improve financial reporting by clarifying the financial statement presentation requirements for certain component units. This Statement amends the blending requirements established in paragraph 53 of Statement No. 14, The Financial Reporting Entity, as amended. The additional criterion requires blending of a component unit incorporated as a not-for-profit corporation in which the primary government is the sole corporate member. The Statement is effective for the reporting periods beginning after June 15, 2016, or the FY 2017. This statement did not have an impact on VTA's financial statement.

GASB Statement No. 81 - In March 2016, GASB issued Statement No. 81, Irrevocable Split-Interest Agreements. The objective of the Statement is to improve financial reporting for irrevocable split-interest agreements by providing recognition and measurement guidance for situations in which a government is a beneficiary of the agreement. The Statement requires that a government that receives resources pursuant to an irrevocable split-interest agreement recognize assets, liabilities, and deferred inflows of resources at the inception of the agreement. Furthermore, the Statement requires that a government recognize assets representing its beneficial interests in irrevocable split-interest agreements that are administered by a third party, if the government controls the present service capacity of the beneficial interests. The Statement requires that a government recognize revenue when the resources become applicable to the reporting period. The Statement is effective for the reporting periods beginning after December 15, 2016, or the FY 2018. VTA has not determined the effect of the statement.

GASB Statement No. 83 - In November 2016, GASB issued Statement No. 83, Certain Asset Retirement Obligations (AROs). The objective of the Statement is to establish criteria for determining the timing and pattern of recognition and a corresponding deferred outflows of resources for AROs. The Statement requires ARO measurement to be based on best estimate of the current value of outlays expected to be incurred, and updated annually for inflation/deflation and all relevant factors. In addition, a government is required to measure the deferred outflows of resources associated with the ARO at the amount of the corresponding liability upon initial measurement and expensed in a systematic and rational manner over the estimated useful life of the tangible capital asset. The Statement is effective for the reporting periods beginning after June 15, 2018, or the FY 2019. VTA has not determined the effect of the statement.

GASB Statement No. 84 - In January 2017, GASB issued Statement No. 84, Fiduciary Activities. The objective of the Statement is to provide guidance over (a) fiduciary components, (b) Pension and OPEB arrangements that are not component units if they control the assets, and, if they are Pension and OPEB plans that are trusts, or assets that are not pension and OPEB trusts, but are accumulated for pension and OPEB, as described in Statements 73 and 74, (c) a government controlling the asset of an activity if it holds the assets or has the ability to direct use, exchange, or employment of the assets, (d) other fiduciary activities defining private-purpose trust funds and custodial funds, (e) the financial reporting of fiduciary funds in the basic financial statements. The Statement is effective for the reporting periods beginning after December 15, 2018, or the FY 2020. VTA has not determined the effect of the statement.

GASB Statement No. 85 - In March 2017, GASB issued Statement No. 85, Omnibus 2017. The issuance of the Statement addresses a wide variety of topics covering various practice issues arising from implementation and application of certain GASB statements, as follows: (a) blending a component unit in circumstances in which the primary government is a business-type activity that reports in a single column for financial statement presentation, (b) reporting amounts previously reported as goodwill and "negative" goodwill, (c) classifying real estate held by insurance entities, (d) measuring certain money market investment contracts at amortized cost, (e) timing of the measurement of pension or OPEB liabilities and expenditures recognized in financial statements prepared using the current financial resources measurement focus, (f) recognizing on-behalf payments for pensions or OPEB in employer financial statements, (g) presenting payroll-related measures in required supplementary information for purposes of reporting by OPEB plans and employers that provide OPEB, (h) classifying employer-paid member contributions for OPEB, (i) accounting and financial reporting for OPEB provided through certain multiple-employer defined benefit OPEB plans. The Statement is effective for the reporting periods beginning after June 15, 2017, or the FY 2018. VTA has not determined the effect of the statement.

GASB Statement No. 86 - In May 2017, GASB issued Statement No. 86, Certain Debt Extinguishment Issues. The Statement is to provide guidance over In-substance defeasance of debt using only "existing" resources to fund an irrevocable trust to satisfy scheduled payments of the defeased debt (i.e., resources other than proceeds of refunding debt). The Statement is effective for the reporting periods beginning after June 15, 2017, or the FY 2018. VTA has not determined the effect of the statement.

NOTE 3 - CASH AND INVESTMENTS

Total cash and investments as of June 30, 2017, are reported in the accompanying basic financial statements as follows (in thousands):

	Enterprise Funds	Internal Service Fund	Governmental Funds	Retiree Trust Funds	Agency Funds	Total
Unrestricted:						
Cash and Cash Equivalents	\$ 33,547	\$ 2,936	\$ —	\$ —	\$ —	\$ 36,483
Investment	263,578	41,612	—	—	—	305,190
Total unrestricted	<u>297,125</u>	<u>44,548</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>341,673</u>
Restricted:						
Cash and Cash Equivalents	1,574	—	12,920	1,827	592	16,913
Cash and Cash Equivalents with Fiscal Agents	60,982	—	12,106	—	—	73,088
Investments	705,078	—	—	854,406	31,328	1,590,812
Total restricted	<u>767,634</u>	<u>—</u>	<u>25,026</u>	<u>856,233</u>	<u>31,920</u>	<u>1,680,813</u>
Total Cash and Investments	<u><u>\$ 1,064,759</u></u>	<u><u>\$ 44,548</u></u>	<u><u>\$ 25,026</u></u>	<u><u>\$ 856,233</u></u>	<u><u>\$ 31,920</u></u>	<u><u>\$ 2,022,486</u></u>

As of June 30, 2017 total cash and investments among all funds consisted of the following (in thousands):

Cash & Cash Equivalents	\$ 53,396
Cash & Cash Equivalents with Fiscal Agents	73,088
Investments	1,896,002
Total	<u><u>\$ 2,022,486</u></u>

Cash and Cash Equivalents

VTA maintains several checking accounts related to its operations. These checking accounts earn interest based on the bank's sweep rate. At June 30, 2017, the carrying amounts of these cash balances are shown below (in thousands):

Operation Account	\$ 40,476
CM&HP Account	12,920
Total Deposits	<u><u>\$ 53,396</u></u>

Investments

VTA's investments fall into two categories, i.e. investments related to: (1) government-wide and agency funds, and (2) trust funds. The first includes investments of operating and other funds which

may be restricted or unrestricted depending on the source of the funds. The second includes trust funds investments that are held in trust to pay retirement benefits of ATU, Local 265 Pension Plan, ATU Medical/Dental, and the VTA Retirees' Other Post-Employment Benefits trust.

Investment within the government-wide

Government code requires that the primary objective of the trustee is to safeguard the principal, secondarily meet the liquidity needs of the depositors, and then achieve a reasonable return on the funds under the trustee's control. Furthermore, the intent of the government code is to minimize risk of loss on held investments from:

1. Interest rate risk
2. Credit risk
3. Custodial / counterparty credit risk
4. Concentration of credit risk

VTA's investment policy covering non-trust funds conforms to state statutes, and provides written investment guidance regarding the types of investments that may be made and the amounts which may be invested in any one financial institution or any one long-term instrument. VTA's permissible investments include U.S. treasury obligations, obligations of federal agencies and U.S. government sponsored enterprises, state of California obligations, local agency obligations, bonds issued by VTA except BABs, bankers' acceptances, commercial paper, repurchase and reverse repurchase agreements, medium-term corporate notes, insured savings/money market accounts, negotiable certificates of deposit, mortgage and asset-back obligations, State of California's local agency agreements, qualified structured investments, and shares of beneficial interest i.e., mutual funds) investing in these permissible investments.

VTA's non-trust portfolio includes asset-backed securities that are invested and managed by money managers, and includes structured notes that are invested indirectly through the State Treasurer's Office Local Agency Investment Fund (LAIF). At June 30, 2017, the investment in LAIF is \$30 million. LAIF is voluntarily commingled within the state of California Pooled Money Investment Account (PMIA), whose balance at June 30, 2017, was approximately \$77.6 billion. If cash reserves of the state of California are exhausted, then participation by the State's General Fund in the PMIA is zero. There is no correlation between the state's general fund cash reserves and VTA's funds on deposit in the LAIF. None of this amount was invested in derivative instruments. PMIA is not a Securities and Exchange Commission (SEC) registered pool, but it is required to invest in accordance with the guidelines established by the California Government Code. The weighted average maturity of the investments in PMIA on June 30, 2017, was 194 days. The value of the pool shares investment

earnings are paid quarterly based on the average daily balance. Withdrawals from LAIF are completed on a dollar for dollar basis.

Interest Rate Risk – Interest rate risk is the risk that changes in market interest rates may adversely affect the fair value of an investment. The longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates. Of VTA’s \$1.042 billion in non-pension or OPEB investments, 19.12% of the investments are fixed income investments with a maturity of less than 1 year and 4.04% are fixed income investments with a maturity greater than 5 years. VTA’s Investment Policy allows up to 40% of the operating funds portfolio to be invested in maturities longer than five years.

The following schedule indicates the maturity of investments at June 30, 2017 (in thousands):

Investment Type	Maturity				Fair Value
	1 Year or Less	2-5 Years	6-10 Years	Over 10 Years	
Corporate Bonds - Commingled ¹	\$ 109,278	\$ 400,592	\$ 6,635	\$ —	\$ 516,505
Corporate Bonds - Pension Plan	1,736	15,440	22,271	24,829	64,276
Corporate Bonds - OPEB Trust	1,358	6,487	10,885	13,097	31,827
US Government Agency Bonds					
Commingled	33,896	138,911	11,949	—	184,756
Pension Plan	8	190	2,306	40,438	42,942
OPEB Trust	1	148	3,481	16,742	20,372
US Treasury					
Commingled	26,122	252,917	23,519	—	302,558
Pension Plan	1,704	22,039	—	—	23,743
OPEB Trust	6,223	3,263	—	—	9,486
Subtotal	180,326	839,987	81,046	95,106	1,196,465
Money Market Funds - Commingled	8,323	—	—	—	8,323
Money Market Funds - Pension	6,430	—	—	—	6,430
Money Market Funds - OPEB Trust	1,169	—	—	—	1,169
Cash with Fiscal Agents - Commercial Paper/CD	58,209	—	—	—	58,209
TOTAL INVESTMENTS with Money Managers	254,457	839,987	81,046	95,106	1,270,596
LAIF	30,000	—	—	—	30,000
Subtotal	\$ 284,457	\$ 839,987	\$ 81,046	\$ 95,106	1,300,596
Equity-Based Investments					653,614
Retention Fund at Escrow Agents (Deposits)					14,880
Cash Deposits ¹					53,396
TOTAL					\$ 2,022,486

¹\$2.4 million in Retirees, ATU, ATU Spousal Medical Plan are included in these line items.

Credit Risk – Credit risk is the risk of non-payment by the issuer of a bond or other debt instrument. Even an increase in the perception of risk of non-payment can adversely affect the value of such an investment. For investment grade fixed income securities, credit strength is often gauged using credit ratings assigned by one or more nationally recognized statistical rating organization. VTA’s investment

policy governing investment of operating funds seeks to limit exposure to credit risk by following the California Government Code and specifying the permitted investments, minimum credit ratings, maximum maturities, and maximum concentrations. The table below shows the credit quality of VTA's investments as of June 30, 2017.

Certain investments, such as obligations that are backed by the full faith and credit of the United States Treasury are not subject to credit ratings criteria in VTA's Investment Policy. The following is a summary of the credit quality distribution for investments with credit exposure as a percentage of total investments as rated by Standard and Poor's:

Ratings	Fair Value (In Thousands)	Percentages of Portfolios
AAA	\$ 122,879	6.08%
AA+	602,465	29.79%
AA-	50,200	2.48%
AA	46,059	2.28%
A+	47,376	2.34%
A-	59,137	2.92%
A	77,802	3.85%
A-1+	2,483	0.12%
A-1	44,068	2.18%
AAAm	50,109	2.48%
BBB+	80,354	3.97%
BBB-	20,336	1.01%
BBB	25,679	1.27%
BB+	7,505	0.37%
BB-	2,906	0.14%
BB	2,574	0.13%
B+	1,606	0.08%
CCC	3,035	0.15%
Unrated*	775,913	38.36%
TOTAL	\$ 2,022,486	100%

*Unrated consists of money market, LAIF pooled investments, and equity securities.

Custodial Credit Risk – Deposits - For deposits, custodial credit risk is the risk that in the event of a bank failure, some or all of VTA's deposits might not be returned. To mitigate this risk, State law requires all deposits to be either insured by the Federal Deposit Insurance Corporation (FDIC) or collateralized with pledged securities held in the trust department of the financial institutions. VTA does not have a specific policy with respect to deposits' custodial credit risk.

Custodial Credit Risk – Investments – The custodial credit risk for investments is the risk that, in the event of a failure of the custodian (e.g. broker-dealer), VTA may not be able to recover the value of its investments or collateral securities that are in the possession of another party. VTA’s Investment Policy limits exposure to counterparty credit risk by requiring that all securities owned by VTA be held with “perfected interest” in the name of VTA by an independent custodian that is a bank trust department and is unrelated to any other involved counterparty. As of June 30, 2017, VTA believes its counterparty credit risk exposure is minimal.

Concentration of Credit Risk – Concentration of credit risk is the risk that the failure of any one issuer or type of investment would place an undue financial burden on VTA. To mitigate this risk, both the State Government Code and VTA’s Investment Policy places percentage portfolio concentration limits on many instruments as well as limits on holding individual issuer names. Under the Investment Policy certain investments are exempt from these concentration limits, including investments issued by or explicitly guaranteed by the U.S. Government, investments in mutual funds, external investment pools, and other pooled investments.

Other than investments in mutual funds, external investment pools or securities issued by U.S. Government, VTA had investments in any one issuer that exceeded 5% or more. Major holdings and their portfolio percentage are presented in the table below.

Investment Type	Major Portfolio Holdings			
	Operating		Trusts	
	Fair Value (In Thousands)	Percentages of Portfolios	Fair Value (In Thousands)	Percentages of Portfolios
Treasury Notes	\$ 302,558	25.94%	\$ 33,229	3.88%
Federal Home Loan Mortgage Corp. (FHLM)	42,667	3.66%	23,730	2.77%
Federal National Mortgage Association (FNMA)	51,346	4.4%	—	0.00%
Federal Home Loan Bank (FHLB)	40,113	3.44%	38,879	4.54%
Other Investments*	596,586	51.15%	750,968	87.71%
Cash/funds with fiscal agents	132,983	11.41%	9,427	1.1%
Total portfolio holdings	<u>\$ 1,166,253</u>	<u>100.00%</u>	<u>\$ 856,233</u>	<u>100.00%</u>

*Includes \$51.3 million of US Government Agency Bonds

Fair Value Measurement – The following schedule indicates the fair value hierarchy and fair value amounts (in thousands) for both VTA’s operating fund investments and the trust investments at June 30, 2017:

Investment Type	Fair Value Hierarchy			Fair Value
	Level 1	Level 2	Level 3	
Corporate Bonds - Commingled ¹	\$ —	\$ 516,505	\$ —	\$ 516,505
Corporate Bonds - Pension Plan	1,136	61,777	1,363	64,276
Corporate Bonds - OPEB Trust	—	31,419	408	31,827
US Government Agency Bonds				
Commingled	—	184,756	—	184,756
Pension Plan	—	42,942	—	42,942
OPEB Trust	—	20,372	—	20,372
US Treasury				
Commingled	302,558	—	—	302,558
Pension Plan	23,743	—	—	23,743
OPEB Trust	9,486	—	—	9,486
Subtotal	336,923	857,771	1,771	1,196,465
TOTAL INVESTMENTS with Money Managers	336,923	857,771	1,771	1,196,465
Mutual Funds and Equity-Based Investments	559,841	—	93,773	653,614
Leveled Investment Total	\$ 896,764	\$ 857,771	\$ 95,544	1,850,079
Money Market Funds - Commingled				8,323
Money Market Funds - Pension				6,430
Money Market Funds - OPEB Trust				1,169
Cash with Fiscal Agents - Commercial Paper/CD				58,209
Retention Fund at Escrow Agents (Deposits)				14,880
LAIF				30,000
Cash Deposits ¹				53,396
TOTAL				\$ 2,022,486

¹\$2.4 million in Retirees, ATU, ATU Spousal Medical Plan are included in these line items

VTA categorizes the fair value measurement of its investments based on hierarchy established by generally accepted accounting principles. The fair value hierarchy prioritizes the inputs to valuation techniques used to measure fair value. The hierarchy gives the highest priority to unadjusted quoted prices that are directly observable in active markets for identical assets or liabilities (Level 1 measurements) and the lowest priority when pricing inputs are unobservable (Level 3 measurements). The three levels of the fair value hierarchy above are described as follows:

- Level 1 – Inputs to the valuation methodology are unadjusted quoted prices for identical assets or liabilities in active markets that the VTA has the ability to access.
- Level 2 – Inputs to the valuation methodology include:
 - Quoted prices for similar assets or liabilities in active markets;
 - Quoted prices for identical or similar assets or liabilities in inactive markets;
 - Inputs other than quoted prices that are observable for the asset or liability;
 - Inputs that are derived principally from or corroborated by observable market data by correlation or other means.

Level 3 – Inputs to the valuation methodology are unobservable and significant to the fair value measurement. Unobservable inputs reflect VTA’s own assumptions about the inputs market participants would use in pricing the asset or liability (including assumptions about risk). Unobservable inputs are developed based on best information in the circumstances and may include VTA’s own data.

Deposits and withdrawals in governmental investment pools, such as LAIF are made on the basis of \$1 and not fair value. Accordingly, VTA's proportional share in these types of investments is an uncategorized input not defined as Level 1, Level 2, or Level 3 input.

Trust Funds Investments

The ATU, Local 265 Pension Plan (Pension Plan), ATU Medical/Dental, and VTA Retiree Health are administered in accordance with Article XVI, Section 17 of the Constitution of the State of California. Funds are invested in diversified investment portfolios structured to minimize risk and maximize return. Each trust has an investment policy adopted by its respective board.

NOTE 4 – INTERFUND TRANSACTIONS

The composition of interfund balances as of June 30, 2017, is as follows (in thousands):

Due from other funds	Due to other funds	Amount
VTA Transit Fund	Congestion Management Program	\$ 124 ¹
VTA Transit Fund	Joint Development Fund	5 ¹
VTA Transit Fund	Congestion Management & Highway Program Fund	\$ 263 ²
Congestion Management & Highway Program Fund	2000 Measure A Program	(40) ³ 223
VTA Transit Fund	2016 Measure B Program	1,656 ²
		\$ 2,008

¹Represents mainly labor cost transfer

²Represents mainly expenses paid on behalf of fund e.g. Election expenses of \$1.6 million for 2016 Measure B Program

³Represents mainly vendor invoices related to the 2000 Measure A Program paid initially by CMHP

NOTE 5 – DUE FROM AND DUE TO OTHER AGENCIES

Due from other agencies as of June 30, 2017, consisted of the following (in thousands):

DUE FROM OTHER AGENCIES	Enterprise Funds	Fiduciary Funds	Congestion Management Program	2016 Measure B Program	Congestion Management & Highway Program	Total
Federal Government	\$ 24,186	\$ —	\$ 30	\$ —	\$ 1,190	\$ 25,406
State Government	95,868	—	781	38,021	640	135,310
Cities and other local agencies	19,442	10	30	—	3,691	23,173
	<u>\$ 139,496</u>	<u>\$ 10</u>	<u>\$ 841</u>	<u>\$ 38,021</u>	<u>\$ 5,521</u>	<u>\$ 183,889</u>

Due from other agencies as of June 30, 2017, is reported in the accompanying basic financial statements as follows (in thousands):

ASSETS	Enterprise Funds	Fiduciary Funds	Congestion Management Program	2016 Measure B Program	Congestion Management & Highway Program	Total
Current Assets (Unrestricted)	\$ 49,247	\$ —	\$ —	\$ —	\$ —	\$ 49,247
Current Assets (Restricted)	90,249	10	841	38,021	5,521	134,642
	<u>\$ 139,496</u>	<u>\$ 10</u>	<u>\$ 841</u>	<u>\$ 38,021</u>	<u>\$ 5,521</u>	<u>\$ 183,889</u>

Due to other agencies as of June 30, 2017, consisted of the following (in thousands):

DUE TO OTHER AGENCIES	Enterprise Funds	Congestion Management Program	Congestion Management & Highway Program	Total
Federal	\$ 1,007	\$ —	\$ —	\$ 1,007
State	51,410	—	—	51,410
Caltrain	50	—	—	50
County of Santa Clara	5,559	104	9,361	15,024
City of Milpitas	2,838	—	393	3,231
City of San Jose	1,925	—	4,462	6,387
City of Sunnyvale	—	—	406	406
City of Fremont	18	—	—	18
City of Cupertino	—	—	964	964
Outreach	446	—	—	446
Santa Clara Valley Water District	4,231	—	—	4,231
Various	—	—	140	140
Total	<u>\$ 67,484</u>	<u>\$ 104</u>	<u>\$ 15,726</u>	<u>\$ 83,314</u>

Due to other agencies as of June 30, 2017, is reported in the accompanying basic financial statements as follows (in thousands):

LIABILITIES	Enterprise Funds	Congestion Management Program	Congestion Management & Highway Program	Total
Liabilities payable from restricted assets	\$ 67,484	\$ 104	\$ 15,726	\$ 83,314

NOTE 6 – CAPITAL ASSETS

Capital asset changes for VTA's business-type activities for the year ended June 30, 2017, were as follows (in thousands):

	July 1, 2016	Additions	Retirements	Transfers	June 30, 2017
Capital assets, not being depreciated					
Land and right-of-way	\$ 1,126,359	\$ 513	\$ —	\$ —	\$ 1,126,872
Construction in progress	2,611,823	344,392	—	(50,117)	2,906,098
Total capital assets, not being depreciated	3,738,182	344,905	—	(50,117)	4,032,970
Capital assets, being depreciated					
Caltrain Access	3,966	—	—	—	3,966
Caltrain - Gilroy extension	43,072	—	—	—	43,072
Buildings improvements, furniture and fixtures	569,079	177	(17)	16,802	586,041
Vehicles	553,886	—	(175)	33,043	586,754
Light rail tracks and electrification	418,195	—	—	—	418,195
Leasehold improvement	9,686	—	—	—	9,686
Other operating equipment	47,289	—	—	272	47,561
Total capital assets, being depreciated	1,645,173	177	(192)	50,117	1,695,275
Accumulated Depreciation					
Caltrain Access	(881)	(882)	—	—	(1,763)
Caltrain - Gilroy extension	(15,302)	(1,310)	—	—	(16,612)
Buildings, improvements, furniture and fixtures	(302,089)	(19,561)	15	—	(321,635)
Vehicles	(242,038)	(28,044)	175	—	(269,907)
Light rail tracks and electrification	(276,878)	(17,004)	—	—	(293,882)
Leasehold improvement	(3,797)	(442)	—	—	(4,239)
Other operating equipment	(41,579)	(2,151)	—	—	(43,730)
Total accumulated depreciation	(882,564)	(69,394)	190	—	(951,768)
Total capital assets, being depreciated, net	761,727	(68,335)	(2)	50,117	743,507
Total capital assets, net	\$ 4,499,909	\$ 276,570	\$ (2)	\$ —	\$ 4,776,477

Construction in Progress (CIP) includes capitalized costs and right-of-way acquisitions associated with the following projects as of June 30, 2017, (in thousands):

Bus Program	\$ 143,800
Commuter Rail Program	9,442
Information Systems Technology	14,784
Light Rail - Way, Power & Signal	22,024
Light Rail Program	209,104
Non-Revenue Vehicle	121
Operating Facilities & Equipment	29,622
Passenger Facilities	3,441
Revenue Vehicles & Equipment	18,267
Silicon Valley Rapid Transit	2,454,787
Vasona Corridor Projects	8
Joint Development	684
Others	14
Total	<u><u>\$2,906,098</u></u>

Additional information regarding projects in progress as of June 30, 2017, is as follows (in thousands):

<u>Information Regarding Capital Expenditures:</u>	<u>Costs</u>
Total Board approved capital budget	\$ 4,820,302
Capital expenditures settling to CIP	(2,906,098)
Capital expenditures settling to capital assets	(50,117)
Capital expenditures settling to expense	(717,713)
Remaining capital budget available	<u><u>\$ 1,146,374</u></u>
<u>Anticipated funding sources are as follows:</u>	
Federal, state, and other local assistance	\$ 375,369
Local contributions	771,005
Total funding sources	<u><u>\$ 1,146,374</u></u>

VTA has outstanding commitments of about \$501.7 million as of June 30, 2017, related to the above capital projects.

NOTE 7 - LONG-TERM DEBT & LIABILITIES

Long-term debt as of June 30, 2017, consisted of the following (in thousands):

Secured by VTA's 1976 Measure A 1/2 Cent Sales Tax:	
2008 Series A-C Refunding	\$ 125,695
2011 Series A (\$31,445 plus unamortized premium of \$1,707)	33,152
2017 Series A Refunding	10,030
Sales tax revenue bonds secured by VTA'S 2000 Measure A 1/2-cent sales tax:	
2008 Series A-D Measure A Refunding	235,875
2010 Series A-B Refunding (\$552,260 plus unamortized premium of \$3,156)	555,416
2015 Series A-B Refunding (\$89,980 plus unamortized premium of \$20,274)	110,254
Total Long Term Debt	<u>1,070,422</u>
Less: Current portion of long-term debt	(45,022)
Long term debt, excluding current portion	<u><u>\$ 1,025,400</u></u>

(a) Sales Tax Revenue Bonds, secured by 1976 ½-cent sales tax revenues

- \$168.6 million of 2008 Series A-C Sales Tax Revenue Refunding Bonds (2008 VTA Bonds) were issued to implement a current refunding and completely pay off the 2005 Sales Tax Revenue Refunding Bonds originally issued to finance the retirement of a portion of 2001 Bonds. There is no escrow fund nor are there 2005 Sales Tax Revenue Refunding Bonds outstanding. The 2008 VTA Bonds were issued as variable rate demand bonds and bear interest at a weekly rate, which is determined by the Remarketing Agent to be the rate necessary to remarket the 2008 VTA Bonds at par value. The maturities of the 2008 VTA Bonds extend to June 1, 2026, and are subject to optional and mandatory redemption and optional and mandatory tender for purchase before maturity.
- Concurrent with the issuance and sale of the 2008 VTA Bonds, VTA transferred interest rate swap agreements (originally entered into concurrent with the issuance of the retired 2005 Sales Tax Revenue Refunding Bonds). Pursuant to the terms of the swap agreements, VTA pays interest at a fixed rate of 3.145% to the counterparties to the swaps. In return, the counterparties pay VTA interest based on a formula (lower of 1 Month LIBOR¹ or a rate equal to the greater of 63.5% of 1 Month LIBOR, or 55.5% of 1 Month LIBOR plus 0.44%). The outstanding

¹London Inter Bank Offering Rate (LIBOR) is a daily reference rate based on the interest rate at which banks offer to lend unsecured funds to other banks in the London wholesale (interbank) money market.

principal on the 2008 VTA Bonds is used as the basis on which the interest payments are calculated. Under certain circumstances, the agreements are subject to termination before maturity of the 2008 VTA Bonds.

- \$47.5 million of 2011 Series A Sales Tax Revenue Refunding Bonds (2011 Bonds) were issued, at a true interest cost of 2.73%, to refund the 1998 Series A Sales Tax Revenue Bonds and the 2000 Series A Sales Tax Revenue Bonds (collectively, the “Refunded Bonds”), maturing in series on each June 1st from 2012 – 2028. The Refunded Bonds were variable rate bonds, which were issued through the California Transit Finance Authority. The bonds were refunded in order to reduce bank and interest rate risk associated with variable rate demand bonds. Proceeds of the 2011 Bonds were deposited into an escrow account held by a Trustee, and were used to pay the principal and accrued interest on the refunded bonds on the redemption date of October 5, 2011. There are no 1998 Series A Sales Tax Revenue Bonds or 2000 Series A Sales Tax Revenue Bonds outstanding, and no funds remaining in escrow. 2011 Series A Bonds maturing on or before June 1, 2021, are not subject to redemption prior to their respective stated maturities. The 2011 Bonds maturing on or after June 1, 2022, are subject to redemption prior to their stated maturities any time on or after June 1, 2021.

- In March 2017, \$10.03 million of 2017 Series A Sales Tax Revenue Refunding Bonds were issued to current refund \$12.05 million principal amount of the 2007 Series A bonds maturing on June 1, 2017, or later. The refunding was done in order to take advantage of the lower interest cost of the refunding bonds. The refunding bonds were issued at an all-in true interest cost of 2.00%. The economic gain, which is calculated by comparing the present value of the debt service requirements of new to the old debt, is \$636.76 thousand. The 2017 Bonds were issued as traditional fixed rate bonds in a direct purchase by Bank of the West. The 2017 bonds were unrated, did not carry a CUSIP and were issued as a physical, non-book entry security. The initial deferred refunding loss related to the 2017 Series A Sales Tax Revenue Refunding Bonds was \$813.7 thousand.

- (b) *Sales Tax Revenue Bonds, secured by 2000 Measure A ½-cent sales tax revenues***
 - \$236.7 million of 2008 Series A-D Measure A Sales Tax Revenue Refunding Bonds (2008 Measure A Bonds) were issued to current refund Series A-D of the 2006 Measure A Sales Tax Revenue Bonds, none of which remain outstanding. The 2008 Measure A Bonds were issued as variable rate demand bonds and bear interest at a weekly rate, which is determined by the Remarketing Agent to be the rate necessary to remarket the 2008 Measure A Bonds at par value. The maturities of the 2008 Measure A Bonds extend to April 1, 2036, and are subject to optional and mandatory redemption and optional and mandatory tender for purchase before maturity.

- Concurrent with the issuance and sale of the 2008 Measure A Bonds, four interest rate swap agreements (originally entered into concurrent with the issuance of the Series A-D of the 2006 Measure A Sales Tax Revenue Bonds, none of which remain outstanding) were reassigned to the 2008 Measure A Bonds. Pursuant to the terms of the swap agreements, VTA pays interest at a fixed rate of 3.765% to the counterparties to the swaps. In return, the counterparties pay VTA a variable rate of interest equal to 65% of three-month LIBOR. The outstanding principal is used as the basis on which the interest payments are calculated. Under certain circumstances, the agreements are subject to termination before maturity of the 2008 Measure A Bonds.
- \$645.9 million of 2010 Measure A Bonds were issued, at a true interest cost of 3.54%, to fund certain 2000 Measure A transit capital improvement projects, most notably the BART Extension to Berryessa. The bonds were issued as a combination of taxable, Build America Bonds (Series A), and traditional tax-exempt bonds (Series B). Related to the Series A Build America Bonds, VTA is entitled to receive a federal subsidy of 35% on its interest cost for the Build America Bonds. However, as a result of the Federal budget impasse and resulting sequestration of funding, the subsidy has been reduced by various amounts beginning in 2013 and has most recently provided a subsidy of about 32.6%. Both bond series are fixed interest bonds. The bonds have a final maturity date of April 2, 2032. The 2010 Measure A Bonds, Series A (taxable Build America Bonds) are subject to mandatory and optional redemption provisions prior to their stated maturity dates. The 2010 Measure A Bonds Series B (tax-exempt) are not subject to redemption prior to their maturity date.
- \$89.98 million of 2015 Measure A Series A-B were issued to current refund the 2007 Measure A Series A bonds maturing on April 1, 2018, or later. The refunding was done in order to take advantage of the lower interest cost of the refunding bonds. The refunding bonds were issued at an all-in true interest cost of 2.92%. The economic gain, which is calculated by comparing the present value of the original issue debt service to the present value of the refunded issue debt service, is \$14.5 million.

(c) *Interest Rate Swaps*

VTA has seven interest rate swap agreements outstanding as of year-end. Three swaps hedging the 1976 sales tax 2008 bonds require that VTA pay fixed interest rates and receive variable interest at the lower of: 1) 1 month LIBOR or, 2) greater of (A) a rate equal to 63.5% of 1 month LIBOR or (B) 55.5% of 1 month LIBOR plus 0.44%. Four swaps hedging the 2000 Measure A 2008 bonds agreements require that VTA pay fixed interest rates and receive interest at 65% of three-month LIBOR.

Summary

The terms, fair values, and credit ratings of the outstanding swaps as of June 30, 2017, were as follows (dollars in thousands):

Associated Bonds	Current Notional	Effective Date	Fixed Rate Paid	Variable Received	Fair Value*	Termination Date	Counterparty Credit Rating ^{CR}	Fair Value Measurement Level
2008 A	\$ 50,325	7/7/2005 ^{ED}	3.145%	CAL-E ^{VR}	\$ (4,207)	6/1/2026	Aa2/Aa-/NR [†]	2
2008 B	37,685	7/7/2005 ^{ED}	3.145%	CAL-E ^{VR}	(3,150)	6/1/2026	A1/A+/A+	2
2008 C	37,685	7/7/2005 ^{ED}	3.145%	CAL-E ^{VR}	(3,150)	6/1/2026	A3/BBB+/A	2
MA 2008A	85,875	8/10/2006	3.765%	65% 3 Mo LIBOR	(26,196)	4/1/2036	A1/A+/A+	2
MA 2008B	50,000	8/10/2006	3.765%	65% 3 Mo LIBOR	(15,253)	4/1/2036	A1/A+/A+	2
MA 2008C	50,000	8/10/2006	3.765%	65% 3 Mo LIBOR	(15,555)	4/1/2036	Aa2/Aa-/NR [†]	2
MA 2008D	50,000	8/10/2006	3.765%	65% 3 Mo LIBOR	(15,253)	4/1/2036	A3/BBB+/A	2
Total	<u>\$361,570</u>				<u>\$ (82,764)</u>			

^{CR}Moody's, Standard and Poor's and Fitch, respectively.

^{ED}Amended June 26, 2008 to reflect on-market fixed rate to be paid of 3.145%.

^{VR}Lower of 1 month LIBOR; or a rate equal to 63.5% of 1 month LIBOR or 55.5% of 1 month LIBOR plus 0.44%, whichever is greater.

[†]NR - No rating for Fitch

*This represents the fair value of the base amount without the accrued interest of \$2.2 million.

Objective of the Swaps: The objective of the swaps is to hedge VTA's exposure to variable interest rate risk by synthetically fixing its fixed rate interest costs at rates anticipated to be less than what VTA otherwise would have paid in 2005 and 2006 respectively, to issue fixed rate debt in the tax-exempt municipal bond market.

Hedge Effectiveness and Fair Value Hierarchy

The swaps were tested using regression analysis to ensure a high degree of correlation and were determined to be effective hedging derivative instruments and therefore were recorded as deferred outflows of resources in the assets section and as a derivative instrument liability in the liability section of the statement of net position. The fair values of the interest rate swaps were estimated using the zero-coupon method. As of June 30, 2017, the swaps had a negative fair value of \$82.8 million. The fair values of the interest rate swaps were estimated using the zero-coupon method.

Hedging derivative instruments are classified as Level 2 and are valued using a discounted cash flow technique which calculates the future net settlement payment, assuming that current forward rates implied by the yield curve correctly anticipates future spot interest rates (LIBOR or SIFMA). The payments are then discounted using the spot rates (LIBOR or SIFMA) implied

by the current yield curve for hypothetical zero-coupon bonds due on the date of each future net settlement on the swap.

Credit Risks: Credit risk is the risk of non-payment by the issuer of an obligation such as a bond, other debt instrument, or non-payment by the counterparty to an interest rate swap. Even an increase in the risk of non-payment can adversely affect the value of such an instrument. VTA's Interest Rate Swap Policy seeks to limit credit exposure by requiring counterparties to initially have strong credit ratings of "AA" at the point the swap is entered into and also require collateral posting by the counterparty based on its credit ratings and market value of the swap. Currently the value of the swaps are negative, no counterparties are posting collateral, and VTA is posting collateral on several swaps.

Although VTA's counterparties have experienced declines in their ratings since inception of the swaps, their S&P and Moody's ratings remain at investment grade levels. All payments due from counterparties continue to be made on time and are current as of June 30, 2017. When the swaps have a positive market value, VTA manages any credit risk associated with termination of swaps by requiring counterparties to post collateral based on the swap's fair value, less a threshold amount that ranges from zero to \$25 million as determined based on the counterparty's credit ratings. The following table lists the threshold amounts that would be applicable:

Swap	Counterparty Credit Rating as of 6/30/17 ^{CR}	Collateral Threshold	Credit Rating for Threshold of Zero
VTA 2008A	Aa2/AA-	\$15,000,000	Baa1/BBB+
VTA 2008B	A1/A+	10,000,000	A3/A-
VTA 2008C	A3/BBB+	2,000,000	Baa3/BBB-
MA 2008A	A1/A+	10,000,000	A3/A-
MA 2008B	A1/A+	10,000,000	A3/A-
MA 2008C	Aa2/AA-	15,000,000	Baa1/BBB+
MA 2008D	A3/BBB+	—	Baa1/BBB+

^{CR}Moody's and Standard and Poor's, respectively.

Collateral generally consists of cash, U.S. Government securities, and U.S. Agency securities, held by a third party custodian. VTA has utilized three to four swap counterparties in each of its two transactions in order to limit the concentration of credit risk. Currently, VTA has interest rate swaps with four counterparties and no counterparty accounts for more than 34% of outstanding notional. VTA monitors counterparty credit risk on an ongoing basis.

Basis Risk: Is the risk that the variable rate payment received by VTA under the swaps does not closely match the variable interest rate paid by VTA to bondholders. The variable rate debt

hedged by VTA's interest rate swaps are variable rate demand obligation (VRDO) bonds that are remarketed weekly. VTA is exposed to basis risk because the variable rate receipts from the swaps are based on a rate or index other than the interest rates VTA pays on the VRDO bonds. VTA is exposed to basis risk to the extent that variable interest rate payments paid to bondholders on the bonds are not precisely offset by the variable rate amounts received from the swap. On June 30, 2017, there was a slightly favorable basis variance of 0.3% for the swaps related to the bonds secured by the 1976 sales tax and 0.02% for the swaps related to the bonds secured by the 2000 Measure A sales tax.

Interest Rate Risk: – Interest rate risk is the risk that changes in market interest rates may adversely affect the fair value of an investment, or in this instance the fair value of the interest rate swaps. The longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates. Changes in interest rates, up or down, will result in positive or negative changes, respectively, to the fair value of the interest rate swaps.

Rollover Risk: Rollover risk is the risk that a derivative instrument serving as a hedge has a shorter maturity than the underlying risk that is being hedged and therefore a portion of the term of the underlying risk may be unhedged or an additional hedge may need to be acquired at a future date, possibly under less favorable terms. As of June 30, 2017, VTA did not have any exposure to rollover risk.

Termination Risk: Is the risk that one or more interest rate swap agreements could be terminated unexpectedly. Under certain conditions, one or more swap agreements could be terminated and depending on current market interest rates, either VTA or the counterparty could be required to make a termination payment. VTA's swap agreements only permit the counterparty to terminate if an Event of Default or a Termination Event has occurred. Events of Default include non-payment, false or misleading representations, and the bankruptcy of VTA or the counterparty. Termination Events include, a downgrade of VTA's rating to below "BBB-minus," an event of taxability, or conversion of bonds to a fixed rate.

Tax Risk: Is the risk of increased interest cost to VTA from a reduction or loss of investors' ability to exclude bond interest from their Federal and possibly state income tax. Tax risk can result from either anticipated or actual changes to Federal or state income tax laws that would reduce or eliminate the current exemption of tax-exempt bond interest from taxable income.

Foreign Currency Risk: All of VTA's swaps are denominated in US Dollars and therefore VTA is not exposed to foreign currency risk.

Commitments: Each of the swap agreements contain provisions that require collateral posting by VTA when the negative swap fair value exceeds a specified threshold. The amount of collateral posted is based on the fair value of the swap, less a threshold amount. The threshold amount is determined based on the unenhanced credit ratings of VTA bonds secured by the 1976 sales tax. Based on the “AA/Aa2” credit ratings assigned to the bonds the threshold for each swap is currently \$20 million. If VTA’s bond ratings were below “A or A2”, the threshold amount would be zero and VTA would be required to post collateral based on the fair market value with no threshold adjustment.

Collateral generally consists of cash, U.S. Government securities and U.S. Agency securities. As of June 30, 2017, VTA had \$8.1 million of cash collateral posted with Citibank, related to the swaps associated with the long-term variable rate bonds secured by 2000 Measure A Sales Tax Revenues.

Swap Payments and Associated Debt

The table below presents net swap payments using rates as of June 30, 2017, debt service requirements on VTA’s seven interest rate swaps and swap-related variable rate debt. As rates vary, variable rate bond interest payments and net swap payments will vary (dollars in thousands).

Year Ending June 30,	Principal Total	Remarketing Interest Total	Interest Rate Swap-Net Total	Debt Service Total
2018	\$ 10,775	\$ 3,188	\$ 9,489	\$ 23,452
2019	11,095	3,092	9,268	23,455
2020	11,425	2,994	9,040	23,459
2021	11,760	2,893	8,806	23,459
2022	15,115	2,787	8,560	26,462
2023-2027	65,525	11,857	37,974	115,356
2028-2032	—	10,437	34,681	45,118
2033-2036	235,875	4,794	15,926	256,595
	<u>\$ 361,570</u>	<u>\$ 42,042</u>	<u>\$ 133,744</u>	<u>\$ 537,356</u>

(d) Long-Term Debt Obligation Summary

The table below presents all long-term debt. Interest Rates on all outstanding fixed-rate obligations range from 1.5% - 5.00%. Interest on the variable rate debt is reset weekly based upon market conditions. Projected principal and interest obligations as of June 30, 2017, are on the next page (in thousands).

	Principal	Interest	Total
Year ending June 30:			
2018	\$ 45,022	\$ 49,288	\$ 94,310
2019	46,553	47,412	93,965
2020	48,563	45,376	93,939
2021	50,682	43,253	93,935
2022	52,740	41,098	93,838
2023-2027	281,255	165,282	446,537
2028-2032	258,315	92,985	351,300
2033-2036	262,155	23,428	285,583
	<u>1,045,285</u>	<u>\$ 508,122</u>	<u>\$ 1,553,407</u>
Unamortized bond premium	25,137		
Total debt	<u>1,070,422</u>		
Less current portion	(45,022)		
Long-term portion of debt	<u>\$ 1,025,400</u>		

(e) Restrictions and Limitations

There are a number of restrictions and limitations contained in the various bond indentures. VTA's management believes that VTA has complied with all applicable restrictions and limitations.

(f) Long Term Liabilities

(Dollars in thousands)	July 1, 2016	Additions	Reductions	June 30, 2017	Amounts Due Within One Year
Sales Tax revenue Bonds					
Secured by 1976 1/2 Cent Sales Tax					
2007 Series A	\$ 12,045	\$ —	\$ 12,045	\$ —	\$ —
2008 Series A-C	136,160	—	10,465	125,695	10,775
2011 Series A	33,670	—	2,225	31,445	2,310
2017 Series A	—	10,030	—	10,030	2,407
Sales Tax Revenue Bonds Secured by 2000 Measure A 1/2 Cent Sales Tax					
2007 Series A	3,170	—	3,170	—	—
2008 Series A-D	235,875	—	—	235,875	—
2010 Series A-B	577,250	—	24,990	552,260	26,190
2015 Series A-B	89,980	—	—	89,980	3,340
Total Outstanding Debt	<u>1,088,150</u>	<u>10,030</u>	<u>52,895</u>	<u>1,045,285</u>	<u>45,022</u>
Plus (less) premium/discounts	28,015	—	2,878	25,137	—
Outstanding Debt, Net	<u>1,116,165</u>	<u>10,030</u>	<u>55,773</u>	<u>1,070,422</u>	<u>45,022</u>
Derivative Instruments Liability	119,076	(36,311)	—	82,764	—
Claims Liability:					
General Liability:	7,025	5,054	5,718	6,361	1,586
Worker's Compensation	17,290	4,247	4,235	17,302	1,763
Compensated Absences	28,696	2,765	1,970	29,491	8,400
Total Long-Term Liabilities	<u>\$ 1,288,252</u>	<u>\$ (14,215)</u>	<u>\$ 67,696</u>	<u>\$ 1,206,340</u>	<u>\$ 56,771</u>

VTA's Transit Fund reports a deferred amount on refunding in the amount of \$8.7 million related to the 2008 and 2017 bonds as a deferred outflows of resources. The 2000 Measure A Fund reflects deferred amounts on bond refunding related to the 2015 bond of \$4 million as deferred outflows of resources, and 2008 bonds of \$3.7 million as deferred inflows of resources.

NOTE 8 – SALES TAX REVENUES

Sales tax revenue represents sales tax receipts from the California State Board of Equalization, which, under voter-approved 1976 and 2000 Sales Tax Measures, collects a half-cent for each taxable sales dollar spent in the County. These amounts are available to fund both operations and capital expenses except that portion which is to be used to repay long-term debt as described in Note 7. In November 2008, county residents passed a 1/8-cent sales tax to fund the operating and maintenance costs of the BART Extension. In November 2016, county residents passed a 1/2-cent sales tax to fund activities on enhancing transit, highways, expressways and active transportation (bicycles, pedestrians and complete streets). Tax collection started in April 2017 and VTA received the first allocation of \$12.1 million in June 2017. The initial receipt was recognized as a liability in FY 2017 as the 2016 Measure B is undergoing legal challenge.

The amount of the 1976 Sales Tax, 2000 Measure A Sales Tax, and BART Operating Sales Tax recognized during FY 2017 was \$209.0 million, \$208.7 million, \$50.0 million, respectively, totaling \$467.7 million.

NOTE 9 – VTA PROGRAMS FUNDED THROUGH LOCAL SALES TAX MEASURES

1996 Measure B Transportation Improvement Program (MBTIP)

In November 1996, the voters of Santa Clara County approved Measure A - an advisory measure listing an ambitious program of transportation improvements for the County. Also approved on the same ballot, Measure B authorized the County Board of Supervisors to collect a nine-year half-cent sales tax for general County purposes. The tax was identified as a funding source for Measure A projects. Collection of the tax began in April 1997; however, use of the revenue was delayed pending the outcome of litigation challenging the legality of the sales tax. In August 1998, the California courts upheld the tax allowing the Measure A transportation program to move forward.

Amendment 20 to the Master Agreement was executed in June 2007 to formalize the process for winding down the Measure B Program. That amendment included the following significant terms:

- VTA was paid the value of all approved 1996 Measure B project budgets, less the funds already paid by County to VTA, and the net remaining Measure B funding for Fund Swap Projects and Ancillary Programs administered by VTA.
- A lump sum amount of approximately \$4.0 million was also paid to VTA by the County to cover the closeout effort associated with incomplete projects.

In March 2010, \$10.23 million was transferred to Congestion Management and Highway Program (CMHP) from the Measure B Highway and the Measure B Ancillary programs for \$7.23 million and \$3 million, respectively. The purpose is for CMHP to administer the landscaping phase of Measure B highway projects as well as the avilment of various Measure B swap funds.

Starting in FY 2017, the activities of Measure B Transit and Measure B Highways were consolidated in VTA Transit, and Congestion Management and Highway Program, respectively, in an effort to wind down its affairs due to the program nearing completion.

2000 Measure A Program

The Santa Clara Valley Transportation Authority 2000 Measure A Program was created in response to the Measure A ballot approved by the voters of Santa Clara County on November 7, 2000. The Measure A Program is responsible for a number of key capital transit projects, including the connection of rapid transit to San Jose, increased bus and light rail service, and providing for related operating expenses. The Measure A Program is funded by the half-cent sales tax to be imposed for a period of 30 years and took effect upon expiration of the current County of Santa Clara 1996 Measure B half-cent sales tax on March 31, 2006.

The Measure A Program consists of those projects and increased operations included in the 2000 Measure A ballot, as noted below:

- Extend San Francisco Bay Area Rapid Transit District service (“BART”) from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station (the “Silicon Valley Rapid Transit Project” or “SVRT”);
- Provide connections from the San Jose International Airport to BART, Caltrain commuter rail service (“Caltrain”) and VTA’s light rail system;
- Extend VTA’s light rail system from Downtown San Jose to the East Valley portion of Santa Clara County (“DTEV Extension”);
- Purchase low floor light rail vehicles to better serve the disabled, senior, and other segments of the ridership;
- Improve Caltrain by extending the system’s double track to Gilroy and providing funds to electrify the system;

- Increase Caltrain service;
- Construct a new Palo Alto Intermodal Transit Center;
- Improve bus service in major bus corridors;
- Upgrade the Altamont Commuter Express (“ACE”) services;
- Improve the Highway 17 express bus service;
- Connect Caltrain with the Dumbarton Rail Corridor (serving Alameda and San Mateo County);
- Purchase zero emission buses and construct service facilities;
- Provide funds to develop new light rail corridors;
- Fund operating and maintenance costs associated with increased bus, rail, and paratransit service.

The following activities have either been completed or are in progress, funded by a combination of Tax revenues, state and federal grants, bond proceeds, and other locally obtained funds. To date, Measure A efforts include, among others, the following:

- Completed the purchase of low floor light rail vehicles;
- Completed the Zero Emission Bus Demonstration project;
- All major construction of the Alum Rock Santa Clara Bus Rapid Transit (BRT) has been completed. Revenue service officially started in May 2017. The El Camino Real Rapid Transit Policy Advisory Board is exploring new project alternatives to identify a project design that will attract widespread support from the corridor cities. Construction contract for the Stevens Creek Rapid 523 was awarded in April 2017. Construction is planned for completion by November 2017, Modifications at Chaboya/North Division Phase I were completed in March 2015. RFP for design services for Phase II involving modification to the Chaboya Yard is planned for early 2018;
- Received \$900 million grant commitment from the FTA for the Silicon Valley Berryessa Extension (SVBX) Project in March 2012. In December 2012, the project received \$50 million in State Transportation Improvement Program (STIP) funding to help expand and improve BART's Hayward Maintenance complex to accommodate the operation of the Berryessa Extension. Work continues on a range of elements at both the Milpitas and Berryessa stations including installation of the exterior metal panels and station finishes. The parking structures were substantially completed. Systems testing is underway at the Police Zone Facility. Systems/communications installation and testing took place along the entire SVBX alignment. Fiber optics backbone installation was completed. BART has received all ten pilot vehicles, and qualification testing of the pilot vehicles continues on the BART's mainline during non-revenue hours;
- Received Traffic Congestion Relief Program (TCRP) fund as reimbursement for the preliminary engineering and construction phase on the VTA's BART Silicon Valley Extension. This fund is designated for construction of a 10-mile segment project. As of June 2017, remaining available balance of TCRP is \$6.0 million;

- Relocated and constructed utilities in the freight rail corridor in Fremont and Milpitas. The Berryessa Creek crossing, Abel Street Seismic Retrofit, and Railroad Relocation contracts are complete. The Kato Grade Separation was opened to traffic in April 2013. The Montague Expressway Reconstruction Project is underway. The pedestrian overcrossing that spans Montague Expressway which connects to the new Milpitas BART station is in the design stage. Major construction elements of the Upper Penitencia Creek Trail have been completed;
- The construction of the pedestrian improvements (sidewalk and landscaping) along Capitol Expressway was completed in the spring 2013. Construction of the transit center was completed in May 2015. In June 2016, the funding of Phase II of the Capitol Expressway Light Rail Extension to Eastridge was approved by the Board. A revised draft supplemental Environment Impact Statement was submitted to FTA. Record of decision is expected in early 2018. Right of Way Acquisition is expected to be completed by 2018; and Utility Relocation is expected to be completed in mid 2019. Construction is expected to begin in early 2019. Construction phase is dependent on securing funding;
- Completed the Light Rail Systems Analysis, which was adopted by the VTA Board in May 2010. The Systems Analysis provides an evaluation of infrastructure and operational shortcomings of the existing light rail system as well as improvement plan for immediate action. The initial projects recommended from the Systems Analysis began planning, design and construction in fall 2011. Vasona LRT Extension project was re-evaluated and in June 2016, the Board approved funding to complete design, acquire right-of way, and relocate utilities. Similar status applies to Winchester LR Double Track and Platform Extension. Construction phase is dependent on securing funding;
- Santa Clara Pocket Track constructions started in February 2014 and was completed in early 2015. Phase 1 interlocking from Reamwood Station to Old Ironsides Stations will be completed by early 2018; Two construction contracts under the Northern Light Rail Express project was completed in December 2015. Project closeout is ongoing. VTA local bus network service plan for BART Extension is complete. Express Bus Service Plan will be developed by mid-2018 under the BART Transit Integration Analysis project;
- Santa Clara Caltrain Station Pedestrian Underpass Extension project provides an extended pedestrian tunnel under the UPRR tracks to Brokaw Road at the Santa Clara Station. Construction contract was completed in June 2017;
- Completed safety improvements to 15 crossings along the Joint Powers Board (JPB) segment. Design for next phase is complete, construction is pending High Speed Rail Project;
- Completed construction for the Blossom Hill Pedestrian Grade Separation in September 2012;
- The Bike Share Pilot Program opened in August 2013 at Caltrain stations and downtown areas in San Jose, Mountain View, and Palo Alto. The grant-funded pilot concluded in June 2016;
- The environmental process for electrification and new electric trains was completed in January 2015. In July 2016, Caltrain Board approved contract awards to begin work on the Peninsula Corridor Electrification Project. The FTA approved the Full Funding Grant Agreement and

Caltrain released the Notice to Proceed in June 2017. VTA continues to reimburse Caltrain for project related cost.

BART Operating Fund Sales Tax Ordinance

At the election held on November 4, 2008, the voters passed 2008 Measure B supporting the tax that would be dedicated to the operation, maintenance, improvement, and future capital needs of the 16.1 mile Santa Clara Bay Area Rapid Transit (BART) extension. The BART extension includes stations in Milpitas, San Jose, and Santa Clara, connecting with Caltrain from Gilroy to San Francisco and an Airport People Mover. In November 2011, the Board of Directors approved a retail transaction and use tax ordinance which imposes a tax for the privilege of selling tangible personal property upon a retailer in Santa Clara County, at the rate of one-eighth of one percent on the gross receipts of the retailer. Collection of the tax took effect on July 1, 2012, for a period not to exceed 30 years. This ordinance is also known as the Santa Clara Valley Transportation Authority BART Operating and Maintenance Transactions and Use Tax Ordinance.

2016 Measure B

In November 2016, Santa Clara County voters approved 2016 Measure B, a 30-year half-cent countywide sales tax to enhance transit, highways, expressways and active transportation (bicycles, pedestrians and complete streets). Tax collections began April 2017 and VTA received the first advance payment in June 2017. As of June 30, 2017, VTA has not recognized the tax revenue as the Measure is undergoing legal challenge. The transportation programs to be funded by 2016 Measure B are: (1) VTA's BART Silicon Valley Phase II; (2) Bicycle/Pedestrian Program; (3) Caltrain Corridor Capacity Improvements; (4) Caltrain Grade Separation; (5) County Expressways; (6) Highway Interchanges; (7) Local Streets and Roads; (8) State Route 85 Corridor, and (9) Transit Operations.

NOTE 10 – FEDERAL, STATE, AND LOCAL ASSISTANCE

VTA is dependent upon the receipt of funds from several sources to meet its operating, maintenance, and capital requirements. The receipt of such revenues is controlled by federal, state, and local laws, the provisions of various grant contracts and regulatory approvals and, in some instances, is dependent on the availability of grant funds and the availability of local matching funds. A summary of the various governmental funding sources is as follows:

(a) Federal Grants

Federal grants are approved principally by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). Federal grants for the year ended June 30, 2017, are summarized as follows (in thousands):

	Enterprise Funds	Special Revenue Funds	Capital Projects Funds
Operating Assistance Grants:			
FTA Section 9 (49 USC 5307)	\$ 3,755	\$ —	\$ —
Job Access Reverse Commute Fed Grant	19	—	—
Peninsula Family Services	169	—	—
Section 5311	76	—	—
Discover Opportunities In Transit	45	—	—
Security Plan Revision	168	—	—
Federal Technical Studies	—	1,219	—
Pass-through Operating Grants	—	—	2,739
Total Operating Assistance Grants	4,232	1,219	2,739
Capital Grants:			
FTA NewStarts FFGA	106,839	—	—
FTA Section 5307, 5337, 5339 and Federal Security	32,972	—	—
Pass-through Capital Grants	262	—	—
Total Capital Grants	140,073	—	—
Total operating assistance & capital grants	\$ 144,305	\$ 1,219	\$ 2,739

FTA Section 5307 operating grants represent ADA Operating Set Aside funds that will be used for Paratransit activities. Paratransit service is a specialized form of transportation operated for persons with disabilities who cannot use fixed route public transit service. As an operator of bus and light rail service, VTA is required under the Americans with Disabilities Act to ensure that paratransit service is provided to eligible individuals with disabilities within Santa Clara County.

The Job Access and Reverse Commute was authorized in Section 5316 of the Transportation Equity Act of the 21st Century (TEA-21). This program, administered by the FTA, is intended to implement a variety of transportation services that will connect welfare recipients to employment and other job-related activities and opportunities.

Through the DriveForward program in Santa Clara County, Peninsula Family Services provides low-interest auto loans to individuals who are unable to access consumer loan financing. These loans allow for the purchase or repair of a car to qualified families and individuals.

The Section 5311 program is the FTA non-urbanized area formula grant. The program provides funding for public transportation projects serving areas outside of an urban boundary with a population of 50,000 or less. Funds may be used for capital, operating, planning, or technical assistance projects.

The objective of the Discover Opportunities - In Transit Program is to prepare and direct underserved, underemployed, and/or minority groups into the Transportation Planner career path. VTA has identified through recent recruiting attempts that the Transportation Planner series is underrepresented within the agency, and is committed to work with strategic partners to develop training materials geared to enhance the minimum qualifications of targeted student groups to prepare them for an entry level position in this field.

The Security Plan Revision is under the Transit Security Grant Program for costs related to addressing security and preparedness enhancements for transit systems.

Federal technical studies grant under the Special Revenue Fund represents interagency agreement with the Metropolitan Transportation Commission (MTC) for the purpose of conducting specific planning and programming activities to assist MTC in meeting the requirements of federal legislation and related State and regional planning and programming policies and guidelines.

The pass-through federal grants under the Capital Project Funds represent fund agreements covering highway projects with various government agencies of the State of California.

In March 2012, FTA awarded VTA a full funding grant agreement (FFGA) for the SVBX project with a maximum federal New Starts financial contribution of \$900 million. The FFGA is being amended through yearly increment of New Starts fund up to 2018. SVBX project scope includes 40 BART revenue vehicles, 10.15 miles of double-track grade separated electrified third-rail guideway, traction power substations, high voltage substations, communication system, passenger drop-off facilities, parking spaces real estate acquisition, utility relocation, drainage improvements, environmental mitigation, financing, startup and revenue testing, and other elements necessary for project delivery. The project includes facility additions to the existing BART Hayward Yard located in the city of Hayward approximately 14 miles north of Santa Clara County for maintenance of BART vehicles.

FTA Section 5307 capital grants represent the federal program, which makes federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. This includes funds for transit

enhancements and Congestion Mitigation and Air Quality (CMAQ) award for transportation projects or programs that will contribute to the attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. The State of Good Repairs Grants under FTA Section 5337 provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. The bus and bus facilities infrastructure investment program under FTA Section 5339 makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment.

The pass-through federal grants under the Enterprise Funds include Demonstration Projects. These projects are provided as part of the transportation appropriation acts. Grade separations, widening and demolition of bridges, new crossing configurations are examples of projects funded with Demonstration funds. The pass-through federal grants under the Capital Project Funds represent fund agreements covering highway projects with various government agencies of the State of California.

(b) State and Local Grants and Assistance

State and local grants for the year ended June 30, 2017, are summarized as follows (in thousands):

	Enterprise Funds	Congestion Management Program	Capital Projects Funds
Operating assistance grants:			
Transportation Development Act	\$ 99,402	\$ —	\$ —
State Transit Assistance	9,024	—	—
Transit Assistance Program	421	—	—
State Operating Assistance Grants	326	966	—
AB 434	1,786	—	—
Congestion Management & Highway Program-State Grants	—	—	(423)
Congestion Management & Highway Program-2000 Measure A Swap	—	—	3,338
Other Local Grants:			
Santa Clara County (Fund Swap Program)	—	—	139
Various cities, counties and others	—	—	5,970
Total operating assistance grants	110,959	966	9,024
Capital grants:			
Traffic Congestion Relief Program	3,149	—	—
PTMISEA	17,060	—	—
Highway-Railroad Crossing Safety Account	74	—	—
Proposition 1B Fund	4,203	—	—
Cal-Recycle Tire-Derived Aggregate	296	—	—
High-Speed Rail	117	—	—
Transportation Fund Clean Air	229	—	—
Other Local Grants:			
Santa Clara County (1996 Measure B Program)	506	—	—
Various cities, counties and others	23,149	—	—
Total Capital Grants	48,783	—	—
Total State and Local Grants	\$ 159,742	\$ 966	\$ 9,024

Transportation Development Act (TDA) funds represent VTA's share of the 0.25% sales tax collected in the County.

State Transit Assistance (STA) represents funds received pursuant to the STA Program, whereby, a portion of diesel fuel sales tax revenues is appropriated by the State Legislature to the State Transportation Planning and Development Account for certain transit and energy-related purposes. STA funds are allocated throughout the state on the basis of population and operating revenues.

The Transit Assistance Program (TAP) provides transit passes to low income and disadvantaged communities through the social services agencies within Santa Clara County. The program provides free or low cost local transit service passes for qualifying low income residents of Santa Clara County not currently receiving other forms of transportation assistance. VTA provides the passes to Santa Clara County, who in turn provides the passes to eligible residents.

State Operating Assistance Grants under the Enterprise funds represent reimbursement, in partnership with local community college, for Transit Apprenticeship for Professional Career Advancement (TAPCA). The purpose is to respond to two challenges: the explosive growth of Silicon Valley jobs that drives demand for expanded public transit infrastructure; and an aging workforce, coupled with the need to fill increasingly technical job classifications requiring specialized training.

State Operating Assistance Grants under the Congestion Management Program represent grant receipts from the California Department of Transportation for project planning, programming and monitoring activities related to development of the Regional Transportation Improvement Program.

AB 434 fees represent funds received from the Bay Area Air Quality Management District. These funds are used for shuttle services and projects promoting clean air in the South Bay.

Capital Projects revenues consist of state and local grant revenues pertaining to Congestion Management and Highway Program (CMHP) of \$9.0 million. The CMHP state grants consist primarily of corridor Mobility Improvement Account (CMIA) grant. The scope of this grant includes performance improvements on the state highway system and major access routes to the state highway system. The CMHP-State grant was a negative \$423 thousand as a result of reclassification adjustment of American Recovery and Reinvestment Act (ARRA) grant from state to federal in 2017.

There are projects within the Congestion Management and Highway Program that avail of 2000 Measure A swap funds. This represents a swap of 2000 Measure A Sales Tax Revenues for grant funding from the State Transportation Improvement Program (STIP). The 2000 Measure A Swap program was established to fund a number of highway projects.

The Traffic Congestion Relief Program (TCRP) provides funds for projects throughout the state of California to reduce traffic congestion, provide for safe and efficient movement of goods, and provide system connectivity. TCRP is being implemented by the California Transportation Commission (CTC), in consultation with State Department of Transportation.

Public Transportation Modernization Improvement and Service Enhancement Act (PTMISEA) Grant is part of a comprehensive voter-approved bond investment package designed to help advance important goals and policies, including protecting the environment and public health, conserving energy, reducing congestion, and providing alternative mobility and access choices for Californians. The projects approved by the Department of Transportation included building pedestrian overcrossings, updating ticket vending machines, constructing bus rapid transit, substation rehabilitation, and procurement of vehicles and equipment. PTMISEA activities are presented in the following table (in thousands):

	June 30, 2017	From Inception To 6/30/2017 Cumulative Balance
Proceeds received	\$ 696	\$ 210,233
Total expenditures paid and accrued	(17,060)	(177,208)
Current year unused proceeds	(16,364)	33,025
Prior year unused proceeds	54,648	—
Total proceeds available	38,284	33,025
Interest earned	559	5,818
Total proceeds available plus interest earned	\$ 38,843	\$ 38,843

Highway-Railroad Crossing Safety Account or HRCSA was created by Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond of 2006 to provide funding for the completion of high-priority grade separation and railroad crossing safety improvements. The account is being administered by the California Transportation Commission (CTC).

Proposition 1B Fund provides funding under the California Transit Security Grant Program and is administered by the California Emergency Management Agency.

CalRecycle Tire-derived Aggregates represents a grant awarded in 2015 on the SVBX line, Track, Stations and System Design Build Contract. Tire Derived Aggregate is made from shredded scrap tires and is used in a wide range of construction projects. These uses include retaining wall backfill, lightweight embankment fill, landslide stabilization, vibration mitigation, and various landfill applications

The California High-Speed Rail Authority is responsible for the planning, design, construction and operation of the high-speed rail system in the nation. The System will connect the mega-regions of the State, contribute to economic development and a cleaner environment, create jobs and preserve agricultural and protected lands.

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

Santa Clara County 1996 Measure B Program includes both transit and highway projects. Santa Clara County Fund Swap is 1996 Measure B revenue received by VTA for local projects in exchange for federal and/or State grant funds. These funds are programmed for certain 1996 Measure B Transportation Improvement Program (MBTIP) Projects. Additional information on the 1996 MBTIP can be found in Note 9.

Various cities, counties, and other agencies contribute revenue to light rail projects and Silicon Valley Rapid Transit Corridor for project enhancements.

**NOTE 11 – SANTA CLARA VALLEY TRANSPORTATION AUTHORITY AMALGAMATED
TRANSIT UNION (ATU) PENSION PLAN**

(a) Plan Description and Benefits Provided

All ATU represented employees are covered by the Plan, which is a single-employer defined benefit pension plan. The Plan provides retirement, disability, and death benefits based on the employees' years of service, age, and final compensation.

Classic Employees

Employees with 10 or more years of eligibility service are entitled to full annual pension benefits beginning at normal retirement age of 65. Employees with less than 10 years but more than 5

years of eligibility service are entitled to an annual benefit at age 65 provided the Board of Pensions approves such benefit. Employees with 15 or more years of eligibility service are entitled to full annual pension benefits beginning at age 55. The Plan permits early retirement if an employee becomes disabled after 10 or more years of eligibility service, and deferred vested retirement upon employee termination after 10 or more years of eligibility service, with benefits payable at age 65. Employees may elect to receive their benefits in the form of a joint or survivor annuity. These benefit provisions and all other requirements are established by California statute and the labor agreement with the ATU Local 265. Benefit terms do not provide for annual cost-of-living adjustment subsequent to retirement date. Employees contribute 0.95% effective 10/10/2016 and 1.90% effective 10/9/2017.

New Employees

Plan benefit provisions and all other requirements are established by California Public Employees’ Pension Reform Act of 2013 (PEPRA) and Plan amendments as approved by the VTA Board at its October 6, 2016 meeting. Employees hired on or after January 1, 2016 contribute at least 50%, rounded to the nearest quarter of one percent, of the normal cost rate for the Plan for all active Plan Members, as determined by the Plan’s actuary. Employees contributed 5.75% effective 10/10/2016. This rate was reduced to 5.5% effective 10/24/2016.

Separately issued audited GAAP basis financial statements of the Plan are available and can be obtained from Santa Clara Valley Transportation Authority, Finance and Budget, 3331 North First Street, Building C-2, San Jose, California 95134-1927. The membership of the Plan as of June 30, 2017, is as follows:

Membership Status	No. of Members
Retirees and beneficiaries currently receiving benefits	1,395
Terminated vested members not yet receiving benefits	148
Active Members	1,563
Total	3,106

(b) Basis of Accounting

For purposes of measuring the net pension liability and deferred outflows/inflows of resources related to pension, and pension expense, information about the fiduciary net position of the ATU plan and additions to/deductions from the plan's fiduciary net position have been determined on the same basis as they are reported by the plan.

Contributions are recognized as revenue when due, pursuant to formal commitments, as well as statutory or contractual requirements. Benefits (distributions to participants) and refunds of

prior contributions are recognized when due and payable in accordance with the terms of the Plan.

Investments are reported at fair value. Securities traded on a national or international exchange are valued at the last reported sales price on the last business day of the fiscal year at current exchange rates. Purchases and sales of securities are reflected on the trade date and investment income is recognized as earned.

(c) Contribution Requirements

For FY 2017, the actuarially-determined contribution was \$27.4 million. As the Plan elected to use June 30, 2017 as its measurement date, employer contributions for FY 2017 will have an impact on the changes in the Plan's Net Position as of the end of the reporting year. The contribution requirements are established by the Board based on actuarially determined rate recommended by an actuary. The rate is the estimated amount necessary to finance the cost of the benefits earned by employees during the year with an additional amount to finance the unfunded accrued liability.

(d) Changes in Net Pension Liability

The Plan's net pension liability was \$170.1 million as of June 30, 2017. The following table shows the changes in net pension liability recognized over the measurement period (in thousands).

	Increase/(Decrease)		
	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension Liability/(Asset) (c) = (a) - (b)
Balance at June 30, 2016	\$ 658,313	\$ 481,318	\$ 176,995
Changes Recognized for the Measurement Period:			
Service cost	16,024	—	16,024
Interest (includes interest on service cost)	46,152	—	46,152
Differences between expected and actual experience	6,440	—	6,440
Changes of assumptions	13,105	—	13,105
Contributions - Employer	—	27,385	(27,385)
Contributions - Member	—	1,070	(1,070)
Net investment income	—	60,472	(60,472)
Benefit Payments, including Refunds of Employee Contributions	(38,454)	(38,454)	—
Administrative expense	—	(324)	324
Net changes during FY 2017	43,267	50,149	(6,882)
Balance at June 30, 2017	\$ 701,580	\$ 531,467	\$ 170,113

Sensitivity of the Net Pension Liability to Change in Discount Rate:

The table below shows the sensitivity of the Net Pension Liability to the discount rate. A one percent decrease in the discount rate increases the Total Pension Liability by approximately 11% and increases the Net Pension Liability by approximately 45%. A one percent increase in the discount rate decreases the Total Pension Liability and Net Pension Liability by approximately 9% and 38%, respectively.

	Discount rate -1% 5.94%	Discount rate 6.94%	Discount rate + 1% 7.94%
	(Amounts in thousands)		
Total Pension Liability	\$ 777,577	\$ 701,580	\$ 636,791
Plan Fiduciary Net Position	531,467	531,467	531,467
Net Pension Liability	<u>\$ 246,110</u>	<u>\$ 170,113</u>	<u>\$ 105,324</u>
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	68.3%	75.8%	83.5%

(e) Actuarial Assumptions

The Total Pension Liability (TPL) at the beginning of the measurement year is measured as of a valuation date of January 1, 2016, and projected forward to the beginning of the measurement year of June 30, 2016. The TPL at the end of the measurement year, June 30, 2017, is measured as of a valuation date of January 1, 2017, and projected forward to June 30, 2017.

A summary of key assumptions is as follows:

Actuarial cost method:	Entry Age to Final Decrement Cost Method
Inflation:	2.75% (reduced from 3.00% in the 2016 valuation)
Salary increases:	3.00% plus merit component
COLA increases:	0.00%
Investment rate of return:	7.00%, net of investment expense (reduced from 7.25% in the FY 2016 valuation)
Post-retirement Mortality:	Sex distinct RP-2000 Combined Healthy Blue Collar Mortality, projected to 2025 using 50% of Scale BB, with ages set back one year for female members.

(f) Discount Rate

The discount rate used to measure the Total Pension Liability was reduced from 7.13% to 6.94%. The projection of cash flows used to determine the discount rate assumed that VTA will continue to contribute to the Plan based on an actuarially determined contribution, reflecting a payment equal to the employer's share of the annual Normal Cost, the expected Administrative Expenses,

and an amount necessary to amortize the remaining Unfunded Actuarial Liability as a level dollar amount over an open (rolling) 20-year period.

The long-term expected return was based on 30-year asset class geometric return and correlation assumptions. These assumptions were based on forward looking building block analyses and historical data for each of the asset classes.

Based on the assumptions used, the Plan's Fiduciary Net Position was projected to be available to make all projected future benefit payments of current Plan members until at least 2075 when only a portion of the projected benefit payments are expected to be made from the projected Fiduciary Net Position. Projected benefit payments are discounted at the long-term expected return on assets of 7.00% to the extent the Fiduciary Net Position is available to make the payments and the municipal bond rate of 3.58% to the extent they are not available. The single equivalent rate used to determine the Total Pension Liability as of June 30, 2017 is 6.94%.

The following is the assumed asset allocation and expected rate of return for each major asset class:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return ^{1,2}
Domestic Equity-Large Cap Active	15%	4.75%
Domestic Equity-Large Cap Index	10%	4.75%
Domestic Equity-Small Cap	10%	5.00%
International Equity	13%	5.00%
Emerging Markets Equity	5%	6.75%
Domestic Fixed Income	27%	1.25%
Absolute Return	9%	3.75%
Real Estate	10%	3.75%
Cash	1%	0.25%

¹ The expected rate of inflation for this period is 2.75%

² Source: NEPC, LLC as of June 30, 2017; All assumptions based on 30-year forecast

(g) Plan's Fiduciary Net Position

This refers to the fair or market value of assets. As of June 30, 2017, the Plan's Fiduciary Net Position amounts to \$531.5 million. Detailed information about the pension plans, fiduciary position is available in a separate financial report.

(h) Pension Expense and Deferred Inflows or Outflows of Resources Related to Pensions

For the measurement period ending June 30, 2017, VTA incurred pension expense of \$12.4 million. This is the change in the Net Pension Liability plus the changes in deferred amounts plus employer contributions.

	Amount (In thousands)
Service cost	\$ 16,024
Employee contributions	(1,070)
Employer contributions	(27,385)
Administrative expenses	324
Interest cost	46,152
Expected return on assets	(35,538)
Recognition of assumption changes	4,614
Recognition of liability gains and losses	3,118
Recognition of investment gains and losses	6,159
Pension expense	<u>\$ 12,398</u>

As of June 30, 2017, VTA's deferred outflows related to the ATU pensions are as follows:

	Deferred Outflows of Resources (In thousands)
Differences between expected and actual experience	\$ 12,790
Changes in assumptions	20,639
Net difference between projected and actual earnings on pension plan investments	9,356
Total	<u>\$ 42,785</u>

Amounts reported as deferred outflows of resources will be recognized in pension expense as follows (in thousands):

Fiscal Year	Measurement Period and Fiscal Years Ended June 30:	Deferred Outflows of Resources
2017	2018	\$ 13,890
2018	2019	13,890
2019	2020	9,755
2020	2021	1,992
2021	2022	3,258
Thereafter	Thereafter	—

(i) **Summary of Pension-related accounts**

The following table breaks down the pension-related accounts. Since these accounts are common to both ATU Pension and the CalPERS pension (Note 12), only the totals show in the financial statements.

	ATU	CalPERS	Total
Deferred Outflows of Resources (Pension-related)	\$ 42,785	\$ 28,181	\$ 70,966
Deferred Inflows (Pension-related)	—	3,576	3,576
Net Pension Liability	170,113	107,580	277,693
Pension Expense GASB 68	12,398	13,858	26,256

NOTE 12 – PUBLIC EMPLOYEES’ RETIREMENT PLAN

(a) **Plan Description and Benefits Provided**

All eligible non-ATU employees of VTA participate in the California Public Employees' Retirement System (CalPERS). Prior to separation from the County on January 1, 1995, all eligible VTA employees participated in CalPERS through the County. As a result of the separation from the County, certain administrative employees were transferred from the County to VTA. All of those administrative employees’ service credits earned during the period they worked for the County’s transportation agency were transferred to VTA’s CalPERS account. The transfer of related assets at a market value totaling approximately \$52.3 million was completed by CalPERS in FY 1999.

CalPERS is an agent multiple-employer defined benefit retirement plan that acts as a common investment and administrative agent for various local and state governmental agencies within California. CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full time employment. Members with five years of total service are eligible to retire at age 50 or age 52 for New Members with statutorily reduced benefits. All members are eligible for non-duty disability benefits after 5 years of service credit. The death benefit is one of the following: the Basic Death Benefit or the 1957 Survivor Benefit. These benefit provisions and all other requirements are established by state statute and VTA resolutions. VTA contracts with CalPERS to administer these benefits. The normal retirement benefit is equal to 2% of final compensation for each year of credited services.

Retirement and survivor allowances are adjusted each year in May for cost of living, beginning the second calendar year after the year of retirement. The contracted cost-of-living allowance (COLA) provision is 2%.

Based on census data, VTA membership in the Plan as of June 30, 2016 (date of the most recent actuarial valuation), is as follows:

Retirees and beneficiaries receiving benefits	623
Terminated and vested members not yet receiving benefits	445
Active members	<u>574</u>
Total	<u><u>1,642</u></u>

Copies of the CalPERS’ annual financial report may be obtained from the CalPERS Executive Office, 400 P Street, Sacramento, CA 95814.

(b) Summary of Significant Accounting Policies

For purposes of measuring the net pension liability, the following have been determined on the same basis as they are reported by the CalPERS Financial Office:

- Deferred outflows/inflows of resources related to pensions;
- Pension expense;
- Information about the fiduciary net position of the Plan, and
- Additions to/deductions from the Plan’s fiduciary net position.

Benefit payments (including refunds of employee contributions) are recognized when currently due and payable in accordance with the benefit terms. Investments are reported at fair value.

(c) Contribution Requirements

Active members in VTA’s CalPERS Plan pay a portion or all (depending on hire date) of the employee contribution to the CalPERS Plan. In FY2017, employees hired prior to January 2012 paid 6 percent (excluding SEIU-represented employees who paid 5.5% and will pay 6.0% effective August 14, 2017) toward the required employee share and VTA paid the remaining portion of the employee contribution. Employees hired in or after the first full pay period in January 2012 paid the employee contribution of 7%. The CalPERS-designated PEPRA (Public Employees’ Pension Reform Act) rate is 6.5%. However, due to collective bargaining agreements, the current employee contributions for employees considered New Members is 7%. The 0.5% difference is reported in a liability account until the PEPRA issue is resolved.

The employer's contribution rate from July 1, 2016, through June 30, 2017, was 16.908%. The employee contribution requirements of the CalPERS Plan are established by state statute and the employer contribution is established and may be amended by CalPERS.

The actuarial methods and assumptions used are those adopted by the CalPERS Board of Administration. For FY 2017, VTA contributed \$11.5 million, which is equal to the actuarially-determined contributions. The required contribution for FY 2017 was based on the actuarial valuation report as of June 30, 2014 using the entry age normal cost method with the contributions determined as a percent of pay. VTA's annual pension contribution of \$11.5 million in FY 2017 was deferred as VTA opted for June 30, 2016, to be its measurement date.

(d) Net Pension Liability

VTA's net pension liability to the CalPERS Plan was \$107.6 million as of June 30, 2017. The net pension liability was measured using an actuarial valuation as of June 30, 2015 rolled forward to June 30, 2016 using standard update procedures. The following table shows the changes in net pension liability recognized over the measurement period (in thousands).

	Increase (Decrease)		
	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension Liability/(Asset) (c) = (a) - (b)
Balance at June 30, 2016	\$ 370,217	\$ 283,391	\$ 86,826
Changes Recognized for the Measurement Period:			
Service cost	9,488	—	9,488
Interest on the Total Pension Liability	27,998	—	27,998
Changes of Assumptions	—	—	—
Differences between Expected and Actual Experience	(1,007)	—	(1,007)
Plan to Plan Resource Movement	—	(40)	40
Contributions from the Employer	—	10,248	(10,248)
Contributions from Employees	—	4,260	(4,260)
Net investment income	—	1,430	(1,430)
Benefit Payments, including Refunds of Employee Contributions	(15,940)	(15,940)	—
Administrative Expense	—	(173)	173
Net changes during FY 2017	20,539	(215)	20,754
Balance at June 30, 2017	<u>\$ 390,756</u>	<u>\$ 283,176</u>	<u>\$ 107,580</u>

Sensitivity of the Net Pension Liability to Changes in the Discount Rate:

The following presents the net pension liability of the Plan as of the measurement date, calculated using the discount rate of 7.65%, as well as what the net pension liability would be if it were

calculated using a discount rate that is 1 percentage-point lower (6.65%) or 1 percentage-point higher (8.65%) than the current rate:

	Discount Rate -1% 6.65%	Current Discount Rate 7.65%	Discount Rate +1% 8.65%
(Amounts in thousands)			
Plan's Net Pension Liability	\$ 158,897	\$ 107,580	\$ 64,892

(e) Actuarial Methods and Assumptions Used to Determine Pension Liability

For the measurement period ended June 30, 2016, the total pension liability was determined by rolling forward the June 30, 2015 total pension liability. The June 30, 2015, and the June 30, 2016, total pension liabilities were based on the following actuarial methods and assumptions:

Valuation date	June 30, 2015
Actuarial cost method	Entry Age - Normal
Actuarial Assumptions	
Discount rate	7.65%
Inflation	2.75%
Salary increases	Varies by entry age and service
Payroll growth	3.00%
Investment rate of return	7.65% Net of Pension Plan Investment and Administrative Expenses; includes Inflation
Post retirement benefit increase	Contract COLA up to 2.75% until Purchasing Power Protection Allowance Floor on Purchasing Power applies, 2.75% thereafter Protection Allowance Floor on Purchasing Power applies, 2.75% thereafter
Mortality	Probabilities for mortality are based on the 2014 CalPERS mortality experiences study for the period 1997 to 2011

(f) Discount Rate

The discount rate used to measure the total pension liability was 7.65 percent. CalPERS concluded, based on the results of the stress test, that the current 7.65 percent discount rate is adequate and the use of the municipal bond rate calculation is not necessary.

The long-term expected return on pension plan investments was determined using building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, both short-term and long-term market return expectations, as well as the expected pension fund cash flows, were taken into account.

Such cash flows were developed assuming that both members and employers will make their required contributions on time and as scheduled in all future years. Using historical returns of all the funds' asset classes, expected geometric returns were calculated over the short-term (first 10 years) and the long-term (11-60 years) using building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund.

The table below reflects long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. The target allocation shown was adopted by the Board effective on July 1, 2015.

Asset Class	Target Allocation	Real Return Years 1-10 ¹	Real Return Years 11+ ²
Global Equity	51.00%	5.25%	5.71%
Global Fixed Income	20.00%	0.99%	2.43%
Inflation Sensitive	6.00%	0.45%	3.36%
Private Equity	10.00%	6.83%	6.95%
Real Estate	10.00%	4.50%	5.13%
Infrastructure & Forestland	2.00%	4.50%	5.09%
Liquidity	1.00%	-0.55%	-1.05%

¹ An expected inflation of 2.5% used for this period

² An expected inflation of 3.0% used for this period

(g) Pension Plan's Fiduciary Net Position

The Plan Fiduciary Net Position includes receivables for employee service buybacks, deficiency reserves, fiduciary self-insurance and OPEB expense. The Plan's Fiduciary Net Position as of June 30, 2016 is \$283.2 million.

(h) Pension Expense and Deferred Inflows/Outflows of Resources Related to Pensions

For the year ended June 30, 2017, VTA incurred a pension expense of \$13.8 million for the Plan.

	Amount
	<u>(In thousands)</u>
Service cost	\$ 9,488
Interest on the Total Pension Liability	27,998
Recognized changes in assumptions	(1,791)
Recognized changes between expected and actual experience	395
Plan to Plan resource movement	40
Employee contributions	(4,260)
Employee contribution adjustment from prior year	1,105
Projected earnings on Pension Plan investments ¹	(21,562)
Recognized differences between projected and actual earnings on Plan investments	2,272
Administrative Expense	173
Pension Expense	<u>\$ 13,858</u>

¹ Net of administrative expenses

As of June 30, 2017, VTA's deferred inflows/outflows of resources related to the CalPERS pension plan are as follows, in thousands:

	<u>Deferred Outflows/(Inflows) of Resources</u>
Net differences between Projected and Actual Earnings on Pension Plan investments	\$ 15,558
Changes of Assumptions	(3,576)
Differences between Expected and Actual Experiences	1,107
Pension Contributions subsequent to measurement date	11,516

Deferred outflows of resources resulting from contributions, made subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2018. Amounts reported as deferred inflows of resources related to differences in projected and actual investment savings will be recognized in future pension expense over 5 years using the straight-line method. All other amounts are amortized straight-line over the average expected remaining service lives of all members that are provided with benefits (active, inactive and retirees) as of the beginning of the measurement period. Schedule is as follows, in thousands:

Fiscal Year	Measurement Period Fiscal Years June 30,	Deferred Outflows/(Inflows) of Resources
2018	2017	\$ 876
2019	2018	1,316
2020	2019	6,870
2021	2020	4,027
Thereafter	Thereafter	—

(i) Summary of Pension-related accounts

A summary table of Net Pension Liability, Deferred outflows/inflows, and Pension Expense for ATU Pension and CalPERS is provided in Note 11(i).

NOTE 13 – ATU SPOUSAL MEDICAL AND VISION/DENTAL FUND

VTA administers the ATU Spousal Medical and Retiree Vision and Dental Fund. Both are considered to be employee-funded defined contribution plans. As of June 30, 2017, VTA had net position of approximately \$15.9 million for the ATU Spousal Medical Fund and \$11 million for the Retiree Vision and Dental Fund.

The Spousal Medical Fund is a medical insurance benefit for eligible pensioners’ spouses. Pursuant to a collective bargaining agreement with ATU, represented employees are required to contribute \$0.40 per hour to the Spousal Medical Fund. As of June 30, 2017, there were 371 participating spouses who were eligible for benefits from the Spousal Medical Fund. FY 2017 contributions were approximately \$1.6 million while benefit payments made by the Fund were approximately \$1.3 million and investment earnings were \$1.7 million.

The Retiree Vision and Dental Fund is a vision and dental benefit for eligible pensioners. Effective 1999 and pursuant to a collective bargaining agreement, ATU represented employees are required to contribute \$0.10 per hour. As of June 30, 2017, there were 1,061 eligible participants. Contributions and investment earnings for the fiscal year were approximately \$389 thousand and \$1.2 million respectively, while benefit payments were approximately \$312 thousand.

A separate audited GAAP-basis postemployment benefit plan report is not available for ATU Spousal Medical and Vision/Dental Fund.

NOTE 14 – INTERNAL SERVICE FUND

As of June 30, 2017, the assets and liabilities by individual components of the Internal Service Fund by program are as follows (in thousands):

	Workers' Compensation	General Liability	Compensated Absence	Total
Assets	\$ 17,415	\$ 6,408	\$ 20,725	\$ 44,548
Liabilities*	17,415	6,408	29,491	53,314
Net Position	\$ —	\$ —	\$ (8,766)	\$ (8,766)

*includes short-term liabilities

Workers' Compensation and General Liability

VTA contracts with third-party administrators to process claims for both Workers' Compensation and General Liability programs. VTA's annual contribution to General Liability program is based upon quarterly internal reviews of frequency and severity claims experience. Workers' Compensation fund contributions occur each pay period. Internally, the Workers' Compensation fund balance is reviewed quarterly to ensure it is appropriate given the claims history. In addition, both funds are evaluated and reconciled based on year-end actuarial valuations.

Actuarial Information

An actuarial analysis as of June 30, 2017 disclosed that the present values of estimated outstanding losses, at 2% average discount rate using a 60% confidence level, are \$17.4 million and \$6.4 million for Workers' Compensation and General Liability, respectively. Changes in the balance of Workers' Compensation and General Liability claims for the two years ended June 30, 2016, and June 30, 2017, are as follows (in thousands):

	Workers' Compensation	General Liability
Unpaid claims at June 30, 2015	\$ 18,434	\$ 11,972
Provision for claims and claims adjustment expense	6,606	2,752
Changes in estimates for provision for future claims	(3,515)	35
Payment for claims and other adjustments	(4,235)	(7,734)
Unpaid claims at June 30, 2016	17,290	7,025
Provision for claims and claims adjustment expense	6,250	2,830
Changes in estimates for provision for future claims	(1,991)	1,560
Payment for claims and other adjustments	(4,247)	(5,054)
Unpaid claims at June 30, 2017	\$ 17,302	\$ 6,361

Compensated Absences

This represents the amount charged each month to accrue the estimated increase in unused vacation and sick leave. This account is adjusted annually to reflect the year-end value of unused vacation and sick leave. Compensated absences are limited to leaves that are attributable to services already rendered and are not contingent on a specific event that is outside the control of the employer and employee. At June 30, 2017, the outstanding balance of compensated absences liability is \$29.5 million.

NOTE 15 - SANTA CLARA VALLEY TRANSPORTATION AUTHORITY OTHER POST EMPLOYMENT BENEFITS (OPEB) TRUST

(a) *Plan Description and Benefits Provided*

VTA offers postemployment benefits to its employees through the Santa Clara Valley Transportation Authority Other Post Employment Benefit (OPEB) Trust, a single employer defined benefit health plan funded and administered by VTA.

Employees who retire directly from VTA are eligible for retiree health benefits if they meet certain requirements related to age and service. For ATU retirees, VTA provides an ATU Retiree Health Care Program (the ATU Program), a post-employment benefit, in accordance with the agreement between VTA and the ATU, to all Classic ATU represented employees who retire from VTA on or after attaining the age of 55 with at least 15 years of eligibility service, or age 65 with 10 years of eligibility service, or upon Board of Pensions' approval age 65 with 5 years of eligibility service, or if an employee becomes disabled and has completed at least 10 years of eligibility service and to all New ATU represented employees who retire from VTA under PEPRA and its mandated provisions. ATU retirees can select from retiree health plans offered under the CalPERS program. For ATU retirees living in California: VTA contributes up to \$100 per month above the Kaiser Bay Area Single Party rate for CalPERS medical plans, regardless of Medicare status. ATU retirees pay the excess above the VTA contribution of up to \$100 per month above the Kaiser Bay Area Single Party rate. For ATU retirees living outside of California: VTA contributes up to \$100 per month above the Kaiser Out of State Single Party rate for CalPERS medical plans, regardless of Medicare status. ATU retirees pay the excess above the VTA contribution of up to \$100 per month above the Kaiser Out of State Single Party rate. ATU retirees who are eligible for Medicare are reimbursed for the Medicare Part B premium, excluding penalties/late enrollment fees.

For surviving spouses of ATU retirees: VTA pays the PEMHCA minimum employer premium contribution of \$128 per month in 2017 and \$133 per month in 2018.

Non-ATU employees who retire directly from VTA on or after attaining the age of 50 years (Classic members) or 52 years (New members) with at least 5 years of CalPERS service are also covered under a Retiree Health Care Program (the administrative retiree program). Non-ATU retirees can select from retiree health plans offered under the CalPERS program.

For Non-ATU retirees living in California: VTA will contribute up to the Kaiser Bay Area Employee Only rate. Non-ATU retirees pay any premium in excess of the CalPERS Kaiser Bay Area Employee Only rate.

For Non-ATU retirees living outside of California: VTA will contribute up to the Kaiser Out of State Single Party rate. Non-ATU retirees pay any premium in excess of the CalPERS Kaiser Out of State Single Party rate.

Non-ATU retirees who are eligible for Medicare are reimbursed for the Medicare Part B premium, excluding penalties/late enrollment fees.

For surviving spouses of non-ATU retirees who elect a pension option with survivor benefits: VTA will contribute the same amount as it contributes for non-ATU retirees.

VTA also provides life insurance benefits for all ATU retirees and Executive Management retirees. ATU retirees who retired prior to January 1, 2010, receive \$5,000 in life insurance coverage and those who retired on or after January 1, 2010, receive \$7,000 in life insurance coverage. Executive Management retirees receive \$50,000 in life insurance coverage for the first year of retirement, decreasing by \$10,000 each year until its expiration in the sixth year.

As of June 30, 2017, the number of retirees and active employees who met the eligibility requirements for the ATU Program and non-ATU are as follows:

OPEB Eligible	ATU	Non-ATU	Total
Retirees	1,075	507	1,582
Active (Vested)	731	460	1,191

(b) Basis of Accounting

Contributions are recognized as revenue when due, pursuant to formal commitments, as well as statutory or contractual requirements. Benefits (distributions to participants) and refunds of

prior contributions are recognized when due and payable in accordance with the terms of the Plan.

Investments are reported at fair value. Securities traded on a national or international exchange are valued at the last reported sales price on the last business day of the fiscal year at current exchange rates. Purchases and sales of securities are reflected on the trade date and investment income is recognized as earned.

(c) Funding Policy

Benefit allowance provisions are established through agreements and memorandums of understanding (MOU) between VTA and unions representing its employees. VTA’s contributions to the plans are based on Annual Required Contribution (ARC) as determined by an actuarial valuation study. In FY 2008, VTA established an irrevocable trust to fund the ARC in accordance with the provisions of GASB Statement 45.

As of June 30, 2017, VTA had assets of \$299.9 million to cover costs of the ATU and Non-ATU Programs. The Plan is presented in these financial statements as the OPEB Trust Fund. Separate financial statements are also prepared for the Trust and can be obtained from Santa Clara Valley Transportation Authority, Finance and Budget, 3331 North First Street, Building C-2, San Jose, California 95134-1927.

(d) Annual OPEB Cost and Net OPEB Obligations

VTA’s Annual Plan Cost (Expense) is calculated based on the Annual Required Contribution (ARC) of the employer, an amount actuarially determined in accordance with the parameters of GASB Statement 45. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year and amortize any unfunded actuarial liabilities (or funding excess) over a period not to exceed twenty years, using a closed amortization methodology. OPEB activities during FY 2017 are as follows (in thousands):

Annual Required Contributions ¹	\$ (4,047)
Interest on Net Plan Asset ²	—
Annual Plan Cost (Expense)	<u>(4,047)</u>
Contributions Made ¹	4,047
Net OPEB Asset, Beginning of Year	15,865
Net OPEB Asset, End of Year	<u><u>\$ 15,865</u></u>

¹ Implicit subsidy offset by contributions made are for GASB 43/45 presentation purposes only. No actual contribution was made.

² VTA’s adjustment to the ARC was offset by interest requiring no adjustment

In FY 2013, VTA Transit Fund made a one-time irrevocable transfer of \$20.65 million to OPEB Trust Fund. This was included in VTA Transit unrestricted net position earmarked for future operational needs of OPEB Trust Fund. OPEB Trust Fund reflected this as a contribution during FY 2013. Plan cost, contribution made, the percentage of annual cost contributed to the Plan, and the net Plan assets for the years ended June 30, 2015 through 2017 are presented as follows (in thousands):

Net OPEB Obligation/Asset

Fiscal Year Ended	Annual OPEB Cost	VTA Contribution	Percentage of Annual OPEB Cost Contributed	Net OPEB Asset
6/30/2017	\$ 4,047	\$ 4,047	100%	\$ 15,865
6/30/2016	4,785	4,785 *	100%	15,865
6/30/2015	12,000	12,000	100%	20,650

* FY2016 contribution was offset by the reduction of Net OPEB Asset

(e) Funding Status and Funding Progress

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality, and the healthcare cost trend. Amounts determined regarding the funded status of the plan and annual required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future.

As of July 1, 2016, the most recent actuarial valuation date, the plan was 118% funded. The actuarial accrued liability was \$233.2 million and the actuarial value of assets was \$275.6 million with \$42.4 million in an overfunded actuarial accrued liability. The covered payroll was \$168.9 million which resulted in a 25% overfunded actuarial accrued liability as a percent of covered payroll.

The schedule of funding progress is presented on page 2-102, in the required supplementary information following the notes to the financial statements.

(f) Actuarial Methods and Assumptions

A summary of principal assumptions and methods used by the actuaries to determine VTA’s annual required contributions to the Plan is as follows:

Description	Methods/Assumptions
Valuation date	June 30, 2016
Actuarial Cost Method	Individual Entry Age
Amortization Method	Level dollar closed
Asset valuation method	Market value
Remaining Amortization Period	12 years
Actuarial assumptions:	
Discount rate	7%
Payroll growth rate	3.25%
Ultimate rate of medical inflation	4.5%

NOTE 16 – CLAIMS, COMMITMENTS, AND CONTINGENCIES

VTA is exposed to liability for personal injury, bodily injury and property damage claims. Claims alleging liability and financial loss for injury or property damage suffered by employees, passengers, the general public and others may involve various risk exposures inherent to public transportation services and congestion management oversight.

VTA self-insures and contracts third party adjustment services for:

- (a) Third party personal injury, bodily injury, and property damage liability claims up to \$3 million per occurrence.
- (b) Workers' Compensation claims through self-insurance.
- (c) Public Officials and Employment Practices Liability claims up to \$3 million per occurrence.
- (d) First party property damage with various deductible ranging from \$100,000 to \$250,000 for rail cars and equipment, buses, and real property.

For liability, VTA is self-insured for \$3 million per occurrence. Excess Liability insurance is purchased from several insurers through VTA's insurance broker up to \$97 million per occurrence and in the aggregate. The program consists of a \$7 million primary layer and an excess layer of \$90 million.

VTA purchases Public Officials Liability & Employment Practices Liability Insurance with an annual aggregate of \$2 million per occurrence in excess of a \$3 million self-insured retention.

VTA purchases first party property insurance for loss or damage to its property arising out of various risk perils (excluding earthquake) and damage from bus and rail transit collisions, overturn or derailment. Coverage provides stated value/replacement cost per occurrence with various deductibles not exceeding \$250,000.

Type of Coverage	Self-Retention	Excess Coverage
Workers' Compensation	Self-Insured	None
General Liability	\$ 3,000,000	\$ 97,000,000
Property, Boiler & Machinery	100,000	80,000,000
Flood	5,000	500,000
Light Rail Vehicles	250,000	100,000,000
Light Rail Spare Parts	25,000	Stated Value
Buses	150,000 & lower	50,000,000
Bus Spare Parts	25,000	Stated Value
Non-Revenue Trucks & Equipment	25,000	50,000,000
Express Lane Toll Road Equipment & Signs	25,000	50,000,000
Public Officials Liability	3,000,000	2,000,000
Crime	2,500	1,000,000
Premises Pollution Liability	100,000	5,000,000
Storage Tank Liability	25,000	1,000,000
Cyber Risk	10,000	2,000,000
Blanket Railroad Protective Liability	—	2,000,000

NOTE 17 – LEASES

VTA leases various properties for use as transfer facilities, parking lots, information centers, office buildings, and warehouses under lease agreements that expire at various dates through 2023. VTA may renew the leases after their expiration. Some of these agreements were accounted for as operating leases in VTA Transit Fund for approximately \$349 thousand in FY 2017. Other leases were charged to capital project expenditures and were capitalized in FY 2017 for approximately \$1 million. The future lease payments under non-cancellable lease agreements are as follows (in thousands):

Years ending June 30,	Future Lease Payments
2018	\$ 1,081
2019	369
2020	178
2021	121
2022	125
2023	63
Total	\$ 1,937

NOTE 18 – LITIGATION

In November 2016, the voters of Santa Clara County overwhelmingly passed Measure B, a 30-year half-cent sales tax that would help VTA fund a series of transportation-related projects including local streets and roads repair, bicycle/pedestrian improvements, Caltrain grade separations, and Phase II of the BART extension. Collection of the half-cent sales tax began in April 2017.

In January 2017, a Santa Clara County resident individually filed a lawsuit against VTA on the validity of the 2016 Measure B. (*Cheriel Jensen v. Santa Clara Transportation Authority, et al.*, Santa Clara County Superior Court case No. 17-CV-304960). VTA challenged the lawsuit as lacking merit and the court agreed and dismissed the case. However, the Plaintiff filed an appeal with the Sixth District Court of Appeal on August 17, 2017, Case No. H044974.

As a result of the ongoing appeal, VTA is required to keep all 2016 Measure B tax collections in an escrow account (which VTA has been doing) “until the legality of the tax is finally resolved by a final and non-appealable decision...” (California Revenue and Taxation Code, Rev. & Tax. Code § 7270(c).) Therefore, the court process will impede VTA from distributing any 2016 Measure B funds unless and until the lawsuit is finally resolved in favor of VTA.

NOTE 19 – CONTRACTED SERVICES PROVIDED BY THE COUNTY OF SANTA CLARA

The County provides support services to VTA for protection (Office of the Sheriff), vehicle maintenance and fuel, and contributions for retiree medical for County public safety staff assigned to VTA. As of June 30, 2017, the support services totaled \$10.7 million and are included in Operating Expenses.

NOTE 20 – JOINT VENTURES

(a) *Peninsula Corridor Joint Powers Board*

VTA is a member agency of the Peninsula Corridor Joint Powers Board (PCJPB), along with the San Mateo County Transit District (SamTrans) and the City and County of San Francisco (CCSF). The PCJPB is governed by a separate board composed of nine members, three from each participating agency. The PCJPB was formed in October 1991 to plan, administer, and operate the Peninsula Corridor rail service (Caltrain), which began operating on July 1, 1992. Prior to July 1, 1992, such rail service was operated by Caltrans.

The net operating costs and administrative expenses of the PCJPB for services provided between San Francisco and San Jose are reimbursed by the member agencies. In FY 2017, VTA, SamTrans, and CCSF were responsible for 40.3%, 41.9%, and 17.8%, respectively, of the member agencies' total reimbursement for such expenses. During the year ended June 30, 2017, VTA paid \$8.4 million to the PCJPB for operating costs.

SamTrans serves as the managing agency of the PCJPB, providing administrative personnel and facilities. The disbursement of funds received by the PCJPB is controlled by provisions of various grant contracts entered into with the U.S. government, the state, and the member agencies.

VTA's agreement with the PCJPB expired in 2001 and continues in full force and effect on a year-to-year basis, until any member provides a one-year's prior written notice of withdrawal. If two or more parties to the agreement withdraw, then the agreement shall terminate at the end of the fiscal year following expiration of the one-year's notice given by the second party. In that event, the property and funds of the PCJPB would be distributed to the member agencies in accordance with a separate agreement to be entered into between the parties.

The following is a summary financial information (not included in VTA's financial statements) for the PCJPB for the years ended June 30, 2016 and 2015 (in thousands). FY 2016 is the most recent audited financial information.

PCJPB Financial Information	2016	2015
Total assets	\$ 1,495,016	\$ 1,452,213
Total liabilities	(136,381)	(135,238)
Total net position	\$ 1,358,635	\$ 1,316,975
Operating revenues	\$ 95,433	\$ 90,763
Operating expenses	(211,383)	(195,410)
Non-operating revenues, net	26,281	29,397
Capital contributions	131,329	115,225
Change in net position	\$ 41,660	\$ 39,975

Complete financial statements for the PCJPB can be obtained from SamTrans at 1250 San Carlos Avenue, San Carlos, California 94070.

(b) Altamont Corridor Express

The Altamont Corridor Express (ACE) is a commuter rail service covering over 85 miles between Stockton and San Jose with stops in Manteca, Tracy, Livermore, Pleasanton, Fremont, Santa Clara, and San Jose. ACE is funded by VTA, the Alameda County Congestion Management Agency, and the San Joaquin Regional Rail Commission which also serves as the managing

agency. ACE commenced operations in October 1998, and now provides four daily round trips commuter rail service from San Joaquin County through the Tri-Valley Area of Alameda County to Santa Clara County. In June 2003, VTA entered into a Cooperative Service Agreement with the San Joaquin Regional Rail Commission (SJRRRC) and the Alameda County Transportation Commission (Alameda CTC) for continued VTA funding of ACE commuter rail service. The cooperative agreement replaced the ACE Joint Powers Agreement (JPA) executed by the ACE member agencies – VTA, SJRRRC, and Alameda CTC. Per the cooperative agreement, VTA’s financial subsidy is the amount paid in FY 2003, increased annually by the consumer price index (CPI). During the year ended June 30, 2017, VTA contributed approximately \$3.3 million for operating costs.

The summary financial information (not included in VTA’s financial statements) for the Altamont Corridor Express for the years ended June 30, 2016, and 2015 (in thousands), appear as follows. FY 2016 is the most recent audited financial information.

ACE Financial Information	2016	2015
Total assets	\$ 183,530	\$ 181,021
Total liabilities	(57,738)	(58,983)
Total net position	\$ 125,792	\$ 122,038
Operating revenues	\$ 8,558	\$ 7,991
Operating expenses	(24,227)	(23,802)
Non-operating revenues, net	10,580	12,842
Capital contributions	9,914	14,050
Transfer in/(out)	—	88
Extraordinary item	(1,071)	—
Change in net position	\$ 3,754	\$ 11,169

Complete financial statements for ACE can be obtained from the San Joaquin Regional Rail Commission at 949 East Channel Street, Stockton, California 95202.

(c) *Capitol Corridor Intercity Rail Service*

VTA is a member agency of the Capitol Corridor Joint Powers Authority, which provides intercity rail service between Sacramento and San Jose. The Capitol Corridor intercity rail service is provided by the Capitol Corridor Joint Powers Board, which is comprised of members of the governing bodies of VTA, the Sacramento Regional Transit District, the Placer County Transportation Planning Agency, the congestion management agencies of Solano and Yolo counties, and the San Francisco Bay Area Rapid Transit District (BART). BART is the managing agency for the Capitol Corridor Service and Amtrak operates the trains on tracks owned by Union Pacific railroad. VTA offers no funds to the operation of this service.

Complete financial statements for the Capitol Corridor Service can be obtained from the San Francisco Bay Area Rapid Transit District (BART) at P.O. Box 12688, Oakland, California 94606-2688.

NOTE 21 – OTHER FINANCING TRANSACTIONS

(a) *Lease/Leaseback*

In 1998 and 2003 VTA entered into a total of six lease/leaseback transactions with five investors: KBC Bank N.V., Firth Third Leasing Company, Comerica Leasing Corporation, US Bancorp, and First Hawaiian Leasing Inc. The leases involved a total of 116 light rail vehicles. The light rail vehicles were leased using statutory trusts (the “Trusts”) formed on behalf of the parties to the transactions. In each case, pursuant to a head-lease agreement, VTA leased rail vehicles to an investor and in turn received a prepayment of the future headlease rents that would be due through the purchase option date. Pursuant to a sublease, each investor then leased the rail vehicles to the VTA. Sufficient monies from prepayment of the headlease rents were invested in highly rated securities to fund all sublease rents and the purchase option payments. Remaining monies were used to pay transaction costs, with the balance then going to VTA as an upfront cash benefit. Highly rated insurance companies were used to provide guaranties for certain aspects of the transactions. Subsequent to the closing of the leases, the Internal Revenue Service disallowed the tax benefits the investors were anticipating, also as a result of the 2008 financial crisis the credit ratings of the insurance providers were dramatically lowered below thresholds required in the lease documents, resulting in the possibility of a default.

Subsequent to these adverse developments KBC Bank N.V., US Bancorp and Comerica Leasing Corporation were each willing to terminate their transactions on favorable terms. With First Hawaiian Leasing Corporation the VTA exercised its purchase option on January 2, 2017. The purchase option was funded from the maturing securities invested at the outset of the lease. The remaining two leases are with Fifth Third Leasing Company, and have purchase option dates of January 1, 2034.

(b) *Sublease Agreement with Utah Transit Authority (UTA)*

In May 2003, VTA entered into a further sub-lease agreement with the Utah Transit Authority (UTA) to lease 29 rail vehicles related to VTA’s sublease with First Hawaiian Leasing Corporation. On January 2, 2017, VTA exercised its purchase option with First Hawaiian Leasing Corporation. Upon completion of VTA’s purchase option with First Hawaiian Leasing Corporation and pursuant to the agreement with UTA, UTA exercised its purchase option.

NOTE 22 – SUBSEQUENT EVENT***Federal Funding Grant Agreement***

The 2017 Federal Section 5309 New Starts funding for the VTA's Silicon Valley Berryessa Extension Project of \$100 million was awarded in September 2017. Of the \$900 million grant commitment from the FTA for the project, \$802.6 million has been awarded to date.

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REQUIRED SUPPLEMENTARY INFORMATION
(Other than MD&A)

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SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Required Supplementary Information
 Schedule of Changes in Net Pension Liability and Related Ratios
 For the Years ended June 30, 2014 to 2017

Amalgamated Transit Union Pension Plan
 (Unaudited)
 (In thousands)

	2017*	2016	2015	2014
Total Pension Liability				
Service cost	\$ 16,024	\$ 14,788	\$ 13,468	\$ 12,094
Interest (includes interest on service cost)	46,152	45,110	43,069	41,417
Difference between expected and actual experience	6,440	7,748	4,517	—
Changes in assumptions	13,105	14,577	—	—
Benefit payments, including refunds of member contributions	(38,454)	(35,588)	(33,418)	(30,967)
Net change in total pension liability	43,267	46,635	27,636	22,544
Total Pension Liability, beginning	658,313	611,678	584,042	561,498
Total Pension Liability, ending	701,580	658,313	611,678	584,042
Plan Fiduciary Net Position				
Contributions - employer	27,385	25,751	25,590	25,787
Contributions - member	1,070	—	—	—
Net investment income	60,472	2,245	16,094	64,139
Benefit payments, including refunds of member contributions	(38,454)	(35,588)	(33,418)	(30,967)
Administrative expense	(324)	(281)	(301)	(313)
Net change in Plan Fiduciary Net Position	50,149	(7,873)	7,965	58,646
Plan Fiduciary Net Position, beginning	481,318	489,191	481,226	422,580
Plan Fiduciary Net Position, ending	531,467	481,318	489,191	481,226
Net Pension Liability, ending	\$170,113	\$176,995	\$122,487	\$102,816
Plan Fiduciary Net Position as a percentage of the Total Pension Liability	75.75%	73.11%	79.98%	82.40%
Covered Payroll	\$131,544	\$126,796	\$115,914	\$107,880
Net Pension Liability as a percentage of covered payroll	129.32%	139.59%	105.67%	95.31%

***Notes to schedule**

Change in assumptions:

- 1) Investment rate of return: Reduced from 7.5% in 2015 to 7.25% in 2016 and to 7.00% in 2017, net of investment expense
- 2) Inflation: reduced from 3.25% in 2015 to 3.00% in 2016 and to 2.75% in 2017.

Benefit changes: There were no changes in the benefit during the year.

Information not available prior to FY 2014.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Required Supplementary Information
Schedule of Employer Contributions
For the Years ending June 30, 2008 to 2017

Amalgamated Transit Union Pension Plan
(Unaudited)
(In thousands)

	2017*	2016	2015	2014	2013	2012	2011	2010	2009	2008
Actuarially-determined Contribution	\$ 27,385	\$ 25,720	\$ 25,549	\$ 25,787	\$ 24,413	\$ 19,148	\$ 17,807	\$ 17,905	\$ 14,843	\$ 16,137
Contributions in Relation to the Actuarially-determined Contribution	27,385	25,751	25,590	25,787	24,413	19,148	17,807	17,905	14,843	16,137
Contributions Deficiency/ (Excess)	\$ —	\$ (31)	\$ (41)	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —
Covered Payroll	\$131,544	\$126,796	\$115,914	\$107,880	\$104,136	\$104,726	\$98,741	\$98,036	\$99,775	\$99,408
Contributions as a Percentage of Covered Payroll	20.82%	20.31%	22.08%	23.90%	23.44%	18.28%	18.03%	18.26%	14.88%	16.23%

***Notes to schedule:**

Timing Actuarially-determined contribution rates are calculated based on the actuarial valuation six months prior to the beginning of the fiscal year

Key Methods and Assumptions Used to Determine Contribution Rate:

Actuarial cost method	Entry Age
Asset valuation method	5-year smoothed market, subject to 80%/120% corridor
Amortization method	All unfunded liability charges are amortized over a rolling 20-year period as a level dollar amount
Discount rate	7.25%
Amortization growth rate	0.00%
Price inflation	3.00%
Salary increases	3.00% plus merit component based on years of service
Mortality	Sex distinct RP-2000 Combined Blue Collar Mortality, (setback one year for females) projected to 2025 using 50% of Scale BB

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Required Supplementary Information
 Schedule of Changes in Net Pension Liability and Related Ratios
 For the Years ended June 30, 2015 to 2017

California Public Employees' Retirement System (CalPERS)
 (Unaudited)
 (In thousands)

	2017*	2016	2015
TOTAL PENSION LIABILITY			
Service cost	\$ 9,488	\$ 9,551	\$ 9,055
Interest	27,998	26,479	24,724
Changes in Assumptions	—	(6,447)	—
Difference between Expect and Actual Experience	(1,007)	2,488	—
Benefit payments, including refunds of employee contributions	(15,940)	(14,341)	(12,834)
Net Change in Total Pension Liability	20,539	17,730	20,945
Total Pension Liability - Beginning	370,217	352,487	331,542
Total Pension Liability - Ending (a)	390,756	370,217	352,487
PLAN FIDUCIARY NET POSITION			
Contributions - Employer	10,248	8,684	8,845
Contributions - Employee	4,259	4,075	4,482
Net Investment Income ¹	1,430	6,042	41,263
Benefit payments, including refunds of employee contributions	(15,940)	(14,341)	(12,834)
Plan to Plan Resource Movement	(40)	656	—
Administrative Expense	(173)	—	—
Net Change in Fiduciary Net Position	(216)	5,116	41,756
Plan Fiduciary Net Position - Beginning	283,391	278,275	236,519
Plan Fiduciary Net Position - Ending (b)	283,175	283,391	278,275
Plan Net Pension Liability/(Asset) - Ending (a) - (b)	\$ 107,581	\$ 86,826	\$ 74,212
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	72.47%	76.55%	78.95%
Covered Payroll	\$ 61,209	\$ 60,375	\$ 54,294
Plan Net Pension Liability/(Asset) as a Percentage of Covered Payroll	175.76%	143.81%	136.69%

¹ Net of administrative expenses in 2016 and 2015.

***Notes to schedule:**

Benefit Changes: The figures above do not include any liability impact that may have resulted from plan changes which occurred after June 30, 2015 valuation date. This applies for voluntary changes as well as any offers of Two Years Additional Service Credit.

Changes of assumptions: In 2017, there were no changes. In 2016, amounts reported reflect an adjustment of the discount rate from 7.5 percent (net of administrative expense) to 7.65 percent (without a reduction for pension plan administrative expense).

Information not available prior to FY 2015.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Required Supplementary Information
 Schedule of Employer Contributions
 For the Years ending June 30, 2008 to 2017

California Public Employees' Retirement System (CalPERS)
 (Unaudited)
 (In thousands)

	2017 ^a	2016	2015	2014	2013	2012	2011	2010	2009	2008
Contractually Required Contribution	\$11,516	\$10,567	\$ 8,965	\$ 8,845	\$ 7,497	\$ 7,159	\$ 6,090	\$ 6,167	\$ 6,507	\$ 6,728
Contributions in Relation to the Contractually Required	11,516	10,567	8,965	8,845	7,497	7,159	6,090	6,167	6,507	6,728
Contributions Deficiency/(Excess)	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —
Covered Payroll	\$68,156	\$61,209	\$60,375	\$54,294	\$52,712	\$53,950	\$51,626	\$53,231	\$54,589	\$51,043
Contributions as a Percentage of Covered Payroll	16.90%	17.26%	14.85%	16.29%	14.22%	13.27%	11.80%	11.59%	11.92%	13.18%

Notes to schedule:

^a The actuarial methods and assumptions used to set the actuarially-determined contributions were based on valuation reports three years prior.

Actuarial cost method	Entry Age Normal
Amortization method	Level Percent of Payroll
Asset valuation method	Market value of assets
Inflation	2.75%
Salary increases	Varies by entry age and service
Payroll growth	3.00%
Investment rate of	7.65% Net of Pension Plan Investment expenses; includes inflation.
Retirement age	The probabilities of Retirement are based on the 2010 CalPERS Experience Study for the period 1997 to 2007.
Mortality	The probabilities of mortality are based on the 2010 CalPERS Experience Study for the period 1997 to 2007. Pre-retirement and Post-retirement rates include 5 years of projected mortality improvement using Scale AA published by the Society of Actuaries.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Required Supplementary Information
 Schedule of Funding Progress⁽¹⁾
 As of June 30, 2017

Retirees' Other Post Employment Benefits (OPEB) Trust
 (Unaudited)
 (In thousands)

Actuarial Valuation Date	Actuarial Value of Assets	Actuarial Accrued Liability (AAL)	Unfunded Actuarial Liability (UAL)	Funded Ratio	Covered Payroll	UAL as a Percentage of Covered Payroll
6/30/2016 ⁽¹⁾	\$ 275,600	\$ 233,161	\$ (42,439)	118.2%	\$ 168,869	-25.1%
6/30/2015	275,427	253,331	(22,096)	108.7%	167,124	-13.2%
6/30/2014	260,310	296,970	36,660	87.7%	162,902	22.5%

⁽¹⁾ The schedule of funding progress presents the most recent actuarial information regarding the OPEB funding progress of the Santa Clara Valley Transportation Authority.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Required Supplementary Information
 Budgetary Comparison Schedule
 Congestion Management Program Special Revenue Fund
 For the Year ended June 30, 2017
 (In thousands)

	Original Budget	Final Budget	Actual	Variance Final to Actual Positive/ (Negative)
Revenue:				
Assessments to member agencies	\$ 2,407	\$ 2,407	\$ 2,407	\$ —
Federal grant revenues	1,765	1,765	1,219	(546)
Administrative fees	115	115	142	27
State and local operating assistance grants	1,053	1,053	966	(87)
Other revenues	220	220	124	(96)
Investment earnings	12	12	7	(5)
Total Revenue	<u>5,572</u>	<u>5,572</u>	<u>4,865</u>	<u>(707)</u>
Expenditures:				
VTA labor and overhead costs	4,138	4,338	4,251	87
Services and other:				
Professional services	1,569	1,369	1,058	311
Other services	12	12	14	(2)
Data processing	13	13	5	8
Contribution to Other Agencies	86	86	83	3
Total Expenditures	<u>5,818</u>	<u>5,818</u>	<u>5,411</u>	<u>407</u>
Change in fund balance, on a budgetary basis	<u>\$ (246)</u>	<u>\$ (246)</u>	<u>(546)</u>	<u>\$ (300)</u>
Change in fund balance, on a GAAP basis			(546)	
Fund Balance, Beginning of Year			<u>1,157</u>	
Fund Balance, End of Year			<u>\$ 611</u>	

See Note accompanying this schedule

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Required Supplementary Information
 Budgetary Comparison Schedule
 2016 Measure B Program Special Revenue Fund
 For the Year ended June 30, 2017
 (In thousands)

	Original Budget	Final Budget	Actual	Variance Final to Actual Positive/ (Negative)
Expenditures:				
Professional services	\$ —	\$ 175	\$ 11	\$ 164
Total Expenditures	—	175	11	164
Change in fund balance, on a budgetary basis	\$ —	\$ (175)	(11)	\$ 164
Reconciliation of net income on a budgetary basis to net income on a GAAP Basis:				
Election cost*			(1,652)	
Change in fund balance, on a GAAP basis			(1,663)	
Fund Balance, Beginning of Year			—	
Fund Balance, End of Year			\$ (1,663)	

* Election cost of \$1.65 million budgeted and disbursed in the VTA Transit Fund. This was moved to the 2016 Measure B Program Special Revenue and reflected as expense of the fund.

Budgetary Basis of Accounting

State law requires the adoption of an annual budget, which must be approved by the VTA's Board of Directors. The VTA Board adopts a biennial budget for its Congestion Management Program and 2016 Measure B Program Special Revenue Funds. As the 2016 Measure B Program Fund was only created in FY 2017, related appropriation was provided in FY 2017, and included in the FYs 2018 and 2019 Biennial Budget. The budget for the Special Revenue Fund is prepared on a modified accrual basis but excludes unrealized gains and losses on investments and amortization of premiums and discounts.

Budgetary control is maintained at the fund level. The Division Chief must authorize line item reclassification amendments to the budget. Managers are assigned the responsibility for controlling their budgets and monitoring operating expenses. Annual appropriations for the operating budget lapse at the end of the fiscal year to the extent that they have not been expended. The unexpended capital budget at fiscal year- end is carried forward from year to year until the project is completed.



SUPPLEMENTARY INFORMATION
(Combining and Individual Fund Information)

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SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Comparative Schedule of Fund Net Position

Enterprise Funds

June 30,

(In thousands)

	2017	2016
ASSETS		
Current assets:		
Cash and cash equivalents	\$ 33,547	\$ 57,966
Investments	263,578	259,379
Receivables, net	4,334	4,071
Due from other agencies	49,247	50,070
Inventories	35,452	32,040
Other current assets	1,236	1,575
Total current assets	<u>387,394</u>	<u>405,101</u>
Restricted assets:		
Cash and cash equivalents	1,574	7,565
Cash and investments with fiscal agent	60,982	72,675
Investments	705,078	740,309
Receivables, net	5	4
Due from other funds	2,008	274
Due from other agencies	90,249	149,685
Other current assets	39	248
Total restricted current assets	<u>859,935</u>	<u>970,760</u>
Non-current assets:		
Net OPEB Asset	15,865	15,865
Capital Assets		
Nondepreciable:		
Land and right-of-way	1,126,872	1,126,359
Construction in progress	2,906,098	2,611,823
Depreciable:		
Intangible Assets	3,085	3,966
Caltrain - Gilroy extension	43,072	43,072
Buildings, improvements, furniture, and fixtures	586,041	569,079
Vehicles	586,754	553,886
Light-rail tracks and electrification	418,195	418,195
Leasehold improvement	9,686	9,686
Others	47,561	47,289
Less: Accumulated depreciation	(950,887)	(882,564)
Net capital assets	<u>4,776,477</u>	<u>4,500,791</u>
Total Assets	<u>6,039,671</u>	<u>5,892,517</u>
DEFERRED OUTFLOWS OF RESOURCES		
Hedging derivative instruments	82,764	119,076
Refunding amounts	12,697	13,916
Pension-related	70,966	75,214
TOTAL DEFERRED OUTFLOWS OF RESOURCES	<u>166,427</u>	<u>208,206</u>

(Continued)

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Comparative Schedule of Fund Net Position *(Continued)*
 Enterprise Funds
 June 30,
 (In thousands)

	2017	2016
LIABILITIES		
<i>Current liabilities:</i>		
Current portion of long-term debt	15,492	14,820
Accounts payable and accrued expenses	25,548	19,252
Deposits	379	333
Accrued payroll and related liabilities	10,536	9,805
Bond interest and other fees payable	409	515
Unearned revenues	3,521	2,560
Other accrued liabilities	36	271
<i>Total current liabilities</i>	55,921	47,556
<i>Liabilities payable from restricted assets:</i>		
Current portion of long-term debt	29,530	28,160
Accounts payable and accrued expenses	40,089	72,183
Bond interest and other fees payable	11,039	11,368
Unearned revenues	12	7
Due to other funds	5	5
Due to other governmental agencies	67,484	98,120
Total current liabilities payable from restricted assets	148,159	209,843
<i>Non-current liabilities</i>		
Long-term debt, excluding current portion	1,025,400	1,073,185
Derivative instruments	82,764	119,076
Net pension liability*	277,694	263,822
Total non-current liabilities	1,385,858	1,456,083
TOTAL LIABILITIES	1,589,938	1,713,482
DEFERRED AMOUNT ON BOND REFUNDING & DEFERRED INFLOWS RELATED TO PENSION	7,246	10,959
NET POSITION	\$ 4,608,914	\$ 4,376,282

*Resulting from GASB 68 implementation. In FY 2017, this consists of \$107.6 million for CalPERS and \$170.1 million for ATU

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Comparative Schedule of Revenues, Expenses, and Changes in Fund Net Position
 Enterprise Fund
 For the Years ended June 30,
 (In thousands)

	2017	2016
OPERATING REVENUES:		
Fares - Transit	\$ 33,719	\$ 37,663
Fares - Paratransit	1,064	—
Toll revenues collected	1,258	1,274
Advertising and others	3,478	3,379
Charges for services	675	475
TOTAL OPERATING REVENUES	<u>40,194</u>	<u>42,791</u>
OPERATING EXPENSES:		
Labor cost	321,824	309,510
Materials and supplies	38,656	32,005
Services	36,725	33,447
Utilities	8,854	8,921
Casualty and Liability	6,901	4,923
Purchased transportation	25,241	21,477
Leases and rentals	678	919
Miscellaneous	1,732	2,111
Depreciation expense	68,539	62,386
Costs allocated to capital and other programs	(27,641)	(32,039)
TOTAL OPERATING EXPENSE	<u>481,509</u>	<u>443,660</u>
OPERATING LOSS	<u>(441,315)</u>	<u>(400,869)</u>
NON-OPERATING REVENUES (EXPENSES)		
Sales tax revenue	467,701	460,316
Federal operating assistance and other grants	4,232	4,105
Federal subsidy for Build America Bonds	8,753	8,748
State and local operating assistance grants	110,959	114,135
Caltrain subsidy	(8,390)	(8,414)
Capital expenses on behalf of, and contribution to other agencies	(86,084)	(53,094)
Altamont Corridor Express subsidy	(3,270)	(3,166)
Investment earnings	4,356	18,493
Interest expense	(15,254)	(11,330)
Other non-operating income	5,016	2,438
Other non-operating expense	(2,928)	(4,177)
NON-OPERATING REVENUE, NET	<u>485,091</u>	<u>528,054</u>
INCOME (LOSS) BEFORE CONTRIBUTIONS	43,776	127,185
CAPITAL CONTRIBUTIONS	<u>188,856</u>	<u>271,057</u>
CHANGE IN NET POSITION	232,632	398,242
NET POSITION, BEGINNING OF YEAR	4,376,282	3,978,040
NET POSITION, END OF YEAR	<u>\$ 4,608,914</u>	<u>\$ 4,376,282</u>

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Comparative Schedule of Cash Flows

Enterprise Funds

For the Years Ended June 30,

(In thousands)

	<u>2017</u>	<u>2016</u>
<u>CASH FLOWS FROM OPERATING ACTIVITIES</u>		
Cash received from transit fares	\$ 34,788	\$ 36,939
Cash received from paratransit fares	1,064	—
Cash received from toll revenues collected	1,257	1,238
Cash received from advertising	3,739	2,896
Cash paid for labor costs	(278,713)	(260,259)
Cash paid to suppliers	(90,676)	(88,350)
Cash paid for purchased transportation	(25,241)	(21,477)
Other receipts/(payments)	641	105
Net cash provided by/(used in) operating activities	<u>(353,141)</u>	<u>(328,908)</u>
<u>CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES</u>		
Operating grants received	125,379	146,389
Sales tax received	464,021	462,254
Caltrain subsidy	(8,390)	(8,414)
Altamont Corridor Express subsidy	(3,270)	(3,166)
Capital contribution to other agencies	(88,109)	(48,671)
Net cash provided by/(used in) non-capital financing activities	<u>489,631</u>	<u>548,392</u>
<u>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES</u>		
Payment of long-term debt	(52,895)	(41,275)
Proceeds from issuance of long-term debt	10,030	—
Advance (to)/from other governments	(31,608)	19,229
Interest and other fees paid on long-term debt	(18,687)	(15,067)
Acquisition and construction of capital assets	(360,196)	(489,366)
Capital contribution from other entities	239,978	255,244
Net cash provided by/(used in) capital and related financing activities	<u>(213,378)</u>	<u>(271,235)</u>
<u>CASH FLOWS FROM INVESTING ACTIVITIES</u>		
Proceeds from sale of investments	2,301,121	2,632,607
Purchases of investments	(2,279,725)	(2,567,983)
Interest income received	13,389	12,697
Net cash provided by/(used in) investing activities	<u>34,785</u>	<u>77,321</u>
NET INCREASE/(DECREASE) IN CASH AND CASH EQUIVALENTS	(42,103)	25,570
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	<u>138,206</u>	<u>112,636</u>
CASH AND CASH EQUIVALENTS, END OF YEAR	<u>\$ 96,103</u>	<u>\$ 138,206</u>

(continued on next page)

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Comparative Schedule of Cash Flows *(Continued)*
 Enterprise Funds
 For the Years Ended June 30,
 (In thousands)

	2017	2016
RECONCILIATION OF OPERATING INCOME/(LOSS) TO NET CASH PROVIDED BY/(USED IN) OPERATING ACTIVITIES:		
<u>Operating income/(loss)</u>	\$ (441,315)	\$ (401,344)
Adjustments to reconcile operating income/(loss) to net cash provided by/(used in) operating activities:		
Depreciation	68,539	62,386
Changes in operating assets and liabilities:		
Other current assets	14,988	910
Receivables	343	(588)
Inventories	(3,412)	(9,970)
Accounts payable	6,211	2,817
Other accrued liabilities	495	17,455
Deposits from others	(104)	82
Unearned revenue	1,114	(656)
Net cash provided by/(used in) operating activities	\$ (353,141)	\$ (328,908)
Reconciliation of cash and cash equivalents to the Statement of Fund Net Position:		
Cash and cash equivalents, end of year:		
Unrestricted	\$ 33,547	\$ 57,966
Restricted	62,556	80,240
	\$ 96,103	\$ 138,206
<u>NONCASH ACTIVITIES:</u>		
Increase/(Decrease) in fair value of investments	\$ (8,272)	\$ 7,598
Noncash capital contributions	52,601	2,165
Amortization expense of Caltrain Access Fee	(882)	(881)
Total non-cash activities	\$ 43,447	\$ 8,882

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Budgetary Comparison Schedule - Enterprise Fund

VTA Transit Fund

For the year ended June 30, 2017

(In thousands)

	FY 2017 Adopted Budget	Final Budget	Actual	Positive (Negative)
REVENUES				
Fares - Transit	\$ 41,599	\$ 41,599	\$ 33,718	\$ (7,881)
Fares - Paratransit	—	—	1,064	1,064
1976 1/2 Cent Sales Tax	216,835	216,835	209,005	(7,830)
Transportation Development Act funds	101,912	101,912	99,402	(2,511)
2000 Measure A Sales Tax Operating Assistance	40,021	40,021	38,515	(1,507)
STA	14,765	14,765	9,024	(5,741)
Federal Operating Grants	3,704	3,704	4,232	528
State Operating Grants	1,420	1,420	2,532	1,112
Investment Earnings	1,425	1,425	3,086	1,661
Advertising Income	2,258	2,258	2,623	365
Transfer for Capital	(33,600)	(33,600)	—	33,600
Debt Reduction Fund Contribution	11,693	11,693	—	(11,693)
Other Income	17,803	17,803	20,129	2,327
Total revenues	419,836	419,836	423,332	3,496
OPERATING EXPENSES				
Labor Costs	319,134	314,817	307,084	7,733
Materials & Supplies	19,398	27,274	29,217	(1,943)
Security	12,619	15,119	12,671	2,448
Professional & Special Services	6,615	7,627	7,363	264
Other Services	7,590	8,204	8,524	(321)
Fuel	12,517	12,372	8,256	4,115
Traction Power	3,898	3,898	4,081	(183)
Tires	2,266	2,266	2,177	89
Utilities	2,895	2,895	3,074	(179)
Insurance	5,752	6,752	6,901	(149)
Data Processing	4,746	4,746	4,783	(38)
Office Expense	425	425	367	58
Communications	1,606	1,606	1,692	(86)
Employee Related Expense	1,023	1,031	686	345
Leases & Rents	791	791	678	113
Miscellaneous	712	859	895	(36)
Reimbursements	(38,769)	(38,769)	(33,917)	(4,852)
Total operating expenses	363,218	371,911	364,533	7,378

NOTE: Totals and subtotals may not be precise due to independent rounding

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Budgetary Comparison Schedule - Enterprise Fund (*continued*)
 VTA Transit Fund
 For the year ended June 30, 2017
 (In thousands)

	FY 2017			Positive (Negative)
	Adopted Budget	Final Budget	Actual	
OTHER EXPENSES				
Paratransit	20,884	24,684	23,551	1,133
Caltrain	8,390	8,390	8,390	—
Altamont Corridor Express	5,323	5,323	4,960	363
Highway 17 Express	384	384	333	51
Monterey-San Jose Express Service	35	35	35	—
Contribution to Other Agencies	1,772	2,624	2,591	33
Debt Service	21,641	21,731	21,672	59
Contingencies	2,000	365	—	365
Total other expenses	60,429	63,536	61,533	2,002
Total operating and other expenses	423,647	435,447	426,066	9,381
Change in net position, on a budgetary basis	\$ (3,811)	\$ (15,611)	(2,734)	\$ 12,876
Reconciliation of net income on a budgetary basis to net income on a GAAP Basis:				
Capital Contributions			38,713	
Project Expenditure			(6,276)	
Capital Contributions to Other Agencies			(5,557)	
Bond Principal Payment			14,820	
Amortization of bond premium and deferred loss			(473)	
Unrealized loss on investment			(2,563)	
Debt Reduction Fund Interest Earnings			618	
Other non-operating income (gain on disposal)			25	
Other non-budgetary revenues/(expenses)			(212)	
Transfer from 1996 Measure B Transit			976	
Pension expense related to GASB 68			(14,740)	
Land donation receipt (Whisman Station)			512	
Election cost related to 2016 Measure B*			1,652	
Depreciation			(68,539)	
Net change in net position, on a GAAP Basis			\$ (43,778)	

* Election cost of \$1.65 million budgeted and disbursed in the VTA Transit Fund was moved to the 2016 Measure B Program.

NOTE: Totals and subtotals may not be precise due to independent rounding

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Combining Statement of Fiduciary Net Position
Retiree Trust Funds
June 30, 2017
(In thousands)

	ATU Pension Trust	OPEB Trust	ATU Medical Trusts			Total
			Spousal Medical	Vision/ Medical	Total Medical Trusts	
ASSETS						
Cash and cash equivalents	\$ 573	\$ 817	\$ 259	\$ 178	\$ 437	\$ 1,827
Investments	530,196	297,772	15,629	10,809	26,438	854,406
Receivables	899	472	—	—	—	1,371
Due from other agencies	—	10	—	—	—	10
Other asset	—	861	—	—	—	861
Total assets	531,668	299,932	15,888	10,987	26,875	858,475
LIABILITIES						
Accounts payable	201	38	1	1	2	241
NET POSITION						
<i>Restricted for:</i>						
Pension benefits	531,467	—	—	—	—	531,467
Other post-employment benefits	—	299,894	—	—	—	299,894
Spousal medical benefits	—	—	15,887	—	15,887	15,887
Retiree dental and vision benefits	—	—	—	10,986	10,986	10,986
TOTAL NET POSITION	\$ 531,467	\$ 299,894	\$ 15,887	\$ 10,986	\$ 26,873	\$ 858,234

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Combining Statement of Changes in Fiduciary Net Position
Retiree Trust Funds
For the Year ended June 30, 2017
(In thousands)

	ATU Medical Trusts					Total
	ATU Pension Trust	OPEB Trust	Spousal Medical	Vision/ Dental	Total Medical Trusts	
ADDITIONS						
Employee contributions	\$ 1,070	\$ —	\$ —	\$ —	\$ —	\$ 1,070
Employer contributions	27,385	4,047	1,560	389	1,949	33,381
Total contributions	<u>28,455</u>	<u>4,047</u>	<u>1,560</u>	<u>389</u>	<u>1,949</u>	<u>34,451</u>
<i>Investment earnings:</i>						
Investment income	27,616	6,802	5	3	8	34,426
Net appreciation/(depreciation) in the fair value of investments	34,873	26,974	1,677	1,165	2,842	64,689
Investment expense	(2,017)	(449)	(4)	(1)	(5)	(2,471)
Net investment income	<u>60,472</u>	<u>33,327</u>	<u>1,678</u>	<u>1,167</u>	<u>2,845</u>	<u>96,644</u>
TOTAL ADDITIONS	<u>88,927</u>	<u>37,374</u>	<u>3,238</u>	<u>1,556</u>	<u>4,794</u>	<u>131,095</u>
DEDUCTIONS						
Benefit payments	38,454	13,055	1,255	312	1,567	53,076
Administrative expenses	324	25	—	—	—	349
TOTAL DEDUCTIONS	<u>38,778</u>	<u>13,080</u>	<u>1,255</u>	<u>312</u>	<u>1,567</u>	<u>53,425</u>
CHANGE IN NET POSITION	50,149	24,294	1,983	1,244	3,227	77,670
NET POSITION, BEGINNING OF YEAR	481,318	275,600	13,904	9,742	23,646	780,564
NET POSITION, END OF YEAR	<u>\$ 531,467</u>	<u>\$ 299,894</u>	<u>\$ 15,887</u>	<u>\$ 10,986</u>	<u>\$ 26,873</u>	<u>\$ 858,234</u>

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Combining Statement of Fiduciary Assets and Liabilities
 Agency Funds
 June 30, 2017
 (In thousands)

	BAAQMD Program	SB83 VRF Agency	Total
<u>Assets</u>			
Cash and cash equivalents	\$ 280	\$ 312	\$ 592
Investments	3,608	27,720	31,328
Total Assets	<u>3,888</u>	<u>28,032</u>	<u>31,920</u>
<u>Liabilities</u>			
Accounts Payable	20	27	47
Program payable	3,868	28,005	31,873
Total Liabilities	<u>\$ 3,888</u>	<u>\$ 28,032</u>	<u>\$ 31,920</u>

Note: 1996 Measure B Ancillary Program closed in FY 2016.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Combining Statement of Changes in Fiduciary Assets and Liabilities
Agency Funds
For the Year Ended June 30, 2017
(In thousands)

	Balance July 1, 2016	Increase	Decrease	Balance June 30, 2017
BAAQMD Program				
Assets				
Cash and cash equivalents	\$ 1,103	\$ —	\$ 823	\$ 280
Investments	4,240	—	632	3,608
Total assets	<u>\$ 5,343</u>	<u>\$ —</u>	<u>\$ 1,455</u>	<u>\$ 3,888</u>
Liabilities				
Accounts Payable	\$ 313	\$ —	\$ 293	\$ 20
Program payable	5,030	—	1,162	3,868
Total liabilities	<u>\$ 5,343</u>	<u>\$ —</u>	<u>\$ 1,455</u>	<u>\$ 3,888</u>
SB83 VRF Program				—
Assets				
Cash and cash equivalents	\$ 1,639	\$ —	\$ 1,327	\$ 312
Investments	23,928	3,792	—	27,720
Total assets	<u>\$ 25,567</u>	<u>\$ 3,792</u>	<u>\$ 1,327</u>	<u>\$ 28,032</u>
Liabilities				
Accounts Payable	\$ 28	\$ —	\$ 1	\$ 27
Program payable	25,539	2,466	—	28,005
Total liabilities	<u>\$ 25,567</u>	<u>\$ 2,466</u>	<u>\$ 1</u>	<u>\$ 28,032</u>
Total - All Agency Funds				—
Assets				
Cash and cash equivalents	\$ 2,742	\$ —	\$ 2,150	\$ 592
Investments	28,168	3,792	632	31,328
Total assets	<u>\$ 30,910</u>	<u>\$ 3,792</u>	<u>\$ 2,782</u>	<u>\$ 31,920</u>
Liabilities				
Accounts Payable	\$ 341	\$ —	\$ 294	\$ 47
Program payable	30,569	2,466	1,162	31,873
Total liabilities	<u>\$ 30,910</u>	<u>\$ 2,466</u>	<u>\$ 1,456</u>	<u>\$ 31,920</u>

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SECTION 3 - STATISTICAL SECTION

FINANCIAL TRENDS:

These schedules contain trend information to help the reader understand how VTA's financial performance and financial condition changed over time:

- Table 1 - Changes in Net Position
- Table 2 - Net Position by Components
- Table 3 - Fund Balances and Changes in Fund Balances, Governmental Funds
- Table 4 - Current Ratio
- Table 5 - Operating Revenues and Operating Expenses
- Table 6 - Non-operating Assistance and Interest Income
- Table 7 - Targeted Operating Reserves

REVENUE CAPACITY:

These schedules contain information to help the reader assess VTA's most significant local revenue source, the sales tax:

- Table 8 - Revenue Base and Revenue Rates
- Table 9 - Overlapping Revenue
- Table 10 - Principal Sales Tax Payers in Santa Clara County by Segments

DEBT CAPACITY:

These schedules present information to help the reader assess the affordability of VTA's current levels of outstanding debt and VTA's ability to issue additional debt in the future:

- Table 11 - Total Outstanding Debt by Type
- Table 12 - Ratios of Outstanding Debt
- Table 13 - Direct and Overlapping Debt and Debt Limitation
- Table 14 - Pledged Revenue Coverage - 1976 Half-Cent Sales Tax Revenue Bonds
- Table 15 - Pledged Revenue Coverage - 2000 Measure A Half-Cent Sales Tax Revenue Bonds
- Table 16 - Projected Pledged Revenue Coverage

DEMOGRAPHIC AND ECONOMIC INFORMATION:

These schedules offer demographic and economic indicators to help the reader understand the environment within which VTA's financial activities take place:

- Table 17 - Population Trends
- Table 18 - Income and Unemployment Rates
- Table 19 - Wage and Salary Employment by Industry (Annual Average)
- Table 20 - Silicon Valley Major Employers

OPERATING INFORMATION:

- Table 21 - Operating Indicators
- Table 22 - Farebox Recovery Ratio
- Table 23 - Revenue Miles
- Table 24 - Passenger Miles
- Table 25 - Selected Statistical Data
- Table 26 - System Data
- Table 27 - Employees
- Table 28 - Capital Assets

Source: Unless otherwise indicated, the source of information presented in the Statistical Section is VTA's current or prior years' CAFR.

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Table 1
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Financial Trend - Changes in Net Position
 Ten Years Ended June 30, 2017
 (In thousands)

	Fiscal Years									
	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
EXPENSES										
<i>Business-type activities:</i>										
Transit										
Operations and Operating Projects	\$ 344,469	\$ 343,973	\$ 338,771	\$ 343,302	\$ 364,723	\$ 375,086	\$ 392,042	\$ 407,618	\$ 431,212	\$ 471,655
Caltrain Subsidy	15,416	15,878	15,878	14,135	10,207	13,700	7,291	8,390	8,414	8,390
Capital Expenses on behalf of, and contribution to other agencies	19,331	42,626	81,714	66,782	80,083	138,794	93,952	61,445	53,094	86,084
Altamont Corridor Express Subsidy	2,621	2,707	2,707	2,706	2,707	2,939	3,019	3,097	3,166	3,270
Interest Expense	12,214	11,651	20,583	23,536	31,307	31,655	27,088	15,204	11,330	15,254
Other Expenses	3,280	5,446	7,268	15,434	8,059	5,865	11,096	5,734	4,177	2,928
Benefit Payments	10,513	9,826	7,693	8,410	11,419	10,689	17,947	8,881	12,999	12,654
Total Business-Type Activities Expenses	<u>407,844</u>	<u>432,107</u>	<u>474,614</u>	<u>474,305</u>	<u>508,505</u>	<u>578,728</u>	<u>552,435</u>	<u>510,369</u>	<u>524,392</u>	<u>600,235</u>
<i>Governmental activities:</i>										
Congestion Management										
Operations and operating projects	6,450	8,840	7,164	7,196	6,692	7,622	7,544	8,071	8,228	8,868
Contribution to agencies	—	—	—	867	37	25	68	168	210	83
Capital projects for the benefit of other agencies	43,798	26,398	19,402	21,091	19,052	34,245	36,184	20,127	11,189	9,886
Total governmental activities expenses	<u>50,248</u>	<u>35,238</u>	<u>26,566</u>	<u>29,154</u>	<u>25,781</u>	<u>41,892</u>	<u>43,796</u>	<u>28,366</u>	<u>19,627</u>	<u>18,837</u>
Total primary government expenses	<u>\$ 458,092</u>	<u>\$ 467,345</u>	<u>\$ 501,180</u>	<u>\$ 503,459</u>	<u>\$ 534,286</u>	<u>\$ 620,620</u>	<u>\$ 596,231</u>	<u>\$ 538,735</u>	<u>\$ 544,019</u>	<u>\$ 619,072</u>
PROGRAM REVENUES										
<i>Business-type activities:</i>										
Charges for services	\$ 38,053	\$ 38,439	\$ 38,830	\$ 40,014	\$ 40,070	\$ 41,821	\$ 42,420	\$ 43,054	\$ 42,316	\$ 40,194
Operating grants	126,505	114,937	126,934	137,804	140,419	142,577	148,669	134,796	126,988	123,944 ¹
Capital grants	153,443	82,175	92,594	148,303	115,584	272,950	193,899	277,421	271,057	188,856
Total business-type activities program revenues	<u>318,001</u>	<u>235,551</u>	<u>258,358</u>	<u>326,121</u>	<u>296,073</u>	<u>457,348</u>	<u>384,988</u>	<u>455,271</u>	<u>440,361</u>	<u>352,994</u>
<i>Governmental activities:</i>										
Charges for services	2,475	2,618	2,606	2,520	2,503	2,520	2,519	2,526	2,529	2,549
Operating grants	2,193	1,496	1,854	2,127	2,110	1,775	2,424	2,096	16,585	13,948 ²
Capital grants	45,109	29,479	22,314	24,051	21,530	37,612	38,989	22,964	—	—
Total governmental activities program revenues	<u>49,777</u>	<u>33,593</u>	<u>26,774</u>	<u>28,698</u>	<u>26,143</u>	<u>41,907</u>	<u>43,932</u>	<u>27,586</u>	<u>19,114</u>	<u>16,497</u>
Total primary government revenues	<u>\$ 367,778</u>	<u>\$ 269,144</u>	<u>\$ 285,132</u>	<u>\$ 354,819</u>	<u>\$ 322,216</u>	<u>\$ 499,255</u>	<u>\$ 428,920</u>	<u>\$ 482,857</u>	<u>\$ 459,475</u>	<u>\$ 369,491</u>
NET PROGRAM (EXPENSES)/REVENUES										
Business-type activities	\$ (89,843)	\$(196,556)	\$(216,256)	\$(148,184)	\$(212,432)	\$(121,380)	\$(167,447)	\$ (55,098)	\$ (84,031)	\$(247,241)
Governmental activities	(471)	(1,645)	208	(456)	362	15	136	(780)	(513)	(2,340)
Total primary government net program (expenses)/revenues	<u>\$ (90,314)</u>	<u>\$(198,201)</u>	<u>\$(216,048)</u>	<u>\$(148,640)</u>	<u>\$(212,070)</u>	<u>\$(121,365)</u>	<u>\$(167,311)</u>	<u>\$ (55,878)</u>	<u>\$ (84,544)</u>	<u>\$(249,581)</u>

¹Starting with FY 2016, BABs subsidy was reported under Program Revenues-Operating Grants.

²Capital Grants under governmental activities were reported under Operating Grants starting with FY 2016. These grants will operate assets that will be owned by other entities.

Table 1
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Financial Trend - Changes in Net Position *(continued)*
 Ten Years Ended June 30, 2017
 (In thousands)

	Fiscal Years									
	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
GENERAL REVENUES AND OTHER CHANGES IN NET POSITION										
Business-type activities:										
Sales tax revenue	\$ 323,575	\$ 274,903	\$ 279,342	\$ 306,456	\$ 332,847	\$ 395,163	\$ 417,486	\$ 446,374	\$ 460,316	\$ 467,701
Investment income	22,511	16,862	7,352	11,039	19,289	316	9,861	9,420	19,102	4,459
Proceed from sale of land	—	—	—	642	6,300	4,052	—	16,732	—	—
Federal subsidy for Build America Bonds	—	—	—	5,848	9,399	9,126	8,755	8,715	—	—
Other income	3,523	3,385	3,241	6,865	6,007	3,254	7,325	4,261	3,335	5,640
Special items:										
Transfer to OPEB Trust	(101,738)	—	—	—	—	—	—	—	—	—
Change in provisions for workers' compensation claims	4,662	3,500	—	5,716	—	—	—	—	—	—
Total business-type activities	<u>252,533</u>	<u>298,650</u>	<u>289,935</u>	<u>336,566</u>	<u>373,842</u>	<u>411,911</u>	<u>443,427</u>	<u>485,502</u>	<u>482,753</u>	<u>477,800</u>
Governmental activities:										
Investment income	349	41	12	10	31	8	23	9	16	7
Other income	151	161	15	1,106	104	115	279	250	155	124
Total governmental activities	<u>500</u>	<u>202</u>	<u>27</u>	<u>1,116</u>	<u>135</u>	<u>123</u>	<u>302</u>	<u>259</u>	<u>171</u>	<u>131</u>
TOTAL PRIMARY GOVERNMENT CHANGE IN NET POSITION	<u>253,033</u>	<u>298,852</u>	<u>289,962</u>	<u>337,682</u>	<u>373,977</u>	<u>412,034</u>	<u>443,729</u>	<u>485,761</u>	<u>482,924</u>	<u>477,931</u>
Business-type activities	162,690	102,094	73,679	188,382	161,410	290,531	275,980	430,404	398,722	230,559
Governmental activities	29	(1,443)	235	660	497	138	438	(521)	(342)	(2,209)
Total primary government	<u>\$ 162,719</u>	<u>\$ 100,651</u>	<u>\$ 73,914</u>	<u>\$ 189,042</u>	<u>\$ 161,907</u>	<u>\$ 290,669</u>	<u>\$ 276,418</u>	<u>\$ 429,883</u>	<u>\$ 398,380</u>	<u>\$ 228,350</u>

Table 2
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Financial Trends - Net Position by Component
 Ten Years Ended June 30, 2017
 (In thousands)

	Fiscal Years									
	2008	2009 ¹	2010	2011	2012	2013	2014	2015	2016	2017
BUSINESS-TYPE ACTIVITIES										
Net Investment in Capital Assets	\$2,056,769	\$2,180,768	\$2,195,790	\$2,220,118	\$2,351,676	\$2,481,805	\$2,613,290	\$2,950,181	\$3,394,540	\$3,715,082
Restricted	141,764	362,079	449,096	572,054	548,367	649,724	759,608	822,834	789,000	740,398
Unrestricted	438,848	196,628	168,268	209,364	262,903	321,948	356,559	197,852	186,049	144,668
Total Business-Type Activities Net Position	<u>2,637,381</u>	<u>2,739,475</u>	<u>2,813,154</u>	<u>3,001,536</u>	<u>3,162,946</u>	<u>3,453,477</u>	<u>3,729,457</u>	<u>3,970,867</u>	<u>4,369,589</u>	<u>4,600,148</u>
GOVERNMENTAL ACTIVITIES										
Restricted	1,495	52	287	947	1,444	1,582	2,020	1,499	1,157	611
Unrestricted	—	—	—	—	—	—	—	—	—	(1,663)
Total Governmental-Type Activities Fund Balance	<u>1,495</u>	<u>52</u>	<u>287</u>	<u>947</u>	<u>1,444</u>	<u>1,582</u>	<u>2,020</u>	<u>1,499</u>	<u>1,157</u>	<u>(1,052)</u>
PRIMARY GOVERNMENT										
Net investment in Capital Assets	2,056,769	2,180,768	2,195,790	2,220,118	2,351,676	2,481,805	2,613,290	2,950,181	3,394,540	3,715,082
Restricted	143,259	362,131	449,383	573,001	549,811	651,306	761,628	824,333	790,157	741,009
Unrestricted	438,848	196,628	168,268	209,364	262,903	321,948	356,559	197,852	186,049	143,005
Total Primary Governmental Net Position	<u>\$2,638,876</u>	<u>\$2,739,527</u>	<u>\$2,813,441</u>	<u>\$3,002,483</u>	<u>\$3,164,390</u>	<u>\$3,455,059</u>	<u>\$3,731,477</u>	<u>\$3,972,366</u>	<u>\$4,370,746</u>	<u>\$4,599,096</u>

¹ Business-type amount reclassified to match 2010 presentation

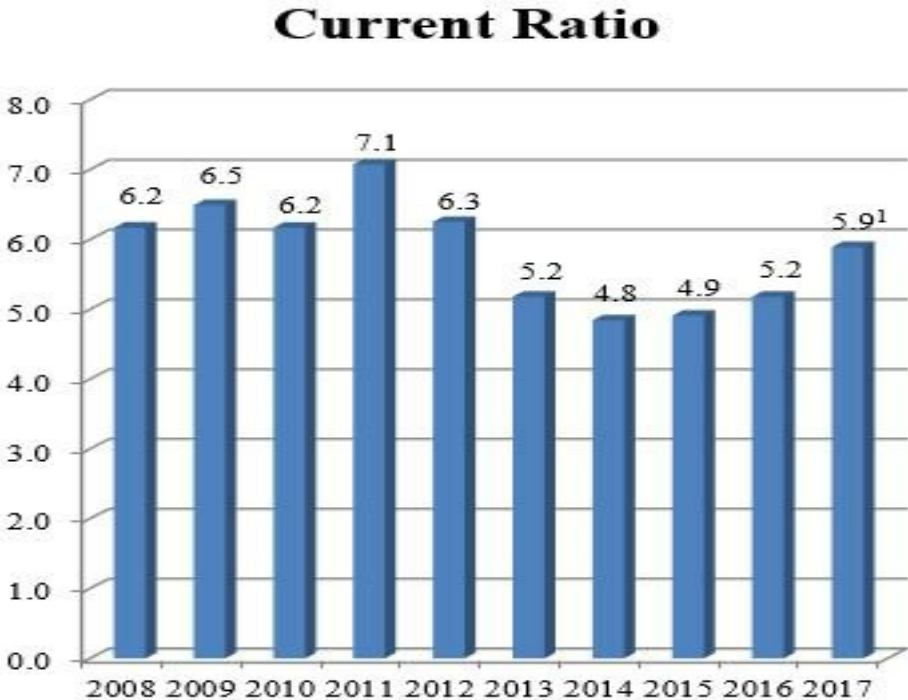
Table 3
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Financial Trends – Fund Balances and Changes in Fund Balances, Governmental Funds
 Ten Years Ended June 30, 2017
 (Modified Accrual Basis of Accounting)
 (In thousands)

	Fiscal Years									
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
REVENUES										
Member Agency Assessment Revenue	\$ 2,410	\$ 2,495	\$ 2,495	\$ 2,407	\$ 2,407	\$ 2,407	\$ 2,407	\$ 2,407	\$ 2,407	\$ 2,407
Federal Technical Studies Operating Assistance Grants	1,102	915	1,235	1,398	1,367	1,014	1,728	1,371	1,887	1,219
Administrative Fees	65	123	111	113	96	113	112	119	122	142
Federal, State and Local Grant Revenues	46,200	30,060	22,933	24,780	22,273	38,373	39,685	23,689	14,698 ¹	12,729
Other Revenues	151	161	15	1,106	104	115	279	250	155	124
Investment Earnings	349	41	12	10	31	8	23	9	16	7
Total Revenues	50,277	33,795	26,801	29,814	26,278	42,030	44,234	27,845	19,285	16,628
EXPENDITURES										
Current:										
Congestion Management:										
VTA Labor and Overhead Costs	5,680	8,006	6,606	6,814	6,245	7,044	7,160	6,826	7,031	6,128
Professional Services	770	793	541	374	436	563	359	1,225	1,176	2,721
Program Expenditures	—	41	17	8	11	15	25	19	21	19
Miscellaneous	—	—	—	—	—	—	—	1	—	—
Contribution to agencies	—	—	—	867	37	25	68	168	210	83
Capital Improvement Projects	43,798	26,398	19,402	21,091	19,052	34,245	36,184	20,127	11,189	9,886
Total Expenditures	50,248	35,238	26,566	29,154	25,781	41,892	43,796	28,366	19,627	18,837
Excess (Deficiency) of Revenues Over Expenditures	29	(1,443)	235	660	497	138	438	(521)	(342)	(2,209)
OTHER FINANCING SOURCES (USES):										
Net Change in Fund Balances	\$ 29	\$ (1,443)	\$ 235	\$ 660	\$ 497	\$ 138	\$ 438	\$ (521)	\$ (342)	\$ (2,209)
TOTAL GOVERNMENTAL FUNDS										
Restricted – Special Revenue Funds	1,495	52	287	947	1,444	1,582	2,020	1,499	1,157	611
Unassigned – Special Revenue Funds	—	—	—	—	—	—	—	—	—	(1,663)
Total Governmental Funds	\$ 1,495	\$ 52	\$ 287	\$ 947	\$ 1,444	\$ 1,582	\$ 2,020	\$ 1,499	\$ 1,157	\$ (1,052)

¹ Starting with FY 2016, capital grants under governmental funds were reported under Operating Grants as guaranteed assets will be owned by other entities.

Table 4
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Financial Trends – Current Ratio
Enterprise Funds
Ten Years Ended June 30, 2017

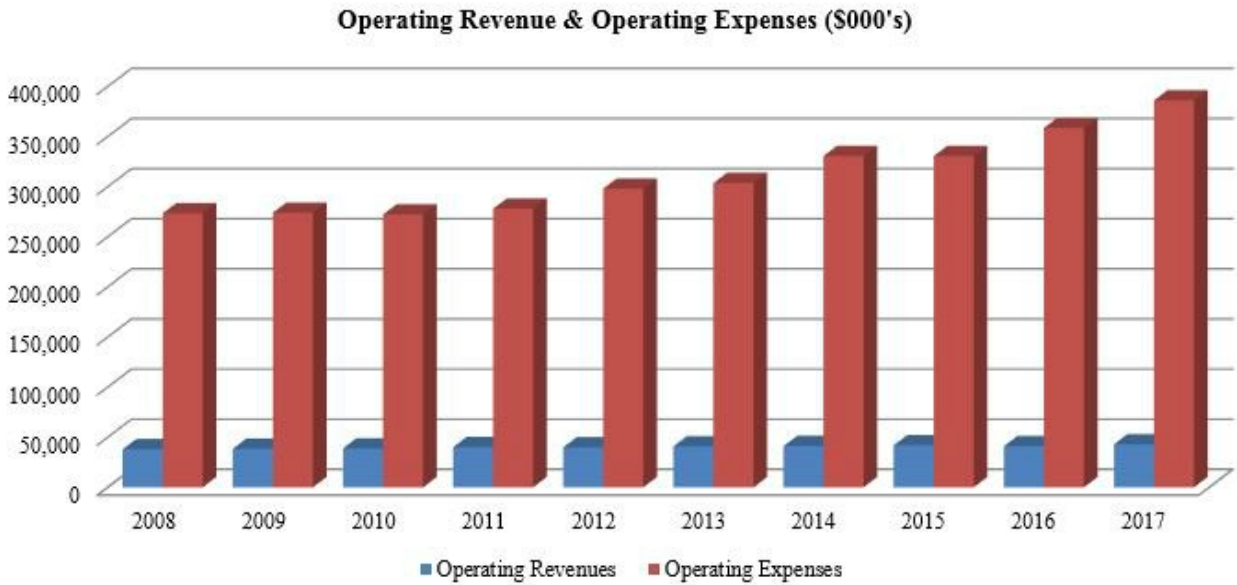
The Current Ratio indicates VTA's ability to meet all of its short-term liabilities with liquid assets and is determined by dividing total current assets and restricted assets by all current liabilities and liabilities payable from restricted assets. A Current Ratio of 1 or higher is an indication of financial strength.



¹ Current assets exclude 2010 Measure A bond proceeds of \$42.9 million. Although bond proceeds are with fiscal agent and categorized as current, these are restricted for 2000 Measure A projects.

Table 5
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Financial Trends - Operating Revenues & Operating Expenses
 VTA Transit
 Ten Years Ended June 30, 2017

The chart below shows a comparison of operating revenue to expenses. Operating expenses are exclusive of purchased transportation and depreciation to more accurately reflect operating expenses related to direct operating service.

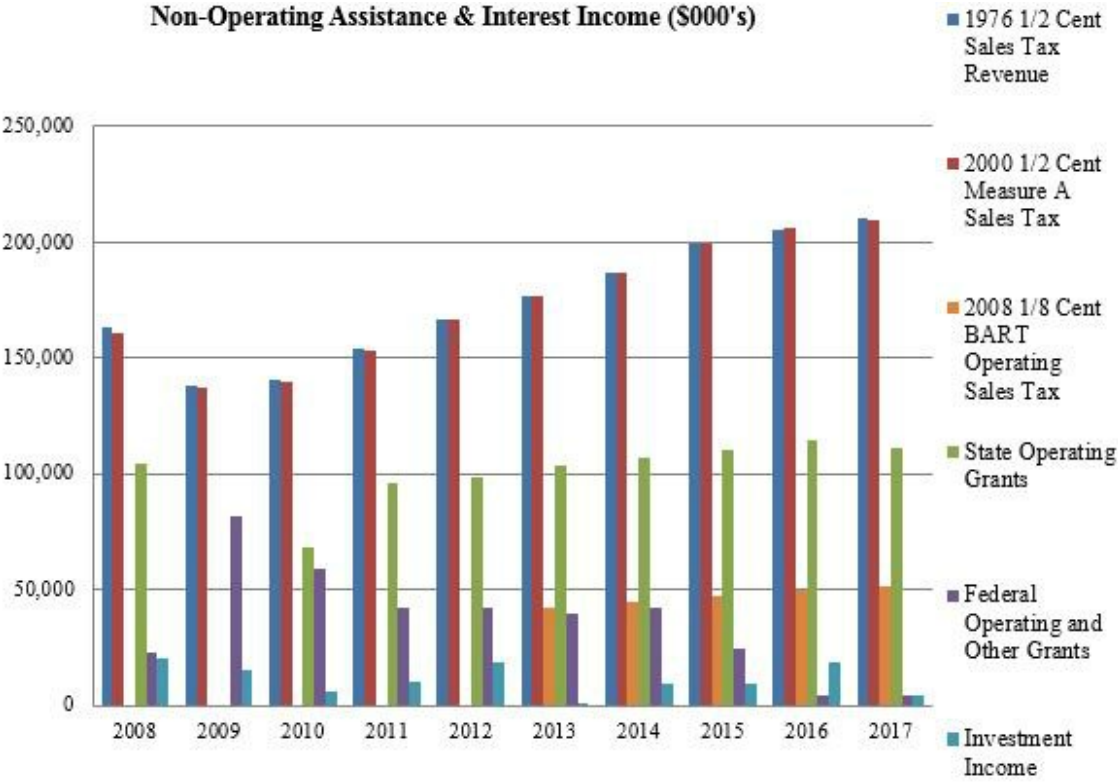


Operating Revenues and Operating Expenses
 (In thousands)

	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
Operating Revenues	\$ 38,053	\$ 38,439	\$ 38,830	\$ 40,014	\$ 39,852	\$ 40,772	\$ 41,198	\$ 41,897	\$ 41,042	\$ 38,261
Operating Expenses	273,495	273,979	272,196	277,984	297,988	303,622	330,614	330,466	358,538	385,528

Table 6
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Financial Trends - Non-Operating Assistance and Interest Income
 Enterprise Funds
 Ten Years Ended June 30, 2017
 (In thousands)

The following chart illustrates trends in selected non-operating revenue sources. Sales tax revenue is the largest non-operating revenue source shown in the following graph. This is the fifth year of collection for 2008 Measure B Eighth-Cent BART Operating Sales Tax revenue and the twelfth year of collection for 2000 Measure A Half-Cent Sales Tax.

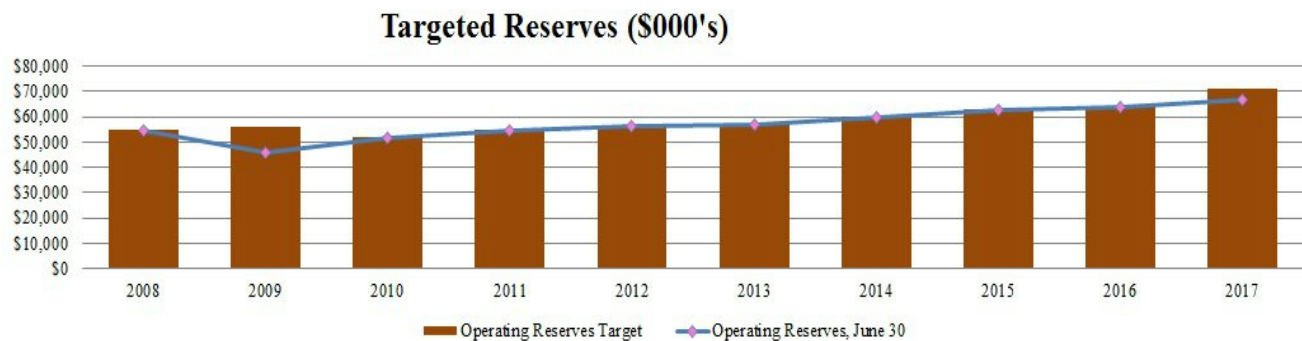


	Non-Operating Assistance and Interest Income										
	(In thousands)										
	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	
1976 1/2 Cent Sales Tax Revenue	\$163,038	\$137,642	\$140,037	\$153,601	\$166,567	\$176,716	\$186,431	\$199,221	\$205,418	\$209,005	
2000 1/2 Cent Measure A Sales Tax Revenue ¹	160,537	137,261	139,305	152,855	166,280	176,533	186,302	199,653	205,636	208,672	
2008 1/8 Cent BART Operating Sales Tax Revenue ²	—	—	—	—	—	41,914	44,753	47,500	49,262	50,024	
State & Local Operating Grants	104,080	—	67,834	95,579	98,133	103,213	106,439	110,243	114,135	110,959	
Federal Operating Grants	22,425	81,488	59,100	42,225	42,286	39,364	42,230	24,553	4,105	4,232	
Investment Income	20,370	15,341	5,764	10,067	18,594	292	9,555	9,118	18,493	4,356	

¹The collection of VTA's 2000 Measure A Sales Tax started on April 1, 2006.
²The collection of 1/8 cent sales tax for BART Operating started on July 1, 2012.

Table 7
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Financial Trends - Targeted Operating Reserves
 VTA Transit Fund
 Ten Years Ended June 30, 2017

The policy adopted by the VTA Board established an operating reserve goal of 15% of final operating budget. To calculate the actual reserve at fiscal year-end, total current assets are reduced by total current liabilities (except current portion of long-term debt). Current Net Position is then reduced by inventory and other current assets to reach a current operating reserve total.



	<u>2008</u>	<u>2009</u>	<u>2010</u> ¹	<u>2011</u> ²	<u>2012</u> ³	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
	(In thousands)									
Current Assets, excluding restricted asset	\$120,374	\$103,697	\$104,933	\$108,396	\$106,085	\$101,726	\$110,906	\$124,284	\$130,096	\$143,377
Total Current Liabilities, excluding restricted liability	(44,953)	(33,716)	(30,950)	(33,484)	(29,547)	(24,329)	(29,790)	(36,878)	(32,334)	(40,030)
Current Net Position	\$ 75,421	\$ 69,981	\$ 73,983	\$ 74,912	\$ 76,538	\$ 77,397	\$ 81,116	\$ 87,406	\$ 97,762	\$103,347
Less: Inventory & Other Current Assets⁴	(20,791)	(23,936)	(22,126)	(20,317)	(20,270)	(20,373)	(21,289)	(24,469)	(33,615)	(36,688)
Operating Reserves, June 30	\$ 54,630	\$ 46,045	\$ 51,857	\$ 54,595	\$ 56,268	\$ 57,024	\$ 59,827	\$ 62,937	\$ 64,147	\$ 66,659
Operating Reserves Target (15% of Budgeted Expenses)	\$ 54,630	\$ 55,760	\$ 51,857	\$ 54,595	\$ 56,268	\$ 57,024	\$ 59,827	\$ 62,937	\$ 64,147	\$ 71,322

¹ In FY 2010, the operating reserve target is 15% of final operating budget at June 30. In Prior years, it was based on 15% of adopted operating budget.

² Starting FY 2011, the operating reserve target is based on 15% of subsequent year's operating budget.

³ Starting FY 2012, the current assets balance includes a transfer to the following reserve accounts: local share of capital projects, debt reduction, and sales tax stabilization.

⁴ Starting FY2008, this includes inventory and other current assets; prior years included inventory only.

Table 8
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Revenue Capacity – Revenue Base and Revenue Rates
 Ten Year Ended June 30, 2017

	Fiscal Years									
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Passenger Fares ¹ (In thousands)	\$ 35,830	\$ 36,184	\$ 36,857	\$ 38,106	\$ 37,744	\$ 38,331	\$ 38,372	\$ 39,108	\$ 37,663	\$ 34,783
Percentage Increase/(Decrease) from Prior Year	1.7 %	1.0 %	1.9 %	3.4 %	(0.9)%	1.6%	0.1%	1.9%	(3.7)%	(7.6)%
Revenue Base										
Number of Passengers ²	43,555,049	45,264,434	41,733,376	41,409,630	42,426,797	43,174,646	43,428,492	43,944,096	42,918,436	38,189,131
Percentage Increase/(Decrease) from Prior Year	3.7 %	3.9 %	(7.8)%	(0.8)%	2.5 %	1.8%	0.6%	1.2%	(2.3)%	(11.0)%
Fare Structure										
Adult Local Fare	\$ 1.75	\$ 1.75	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00
Youth Local Fare	1.50	1.50	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75
Senior/Disabled Local Fare	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Sales Tax Revenues (In thousands)										
1976 1/2Cent Sales Tax ³	\$ 163,038	\$ 137,642	\$ 140,037	\$ 153,601	\$ 166,567	\$ 176,716	\$ 186,431	\$ 199,221	\$ 205,418	\$ 209,005
2000 Measure A 1/2Cent Sales Tax ⁴	160,537	137,261	139,305	152,855	166,280	176,533	186,302	199,653	205,636	208,672
2008 1/8 Cent BART Operating Sales Tax ⁵	—	—	—	—	—	41,914	44,753	47,500	49,262	50,024
Total Sales Tax Revenue Receipts ⁶	\$ 323,575	\$ 274,903	\$ 279,342	\$ 306,456	\$ 332,847	\$ 395,163	\$ 417,486	\$ 446,374	\$ 460,316	\$ 467,701
Percentage Increase/(Decrease) from Prior Year										
1976 1/2 Cent Sales Tax	(0.4)%	(15.6)%	1.7 %	9.7 %	8.4 %	6.1%	5.5%	6.9%	3.1 %	1.7 %
2000 Measure A 1/2 Cent Sales Tax	(0.5)%	(14.5)%	1.5 %	9.7 %	8.8 %	6.2%	5.5%	7.2%	3.0 %	1.5 %
2008 1/8 Cent BART Operating Sales Tax	N/A	N/A	N/A	N/A	N/A	N/A	6.8%	6.1%	3.7 %	1.5 %

¹ Includes fares for directly operated transit services such as bus, light rail and shuttle services; FY 2017 includes paratransit.

² Represents system ridership total boarding. Source: VTA Operations Division.

³ The 1976 half-cent sales tax was approved by County voters in 1976 to fund VTA's transit operations and transportation improvement.

⁴ The 2000 Measure A half-cent sales tax was approved by County voters in 2000 to fund specific transportation improvement projects. The collection of this half-cent tax measure started in April 2006.

⁵ The 2008 1/8 cent Sales Tax was approved by County voters in 2008 to fund BART operating activities. The collection of this 1/8 cent tax measure started in July 2012.

⁶ VTA receives sales tax based on the total taxable sales activity in the County. Although initial collection of 2016 Measure B half-cent sales tax occurred in April 2017, VTA recognized the receipt as a liability due to the legal challenge that the Measure is currently undergoing.

Table 9
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Revenue Capacity – Overlapping Revenue
 Sales Tax Rates
 Ten Years Ended June 30, 2017

<u>Fiscal Year</u>	<u>State</u>	<u>City</u>	<u>VTA¹</u>	<u>Total</u>
2008	6.25%	1.00%	1.00%	8.25%
2009 ²	7.25%	1.00%	1.00%	9.25%
2010	7.25%	1.00%	1.00%	9.25%
2011	7.25%	1.00%	1.00%	9.25%
2012 ³	6.25%	1.00%	1.00%	8.25%
2013 ⁴	6.63%	1.00%	1.12%	8.75%
2014	6.63%	1.00%	1.12%	8.75%
2015	6.63%	1.00%	1.12%	8.75%
2016 ⁵	6.38%	1.25%	1.12%	8.75%
2017 ⁶	6.12%	1.25%	1.63%	9.00%

¹ VTA has four specific sales tax measures approved by the voters. The 1976 half-cent sales tax measure was approved by voters in 1976 and does not have a sunset clause. The 2000 Measure A half-cent sales tax was approved in the 2000 General Election and became effective on April 1, 2006. This 30-year sales tax measure will sunset on March 31, 2036. The 2008 1/8-cent sales tax was approved by County voters in 2008 to fund BART Operating and maintenance. The collection of this 1/8-cent tax measure started in July 2012. The 2016 Measure B sales tax was approved by voters in 2016. The collection of this half-cent tax measure started in April, 2017.

² California state legislature approved a 1% sales tax increase effective July 1, 2009.

³ The 1% sales tax increase approved by the California state legislature in 2009 expired on July 1, 2011.

⁴ There was a 0.125% increase for Bart Operation and Maintenance tax effective July 1, 2012. Due to the approval of Proposition 30, the statewide base sales and use tax rate increased by 0.25% effective January 1, 2013. The higher tax rate will apply for four years- January 1, 2013 through December 31, 2016. Effective 4/1/2013, there was a 0.125% increase for Retail Transactions and Use tax.

⁵ Effective January 1, 2016, statewide base sales and use tax rate decreased by 0.25% to 6.38%, local sales and use tax under Bradley-Burns Uniform local Sales and Use Tax law increase to 1.25%

⁶ Beginning April 1, 2017, Santa Clara Transportation Solution Tax also known as 2016 Measure B Sales tax became effective. Tax collection began April 2017 and VTA received the first advance payment in June 2017. As of June 30, 2017, the Measure is facing legal challenge.

Source: California Board of Equalization

Table 10
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Revenue Capacity - Principal Sales Tax Payers in Santa Clara County by Segments
 (In millions)

Principal Revenue Payers	Fiscal Year 2016 ¹			Fiscal Year 2007		
	Rank	Percentage of Taxable Sales	Taxable Sales Amount	Rank	Percentage of Taxable Sales	Amount
Total all Other Outlets ²	1	37.4%	\$ 15,422	1	37.9%	\$ 12,566
Food Services & Drinking Places	2	10.9%	4,495	4	8.3%	2,737
Motor Vehicle & Parts Dealers	3	10.3%	4,245	2	10.4%	3,459
Miscellaneous Store Retailers	4	9.9%	4,041	3	10.2%	3,436
General Merchandise Stores	5	6.1%	2,524	5	8.2%	2,703
Clothing & Clothing Accessories	6	5.9%	2,429	8	4.7%	1,546
Bldg. Matrl. & Garden Equip. & Suppl.	7	5.8%	2,402	7	5.6%	1,831
Gasoline Stations	8	5.0%	2,070	6	6.6%	2,189
Food & Beverage Stores	9	3.5%	1,448	9	3.1%	1,021
Electronics & Appliance Stores	10	2.0%	824	13	0.8%	266
Furniture & Home Furnishing Stores	11	1.2%	490	10	2.0%	659
Health & Personal Care Stores	12	1.0%	411	12	1.1%	357
Sport Goods, Hobby, Book & Music	13	1.0%	402	11	1.1%	363
Total		<u>100.0%</u>	<u>\$ 41,203</u>		<u>100.0%</u>	<u>\$ 33,133</u>

¹ 2017 data is not available at the time of printing

² This category is made up of diverse manufacturers and wholesalers, construction contractors, petroleum producer, and a multitude of professional services.

Source: State Board of Equalization, Taxable Sales in California (Sales and Use Tax)

Table 11
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Debt Capacity – Total Outstanding Debt by Type
 Ten Years Ended June 30, 2017
 (In thousands)

Fiscal Year	Series 1985 A Equipment Trust Certificates ¹	1976 Sales Tax Revenue Bonds	2000 Sales Tax Revenue Bonds	Total Outstanding Debt
2008	\$ 26,500	\$ 279,600	\$ 356,825	\$ 662,925
2009	—	270,710	355,970	626,680
2010	—	246,298	369,775	616,073
2011	—	237,817	1,036,892	1,274,709
2012	—	219,399	1,029,105	1,248,504
2013	—	209,007	1,021,127	1,230,134
2014	—	210,536	983,255	1,193,791
2015	—	199,054	961,711	1,160,765
2016	—	184,116	932,049	1,116,165
2017	—	168,877	901,545	1,070,422

¹ \$26.5 million redeemed in FY2009.

Table 12
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Debt Capacity - Ratios of Outstanding Debt
 Ten Years Ended June 30, 2017

Fiscal Year	Total Outstanding Debt (In thousands)	Total County Taxable Sales¹ (In thousands)	Total Debt as a % of Taxable Sales	Personal Income² (In thousands)	Total Debt as a % of Personal Income	Santa Clara County Population (In thousands)	Total Debt per Capita
2008	\$ 662,925	\$ 33,476,000	1.98%	\$ 104,331,553	0.64%	1,837	\$ 361
2009	626,680	29,009,000	2.16%	96,315,176	0.63%	1,858	337
2010	616,073	28,720,000	2.15%	103,636,350	0.59%	1,880	328
2011	1,274,709	32,238,000	3.95%	111,880,131	1.14%	1,782	715
2012	1,248,504	34,698,000	3.60%	122,259,021	1.02%	1,816	688
2013	1,230,134	37,013,000	3.32%	130,624,491	1.08%	1,842	668
2014	1,193,791	38,318,000	3.12%	141,873,705	0.84%	1,894	630
2015	1,160,765	40,617,475	2.86%	158,728,715	0.73%	1,918	605
2016	1,116,165	41,202,462	2.71%	160,316,002	0.70%	1,923	580
2017	1,070,422	41,614,487	2.57%	161,919,162	0.66%	1,938	552

¹ Taxable sales information is available through FY 2015. FY 2016 and FY 2017 assume a 1% increase over the previous year's number.

² Actual personal income is available through FY 2015. FY 2016 and FY 2017 assume a 1% increase over the prior year's number.

The total outstanding debt is pledged by VTA's sales tax revenues which were approved by Santa Clara County voters as follows: The 1976 ½-cent Sales Tax Measure and the 2000 Measure A ½-cent Sales Tax. Collection of the 2000 Measure A ½-cent Sales Tax began in April 2006.

Table 13
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Debt Capacity – Direct and Overlapping Debt and Debt Limitation

Santa Clara Valley Transportation Authority does not have overlapping debt with other governments.

Santa Clara Valley Transportation Authority does not have a legal debt limit.

Table 14
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Debt Capacity – Pledged Revenue Coverage – 1976 Half-Cent Sales Tax
 Revenue Bonds
 Ten Years Ended June 30, 2017
 (In thousands)

<u>Fiscal Year</u>	<u>Available</u> <u>Revenue</u>	<u>Annual Debt Service¹</u>			<u>Coverage</u>
	<u>Sales Tax</u> <u>Revenue</u>	<u>Principal</u>	<u>Interest²</u>	<u>Total</u>	
2008	\$ 163,038	\$ 11,315	\$ 12,214	\$ 23,529	6.9
2009	137,642	8,890	11,651	20,541	6.7
2010	140,037	9,180 ³	7,025	16,205	8.6
2011	152,050	9,370	6,748	16,118	9.4
2012	166,567	10,215	8,153	18,368	9.1
2013	176,716	10,400	9,194	19,594	9
2014	186,431	10,435	9,766	20,201	9.2
2015	199,221	10,705	7,965	18,670	10.7
2016	205,418	14,310	7,485	21,795	9.4
2017	209,005	24,735	7,325	32,060	6.5

¹ This schedule includes Junior and Senior Lien debts.

² Interest is exclusive of interest earned from bond proceeds.

³ This does not include regular principal of \$2.9 million due for 1985 Equipment Trust Certificates as this debt was redeemed in FY 2009.

Table 15
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Debt Capacity – Pledged Revenue Coverage – 2000 Measure A Half-Cent Sales Tax
 Revenue Bonds
 Ten Years Ended June 30, 2017
 (In thousands)

Fiscal Year	Available Revenue	Annual Debt Service		Total	Coverage²
	Sales Tax Revenue	Principal	Interest¹		
2008	\$ 160,537	\$ —	\$ 14,943	\$ 14,943	10.7
2009	137,261	855	12,321	13,176	10.4
2010	139,305	—	14,156	14,156	9.8
2011	151,518	2,430	33,490	35,920	4.2
2012	166,280	2,525	44,337	46,862	3.5
2013	176,533	2,625	44,262	46,887	3.8
2014	186,302	24,595	45,577	70,172	2.7
2015	199,653	25,775	45,086	70,861	2.8
2016	205,636	26,965	44,118	71,083	2.9
2017	208,672	28,160	43,783	71,943	2.9

¹ This is exclusive of interest earned from bond proceeds.

² Bond indenture requires VTA to maintain coverage ratio of at least 1.3.

Table 16
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Debt Capacity - Projected Pledged Revenue Coverage
 (Proforma and Unaudited)

The table below presents a five-year projection of debt service coverage based on estimates of the 1976 Sales Tax Revenues for the five years ending June 30, 2018 through 2022.

1976 Sales Tax Revenues and Senior Lien Debt Service Coverage
 Fiscal Years Ending June 30, 2018 – 2022 (Proforma and Unaudited)

(\$ In thousands)

Fiscal Year Ending June 30	Projected Sales Tax Revenue	Percent Increase ^{1*}	Aggregate Debt Service ²	Projected Coverage ³
2018	\$ 221,948	3.53%	\$ 21,079	10.53
2019	229,658	3.47%	21,075	10.90
2020	237,671	3.49%	21,075	11.28
2021	245,944	3.48%	21,068	11.67
2022	234,690	2.06%	21,079	11.13

The table below presents a five-year projection of debt service coverage for the Measure A Bonds, based on estimates of the 2000 Measure A Sales Tax Revenues for the five years ending June 30, 2018 through 2022.

2000 Measure A Sales Tax Revenues and Debt Service Coverage
 Fiscal Years Ending June 30, 2018 – 2022 (Proforma and Unaudited)

(\$ In thousands)

Fiscal Year Ending June 30	Projected Sales Tax Revenue	Percent Increase ^{1*}	Aggregate Debt Service ⁴	Projected Coverage ³
2018	\$ 221,948	3.53%	\$ 73,395	3.02
2019	229,658	3.47%	73,057	3.14
2020	237,671	3.49%	73,034	3.25
2021	245,944	3.48%	73,036	3.37
2022	234,771	2.15%	72,759	3.23

¹ Source: Growth rates provided by outside economists.

² Includes actual debt service on the 2011 and 2017 Bonds. Debt Service on the 2008 Bonds is calculated based on the rate established pursuant to the 2008 Swap Agreement, 3.145%.

³ Does not include any additional parity debt.

⁴ Includes actual debt service on the 2010 and 2015 Bonds. Debt Service on the 2008 Bonds is calculated based on the rate established pursuant to the 2008 Swap Agreement, 3.765%.

*No assurance is given that actual results will meet the forecasts of VTA in any way.

TABLE 17
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Demographic and Economic Data - Population Trends

According to population estimates provided by the State of California, the number of residents in Santa Clara County is increasing gradually on a yearly basis. The County's population increased by approximately 8.79 % in 2017 Census compared to the 2010 Census.

A historical summary of population in the County and its incorporated cities is provided in the following table:

County of Santa Clara Population							
	1960	1970	1980	1990	2000	2010	2017
Campbell	11,863	24,731	26,843	36,048	38,138	39,349	42,726
Cupertino	3,664	18,216	34,297	40,263	50,546	58,302	58,917
Gilroy	7,348	12,665	21,641	31,487	41,464	48,821	55,936
Los Altos	19,696	24,872	25,769	26,303	27,693	28,976	31,402
Los Altos Hills	3,412	6,862	7,421	7,514	7,902	7,922	8,634
Los Gatos	9,036	23,466	26,906	27,357	28,592	29,413	31,314
Milpitas	6,572	27,149	37,820	50,686	62,698	66,790	75,410
Monte Sereno	1,506	3,074	3,434	3,287	3,483	3,341	3,501
Morgan Hill	3,151	6,485	17,060	23,928	33,556	37,882	44,145
Mountain View	30,889	54,206	58,655	67,460	70,708	74,066	79,278
Palo Alto	52,475	55,999	55,225	55,900	58,598	64,403	68,691
San Jose	204,196	445,779	629,400	782,248	894,943	945,942	1,046,079
Santa Clara	58,880	87,717	87,700	93,613	102,361	116,468	123,983
Saratoga	14,861	27,199	29,261	28,061	29,843	29,926	30,569
Sunnyvale	51,898	95,408	106,618	117,229	131,760	140,081	149,831
Unincorporated	162,056	152,181	127,021	106,193	100,300	89,960	87,764
County Total ¹	<u>641,503</u>	<u>1,066,009</u>	<u>1,295,071</u>	<u>1,497,577</u>	<u>1,682,585</u>	<u>1,781,642</u>	<u>1,938,180</u>
California	<u>15,717,204</u>	<u>18,136,045</u>	<u>23,668,145</u>	<u>29,760,021</u>	<u>33,871,648</u>	<u>37,253,956</u>	<u>39,524,000</u>

¹Totals may not be precise due to independent rounding.

Source: U.S. Census; State of California, Department of Finance, Demographic Research Unit.

Table 18
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Demographic and Economic Data - Income and Unemployment Rates
Ten Years Ending June 30, 2017

Year	Santa Clara County Personal Income (In thousands) ^{1&2}	Santa Clara County Per Capita Personal Income ^{1&2}	Unemployment Rate ³
2008	\$ 104,331,553	\$ 59,227	5.1%
2009	96,315,176	55,781	11.8%
2010	103,636,350	58,018	11.3%
2011	111,880,131	61,833	10.3%
2012	122,259,021	66,535	8.7%
2013	130,624,491	70,151	6.8%
2014	141,873,705	74,883	5.2%
2015	158,728,715	82,756	3.9%
2016	160,316,002	83,584	4.0%
2017	161,919,162	84,420	3.5%

¹Bureau of Economic Analysis U.S. Department of Commerce.

²Actual data is available through 2015. Years 2016 and 2017 data are preliminary and assume a 1% increase over prior year.

³California Employment Development Department. Not seasonally adjusted.

Table 19
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Demographic and Economic Data - Wage and Salary Employment by Industry (Annual Average)
Ten Years Ending June 30, 2016
(In thousands)

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Civilian Labor Force ¹ (In thousands)	855.2	876.8	879.8	871.6	894.8	910.9	924.0	993.7	1,018.4	1,026.5
Civilian Employment	814.7	825.2	777.5	774.0	804.6	830.6	857.5	942.3	976.1	987.9
Civilian Unemployment	40.5	51.7	102.2	97.6	90.2	80.3	66.5	51.4	42.3	38.6
Civilian Unemployment Rate										
County	4.7%	5.9%	11.6%	11.2%	10.1%	8.8%	7.2%	5.2%	4.2%	3.8%
State of California	5.4%	7%	11.6%	12.2%	12%	10.6%	8.5%	7.4%	6.2%	5.7%
Wage and Salary Employment ² (In thousands)										
Total Farm Agriculture	3.7	4.6	3.6	3.6	3.4	3.5	5.1	3.6	3.6	3.9
Construction and Mining	49.5	50.1	32.9	32.3	30.9	35.6	37.6	38.6	42.3	47.9
Manufacturing	163.7	166.3	153.5	150.7	154.6	155.1	156.3	156.6	159.4	161.3
Transportation & Public Utilities	13.1	13.8	11.7	11.9	11.8	12.7	13.9	14.7	15.0	14.8
Wholesale Trade	39.1	39.9	36.0	34.7	35.0	34.4	36.2	36.2	36.0	37.4
Retail Trade	86.2	88.2	77.4	75.6	77.5	80.3	84.2	82.3	84.9	85.0
Finance, Insurance & Real Estate	38.2	39.5	31.5	30.8	31.2	33.6	33.9	35.1	35.0	35.2
Services	416.7	424.1	404.4	418.5	432.8	455.4	450.0	469.1	491.4	509.3
Government	90.2	92.7	95.0	93.4	88.6	90.2	93.5	92.4	89.9	91.2
Information	N/A	N/A	N/A	N/A	N/A	N/A	N/A	66.2	74.7	74.5
Total ³	<u>900.4</u>	<u>919.2</u>	<u>846.0</u>	<u>851.5</u>	<u>865.8</u>	<u>900.8</u>	<u>910.7</u>	<u>994.8</u>	<u>1,032.2</u>	<u>1,060.5</u>

¹ Labor force data are based upon place of residence. Employment includes self-employed, unpaid family, workers domestics, and workers involved in labor-management disputes. Data are benchmarked to 2016. FY 2016 is the most recent available data.

² Wage and salary employment is reported by place of work. Data are benchmarked to 2016.

³ Totals may not be precise due to independent rounding.

Sources: State of California, Employment Development Department
Labor Market Information Division.
www.labormarketinfo.edd.ca.gov, August 19, 2016

Table 20
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Demographic and Economic Data - Silicon Valley Major Employers
Current Year and Nine Years Ago

Company Name	Nature of Operations	FY 2017		FY 2008	
		Number of Employees*	Rank	Number of Employees	Rank
Apple Inc.	Computer electronics	25,000	1		
Alphabet Inc./Google Inc.	Search, advertising and web software	20,000	2		
County of Santa Clara	County government	18,244	3	15,000	3
Stanford University	Research university	16,919	4	16,600	2
Cisco System Inc.	Computer network equipment manufacturer	15,700	5	17,200	1
Kaiser Permanente Northern California	Integrated healthcare delivery plan	12,500	6		
Stanford Health Care	Health System	10,034	7		
Tesla Motors Inc.	Electric Vehicle Designer & Manufacturer	10,000	8		
Facebook Inc.	Online Social Networking Service	9,385	9		
Intel Corp.	Semiconductor	8,500	10	6,720	7
University of California Santa Cruz	Public University	8,463	11	2,879	18
Gilead Sciences Inc.	Biotechnology Company	6,949	12		
Oracle Corp.	Hardware and software,cloud	6,781	13	6,532	9
Sutter Health	Not-for-profit health system in Northern California	6,650	14		
Santa clara Valley Medical Center	Hospital	6,105	15	4,063	15
City of San Jose	City Government	5,500	16	6,187	11
San Mateo County	County Government	5,500	16		
County of Monterey	County Government	5,278	18		
Lockheed Martin Space Systems Co.	Aerospace	5,045	19	8,000	4
U.S. Postal Service	Federal Government Agency provides postal service	4,902	20		
Nvidia Corp.	Graphics and digital media Processors	4,500	21	2,330	25
Stanford Children's Health	specializes in the care of babies, children, adolescents, and expectant mothers	4,115	22		
Vmware Inc.	Cloud computing and Platform virtualization Software and services	3,901	23		
Applied materials Inc.	Semiconductor equipment manufacturer	3,850	24	4,000	16
Yahoo Inc.	Search, advertising and news web software	3,800	25		

Source: Silicon Valley/San Jose Business Journal. July 21, 2017

*Estimate provided by the most recent city and county financial reports because the employer did not provide local employment figure.
Ranking is based on low end of range.

The concentration of Santa Clara County's productivity is derived primarily from numerous high-technology and bioscience companies. Public-sector employers continue to rank high among the largest employers in Silicon Valley. As depicted in the chart above, as an employer, Santa Clara County itself, continues to have the largest public-sector employee base with 18,244 workers.

The table above lists the largest employers in the Silicon Valley, which encompasses the County and surrounding areas.

Table 21
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Operating Information – Operating Indicators
 Ten Years Ended June 30, 2017

BUS

Fiscal Year	Total Ridership	Average Weekday Ridership	Scheduled Miles	Scheduled Hours	Vehicle Revenue Miles	Passenger Miles (000's)	Peak Buses	Active Buses	Bus Fleet
2008	33,103,495	106,673	18,784,524	1,389,344	16,013,930	143,102	343	456	535
2009	34,510,273	111,820	18,500,655	1,379,428	15,800,214	152,856	336	424	448
2010	31,983,494	103,575	17,739,605	1,322,661	15,130,519	142,754	333	412	424
2011	31,395,126	102,187	16,990,315	1,269,071	14,376,811	148,225	333	434	494
2012	32,053,755	104,583	17,099,227	1,191,992	14,374,343	169,321	345	426	445
2013	32,432,354	106,161	17,491,993	1,213,571	14,582,508	166,576	358	426	443
2014	32,475,527	105,969	17,835,921	1,367,433	14,817,700	173,539	371	432	443
2015	32,623,599	106,214	18,435,525	1,427,554	15,247,087	174,863	384	495	540
2016	32,195,504	104,009	18,629,140	1,461,553	15,517,448	190,321	388	499	500
2017	29,057,047	94,740	18,882,700	1,480,467	15,712,674	150,429	389	460	460

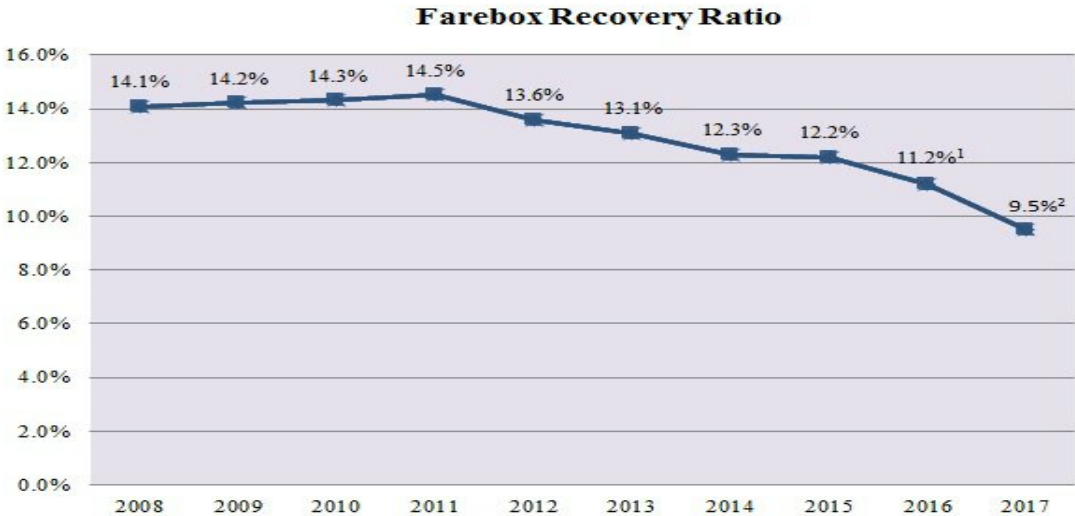
LIGHT RAIL

Fiscal Year	Total Ridership	Average Weekday Ridership	Scheduled Miles	Scheduled Hours	Train Revenue Miles	Passenger Miles (000's)	Peak Cars	Light Rail Fleet
2008	10,451,136	33,043	2,223,823	143,576	2,112,080	54,475	53	100
2009	10,754,161	34,305	2,216,957	143,533	2,105,555	58,709	54	99
2010	9,749,882	31,555	2,182,849	141,095	2,062,832	50,000	46	99
2011	10,014,504	31,871	2,190,140	132,452	2,055,872	54,048	49	99
2012	10,373,042	32,716	2,209,233	137,495	2,065,099	55,337	55	99
2013	10,742,292	34,242	2,199,018	137,134	2,055,418	58,116	57	99
2014	10,952,965	35,102	2,205,492	139,021	2,057,106	61,631	57	99
2015	11,320,497	34,935	2,232,077	152,821	2,081,092	60,717	59	99
2016	10,722,932	33,301	2,235,167	140,000	2,077,964	54,655	59	99
2017	9,132,084	29,262	2,243,377	139,489	2,081,289	47,937	59	99

Source: VTA Operations Division.

Table 22
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Operating Information - Farebox Recovery Ratio
 Ten Years Ended June 30, 2017

The farebox recovery ratio is a measure capturing the percentage of system operated expenses recovered by fare revenue. This ratio is calculated by fare revenue generated from directly operated service (motor bus and light rail) divided by expenses for these same services. Operating expenses consist of bus and light rail modal operating expenses reported annually in the National Transit Database.



	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Farebox Recovery Ratio	14.1%	14.2%	14.3%	14.5%	13.6%	13.1%	12.3%	12.2%	11.2%	9.5%
Farebox Revenue (In thousands)	\$ 35,830	\$ 36,184	\$ 36,857	\$ 38,106	\$ 37,744	\$ 38,331	\$ 38,372	\$ 39,108	\$ 37,663	\$ 33,719
Operating Expenses (In thousands)	254,619	254,286	257,954	263,322	278,532	293,447	311,287	319,978	335,140	354,492

¹Updated with audited NTD data.
²Based on proforma and unaudited NTD data.

Table 23
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Operating Information – Revenue Miles
Ten Years Ended June 30, 2017

The following chart shows total vehicle miles in revenue service.

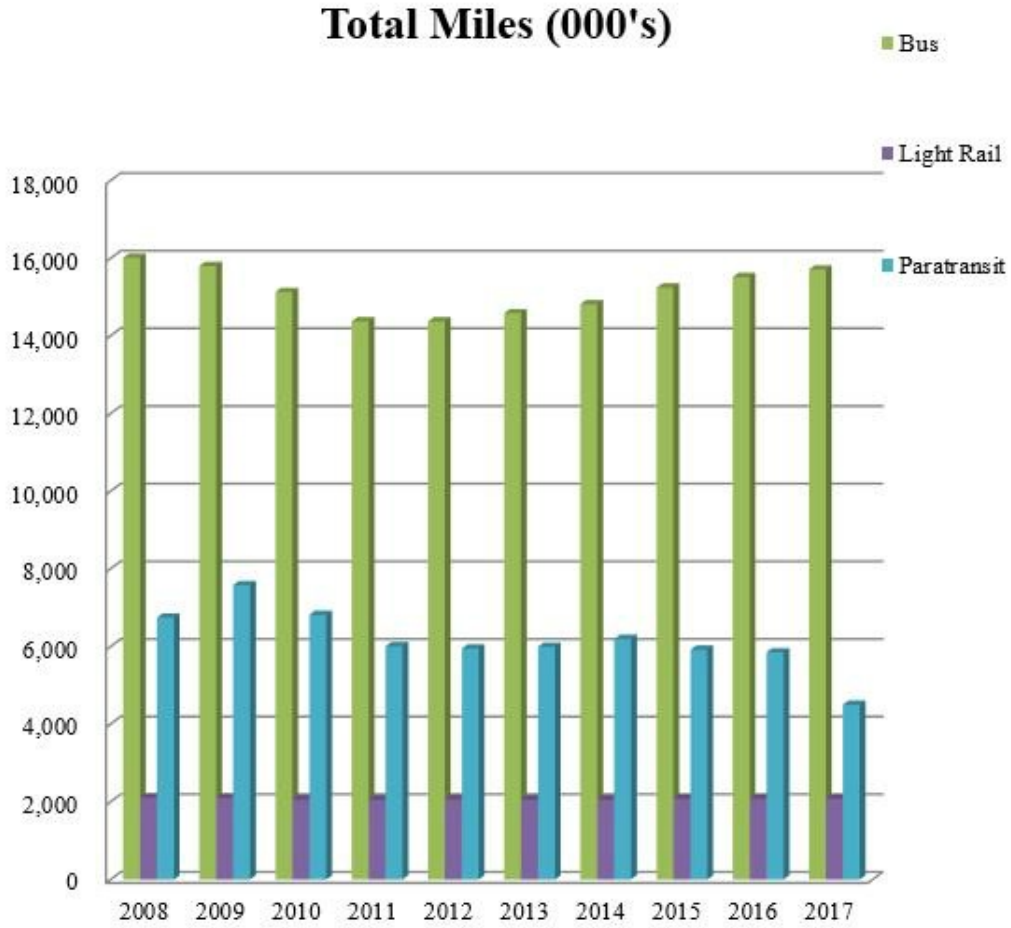
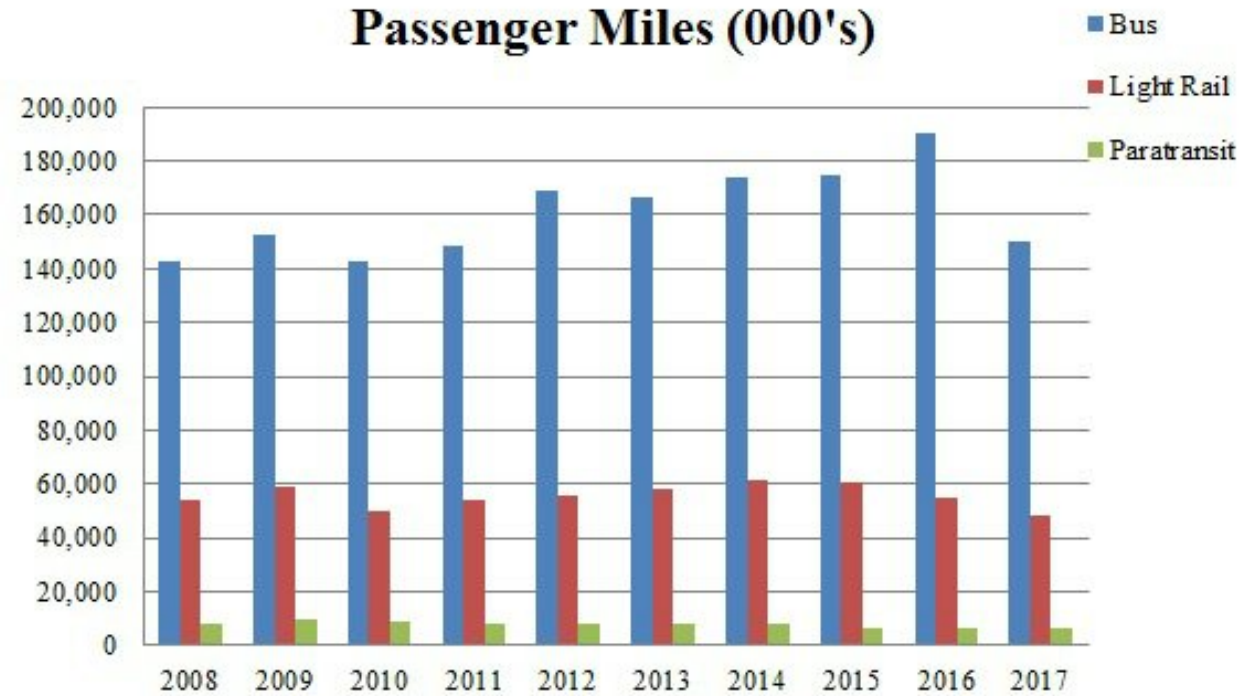


Table 24
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Operating Information – Passenger Miles
Ten Years Ended June 30, 2017

Passenger mile statistics are presented in the chart below. In FY 2017 the total passenger miles have decreased by 19% from FY 2016¹.



¹ Calculated based on revised data reported to NTD in FY 2016.

Table 25
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Operating Information – Selected Statistical Data
 Ten Years Ended June 30, 2017

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
FAREBOX REVENUE (\$000'S)¹	\$ 35,830	\$ 36,184	\$ 36,857	\$ 38,106	\$ 37,744	\$ 38,331	\$ 38,372	\$ 39,108	\$ 37,663	\$ 34,783
VEHICLE REVENUE MILES (000's)										
BUS	15,951	15,800	15,131	14,377	14,374	14,583	14,818	15,247	15,517	15,713
LIGHT RAIL	2,112	2,106	2,063	2,056	2,065	2,056	2,057	2,081	2,078	2,081
PARATRANSIT	6,746	7,582	6,816	6,011	5,948	5,995	6,196	5,922	5,851	4,503
PASSENGER MILES (000's)										
BUS	143,102	152,856	142,754	148,225	169,321	166,576	173,539	174,863	190,321	150,429
LIGHT RAIL	54,475	58,708	50,000	54,048	55,337	58,116	61,632	60,717	54,980	47,937
PARATRANSIT	8,486	9,908	9,005	8,017	8,133	8,205	8,097	6,827	6,493	5,318
FLEET SIZE										
BUS	480	448	424	494	445	443	443	540	500	460
LIGHT RAIL	100	99	99	99	99	99	99	99	99	99
CASH FARE SINGLE RIDE										
ADULT	\$ 1.75	\$ 1.75	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00
YOUTH	\$ 1.50	\$ 1.50	\$ 1.75	\$ 1.75	\$ 1.75	\$ 1.75	\$ 1.75	\$ 1.75	\$ 1.75	\$ 1.75
SENIOR	\$ 0.75	\$ 0.75	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00

¹Includes fare revenue from motor bus, light rail and shuttle services; FY 2017 includes paratransit.

Table 26
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Operating Information - System Data
 As of June 30, 2017

URBANIZED AREA (UZA):

346 Square Miles

ROUTES

<u>Type of Route</u>	<u>Number of Routes</u>
Local	17
Limited Stop	4
Express	13
Rapid	18
Community	18
Light Rail	3
Special Event	4
Total	<u>77</u>

HOURS OF OPERATION

Monday-Sunday	24 hours
---------------	----------

PARK AND RIDE LOTS:

	<u>Number of Lots</u>	<u>Number of Parking Spaces</u>
Bus	7	573
Light Rail	20	6,389
Caltrain	15	4,667
Total	<u>42</u>	<u>11,629</u>

FACILITIES

<u>Type of Facility</u>	<u>Number of Facilities</u>
Bus Stops	3,856
Shelters	814
Benches	1,929
Trash Receptacles	824
Transit Centers	23

Table 27
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Operating Information – Full-time Equivalent Employees¹
 Ten Years Ended June 30, 2017

Fiscal Year	Operations	Planning & Programming ²	Finance & Budget ³	Engineering & Transportation Program Delivery ⁴	SVRT Program ⁴	Government Affairs ⁵	Business Services ⁶	Safety & Compliance ⁷	Office of the Chief of Staff ⁸	General Counsel	General Manager	Total
2008	1628	48	103	98	4	70	92	NA	NA	10	4	2057
2009	1649	51	97	99	4	74	102	NA	NA	8	4	2088
2010	1588	50	95	97	4	57	100	NA	NA	8	18	2017
2011	1576	50	90	90	5	53	102	NA	NA	8	11	1985
2012	1599	52	93	86	6	51	103	NA	NA	9	13	2012
2013	1614	51	88	90	6	55	99	NA	NA	11	13	2027
2014	1687	42	69	79	6	37	138	NA	25	12	5	2100
2015	1724	43	74	81	NA	4	135	30	55	13	5	2164
2016	1758	50	75	74	NA	26	192	33	NA	13	11	2232
2017	1761	50	76	74	NA	30	196	NA	41	14	2	2244

¹ A full-time employee is scheduled to work 2,080 hours per year (including vacation and sick leave). Full-time equivalent employment is calculated by dividing total labor hours by 2,080. The table shows the total full-time equivalent by division.

² Previously referred to as Congestion Management Division. Renamed to Planning and Programming as a result of the reorganization in FY2014.

³ Previously referred to as Fiscal Resources Division. Renamed to Finance and Budget as a result of the reorganization in FY 2014.

⁴ In FY 2015, Engineering & Construction Program merged with SVRT Program to form Engineering & Transportation Infrastructure Development. In FY 2017, the latter was renamed to Engineering & Transportation Program Delivery.

⁵ In 2017, Government& Public Relations became Government Affairs.

⁶ Previously referred to as Administrative Service Division, as a result of the reorganization in FY 2014. In September 2015 reorganization, some personnel from the Chief of Staff Division and Operation Division were transferred to Business Services.

⁷ Office of Safety & Compliance reports directly to the Chief of Staff in FY 2017.

⁸ As a result of the reorganization in FY2017, Office of the Chief of Staff was designated to be responsible for managing Communications and Marketing, Office of Security and Protective Services, and the Office of Safety and Compliance.

Table 28
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Operating Information - Capital Assets
 Ten Years Ended June 30, 2017
 (In thousands)

	Fiscal Years									
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
<i>Capital assets, not being depreciated:</i>										
Land and right of way	\$ 1,118,212	\$ 1,119,217	\$ 1,123,321	\$ 1,122,805	\$ 1,122,495	\$ 1,122,368	\$ 1,126,373	\$ 1,124,646	\$ 1,126,359	\$ 1,126,872
Construction in Progress	639,708	781,381	814,241	902,026	1,107,386	1,347,410	1,728,066	2,177,750	2,611,823	2,906,098
Total capital assets, not being depreciated	<u>1,757,920</u>	<u>1,900,598</u>	<u>1,937,562</u>	<u>2,024,831</u>	<u>2,229,881</u>	<u>2,469,778</u>	<u>2,854,439</u>	<u>3,302,396</u>	<u>3,738,182</u>	<u>4,032,970</u>
<i>Capital assets, being depreciated:</i>										
Buildings, improvements, furniture and fixtures	487,116	488,156	495,436	504,531	511,853	508,345	516,184	548,139	569,079	586,041
Vehicles	462,027	442,771	435,652	485,590	481,014	486,460	488,229	566,821	553,886	586,754
Light-rail tracks and electrification	399,824	399,824	402,622	403,831	403,394	413,674	415,905	415,905	418,195	418,195
Caltrain – Gilroy extension	53,155	53,155	53,307	53,307	53,307	43,072	43,072	43,072	43,072	43,072
Other operating equipment	39,770	32,044	42,610	46,065	46,152	45,876	46,062	47,156	47,289	47,561
Leasehold Improvement	9,686	9,686	9,686	9,686	9,686	9,686	9,686	9,686	9,686	9,686
Total capital assets, being depreciated	<u>1,451,578</u>	<u>1,425,636</u>	<u>1,439,313</u>	<u>1,503,010</u>	<u>1,505,406</u>	<u>1,507,113</u>	<u>1,519,138</u>	<u>1,630,779</u>	<u>1,641,207</u>	<u>1,691,309</u>
<i>Less accumulated depreciation</i>										
Total accumulated depreciation	<u>(493,895)</u>	<u>(519,886)</u>	<u>(565,012)</u>	<u>(618,061)</u>	<u>(657,113)</u>	<u>(706,428)</u>	<u>(768,364)</u>	<u>(833,095)</u>	<u>(881,683)</u>	<u>(950,887)</u>
Total capital assets, being depreciated, net	<u>957,683</u>	<u>905,750</u>	<u>874,301</u>	<u>884,949</u>	<u>848,293</u>	<u>800,685</u>	<u>750,774</u>	<u>797,684</u>	<u>759,524</u>	<u>740,422</u>
Total capital assets, net	<u>\$ 2,715,603</u>	<u>\$ 2,806,348</u>	<u>\$ 2,811,863</u>	<u>\$ 2,909,780</u>	<u>\$ 3,078,174</u>	<u>\$ 3,270,463</u>	<u>\$ 3,605,213</u>	<u>\$ 4,100,080</u>	<u>\$ 4,497,706</u>	<u>\$ 4,773,392</u>

Source: Comprehensive Annual Financial Report

END OF DOCUMENT

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
AMALGAMATED TRANSIT UNION PENSION PLAN
(A COMPONENT UNIT OF THE SANTA CLARA VALLEY
TRANSPORTATION AUTHORITY)**

**INDEPENDENT AUDITOR'S REPORT,
MANAGEMENT'S DISCUSSION AND ANALYSIS,
BASIC FINANCIAL STATEMENTS
AND
REQUIRED SUPPLEMENTARY
INFORMATION**

FOR FISCAL YEARS ENDED JUNE 30, 2017 AND JUNE 30, 2016

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**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
AMALGAMATED TRANSIT UNION PENSION PLAN**

JUNE 30, 2017 AND JUNE 30, 2016

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Vavrinek, Trine, Day & Co., LLP
Certified Public Accountants

VALUE THE DIFFERENCE

INDEPENDENT AUDITOR'S REPORT

Members of the Board of Directors
Santa Clara Valley Transportation Authority
Amalgamated Transit Union Pension Plan
San Jose, California

We have audited the accompanying financial statements of the Santa Clara Valley Transportation Authority Amalgamated Transit Union Pension Plan (Plan), a component unit of the Santa Clara Valley Transportation Authority (VTA), as of and for the years ended June 30, 2017 and 2016, and the related notes to the financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective net position of the Plan, as of June 30, 2017 and June 30, 2016, and the respective changes in net position thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matters

As described in Note 1, the financial statements present only the Plan and do not purport to, and do not, present fairly the financial position of VTA as of June 30, 2017 and 2016, and changes in its financial position for the years then ended in conformity with accounting principles generally accepted in the United States of America. As described in Note 2, in 2016 the Plan adopted new accounting guidance, GASB Statement No. 72, *Fair Value Measurement and Application*. Our opinion is not modified with respect to these matters.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, schedule of changes in net pension liabilities and related ratios, schedule of employer contributions and schedule of investment returns be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Vavrinek, Trine, Day & Co. LLP

Palo Alto, California
October 27, 2017

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
AMALGAMATED TRANSIT UNION PENSION PLAN**

**MANAGEMENT'S DISCUSSION AND ANALYSIS
AS OF JUNE 30, 2017 AND JUNE 30, 2016**

This section provides an overview and analysis of the financial activities of Santa Clara Valley Transportation Authority Amalgamated Transit Union Pension Plan (Plan) for the fiscal years ended June 30, 2017 and 2016. We encourage readers to consider the information presented here in conjunction with additional information that we have furnished in our financial statements.

FINANCIAL HIGHLIGHTS

The net position of the Plan at the close of fiscal year 2017 was \$531,466,869 (net position held in trust for pension benefits). The entire net position is available to meet the Plan's ongoing obligations to Plan participants and beneficiaries. Net position at the close of fiscal year 2016 was \$481,318,427 compared to \$489,192,230 in fiscal year 2015.

Total pension contribution in fiscal year 2017 was \$28,454,283 compared to \$25,751,474 in fiscal year 2016 and \$25,590,315 in fiscal year 2015. Members began making contributions to the plan in fiscal year 2017.

The Plan's funding objective is to meet long-term benefit obligations through contributions and investment income. As of June 30, 2017, the Plan's measurement date, the funded ratio for the Plan was approximately 76%. In general, there were approximately \$0.76 of assets to cover each dollar of pension liability. As of June 30, 2016, the Plan's measurement date, the funded ratio for the Plan was approximately 73%. This means that generally, there were approximately \$0.73 of assets to cover each dollar of pension liability.

OVERVIEW OF THE FINANCIAL STATEMENTS

The following discussion and analysis are intended to serve as an introduction to the Plan's financial statements, which comprise these components:

1. Statement of Plan Net Position.
2. Statement of Changes in Plan Net Position.
3. Notes to the Basic Financial Statements.

This report also contains other supplementary information in addition to the basic financial statements themselves.

The Statement of Plan Net Position, is a snapshot of account balances at year-end. It reflects the assets available for future payments to retirees and any current liabilities that are owed at this time.

The Statement of Changes in Plan Net Position, on the other hand, provides a view of current year additions to and deductions from the Plan.

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
AMALGAMATED TRANSIT UNION PENSION PLAN**

**MANAGEMENT'S DISCUSSION AND ANALYSIS
AS OF JUNE 30, 2017 AND JUNE 30, 2016**

The Statement of Plan Net Position and the Statement of Changes in Plan Net Position report information about the Plan's activities. These statements include all assets and liabilities, using the full accrual basis of accounting, which is similar to the accounting used by most private sector companies. All of the current year's revenues and expenses are taken into account regardless of when cash is received or paid. All investment gains and losses are shown at fair value. In addition, both realized and unrealized gains and losses are shown on investments.

These two statements report the Plan's net position restricted for pension benefits. Net position, the difference between assets and liabilities, measure the Plan's financial position. Over time, increases and decreases in the Plan's net position indicate whether its financial health is improving or deteriorating. Other factors, such as market conditions, should also be considered in measuring the Plan's overall financial position.

Notes to the Basic Financial Statements provide additional information that is essential to a full understanding of the data provided in the financial statements. (See notes to Financial Statements on pages 8-16 of this report).

OTHER INFORMATION

In addition to the financial statements and accompanying notes, this report presents certain required supplementary information related to the Plan's historical net pension liability, pension contributions and the plan's annual money-weighted rate of return.

FINANCIAL ANALYSIS

As previously noted, net position may serve over time as a useful indication of the Plan's financial position. The assets of the Plan exceeded its current liabilities at the close of fiscal year 2017. Despite fluctuations in the equity markets, the Plan's board and actuary concur that the Plan remains in a financial position to meet its obligations to the plan participants and beneficiaries with a 76% funded ratio as of the last actuarial valuation.

(Table 1)

Condensed Statement of Plan Net Position

	June 30,		
	2017	2016	2015
Assets			
Cash & cash equivalents	\$ 573,347	\$ 90,540	\$ 752,508
Investments at fair value	530,195,772	480,780,630	487,536,880
Other assets	897,567	1,075,999	1,401,270
Total Assets	<u>531,666,686</u>	<u>481,947,169</u>	<u>489,690,658</u>
Liabilities			
Current liabilities	199,817	628,742	498,428
Net Position	<u>\$ 531,466,869</u>	<u>\$ 481,318,427</u>	<u>\$ 489,192,230</u>

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
AMALGAMATED TRANSIT UNION PENSION PLAN**

**MANAGEMENT'S DISCUSSION AND ANALYSIS
AS OF JUNE 30, 2017 AND JUNE 30, 2016**

For the year ended June 30, 2017, the Plan's total net position restricted for pension benefits increased by \$50,148,442 or 10.42% as a result primarily of increase in fair value of investments during the year. The decline in outstanding accounts payable decreased the Plan's liabilities by \$428,925.

(Table 2)

Summary of Additions to Plan Net Position

	June 30,		
	2017	2016	2015
Contributions	\$ 28,454,283	\$ 25,751,474	\$ 25,590,315
Net investment income	60,471,793	2,243,639	16,095,540
Total Additions	<u>\$ 88,926,076</u>	<u>\$ 27,995,113</u>	<u>\$ 41,685,855</u>

Of the total \$28.5 million contribution in fiscal year 2017, VTA contributed \$27.4 million, members contributed \$1.07 million, and ATU contributed \$23,409 for its staff. Mark to market gains in global equity and credit portfolios, positive manager selection and exposure to alternative assets, including hedge funds and private real estate, were the primary contributors to the growth in net investment income from \$2.2 million in fiscal year 2016 to \$60.5 million in fiscal year 2017.

(Table 3)

Summary of Deductions to Plan Net Position

	June 30,		
	2017	2016	2015
Distributions to participants	\$ 38,453,828	\$ 35,587,609	\$ 33,417,941
Administrative expenses	323,806	281,307	301,331
Total Deductions	<u>\$ 38,777,634</u>	<u>\$ 35,868,916</u>	<u>\$ 33,719,272</u>

The distributions to participants have steadily increased due to the growing number of retirees and beneficiaries receiving benefits. Fiscal year 2017 administrative expenses rose as a consequence of the increase in insurance and legal fees.

Requests for Information

Please address all questions or requests for additional information to the Finance and Budget Division, Attention: Chief Financial Officer, Santa Clara Valley Transportation Authority 3331 North First Street, Building C, Second Floor, San Jose, CA 95134-1927.

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
AMALGAMATED TRANSIT UNION PENSION PLAN**

**STATEMENTS OF FIDUCIARY NET POSITION
AS OF JUNE 30, 2017 AND JUNE 30, 2016**

ASSETS	<u>2017</u>	<u>2016</u>
Cash and cash equivalents	\$ 573,347	\$ 90,540
Domestic equity securities	127,505,139	118,373,826
Corporate obligations	64,275,236	64,111,994
U.S. Government agency	42,942,582	41,032,175
US Treasury obligations	23,742,776	13,519,291
Money market	6,429,765	3,551,419
Mutual funds	265,300,274	240,191,925
Receivables	897,567	1,075,999
TOTAL ASSETS	<u>531,666,686</u>	<u>481,947,169</u>
LIABILITIES		
Accounts payable	<u>199,817</u>	<u>628,742</u>
NET POSITION		
Restricted for pension benefits	<u>\$ 531,466,869</u>	<u>\$ 481,318,427</u>

See accompanying notes to the basic financial statements

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
AMALGAMATED TRANSIT UNION PENSION PLAN**

**STATEMENTS OF CHANGES IN FIDUCIARY NET POSITION
FOR FISCAL YEARS ENDED JUNE 30, 2017 AND JUNE 30, 2016**

	<u>2017</u>	<u>2016</u>
ADDITIONS:		
Contributions:		
Employer	\$ 27,383,634	\$ 25,751,474
Employee	1,070,649	-
Total Contributions	<u>28,454,283</u>	<u>25,751,474</u>
Net investment income:		
Net appreciation (depreciation) on investments	34,870,692	(17,424,415)
Investment earnings	27,615,993	22,009,075
Investment expense	<u>(2,014,892)</u>	<u>(2,341,021)</u>
Investment income	<u>60,471,793</u>	<u>2,243,639</u>
TOTAL ADDITIONS	<u>88,926,076</u>	<u>27,995,113</u>
DEDUCTIONS		
Distributions to participants	38,453,828	35,587,609
Administrative expenses	<u>323,806</u>	<u>281,307</u>
TOTAL DEDUCTIONS	<u>38,777,634</u>	<u>35,868,916</u>
INCREASE/ (DECREASE) IN PLAN NET POSITION	50,148,442	(7,873,803)
NET POSITION		
Beginning of year	<u>481,318,427</u>	<u>489,192,230</u>
End of year	<u>\$ 531,466,869</u>	<u>\$ 481,318,427</u>

See accompanying notes to the basic financial statements

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
AMALGAMATED TRANSIT UNION PENSION PLAN**

**NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR FISCAL YEARS ENDED JUNE 30, 2017 AND JUNE 30, 2016**

NOTE 1 – DESCRIPTION OF THE PLAN

The following description of the Santa Clara Valley Transportation Authority Amalgamated Transit Union Pension Plan (Plan), a component unit of the Santa Clara Valley Transportation Authority (VTA), provides only general information. Participants should refer to the Plan agreement for a more complete description of the Plan’s provisions.

A. General

The Plan is a single-employer defined benefit pension plan covering VTA employees who are members of the Santa Clara Valley Transportation Authority Amalgamated Transit Union (ATU) and is administered by a Pension Board, consisting of three members appointed by VTA, three members appointed by the ATU, and one member jointly appointed. The membership of the Plan as of June 30 comprises the following:

	<u>2017</u>	<u>2016</u>	<u>2015</u>
Retirees and beneficiaries currently receiving benefits	1,395	1,337	1,282
Terminated vested members not yet receiving benefits	148	147	130
Active Members	<u>1,563</u>	<u>1,568</u>	<u>1,541</u>
TOTAL	<u><u>3,106</u></u>	<u><u>3,052</u></u>	<u><u>2,953</u></u>

B. Pension Benefits

Classic Employees

Employees with 10 or more years of eligibility service are entitled to full annual pension benefits beginning at normal retirement age of 65. Employees with less than 10 years but more than 5 years of eligibility service are entitled to an annual benefit at age 65 provided the Board of Pensions approves such benefit. Employees with 15 or more years of eligibility service are entitled to full annual pension benefits beginning at age 55. The Plan permits early retirement if an employee becomes disabled after 10 or more years of eligibility service, and deferred vested retirement upon employee termination after 10 or more years of eligibility service, with benefits payable at age 65. Employees may elect to receive their benefits in the form of a joint or survivor annuity. These benefit provisions and all other requirements are established by California statute and the labor agreement with the ATU Local 265.

Benefit terms do not provide for annual cost-of-living adjustment subsequent to retirement date.

New Employees

Plan benefit provisions and all other requirements are established by California Public Employees’ Pension Reform Act of 2013 (PEPRA) and Plan amendments as approved by the VTA Board at its October 6, 2016 meeting. Retirement benefits for PEPRA employees will follow PEPRA legislation.

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
AMALGAMATED TRANSIT UNION PENSION PLAN**

**NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR FISCAL YEARS ENDED JUNE 30, 2017 AND JUNE 30, 2016**

C. Contributions to the plan

VTA contributes to the Plan at actuarially determined amounts sufficient to maintain funding of vested benefits. VTA's contributions are established and may be amended by VTA's board of directors. The actuarially determined amount is the estimated amount necessary to finance the costs of benefits earned by the plan members during the year, with an additional amount to finance any unfunded accrued liability. Employer's contributions to the Plan for the fiscal year ended June 30, 2017, were made in the amount of \$27,383,634 in accordance with actuarially determined requirements computed as of January 1, 2016. For the fiscal year ended June 30, 2016, the contributions amounting to \$25,751,474 were made also in accordance with the actuarially determined requirements computed as of January 1, 2015.

Classic employees contributed 0.95% effective 10/10/2016. New employees hired on or after January 1, 2016 contribute at least 50%, rounded to the nearest quarter of one percent, of the normal cost rate for the Plan for all active Plan Members, as determined by the Plan's actuary. New employees contributed 5.75% effective 10/10/2016. This rate was reduced to 5.5% effective 10/24/2016.

D. Plan Termination

In the event of plan termination, the net position of the Plan would be allocated as prescribed in the Plan documents, generally to provide the following benefits in the order indicated:

- Retirement benefits payable to retired members (as defined) and disabled members (as defined).
- Actuarial reserves for the retirement benefits of other vested members (as defined).

NOTE 2 – SIGNIFICANT ACCOUNTING POLICIES

A. Basis of Accounting

The accompanying basic financial statements are presented on the accrual basis of accounting in accordance with accounting principles generally accepted in the United States of America as promulgated by the Government Accounting Standards Board (GASB). Contributions are recognized when due pursuant to formal commitments as well as statutory or contractual requirements. Benefits and refunds of contributions are recognized when due and payable under the provisions of the Plan.

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
AMALGAMATED TRANSIT UNION PENSION PLAN**

**NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR FISCAL YEARS ENDED JUNE 30, 2017 AND JUNE 30, 2016**

B. Investments

Investments are reported at fair market value. Securities traded on a national or international exchange are valued at the last reported sales price on the last business day of the fiscal year at current exchange rates. The fair market value of the investments in mutual funds of \$265,300,275 and \$240,191,925 at June 30, 2017 and 2016, respectively, were valued by the respective mutual fund management firms. Purchases and sales of securities are reflected on the trade date while investment income is recognized as earned.

The following investments and investment activities are prohibited except when specified in the investment management agreement or when commingled/pooled investment vehicles are selected because investment firms have their own guidelines for commingled/pooled accounts.

- Non-hedging transactions that leverage/increase the risk of the Plan's portfolios.
- Short sales or substantially similar transactions.
- Letter stock, private placements, or direct placements.
- Purchase of securities on margin, or lending or borrowing money or securities.

C. Net Appreciation (Depreciation) on Investments

Net appreciation (depreciation) on investments pertains to unrealized gains and losses. Unrealized appreciation (depreciation) adjusts investment carrying amounts to reflect current market values, based on quoted prices in an active market.

D. Administrative Expenses

Certain internal costs of administering the Plan are paid by the Plan. Administrative expenses for the years ended June 30, 2017 and 2016 were \$323,806 and \$281,307 respectively.

E. Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Actual results could differ from those estimates.

F. New Accounting Principles

GASB Statement No. 72 - In February 2015, GASB issued Statement No. 72, *Fair Value Measurement and Application*. The primary objective of this statement is to define fair value and determine what information about fair value should be disclosed in the notes to the financial statements. The Statement is effective for periods beginning after June 15, 2015, or the fiscal year 2015-16. The Plan has implemented the provisions of this statement as of June 30, 2016.

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
AMALGAMATED TRANSIT UNION PENSION PLAN**

**NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR FISCAL YEARS ENDED JUNE 30, 2017 AND JUNE 30, 2016**

NOTE 3 – INVESTMENTS

The Plan has adopted an internally developed investment policy that is governed by the standards established in the California Law. In addition, the Plan has written investment policies regarding the type of investments that may be made specifically for the Plan and the amount, which may be invested in any one financial institution. Management believes the Plan has complied with the provisions of statutes pertaining to the types of investments held, institutions in which deposits were made, and security requirements.

The Plan maintains all of its operating cash funds in VTA's cash and investment pool. The pool functions as a demand deposit account for the Plan, as amounts can be withdrawn at any time upon demand. VTA's management and its Board of Directors are responsible for oversight of the cash and investment pool. Information regarding the characteristics of the entire investment pool can be found in the VTA's financial statements. That report may be obtained by writing to Santa Clara Valley Transportation Authority – Fiscal Resources Division, 3331 North First Street, San Jose, California, 95134. The fair market value of the Agency's position in the cash pool is the same as the value of the cash pool shares. As of June 30, 2017 and 2016, the Plan had \$573,347 and \$90,540, respectively, in VTA's cash and investment pool.

For the year ended June 30, 2017, the annual money-weighted rate of return on pension plan investments, net of pension plan investment expense, was 12.80 percent. For the year ended June 30, 2016, the annual money-weighted rate of return on pension plan investments, net of pension plan investment expense, was 1.34 percent. The money-weighted rate of return expresses investment performance, net of investment expense, adjusted for the timing of receipts and disbursements.

Custodial Credit Risk

The custodial credit risk for investments is the risk that, in the event of the failure of the counterparty (e.g., broker-dealer) to a transaction, the Plan will not be able to recover the value of its investment or collateral securities that are in the possession of another party. The Plan's investment policy provides for the use of a custodian/trustee to invest the Plan's assets as directed by investment managers. The Plan's investment securities were held by Union Bank Trust Department, a custodial bank, at June 30, 2017 and 2016, separate from the counterparty, in the name of Santa Clara Valley Transportation Authority (VTA). VTA's securities are not part of Union Bank's assets and not attachable by any of its creditors.

Interest Rate Risk

Interest rate risk is the risk that changes in market rates will adversely affect the fair market value of an investment. Generally, the longer the maturity of an investment, the greater is the sensitivity of its fair value to changes in market rates. One of the Plan's primary goals is to provide sufficient liquidity to meet future pension benefit payment obligation, however, the Plan does not have any policy specifically addressing interest rate risk. The Plan had a net investment of \$127,505,139 and \$118,373,826 invested in equity based securities as of June 30, 2017 and June 30, 2016, respectively, and \$265,300,274 and \$240,191,925 invested in mutual funds as of June 30, 2017 and June 30, 2016, respectively.

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
AMALGAMATED TRANSIT UNION PENSION PLAN**

**NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR FISCAL YEARS ENDED JUNE 30, 2017 AND JUNE 30, 2016**

The following table shows the time distribution for the maturity of certain Plan assets as of June 30, 2017:

Type of Investment	Fair Value	Less Than 1 Year	1-5 Years	Greater than 6 Years
Corporate Obligations	\$ 64,275,236	\$ 1,735,371	\$ 15,439,875	\$ 47,099,990
U.S. Government agency obligations	42,942,582	8,091	190,125	42,744,366
U.S. Treasury obligations	23,742,776	1,703,670	22,039,106	-
Money market*	6,429,765	6,429,765	-	-
Total	<u>\$ 137,390,359</u>	<u>\$ 9,876,897</u>	<u>\$ 37,669,106</u>	<u>\$ 89,844,356</u>

The following table shows the time distribution for the maturity of certain Plan assets as of June 30, 2016:

Type of Investment	Fair Value	Less Than 1 Year	1-5 Years	Greater than 6 Years
Corporate Obligations	\$ 64,111,993	\$ 3,612,918	\$ 14,133,329	\$ 46,365,746
U.S. Government agency obligations	41,032,175	16,975	341,894	40,673,306
U.S. Treasury obligations	13,519,291	5,992,646	7,526,645	-
Money market*	3,551,419	3,551,419	-	-
Total	<u>\$ 122,214,878</u>	<u>\$ 13,173,958</u>	<u>\$ 22,001,868</u>	<u>\$ 87,039,052</u>

*The time distribution for the money market funds is based on the weighted average maturity of investments comprising the funds.

The fair value of interest sensitive instruments may also be affected by the creditworthiness of the issuer, prepayment options, relative values of alternative investments, and other general market conditions. Certain fixed maturity investments have call provisions that could result in shorter maturity periods.

Credit Risk

Credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This risk is measured by the assignment of a rating by the nationally recognized statistical rating organizations. The Plan's investment policy has mitigated credit risk by prioritizing safety of principal above other investment objectives, by requiring third-party investment manager applicants to meet certain requirements, by diversifying the portfolio, and by establishing monitoring procedures.

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
AMALGAMATED TRANSIT UNION PENSION PLAN**

**NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR FISCAL YEARS ENDED JUNE 30, 2017 AND JUNE 30, 2016**

The following is a summary of the credit quality distribution for investments with credit exposure as a percentage of total investments at June 30, 2017 and 2016, as rated by Standard and Poor's:

Type of Investment	Rating	Percent of Portfolio	
		2017	2016
Domestic equity securities	Not Applicable	24.0%	24.6%
Corporate obligations	AAA	0.4%	0.0%
	AA-	0.4%	0.3%
	AA	0.3%	0.3%
	A+	0.1%	0.2%
	A	0.3%	0.4%
	A-	0.4%	0.3%
	BBB+	2.9%	3.5%
	BBB	2.5%	3.5%
	BBB-	2.5%	2.0%
	BB+	1.0%	0.9%
	BB	0.3%	0.4%
	BB-	0.4%	0.2%
	B	0.0%	0.2%
	B+	0.2%	1.3%
	CCC	0.4%	0.0%
U.S. Agency Securities	AA+	8.1%	8.5%
U.S. Government Securities - Treasury	AA+	4.5%	2.8%
Pooled cash and investment with VTA	Not Rated	0.1%	0.0%
Money market	Not Rated	1.2%	0.7%
Mutual funds	Not Rated	50.0%	49.9%
TOTAL		100.0%	100.0%

Concentration of Credit Risk

Concentration of credit risk is the risk that the failure of any one issuer would place an undue financial burden on the Plan. The Plan's investment policy mitigates the concentration of credit risk by identifying percentage ranges for different types of investments and specific targets within the percentage ranges. Disclosure of concentration of credit risk is defined as any investment with one issuer that is greater than 5% of the total Plan investments. As of June 30, 2017, the Plan had \$29,035,039 or 5.48% of total Plan investments, invested in securities issued by Federal National Mortgage Association (Fannie Mae). As of June 30, 2016, the Plan had \$26,480,536 or 5.5% of total Plan investments, invested in securities issued by Fannie Mae. Investments issued or explicitly guaranteed by the U.S. Government and investments in mutual funds, external investment pools and other pooled investments are exempt from this requirement, as they are normally diversified themselves.

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
AMALGAMATED TRANSIT UNION PENSION PLAN**

**NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR FISCAL YEARS ENDED JUNE 30, 2017 AND JUNE 30, 2016**

Fair Value Measurement

The Plan recognizes the fair value measurement of its investments based on the hierarchy established by GAAP. The fair value hierarchy has three levels and is based on the valuation inputs used to measure an asset's fair value: Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; and Level 3 inputs are significant unobservable inputs. Below is the fair value hierarchy table.

Investment Type	Fair Value Hierarchy			Market Value
	Level 1	Level 2	Level 3	
Corporate Bonds	\$ 1,135,326	\$ 61,777,214	\$ 1,362,696	\$ 64,275,236
US Government Agency Bonds	-	42,942,582	-	42,942,582
US Treasury	23,742,776	-	-	23,742,776
Equity- Based and Mutual Fund Investments	331,522,708	-	61,282,705	392,805,413
Levelled Investment Total	<u>\$ 356,400,810</u>	<u>\$ 104,719,796</u>	<u>\$62,645,401</u>	523,766,007
Money Market Funds				6,429,765
Cash Deposits				573,347
TOTAL				<u>530,769,119</u>

NOTE 4 – NET PENSION LIABILITY

The components of the net pension liability were as follows:

Components of Net Pension Liability

	2017	2016
Total pension liability	\$ 701,581,204	\$ 658,313,928
Plan fiduciary net position	531,466,869	481,318,427
Net pension liability	<u>\$ 170,114,335</u>	<u>\$ 176,995,501</u>

Plan fiduciary net position as a percentage of the total pension liability

76%	73%
-----	-----

The total pension liability was determined by an actuarial valuation as of January 1, 2017 rolled forward to a measurement date as of June 30, 2017, using standard update procedure and the following actuarial assumptions, applied to all periods included in the measurement:

	2017	2016
Inflation	2.75 percent	3.00 percent
Salary increases	3.00 percent	3.00 percent
Investment rate of return	7.00 percent	7.25 percent

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
AMALGAMATED TRANSIT UNION PENSION PLAN**

**NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR FISCAL YEARS ENDED JUNE 30, 2017 AND JUNE 30, 2016**

Mortality rates for actives, retirees, beneficiaries, and terminated vested members are based on the male and female RP-2000 Combined Healthy Blue Collar Tables published by the Society of Actuaries (projected from 2000 to 2025 using 50% of scale BB), with a one year set-back for females. Rates of mortality for all disabled members are given by the Mortality Table for Disabled Members Not Receiving Social Security Benefits published by the Pension Benefit Guaranty Corporation (PBGC), with no age adjustment.

The actuarial assumptions used in the January 1, 2017 valuation were based on the results of an actuarial experience study for the period January 1, 2007 through December 31, 2011.

The long-term expected return was based on 30-year asset class geometric return and correlation assumptions. These assumptions were based on forward looking building block analyses and historical data for each of the asset classes.

The following is the assumed asset allocation and expected rate of return for each major asset class as of June 30, 2017 and June 30, 2016.

Asset Class	2017		2016	
	Target Allocation	Long-Term Expected Real Rate of Return ^{1,2}	Target Allocation	Long-Term Expected Real Rate of Return ^{1,2}
Domestic Equity-Large Cap	15%	4.75%	15%	5.00%
Domestic Equity-Large Cap Index	10%	4.75%	10%	5.00%
Domestic Equity-Small Cap	10%	5.00%	10%	5.30%
International Equity	13%	5.00%	13%	5.30%
Emerging Markets Equity	5%	6.75%	5%	5.35%
Domestic Fixed Income	27%	1.25%	27%	0.75%
Absolute Return	9%	3.75%	9%	3.00%
Real-Estate	10%	3.75%	10%	3.75%
Cash	1%	0.25%	1%	0.00%

¹ The expected rate of inflation for this period is 2.75% in FY 2017 & 3% in FY 2016

² Source: NEPC, LLC as of June 30, 2017; all assumptions based on 30 year forecast

The discount rate used to measure the Total Pension Liability was 6.94%. The projection of cash flows used to determine the discount rate assumed that VTA will continue to contribute to the Plan based on an actuarially determined contribution, reflecting a payment equal to the employer's share of the annual Normal Cost, the expected Administrative Expenses, and an amount necessary to amortize the remaining Unfunded Actuarial Liability as a level dollar amount over an open (rolling) 20-year period.

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
AMALGAMATED TRANSIT UNION PENSION PLAN**

**NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR FISCAL YEARS ENDED JUNE 30, 2017 AND JUNE 30, 2016**

Based on these assumptions, the Plan's Fiduciary Net Position was projected to be available to make all projected future benefit payments for current Plan members until at least 2075 when only a portion of the projected benefit payments are expected to be made from the projected Fiduciary Net Position. Projected benefit payments are discounted at the long-term expected return on assets of 7.00% to the extent the Fiduciary Net Position is available to make the payments and the municipal bond rate of 3.58% to the extent they are not available. The single equivalent rate used to determine the Total Pension Liability as of June 30, 2017 is 6.94%.

The following tables show the sensitivity of the net Pension Liability to changes in the discount rate. they present the net pension liability as of June 30, 2017, and June 30, 2016 calculated using the applicable discount rates applicable to that period, as well as what the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower or 1-percentage-point higher than the current rate.

	2017			2016		
	1% Decrease 5.94%	Current Discount Rate (6.94%)	1% Increase (7.94%)	1% Decrease (6.13%)	Current Discount Rate (7.13)	1% Increase (8.13%)
VTA's net pension liability	\$246,110,411	\$170,114,335	\$105,324,487	\$248,282,011	\$176,995,501	\$116,161,352

REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)

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**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
AMALGAMATED TRANSIT UNION PENSION PLAN**

**SCHEDULE OF CHANGES IN NET PENSION LIABILITY AND RELATED RATIOS
FOR THE FISCAL YEARS ENDED JUNE 30, 2014 TO JUNE 30, 2017**

Amalgamated Transit Union Pension Plan
(Unaudited)
(In thousands)

	2017	2016	2015	2014
Total Pension Liability				
Service cost	\$ 16,024	\$ 14,788	\$ 13,468	\$ 12,094
Interest (includes interest on service cost)	46,152	45,110	43,069	41,417
Difference between expected and actual experience	6,440	7,748	4,517	-
Changes in assumptions	13,105	14,577	-	-
Benefit payments, including refunds of member contributions	(38,454)	(35,588)	(33,418)	(30,967)
Net change in total pension liability	43,267	46,635	27,636	22,544
Total Pension Liability, beginning	658,313	611,678	584,042	561,498
Total Pension Liability, ending	701,580	658,313	611,678	584,042
Plan Fiduciary Net Position				
Contributions - employer	27,385	25,751	25,590	25,787
Contributions - member	1,070	-	-	-
Net investment income	60,472	2,245	16,094	64,139
Benefit payments, including refunds of member contributions	(38,454)	(35,588)	(33,418)	(30,967)
Administrative expense	(324)	(281)	(301)	(313)
Net change in Plan Fiduciary Net Position	50,149	(7,873)	7,965	58,646
Plan Fiduciary Net Position, beginning	481,318	489,191	481,226	422,580
Plan Fiduciary Net Position, ending	531,467	481,318	489,191	481,226
Net Pension Liability, ending	\$ 170,113	\$ 176,995	\$ 122,487	\$ 102,816
Plan Fiduciary Net Position as a percentage of the				
Total Pension Liability	75.75%	73.11%	79.98%	82.40%
Covered Payroll	\$ 131,544	\$ 126,796	\$ 115,914	\$ 107,880
Net Pension Liability as a percentage of covered-employee payroll	129.32%	139.59%	105.67%	95.31%

***Notes to schedule:**

Investment rate of return: Reduced from 7.5% in 2015 to 7.25% in 2016 to 7.00% in 2017, net of investment expense

Inflation : Reduced from 3.25% in 2015 to 3.00% in 2016 to 2.75% in 2017

Benefit changes: There were no changes in the benefit during the year.

Information not available prior to FY2014.

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
AMALGAMATED TRANSIT UNION PENSION PLAN**

**SCHEDULE OF EMPLOYER CONTRIBUTION
(In Thousands)**

	2017*	2016	2015	2014	2013	2012	2011	2010	2009	2008
Actuarially-determined Contribution	\$ 27,385	\$ 25,720	\$ 25,549	\$ 25,787	\$ 24,413	\$ 19,148	\$ 17,807	\$ 17,905	\$ 14,843	\$ 16,137
Contributions in Relation to the										
Actuarially-determined Contribution	27,385	25,751	25,590	25,787	24,413	19,148	17,807	17,905	14,843	16,137
Contributions Deficiency/(Excess)	\$ -	\$ (31)	\$ (41)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered Payroll	\$131,544	\$ 126,796	\$115,914	\$107,880	\$104,136	\$104,726	\$98,741	\$98,036	\$99,775	\$99,408
Contributions as a Percentage of Covered Payroll	20.82%	20.31%	22.08%	23.90%	23.44%	18.28%	18.03%	18.26%	14.88%	16.23%

***Notes to schedule:**

Timing

Actuarially-determined contribution rates are calculated based on the actuarial valuation six months prior to the beginning of the fiscal year

Key Methods and Assumptions Used to Determine Contribution Rate:

Actuarial cost method	Entry Age
Asset valuation method	5-year smoothed market, subject to 80%/120% corridor
Amortization method	All unfunded liability charges are amortized over a rolling 20-year period as a level dollar amount
Discount rate:	7.25%
Amortization growth rate:	0.00%
Price inflation:	3.00%
Salary increases:	3.00% plus merit component based on years of service
Mortality:	Sex distinct RP-2000 Combined Blue Collar Mortality, (setback one year for females) projected to 2025 using 50% of Scale BB

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
AMALGAMATED TRANSIT UNION PENSION PLAN**

SCHEDULE OF INVESTMENT RETURNS

	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
Annual money-weighted rate of return, net of investment expense	12.8044%	1.3412%	3.6876%	15.4227%

Information not available prior to FY2014

End of Document

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
RETIREES' OTHER POST EMPLOYMENT BENEFITS TRUST
INDEPENDENT AUDITOR'S REPORT,
MANAGEMENT'S DISCUSSION AND ANALYSIS,
BASIC FINANCIAL STATEMENTS
AND
REQUIRED SUPPLEMENTARY INFORMATION**

**FOR FISCAL YEAR ENDED JUNE 30, 2017
WITH COMPARATIVE INFORMATION FOR
FISCAL YEAR ENDED JUNE 30, 2016**

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**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
RETIREES' OTHER POST EMPLOYMENT BENEFITS TRUST**

June 30, 2017 with comparative information for fiscal year ended June 30, 2016

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INDEPENDENT AUDITOR'S REPORT

Members of the Board of Directors
Santa Clara Valley Transportation Authority
Retirees' Other Post Employment Benefits Trust
San Jose, California

We have audited the accompanying basic financial statements of the Santa Clara Valley Transportation Authority Retirees' Other Post Employment Benefits Trust (Trust), a component unit of the Santa Clara Valley Transportation Authority (VTA), as of and for the year ended June 30, 2017, and the related notes to the financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the net position of the Plan, as of June 30, 2017 and the changes in net position thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matters

As described in Note 1, the financial statements present only the Trust and do not purport to, and do not, present fairly the financial position of VTA as of June 30, 2017, and changes in its financial position for the year then ended in conformity with accounting principles generally accepted in the United States of America. As described in Note 2, in 2017 the Trust adopted new accounting guidance, GASB Statement No. 74, Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans. Our opinion is not modified with respect to these matters.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, schedule of changes in net OPEB liability and related ratios, schedule of employer contributions and the schedule of investment returns be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Vavrinck, Trine, Day & Co. LLP

Palo Alto, California
October 27, 2017

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
RETIREES' OTHER POST EMPLOYMENT BENEFITS TRUST**

**MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2017
WITH COMPARATIVE INFORMATION FOR FISCAL YEAR ENDED JUNE 30, 2016**

This section provides an overview and analysis of the financial activities of Santa Clara Valley Transportation Authority Retirees' Other Post-Employment Benefits Trust (Trust) for the fiscal year ended June 30, 2017. The Trust was established in May 2008 by the VTA's Board of Directors, and assets held for Other Post Employment Benefits (OPEB) were transferred to the Trust. We encourage readers to consider the information presented here in conjunction with additional information that we have furnished in our financial statements.

FINANCIAL HIGHLIGHTS

The net position of the Trust at the close of fiscal year 2017 is \$299,893,945 (net position restricted for retiree OPEB). The entire net position is available to meet the Trust's ongoing obligations to Trust participants and beneficiaries. Net position at the close of 2016 was \$275,600,232.

The Trust's funding objective is to meet long-term benefit obligations through contributions and investment income. Total additions to the Trust were \$37,373,333 and \$9,872,333 for fiscal years ending June 30, 2017, and 2016 respectively. As of June 30, 2017, the Trust's OPEB liability was 118.2% funded compared to 108.7% as of June 30, 2016.

OVERVIEW OF THE FINANCIAL STATEMENTS

The following discussion and analysis are intended to serve as an introduction to the Trust's financial statements, which comprise these components:

1. Statement of Trust Net Position
2. Statement of Changes in Trust Net Position
3. Notes to the Financial Statements

This report also contains other supplementary information in addition to the basic financial statements themselves.

The Statement of Trust Net Position is a snapshot of account balances at year-end. It indicates the assets available for future payments to retirees and any current liabilities that are owed at this time.

The Statement of Changes in Trust Net Position, on the other hand, provides a view of current year additions to and deductions from the Trust.

The Statement of Trust Net Position and the Statement of Changes in Trust Net Position report information about the Trust's activities. These statements include all assets and liabilities, using the full accrual basis of accounting, which is similar to the accounting used by most private sector companies. All of the current year's revenues and expenses are taken into account regardless of when cash is received or paid. All investment gains and losses are shown at trade date. In addition, both realized and unrealized gains and losses are shown on investments.

These two statements report the Trust's net position held in an irrevocable trust account for retirees' medical benefits. Net position, the difference between assets and liabilities, measures the Trust's financial position. Over time, increases and decreases in net position indicate whether the Trust's financial health is improving or deteriorating. Other factors, such as market conditions, should also be considered in measuring the Trust's overall health.

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
RETIREES' OTHER POST EMPLOYMENT BENEFITS TRUST**

**MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2017
WITH COMPARATIVE INFORMATION FOR FISCAL YEAR ENDED JUNE 30, 2016**

Notes to the Basic Financial Statements provide additional information that is essential to a full understanding of the data provided in the financial statements. (See notes to Financial Statements on pages 8-15 of this report).

OTHER INFORMATION

In addition to the financial statements and accompanying notes, this report presents certain required supplementary information concerning the Trust's Net OPEB liability.

FINANCIAL ANALYSIS

As previously noted, net position may serve over time as a useful indication of the Trust's financial position. The assets of the Trust exceeded its liabilities at the end of fiscal years 2017, 2016 and 2015 as follows:

(Table 1)

Statement of Trust Net Position

	June 30, 2017	June 30, 2016	June 30, 2015
Assets			
Pooled cash and investment	\$ 816,628	\$ 2,102,899	\$ 979,659
Investments at fair market value	297,771,699	270,940,852	274,008,081
Other assets	1,343,837	3,080,151	934,520
Total Assets	299,932,164	276,123,902	275,922,260
Liabilities			
Current liabilities	38,219	523,670	494,930
Net Position	\$ 299,893,945	\$ 275,600,232	\$ 275,427,330

For the year ended June 30, 2017, the Trust net position restricted for OPEB increased by \$24,293,713 or 8.81%. Investments at fair market value increased by \$26,830,847 due primarily to mark-to-market gains.

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
RETIREES' OTHER POST EMPLOYMENT BENEFITS TRUST**

**MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2017
WITH COMPARATIVE INFORMATION FOR FISCAL YEAR ENDED JUNE 30, 2016**

(Table 2)

Additions to Trust Net Position

	June 30, 2017	June 30, 2016	June 30, 2015
Contributions	\$ 4,047,200	\$ 16,902	\$ 12,093,054
Net investment income (loss)	33,326,133	9,855,431	13,554,662
Total Additions	<u>\$ 37,373,333</u>	<u>\$ 9,872,333</u>	<u>\$ 25,647,716</u>

The amount of \$4,047,200 presented as contributions is implicit subsidies paid by VTA on behalf of its participants. No cash contributions were made. VTA made a one-time additional contribution in the amount of \$20,650,000 in fiscal year 2013. In FY 2016, VTA applied \$4,784,571 of Net OPEB Asset to fully cover the actuarial required contribution for the year. The amount of \$16,902 was received from ICMA-RC for Retiree Health Savings plan termination. Investment income increased by \$23,470,702 in FY 2017. Positive manager selection and exposure to alternative assets, including hedge funds and private real estate contributed significantly to the increase in net investment income.

(Table 3)

Deductions From Trust Net Position

	June 30, 2017	June 30, 2016	June 30, 2015
Distributions to participants	\$ 13,054,709	\$ 9,662,681	\$ 10,433,489
Administrative expenses	24,911	36,750	96,637
Total Deductions	<u>\$ 13,079,620</u>	<u>\$ 9,699,431</u>	<u>\$ 10,530,126</u>

The distributions to participants which represent premium payments for retiree medical benefits and include the \$4.05 million implicit subsidy in FY 2017 increased by \$3,392,028 or 35.1% in fiscal year 2017. Reduced actuarial expenses caused the administrative costs to decline.

Requests for Information

Please address all questions or requests for additional information to the Finance and Budget Division, Attention: Chief Financial Officer, Santa Clara Valley Transportation Authority 3331 North First Street, Building C, Second Floor, San Jose, CA 95134-1927.

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**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
RETIREES' OTHER POST EMPLOYMENT BENEFITS TRUST**

**STATEMENTS OF FIDUCIARY NET POSITION
AS OF JUNE 30, 2017 WITH COMPARATIVE INFORMATION AS OF JUNE 30, 2016**

	2017	2016
ASSETS		
Cash and cash equivalents	\$ 816,628	\$ 2,102,899
Corporate obligations	31,828,347	35,603,030
U.S. Government agency	20,371,439	21,719,369
U.S. Treasury obligations	9,485,589	5,468,691
Money market	1,168,571	746,496
Mutual funds	234,917,753	207,403,266
Receivables	1,343,837	3,080,151
TOTAL ASSETS	299,932,164	276,123,902
LIABILITIES		
Accounts payable	38,219	523,670
NET POSITION		
Restricted for other post employment	\$ 299,893,945	\$ 275,600,232

See accompanying notes to the basic financial statements

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
RETIREES' OTHER POST EMPLOYMENT BENEFITS TRUST**

**STATEMENTS OF CHANGES IN FIDUCIARY NET POSITION
FOR FISCAL YEAR ENDED JUNE 30, 2017
WITH COMPARATIVE INFORMATION FOR FISCAL YEAR ENDED JUNE 30, 2016**

	2017	2016
ADDITIONS		
VTA contributions	\$ 4,047,200	\$ 16,902
Net investment income:		
Net appreciation /(depreciation) on investments	26,973,937	(24,468,196)
Investment earnings	6,801,586	34,745,865
Investment expense	(449,390)	(422,238)
Total net investment income	33,326,133	9,855,431
TOTAL ADDITIONS	37,373,333	9,872,333
DEDUCTIONS		
Distributions to participants	13,054,709	9,662,681
Administrative expenses	24,911	36,750
TOTAL DEDUCTIONS	13,079,620	9,699,431
INCREASE IN TRUST NET POSITION	24,293,713	172,902
NET POSITION		
Beginning of year	275,600,232	275,427,330
End of year	\$ 299,893,945	\$ 275,600,232

See accompanying notes to the basic financial statements

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
RETIREES' OTHER POST EMPLOYMENT BENEFITS TRUST**

**NOTES TO THE FINANCIAL STATEMENTS
FOR FISCAL YEAR ENDED JUNE 30, 2017
WITH COMPARATIVE INFORMATION FOR FISCAL YEAR ENDED JUNE 30, 2016**

NOTE 1 – DESCRIPTION OF THE TRUST

The following description of the Retirees' Other Post Employment Benefits Trust (Trust) provides only general information. Readers should refer to the Trust agreement for a more complete description of the Trust's provisions. The Trust, which was established in May 2008 by the VTA's Board of Directors, is reflected as an Other Employment Benefit Trust on VTA's financial statements. The Trust is a legally separate entity governed by VTA's Board of Directors. The financial statements of the Trust are intended to present only the Trust's net position and changes in trust net position. They do not purport to, and do not, present fairly the financial position of VTA as of June 30, 2017 and 2016, and the changes in its financial position for the years then ended in conformity with accounting principles generally accepted in the United States of America.

A. General

The Trust is a contributory single-employer defined benefit Trust administered by VTA. The membership of the Trust as of June 30, 2017, 2016 and 2015 consists of the following:

	2017	2016	2015
ATU Retirees	1,075	1,024	984
Non-ATU Retirees	507	487	462
Active (Vested)	1,191	1,188	1,144
TOTAL	2,773	2,699	2,590

B. Trust Benefits

VTA offers postemployment benefits to its employees through the Santa Clara Valley Transportation Authority Other Post Employment Benefit (OPEB) Trust, a single employer defined benefit health plan funded and administered by VTA.

Employees who retire directly from VTA are eligible for retiree health benefits if they meet certain requirements related to age and service. For ATU retirees, VTA provides an ATU Retiree Health Care Program (the ATU Program), a post-employment benefit, in accordance with the agreement between VTA and the ATU, to all Classic ATU represented employees who retire from VTA on or after attaining the age of 55 with at least 15 years of eligibility service, or age 65 with 10 years of eligibility service, or upon Board of Pensions' approval age 65 with 5 years of eligibility service, or if an employee becomes disabled and has completed at least 10 years of eligibility service and to all New ATU represented employees who retire from VTA under PEPR and its mandated provisions. ATU retirees can select from retiree health plans offered under the CalPERS program. For ATU retirees living in California: VTA contributes up to \$100 per month above the Kaiser Bay Area Single Party rate for CalPERS medical plans, regardless of Medicare status. ATU retirees pay the excess above the VTA contribution of up to \$100 per month above the Kaiser Bay Area Single Party rate. For ATU retirees living outside of California: VTA contributes up to \$100 per month above the Kaiser Out of State Single Party rate for CalPERS medical plans, regardless of Medicare status. ATU retirees pay the excess above the VTA contribution of up to \$100 per month above the Kaiser Out of State Single Party rate. ATU retirees who are eligible for Medicare are reimbursed for the Medicare Part B premium, excluding penalties/late enrollment fees.

For surviving spouses of ATU retirees: VTA pays the PEMHCA minimum employer premium contribution of \$128 per month in 2017 and \$133 per month in 2018.

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
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**NOTES TO THE FINANCIAL STATEMENTS
FOR FISCAL YEAR ENDED JUNE 30, 2017
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Non-ATU employees who retire directly from VTA on or after attaining the age of 50 years (Classic members) or 52 years (New members) with at least 5 years of CalPERS service are also covered under a Retiree Health Care Program (the administrative retiree program). Non-ATU retirees can select from retiree health plans offered under the CalPERS program.

For Non-ATU retirees living in California: VTA will contribute up to the Kaiser Bay Area Employee Only rate. Non-ATU retirees pay any premium in excess of the CalPERS Kaiser Bay Area Employee Only rate.

For Non-ATU retirees living outside of California: VTA will contribute up to the Kaiser Out of State Single Party rate. Non-ATU retirees pay any premium in excess of the CalPERS Kaiser Out of State Single Party rate.

Non-ATU retirees who are eligible for Medicare are reimbursed for the Medicare Part B premium, excluding penalties/late enrollment fees.

For surviving spouses of non-ATU retirees who elect a pension option with survivor benefits: VTA will contribute the same amount as it contributes for non-ATU retirees.

VTA also provides life insurance benefits for all ATU retirees and Executive Management retirees. ATU retirees who retired prior to January 1, 2010, receive \$5,000 in life insurance coverage and those who retired on or after January 1, 2010, receive \$7,000 in life insurance coverage. Executive Management retirees receive \$50,000 in life insurance coverage for the first year of retirement, decreasing by \$10,000 each year until its expiration in the sixth year.

C. VTA Contributions

VTA contributes to the Trust at the actuarially determined amount or rates applied to eligible payroll sufficient to maintain funding of vested benefits. VTA's contributions are established and may be amended by VTA's Board of Directors. VTA applied \$4,784,571 of the Net OPEB Asset to meet its FY 2016 contribution requirements. In fiscal year 2017, implicit subsidy in the amount of \$4,047,200 was presented as contribution and included in the distributions to participants. No cash contributions were made.

D. Trust Termination

In the event of Trust termination, the net position of the Trust would be allocated as prescribed in the Trust documents, generally to pay in the order indicated:

- VTA's remaining retiree OPEB liabilities.
- Reasonable expenses of administering the Trust.

Any assets remaining in the Trust after paying off the above liabilities shall revert back to VTA.

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
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**NOTES TO THE FINANCIAL STATEMENTS
FOR FISCAL YEAR ENDED JUNE 30, 2017
WITH COMPARATIVE INFORMATION FOR FISCAL YEAR ENDED JUNE 30, 2016**

NOTE 2 – SIGNIFICANT ACCOUNTING POLICIES

A. Basis of Accounting

The accompanying basic financial statements are presented on the accrual basis of accounting in accordance with accounting principles generally accepted in the United States of America as promulgated by the Government Accounting Standards Board (GASB). Contributions are recognized when due, pursuant to formal commitments as well as statutory or contractual commitments. Benefits and refunds of contributions are recognized when due and payable under the provisions of the Trust agreement.

B. Investments

Investments are reported at fair market value. Securities traded on a national or international exchange are valued at the last reported sales price on the last business day of the fiscal year at current exchange rates. The fair market value of the investments in mutual funds of \$234,917,753 and \$207,403,266 at June 30, 2017 and 2016, respectively, was valued by the respective mutual fund management firms. Purchases and sales of securities are reflected on the trade date and investment income is recognized as earned.

C. Net Appreciation (Depreciation) on Investments

Net appreciation (depreciation) on investments represents unrealized gains and losses. Unrealized appreciation (depreciation) adjusts investment carrying amounts to reflect current market values, based on quoted prices in an active market.

D. Administrative Expenses

Certain internal costs of administering the Trust are paid by the Trust. Administrative expenses for the year ended June 30, 2017 and 2016 were \$24,911 and \$36,750, respectively.

E. Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Actual results could differ from those estimates.

F. New Accounting Principles

GASB Statement No. 74 – In June 2015, GASB issued Statement No. 74, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans*. The objective of this statement is to improve the usefulness of information about postemployment benefits other than pensions (other postemployment benefits or OPEB) included in the general purpose external financial reports of state and local governmental OPEB plans for making decisions and assessing accountability. The requirements of this Statement are effective for fiscal years beginning after June 15, 2016 or the Fiscal Year 2017. The Trust has implemented the provision of this statement as of July 1, 2016.

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
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**NOTES TO THE FINANCIAL STATEMENTS
FOR FISCAL YEAR ENDED JUNE 30, 2017
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NOTE 3 – INVESTMENTS

The Trust has adopted an internally developed investment policy that is governed by the standards established in the California Constitution. In addition, the Trust has written investment policies regarding the type of investments that may be made specifically for the Trust and the amount, which may be invested in any one financial institution or amounts that may be invested in long-term instruments. Management believes the Trust has complied with the provisions of statutes pertaining to the types of investments held, institutions in which deposits were made, and security requirements.

The Trust maintains all of its operating cash funds in VTA's cash and investment pool. The pool functions as a demand deposit account for the Trust, as amounts can be withdrawn at any time upon demand. VTA's management and its Board of Directors are responsible for oversight of the cash and investment pool. Information regarding the characteristics of the entire investment pool can be found in the VTA's financial statements. That report may be obtained by writing to Santa Clara Valley Transportation Authority – Fiscal Resources Division, 3331 North First Street, San Jose, California, 95134. The fair market value of the Trust's position in the cash pool is the same as the value of the cash pool shares. As of June 30, 2017 and 2016 the Trust has \$816,628 and \$2,102,899, respectively, in VTA's cash and investment pool.

Custodial Credit Risk

The custodial credit risk for investments is the risk that, in the event of the failure of the counterparty (e.g., broker-dealer) to a transaction, the Trust will not be able to recover the value of its investment or collateral securities that are in the possession of another party. The Trust's investment policy provides for the use of a custodian/trustee to invest the Trust's assets as directed by investment managers. The Trust's investment securities were held by Union Bank Trust Department, a custodial bank, at June 30, 2017 and 2016 separate from the counterparty, in the name of Santa Clara Valley Transportation Authority (VTA). VTA's securities are not part of Union Bank's assets and not attachable by any of its creditors.

Interest Rate Risk

Interest rate risk is the risk that changes in market rates will adversely affect the fair market value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market rates. One of the Trust's primary goals is to provide sufficient liquidity to meet future retirees' other post employment benefit obligations, however, the Trust does not have any policies specifically addressing interest rate risk. The Trust had \$234,917,753 and \$207,403,266 invested in mutual funds as of June 30, 2017 and June 30, 2016, respectively.

The following table shows the time distribution for the maturity of the Trust's assets, other than equity-based securities and mutual funds which have no specific maturity dates, as of June 30, 2017:

Type of Investment	Fair Value	Less Than 1 Year	1-5 Years	Greater than 6 Years
Corporate Obligations	\$ 31,828,347	\$ 1,359,406	\$ 6,487,463	\$ 23,981,478
U.S. Government Agency Obligations	20,371,439	237	147,713	20,223,489
U.S. Treasury Obligations	9,485,589	6,222,820	3,262,769	-
Money Market*	1,168,571	1,168,571	-	-
Total	<u>\$ 62,853,946</u>	<u>\$ 8,751,034</u>	<u>\$ 9,897,945</u>	<u>\$ 44,204,967</u>

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
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The following table shows the time distribution for the maturity of the Trust's assets, other than equity-based securities and mutual funds which have no specific maturity dates, as of June 30, 2016:

Type of Investment	Fair Value	Less Than 1 Year	1-5 Years	Greater than 6 Years
Corporate Obligations	\$ 35,603,030	\$ 435,769	\$ 6,857,007	\$ 28,310,254
U.S. Government Agency Obligations	21,719,369	1,086	78,901	21,639,382
U.S. Treasury Obligations	5,468,691	2,369,800	3,098,891	-
Money Market*	746,496	746,496	-	-
Total	<u>\$ 63,537,586</u>	<u>\$ 3,553,151</u>	<u>\$ 10,034,799</u>	<u>\$ 49,949,636</u>

* The time distribution for the money market funds is based on the weighted average maturity of investments comprising the funds.

The fair value of interest sensitive instruments may also be affected by the credit worthiness of the issuer, prepayment options, relative values of alternative investments, and other general market conditions. Certain fixed maturity investments have call provisions that could result in shorter maturity periods. The majority of U.S. Government agency obligations in the amount of \$20,371,439 and 21,719,369 at June 30, 2017 and 2016, respectively, are backed by mortgage pass-through securities which are sensitive to interest rate changes. Therefore, if interest rate declines, the mortgages are subject to prepayment by borrowers.

Credit Risk

Credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This risk is measured by the assignment of a rating by the nationally recognized statistical rating organizations. The Trust's investment policy has mitigated credit risk by prioritizing safety of principal above other investment objectives, by requiring third-party investment manager applicants to meet certain requirements, by diversifying the portfolio, and by establishing monitoring procedures.

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The following is a summary of the credit quality distribution for investments with credit exposure as a percentage of total investments at June 30, 2017 and 2016, respectively, as rated by Standard and Poor's:

Type of Investment	Rating	Percent of Portfolio	
		2017	2016
Corporate Obligations	AAA	0.34%	0.40%
	AA+	0.00%	0.80%
	AA	0.18%	0.20%
	AA-	0.39%	0.20%
	A+	0.11%	0.20%
	A	0.22%	0.20%
	A-	0.36%	0.30%
	BBB+	2.36%	3.00%
	BBB	2.51%	3.80%
	BBB-	2.32%	1.90%
	BB+	0.74%	0.80%
	BB	0.29%	0.30%
	BB-	0.32%	0.30%
	B+	0.22%	1.40%
	CCC	0.33%	0.00%
U.S. Agency Securities	AA+	6.84%	7.90%
U.S. Treasury	Not Applicable	3.19%	2.00%
Money Market	Not Rated	0.39%	0.30%
Mutual Funds	Not Rated	78.89%	76.00%
TOTAL		100.00%	100.00%

Concentration of Credit Risk

Concentration of credit risk is the risk that the failure of anyone issuer would place an undue financial burden on the Trust. The Trust's investment policy mitigates the concentration of credit risk by identifying percentage ranges for different types of investments and specific targets within the percentage ranges. Disclosure of concentration of credit risk is defined as any investment with one issuer that is greater than 5% of the total Trust investments. As of June 30, 2017 and 2016, there was no investment with one issuer that is greater than 5% of total Trust investment. Investments issued by or explicitly guaranteed by the U.S. Government, investments in mutual funds, external investment pools and other pooled investments are exempt from this requirement, as they are normally diversified themselves.

Fair Value Measurement

The Plan recognizes the fair value measurement of its investments based on the hierarchy established by GAAP. The fair value hierarchy has three levels and is based on the valuation inputs used to measure an asset's fair value: Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. The following is the fair value hierarchy table:

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
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**NOTES TO THE FINANCIAL STATEMENTS
FOR FISCAL YEAR ENDED JUNE 30, 2017
WITH COMPARATIVE INFORMATION FOR FISCAL YEAR ENDED JUNE 30, 2016**

Investment Type	Fair Value Hierarchy			Market Value
	Level 1	Level 2	Level 3	
Corporate obligations	\$ -	\$ 31,420,159	\$ 408,188	\$ 31,828,347
U.S. Government Agency obligations	-	20,371,439	-	20,371,439
U.S. Treasury obligations	9,485,589	-	-	9,485,589
Mutual funds	202,427,469		32,490,284	234,917,753
Levelled Investments Total	<u>\$ 211,913,058</u>	<u>\$ 51,791,598</u>	<u>\$ 32,898,472</u>	\$ 296,603,128
Money market				1,168,571
Pooled cash and investment				816,628
TOTAL				<u>\$ 298,588,327</u>

NOTE 4 – NET OPEB ASSET

The components of the net OPEB liability at June 30, 2017, were as follow:

Total OPEB Liability	\$ 241,866,300
Plan fiduciary net position	<u>299,893,945</u>
Net OPEB Asset	<u>\$ 58,027,645</u>
Plan fiduciary net position as a percentage of the total OPEB liability	123.99%

The Total OPEB Liability/(Asset) was determined by an actuarial valuation as of July 1, 2016, with the liability rolled forward using standard update procedures and the following actuarial assumptions for disclosure purposes to June 30, 2017.

Health care trend rate	0.14% - 9.09%
Inflation rate	2.50%
Investment rate of return	7.00%

The following table presents the long-term expected real rate of return for each major asset class included in the OPEB plan's target asset allocation as of June 30, 2017.

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return ^{1, 2}
Domestic Equity-Large Cap Index	53%	4.75%
Emerging Markets Equity	6%	6.75%
Domestic Fixed Income	21%	1.25%
Absolute Return	8%	3.75%
Real-Estate	11%	3.75%
Cash	1%	0.25%

¹ The expected rate of inflation for this period is 2.75%

² Source: NEPC, LLC as of June 30, 2017; all assumptions based on 30 year forecast

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**NOTES TO THE FINANCIAL STATEMENTS
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Discount Rate

The discount rate used to measure the Total OPEB Liability was 7. %. The projection of cash flows used to determine the discount rate assumed that employer contributions will be equal to the Actuarially Determined Contributions for the applicable fiscal years. Based on those assumptions, the plan's Fiduciary Net Position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on plan investments was applied to all periods of projected benefit payments to determine the Total OPEB Liability. The discount rate does not incorporate nor require a 20-year tax-exempt general obligation municipal bond rate (with an average rating of AA/Aa or higher)

Sensitivity of the Net OPEB Asset to Changes in the Discount Rate

The following presents the Net OPEB Asset as calculated using the current discount rate of 7. %, as well as what the Net OPEB Asset would be if it was calculated using a discount rate that is one percentage-point lower (6.%) or one percentage-point higher (8. %) than the current rate:

	1% Decrease	Current Discount Rate	1% Increase
	6%	7%	8%
Net OPEB Asset	\$ 31,429,800	\$ 58,027,645	\$ 80,535,100

Health Care Trend Rates

The CalPERS benefit trend rates begin at various levels ranging from 0.14% for the Medicare PPO to 9.09% for the non-Medicare UHC HMO. These first year percentages are based on the actual 2017 renewal and the type of medical plans (HMO vs. PPO, Medicare vs. non-Medicare), and then are graded down to an ultimate rate of 4.% (reflecting the expected long-term trend for the medical Consumer Price Index).

Sensitivity of the Net OPEB Asset to Changes in the Trend Rates

The following presents the Net OPEB Asset as calculated using the current trend rates, as well as what the Net OPEB Asset would be if it was calculated using trend rates that are one percentage-point lower or one percentage-point higher than the current rates for all:

	1% Decrease	Current Discount Rate	1% Increase
	6%	7%	8%
Net OPEB Asset	\$ 84,080,900	\$ 58,027,645	\$ 26,542,500

Participation Rate

92% of eligible participants are assumed to elect coverage at retirement.

Dependent Coverage

For current retirees, actual spouse data provided on the census was used. 25.5% of future retirees were assumed to retire with a covered spouse, and husbands were assumed to be three years older than their wives.

REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)

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**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
RETIREES' OTHER POST EMPLOYMENT BENEFITS TRUST**

**SCHEDULE OF CHANGES IN THE NET OPEB LIABILITY AND RELATED RATIOS
FOR FISCAL YEAR ENDED JUNE 30, 2017**

	Fical Year Ending June 30, 2017
Total OPEB liability	
Service cost	\$ 5,887,900
Interest cost	15,872,109
Benefits payments ¹	(13,054,709)
Net change in total OPEB liability	8,705,300
Total OPEB liability - beginning	233,161,000
Total OPEB liability - ending (a)	241,866,300
 Plan fiduciary net position	
Contributions - Employer ¹	4,047,200
Benefit payments from Plan Trusts ¹	(13,054,709)
Administrative expense from Plan Trusts	(24,912)
Investment income	33,326,133
Net change in plan fiduciary net position	24,293,712
 Plan fiduciary net position - beginning	275,600,233
Plan fiduciary net position - ending (b)	299,893,945
 Net OPEB Asset - beginning	(42,439,233)
Net OPEB Asset - ending (a) - (b)	\$ (58,027,645)
 Plan fiduciary net position as a percentage of the total OPEB liability	123.99%
 Covered-payroll	\$ 176,709,270
 Net OPEB liability as a percentage of covered-payroll	-32.84%

¹ Includes implicit subsidy of \$4,047,200

Information not available prior to FY2017.

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
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SCHEDULE OF EMPLOYER CONTRIBUTIONS

	2017*	2016	2015	2014	2013	2012	2011	2010	2009	2008
Actuarially Determined Contribution (ADC)	\$ 4,574 ¹	\$ 4,785	\$ 12,093	\$ 14,100	\$ 17,315	\$ 17,321	\$ 16,208	\$ 14,849	\$ 15,350	\$ 14,762
Contributions in Relation to the ADC	4,047 ¹	4,785	12,093	14,100	37,965	17,321	15,371	14,213	15,900	15,685
Contributions Deficiency/(Excess)	\$ 527	\$ -	\$ -	\$ -	\$ (20,650)	\$ -	\$ 837	\$ 636	\$ (550)	\$ (923)
Covered Payroll	\$176,709	\$168,869	\$167,124	\$162,902	\$152,218	\$142,651	\$137,050	\$140,601	\$148,014	\$155,426
Contributions as a Percentage of Covered Payroll	2.29%	2.83%	7.24%	8.66%	24.94%	12.14%	11.22%	10.11%	10.74%	10.09%

¹ Includes implicit subsidy benefit payment of \$4,047 million

** there was no actuarial source; number was derived by taking the average of 2008 and 2010 covered payroll

*** Notes to Schedule:**

Valuation Date: July 1, 2016

Actuarially-determined contribution is calculated as of July 1, twelve months prior to the fiscal year in which contribution is reported.

Methods and assumptions used to determine contributions rates:

Actuarial cost method: Entry Age, level percentage of pay

Amortization method: Level dollar over a closed period with 12 years remaining as of July 1, 2016

Asset valuation method: Market value, no smoothing

Inflation: 2.50%

Discount Rate: 7. %

Other Assumptions: Same as for determining total OPEB liability.

See July 1, 2016 actuarial report dated December 20, 2016 for details.

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
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SCHEDULE OF INVESTMENT RETURNS

	<u>2017</u>
Annual money-weighted rate of return, net of investment expense	12.5066%

Information not available prior to FY2017.

End of Document



Date: December 1, 2017
 Current Meeting: December 7, 2017
 Board Meeting: December 7, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Financial Officer, Raj Srinath

SUBJECT: Refunding of 1976 Tax 2011 Bonds

Policy-Related Action: No

Government Code Section 84308 Applies: Yes

ACTION ITEM

RECOMMENDATION:

Adopt a resolution (Attachment A) authorizing the refunding of up to all maturities of the 2011 Bonds, approving the transaction documents (on file with the Board Secretary), and authorizing the General Manager and Chief Financial Officer to individually take all actions necessary to issue the 1976 Sales Tax, Sales Tax Revenue Refunding Bonds, 2017 Series B (the “2017-B Bonds”) and pay issuance costs.

BACKGROUND:

The 2011 Bonds are outstanding in the amount of \$31,445,000, have a final maturity of June 1, 2028, and will be advance refunded to achieve interest cost savings. The interest payments on the 2011 Bonds average over 4.3% per year. The 2017 Bonds are anticipated to have a lower true interest cost of about 2%. The 2011 Bonds are not subject to early redemption prior to June 1, 2021. Refundings where the refunded bonds remain outstanding for more than 90 days are considered advance refundings under the tax code.

Currently both the U.S. House and Senate versions of proposed tax reform legislation contain provisions that would preclude issuance of tax-exempt advance refunding bonds after December 31, 2017. As a result, execution of this refunding has been accelerated by one month to be closed before the end of December.

DISCUSSION:

As of mid-November, refunding savings over the remaining life of the 2011 Bonds were estimated to be between \$1.5 million and \$1.8 million, on a present value basis, net of expenses.

\$1.5 million in savings is approximately 4.7% of the refunded par amount of \$31,445,000, exceeding VTA's Debt Policy minimum savings threshold of 3% of refunded par.

The 2017 Bonds will be issued on parity with the VTA's other senior lien sales tax bonds that are secured by the 1976 Sales Tax. The proceeds of the 2017 Bonds will be used to fund a "refunding escrow" that will defease the outstanding maturities by pre-funding the required debt service payments of the refunded bonds through their June 1, 2021 redemption date, and will also be used to pay transaction costs.

Manner of Sale

The 2017-B Bonds will be sold using a negotiated sales process. The bond underwriters were selected pursuant to evaluation of 16 proposals received in response to an RFP issued through VTA's financial advisor, Ross Financial. As a result of evaluation of the proposals Goldman Sachs was assigned as senior manager, with J.P. Morgan and Morgan Stanley assigned as co-managers.

Expected Timing

Staff anticipates dissemination of the Official Statement to investors on December 8th, pricing of the bonds by December 15th, with delivery of the bonds 7 to 14 days thereafter.

ALTERNATIVES:

Due to the proposed moratorium for advance refundings after December 31, 2017, a delayed approval would preclude pursuit of this transaction indefinitely until the proposed tax revisions are resolved favorably, or until March 2021 when the refunding would qualify as a current refunding.

FISCAL IMPACT:

Transaction costs to issue the 2017-B Bonds are estimated at \$250,000 and will be paid from bond proceeds. These costs include Bond Counsel, Financial Advisor, Underwriter's Counsel, Trustee and other miscellaneous fees. Projected savings are net of these costs.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Administration & Finance Committee considered this item on November 16, 2017. The Committee unanimously recommended the item be forwarded to the VTA Board of Directors for approval.

Prepared by: Michael Smith
Memo No. 6341

ATTACHMENTS:

- Attachment A - Authorizing Resolution (2017-11-17) (PDF)
- Attachment B - Sec 84308 (PDF)

Resolution No. _____**RESOLUTION OF THE BOARD OF DIRECTORS OF THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY AUTHORIZING THE ISSUANCE NOT TO EXCEED \$31,000,000 PRINCIPAL AMOUNT OF SALES TAX REVENUE REFUNDING BONDS, 2017 SERIES B, THE EXECUTION AND DELIVERY OF A TENTH SUPPLEMENTAL INDENTURE, A PURCHASE CONTRACT, AN ESCROW AGREEMENT AND A CONTINUING DISCLOSURE CERTIFICATE AND THE PREPARATION AND DISTRIBUTION OF A PRELIMINARY OFFICIAL STATEMENT AND A FINAL OFFICIAL STATEMENT**

WHEREAS, the Santa Clara Valley Transportation Authority (the “Authority”) is a public transit district duly organized and existing under the provisions of the Santa Clara Valley Transportation Authority Act, being Part 12 of Division 10 of the Public Utilities Code of the State of California, Sections 100000 *et seq.* (the “Law”);

WHEREAS, the Board of Directors of the Authority (the “Board”) may authorize the Authority to issue bonds and refunding bonds payable from the proceeds of a retail transactions and use tax (the “1976 Sales Tax”), authorized pursuant to a ballot measure approved in 1976 by the voters of the County of Santa Clara, which comprises the territory of the Authority, which 1976 Sales Tax was levied by the Authority pursuant to Section 100250 *et seq.* of the Law and does not expire;

WHEREAS, the Authority has heretofore issued \$47,485,000 in aggregate principal amount of its Santa Clara Valley Transportation Authority Sales Tax Revenue Refunding Bonds, 2011 Series A (the “2011 Series A Bonds”), which are currently outstanding in the aggregate principal amount of \$31,445,000, pursuant to an Indenture, dated as of November 1, 1997, as supplemented and amended (hereinafter collectively referred to as the “Existing Indenture”), each between the Authority and U.S. Bank National Association, as successor to First Trust of California, National Association, as trustee (the “Trustee”);

WHEREAS, in order to defease and refund the 2011 Series A Bonds, the Authority now desires to authorize the issuance of one or more additional series of sales tax revenue bonds, in an aggregate principal amount not to exceed thirty-one million dollars (\$31,000,000), such sales tax revenue bonds to be secured by the 1976 Sales Tax and to be issued pursuant to the provisions of the Existing Indenture, as supplemented and amended by a Tenth Supplemental Indenture thereto (the “Tenth Supplemental Indenture,” and together with the Existing Indenture, hereinafter collectively referred to as the “Indenture”) to be entered into between the Authority and Trustee;

WHEREAS, such sales tax revenue bonds shall be entitled “Santa Clara Valley Transportation Authority Sales Tax Revenue Refunding Bonds, 2017 Series B” (the “2017 Series B Bonds”), with such additional letter or number designation or other designation as shall be set forth in the Tenth Supplemental Indenture as finally executed and delivered;

WHEREAS, the proceeds of the 2017 Series B Bonds will be applied to refund all or a portion of the 2011 Series A Bonds and to pay costs of issuance of the 2017 Series B Bonds;

WHEREAS, to effect the defeasance and refunding of the 2011 Series A Bonds, there has been prepared and distributed to the Board a proposed form of Escrow Agreement (the “Escrow

Agreement”), between the Authority and U.S. Bank National Association, as escrow agent (the “Escrow Agent”);

WHEREAS, there has been prepared and distributed to the Board a proposed form of bond purchase contract (the “Purchase Contract”) pursuant to which Goldman, Sachs & Co. LLC, J.P. Morgan Securities LLC and Morgan Stanley & Co. LLC (hereinafter collectively referred to as the “Underwriters”) propose to purchase the 2017 Series B Bonds from the Authority;

WHEREAS, to facilitate the offering and sale of the 2017 Series B Bonds, it will be necessary for the Authority to execute and deliver an official statement (the “Official Statement”) describing the 2017 Series B Bonds and related matters;

WHEREAS, there has been prepared and distributed to the Board a proposed preliminary form of Official Statement;

WHEREAS, there has been prepared and distributed to the Board a proposed form of continuing disclosure certificate (the “Continuing Disclosure Certificate”), to be executed by the Authority in order to assist the Underwriters to comply with Securities and Exchange Commission Rule 15c2-12;

WHEREAS, the Board now deems it necessary and advisable and in the financial interest of the Authority (i) to authorize the issuance and sale of the 2017 Series B Bonds pursuant to the Indenture and the Purchase Contract, (ii) to approve the forms of, and to authorize the execution and delivery of, the Tenth Supplemental Indenture, the Escrow Agreement, the Purchase Contract and the Continuing Disclosure Certificate (such agreements and documents being hereinafter collectively referred to as the “Financing Documents”) and the Official Statement, (iii) to approve the distribution of the Official Statement in preliminary and final form, and (iv) to authorize the taking of various other actions in connection therewith; and

WHEREAS, all acts, conditions and things required by the Law and the Constitution and laws of the State of California to exist, to have happened and to have been performed precedent to and in connection with the consummation of the financing contemplated hereby do exist, have happened and have been performed as required by law, and the Authority is now duly authorized and empowered, pursuant to each requirement of law, to authorize and consummate the financing for the purposes, in the manner and upon the terms provided in this Resolution;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Santa Clara Valley Transportation Authority as follows:

Section 1. The foregoing recitals are true and correct and the Board hereby so finds and determines.

Section 2. The issuance by the Authority of not to exceed \$31,000,000 aggregate principal amount of Santa Clara Valley Transportation Authority Sales Tax Revenue Refunding Bonds, 2017 Series B, in one or more series and in the form of tax-exempt and/or taxable bonds, as the General Manager of the Authority or the Chief Financial Officer of the Authority or any designee appointed by either in accordance with Section 9 of this Resolution (each, hereinafter referred to as an “Authorized Officer”) with the advice of Ross Financial, as the Authority’s Municipal

Advisor, shall determine is necessary in order to minimize interest expense and maximize economic and other benefits to the Authority, is hereby authorized and approved.

Section 3. The proposed form of the Tenth Supplemental Indenture, between the Authority and the Trustee, provided to the Board, and the terms and provisions thereof, which are hereby incorporated by reference, are hereby approved. The Board Secretary (hereinafter referred to as the “Secretary”) is directed to file a copy of said form of Tenth Supplemental Indenture with the minutes of this meeting. Each Authorized Officer, acting alone, is authorized and directed to execute and deliver the Tenth Supplemental Indenture to the Trustee, in substantially the form of the Tenth Supplemental Indenture provided to the Board, with such additions thereto or changes therein as the Authorized Officer executing the same, with the advice of counsel to the Authority, may require or approve, the approval of such additions or changes to be conclusively evidenced by the execution and delivery of the Tenth Supplemental Indenture. Each Authorized Officer is hereby authorized and directed to execute and deliver the 2017 Series B Bonds in substantially the form set forth in the Tenth Supplemental Indenture. The interest payment dates, terms of redemption and other terms of the 2017 Series B Bonds shall be (subject to the Indenture and the limitations set forth in this Section 3) as provided in the Tenth Supplemental Indenture. An Authorized Officer is hereby authorized and directed to determine the following with respect to the 2017 Series B Bonds:

- (a) the aggregate principal amount of the 2017 Series B Bonds, which shall not exceed \$31,000,000;
- (b) the final maturity of the 2017 Series B Bonds, which shall not be later than June 1, 2041; and
- (c) the interest rates and prices of the 2017 Series B Bonds, provided that the true interest cost of the 2017 Series B Bonds shall not exceed 5.0% per annum.

Section 4. The proposed form of the Escrow Agreement, between the Authority and the Escrow Agent, provided to the Board, and the terms and provisions thereof, which are hereby incorporated by reference, are hereby approved. The Secretary is directed to file a copy of said form of Escrow Agreement with the minutes of this meeting. Each Authorized Officer, acting alone, is authorized and directed to execute and deliver the Escrow Agreement, in substantially the form of the Escrow Agreement provided to the Board, with such additions thereto or changes therein as the Authorized Officer executing the same, with the advice of counsel to the Authority, may require or approve, the approval of such additions or changes to be conclusively evidenced by the execution and delivery of the Escrow Agreement.

Section 5. The proposed form of Official Statement in preliminary form (the “Preliminary Official Statement”), provided to the Board, describing the 2017 Series B Bonds and related matters, and the terms and provisions thereof, which are hereby incorporated by reference, is hereby approved. The Preliminary Official Statement may be deemed final by either Authorized Officer on behalf of the Authority for purposes of compliance with Securities and Exchange Commission Rule 15c2-12 and the distribution of the Preliminary Official Statement is hereby authorized.

Section 6. The proposed form of Purchase Contract, between the Authority and the Underwriters, provided to the Board, providing for the sale of the 2017 Series B Bonds to the

Underwriters and the terms and conditions thereof, which are hereby incorporated by reference, are hereby approved. The Secretary is directed to file a copy of said form of Purchase Contract with the minutes of this meeting. The sale of the 2017 Series B Bonds at the principal amount thereof, less an underwriters' discount of not to exceed 0.30% of such principal amount at prices that will generate net present value savings of not less than 3.0% of the principal amount of the 2011 Series A Bonds being refunded, in accordance with said form of Purchase Contract, is hereby authorized and approved. Each Authorized Officer is hereby authorized and directed to execute and deliver the Purchase Contract to the Underwriters, in substantially the form of Purchase Contract provided to the Board, with such additions thereto or changes therein, as such Authorized Officer executing the same, with the advice of counsel to the Authority, may require or approve, the approval of such additions or changes to be conclusively evidenced by the execution and delivery of the Purchase Contract.

Section 7. The proposed form of the Continuing Disclosure Certificate, provided to the Board, and the terms and conditions thereof, which are hereby incorporated by reference, are hereby approved. The Secretary is directed to file a copy of said form of Continuing Disclosure Certificate with the minutes of this meeting. Each Authorized Officer, acting alone, is hereby authorized to execute and deliver a Continuing Disclosure Certificate, in substantially the form of the Continuing Disclosure Certificate provided to the Board, with such additions thereto or changes therein, as such Authorized Officer executing the same, with the advice of counsel to the Authority, may require or approve, the approval of such additions or changes to be conclusively evidenced by the execution and delivery of the Continuing Disclosure Certificate.

Section 8. All approvals, consents, directions, notices, orders, requests and other actions permitted or required by any of the documents authorized by this Resolution, including, without limitation, any of the foregoing which may be necessary in connection with any amendment of any documents executed in connection with the issuance of the 2017 Series B Bonds, including, without limitation, the redemption, purchase in lieu of redemption, refunding or defeasance of any Bonds, may be given by either Authorized Officer without further authorization or direction by the Board, and each Authorized Officer acting alone, is hereby authorized and directed to give any such approval, consent, direction, notice, order or request and to take any such action which such Authorized Officer may deem necessary or desirable to further the purposes of this Resolution.

Section 9. Each Authorized Officer and each other appropriate officer of the Authority, are authorized and directed, for and in the name and on behalf of the Authority, to execute and deliver any and all agreements, certificates, documents and instruments, including, without limitation, signature certificates, no-litigation certificates, disclosure certificates, tax certificates, letters of representation relating to book-entry registration, escrow instructions, insurance agreements, certificates concerning Purchase Contract representations, certificates concerning the contents of the Official Statement, contracts for rebate compliance services and agreements relating to debt service reserve fund sureties, and to do any and all things and take any and all actions which may be necessary or advisable, in their discretion, to effectuate the actions which the Authority has approved in this Resolution, including, without limitation, any of the foregoing which may be necessary, and to carry out, consummate and perform the duties of the Authority set forth in the Financing Documents and all other documents executed in connection with the issuance of the 2017 Series B Bonds.

The General Manager or the Chief Financial Officer of the Authority may appoint in writing a designee to perform any of the actions which such officer of the Authority may take under this Resolution.

Section 10. The General Counsel of the Authority is authorized and directed to provide such opinions, on behalf of the Authority, as are required under the terms of the Financing Documents and as are required to consummate any of the financing, conversion or purchase transactions authorized by this Resolution.

Section 11. All actions heretofore taken by the members of the Board, each Authorized Officer, the General Counsel of the Authority or any other officers, agents or employees of the Authority, with respect to the issuance of the 2017 Series B Bonds and the refunding of the 2011 Series A Bonds, and the other transactions contemplated hereby, by the Financing Documents and by the Official Statement, are hereby ratified, confirmed and approved.

Section 12. If any section, paragraph clause or provision of this Resolution shall, for any reason, be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph or clause or provision shall not affect any of the remaining provisions of this Resolution.

Section 13. This Resolution shall take effect upon its adoption.

PASSED AND ADOPTED by the Board of Directors of the Santa Clara Valley Transportation Authority this ___ day of December, 2017, by the following vote:

AYES:

NOES:

ABSENT:

Jeannie Bruins, Chairperson
Santa Clara Valley Transportation Authority

ATTEST:

Elaine Baltao, Board Secretary
Santa Clara Valley Transportation Authority

Approved as to Form:

Robert Fabela, General Counsel
Santa Clara Valley Transportation Authority

Attachment B

Government Code Section 84308
Campaign Disclosure Prohibitions

Subject: 1976 Sales Tax, Sales Tax Revenue Refunding Bonds, 2017 Series B

Firm	Name	Role	Location
Goldman Sachs	Ian Parker	Managing Director	San Francisco
J.P. Morgan	Michael Carlson	Managing Director	San Francisco
Morgan Stanley	Margie Backstrom	Managing Director	San Francisco



Date: November 17, 2017
 Current Meeting: December 7, 2017
 Board Meeting: December 7, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Financial Officer, Raj Srinath

SUBJECT: Declaration of Surplus Property for Great Mall Transit Center in Milpitas

Policy-Related Action: Yes

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Approve for permanent disposition the Great Mall Transit Center in Milpitas, California and declare it as “surplus property” in accordance with applicable law. Authorize the General Manager to offer the property for sale pursuant to applicable law, with the terms and conditions of any proposed action to be presented to the Board for review and consideration before finalization.

BACKGROUND:

The Great Mall Transit Center consists of approximately 4.5 acres with frontage along Great Mall Parkway and is directly in front of the Great Mall retail center, as shown in Attachment A. Immediately west of the Transit Center is a plaza with stairs and elevators that provide access to the Capitol Expressway Light Rail, located along an aerial guideway above Great Mall Parkway. VTA purchased the property in 2000 for \$6.5 million and the Transit Center opened in 2004 with bus bays, shelters for riders, and 93 parking spaces in a Park and Ride lot.

The new Milpitas Transit Center, with its BART station and intermodal transit service, including a light rail station, is located just over one-third of a mile from the Great Mall Transit Center. The new Transit Center will open at the commencement of BART revenue service and will be a much larger facility that can accommodate VTA bus service, as well as shuttles and other private transit, and offers a total of 1,617 parking spaces in a new parking structure and surface lot.

DISCUSSION:

I. Methodology

Staff evaluated the Great Mall Transit Center pursuant to the conditions set forth in the Joint Development Policy for inventorying VTA's real estate assets and concluded that:

- A.** the asset is not necessary for transit or transportation purposes subsequent to the opening of the new Milpitas Transit Center; and
- B.** the asset offers limited Joint Development potential, due to its location within a large regional mall; City of Milpitas land use designation that only allows future commercial use; and inability to be a catalyst for other Transit-Oriented Development.

Subsequent to Board authorization for permanent disposition, staff will determine the exact boundaries of the parcel to be offered for sale, including ancillary property used, in order to ensure that there will be no impact on transit rider access to the Great Mall Light Rail Station.

No federal funds were used to acquire the Great Mall Transit Center land; however, federal funds were used to make transit center improvements. Disposition of the property will require reimbursement to FTA for the non-depreciated share of improvements, currently estimated at up to \$350,000. This amount would likely represent much less than 3% of the sale price.

II. Permanent Disposition Legal Process

Approval of a permanent disposition list is, by itself, insufficient for a public agency to sell real estate assets to a private party. Government Code Section 54220 *et seq.* require a public agency to declare a property excess or "surplus" before disposing of it. After a property has been declared "surplus" by the decision-making body of the public agency, Section 54222 requires the disposing agency to offer it for sale or lease at fair market value to other public agencies or private entities for the development of low-and-moderate housing, parks and recreation uses, enterprise zones or school purposes, with priority going to developers of affordable housing. If the disposing agency receives notice from an appropriate party of its desire to purchase or lease the property in question for the purposes enumerated in Section 54222, the disposing agency and the interested party must negotiate in good faith for a period of not less than ninety (90) days.

If no offer to lease or buy the property has been made or the parties are unable to agree on price or terms after the requisite negotiation period, the selling agency can then offer the property for sale through a public auction, a negotiated sale, exchange, lease or competitive solicitation process. There are no time limitations associated with this step.

As of January 2015, the existing law includes additional provisions for sale of the surplus property to affordable housing agencies. As noted above, the property is made available to other parties for the purposes set forth in Section 54222. In addition, the new legislation requires that priority be given to affordable housing agencies who will build housing with at least 25% of the units being affordable. Properties so sold will have deed restrictions guaranteeing affordability for 55 years (in the case of rental projects) and guaranteeing affordability to the first owner and equity sharing in the case of for sale units. The new law allows agencies to sell properties for fair

market value, and staff recommends that any potential sale or lease to an affordable housing developer be at fair market value.

The new law also requires that if VTA is unable to reach agreement with interested agencies and the properties are utilized for the development of ten or more residential units, at least 15% of the units must be qualified affordable housing units. These requirements also must be set forth in a deed restriction.

In addition to California law, the disposition and/or lease of the referenced properties may be subject to federal requirements depending on whether federal funding was involved at the time of their acquisition.

III. Next Steps

Upon Board approval of permanent disposition of the property, staff will offer for sale pursuant to the above-described process set forth in applicable law, subject to the requirement that a sale cannot be completed until the opening of the new Milpitas Transit Center. If no affordable housing developer or other public agency makes an offer to purchase the property, then it would be offered at a public sale pursuant to a competitive process. Approval by the Board of Directors will be a condition of a proposed sale to any party.

Any sale of the property would occur after the opening of the new Milpitas Transit Center and the full relocation of all VTA bus service that currently uses the existing Transit Center. VTA will reserve a portion of the property to ensure sufficient room for relocated bus stops for lines that run along Great Mall Parkway. The disposition action would have no impact on the Great Mall Light Rail Station that will continue in operation.

ALTERNATIVES:

The Board could decide to retain the property and not declare the property “surplus.” The Board could direct staff to solicit and negotiate ground lease proposals for the commercial uses allowed by the City of Milpitas. If the Board has not provided guidance to staff prior to the closure of the Great Mall Transit Center, staff will implement an interim leasing program for short-term lease(s) of the site as allowed by Milpitas zoning, in order to generate revenue albeit much less than from a sale or long-term ground lease.

FISCAL IMPACT:

Sale of the Great Mall Transit Center is expected to generate revenues that are much greater than what VTA paid to purchase the property. A ground lease would generate ongoing annual revenues at a more modest rate, based on an approximate 6% return calculated on the current fair market value of the land. Interim leasing would generate less revenues than a ground lease.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Administration & Finance Committee considered this item on November 16, 2017. The Committee unanimously recommended the item be forwarded to the VTA Board of Directors for approval, with the recommendation that staff engage the City of Milpitas to evaluate potential changes in entitlements to allow greater density and mixed-use development, including

affordable housing, in order to generate greater returns for VTA. The recommended evaluation would occur in tandem with staff exploring the interest and potential results from a sale pursuant to applicable law and based on the existing zoning.

Prepared by: Ron Golem
Memo No. 6140

ATTACHMENTS:

- Memo 6140 Attachment A (PDF)

Attachment A



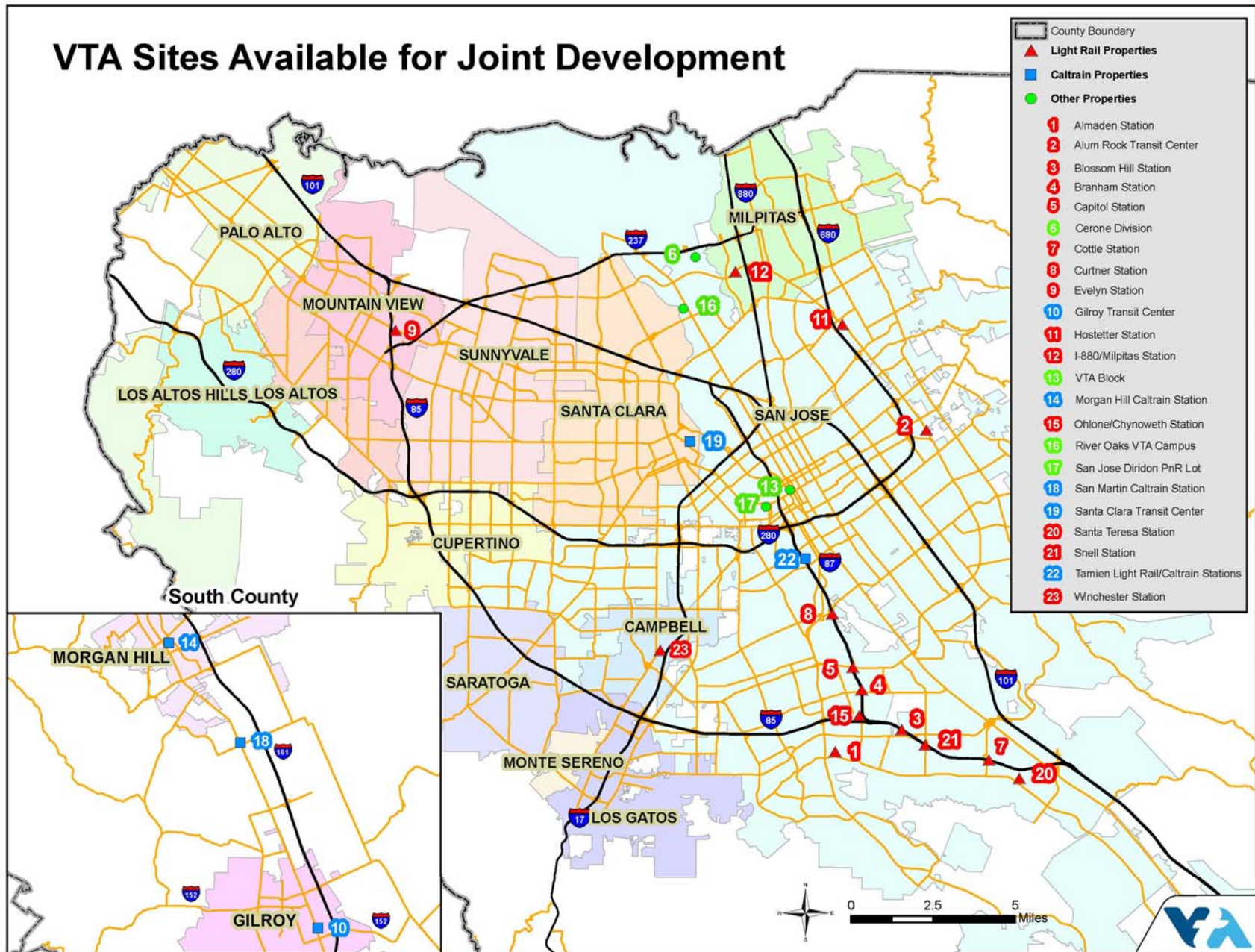
Great Mall Transit Center Disposition



VTA Real Estate Portfolio

- FTA requires Real Property Inventory/Reporting
 - Allows Joint Development per FTA Circular
 - Allows disposition; multiple properties sold since 2009
- Joint Development: 23 sites, 200 acres + new BART sites
 - Goals include retention to maximize revenue generation
- Real estate portfolio decisions on individual sites should consider relative advantages of purchase, sale, or development

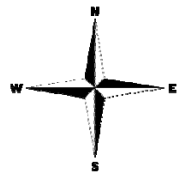
VTA Sites Available for Joint Development



Great Mall Transit Center



- Great Mall Light Rail Station will continue in operation



Background

- Replaced by the new SVBX Milpitas Transit Center
- Meets Joint Development policy disposition requirements:
 - Is not/will not be necessary for transit purposes
 - Offers limited Joint Development potential for mixed-use
- Substantial increase in value presents near-term opportunity to realize gain vs. long-term hold and wait for Joint Development

Recommendation



- Approve permanent disposition
- Declare as “surplus property”

Next Steps, Timing, & Impact

- Staff will offer for sale as required under law
 - Final disposition terms subject to Board approval
- Anticipated timeline: Second half 2018
 - Sale closes after all activity transfers to new Transit Center
- Fiscal Impact: Substantial new revenues once sold

Committee Feedback

- Unanimous recommendation to proceed to VTA Board of Directors
- Staff to simultaneously engage with City of Milpitas to evaluate up-zoning possibilities

Questions?





Date: November 17, 2017
 Current Meeting: December 7, 2017
 Board Meeting: December 7, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Financial Officer, Raj Srinath

SUBJECT: Authorization for Sole-Source Joint Development at Santa Clara Caltrain Station

Policy-Related Action: Yes

Government Code Section 84308 Applies: Yes

ACTION ITEM

RECOMMENDATION:

Authorize the General Manager to enter into one or more agreements with the City of Santa Clara and/or Republic Properties Corporation and its affiliate Republic Metropolitan (Republic) in connection with the development of the City and VTA-owned parking lot at the Santa Clara Caltrain Station. The agreements include a potential Cooperative Agreement with the City and an Exclusive Negotiations Agreement (ENA) with Republic for the purpose of negotiating a sole-source Joint Development Agreement (JDA) / Disposition and Development Agreement (DDA) and any other related agreements.

BACKGROUND:

VTA owns 0.7 acres of the 2.4 acre block bounded by El Camino Real, Benton Street, Railroad Avenue, and Franklin Street in Santa Clara, as shown in Attachment A. The City of Santa Clara owns the remaining 1.7 acres. This property is currently improved as a parking lot, operated by Caltrain as the largest parking lot for the station pursuant to agreements that Caltrain has with the City and VTA.

In 2010, the City of Santa Clara prepared a Santa Clara Station Area Plan that seeks to promote Transit-Oriented Development in the area around the Santa Clara Caltrain Station and the future Santa Clara BART Station, including the block owned by the City and VTA. The Plan describes dense mixed-use development of 10 stories or higher for this site.

Republic (an independent entity from Republic Urban with whom VTA has entered into an ENA

for the Tamien Station Joint Development Project), through engagements with Santa Clara University and City of Santa Clara staff, formulated a development proposal for a privately-developed and operated student housing development that would serve Santa Clara University students. The housing capacity provided by the project would address issues created by the University's growth, and provide resident students with convenient access to the University, one-sixth of a mile from the site, as well as to transit serving the region. Republic has already presented this proposal to the City.

The Santa Clara City Council previously directed City staff to enter into discussions with Republic on the terms and conditions of an ENA. Concurrently, City staff has discussed with VTA staff on how to most efficiently and effectively coordinate tri-party negotiations involving the City, VTA, and Republic.

DISCUSSION:

The recommended action would allow a joint City-VTA negotiation with Republic, using a single set of consultants to advise both agencies with the costs borne by Republic, while providing flexibility on the forms of the agreement that would be entered into between the City and VTA, and between both two agencies and Republic.

VTA's practice typically involves a competitive offering for Joint Development opportunities. Santa Clara Station presents a unique situation, however, in that VTA's property is less than 30 percent of the entire site. If VTA were to independently pursue a Joint Development on our property, the small size of the lot would limit how large a project could be built, and it would not be possible to maximize the development envelope allowed by the City's Station Area Plan. A similar consideration applies if the City attempts to develop on just the portion of the lot it owns. For this reason, it would be more advantageous to both VTA and the City to work together on a single project that utilizes both agencies' properties.

The project negotiations would need to address three main categories of issues: (i) refining the design to maximize the available entitlements, better orient the project to Caltrain and the future BART station, and enhance the ground level environment; (ii) collaboratively working with Caltrain to identify a replacement parking strategy acceptable to all; and (iii) negotiating economic terms that maximize financial returns for VTA and the City.

The negotiations would also identify the appropriate type of agreement that, once approved by the VTA Board and City Council, would make the two properties available for development; maintain VTA's control for transit purposes; and have the City be responsible for permitting and long-term oversight.

It should be noted that the student housing project would not include a set percentage of affordable housing units, as occurs with other VTA Joint Development projects pursuant to VTA's Joint Development Policy. A great many students have limited incomes because they are in school (irrespective of family financial status) and are often below the poverty level for a single-person household. Traditional sources of affordable housing finance are not available for a student housing development. Universities assist low-income students by providing financial aid to assist them with meeting educational and living expenses.

The VTA Board of Directors will approve the terms and conditions of any JDA and/or DDA and any other related agreements that are negotiated for the development of the VTA-owned parcel.

ALTERNATIVES:

The Board could establish requirements or conditions for an agreement with the City, or direct staff to pursue separate negotiations with Republic. Depending on the particulars, this may result in additional time, expense, or risk for negotiations on a Joint Development project at the site.

FISCAL IMPACT:

Joint Development project negotiations will result in additional expense for consultant expertise to assist VTA and the City in the negotiations. To the greatest extent practicable, this expense would be recovered from Republic. The City and VTA would negotiate an agreement on how to split any unreimbursed costs, likely based on the relative size of each agency's property. Any additional costs to VTA would be paid from the Joint Development Fund. Successful execution of a long-term ground lease for VTA's property would generate significant new revenues.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

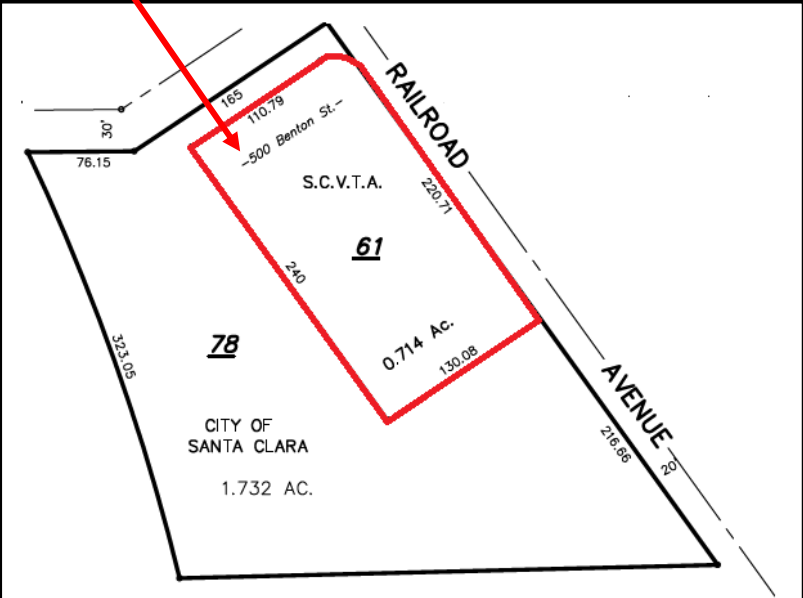
The Administration & Finance Committee considered this item on November 16, 2017. The Committee unanimously recommended the item be forwarded to the VTA Board of Directors for approval, with the recommendation that staff address in future negotiations the following items: maximum density for the project; benefits for future transit service (including University-related workforce housing); adequate replacement of existing Caltrain parking; and analysis of transit ridership created by the project versus other alternatives.

Prepared by: Ron Golem
Memo No. 6326

ATTACHMENTS:

- Memo 6326 Attachment A (PDF)
- Attachment B 6326 (PDF)

Attachment A



Attachment B**Authorization for Sole-Source Joint Development at Santa Clara Caltrain Station**

Firm Name	Name	Role	Location
Republic Properties Corporation	Richard L. Kramer	Chairman	Washington, DC
Republic Metropolitan	Robert Mendelsohn	President	Kentfield, CA 94904
Mineta & Associates, LLC	Norman Y. Mineta	President/CEO	Edgewater, MD

Santa Clara Joint Development



Santa Clara Caltrain Station



Background

- VTA – 0.7 acres; City of Santa Clara – 1.7 acres
- Currently one of two Caltrain parking lots at Station
- City of Santa Clara initiated ENA discussions with Republic Metropolitan for Santa Clara University student housing
- Tri-party negotiations involving the City, VTA, and Republic
 - Acceptable replacement parking solution for Caltrain

Recommendation



Authorize the GM to enter into one or more agreements for negotiations with the City of Santa Clara and Republic

Next Steps & Fiscal Impact

- Board will approve any Joint Development Agreement
- Fiscal Impact:
 - Cost-share recovery agreement for transaction
 - New ground lease revenue

Committee Feedback

- Administration & Finance: unanimous recommendation to proceed to VTA Board of Directors
- Negotiation focus:
 - Maximize density and transit ridership benefits
 - Include university related workforce housing
 - Acceptable replacement parking solution for Caltrain

Questions?





Date: December 1, 2017
 Current Meeting: December 7, 2017
 Board Meeting: December 7, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief of Staff, Angelique Gaeta

SUBJECT: Commuter Shuttle Program Policy

Policy-Related Action: Yes

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Adopt a policy for a Commuter Shuttle Program, which requires commuter shuttle operators to adhere to a set of rules and regulations, as amended from time to time by the General Manager, in order to access VTA-owned real property and/or VTA-controlled areas, including VTA facilities.

BACKGROUND:

Employer-provided shuttles (commuter shuttles), which transport workers from their neighborhoods to places of work or transportation hubs, have become increasingly common in recent years. A shuttle ride to a job location has become an integral part of the working conditions of thousands of workers in the Bay Area and, in particular, Silicon Valley. While commuter shuttles support local and regional transportation goals by decreasing single occupancy vehicle (SOV) trips, as the number of commuter shuttles continues to grow, it is important for the public and private sector to work together to maximize their benefit while minimizing any negative impact.

To date, a lack of rules regarding loading and unloading of passengers has resulted in confusion for shuttle operators and VTA operators, inconsistent enforcement, conflicts with other transportation modes, and public safety concerns. Until recently, public transportation agencies, including VTA, have addressed these issues on an ad hoc basis. For example, in August 2014, the San Francisco Municipal Transportation Agency (SFMTA) initiated an 18-month pilot program to create a network of shared stops for use by Muni and commuter shuttles. In November 2015, the SFMTA Board of Directors approved an ongoing Commuter Shuttle

Program. The SFMTA Commuter Shuttle Program regulates commuter shuttles operating in San Francisco by requiring shuttles to operate along a specific designated route, adhere to a set of rules and regulations in their operations, and pay a fee for each stop used in a network of shared Muni zones and shuttle-only white zones.

In October 2014, VTA initiated a policy for Third Party Use of VTA Property. This particular policy was designed to require third parties to apply for licenses and pay license fees, based on market rates, to use VTA Property. The policy was presented to the Board of Directors as an informational item on October 2, 2014. In January 2015, the Silicon Valley Leadership Group (SVLG) reached out to VTA staff with concerns regarding the commuter shuttle portion of the policy. Subsequently, VTA put the policy on hold and decided to re-evaluate commuter shuttles at a later date.

In January 2017, VTA reinitiated efforts to establish a partnership with commuter shuttle providers by creating a comprehensive Commuter Shuttle Program that furthered VTA's commitment to safety and environmental sustainability. Initially, VTA staff identified its park and ride lots as appropriate and available for commuter shuttles to pick up and drop off passengers. However, after a number of meetings and discussions with members of the SVLG and with commuter shuttle providers, VTA staff learned that there was an interest in the use of VTA's on-street bus stops as well. VTA staff then engaged in conversations with the County of Santa Clara and each of the 15 cities within the County to discuss the use of bus stops, as these stops were located on their streets and in their public right of way. A number of cities expressed concern with commuter shuttles operating in residential neighborhoods or too close to what they deemed sensitive uses (pre-schools, parks, etc.) and felt bus stops were appropriate locations for the commuter shuttles to pick up and drop off passengers. The County and most of the cities then indicated an interest in allowing commuter shuttles to continue the use of on-street bus stops provided that they coordinate such use with VTA so as to avoid interference with VTA operations and to improve their own operations on public streets. The goals and concerns outlined above by VTA and various stakeholders are the subject of the policy described herein.

DISCUSSION:

VTA currently owns, leases, operates and controls approximately 4,000 bus stops, 39 park and rides and 24 transit centers (collectively "VTA Property") throughout the County of Santa Clara. To support commuter shuttle operations at these facilities and avoid public safety hazards and transportation conflicts with other modes, VTA is proposing a policy for a Commuter Shuttle Program. That policy is included as Attachment A to this memorandum.

Specifically, the policy requires commuter shuttle providers wanting to access VTA Property to obtain a permit and follow certain rules and regulations. In addition, commuter shuttle providers would be required to work with VTA to determine the appropriateness of locations within VTA Property they desire to use, the best times for use of those locations and the area within those locations that would best accommodate their use. Commuter shuttle providers would also be required to affix a VTA issued decal to each vehicle in their fleet so that they could be easily identified as a provider authorized to access VTA Property.

The policy further authorizes the creation of a Commuter Shuttle Program (Program) which,

among other things, will provide the process by which a permit is obtained, details around operational training required to access VTA Property, and a formula for the permit fee. The policy requires stakeholder engagement on the specifics of the Program which VTA staff will bring back to the VTA Board of Directors for approval before the Program will go into effect.

The Program itself will designate staff responsible for processing permit applications; issuing permits and decals; managing signage, accessibility and safety of areas designated for commuter shuttle use; ensuring operational safety requirements are met; coordinating commuter shuttle pick ups and drop off times; and, enforcing the provisions of the policy, the program and the permit.

To recover the costs of the administering the Commuter Shuttle Program, VTA will charge a fee for the permit. That fee will be based on both a cost recovery model and the number of locations within VTA Property that the commuter shuttle provider desires to use. Although the policy would apply to both private and public transportation services, commuter shuttles that are free and open to the public may not be required to pay a fee for the permit.

The policy also provides that VTA may suspend or revoke permits if there are repeated violations of the provisions of the policy or permit terms and conditions, or if the continued use of VTA property would result in harm to the public or a violation of local, state or federal law.

Following program implementation, the policy authorizes the General Manager/CEO of VTA to make adjustments to the program, as needed, to enhance the goals of the policy and respond to stakeholder concerns.

ALTERNATIVES:

The VTA Board of Directors could decide not to adopt the policy, or request staff to provide additional information or re-evaluate certain aspects of the policy.

FISCAL IMPACT:

Revenue received from the permit fees will be used to recover the fully allocated costs incurred by VTA in support of the permit, the decals and monitoring the program, which includes labor and non-labor costs that would otherwise be paid from general VTA Transit Fund revenues.

ADVISORY COMMITTEES DISCUSSION/RECOMMENDATION:

The Technical Advisory Committee (TAC) considered this item at its November 8, 2017, meeting and approved the following amended recommendation: Recommend that the VTA Board of Directors adopt a policy for a Commuter Shuttle Program, which requires commuter shuttle operators to adhere to a set of rules and regulations, as amended from time to time by the General Manager, in order to access VTA-owned real property; and staff return to working groups to develop an agreement with cities to jointly regulate shuttles outside of VTA-owned real property. Members Kim and Ristow opposed.

The Citizens Advisory Committee (CAC) met as a Committee of the Whole at their November 8, 2017 meeting and no action was taken.

The Policy Advisory Committee (PAC) considered this item at their November 9, 2017 meeting and unanimously approved staff recommendation.

STANDING COMMITTEES DISCUSSION/RECOMMENDATION:

The Congestion Management Program & Planning Committee considered this item on November 16, 2017 and unanimously approved the staff recommendation.

The Administration & Finance Committee considered this item on November 16, 2017. There was some discussion about the purpose for requiring a service disruption plan from the shuttle companies to avoid impact to VTA operations. For the next phase that includes the development of the permit process, Committee members requested that the following be considered:

1. Safety be made the highest priority.
2. The permit process not be burdensome for either the shuttle companies or VTA.
3. The fee structure and cost implications be clearly defined.

Staff also confirmed that the permit program process will be presented to the Advisory Committees, Standing Committees and the Board before the program is approved for implementation.

The Administration & Finance Committee unanimously recommended the item be forwarded to the VTA Board of Directors for approval.

Prepared by: Angelique Gaeta
Memo No. 6091

ATTACHMENTS:

- Delete - Commuter Shuttle Policy November 2017 - Proposed Final Draft (PDF)
- 12-1-17 - REDLINE VERSION - Commuter Shuttle Policy November 2017 - Proposed Final Draft v3 - UPDATED for BOD meeting (PDF)
- 12-1-17 - Commuter Shuttle Policy November 2017 - Proposed Final Draft v3 - UPDATED for BOD meeting (PDF)

POLICY COMMUTER SHUTTLE PROGRAM POLICY	Document Number:	
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1. Purpose

This document sets forth the policy for the implementation of a program regulating Commuter Shuttles (Commuter Shuttle Program) on property owned, leased, controlled and/or operated by VTA (VTA Property). This policy also sets forth the rules and regulations that Commuter Shuttle Providers must adhere to in order to access VTA Property. Those rules and regulations support the following goals:

- Increasing safety on and around VTA Property for all users;
- Reducing single-occupancy vehicle (SOV) commuter trips, vehicle miles traveled (VMT) and associated emissions and congestion;
- Avoiding and/or minimizing impacts on the environment;
- Ensuring that Commuter Shuttle operations do not interfere with VTA operations;
- Consistently applying and enforcing guidelines for Commuter Shuttle loading and unloading of passengers;
- Working collaboratively with Commuter Shuttle Providers to resolve concerns and conflicts;
- Establishing a structure that meets current needs and has the potential to evolve as the sector grows; and
- Improving data sharing with agencies and private sector transportation partners to support VTA’s role as Santa Clara County’s Congestion Management Agency.

2. Scope

This policy applies to transportation services that move commuters to and from VTA Property. These services warrant the creation of a Commuter Shuttle Program because they are routine, involve a relatively uniform number of vehicles, and operators are commercially licensed and subject to regulation, including safety and insurance requirements. Commuter Shuttle Providers hired by an employer, agency, or institution (individually or collectively, “Hiring Party”) to provide transportation for the Hiring Party’s agents or employees from home to work, work to home, last-mile to work, last-mile to home, or work site to work site, where said transportation begins or ends on VTA property are eligible to participate in the Commuter Shuttle Program established by this policy.



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3. Responsibilities

VTA will designate a division within VTA that will accept, manage and review all applications and issue all permits and Decals described in this policy. VTA will also designate specific divisions within VTA that will enforce the rules and regulations set forth in this policy, address signage necessary for designation of appropriate locations for Commuter Shuttles Providers to pick up and drop off passengers, ensure safety requirements are met, coordinate operations between the Commuter Shuttle Providers and VTA, and monitor the Commuter Shuttle Program as a whole.

4. Policy

This section provides a brief overview of the Commuter Shuttle Program authorized by this policy, followed by a detailed description of each provision.

4.1. Commuter Shuttle Program Overview

VTA currently owns, leases, controls and/or operates approximately 4,000 bus stops, 39 park and rides and 24 transit centers throughout the County of Santa Clara. This policy authorizes VTA to establish a Commuter Shuttle Program that will allow Commuter Shuttle Providers to apply for a permit that would allow them to use specific locations within VTA’s Property to pick up and drop off their passengers. Upon receipt of such an application, VTA will work with each applicant to evaluate space needed, capacity at a particular location or locations requested, and optimum time for drop off and pickup of passengers so as not to interfere with VTA operations. The fee for the permit will be based on a cost recovery model. Commuter Shuttle Providers will be required to comply with the terms and conditions of their permit and VTA enforcement officers may enforce those terms and conditions.

4.2. Permit Application Process

To participate in the Commuter Shuttle Program, each Commuter Shuttle Provider must apply for a permit in accordance with the procedures set forth in the Commuter Shuttle Program. As part of the application process, Commuter Shuttle Providers must identify each vehicle they intend to operate on VTA Property. Upon VTA’s approval of an application for a permit, VTA will issue the Commuter Shuttle Provider a permit to use VTA Property and Decals to affix to each of the vehicles it intends to operate on VTA Property.

4.3 Permit Renewal

Permits must be renewed every (2) two years in accordance with the procedures set forth in the Commuter Shuttle Program. Permit renewal shall take place based on the calendar year;



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as a result, Commuter Shuttle Providers that join the program mid-term will be required to renew their permits during the general renewal period.

4.4 Vehicle Decal

Decals will be used to identify Commuter Shuttle Providers as permitted users of VTA Property. These Decals must be displayed in visible locations on the front, rear, and sides of permitted vehicles, as set forth in the permit

The Decals associated with each permit shall bear a unique identification number that is associated with the Commuter Shuttle Provider who holds the permit.

Decals must immediately be surrendered to VTA in the event that the Permit is suspended, revoked, or otherwise canceled by VTA.

4.5 Permit Fee

VTA will charge each Commuter Shuttle Provider a permit fee that will be both based on the number of locations within VTA Property it desires to access and designed to cover the costs of administering the program, including:

- Construction of any improvements to the extent required by the use of VTA Property by the Commuter Shuttle Provider participating in the Commuter Shuttle Program;
- Identification of designated areas for shuttle use;
- Enforcement of the program on VTA Property;
- Signage and Decal design, production, and installation;
- Data management;
- Permit application processing and renewals; and
- Fee collection.

This policy applies to both private and public transportation services. However, fees may be waived for shuttle services that are free and open to the public provided that those providers acquire a permit pursuant to the requirements set forth herein and in the Commuter Shuttle Program. VTA may periodically evaluate the costs of the program and, if necessary, update the permit fee to reflect a program that is cost recovery.



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4.6 Review of Requested Locations

VTA will review each location requested for use in the application and will make a decision based on legality of the proposed use, conformance of proposed use with existing VTA policies, existing capacity, parking space, bus bay utilization, and internal circulation of vehicles.

If VTA determines, in its reasonable discretion, that the requested sites are acceptable, VTA will include use of such sites in its permit to the Commuter Shuttle Provider. Notwithstanding the foregoing, if use of any particular parcel of VTA Property (or portion thereof) constitutes a risk to persons or property, VTA may deny the Commuter Shuttle Provider(s) request to use such property. In such event, VTA will work with the affected Commuter Shuttle Provider(s) to ~~find~~ determine whether other suitable sites are available for its/their use.

4.7 Grounds for Suspension or Revocation of Permit

VTA may suspend or revoke a permit upon written notice and opportunity for hearing. Upon revocation or suspension, the Commuter Shuttle Provider shall surrender such permit and the Decals authorized under the permit in accordance with the instructions in the notice of suspension or revocation.

Where the VTA determines that public safety is at risk, or where the continued operation of the Commuter Shuttle Provider on VTA Property would be in violation of the California Public Utilities Code, the California Vehicle Code, or VTA’s rules and/or policies, VTA is authorized to suspend a permit immediately upon written notice of suspension to the Shuttle Operator, provided that VTA shall provide the Shuttle Operator with the opportunity for a hearing on the suspension within five (5) business days of the date of notice of suspension.

A permit may be suspended or revoked following a determination that:

- The Commuter Shuttle Provider has failed to abide by any permit term or condition, including but not limited to the requirement that it follow VTA rules, policies and procedures and the Commuter Shuttle Program process;
- The Commuter Shuttle Provider knowingly or intentionally provided false or inaccurate information on a permit application;
- The Commuter Shuttle Provider has used, for Commuter Shuttle operations or parking, VTA Property that it has not been authorized by VTA to use.



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- One or more of the Commuter Shuttle Provider’s shuttle vehicles have, in the course of providing commuter transportation services, repeatedly violated parking or traffic laws;
- The Commuter Shuttle Provider’s continued operation on VTA Property would constitute a public safety risk; or
- The Commuter Shuttle Provider’s continued operation on VTA Property would be in violation of federal, state, or local laws.

4.8 Operational Rules for Commuter Shuttle Providers

Commuter Shuttle Providers are subject to the following operating rules:

4.8.1 VTA Priority

VTA vehicles shall have priority at, approaching, or departing VTA Property. Commuter Shuttle Providers shall yield to VTA vehicles and patrons and shall not cause or contribute to disruptions of VTA service.

4.8.2 Parking at VTA Lots

On VTA Property containing parking lots, where parking capacity is constrained, VTA transit users will have priority for parking. VTA reserves the right to restrict or limit Commuter Shuttle Providers’ passenger parking on VTA parking lots.

4.8.3 Use Designated Locations for Commuter Service

While using VTA Property, Commuter Shuttle Providers shall use locations designated for shuttle use and for active loading and unloading of passengers only.

4.8.4 No Staging or Parking

Staging or parking of a Commuter Shuttle on VTA Property without the prior written authorization from VTA is prohibited.

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4.8.5 No Unnecessary Idling

Idling a Commuter Shuttle for longer than five consecutive minutes on VTA Property is prohibited.

4.8.6 Move Forward



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Commuter Shuttle Providers shall pull forward into designated spaces to leave room for other shuttles to pull in behind and for the safe passage of other vehicles through the area.

4.8.7 Pull In

Commuter Shuttle Providers shall pull all the way to, and parallel with, the curb for passenger boarding and alighting. Commuter Shuttles must not be stopped or parked in a manner that obstructs the flow of vehicular, pedestrian or bicycle traffic.

4.8.8 Comply with Applicable Traffic Laws

Commuter Shuttle Providers shall operate in accordance with all applicable federal, state, and local laws, rules, and regulations, including VTA Regulation 98.11.2 governing the use, traffic, and vehicles operated or parked on VTA Property. Commuter Shuttle Providers shall operate in a safe manner and maintain awareness of speed, pedestrians, bicyclists, other vehicles and roadway hazards at all times.

4.8.9 Follow Instructions from Officials and Traffic Control Devices

Commuter Shuttle Providers shall follow instructions from law enforcement personnel, VTA staff, and traffic control devices in the event of emergencies, construction work, special events, or other unusual traffic conditions.

4.8.10 Maintain Vehicles

Commuter Shuttle Providers shall ensure that their Commuter Shuttles are properly maintained to prevent oil, fuel, and other materials from entering VTA Property and local waterways.

4.8.11 Location Limitations

Commuter Shuttle Providers shall comply with access guidelines, including but not limited to vehicle size limitations and designated hours of operation at specific locations, as instructed by VTA.

4.8.12 Fleet Limitations

All Commuter Shuttles shall ~~be either model year 2012 or newer, or be equipped with a power source that complies~~ comply with California emissions standards



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~~applicable to model year 2012 vehicles of the same type. All Commuter Shuttles must possess and have~~ a valid California registration. VTA will not issue Decals to Commuter Shuttles with out-of-state registration.

4.8.13 Size Restriction

~~No Operating~~ Commuter Shuttles with an axle weight exceeding 18,000 lbs. ~~will be permitted~~ on VTA Property without prior written authorization from VTA is prohibited.

4.8.14 Provide Training

Each Commuter Shuttle Provider shall designate one of its employees who is either an operations supervisor or training manager to participate in an orientation with VTA on the use of VTA Property and the operating rules provided herein. The Commuter Shuttle Provider shall then ensure that said employee will share the content of the orientation with each driver working for the Commuter Shuttle Provider prior to each driver operating a Commuter Shuttle on VTA Property.

4.8.15 Use of Decal

A Decal may only be used on the vehicle listed on the application for the permit and may not be transferred to any other vehicle. Any transference of a Decal shall be considered a violation of this section and grounds for immediate permit revocation.

4.8.16 Indemnify / Hold Harmless

Commuter Shuttle Providers wanting to participate in the Commuter Shuttle Program shall indemnify and hold VTA, its departments, board, officers, employees and agents (“Indemnitees”) harmless from and against any and all claims, demands, action or causes of action which may be made against the Indemnitees for the recovery of damages for the injury to or death of any person or persons or for the damage to any property resulting directly or indirectly from the activity authorized by the permit issued hereunder, regardless of the negligence of the Indemnitees.

4.8.17 Exception to the Rules

Commuter Shuttle Providers may deviate from the operating rules set forth in this Section and permit terms and conditions only if granted express written authorization from VTA. Failure to comply with these operating rules or the permit terms and conditions may result in denial or revocation of a permit, as well as any penalty provided in VTA Regulation 98.11.2, as applicable.



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4.9 Enforcement

VTA may establish procedures for the enforcement of this policy consistent with the provisions contained in VTA Ordinance 98.1. Enforcement personnel are responsible for enforcing compliance with this policy and the Commuter Shuttle Program and issuing citations as applicable. Enforcement personnel may rely on permits and signage at and on VTA Property to verify permitted users of that property.

4.10 Acts of Employees and Agents Deemed Acts of Commuter Shuttle Provider

For purposes of this policy and the Commuter Shuttle Program, acts of a Commuter Shuttle Provider’s agent and/or employee shall be deemed to be the acts of the Commuter Shuttle Provider.

5. Effective Date of Commuter Shuttle Program

Following adoption of this policy, VTA will engage stakeholders regarding a Commuter Shuttle Program that is consistent with the goals of this policy. VTA will then return to the VTA Board of Directors with a proposed Commuter Shuttle Program. The Commuter Shuttle Program will go into effect upon approval by the VTA Board of Directors. Once in effect, the General Manager/CEO of VTA is authorized to amend the Commuter Shuttle Program, as needed, in order to further enhance the goals of this policy and respond to stakeholder concerns.

6. Definitions

The following terms shall have the assigned definitions for all purposes under this policy:

- 6.1. Commuter Shuttle** means a vehicle used to regularly transport commuting passengers to and from VTA Property to specific business, employment, or educational locations.
- 6.2. Commuter Shuttle Program** means the program authorized by this policy and by which VTA will regulate the use of VTA Property by Commuter Shuttles.
- 6.3. Commuter Shuttle Provider** means a company that provides Commuter Shuttles to regularly transport commuting passengers to and from VTA Property to and from specific business, employment or educational locations.
- 6.4. Decal** means a sticker issued by VTA and required to be affixed to Commuter Shuttles in order to identify those shuttles as participants in the Commuter Shuttle Program.
- 6.5. Hiring Party** means the employer, agency or institution that hires Commuter Shuttle Providers eligible to take part in the Commuter Shuttle Program. For purposes of this



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policy, a Hiring Party may also be a Commuter Shuttle Provider if the Hiring Party uses its own fleet of Commuter Shuttles to provide transportation for its employees and agents.

- 6.6. **SOV** means a single-occupancy vehicle where the only occupant of the vehicle is the driver.
- 6.7. **VTA** means the Santa Clara Valley Transportation Authority.
- 6.8. **VTA Property** means real property owned, leased, operated or controlled by VTA, including but not limited to Bus Stops, Transit Facilities and Administrative Facilities as defined in VTA Ordinance 98.1.

7. *Summary of Changes*

8. *Approval Information*

<i>Prepared by</i>	<i>Reviewed by</i>	<i>Approved by</i>
Angelique Gaeta Chief of Staff	Nuria I. Fernandez General Manager/CEO	VTA Board of Directors

Date Approved: _____



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1. Purpose

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3. *Responsibilities*

VTA will designate a division within VTA that will accept, manage and review all applications and issue all permits and Decals described in this policy. VTA will also designate specific divisions within VTA that will enforce the rules and regulations set forth in this policy, address signage necessary for designation of appropriate locations for Commuter Shuttles Providers to pick up and drop off passengers, ensure safety requirements are met, coordinate operations between the Commuter Shuttle Providers and VTA, and monitor the Commuter Shuttle Program as a whole.

4. *Policy*

This section provides a brief overview of the Commuter Shuttle Program authorized by this policy, followed by a detailed description of each provision.

4.1. *Commuter Shuttle Program Overview*

VTA currently owns, leases, controls and/or operates approximately 4,000 bus stops, 39 park and rides and 24 transit centers throughout the County of Santa Clara. This policy authorizes VTA to establish a Commuter Shuttle Program that will allow Commuter Shuttle Providers to apply for a permit that would allow them to use specific locations within VTA's Property to pick up and drop off their passengers. Upon receipt of such an application, VTA will work with each applicant to evaluate space needed, capacity at a particular location or locations requested, and optimum time for drop off and pickup of passengers so as not to interfere with VTA operations. The fee for the permit will be based on a cost recovery model. Commuter Shuttle Providers will be required to comply with the terms and conditions of their permit and VTA enforcement officers may enforce those terms and conditions.

4.2. *Permit Application Process*

To participate in the Commuter Shuttle Program, each Commuter Shuttle Provider must apply for a permit in accordance with the procedures set forth in the Commuter Shuttle Program. As part of the application process, Commuter Shuttle Providers must identify each vehicle they intend to operate on VTA Property. Upon VTA's approval of an application for a permit, VTA will issue the Commuter Shuttle Provider a permit to use VTA Property and Decals to affix to each of the vehicles it intends to operate on VTA Property.

4.3 *Permit Renewal*

Permits must be renewed every (2) two years in accordance with the procedures set forth in the Commuter Shuttle Program. Permit renewal shall take place based on the calendar year;

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as a result, Commuter Shuttle Providers that join the program mid-term will be required to renew their permits during the general renewal period.

4.4 Vehicle Decal

Decals will be used to identify Commuter Shuttle Providers as permitted users of VTA Property. These Decals must be displayed in visible locations on the front, rear, and sides of permitted vehicles, as set forth in the permit

The Decals associated with each permit shall bear a unique identification number that is associated with the Commuter Shuttle Provider who holds the permit.

Decals must immediately be surrendered to VTA in the event that the Permit is suspended, revoked, or otherwise canceled by VTA.

4.5 Permit Fee

VTA will charge each Commuter Shuttle Provider a permit fee that will be both based on the number of locations within VTA Property it desires to access and designed to cover the costs of administering the program, including:

- Construction of any improvements to the extent required by the use of VTA Property by the Commuter Shuttle Provider participating in the Commuter Shuttle Program;
- Identification of designated areas for shuttle use;
- Enforcement of the program on VTA Property;
- Signage and Decal design, production, and installation;
- Data management;
- Permit application processing and renewals; and
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This policy applies to both private and public transportation services. However, fees may be waived for shuttle services that are free and open to the public provided that those providers acquire a permit pursuant to the requirements set forth herein and in the Commuter Shuttle Program. VTA may periodically evaluate the costs of the program and, if necessary, update the permit fee to reflect a program that is cost recovery.

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4.6 Review of Requested Locations

VTA will review each location requested for use in the application and will make a decision based on legality of the proposed use, conformance of proposed use with existing VTA policies, existing capacity, parking space, bus bay utilization, and internal circulation of vehicles.

If VTA determines, in its reasonable discretion, that the requested sites are acceptable, VTA will include use of such sites in its permit to the Commuter Shuttle Provider.

Notwithstanding the foregoing, if use of any particular parcel of VTA Property (or portion thereof) constitutes a risk to persons or property, VTA may deny the Commuter Shuttle Provider(s) request to use such property. In such event, VTA will work with the affected Commuter Shuttle Provider(s) to determine whether other suitable sites are available for its/their use.

4.7 Grounds for Suspension or Revocation of Permit

VTA may suspend or revoke a permit upon written notice and opportunity for hearing. Upon revocation or suspension, the Commuter Shuttle Provider shall surrender such permit and the Decals authorized under the permit in accordance with the instructions in the notice of suspension or revocation.

Where the VTA determines that public safety is at risk, or where the continued operation of the Commuter Shuttle Provider on VTA Property would be in violation of the California Public Utilities Code, the California Vehicle Code, or VTA's rules and/or policies, VTA is authorized to suspend a permit immediately upon written notice of suspension to the Shuttle Operator, provided that VTA shall provide the Shuttle Operator with the opportunity for a hearing on the suspension within five (5) business days of the date of notice of suspension.

A permit may be suspended or revoked following a determination that:

- The Commuter Shuttle Provider has failed to abide by any permit term or condition, including but not limited to the requirement that it follow VTA rules, policies and procedures and the Commuter Shuttle Program process;
- The Commuter Shuttle Provider knowingly or intentionally provided false or inaccurate information on a permit application;
- The Commuter Shuttle Provider has used, for Commuter Shuttle operations or parking, VTA Property that it has not been authorized by VTA to use.

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- One or more of the Commuter Shuttle Provider's shuttle vehicles have, in the course of providing commuter transportation services, repeatedly violated parking or traffic laws;
- The Commuter Shuttle Provider's continued operation on VTA Property would constitute a public safety risk; or
- The Commuter Shuttle Provider's continued operation on VTA Property would be in violation of federal, state, or local laws.

4.8 Operational Rules for Commuter Shuttle Providers

Commuter Shuttle Providers are subject to the following operating rules:

4.8.1 VTA Priority

VTA vehicles shall have priority at, approaching, or departing VTA Property. Commuter Shuttle Providers shall yield to VTA vehicles and patrons and shall not cause or contribute to disruptions of VTA service.

4.8.2 Parking at VTA Lots

On VTA Property containing parking lots, where parking capacity is constrained, VTA transit users will have priority for parking. VTA reserves the right to restrict or limit Commuter Shuttle Providers' passenger parking on VTA parking lots.

4.8.3 Use Designated Locations for Commuter Service

While using VTA Property, Commuter Shuttle Providers shall use locations designated for shuttle use and for active loading and unloading of passengers only.

4.8.4 No Staging or Parking

Staging or parking of a Commuter Shuttle on VTA Property without the prior written authorization from VTA is prohibited.

4.8.5 No Unnecessary Idling

Idling a Commuter Shuttle for longer than five consecutive minutes on VTA Property is prohibited.

4.8.6 Move Forward



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Commuter Shuttle Providers shall pull forward into designated spaces to leave room for other shuttles to pull in behind and for the safe passage of other vehicles through the area.

4.8.7 Pull In

Commuter Shuttle Providers shall pull all the way to, and parallel with, the curb for passenger boarding and alighting. Commuter Shuttles must not be stopped or parked in a manner that obstructs the flow of vehicular, pedestrian or bicycle traffic.

4.8.8 Comply with Applicable Traffic Laws

Commuter Shuttle Providers shall operate in accordance with all applicable federal, state, and local laws, rules, and regulations, including VTA Regulation 98.11.2 governing the use, traffic, and vehicles operated or parked on VTA Property. Commuter Shuttle Providers shall operate in a safe manner and maintain awareness of speed, pedestrians, bicyclists, other vehicles and roadway hazards at all times.

4.8.9 Follow Instructions from Officials and Traffic Control Devices

Commuter Shuttle Providers shall follow instructions from law enforcement personnel, VTA staff, and traffic control devices in the event of emergencies, construction work, special events, or other unusual traffic conditions.

4.8.10 Maintain Vehicles

Commuter Shuttle Providers shall ensure that their Commuter Shuttles are properly maintained to prevent oil, fuel, and other materials from entering VTA Property and local waterways.

4.8.11 Location Limitations

Commuter Shuttle Providers shall comply with access guidelines, including but not limited to vehicle size limitations and designated hours of operation at specific locations, as instructed by VTA.

4.8.12 Fleet Limitations

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All Commuter Shuttles shall comply with California emissions standards and have a valid California registration. VTA will not issue Decals to Commuter Shuttles with out-of-state registration.

4.8.13 Size Restriction

Operating Commuter Shuttles with an axle weight exceeding 18,000 lbs. on VTA Property without prior written authorization from VTA is prohibited.

4.8.14 Provide Training

Each Commuter Shuttle Provider shall designate one of its employees who is either an operations supervisor or training manager to participate in an orientation with VTA on the use of VTA Property and the operating rules provided herein. The Commuter Shuttle Provider shall then ensure that said employee will share the content of the orientation with each driver working for the Commuter Shuttle Provider prior to each driver operating a Commuter Shuttle on VTA Property.

4.8.15 Use of Decal

A Decal may only be used on the vehicle listed on the application for the permit and may not be transferred to any other vehicle. Any transference of a Decal shall be considered a violation of this section and grounds for immediate permit revocation.

4.8.16 Indemnify / Hold Harmless

Commuter Shuttle Providers wanting to participate in the Commuter Shuttle Program shall indemnify and hold VTA, its departments, board, officers, employees and agents (“Indemnitees”) harmless from and against any and all claims, demands, action or causes of action which may be made against the Indemnitees for the recovery of damages for the injury to or death of any person or persons or for the damage to any property resulting directly or indirectly from the activity authorized by the permit issued hereunder, regardless of the negligence of the Indemnitees.

4.8.17 Exception to the Rules

Commuter Shuttle Providers may deviate from the operating rules set forth in this Section and permit terms and conditions only if granted express written authorization from VTA. Failure to comply with these operating rules or the permit terms and conditions may result in denial or revocation of a permit, as well as any penalty provided in VTA Regulation 98.11.2, as applicable.

POLICY COMMUTER SHUTTLE PROGRAM POLICY	Document Number:	
	Version Number:	
	Date:	12/01/2017

4.9 Enforcement

VTA may establish procedures for the enforcement of this policy consistent with the provisions contained in VTA Ordinance 98.1. Enforcement personnel are responsible for enforcing compliance with this policy and the Commuter Shuttle Program and issuing citations as applicable. Enforcement personnel may rely on permits and signage at and on VTA Property to verify permitted users of that property.

4.10 Acts of Employees and Agents Deemed Acts of Commuter Shuttle Provider

For purposes of this policy and the Commuter Shuttle Program, acts of a Commuter Shuttle Provider's agent and/or employee shall be deemed to be the acts of the Commuter Shuttle Provider.

5. Effective Date of Commuter Shuttle Program

Following adoption of this policy, VTA will engage stakeholders regarding a Commuter Shuttle Program that is consistent with the goals of this policy. VTA will then return to the VTA Board of Directors with a proposed Commuter Shuttle Program. The Commuter Shuttle Program will go into effect upon approval by the VTA Board of Directors. Once in effect, the General Manager/CEO of VTA is authorized to amend the Commuter Shuttle Program, as needed, in order to further enhance the goals of this policy and respond to stakeholder concerns.

6. Definitions

The following terms shall have the assigned definitions for all purposes under this policy:

- 6.1. *Commuter Shuttle*** means a vehicle used to regularly transport commuting passengers to and from VTA Property to specific business, employment, or educational locations.
- 6.2. *Commuter Shuttle Program*** means the program authorized by this policy and by which VTA will regulate the use of VTA Property by Commuter Shuttles.
- 6.3. *Commuter Shuttle Provider*** means a company that provides Commuter Shuttles to regularly transport commuting passengers to and from VTA Property to and from specific business, employment or educational locations.
- 6.4. *Decal*** means a sticker issued by VTA and required to be affixed to Commuter Shuttles in order to identify those shuttles as participants in the Commuter Shuttle Program.
- 6.5. *Hiring Party*** means the employer, agency or institution that hires Commuter Shuttle Providers eligible to take part in the Commuter Shuttle Program. For purposes of this



Original Date:	Revision Date:	Page 8 of x
MM/DD/2017	MM/DD/YYYY	

POLICY COMMUTER SHUTTLE PROGRAM POLICY	Document Number:	
	Version Number:	
	Date:	12/01/2017

policy, a Hiring Party may also be a Commuter Shuttle Provider if the Hiring Party uses its own fleet of Commuter Shuttles to provide transportation for its employees and agents.

6.6. **SOV** means a single-occupancy vehicle where the only occupant of the vehicle is the driver.

6.7. **VTA** means the Santa Clara Valley Transportation Authority.

6.8. **VTA Property** means real property owned, leased, operated or controlled by VTA, including but not limited to Bus Stops, Transit Facilities and Administrative Facilities as defined in VTA Ordinance 98.1.

7. *Summary of Changes*

8. *Approval Information*

<i>Prepared by</i>	<i>Reviewed by</i>	<i>Approved by</i>
Angelique Gaeta Chief of Staff	Nuria I. Fernández General Manager/CEO	VTA Board of Directors

Date Approved: _____



Original Date:	Revision Date:	Page 9 of x
MM/DD/2017	MM/DD/YYYY	

Commuter Shuttle Policy

VTA Board of Directors
December 7, 2017

VTA Service Area

Serving Santa Clara County...

- Service Area of 346 square miles
- 73 Bus Routes
- 3 Light Rail Lines
- 4000 Bus Stops
- 39 Park & Rides
- 24 Transit Centers



Commuter Shuttles

- Employer-Provided Shuttles
- Transport Workers To and From Work
- Pick-up and Drop-off at VTA facilities

VTA Facilities

- Bus Stops
- Park & Rides
- Transit Facilities

Operational Challenges

- Public Safety
- Interference with VTA Bus Schedule
- Interference with VTA Operations
- Facilities not Engineered for Use
- Capacity

Public Safety / Scheduling – Camden Park & Ride



Public Safety / Scheduling – River Oaks Stop



Public Safety / Scheduling – River Oaks Stop



Public Safety / Operations – Blossom Hill Park & Ride



Public Safety / Engineering – Blossom Hill Park & Ride



Public Safety / Engineering- Blossom Hill Park & Ride



Scheduling – Ohlone/Chynoweth Park & Ride



Scheduling – Ohlone/Chynoweth Park & Ride



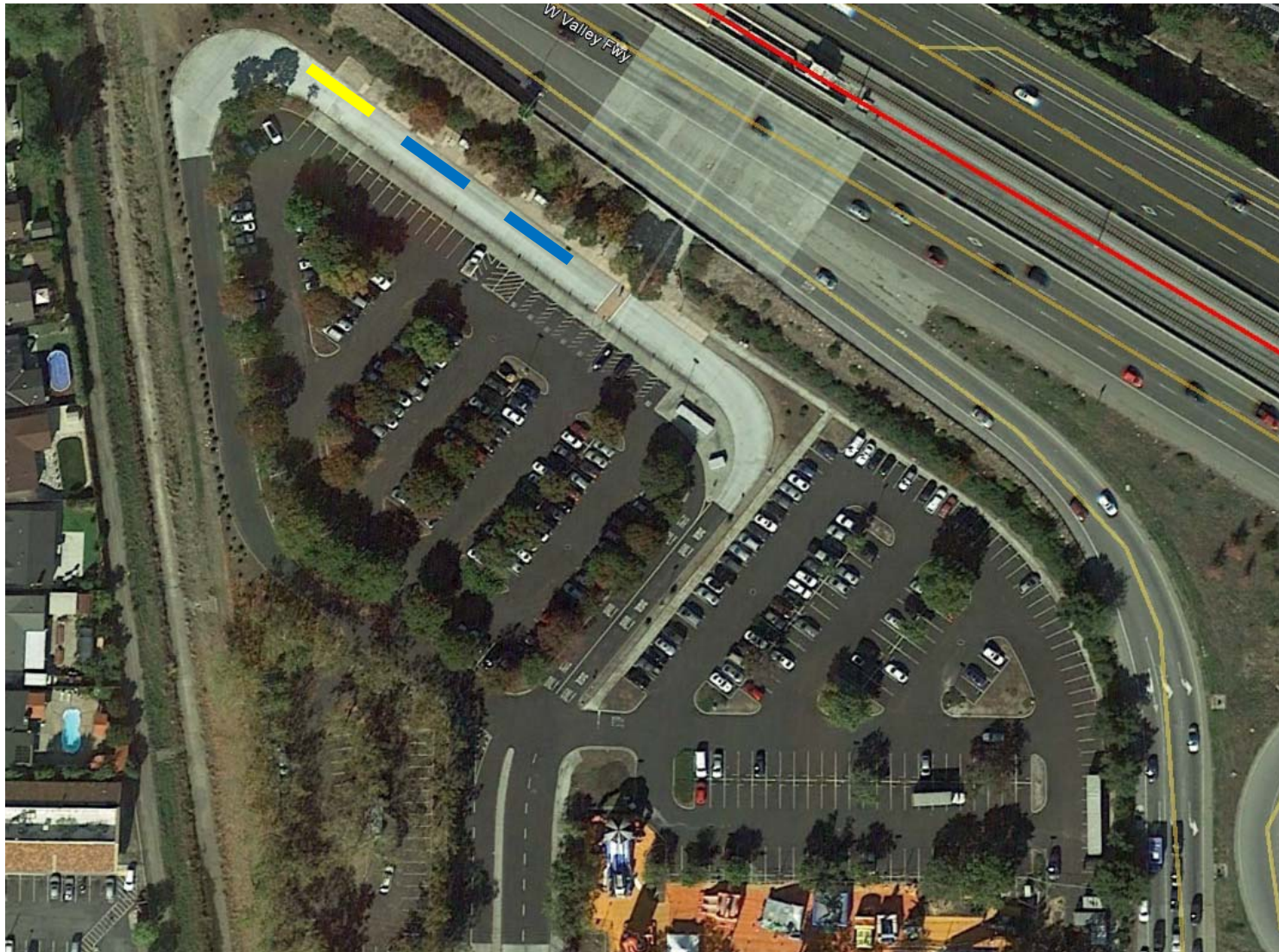
Scheduling – Camden Park & Ride



Commuter Shuttle Policy

- Requires Permit
 - Coordinate Schedules
 - Coordinate Locations
 - Use of Designated Stops at Park & Rides/Transit Facilities
- Decals on Shuttles
- Includes “Rules of Engagement”
 - Public Safety
 - VTA Priority
 - Operational Training on use of VTA Facilities

Blossom Hill Park & Ride



Curtner Park & Ride



Questions

WORKING PARTNERSHIPS USA

November 27, 2017

Dear Members of the Board of Directors of the Santa Clara Valley Transit Authority,

We are writing to express our strong support for the proposed Commuter Shuttle Policy that will come before you at the December 7, 2017 board meeting. As the Executive Officer of the South Bay Labor Council and the Executive Director of Working Partnerships, we represent the interests of hundreds of thousands of working, low income, and minority men and women in Santa Clara County, including thousands of VTA's operations and administrative staff. We believe that the current policy before you will increase fairness of access to VTA assets, incorporate commuter shuttles into VTA's transportation management efforts, and ensure that private companies who ferry their employees around the Silicon Valley pay their fair share for using public resources.

In recent years, the transportation crisis in the Bay Area has only gotten worse. By multiple metrics (traffic congestion, transit capacity, increased commute distances and times), the basic need to get around this region is becoming harder for everyone. Large tech companies like Google and Apple have created a separate, luxury transportation system to move more and more of their employees around our region without paying their fair share to help address our congestion challenges. This tech shuttle system has been running largely without regulation, using publically owned facilities for pickups, drop-offs, and idling without permits or remuneration. The result has been confusion around access, uneven enforcement of existing rules, and disruptions to regular VTA service operations.

In order to address this growing issue, we urge VTA to simply follow the lead of the SFMTA and hold commuter shuttle operators, and the tech companies that they work for, accountable to the public by adopting this commuter shuttle policy. We do not believe that this policy will restrict the use of commuter shuttles as a means of reducing the use of single occupancy vehicles. Instead, this policy will increase safety in and around VTA property, minimize the impact on the environment, and ensure that shuttles do not interfere with VTA operations. The permit process will allow for regular coordination between VTA and commuter shuttle operators including sharing data and creating a system to plan for the future growth of this sector. As the congestion management agency for Santa Clara County, VTA has a responsibility to exercise regulatory and operational powers to ensure that these tech shuttles use public resources responsibly.

As part of VTA's efforts to prevent disruptions in service at facilities it owns, we also believe that this policy should incorporate a Service Disruption Prevention Plan, which will promote labor harmony and ensure efficient and consistent service. Since the adoption of this policy at the SFMTA, there have been no reports of labor disputes or disruption at SFMTA properties. This policy would make clear that the workers who actually drive these shuttles and the unions who represent them are key stakeholders in advancing our goals of congestion management; and rather than being special interests, these are workers who deserve to have a voice on job, ensuring greater stability, accountability and safety for both workers and the public. We urge the Board to make this part of this policy to protect the agency, commuters, and workers.

WORKING PARTNERSHIPS USA

Thank you in advance for your consideration,

In solidarity,

Derecka Mehrens
Executive Director, Working Partnerships USA

Ben Field
Executive Officer, South Bay Labor Council



LAW FOUNDATION of Silicon Valley

Fair Housing Law Project

152 North Third Street, 3rd Floor

San José, California 95112

Fax (408) 293-0106 • Telephone (408) 280-2435 • TDD (408) 294-5667

By Electronic Mail

December 6, 2017

Members of the Board of Directors
Santa Clara Valley Transit Authority
3331 North First Street
San Jose, CA 95134-1927

**Re: Board of Directors Meeting, December 7, 2017
Agenda Item 7.5, Commuter Shuttle Program Policy**

Dear Members of the Board of Directors:

The Law Foundation of Silicon Valley strongly supports staff's proposed Commuter Shuttle Program Policy. We believe that the proposed Policy will increase fairness of access to VTA assets, incorporate commuter shuttles in VTA's transportation management efforts, and ensure that private companies who ferry their employees around the Silicon Valley pay their fair share for using public resources.

In recent years, the transportation crisis in the Bay Area has only gotten worse. By multiple metrics (traffic congestion, transit capacity, increased commute distances and times), the basic need to get around this region is becoming harder for everyone. Large tech companies like Google and Apple have created a separate, private transportation system to move more and more of their employees around our region without paying their fair share to help address our congestion challenges. This tech shuttle system has been running largely without regulation, using publicly owned facilities for pickups, drop-offs, and idling without permits or remuneration. The result has been confusion around access, uneven enforcement of existing rules, and disruptions to regular VTA service operations.

Contrary to prevailing stereotypes, most commuters into Santa Clara County are not high-income tech workers, but working class and low-income, with over one-third of commuters earning less than \$40,000, and 18 percent earning less than \$15,000 per year.¹ This is due in large part to the lack of affordable housing near job opportunities.² These working class and low-income commuters are disproportionately people of color.³ They are the retail clerks, restaurant workers, office assistants, janitors, health care aides, security guards and many other service workers and represent the most rent-burdened and economically-distressed households in and around Santa Clara County.⁴ As a result, low-

¹ Urban Habitat, Nonprofit Housing Association of Northern California, *Moving Silicon Valley Forward: Housing, Transit & Traffic at a Crossroad* (2012) 2, available at <http://www.reimaginerpe.org/files/MovingSiliconValleyForward1.pdf>.

² *Id.* at 1, 5, 8.

³ *Id.* at 1, 5.

⁴ *Id.* at 1, 5.

Letter to Santa Clara County Valley Transit Authority Board of Directors, December 6, 2017

Re: Board of Directors Meeting, December 7, 2017
Agenda Item 7.5, Commuter Shuttle Program Policy

Page 2

income people of color rely on VTA-operated transit at a higher rate than white and higher-income households in Santa Clara County.⁵

In order to address these growing issues, we urge VTA to simply follow the lead of SFMTA and hold commuter shuttle operators and tech companies accountable by adopting the proposed Commuter Shuttle Program Policy. The proposed Policy will still allow commuter shuttles to alleviate traffic from single-occupancy vehicles, but it will also increase safety in and around VTA property, minimize environmental impact from commuter shuttles, and ensure that commuter shuttles will not interfere with VTA operations. The permit process will allow for regular coordination between VTA and commuter shuttle operators, including sharing data and creating a system to plan for the future growth of this sector. As the congestion management agency for Santa Clara County, VTA has a responsibility to exercise regulatory and operational powers to ensure that these tech shuttles use public resources responsibly.

Thank you for considering the Law Foundation's comments. I can be reached at mariel.block@lawfoundation.org and (408) 280-2458.

Sincerely,

A handwritten signature in cursive script that reads "Mariel Block".

Mariel Block
Senior Attorney
Law Foundation of Silicon Valley

⁵ *Id.* at 8.

TEAMSTERS JOINT COUNCIL No. 7

Affiliated with the International Brotherhood of Teamsters



Organized November 18, 1907
United with JC# 38 January 1, 2010

Executive Board

Rome Aloise
President

Carlos Borba
Vice President

Dave Hawley
Secretary-Treasurer

Mark Gleason
Recording Secretary

Maria Ashley Alvarado
Trustee

Peter Finn
Trustee

Peter Nunez
Trustee

December 6, 2017

Ms. Jeannie Bruins, Chairperson
Board of Directors
Santa Clara County Valley Transportation Authority
3331 North First Street
San Jose, CA 95134

Dear Chairperson Bruins:

On behalf of 100,000 Teamsters in Northern California and Nevada, including nearly 10,000 in Santa Clara County, I am writing to urge your support for the proposal to establish a commuter shuttle program.

The Teamsters are proud partners with the Valley Transportation Authority (VTA). As you know, Teamsters Local 287 represents VTA's contracted paratransit drivers. Teamsters Local 853 members make your buses at Gillig in Livermore.

In the last few years, our union has organized over 1,000 contract commuter shuttle bus drivers serving most of Silicon Valley's tech firms. Our members work for Bauer's Intelligent Transportation, Compass Transportation, Hallcon Corporation, and WeDriveU. They serve Cisco, Facebook, Apple, Yahoo, eBay, PayPal, Evernote, Genentech, Salesforce, LinkedIn, Twitter, Electronic Arts, Netflix, Intuit, and Tesla. Every day, they perform a vital service, reducing single occupancy vehicle trips in the Bay Area.

However, this service comes with some problems. In our opinion, insufficient investment in public transportation has led to an explosive growth in private transportation in the Bay Area to fill perceived gaps. According to a 2016 report by the Metropolitan Transportation Commission and the Bay Area Council, the present commuter shuttle system represents the 7th largest transportation system in the Bay Area. While the private sector should be lauded for their efforts, it is important to remember that these buses (a) do not serve the public, and (b) they are not integrated into local or regional transportation planning systems. The proposed commuter shuttle program aims to address that.

In San Francisco, the Teamsters worked closely with the San Francisco Municipal Transportation Agency (SFMTA) to establish their commuter shuttle program. The high tech companies, represented by the Bay Area Council, were

Ms. Jeannie Bruins, Chairperson

Page 2

December 6, 2017

strongly supportive and cooperative partners in that effort. That program, started as a pilot in 2014 and adopted as a permanent program in February this year, has been successful in ensuring efficient and cooperative use of San Francisco's bus stops by both public and private buses.

Here in Santa Clara County, the Amalgamated Transportation Union Local 192 (ATU) has repeatedly raised concerns about the use of VTA bus stops by commuter shuttle buses. The staff report aptly describes problems that arise from the lack of guidelines, including buses piggybacking each other at VTA bus stops and blocking access to curb space. Our members who drive these buses strongly support clear policies dictating the use of VTA stops. In the words of one of our drivers serving Cisco, "We can't play the game if we don't know the rules."

By voting for the commuter shuttle policy, you will authorize staff to develop those policies to bring some order to what is essentially a "Wild West" situation right now. While Santa Clara County may not currently have the problems that San Francisco was experiencing prior to implementing their program, establishing a VTA commuter shuttle policy is sound planning to pre-empt future problems here.

Additionally, I want to address a provision of the SFMTA policy that has caused some confusion here, namely the so-called "labor harmony" provision. The term "labor harmony" is a little misconstruing as some people interpret it to mean the permitted private shuttle bus companies have to be union companies, have to pay certain wages/benefits, or have to stay neutral if their workers choose to organize a union. Some think it means that the VTA has to get involved as an arbitrator in the private labor relations of shuttle companies. None of that is true. The majority of the permitted companies in the SFMTA's commuter shuttle program are in fact non-union companies.

Labor harmony, as written into the SFMTA Policy, simply requires the "submission of a Service Disruption Prevention Plan that describes the shuttle operators' efforts to ensure efficient and consistent service in the event of potential disruptions, including labor disputes." This is of obvious interest to VTA's ridership and bus operators, especially as we enter into contract negotiations with three of our four commuter shuttle employers. Simply put, our problems should not become yours.

VTA staff have reviewed the service disruption plans submitted to the SFMTA for your reference. Staff also indicated to the Congestion Management and Planning Committee that the VTA's proposed program would also account for a similar provision to deal with service disruptions.

Ms. Jeannie Bruins, Chairperson

Page 3

December 6, 2017

Finally, we take objection to the use of the term "special interests" by the Silicon Valley Leadership Group at several of the committee meetings where this program was discussed. Our members drive many of these buses and will be subject to the policy. We, along with VTA's own bus operators and passengers and many others, are important stakeholders in this effort.

I thank you for your consideration and strongly urge your support.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Rome A. Aloise". The signature is stylized with a large initial "R" and a long horizontal stroke at the end.

Rome A. Aloise
President

RAA/jos.ibt856

2017 Year in Review

A New Look for a New Year



Solutions that move you

Fiscal Matters

Santa Clara Valley Transportation Authority

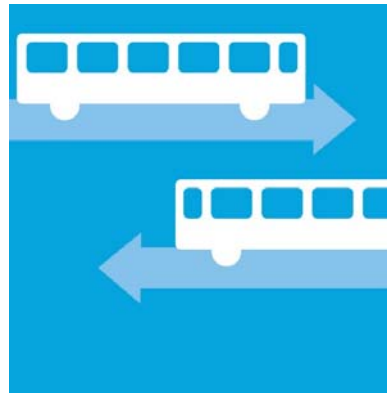
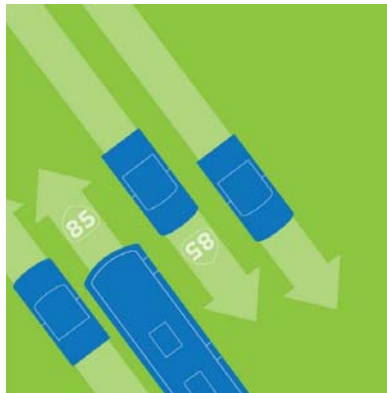
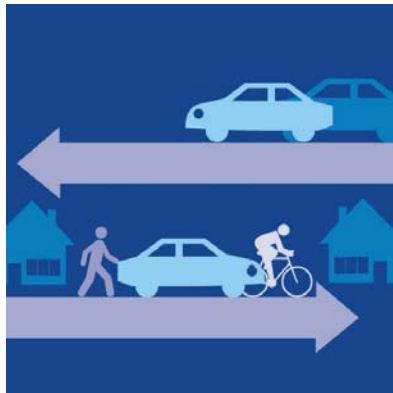
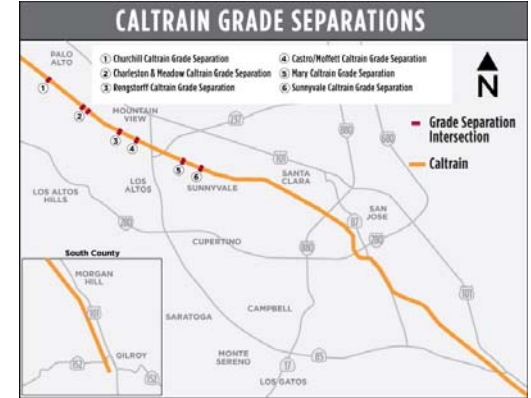
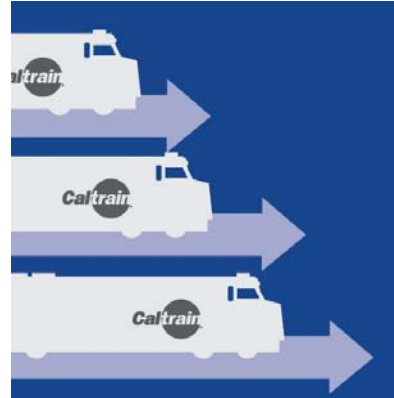
Adopted Biennial Budget

Fiscal Years 2018 and 2019



Solutions that move you

Measure B



Improving Ridership

Beginning January 1, 2018

New Fares.



- Reduced youth fares
- New adult, senior, and disabled fares

Free Transfers with Clipper.



- Clipper paid fares will be valid for 2 hours and include free transfers across VTA buses and light rail except express buses

Improved Service.



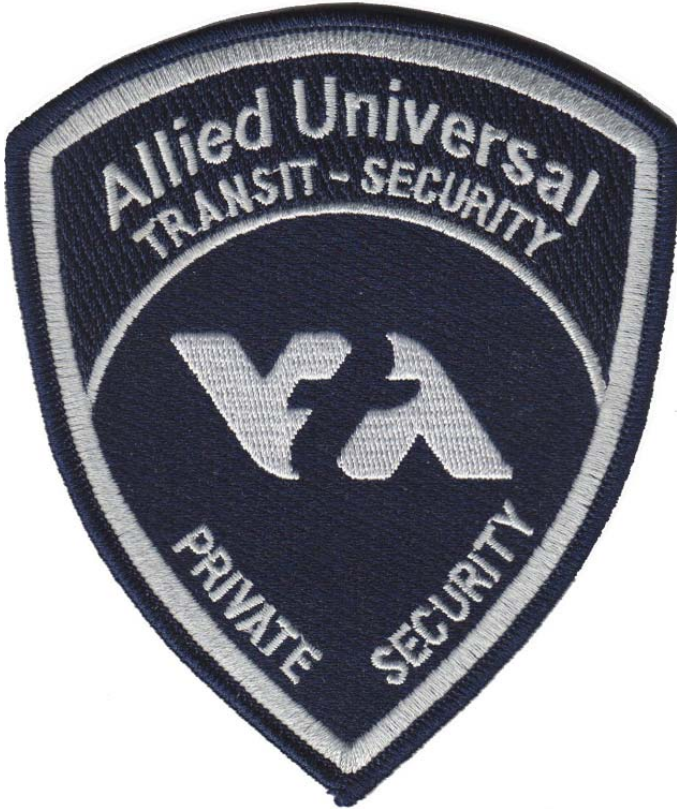
- Improvements on select VTA buses and light rail routes
- Extended service and more frequent times



Solutions that move you

Safety and Security

Security Upgrades





**SAFETY
FIRST**



Mutual Aid



Solutions that move you

Investing in Our Employees



JWI Apprenticeship Graduates

Leadership Academy



Health and Wellness



Projects & Programs

Business Diversity

Procurement & Supplier Diversity Outreach

November 9, 2017

Venue: Auditorium, Santa Clara Valley Transportation Authority

Measure RR • Measure A • Measure X

<p>Participating Partners:</p> <ul style="list-style-type: none"> • Alameda CTC • BART • Builders Exchange of Santa Clara • CALTRANS • California High Speed Rail • California Water Services • California Public Utilities Commission • City of Mountain View • City of San Jose • Department of General Services • East Side Union High School District • Golden Gate Bridge, Highway and Transportation District • Metropolitan Transportation Commission • SALTBRAND/Primoris JPB • San Jose Evergreen Community College District • Small Business Administration • The Blue Book 	<p>Participating Primes:</p> <ul style="list-style-type: none"> • AECOM • Bohman • Grantbrock • Hill International • HNTB • Kimley-Horn • Matt MacDonald • Parsons • PGM Wong Engineering • Shennock Construction • Skanska • STV Inc. • WWH Corporation
<p>County of Santa Clara Agencies</p> <ul style="list-style-type: none"> • Office of Supportive Housing • Procurement Department • Others 	



Solutions that move you

New Home for VTA Paratransit Services



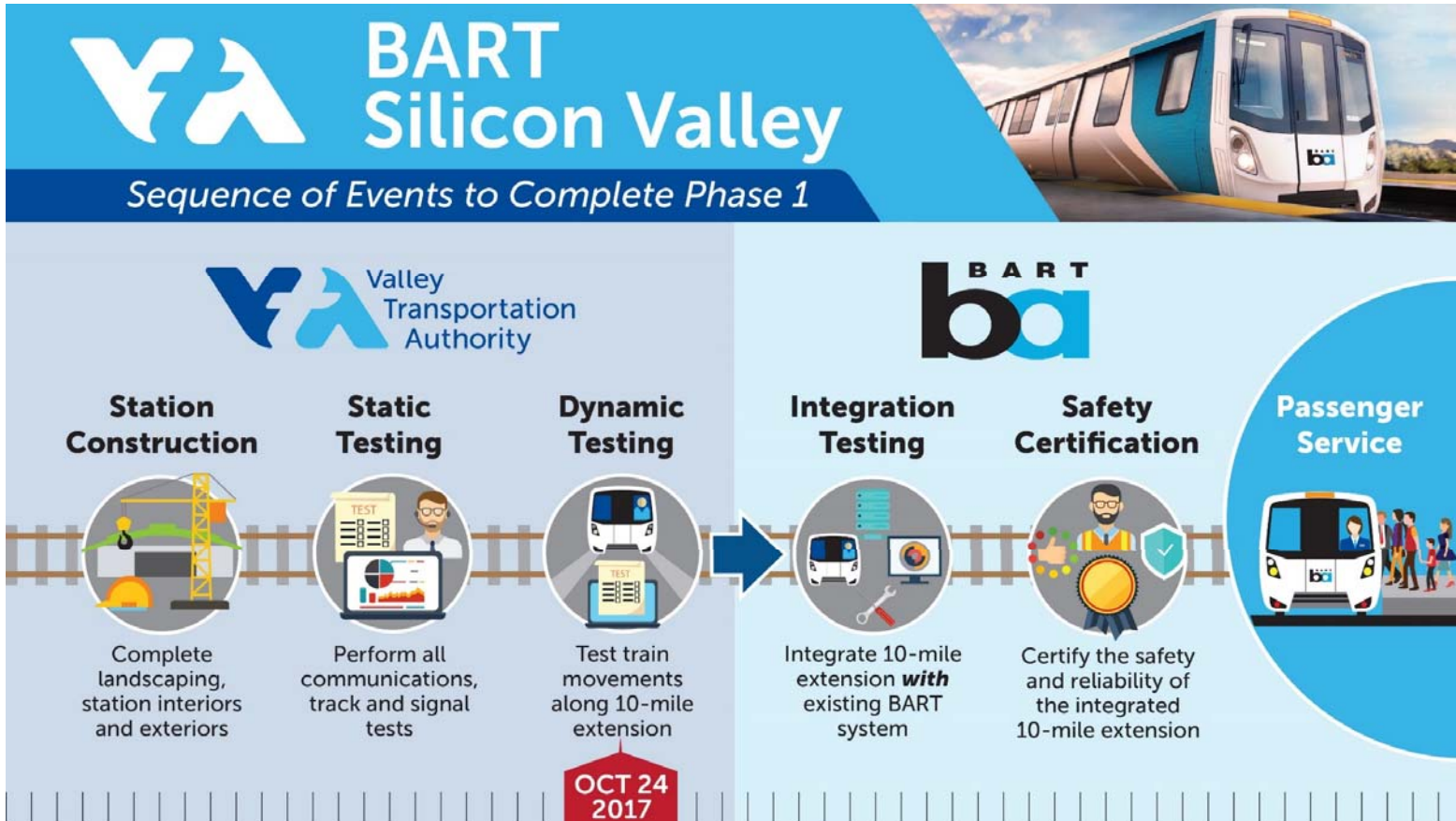
Solutions that move you

Santa Clara Pedestrian Undercrossing



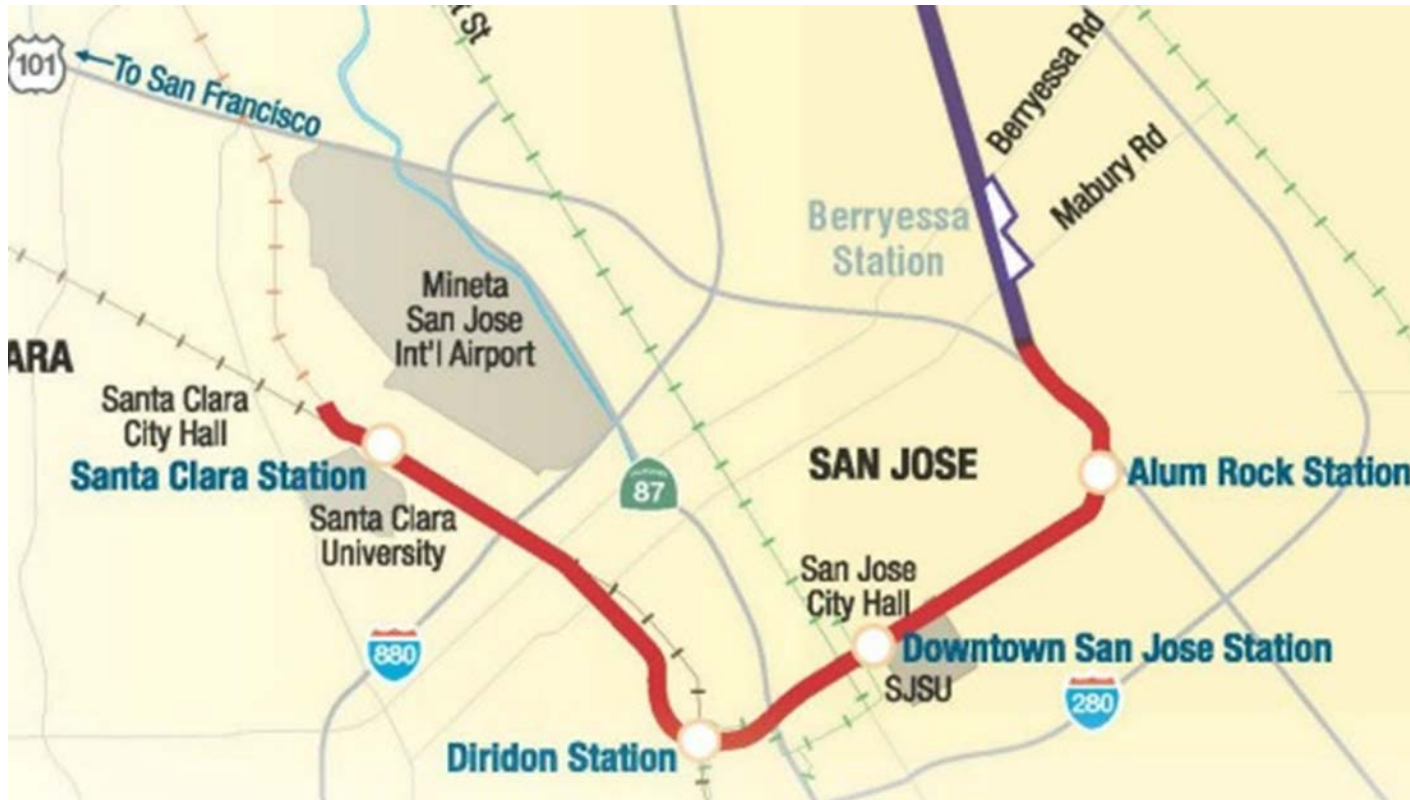
Solutions that move you

BART Silicon Valley Phase I



Solutions that move you

BART Silicon Valley Phase II



Marketing & Awards

Marketing VTA



Solutions that move you

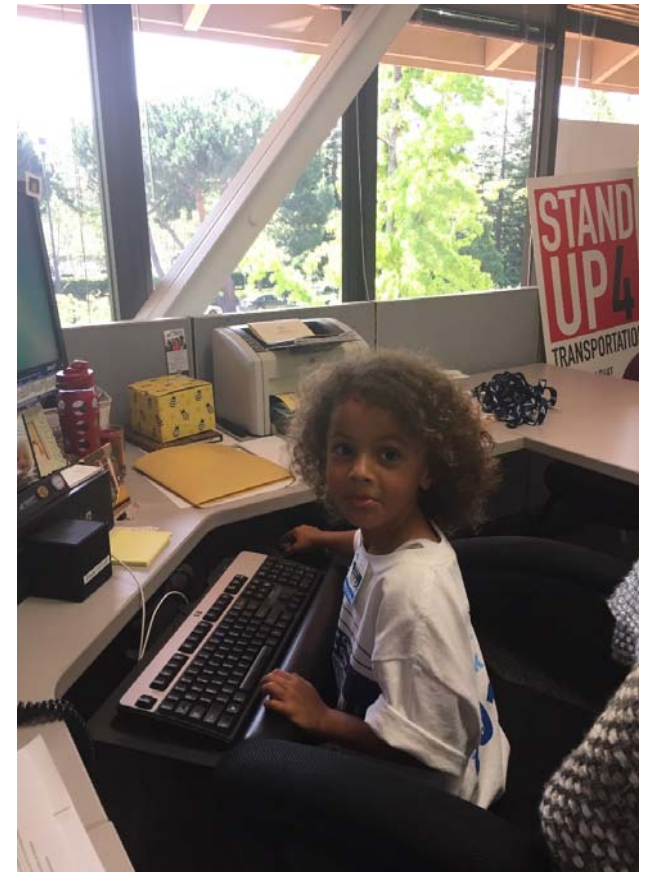
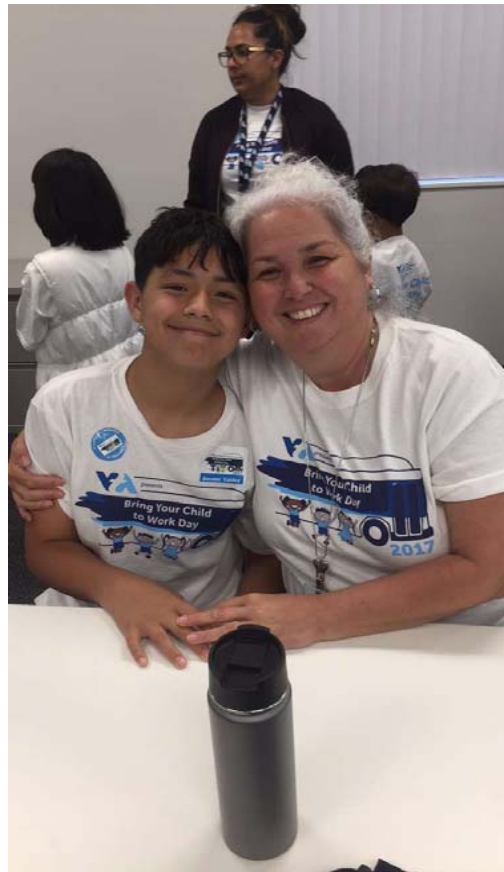
Awards



Solutions that move you

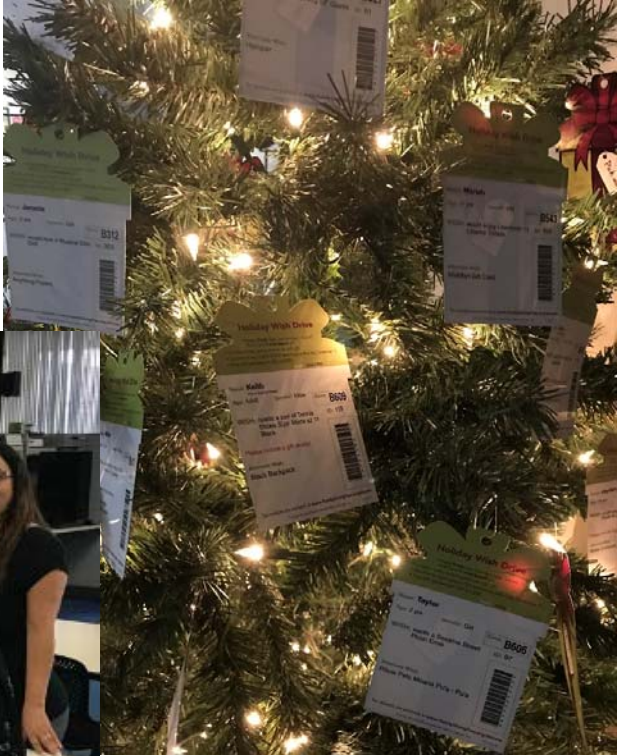
Employees: Our Greatest Asset

VTA Take Your Child to Work Day



Solutions that move you

Employee Generosity



Solutions that move you

On to 2018!

Agenda Item #8.1

Regional Means-Based Fares & Clipper Update

VTA Board of Directors

December 7, 2017

Background

- 2007 - Santa Clara County Office of Affordable Housing asked VTA to consider a discounted pass for homeless to access jobs and medical care
- 2008 - VTA Board established the Universal Pass for Life improvement and transportation (UPLIFT) for homeless receiving County support services
- 2011 - People Acting in Community Together (PACT) requested that VTA consider a discounted fare for SCC low income riders
- 2013 - VTA Board established the Transit Assistance Program (TAP) for low income riders. Program to be administered by SCC
- Both programs have been highly successful in meeting their objectives
- Financial impact is approximately \$2M/year (6% of FY18 fare revenues) and is included in the approved FY18 and FY 19 Transit Operating Budget



Regional Means Based Transit Fare

- **What is a Regional Means Based Transit Fare as proposed by MTC?**
 - MTC initiated a study on transit affordability for low income riders in the region
 - Study Purpose: Develop scenarios and determine feasibility of reduced fares for low-income riders
 - Program Objectives
 1. Make transit more affordable for Bay Area low-income residents
 2. Move towards a more consistent regional standard for fare discount policies
 3. Define a transit affordability solution that is financially viable and administratively feasible, and does not adversely affect the transit system's service levels and performance
 - MTC has developed a program proposal



Transit Operator vs MTC Preferences

Transit Operators

- Must be on Clipper
- Each operator has the option to participate or not in the program (Opt-In)
- Flexibility for each operator to set appropriate discount rate
- Assumes a range of 20 to 100 percent of eligible transit riders will participate
- Single ride fare only using eCash (no passes or products)
- Program will not result in a reduction of service

MTC

- Must be on Clipper
- All 22 operators must participate
- All operators must offer the same 50% discount rate
- Assumes 20 percent eligible transit riders will participate



Revenue & Ridership Impacts

Operator	Annual Trips (Millions)	% of Adult Ridership Low-Income	Annual Fare Revenue (\$M)	Average Net Fare	Farebox Recovery Rate	Estimated Annual Impact (\$M)			
						@ 100% Participation	@ 50% Participation	@ 20% Participation	
AC Transit	52.4	74%	\$55.8	\$1.06	18%	\$12.6	\$6.3	\$2.5	
BART	124.2	25%	\$484.8	\$3.90	77%	\$52.8	\$26.4	\$10.6	
Caltrain	18.7	9%	\$98.4	\$5.27	68%	\$4.4	\$2.2	\$0.9	
County Connection	3.6	38%	\$4.6	\$1.28	17%	\$0.5	\$0.2	\$0.1	
East Contra Costa County (Tri Delta)	2.3	59%	\$2.4	\$1.01	16%	\$0.4	\$0.2	\$0.1	
Golden Gate Bus	3.1	31%	\$15.1	\$4.81	19%	\$2.1	\$1.0	\$0.4	
Golden Gate Ferry	2.5	14%	\$20.3	\$8.05	53%	\$1.2	\$0.6	\$0.2	
Muni	186.1	59%	\$173.5	\$0.93	21%	\$43.0	\$21.5	\$8.6	
SamTrans	11.8	47%	\$16.2	\$1.37	13%	\$3.1	\$1.6	\$0.6	
SF Bay Ferry	2.6	2%	\$18.6	\$7.15	60%	\$0.15	\$0.08	\$0.03	
VTA	42.9	70%	\$37.7	\$0.88	9.5%	\$14.3	\$7.2	\$2.9	
Total							\$134.5	\$67.2	\$26.9

* Based on current operator specific data: does not include any assumptions for elasticity, ridership changes, etc.: includes estimates for operators currently providing discounts.



Solutions that move you

Funding/Sustainability

- **MTC investigating funding opportunities to offset operator losses due to program**
 - MTC has identified up to \$8 million in regional discretionary funds
 - Regional administrative costs of up to \$2 million per year could be covered under this funding, with any remaining funds to be distributed on a revenue based formula
 - Operators would need to identify funds to sustain the program



Issues for Consideration

- Lack of sustainable funding to support this program
- Does not take into consideration VTA's highly successful existing Means Based Fare programs such as Transit Assistance Program (TAP) and UPLIFT (for homeless individuals)
- VTA's farebox recovery ratio (9.5%) which is the lowest in the region, indicates that the service is already highly subsidized
- Impact on VTA's revenues could be in the range of \$10-15 million
- VTA would need to fund the program from reserves and reductions in service





Clipper Update
VTA Board Of Directors
December 7, 2017

Design
Partner



Modernize
Payments



API
Connection

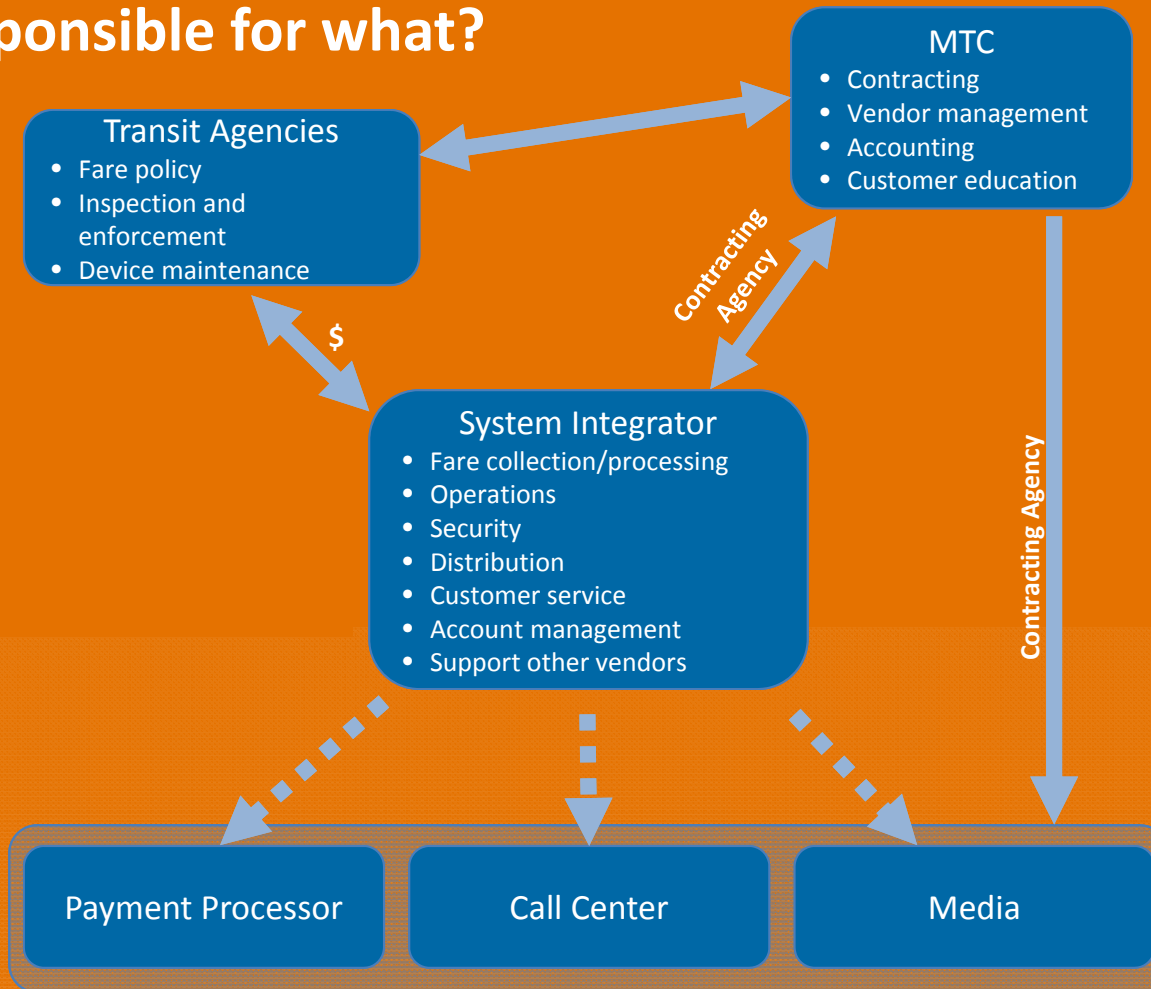


Mobile
Payments

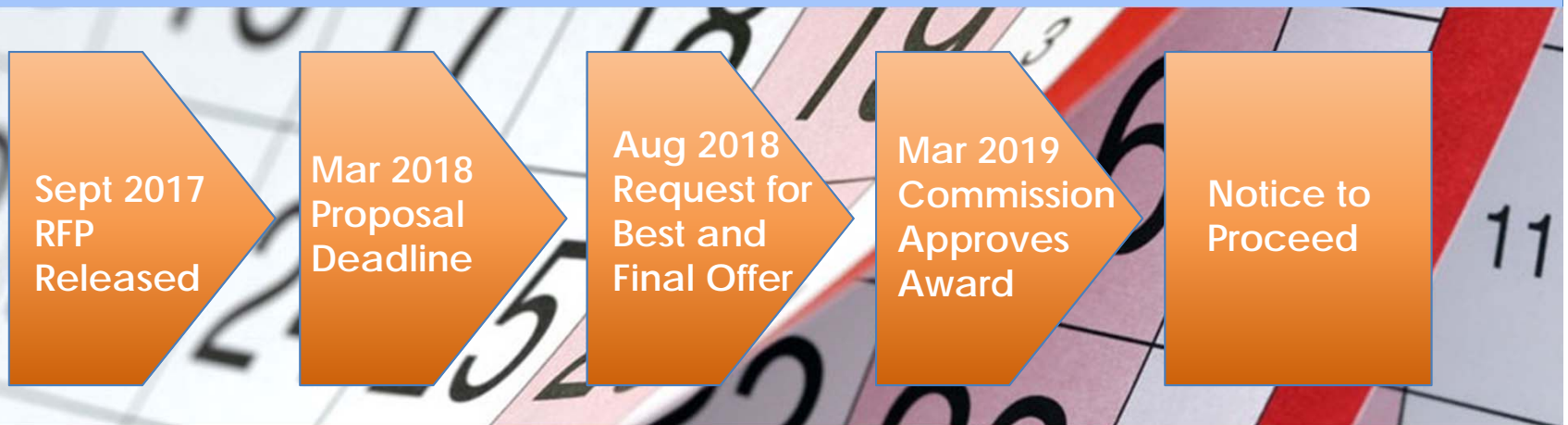


CLIPPER.

Who's responsible for what?



Procurement Timeline





CLIPPER.



P. O. Box 390069, Mountain View, CA 94039-0069 • phone (408)888-2208

December 7, 2017

Santa Clara Valley Transportation Authority
Board Of Directors
3331 North First Street
San Jose, CA 95131

To: VTA Board Of Directors' Members and Staff

Re: Transit Service on Friday, December 1, 2017

On Friday, December 1, the Pacific 12 Conference held its championship football game at Levi's Stadium in Santa Clara at 5pm. It was noted that VTA ran its normal weekday peak period light rail trains between Mountain View, Levi's Stadium, and Winchester, in addition to regular weekday service on the 57 and 60 bus lines. This is due to VTA's "Special Events Policy" eliminating enhanced transit service to and from events at Levi's Stadium, Avaya Stadium, and SAP Center.

While some of the public has been informed about the "Discontinued Sharks Train" on VTA's website since September, many people knew nothing about the same discontinued service at Levi's Stadium and SAP Center. Worse, some people have only heard about VTA's "Special Events Policy" through our group on social media. As a result, there were reports online that fans missed the 5pm kickoff time due to having them ride with regular VTA light rail commuters on overcrowded trains. One report from someone who called VTA Customer Service requesting status of extra light rail service revealed even the operators did not know about VTA's "Special Events Policy" for last Friday's football game.

Further worsening issues, two separate incidents on VTA light rail at Civic Center and on Almaden line delayed the light rail system. In particular, shuttle buses ran instead of light rail – particularly on the Almaden line. We received one report online that regular VTA buses were redirected to help with the light rail "bus bridge" at Almaden that evening, stranding regular bus riders for up to an hour. This is not good. All of this proves that

- VTA is unprepared to handle large crowds of transit riders at major events
- VTA is unprepared in terms of communicating to the public and its own staff about policy changes affecting transit service
- VTA is unprepared to protect its core bus service when breakdowns on light rail forcing substitute bus service occur

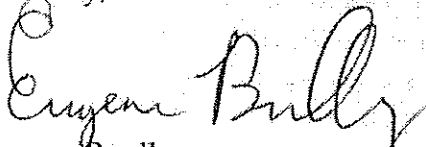
To get better prepared, in the short term, VTA must do better in informing everyone about its "Special Events Policy." That most of the public does NOT know about the policy is an outrage. Especially for those who spend up to hundreds of dollars on tickets to events at Levi's Stadium, Avaya Stadium, and SAP Center, it discourages potential new riders when they learn there is no extra service to and from these events. Notifications would allow potential riders to better adapt to current, scheduled transit service, allowing them extra time to arrive at the event. Lack of consistent notification proves VTA is not the "transparent" agency it claims to be.

VTA must also do better in informing its Customer Service staff and public about significant changes which affect a transit riders' experience. One such opportunity to inform the public exists right now, with your staff informing the public on the fare and service changes happening on New Year's Day. It is the job of VTA – not third parties – to inform the public on changes in policy which affect transit service.

Long term, VTA needs to increase its bus and light rail service to keep up with population growth. As our group has presented in prior VTA Board Of Directors' meetings, VTA simply does not have enough bus service (and personnel) to handle Santa Clara County's 25% population growth since 1990. In fact, research revealed VTA currently operates the same level of service today as it did in 1997. This must change now. Our group is more than willing to work with VTA to help find ways to increase transit service to catch up to Santa Clara County's ongoing population growth.

Your written response to our comments and suggestions is appreciated.

Sincerely,



Eugene Bradley
Founder, Silicon Valley Transit Users

/eeb

Enclosures

VTA pre-game December 1



SwimPatricia
@SwimPatricia

@VTA Friday Night Commute no less is when the event is happening. So instead of Expressing or skipping stops the LightRail stops at EVERY STOP so ppl whom paid \$50 for the game \$2 for the VTA \$3 for Caltrain are missing the 5pm Kickoff

SwimPatricia @SwimPatricia
@VTA first off @Caltrain instructed everyone to get off at Mtn View to take #Lightrail to Levi's Stadium so a majority of people did as they usually do. Now you (VTA) have been doing this for at least 2 years Event Trains its Friday Nite
Tweet attached

7:30am · 2 Dec 2017 · Twitter Web Client



VTA post-football game "service" December 1



VTA buses redirected to help with light rail “bus bridge”



GOVERNMENT AFFAIRS REPORT

December 7, 2017

STATE

FY 2017-18 Cap-and-Trade Auction Results: In July, the Legislature passed a package of bills intended to stabilize the market-based allowance trading system known as “cap-and-trade”, administered by the California Air Resources Board (CARB). Since AB 32 (Nunez and Pavley), the “Global Warming Solutions Act” was signed into law in 2006, CARB has been required to approve a statewide greenhouse gas emissions limit equivalent to the 1990 level to be achieved by 2020, and to adopt regulatory measures to reduce these emissions from stationary sources and the transportation sector. Cap-and-trade became a key component of California’s climate change strategy with CARB’s subsequent adoption of a scoping plan in 2008. However, the cap-and-trade system has been plagued by legal and political uncertainty in recent years, which discouraged regulated entities from purchasing emissions credits and negatively impacted the revenues generated from CARB’s quarterly auctions for the Greenhouse Gas Reduction Fund.

This uncertainty stemmed from two issues. First, a lawsuit filed by a coalition of business groups led by the California Chamber of Commerce sought to invalidate cap-and-trade by arguing that cap-and-trade is an illegal tax because AB 32 was not approved by a two-thirds vote of the Legislature. Secondly, the Legislative Counsel’s Office issued an opinion that action by the Legislature was needed to avoid the sunset of the cap-and-trade system on December 31, 2020, because cap-and-trade was tied to achieving a 2020 emissions limit. This second issue was partially addressed with the passage of SB 32 (Pavley) in 2016, which established a greenhouse gas emissions limit equivalent to 40 percent below the 1990 level to be achieved by 2030. In addition, the bill extended the core provisions of AB 32, except for those that authorized CARB to set up and implement the state’s cap-and-trade system.

The Legislature specifically authorized CARB to utilize the market-based allowance trading system with the passage of AB 398 (E. Garcia), AB 617 (C. Garcia) and ACA 1, this past summer. Of these three bills, AB 398 extends the authorization of CARB to adopt and implement the cap-and-trade system to December 31, 2030. A companion bill, AB 617 required CARB to establish a uniform, statewide system for monitoring and reporting emissions of pollutants, beyond GHG emissions, and establish a range of regulatory tools to ensure their reduction. AB 617 was critical to gaining the political support needed to approve the extension of the cap-and-trade system. ACA 1 has qualified for the June 2018 statewide ballot and if approved by the voters, would amend the state constitution to require the first appropriation of cap-and-trade auction proceeds after January 1, 2024, to be subject to a two-thirds vote of the Legislature. The passage of AB 398 by a two-thirds vote not only allows the system to legally operate beyond 2020, but also makes the issue of whether cap-and-trade is a tax or fee, which is the crux of the lawsuit, moot.

Recent cap-and-trade auction results seem to indicate that this legislative fix has succeeded. CARB has announced that every emissions allowance offered by the state was sold during the quarterly auction held in November 2017 and emissions allowances prices reached their highest

level in the program's history. The California Transit Association has estimated that the November 2017 auction generated approximately \$862.4 million in auction proceeds, and the August 2017 auction generated approximately \$642.8 million. A portion of these revenues are continuously appropriated to each of two key sources of capital funding for VTA, the Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP). Estimates for each of these state-wide funding programs based on these first two auctions of the current 2017-18 fiscal year indicate that the competitive grant TIRCP program will receive \$150.5 million, and the formula-based LCTOP program at least \$75.26 million, in cap-and-trade revenues.

It should also be noted that SB 1 (Beall), signed into law in October 2017, further supplements the TIRCP program with \$245 million in ongoing revenues from the new transportation improvement fee and a one-time infusion of \$236 million from prior-year loans to the state's General Fund.

REGIONAL

STA Funding Distribution: On November 15, MTC approved revisions to the FY 2017-18 Fund Estimate to reflect State Transit Assistance (STA) program receipts for FY 2016-17 and anticipated funding increases due to the passage of AB 1113 and SB 1. These two bills clarified eligible operators and other STA program details, and supplemented the program with additional revenues, respectively. MTC anticipates that the Bay Area will receive an additional \$57 million in STA funding due to the diesel tax increase of 3.5% and from a portion of a new transportation improvement fee pursuant to SB 1.

STA funding is distributed to the Bay Area and split into a revenue-based and a population-based share. In the Bay Area, the revenue-based funding is the portion distributed to the counties based on the amount of "qualifying" revenues generated by the operators within the transportation planning agencies' jurisdiction in proportion to other operators in the state. "Qualifying revenue" refers to fare revenues, including fares generated for community transit services under contract with the STA-eligible operator, and any other funds used by the operator in the delivery of transit service, except federal and state funds. Each STA-eligible transit operator's share of the revenue-based funding shall be determined State Controller's Office based on each operator's annual financial report. VTA is expected to receive \$19,328,819 in revenue-based funding.

By contrast, population-based STA funding is distributed to MTC based on the population within its jurisdiction relative to the population of the state of California. The Commission approved a proposal from staff to place a \$17 million increase in population-based funds into a reserve as MTC explores an update to the policy that guides their distribution of these funds. MTC has been evaluating the possible use of these funds to create a "Means-based" discount fare program, providing these funds to operators to provide low-cost or free fares to riders based on income level. However, transit operators throughout the region have shared concerns with the proposal, which may duplicate local reduced fare programs or increase their operating costs.



Date: November 18, 2017
 Current Meeting: December 7, 2017
 Board Meeting: December 7, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director - Engr & Transp Program Dev., Carolyn M. Gonot

SUBJECT: Silicon Valley Rapid Transit (SVRT) Program Update

FOR INFORMATION ONLY

Silicon Valley Berryessa Extension Project

Currently, the Berryessa Extension Project is 98.3% complete with no changes in unallocated contingency of \$150 million.

Dynamic train control testing continues to progress. This phase of testing includes functional testing of train movements along the entire 10-mile extension from the project's control center, and is visible to the public throughout the project corridor.

The performance of communications, track and signal tests (static train control testing) to convert BART's Warm Springs/South Fremont Station from an end-of-line station to a pass-through station is forecast to be complete in early December with train control dynamic testing for the conversion to follow. Once the Warm Springs/South Fremont Station is converted to a pass-through station, testing to integrate the Berryessa Extension with the existing BART system will begin.

Phase II Extension Activities

Phase II Tunnel Technology Methodology Peer Agency Review: To better inform the Board's decision concerning the tunneling methodology for the Phase II Extension, VTA and BART agreed to form a peer review panel of transit operators with experience operating deep tunnel stations. The Operations Peer Review Panel convened November 13-15, and consisted of members of peer agencies with extensive experience in heavy rail operations, safety, and maintenance.

VTA and BART staff presented relevant aspects of the twin-bore and single-bore options to the panel based on prior engineering work and more recent technical studies. The panel was asked to

evaluate the single-bore configuration and related technical information from the perspective of the transit operator.

The operations perspective of the panel is an important element of VTA's decision-making process for the tunneling methodologies for the Phase II Extension, and will inform VTA's staff recommendation on the proposed project description. The panel's findings will be shared with the Board upon availability.

Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR): Coordination with the Federal Transit Administration (FTA) to complete review of the final environmental document continued throughout the month. The document is scheduled to be released in late 2017 and certified by VTA's Board of Directors in early 2018.

The certified document will include a project description with approved station locations and tunneling methodology options. A certified document will lead to a Record of Decision signed by the FTA. A Record of Decision is the final activity necessary to complete the Project Development phase of the FTA Capital Investment Grant Program's New Starts funding process.

Completing Project Development paves the way for VTA to request entry into the next phase of the program, New Starts Engineering, and eventually be considered for a funding recommendation (Full Funding Grant Agreement) with the FTA.

Prepared By: Kevin Kurimoto, Sr. Management Analyst
Memo No. 5912

Date: December 6, 2017
Current Meeting: December 7, 2017
Board Meeting: December 7, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Engineering & Program Delivery Officer, Carolyn M. Gonot

SUBJECT: VTA's BART Silicon Valley Phase II Extension Status: Environmental Clearance and Tunneling Methodology Review

FOR INFORMATION ONLY

Phase II of VTA's BART Silicon Valley extension would extend BART from the San Jose Berryessa station into downtown San Jose and then into the City of Santa Clara. In 2014, planning efforts were renewed for Phase II and VTA staff identified as a viable option in delivering the next six miles of track a single-bore tunneling methodology, a configuration made practical by recent advancements in the use of large bore tunnel boring machinery. This memorandum summarizes further steps VTA will undergo to fully explore the single-bore design following input by a panel of its peers and the modification in the environmental clearance schedule to provide for the additional review of the tunneling options.

BACKGROUND:

Twin-bore tunnels, with a single track running in each tunnel and in opposite directions, are used in many subway systems, including the existing BART system. In a single-bore configuration, a single tunnel would house two tracks, each running within separate compartments and in opposite directions.

VTA staff spent the past two years engaging BART staff in exploring and undergoing a complete study of the viability of operating the BART system through a single-bore tunnel configuration for a section of Phase II of the BART Silicon Valley extension into downtown San Jose. VTA also engaged a number of third party consultants to conduct a comprehensive analysis of the single-bore tunneling configuration. During that analysis, evaluation criteria were established, with BART, to provide a qualitative and quantitative assessment of the single-bore option, and conduct further review of the twin-bore configuration. The draft environmental documents released for public review included an analysis of impacts related to both single-bore and twin-bore construction methodologies. Under consideration and study were the following: the feasibility to build and operate a single-bore tunnel design; specific fire/life/safety elements of each

configuration with respect to most recent codes and standards; and, the costs, schedule and risks associated with each tunnel configuration.

The various studies conducted by VTA indicate that the single-bore configuration can provide substantial advantages over the twin bore configuration in key areas, including safety, operational flexibility, passenger experience, and construction impacts. Attachment A includes information about the single-bore configuration that describes key benefits and advantages that VTA has identified for the single bore configuration, making it a viable option for the Phase II Extension.

Once the studies were complete, VTA and BART agreed to engage a panel of peers from public transit agencies currently operating heavy rail subway systems with deep stations to review the single-bore concept with a focus on operations and safety. The peer review panel met the week of November 13, 2017, and included current and retired managers from Los Angeles Metropolitan Transportation Authority (LAMTA), Washington Metropolitan Area Transit Authority (WMATA), Metropolitan Atlanta Rapid Transit Authority (MARTA), New York City Transit (NYCT), New York Metropolitan Transportation Authority (NYMTA), and San Francisco Municipal Transportation Agency (SFMTA). The key question asked was what are the risks and/or challenges associated with the single-bore option; and, can it be operated and maintained safely as an extension of the BART system?

After three days of meetings where VTA and BART staff presented relevant aspects of the single-bore and twin-bore options, the panel opined that with some adjustments to address BART's operational safety concerns: *the single-bore tunnel can be operated safely as an extension of the BART system.*

However, due to timing constraints related to the current federal funding schedule combined with BART's strong preference for operating what it is familiar with, the panel advised that at this time, twin-bore would be a preferred option for Phase II of VTA's BART Silicon Valley Extension.

DISCUSSION:

As the County of Santa Clara's Transit Agency and Congestion Management Agency and as the owner and builder of the BART Silicon Valley Extension, VTA has a responsibility to fully explore options that will result in the safest and most efficient system being built with the least amount of impact on its customers, businesses and the community.

As noted above, the peer review panel concluded that while the single-bore design could be safely operated as part of the BART extension, the twin-bore design was preferred. However, after noting that the panel's conclusions were based on the time constraints imposed by the timeline for a federal project to make its way into the federal funding process and thereby be eligible for federal grant funds, VTA decided to extend the project development timeline. This would allow VTA to fully embrace the conclusions of the peer review panel and demonstrate more thoroughly how the single-bore configuration can satisfy BART's operational safety

concerns. It would also allow VTA to further explore construction impact mitigation strategies for the Downtown San José stations.

VTA estimates the process to refine the relevant aspects of the single-bore design will take approximately three months. As such, VTA will request from the Federal Transit Administration, the federal oversight and funding agency, an extension of the time within which to proceed through the federal funding process. This extension will assure exhaustive due diligence has been made before recommending a tunneling methodology. As with all activities related to VTA's BART Silicon Valley Extension, VTA will continue to engage BART engineers and operations representatives in this process.

Following a thorough examination of all the foregoing considerations, VTA staff will provide a recommendation regarding tunneling methodology to the VTA Board of Directors and complete the environmental and funding processes for this critical and highly anticipated infrastructure project for Santa Clara County.

The remainder of this memo outlines specific areas for further analysis or consideration highlighted in the peer review findings.

Configuration Consistency

Based on information provided by BART, the peer review panel identified several aspects of the single-bore configuration that could be improved through the design process to better satisfy BART's operational preferences. The most important observation was the desire for a consistent configuration throughout the tunnel length to simplify training for train operators and first responders when implementing emergency procedures in the tunnel.

Although the single-bore tunnel option meets, and in some instances exceeds, all objective and regulatory fire/life safety requirements, the peer review panel acknowledged BART's concern that the trackway variations (stacked, transitions, and side-by-side) throughout the tunnel would result in additional training needed for train operators and first-responders. To address this concern, VTA will undergo additional analysis and characterization of the egress paths for operators, responders, and passengers.

Trackways at two different elevations

In the single-bore approach, some locations within the tunnel, including the stations, include the two trackways being configured one over the other versus side-by-side. Standard protocol for a disabled train in a tunnel is to conduct a train-to-train transfer of passengers from the disabled train to another train in the adjacent tunnel. When tracks are located one above the other in the single-bore configuration, the train-to-train transfer will be up or down and involve stairs. Though different than the side-to-side transfer, this approach is not entirely unprecedented in transit subways. In fact, even in the existing BART system, stairs are involved in train-to-train transfers within the Transbay tube running under the San Francisco Bay, as well as in other tunnels.

Another aspect of having the two trackways configured one over the other is that when evacuating a train in the upper level, passengers may need to go down to reach the non-disabled

train in the trackway below. BART is concerned that going down to evacuate a system may be non-intuitive to its passengers and cause confusion. Although all egress paths and exits will be well designated, VTA will explore the use of ADA-compliant ramps and other egress configurations between upper and lower trackways which may improve the ease and intuitiveness of egress.

Station Evacuation

The panel also identified important aspects of the single-bore configuration that significantly outperformed the twin-bore configuration. In particular, because the entire passenger space inside each ticketing halls (two per station) in the single-bore configuration can be maintained as a point of safety during a train fire emergency, passengers would not need to make their way all the way up to the street level to be safe. This aspect makes the single-bore an option which provides more rapid clearing of the boarding platform, and more rapid arrival to a point of safety than the twin-bore configuration. The panel recommended that if the twin-bore configuration is to be used, these aspects of the single-bore configuration should be adopted in its design.

Depth of the Stations

Although BART raised the depth of the stations as a major concern in various evacuation scenarios, the panel expressed that the depth of the station was not of particular concern for safety or passenger experience. In addition, as stated earlier, the more immediate point of safety offered in the single-bore configuration provided a model that could outperform the twin-bore configuration. The peer reviewers also expressed no particular concerns about the tunnel or station ventilation configurations.

To support its recommendation on tunneling methodologies for its Phase II BART Silicon Valley extension, VTA will examine these and other relevant topics during this extended project development period. VTA and BART are committed to continued cooperative and productive work in these efforts.

Prepared By: Dennis O. Ratcliffe, Deputy Director
Memo No. 6372

ATTACHMENT A

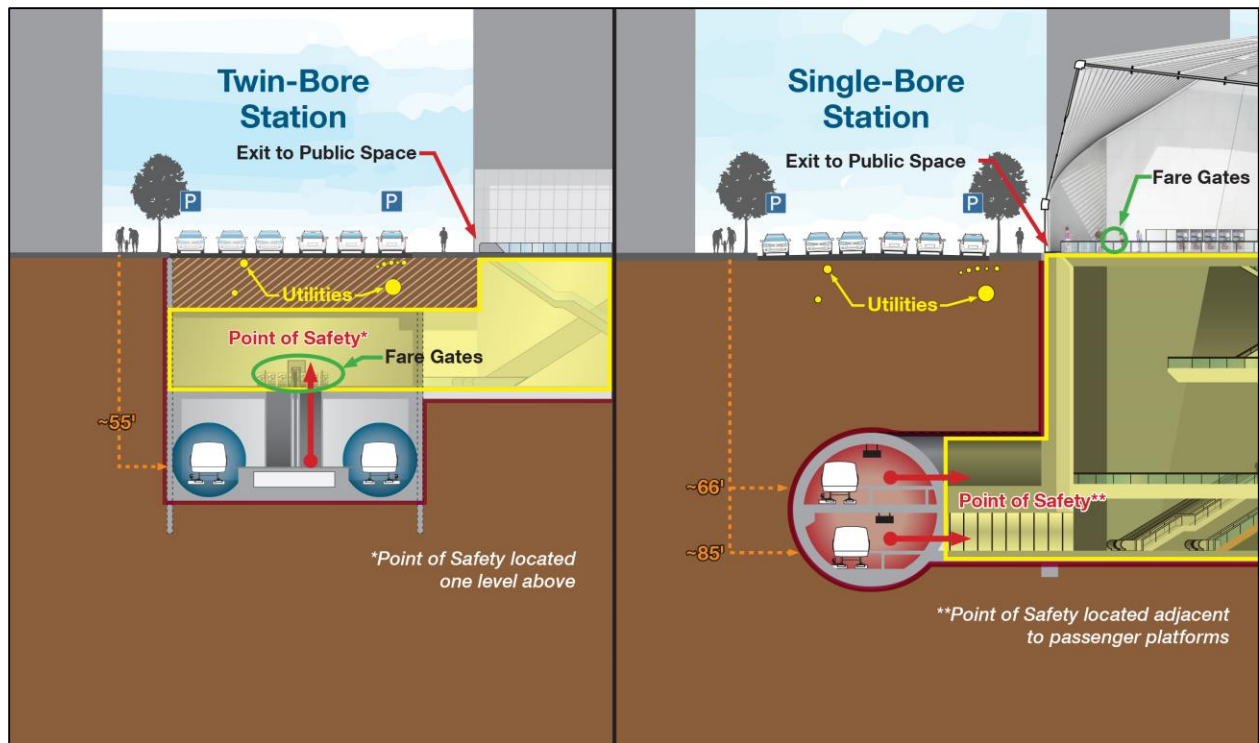
Single-Bore Tunnel Configuration for VTA's BART Silicon Valley Phase II Extension

Phase II of VTA's BART Silicon Valley Extension would extend BART from the future Berryessa/North San Jose Station through downtown San Jose to the City of Santa Clara. This configuration includes approximately five miles of tunnel, with much of the tunnel running beneath Santa Clara Street in downtown San Jose. Twin bore tunnels with a single track running in each tunnel are used in many subway systems including the existing BART system. VTA has done extensive design for the Phase II Extension under the twin bore configuration. As part of renewed planning efforts for the Phase II Extension, VTA staff identified a single bore tunneling methodology as a viable option in delivering the approximately five miles of tunnel. The single bore configuration has been made practical by recent advancements in the use of large diameter tunnel boring machinery. In a single bore configuration, a single, large diameter tunnel would contain two trackways, each running in separate compartments for opposite direction of travel. The figure below shows the twin-bore and single-bore station configurations.

Various studies conducted by VTA indicate that the single bore configuration can provide substantial advantages over the twin bore configuration in key areas, including safety, operational flexibility, passenger experience, and construction impacts. The information below describes key benefits and advantages that VTA has identified for the single bore configuration, making it a viable option for the Phase II Extension.

Safety

- For the single bore configuration, the Point of Safety (areas identified within the station where passengers are essentially safe from an emergency event) is located directly adjacent to the platforms allowing for lower emergency evacuation times. In comparison, for the twin-bore configuration, passengers have to travel up stairways to an upper concourse level to reach the Point of Safety.
- As illustrated in the figure below, the Point of Safety for the single bore configuration is located on the same level as the boarding platform, providing improved access for mobility impaired passengers.
- Station safety and security would be improved as fare gates would be located at the surface level, reducing fare evasion and unauthorized access to underground areas of the station.



- The location of escalator and stairwell landings would be located off of the platforms, allowing for larger unobstructed platform widths, enhancing passenger safety and unobstructed views of exit passageways.
- Under emergency situations within the tunnel (between station locations), more than twice as many locations would be provided to evacuate passengers to safe passageways for rescue from first responders or a rescue train.
- Wider stairwells could be provided allowing for increased passenger capacity and emergency response access during station evacuations.

Operational Flexibility and Maintenance

- A wider diameter single bore tunnel would provide the ability to construct storage tracks within the tunnel to store trains or equipment for special events and other operational and maintenance purposes.
- Crossover tracks provide operational flexibility to switch trains from one track to another. With a single bore tunnel configuration, crossover tracks could be constructed within the tunnel with limited impacts to surface activities, including the potential to construct a crossover between the Diridon and Santa Clara stations. This would provide operational benefits when events occur at SAP Center.
- Allows for track shifting and realignment that may be required as a result of geologic fault movements.

- Ground water intrusion from tunnel cross passages (mined connections between twin-bore tunnels) would be eliminated. The potential for ground water intrusion is a result of areas where cross passages tie-in to the tunnel.
- The single bore tunnel would be simple, stable, and waterproof, without complex structural interfaces.

Construction Impacts

- Single bore stations would not require cut and cover construction in the street right of way. The station would be constructed off-street, which would significantly reduce impacts to downtown:
 - Businesses
 - VTA light rail operations
 - VTA bus operations
 - pedestrians
 - bicyclists
 - automobile traffic
 - Utilities
- As would be required for a twin bore configuration, there would be no major utility relocations on three blocks of Santa Clara Street, which is a high risk activity with potentially severe risks to schedule. The concurrent construction of off-street stations and the tunnel would reduce schedule and risk cost.
- Construction-related traffic due to hauling of muck from the cut-and-cover station would occur for a period of time significantly shorter than twin-bore. Truck traffic estimated to be 50% less due to smaller excavation footprint.
- Based on information released by the USGS in 2010 about the Silver Creek Fault, the twin-bore tunnel configuration does not allow for periodic realigning of tracks after a seismic event involving the Silver Creek fault, including fault creep. With the twin bore configuration, potential changes to the tunnel configuration at this location could result in construction of a cut-and-cover box at this location. The single bore configuration accommodates a clearance envelope to allow for periodic re-aligning of tracks after a seismic event.
- Eliminates the need for, and risk associated with, the construction of twin bore cross passages. In many locations throughout the project alignment, the ground conditions where cross passages would be constructed are not suitable for mining and would require ground treatment (improvements to make the ground suitable for mining).
- Under the twin bore configuration, the Diridon Station would require construction of the station box that would be beneath the Caltrain tracks with Caltrain tracks supported.

Passenger Experience

- The elevator design allows for better access for mobility impaired passengers between paid areas at the surface and boarding platforms. This is made possible with the inclusion of a single elevator, rather than multiple elevators (in the case of the twin bore configuration), to travel between the surface and platform levels.
- The larger unobstructed boarding platform areas would assist in relieving platform crowding and queuing for the station's elevators and stairwells. Twin bore stations include vertical circulation elements such as elevators, escalators, and stairway landings on the platforms.

BART Silicon Valley Program Update

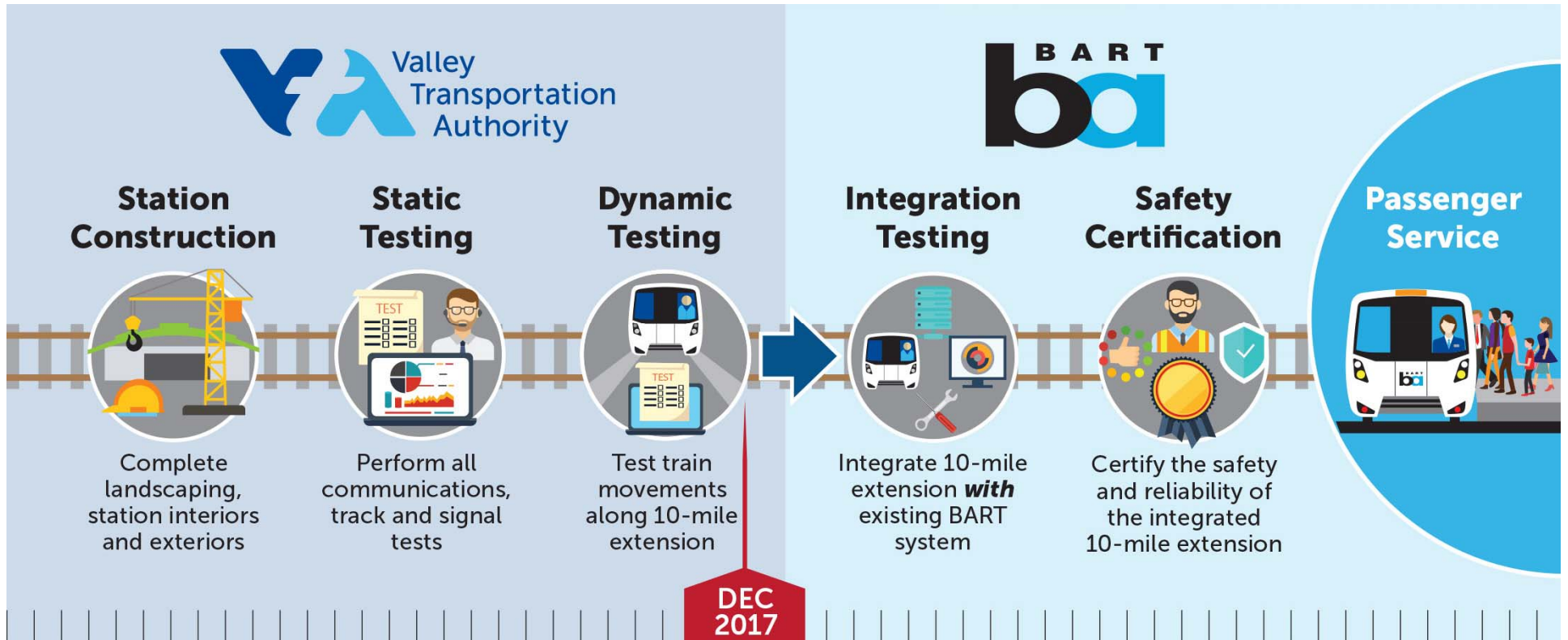
VTA Board of Directors Meeting

December 7, 2017

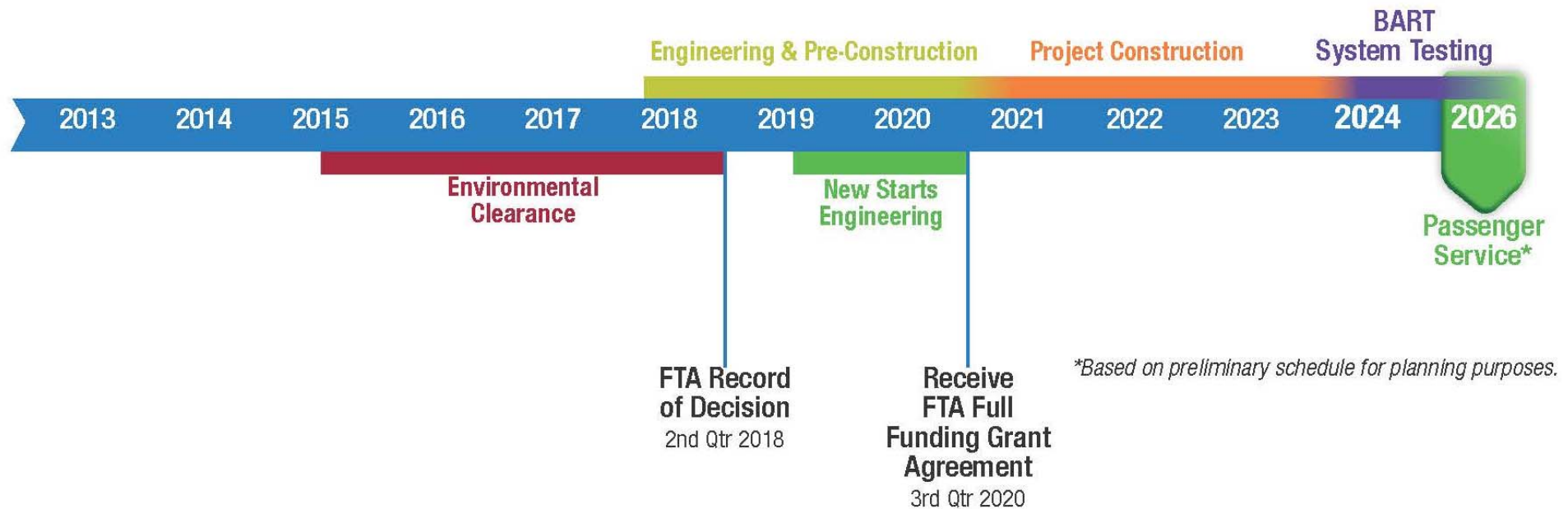


Solutions that move you

Berryessa Extension Progress



Phase II Extension



Phase II Extension

Phase II Tunnel Technology Methodology Peer Agency Review





Overall Conclusion

- From an operations and maintenance perspective, and
- Based on the available information and the two options **as designed**, and
- Keeping in mind the timing of the FTA process and record of decision, and
- With a particular focus on fire/life safety concerns, the panel concludes



Overall Conclusion

- Twin bore is the preferred of the two options presented at this time.
- The single bore option *as presented* could be operated with additional efforts and measures on the part of the operating agency. However, there are concerns with respect to consistency, training, fire/life safety, and related issues that seem to outweigh the benefits of this method of construction.
- An alternative, redesigned single bore design could be operated safely and eliminate many of the concerns.



Date: November 30, 2017
 Current Meeting: December 7, 2017
 Board Meeting: December 7, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Board Secretary, Elaine Baltao

SUBJECT: VTA Board of Directors Meeting Schedule for Calendar Year 2018

Policy-Related Action: No

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Approve the VTA Board of Directors Meeting Schedule for calendar year 2018.

BACKGROUND:

The VTA Board of Directors generally meets on the first Thursday of the month at 5:30 p.m. in the Board of Supervisors' Chambers, County Government Center, 70 West Hedding Street, San Jose, or as otherwise posted.

DISCUSSION:

Staff proposes the following schedule for 2018. The exceptions to the regular schedule in 2018 are as follows:

- Two Workshop Meetings are proposed to be held on Friday, April 20, 2018, and September 21, 2018, at 9:00 a.m.
- A Regular Board Meeting is proposed for Friday, June 22, 2018, at 9:00 a.m. to hear urgent items only.

<u>DATE</u>	<u>TIME</u>	<u>PURPOSE</u>
Thursday, January 4	5:30 p.m.	Regular Board Meeting
Thursday, February 1	5:30 p.m.	Regular Board Meeting
Thursday, March 1	5:30 p.m.	Regular Board Meeting
Thursday, April 5	5:30 p.m.	Regular Board Meeting
Friday, April 20	9:00 a.m.	Board Workshop Meeting
Thursday, May 3	5:30 p.m.	Regular Board Meeting
Thursday, June 7	5:30 p.m.	Regular Board Meeting
Friday, June 22	9:00 a.m.	*Regular Board Meeting
Thursday, August 2	5:30 p.m.	Regular Board Meeting
Thursday, September 6	5:30 p.m.	Regular Board Meeting
Friday, September 21	9:00 a.m.	Board Workshop Meeting
Thursday, October 4	5:30 p.m.	Regular Board Meeting
Thursday, November 1	5:30 p.m.	Regular Board Meeting
Thursday, December 6	5:30 p.m.	Regular Board Meeting

*To hear urgent items only.

FISCAL IMPACT:

There is no Fiscal Impact.

Prepared by: Tracene Y. Crenshaw
Memo No. 6235



Congestion Management Program & Planning Committee

Thursday, November 16, 2017

MINUTES

CALL TO ORDER

The Regular Meeting of the Congestion Management Program & Planning Committee (CMPP) was called to order at 10:01 a.m. by Chairperson O’Neill in Conference Room B-106, 3331 North First Street, San José, California.

1. ROLL CALL

Attendee Name	Title	Status
Dev Davis	Alternate Member	Absent
Lan Diep	Member	Absent
Johnny Khamis	Vice Chairperson	Present
Bob Nunez	Alternate Member	N/A
Teresa O’Neill	Chairperson	Present
Rob Rennie	Alternate Member	N/A
Savita Vaidhyanathan	Member	Present

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 October 19, 2017

M/S/C (Khamis/Vaidhyanathan) to approve the Regular Meeting Minutes of October 19, 2017.

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

5. TFCA Project Status Report

M/S/C (**Khamis/Vaidhyanathan**) to review the status of ongoing Santa Clara County Transportation Fund for Clean Air (TFCA) Program Manager Fund projects.

RESULT:	APPROVED [UNANIMOUS] – Consent Agenda Item #s 4 – 5
MOVER:	Johnny Khamis, Vice Chairperson
SECONDER:	Savita Vaidhyanathan, Member
AYES:	Khamis, O’Neill, Vaidhyanathan
NOES:	None
ABSENT:	Diep, Davis (Alt.)

REGULAR AGENDA

6. Commuter Shuttle Program Policy

Inez Evans, Chief Operating Officer, and Ken Ronsse, Deputy Director of Rail & Facilities, provided an overview of the staff report, highlighting: 1) operational challenges, including public safety and scheduling concerns; and 2) summary of feedback received from VTA Advisory Committees.

Angelique Gaeta, Chief of Staff, emphasized policy goals of safety and coordination. She noted program details will be presented to the Committee at a future meeting for review and approval.

Public Comment

Doug Bloch, Teamsters Joint Council 7, noted benefits of coordinated operations between public transit and commuter shuttles. He suggested VTA include a labor harmony provision in the proposed policy.

Adolf Felix, Teamsters Local 853, noted importance of coordination between transit and commuter shuttle operators, citing issues with scheduling and need for designated safe areas for staging.

Roland Lebrun, Interested Citizen, commented about the need for a policy similar to the City of San Francisco’s, highlighting safety as priority. He noted decals should have assigned serial numbers and suggested cost recovery options and capital improvement funding strategy.

Chris O’Connor, Silicon Valley Leadership Group, expressed concern about the lack of program details to evaluate the proposed policy. He noted commuter shuttles are a positive supplement to existing public transit and made the following program suggestions: 1) keep it simple and low cost; 2) scope should adhere to addressing issues; and 3) work with stakeholders to develop program details prior to implementation.

Discussion ensued about a labor harmony provision. Members of the Committee noted VTA should not be involved in labor matters concerning commuter shuttle providers and reiterated that the policy should focus on safety, coordination, and cost recovery. Staff concurred and noted it would be helpful to have a commuter service disruption plan to ensure VTA operations are not impacted.

Members of the Committee made the following comments: 1) staging areas should not include local streets; 2) noted importance of coordination to maintain safety and ensure VTA service performance is not impacted; and 3) requested program details be brought forward to VTA Committees and Board for review and approval.

M/S/C (Khamis/Vaidhyanathan) to recommend that the VTA Board of Directors adopt a policy for a Commuter Shuttle Program, which requires commuter shuttle operators to adhere to a set of rules and regulations, as amended from time to time by the General Manager, in order to access VTA-owned real property and/or VTA-controlled areas, including VTA facilities.

RESULT:	APPROVED [UNANIMOUS] – Agenda Item #6
MOVER:	Johnny Khamis, Vice Chairperson
SECONDER:	Savita Vaidhyanathan, Member
AYES:	Khamis, O’Neill, Vaidhyanathan
NOES:	None
ABSENT:	Diep, Davis (Alt.)

7. 2017 Congestion Management Program (CMP) Document

John Sighamony, Senior Transportation Planner, provided an overview of the staff report.

Members of the Committee and staff discussed the following: 1) interchange and bicycle projects they would like highlighted in the document; 2) use of Big Data to determine level of service on Congestion Management Program (CMP) intersections; and 3) VTA efforts to determine Senate Bill (SB) 743 implementation strategies.

Members of the Committee commended staff on the report and expressed support of the use of technology to inform decisions on an ongoing basis.

Public Comment

Mr. Lebrun offered an explanation of Big Data processes, noted the need for a robust origin-destination study to inform planning, and noted plans should be data driven.

M/S/C (**Khamis/Vaidhyanathan**) to recommend that the VTA Board of Directors adopt the 2017 VTA Congestion Management Program (CMP).

RESULT:	APPROVED [UNANIMOUS] – Agenda Item #7
MOVER:	Johnny Khamis, Vice Chairperson
SECONDER:	Savita Vaidhyanathan, Member
AYES:	Khamis, O’Neill, Vaidhyanathan
NOES:	None
ABSENT:	Diep, Davis (Alt.)

8. VTA Complete Streets Policy

Lauren Ledbetter, Senior Transportation Planner, provided an overview of the staff report and a summary of feedback received from VTA Advisory Committees.

Members of the Committee expressed support of protected bicycle facilities and suggested revising the policy to state that capital projects should improve conditions for pedestrians, bicyclists, and transit customers.

Public Comment

Mr. Lebrun echoed the Committee’s sentiments on physically separated bicycle lanes and highlighted the bicycle superhighway example in London, England.

M/S/C (**Khamis/Vaidhyanathan**) to recommend that the VTA Board of Directors adopt the Complete Streets Policy for VTA.

RESULT:	APPROVED [UNANIMOUS] – Agenda Item #8
MOVER:	Johnny Khamis, Vice Chairperson
SECONDER:	Savita Vaidhyanathan, Member
AYES:	Khamis, O’Neill, Vaidhyanathan
NOES:	None
ABSENT:	Diep, Davis (Alt.)

9. Development Review Quarterly Report for July-September 2017

Brent Pearse, Transportation Planner, provided an overview of the staff report.

Members of the Committee made the following comments: 1) areas undergoing development could be evaluated to assess future transit service demand; 2) expressed support of Great America Station master planning efforts; and 3) noted future specific planning efforts in the City of Santa Clara.

Public Comment

Mr. Lebrun noted potential for station area around Great America in the City of Santa Clara to be a major multimodal transit center.

Staff highlighted suggested coordination between VTA and Altamont Corridor Express (ACE) to lead a Great America Station Master Plan.

On order of Chairperson O'Neill and there being no objection, the Committee received the Development Review Quarterly Report for July to September 2017.

10. State Route (SR) 87 Technology-Based Corridor Study

Casey Emoto, Deputy Director of Mobility Infrastructure Programs, provided an overview of the SR 87 Technology-Based Corridor Study, highlighting: 1) study goals; 2) existing conditions; 3) potential improvements, including shoulder use considerations; and 4) study work plan and timeline.

Members of the Committee and staff briefly discussed pilot project ideas and costs.

Public Comment

Mr. Lebrun noted a need to assess cause of northbound congestion on SR 87 and offered project ideas. He commented highway bike lanes are not feasible.

On order of Chairperson O'Neill, and there being no objection, the Committee received an update on State Route (SR) 87 Technology-Based Corridor Study.

OTHER ITEMS

11. Items of Concern and Referral to Administration

There were no Items of Concern and Referral to Administration.

12. CMPP Work Plan

On order of Chairperson O'Neill and there being no objection, the Committee reviewed the CMPP Committee Work Plan.

13. Committee Staff Report

Scott Haywood, Transportation Planning Manager, noted the Committee Staff Report indicated a written report was provided to the Committee at their places. He announced the prototype for VTA's first electric bus is available for Board member viewing following adjournment of this meeting on November 16, 2017, at the VTA River Oaks Visitor's Parking Lot near the Building B Main Lobby.

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

14. Chairperson's Report

Upon query of Chairperson O'Neill, staff confirmed the Committee is scheduled to meet on December 21, 2017.

15. Determine Consent Agenda for the December 7, 2017, Board of Directors Meeting

CONSENT:

Agenda Item #5, Review the status of ongoing Santa Clara County Transportation Fund for Clean Air (TFCA) Program Manager Fund projects.

Agenda Item #7, Recommend that the VTA Board of Directors adopt the 2017 VTA Congestion Management Program (CMP).

Agenda Item #8, Recommend that the VTA Board of Directors adopt the Complete Streets Policy for VTA.

Agenda Item #9, Receive the Development Review Quarterly Report for July to September 2017.

REGULAR:

Agenda Item #6, Recommend that the VTA Board of Directors adopt a policy for a Commuter Shuttle Program, which requires commuter shuttle operators to adhere to a set of rules and regulations, as amended from time to time by the General Manager, in order to access VTA-owned real property and/or VTA-controlled areas, including VTA facilities.

16. ANNOUNCEMENTS

There were no Announcements.

17. ADJOURNMENT

On order of Chairperson O'Neill, and there being no objection, the meeting was adjourned at 12:00 p.m.

Respectfully submitted,

Michelle Oblena, Board Assistant
VTA Office of the Board Secretary



Administration & Finance Committee

Thursday, November 16, 2017

MINUTES

CALL TO ORDER

1. ROLL CALL

The Regular Meeting of the Administration and Finance Committee (A&F) was called to order at 12:04 p.m. by Chairperson Hendricks in Conference Room B-106, VTA River Oaks Campus, 3331 North First Street, San Jose, California.

Attendee Name	Title	Status
Jeannie Bruins	Member	Present
Larry Carr	Vice Chairperson	Present
Dev Davis	Alternate Member	Excused
Daniel Harney	Alternate Member	Excused
Glenn Hendricks	Chairperson	Present
Sam Liccardo	Member	Present
John McAlister	Alternate Member	Excused

2. PUBLIC PRESENTATIONS:

There were no Public Presentations.

3. ORDERS OF THE DAY

There were no Orders of the Day.

CONSENT AGENDA

Member Liccardo requested to remove from the Consent Agenda and place on the Regular Agenda: Agenda Item # 9. Fiscal Year 2018 Statement of Revenues and Expenses for the Period Ending September 30, 2017

4. Regular Meeting Minutes of September 21, 2017

M/S/C (Liccardo/Bruins) to approve the Regular Meeting Minutes of September 21, 2017.

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

5. Regular Meeting Minutes of October 19, 2017

M/S/C (Liccardo/Bruins) to approve the Regular Meeting Minutes of October 19, 2017.

6. SR 237 Express Lanes Phase 2 – Construction Contract Award to FBD Vanguard Construction, Inc.

M/S/C (Liccardo/Bruins) to recommend that the VTA Board of Directors authorize the General Manager to execute a contract with FBD Vanguard Construction, Inc., the lowest responsive and responsible bidder, in an amount of \$15,538,238.42 for the construction of the SR 237 Express Lanes Phase 2 Project (Project)

7. Budget Appropriation Related to Financing of Phase 2 SR 237 Express Lanes

M/S/C (Liccardo/Bruins) to recommend that the VTA Board of Directors adopt a Program Budget of \$24,000,000 for the Silicon Valley Express Lanes Fund, to allow loan proceeds and any related interest earnings to pay project costs and loan costs of the Express Lanes Phase 2 Project

8. Retrofit Ticket Vending Machines (TVM) to Dispense Clipper® Cards

M/S/C (Liccardo/Bruins) to recommend that the VTA Board of Directors authorize the General Manager to execute a sole source contract with VenTek Transit, Inc. for a not-to-exceed amount of \$760,000 for hardware modifications, software engineering, and field installation necessary for all VTA Ticket Vending Machines (TVM) to dispense Clipper® cards.

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

Review and accept the Fiscal Year 2018 Statement of Revenues and Expenses for the period ending September 30, 2017.

10. Monthly Investment Report - September 2017

M/S/C (Liccardo/Bruins) to receive the Monthly Investment Report September 2017.

11. Legislative Update Matrix

M/S/C (Liccardo/Bruins) to review the Legislative Update.

RESULT:	APPROVED [UNANIMOUS] - Consent Agenda Items #4-8; #10-#11
MOVER:	Sam Liccardo, Member
SECONDER:	Jeannie Bruins, Member
AYES:	Bruins, Carr, Hendricks, Liccardo
NOES:	None

REGULAR AGENDA

9. Fiscal Year 2018 Statement of Revenues and Expenses for the Period Ending September 30, 2017

Upon inquiry of Member Liccardo, Mr. Sirnath reported VTA is using expenditure savings to help offset the funds needed until the 2016 Measure B funds become available.

M/S/C (Liccardo/Bruins) to review and accept the Fiscal Year 2018 Statement of Revenues and Expenses for the period ending September 30, 2017.

RESULT:	APPROVED [UNANIMOUS] – Agenda Item #9
MOVER:	Sam Liccardo, Member
SECONDER:	Jeannie Bruins, Member
AYES:	Bruins, Carr, Hendricks, Liccardo
NOES:	None

12. Refunding of 1976 Tax 2011 Bonds

Raj Srinath, Chief Financial Officer provided an overview of the staff report.

M/S/C (Bruins/Carr) to recommend that the VTA Board of Directors adopt a resolution authorizing the refunding of certain maturities of the 2011 Bonds, approving the transaction documents (on file with the Board Secretary), and authorizing the General Manager and Chief Financial Officer to individually take all actions necessary to issue the 1976 Tax, Sales Tax Revenue Refunding Bonds, 2017 Series B (the “2017 Bonds”) and pay issuance costs.

RESULT:	APPROVED [UNANIMOUS] – Agenda Item #12
MOVER:	Jeannie Bruins, Member
SECONDER:	Larry Carr, Member
AYES:	Bruins, Carr, Hendricks, Liccardo
NOES:	None

13. Authorization for Sole-Source Joint Development at Santa Clara Caltrain Station

Ron Golem, Deputy Director Real Estate, provided an overview of the staff report and provided a presentation entitled, “ Santa Clara Joint Development” highlighting: 1) Santa Clara Caltrain Station; 2) Background; 3) Recommendation; and 4) Next Steps & Impacts.

Public Comment

Roland Lebrun, Interested Citizen expressed strong support, noting increased density is a top priority especially around transit stations.

Discussion ensued about the following: 1) concerns about City of Santa Clara’s receptiveness to increased density; 2) the need to have a clear understanding about the Transit Oriented Development (TOD) in the Disposition and Development Agreement; 3) goals to increase revenue and transit ridership; 4) concerns about close proximity to Santa Clara University (University), noting the development would house mostly students who would walk to the University versus taking public transit; 5) faculty and staff housing; 6) process of developing a TOD area and how to encourage utilization of public transit; 8) parking in the joint development area; 9) information gathered is common for TOD areas and not site specific; 10) Key Performance Indicators (KPI); and 11) any data to support individuals that choose public transit in TOD areas versus taking their car.

Mr. Golem noted that his staff has and continues to have many conversations with City of Santa Clara and the University in order to maximize the benefits for the TOD area. Mr. Golem reported that the goal is to have more density and that City of Santa Clara is receptive, however he would change course and come back to the Board with a different

recommendation if he feels otherwise.

Members of the Committee made the following comments: 1) requested to include a presentation slide for the Board meeting listing the Committee’s concerns; 2) expressed concern about the lack of parking proposed in the TOD area; and 3) encouraged VTA staff to work with the City of Santa Clara to make sure both sides come to an understanding of one another’s objectives and goal.

M/S/C (Liccardo/Carr) to recommend that the VTA Board of Directors authorize the General Manager to enter into one or more agreements with the City of Santa Clara and/or Republic Properties Corporation and its affiliate Republic Metropolitan (Republic) in connection with the development of the City and VTA-owned parking lot at the Santa Clara Caltrain Station. The agreements include a potential Cooperative Agreement with the City and an Exclusive Negotiations Agreement (ENA) with Republic for the purpose of negotiating a sole-source Joint Development Agreement (JDA) / Disposition and Development Agreement (DDA) and any other related agreements.

RESULT:	APPROVED [UNANIMOUS] – Agenda Item #13
MOVER:	Sam Liccardo, Member
SECONDER:	Larry Carr, Member
AYES:	Bruins, Carr, Hendricks, Liccardo
NOES:	None

14. Declaration of Surplus Property for Great Mall Transit Center in Milpitas

Mr. Golem provided an overview of the staff report and provided a presentation entitled, “Great Mall Transit Center Disposition” highlighting: 1) Great Mall Transit Center; 2) Background; 3) Recommendation; and 4) Next Steps, Timing & Impact.

The Committee and staff engaged in discussion about the following: 1) the possibility of rezoning the property to mixed-use/commercial; 2) the need for greater density and affordable housing; 3) making sure that any agreement or contract clearly requests VTA’s wants for the development; 4) reasons for beginning the declaration of surplus property now rather than later; and 5) VTA not being a typical developer and the need to be transparent.

Mr. Golem noted initial meetings with Milpitas city staff indicate they are not receptive to the possibility of rezoning the property. However, VTA staff will continue to engage the City about rezoning while still moving forward with the recommendation.

Public Comment

Mr. Lebrun commented that the Great Mall Transit Center is the least utilized area and that bringing Bay Area Rapid Transit (BART) station to the area will change everything.

Committee Members made the following comments: 1) noted the need to get the best use for the property; 2) reported it is critical to challenge the City of Milpitas and figure out the best way to approach the City Council; 3) expressed concerns about moving forward with the recommendation without first seeking ways to rezone the property; and 4) inquired about moving forward with the recommendation and still having the flexibility to seek the rezoning.

Jim Lawson, reported that the area has several multilevel housing being currently built. Mr. Lawson further reported that while VTA staff moves forward with the process, that staff

can aggressively engage the City of Milpitas to rezone the property for mixed-use. He does not want to delay the process because once the Milpitas BART station opens, they will begin relocating all the buses to the new transit center.

M/S/C (Liccardo/Hendricks) to recommend that the VTA Board of Directors approve for permanent disposition the Great Mall Transit Center in Milpitas, California and declare it as “surplus property” in accordance with applicable law. Authorize the General Manager to offer the property for sale pursuant to applicable law, with the terms and conditions of any proposed action to be presented to the Board for review and consideration before finalization. Furthermore to engage the City of Milpitas in order to find ways to rezone the property for a mixed-use development.

RESULT:	APPROVED [UNANIMOUS] – Agenda Item #14
MOVER:	Sam Liccardo, Member
SECONDER:	Glenn Hendricks, Member
AYES:	Bruins, Carr, Hendricks, Liccardo
NOES:	None

Member Liccardo noted recusal and left the room for **Agenda Items #15**. I-280/Winchester Boulevard Interchange Improvements- Contract Amendment (PA/ED Phase) and **Agenda Item #16**. Procurement for 40' Electric Buses.

15. I-280/Winchester Boulevard Interchange Improvements- Contract Amendment (PA/ED Phase)

Discussion ensued about the following: 1) the reasons for moving forward with the project; 2) additional developments will be add to the congestion in the area; and 3) funding sources for the project.

Public Comment

Mr. Lebrun reported that BART should be in this area in order to provide congestion relief in the I-280 area.

M/S/C (Bruins/Carr) to recommend that the VTA Board of Directors authorize the General Manager to execute contract amendments with Mark Thomas & Company to perform early development tasks to support the Project Approval/Environmental Documentation (PA/ED) phase in an amount not to exceed \$1,500,000 for the I-280/Winchester Boulevard Interchange Improvements Project (Project). Member Liccardo recused.

RESULT:	APPROVED [UNANIMOUS] – Agenda Item #15
MOVER:	Jeannie Bruins, Member
SECONDER:	Larry Carr, Member
AYES:	Bruins, Carr, Hendricks
NOES:	None
RECUSAL:	Liccardo

16. Procurement for 40' Electric Buses

James Wilhelm, Bus Engineering, QA & Warranty Manager, provided an overview of the staff report.

Public Comment

Mr. Lebrun requested clarification about the types of chargers that will be used.

Members of the Committee made the following comments: 1) noted VTA should be proud of the electric buses and that it needs to be more visible to the public; and 2) suggested VTA find ways to promote the electric bus.

Inez Evans, Chief Operating Officer reported that they will talk with the Marketing Department to see what adjustments can be done in order to visibly show the bus is all electric.

M/S/C (Bruins/Carr) Recommend that the VTA Board of Directors authorize the General Manager to execute a contract with Proterra Inc. (“Proterra”) of Burlingame, California, in the amount of \$4,679,730.62 for the purchase of five 40-foot zero emission electric buses (with all related equipment, support, and associated charging systems), and which also includes the purchase of the following options to be exercised with future Board approval as funding becomes available for future fleet replacement requirements:

(i) up to two automatic conductive en route chargers in the amount of \$762,565.00 (plus Producers Price Index (PPI)); and

(ii) up to 25 additional buses in the amount of \$23,398,653.13 (plus PPI).

The execution of the contract would be subject to compliance with the Federal Transit Administration (FTA) pre-award requirements and the satisfactory clearance of any protests.

RESULT:	APPROVED [UNANIMOUS] – Agenda Item #16
MOVER:	Jeannie Bruins, Member
SECONDER:	Larry Carr, Member
AYES:	Bruins, Carr, Hendricks
NOES:	None
RECUSAL:	Liccardo

Member Liccardo returned to the meeting at 1:45 p.m.

17. Contract Award for Paratransit Eligibility Certification Services

Aaron Vogel, Regional Transportation Services Manager, provided an overview of the staff report.

Discussion ensued about the following: 1) conversations with the Santa Clara County (County) about who would be responsible for eligibility certification services; 2) ways to decrease the costs from the eligibility services; 3) VTA’s mobility training; 4) federal mandated guidelines; 5) the frequency of recertification, noting some disabilities do no change; and 6) assessments done annually.

Mr. Lawson reported that negotiations with the County are continuing and VTA staff will look at opportunities to reduce cost without compromising the guidelines VTA must adhere to.

M/S/C (Bruins/Carr) to recommend that the VTA Board of Directors authorize the General Manager to execute a three year contract with Medical Transportation Management, Inc. (MTM) in the amount of \$3,243,000 to provide Paratransit Eligibility Certification Services.

RESULT:	APPROVED [UNANIMOUS] – Agenda Item #17
MOVER:	Jeannie Bruins, Member
SECONDER:	Larry Carr, Member
AYES:	Bruins, Carr, Hendricks, Liccardo
NOES:	None

18. Commuter Shuttle Program Policy

Angelique Gaeta, Chief of Staff, and Kenneth Ronssee, Deputy Director, provided an overview of the staff report.

Ms. Gaeta provided a presentation highlighting: 1) VTA Service Area; 2) Commuter Shuttels; 3) VTA Facilities; 4) Operational Challenges; 5) Public Safety/Scheduling Camden Park & Ride; 6) Public Safety/Scheduling River Oaks Stop; 7) Public Safety/Scheduling Blossom Hill Park & Ride; 8) Public Safety/Engineering- Blossom Hill Park & Ride; 9) Scheduling- Ohlone/Chynoweth Park & Ride; 10) Scheduling Camden Park & Ride; 11) Commuter Shuttle Policy; 12) Blossom Hill Park & Ride; and 12) Curtner Park & Ride.

Discussion ensued about the following: 1) plans for public outreach efforts; 2) positive discussions with the shuttle drivers; 2) the timeline for the development and implementation of the program; 3) concerns surrounding data sharing and any proprietary information; 4) consequences for not having a policy in place; 5) shuttle busses weighing slightly heavier, but not really having an impact to the bus pads at the transit centers; and 6) importance of public safety.

Public Comment

Adolph Felix Teamsters Local 853, expressed support for the policy and the need for coordination between VTA and the shuttle companies.

Chris O'Connor, Silicon Valley Leadership Group, commented about the need for the details of the policy to be fully developed prior to moving forward in order to evaluate if it will hurt or hinder the private shuttle agencies.

Mr. Lebrun made the following comment: 1) commented that private shuttles can be more successful than public transit; 2) suggested to create transportation impact fees similar to what San Francisco County Transportation Agency (CTA) did as a funding source; and 3) suggested San Francisco CTA to present and help form a policy for VTA.

Ms. Gaeta reported VTA's goals to communicate and coordinate so that both VTA and the private shuttle companies can effectively succeed without disrupting one another.

Member Liccardo left the meeting at 2:12 p.m.

M/S/C (Bruins/Carr) to recommend that the VTA Board of Directors adopt a policy for a Commuter Shuttle Program, which requires commuter shuttle operators to adhere to a set of rules and regulations, as amended from time to time by the General Manager, in order to access VTA-owned real property and/or VTA-controlled areas, including VTA facilities.

RESULT:	APPROVED [UNANIMOUS] – Agenda Item #18
MOVER:	Jeannie Bruins, Member
SECONDER:	Larry Carr, Member
AYES:	Bruins, Carr, Hendricks
NOES:	None

OTHER ITEMS

19. Items of Concern and Referral to Administration

There were no items of Concern and Referral.

20. Committee Work Plan

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

21. Committee Staff Report

There was no Committee Staff Report.

22. Chairperson's Report

There was no Chairperson's Report.

23. Determine Consent Agenda for the December 7, 2017 Board of Directors Meeting

CONSENT:

Agenda Item #6. Recommend that the VTA Board of Directors authorize the General Manager to execute a contract with FBD Vanguard Construction, Inc., the lowest responsive and responsible bidder, in an amount of \$15,538,238.42 for the construction of the SR 237 Express Lanes Phase 2 Project (Project).

Agenda Item #7. Recommend that the VTA Board of Directors adopt a Program Budget of \$24,000,000 for the Silicon Valley Express Lanes Fund, to allow loan proceeds and any related interest earnings to pay project costs and loan costs of the Express Lanes Phase 2 Project.

Agenda Item #8. Recommend that the VTA Board of Directors authorize the General Manager to execute a sole source contract with VenTek Transit, Inc. for a not-to-exceed amount of \$760,000 for hardware modifications, software engineering, and field installation necessary for all VTA Ticket Vending Machines (TVM) to dispense Clipper® cards.

Agenda Item #9. Review and accept the Fiscal Year 2018 Statement of Revenues and Expenses for the period ending September 30, 2017.

Agenda Item #10. Receive the Monthly Investment Report September 2017.

Agenda Item #11. Review the Legislative Update.

Agenda Item #15. Recommend that the VTA Board of Directors authorize the General Manager to execute contract amendments with Mark Thomas & Company to perform early development tasks to support the Project Approval/Environmental Documentation (PA/ED) phase in an amount not to exceed \$1,500,000 for the I-280/Winchester Boulevard Interchange Improvements Project (Project).

Agenda Item #16. Recommend that the VTA Board of Directors authorize the General Manager to execute a contract with Proterra Inc. (“Proterra”) of Burlingame, California, in the amount of \$4,679,730.62 for the purchase of five 40-foot zero emission electric buses (with all related equipment, support, and associated charging systems), and which also includes the purchase of the following options to be exercised with future Board approval as funding becomes available for future fleet replacement requirements:

(i) up to two automatic conductive en route chargers in the amount of \$762,565.00 (plus Producers Price Index (PPI)); and

(ii) up to 25 additional buses in the amount of \$23,398,653.13 (plus PPI).

The execution of the contract would be subject to compliance with the Federal Transit Administration (FTA) pre-award requirements and the satisfactory clearance of any protests.

Agenda Item #17. Recommend that the VTA Board of Directors authorize the General Manager to execute a three year contract with Medical Transportation Management, Inc. (MTM) in the amount of \$3,243,000 to provide Paratransit Eligibility Certification Services.

REGULAR:

Agenda Item #12. Recommend that the VTA Board of Directors adopt a resolution authorizing the refunding of certain maturities of the 2011 Bonds, approving the transaction documents (on file with the Board Secretary), and authorizing the General Manager and Chief Financial Officer to individually take all actions necessary to issue the 1976 Tax, Sales Tax Revenue Refunding Bonds, 2017 Series B (the “2017 Bonds”) and pay issuance costs.

Agenda Item #13. Recommend that the VTA Board of Directors authorize the General Manager to enter into one or more agreements with the City of Santa Clara and/or Republic Properties Corporation and its affiliate Republic Metropolitan (Republic) in connection with the development of the City and VTA-owned parking lot at the Santa Clara Caltrain Station. The agreements include a potential Cooperative Agreement with the City and an Exclusive Negotiations Agreement (ENA) with Republic for the purpose of negotiating a sole-source Joint Development Agreement (JDA) / Disposition and Development Agreement (DDA) and any other related agreements.

Agenda Item #14. Recommend that the VTA Board of Directors approve for permanent disposition the Great Mall Transit Center in Milpitas, California and declare it as “surplus property” in accordance with applicable law. Authorize the General Manager to offer the property for sale pursuant to applicable law, with the terms and conditions of any proposed action to be presented to the Board for review and consideration before finalization.

Agenda Item #18. Recommend that the VTA Board of Directors adopt a policy for a Commuter Shuttle Program, which requires commuter shuttle operators to adhere to a set

of rules and regulations, as amended from time to time by the General Manager, in order to access VTA-owned real property and/or VTA-controlled areas, including VTA facilities.

24. Announcements

Chairperson Hendricks noted that December would be his last meeting as a Board Member.

25. **Adjournment**

On order of Chairperson Hendricks and there being no objection, the meeting adjourned at 2:15 p.m.

Respectfully submitted,

Theadora Abraham, Board Assistant
VTA Office of the Board Secretary



SAFETY, SECURITY, AND TRANSIT PLANNING & OPERATIONS COMMITTEE

Friday, November 17, 2017

NOTICE OF CANCELLATION

NOTICE IS HEREBY GIVEN that the Santa Clara Valley Transportation Authority Safety, Security, and Transit Planning and Operations Committee meeting scheduled for Friday, November 17, 2017, at 12:00 p.m. has been cancelled.

The next regular meeting of the Santa Clara Valley Transportation Authority Safety, Security, and Transit Planning and Operations Committee is scheduled for Friday, December 15, 2017, at 12:00 p.m. in Conference Room B-106, Building B, 3331 North First Street, San Jose, California.

Michael Diaresco, Board Assistant
VTA Office of the Board Secretary



Technical Advisory Committee

Wednesday, November 8, 2017

MINUTES

CALL TO ORDER

The Regular Meeting of the Technical Advisory Committee (TAC) was called to order at 1:31 p.m. by Chairperson Morley in Conference Room B-106, Santa Clara Valley Transportation Authority (VTA), 3331 North First Street, San José, California.

1. ROLL CALL

Attendee Name	Title	Representing	Status
Todd Capurso	Member	City of Campbell	Present
Amy Olay	Alternate Member	City of Campbell	N/A
Timm Borden	Member	City of Cupertino	Present
David Stillman	Alternate Member	City of Cupertino	N/A
Girum Awoke	Member	City of Gilroy	Present
Michael Fisher	Alternate Member	City of Gilroy	Present
Susanna Chan	Member	City of Los Altos	Present
Chris Lamm	Alternate Member	City of Los Altos	N/A
Steve Chan	Member	City of Milpitas	Absent
Greg Chung	Alternate Member	City of Milpitas	Absent
Jeannie Hamilton	Member	City of Monte Sereno	Absent
VACANT	Alternate Member	City of Monte Sereno	-
Scott Creer	Member	City of Morgan Hill	Present
David Gittleson	Alternate Member	City of Morgan Hill	N/A
Helen Kim	Member	City of Mountain View	Present
Dawn Cameron	Alternate Member	City of Mountain View	N/A
Joshuah Mello	Vice Chairperson	City of Palo Alto	Present
Philip Kamhi	Alternate Member	City of Palo Alto	N/A
John Ristow	Member	City of San José	Present
Jessica Zenk	Alternate Member	City of San José	N/A
VACANT	Member	City of Santa Clara	-
Dennis Ng	Alternate Member	City of Santa Clara	Present
John Cherbone	Member	City of Saratoga	Present
Macedonio Nunez	Alternate Member	City of Saratoga	N/A
Shahid Abbas	Member	City of Sunnyvale	Present
Lillian Tsang	Alternate Member	City of Sunnyvale	N/A
Harry Freitas	Member	County of Santa Clara	Present
Ellen Talbo	Alternate Member	County of Santa Clara	N/A
Allen Chen	Member	Town of Los Altos Hills	Absent
VACANT	Alternate Member	Town of Los Altos Hills	-
Matt Morley	Chairperson	Town of Los Gatos	Present
Lisa Petersen	Alternate Member	Town of Los Gatos	N/A

Attendee Name	Title	Representing	Status
Nick Saleh	Ex-Officio Member	California Department of Transportation (Caltrans)	Present
Dina El-Tawansy	Ex-Officio Alternate Member	California Department of Transportation (Caltrans)	Present
Therese Trivedi	Ex-Officio Member	Metropolitan Transportation Commission (MTC)	Absent
VACANT	Ex-Officio Alternate Member	Metropolitan Transportation Commission (MTC)	-
Ngoc Nguyen	Ex-Officio Member	Santa Clara Valley Water District (SCVWD)	Present
Chris Hakes	Ex-Officio Alternate Member	Santa Clara Valley Water District (SCVWD)	N/A

A quorum was present.

2. ORDERS OF THE DAY

Chairperson Morley requested that **Agenda Item #15** - Update on iTEAM, be heard immediately after **Agenda Item #20** - Announcements.

M/S/C (Ristow/Ng) to accept the Orders of the Day.

RESULT:	ACCEPTED [UNANIMOUS] – Orders of the Day
MOVER:	John Ristow, Member
SECONDER:	Dennis Ng, Alternate Member
AYES:	Borden, Susanna Chan, Cherbone, Creer, Freitas, Kim, Mello, Morley, Ng (Alt.), Ristow
NOES:	None
ABSENT:	Abbas, Awoke, Capurso, Steve Chan, Chen, Chung (Alt.), Fisher (Alt.), Hamilton, Olay (Alt.), Tsang (Alt.)

3. PUBLIC PRESENTATIONS

There were no Public Presentations.

4. Committee Staff Report

Members Abbas and Awoke arrived at the meeting and took their seats at 1:33 p.m.

Marcella Rensi, Deputy Director of Programming & Congestion Management and Committee Staff Liaison, provided a report, highlighting: 1) summary of actions the VTA Board of Directors (Board) took at their November 2, 2017, meeting; 2) delivery of a prototype electric bus for testing and training; 3) VTA’s BART Silicon Valley Extension dynamic testing phase; 4) VTA’s Breast Cancer Awareness Walk held on October 27, 2017; 5) Procurement and Supplier Diversity Outreach Event on November 8, 2017, co-hosted by VTA and the County of Santa Clara; and 6) upcoming community meetings regarding the State Route (SR) 85 Transit Guideway Study and the Tamien Station Joint Development Project.

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

5. Chairperson's Report

Member Capurso arrived at the meeting and took his seat at 1:38 p.m.

There was no Chairperson's Report.

6. Reports from TAC Working Groups

- Capital Improvement Program (CIP)

Celeste Fiore, Transportation Planner, noted the CIP Working Group discussed the following at its October 24, 2017, meeting: 1) 2018 State Transportation Improvement Program (STIP); 2) iTEAM presentation on the Project Authorization and Adjustment Pilot Program; and 3) working group leadership election.

The next meeting of the CIP Working Group is scheduled for December 4, 2017.

- Systems Operations & Management (SOM)

Eugene Maeda, Senior Transportation Planner, provided a brief report of the October 26, 2017, SOM Working Group meeting, noting the following discussion topics: 1) update on 2017 Congestion Management Program Document and Monitoring Report; and 2) demonstration of the *Synchro* traffic analysis software. Mr. Maeda provided a summary of the joint LUTI and SOM working session on the transition from Level of Service (LOS) to Vehicle-Miles-Traveled (VMT) in transportation analysis, held on October 27, 2017.

The next meeting of the SOM Working Group is scheduled for December 7, 2017.

- Land Use/Transportation Integration (LUTI)

Rob Swierk, Principal Transportation Planner, noted the LUTI Working Group has not met since the last TAC meeting. He provided a summary of the joint LUTI and SOM working session on the transition from LOS to VMT in transportation analysis, held on October 27, 2017.

The next LUTI Working Group meeting is scheduled for November 20, 2017.

CONSENT AGENDA

7. Regular Meeting Minutes of October 11, 2017

M/S/C (Borden/Mello) to approve the Regular Meeting Minutes of October 11, 2017.

8. 2017 Congestion Management Program (CMP) Document

M/S/C (Borden/Mello) to recommend that the VTA Board of Directors adopt the 2017 VTA Congestion Management Program (CMP).

9. **TFCA Project Status Report**

M/S/C (Borden/Mello) to review the status of ongoing Santa Clara County Transportation Fund for Clean Air (TFCA) Program Manager Fund projects.

10. **Development Review Quarterly Report for July-September 2017**

M/S/C (Borden/Mello) to receive the Development Review Quarterly Report for July to September 2017.

11. **Legislative Update Matrix**

M/S/C (Borden/Mello) to review the Legislative Update.

RESULT:	APPROVED [UNANIMOUS] – Consent Agenda Item #s 7 – 11
MOVER:	Timm Borden, Member
SECONDER:	Joshuah Mello, Vice Chairperson
AYES:	Abbas, Awoke, Borden, Capurso, Susanna Chan, Cherbone, Creer, Freitas, Kim, Mello, Morley, Ng (Alt.), Ristow
NOES:	None
ABSENT:	Steve Chan, Chen, Chung (Alt.), Hamilton

REGULAR AGENDA

12. **Commuter Shuttle Program Policy**

Angelique Gaeta, Chief of Staff, provided an overview of the staff report, highlighting: 1) operational challenges, including public safety and scheduling concerns; 2) consideration for a permit to coordinate use of designated stops/transit facilities with the shuttle operators; 3) example of opportunities at VTA park-and-ride facilities.

Public Comment

Chris O'Connor, Silicon Valley Leadership Group, expressed concern on certain aspects of the policy, such as cost and data collection. He noted the positive impact of commuter shuttles and the proposed program policy should help, not hinder, shuttle system operations.

Doug Bloch, Teamsters Joint Council 7, expressed support of public transit and acknowledged VTA operations should not be impeded. He noted conditional support for the proposed policy and encouraged VTA to add a labor harmony provision, similar to the San Francisco Municipal Transportation Agency's (SFMTA) commuter shuttle program.

Steve Bender, Teamsters Local 853, noted Mr. Bloch will speak on his behalf.

Adolph Felix, Teamsters Local 853, expressed support for the proposed policy and encouraged VTA to add a labor harmony provision in the policy, citing cost of living concerns for commuter shuttle operators.

Tony De Lorio, Teamsters Local 665, expressed support of the proposed policy, noting success of similar program in the City of San Francisco.

Members of the Committee expressed concern on the proposed permitting process, fees, and potential impacts to local streets. They noted the role of commuter shuttles in congestion management and highlighted a need for more robust coordination with local agencies in the development of the commuter shuttle program, particularly on issues concerning safety, cities' right-of-way, and local traffic policies.

Upon inquiry, staff clarified no permits have been issued yet and a process for permits would be developed in close coordination with Member Agencies. The proposed policy primarily aims to address safety and efficiency between VTA buses and commuter shuttle operators.

M/S/C (Mello/Abbas) on a vote of 10 ayes and 2 noes, as amended, to recommend that the VTA Board of Directors adopt a policy for a Commuter Shuttle Program, which requires commuter shuttle operators to adhere to a set of rules and regulations, as amended from time to time by the General Manager, in order to access VTA-owned real property; and staff return to working groups to develop an agreement with cities to jointly regulate shuttles outside of VTA-owned real property. Members Kim and Ristow opposed.

RESULT:	APPROVED AS AMENDED – Agenda Item #12
MOVER:	Joshuah Mello, Vice Chairperson
SECONDER:	Shahid Abbas, Member
AYES:	Abbas, Awoke, Borden, Capurso, Susanna Chan, Cherbone, Creer, Freitas, Mello, Morley, Ng (Alt.)
NOES:	Kim, Ristow
ABSENT:	Steve Chan, Chen, Chung (Alt.), Hamilton

13. Complete Streets Policy for VTA

Lauren Ledbetter, Senior Transportation Planner, provided an overview of the staff report.

Members of the Committee commended staff on a well-written, comprehensive policy. A suggestion was made that a Member Agency's adopted design standards should precede VTA's policy in the event of a conflict involving city-owned roadways.

M/S/C (**Ristow/Borden**) to recommend that the VTA Board of Directors adopt the Complete Streets Policy for VTA.

RESULT:	APPROVED – Agenda Item #13
MOVER:	John Ristow, Member
SECONDER:	Timm Borden, Member
AYES:	Abbas, Awoke, Borden, Capurso, Susanna Chan, Cherbone, Creer, Freitas, Mello, Morley, Ng (Alt.)
NOES:	None
ABSENT:	Steve Chan, Chen, Chung (Alt.), Hamilton

14. Election Process for 2018 Technical Advisory Committee Leadership: Nomination Subcommittee Report

Member Borden reported Chairperson Morley and Vice Chairperson Mello has expressed willingness to continue to serve as Committee chairperson and vice chairperson, respectively, for 2018.

Stephen Flynn, Advisory Committee Coordinator, noted next steps, including election of 2018 committee leadership at the next meeting.

On order of Chairperson Morley, and there being no objection, the Committee received the TAC Nomination Subcommittee's report on members expressing interest in serving as either chairperson or vice chairperson for 2018.

The Agenda was taken out of order.

OTHER

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

There was no update on MTC Activities and Initiatives.

17. Update on Caltrans Activities and Initiatives

Ex-Officio Member Saleh introduced Whitney Lawrence, III, the iTEAM's new Senior Transportation Engineer. He announced an iTEAM-hosted training workshop on project completion and closeout on December 7, 2017.

- San Mateo (SM) 101 Managed Lanes Project

Nadal Tuqan, Principal Engineer – Caltrans, provided an overview of the SM 101 Managed Lanes Project, highlighting: 1) projected congestion in the future; 2) overview of project goals, limits, and alternatives; and 3) preliminary project schedule and costs.

Members of the Committee and Caltrans staff briefly discussed contractor timeline, examples of similar projects in the country, and possible project funding strategies.

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

18. Update on Santa Clara Valley Water District (SCVWD) Activities and Initiatives

Ex-Officio Member Nguyen provided a brief update, noting: 1) status of emergency erosion repairs on Stevens Creek in the City of Mountain View; 2) SCVWD Board voted to participate in the California Water Fix Initiative; 3) the City of San Jose and SCVWD approved an emergency action plan for potential flooding response coordination; 4) deadline to apply for grant to reduce contaminant in waterways is on January 12, 2018, with pre-proposal meetings to be held on December 7 and 14, 2017; and 5) recruitment for chief operating officer for watersheds end on November 16, 2017.

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

19. Committee Work Plan

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

20. ANNOUNCEMENTS

Upon consensus of the Committee, Chairperson Morley deferred **Agenda Item #15** – Update on iTEAM Program to the next meeting.

15. (Deferred)

Receive information regarding utilization and future scope for iTEAM.

21. ADJOURNMENT

On order of Chairperson Morley, and there being no objection, the meeting was adjourned at 3:01 p.m.

Respectfully submitted,

Michelle Oblena, Board Assistant
VTA Office of the Board Secretary



**CITIZENS ADVISORY
COMMITTEE
and
2000 MEASURE A CITIZENS WATCHDOG
COMMITTEE**

Wednesday, November 8, 2017

MINUTES

CALL TO ORDER

The Regular Meeting of the Citizens Advisory Committee (CAC)/2000 Measure A Citizens Watchdog Committee (CWC) was called to order at 4:02 p.m. by Chairperson Wadler in Conference Room B-106, VTA River Oaks Campus, 3331 North First Street, San Jose, California.

1. ROLL CALL

Attendee Name	Title	Represents	Status
Aboubacar Ndiaye	Member	South Bay AFL-CIO Labor Council	Absent
Stephen Blaylock	Member	Mass Transit Users	Present
Aneliza Del Pinal	Member	Senior Citizens	Present
Chris Elias	Member	Environmentalists	Absent
Sharon Fredlund	Vice Chairperson	BOMA Silicon Valley	Absent
William Hadaya	Member	SCC Chambers of Commerce Coalition	Absent
Ray Hashimoto	Member	Homebuilders Assn. of No. CA	Present
Aaron Morrow	Member	Disabled Community	Absent
Charlotte Powers	Member	San Jose	Absent
Matthew Quevedo	Member	Silicon Valley Leadership Group	Present
Connie Rogers	Member	South County Cities	Present
Martin Schuler	Member	Disabled Persons	Present
Noel Tebo	Member	San Jose	Present
Herman Wadler	Chairperson	Bicyclists & Pedestrians	Present

A quorum was not present and a Committee of the Whole was declared.

2. ORDERS OF THE DAY

There were no Orders of the Day.

3. PUBLIC PRESENTATIONS:

There were no Public Presentations.

4. Committee Staff Report

Aaron Quigley, Senior Policy Analyst and Staff Liaison, reported on the actions the VTA Board of Directors (Board) took at their October 5, 2017 and November 2, 2017 meetings.

Mr. Quigley also reported the following: 1) electric bus prototype delivery; 2) BART Berryessa Extension progress; 3) BART Phase II Extension, and; 4) VTA's Breast Cancer Awareness Walk held on October 27, 2017.

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

5. Chairperson's Report

Chairperson Wadler introduced new Committee Member Matthew Quevedo, representing Silicon Valley Leadership Group.

Chairperson Wadler reported the following: 1) VTA is hosting a Regional Business Diversity Outreach Program at the River Oaks Facility on November 9, 2017; 2) upcoming State Route (SR) 85 Transit Guideway Study Community Meetings, and; 3) upcoming Tamien Station Joint Development Project Community Meetings.

Chairperson Wadler announced Committee Member Charlotte Powers has resigned from the Committee. The Committee expressed appreciation for her years of dedicated service and stated she would be missed.

Member Tebo provided an update on the CAC Membership Structure Subcommittee, highlighting the following: 1) membership appointments, categories of positions and efficiency of implementation; 2) replacing open-ended appointments with term limits; 3) the potential to add unrepresented groups such as post-secondary education, social services, motorists, and health and hospital workers, and; 3) the subcommittee is recommending the Committee remain the same size, while converting one position to a rural county transportation position to represent that geographic and possibly adding a member at large position.

Chairperson Wadler announced Member Morrow is scheduled to return to the Committee in January 2018, noting he is on excused medical leave.

6. Committee for Transportation Mobility and Accessibility

There was no Committee for Transportation Mobility and Accessibility (CTMA) Report.

7. Bicycle and Pedestrian Advisory Committee

There was no Bicycle and Pedestrian Advisory Committee (BPAC) Report.

COMBINED CAC AND 2000 MEASURE A CITIZENS WATCHDOG COMMITTEE CONSENT AGENDAS

8. Regular Meeting Minutes of September 13, 2017

On order of Chairperson Wadler and there being no objection, the Committee of the Whole deferred the Regular Meeting Minutes of September 13, 2017.

9. **CAC Quarterly Attendance Report**

On order of Chairperson Wadler and there being no objection, the Committee of the Whole received the CAC Quarterly Attendance Report.

10. **Transit Operations Performance Report - Q3 FY 2017**

On order of Chairperson Wadler and there being no objection, the Committee of the Whole received the Transit Operations Performance Report – FY2017.

11. **Legislative Update Matrix**

On order of Chairperson Wadler and there being no objection, the Committee of the Whole received the Legislative Update Matrix.

2000 MEASURE A CITIZENS WATCHDOG COMMITTEE REGULAR AGENDA

There were no items for the 2000 Measure A Citizens Watchdog Committee Regular Agenda.

CITIZENS ADVISORY COMMITTEE REGULAR AGENDA

12. **Commuter Shuttle Program Policy**

Stephen Flynn, Senior Management Analyst and Advisory Committee Coordinator, noted Member Blaylock’s conflict of interest and recusal from **Agenda Item # 12.**, Commuter Shuttle Program Policy.

Member Blaylock left his seat at 4:20 p.m.

Angelique M. Gaeta, Chief of Staff, introduced Ken Ronsee, Deputy Director, Construction, Engineering and Transportation. Ms. Gaeta provided an overview of the staff report and a presentation entitled “Commuter Shuttle Policy,” highlighting: 1) VTA Service Area; 2) Commuter Shuttles; 3) VTA Facilities; 4) Operational Challenges; 5) Public Safety/Scheduling – Camden Park & Ride; 6) Public Safety/Scheduling – River Oaks Stop; 7) Public Safety/Scheduling – River Oaks Stop; 8) Public Safety/Operations – Blossom Hill Park & Ride; 9) Public Safety/Engineering – Blossom Hill Park & Ride; 10) Scheduling – Ohlone/Chynoweth Park & Ride; 11) Scheduling – Camden Park & Ride; 12) Commuter Shuttle Policy; 13) Blossom Hill Park & Ride; and 14) Curtner Park & Ride.

Public Comment

Adolph Felix, Teamsters Local 853, commented on the following: 1) teamsters have recently organized 1,000 plus drivers in the Bay Area which has improved conditions; 2) safety concerns; 3) staging, and; 4) encouraged Members to support the Commuter Shuttle Policy.

Members of the Committee and staff discussed: 1) VTA is not implementing a policy similar to San Francisco; 2) the intention is to safely integrate shuttle and bus service into VTA’s current system; 3) permit and fees will be a cost recovery program to cover staff time required to implement, monitor and coordinate the program; 4) common carrier regulations; 5) extension of on-street bus stops; 6) VTA vehicle priority; 7) analysis,

permitting and coordination; 8) Members of the Technical Advisory Committee (TAC) voted to support implementation of the policy as it relates to VTA owned property; 9) creation and development of program specifics will be developed in upcoming months following outreach and engagement with all stakeholders; 10) capital costs and declining ridership, and 11) first and last mile gap statistics.

On order of Chairperson Wadler and there being no objection, the Committee of the Whole received a report on the Commuter Shuttle Program Policy.

Member Blaylock returned to the meeting and took his seat at 5:01 p.m.

13. VTA Complete Streets Policy

Lauren Ledbetter, Senior Transportation Planner and BPAC Staff Liaison, provided a brief report, highlighting the following: 1) purpose; 2) scope; 2) responsibilities; 4) policy; 5) design using latest and best practice design standards and guides, and; 6) exceptions to policy.

Members of the Committee and staff discussed the following: 1) potential city sidewalk improvement project in South County, and; 2) evaluations showing the impact of Complete Streets implementation on wait times at intersections.

On order of Chairperson Wadler and there being no objection, the Committee of the Whole received the VTA Complete Streets Policy.

The Agenda was taken out of order.

15. Development Review Quarterly Report for July-September 2017

Brent Pearse, Transportation Planner, provided a presentation entitled “Development Review Quarterly Report July - September 2017,” highlighting: 1) Development Review - By the Numbers; 2) Development Review - Commented Projects, and; 3) Development Review - Approved Projects.

On order of Chairperson Wadler and there being no objection, the Committee of the Whole received the Development Review Quarterly Report for July-September 2017.

16. Phased Implementation Plan for Next Network and Related Efforts in 2018

Jason Tyree, Senior Transportation Planner, provided a presentation entitled “Next Network Implementation Update,” highlighting the following: 1) FY18 & FY19 “Next Network” Transit Service Plan; 2) Maps; 3) FY18 & FY19 “Next Network” Transit Service Plan; 4) Elements for Phased Implementation (January 2018), Route 902; 5) Elements for Phased Implementation (January 2018), Route 522; 6) Elements for Phased Implementation (January 2018), Route 72 and 73, and; 7) Elements for Phased Implementation (January 2018) map.

On order of Chairperson Wadler and there being no objection, the Committee of the Whole received the Phased Implementation Plan for Next Network and Related Efforts in 2018.

14. Election Process for 2018 Advisory Committee Leadership: Appoint Nomination Subcommittee

Mr. Flynn provided an overview of the staff report.

Members Tebo and Hashimoto volunteered to serve on the Nomination Subcommittee to identify Committee members interested in serving as the Chairperson or Vice Chairperson for 2018.

On order of Chairperson Wadler and there being no objection, the Committee of the Whole accepted Members Tebo and Hashimoto to serve on the Nomination subcommittee to identify Committee members interested in serving as the Chairperson or Vice Chairperson for 2018.

COMBINED CAC AND CITIZENS WATCHDOG COMMITTEE ITEMS

17. Citizens Advisory Committee and Citizens Watchdog Committee Work Plans

On order of Chairperson Wadler and there being no objection, the Committee of the Whole reviewed the Citizens Advisory Committee and Citizens Watchdog Committee Work Plans.

OTHER

18. ANNOUNCEMENTS

Chairperson Wadler announced at the October, 2017, Santa Clara County Roads Commission meeting he was elected Chairperson.

19. ADJOURNMENT

On order of Chairperson Wadler and there being no objection, the meeting was adjourned at 5:30 p.m.

Respectfully submitted,

Anita McGraw, Board Assistant
VTA Office of the Board Secretary

Bicycle & Pedestrian Advisory Committee

Wednesday, November 8, 2017

MINUTES

CALL TO ORDER

The Regular Meeting of the Bicycle and Pedestrian Advisory Committee (BPAC) was called to order at 6:32 p.m. by Chairperson Hertan in Conference Room B-106, Santa Clara Valley Transportation Authority (VTA), 3331 North First Street, San José, California.

1. ROLL CALL

Attendee Name	Title	Representing	Status
Wes Brinsfield	Member	City of Los Altos	Present
Kristal Caidoy	Member	City of Milpitas	Present
Barry Chaffin	Member	City of Monte Sereno	Present
Susan Cretokos	Member	Town of Los Altos Hills	Present
Jaime Fearer	Vice Chairperson	City of San José	Present
Paul Goldstein	Member	City of Palo Alto	Present
Tom Granvold	Member	City of Santa Clara	Present
Bill Haskell	Member	City of Morgan Hill	Present
Peter Hertan	Chairperson	Town of Los Gatos	Present
Erik Lindskog	Member	City of Cupertino	Absent
Carolyn Schimandle	Member	City of Gilroy	Present
David Simons	Member	City of Sunnyvale	Present
Jim Stallman	Member	City of Saratoga	Present
Paul Tuttle	Member	City of Campbell	Present
Greg Unangst	Member	City of Mountain View	Present
Herman Wadler	Member	County of Santa Clara	Present
Colin Heyne	Ex-Officio Member	SV Bicycle Coalition	Present
Shiloh Ballard	Alt. Ex-Officio Member	SV Bicycle Coalition	n/a

A quorum was present.

2. ORDERS OF THE DAY

Staff requested that **Agenda Item #11**. Transportation Fund for Clean Air (TFCA) Project Status Report, be heard before **Agenda Item #10**. VTA Complete Streets Policy.

M/S/C (Haskell/Fearer) to accept the Orders of the Day.

RESULT:	ACCEPTED – Orders of the Day
MOVER:	Bill Haskell, Member
SECONDER:	Jaime Fearer, Vice Chairperson
AYES:	Brinsfield, Caidoy, Chaffin, Cretekos, Fearer, Goldstein, Haskell, Hertan, Simons, Stallman, Tuttle, Unangst, Wadler
NOES:	None
ABSENT:	Lindskog, Schimandle

3. **PUBLIC PRESENTATIONS**

Tim Oey, Interested Citizen, expressed support for the following: 1) El Camino Real becoming a mixed use roadway; and 2) scheduling a Síclovía event for the North County cities with VTA’s support.

Doug Muirhead, Interested Citizen, requested an update on bike collision avoidance.

Member Schimandle arrived and took her seat at 6:37 p.m.

4. **Committee Staff Report**

Lauren Ledbetter, Senior Transportation Planner and Staff Liaison, provided an overview of the written staff report highlighting the following: 1) the Pedestrian and Bicycle Group planners tour of completed and construction projects around the County; 2) 2016 Measure B Bike & Pedestrian Program Category update; 3) Countywide Bicycle Plan update; 4) Monthly Webinar on November 15, 2017 at noon on “Street Lighting – Best Practices and Innovations in Illumination Technology”; 5) VTA Board of Directors’ actions taken in October and November; 6) Electric Bus Prototype Delivery; 7) BART Berryessa Extension Progress; 8) Breast Cancer Awareness Walk; 9) Regional Business Diversity Programs; 10) Donation of Community Buses; 11) VTA Access Paratransit Move to Eastridge Loop; 12) State Route 85 Transit Guideway Study Community Meetings; and 13) Tamien Station Joint Development Project Community Meeting.

The Committee discussed the following: 1) Caltrans District 4 Bike Plan; 2) Joint Development; 3) inventory of VTA property; and 4) hydrogen fuel cell powered buses.

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

5. **Santa Clara County Staff Report**

Ellen Talbo, County Transportation Planner, provided a brief report, highlighting: 1) San Tomas Expressway Widening Project; and 2) Page Mill Road/Interstate 280 Interchange.

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

6. **Chairperson’s Report**

Chairperson Hertan expressed interest in a ridership feedback app and forming a subcommittee to look into what other transit agencies are doing in California.

CONSENT AGENDA

7. **Regular Meeting Minutes of September 13, 2017**

M/S/C (Simons/Wadler) to approve the Regular Meeting Minutes of September 13, 2017.

8. **Development Review Quarterly Report for July-September 2017**

M/S/C (Simons/Wadler) to receive the Development Review Quarterly Report for July to September 2017.

RESULT:	APPROVED – Consent Agenda Items #7-8
MOVER:	David Simons, Member
SECONDER:	Herman Wadler, Member
AYES:	Brinsfield, Caidoy, Chaffin, Cretekos, Fearer, Goldstein, Haskell, Hertan, Schimandle, Simons, Stallman, Tuttle, Unangst, Wadler
NOES:	None
ABSENT:	Lindskog

REGULAR AGENDA

9. **Election Process for 2018 Advisory Committee Leadership: Appoint Nomination Subcommittee**

Stephen Flynn, Advisory Committee Coordinator, provided a brief overview of the staff report.

M/S/C (Brinsfield/Unangst) to appoint Members Simons and Stallman as the nomination subcommittee to identify Committee members interested in serving as the chairperson or vice chairperson for 2018.

RESULT:	APPROVED – Agenda Item #9
MOVER:	Wes Brinsfield, Member
SECONDER:	Greg Unangst, Member
AYES:	Brinsfield, Caidoy, Chaffin, Cretekos, Fearer, Goldstein, Haskell, Hertan, Schimandle, Simons, Stallman, Tuttle, Unangst, Wadler
NOES:	None
ABSENT:	Lindskog

11. **TFCA Project Status Report**

Marcella Rensi, Deputy Director of Programming and Congestion Management, provided a brief overview of the status of Santa Clara County Transportation Fund for Clean Air (TFCA) projects.

Discussion ensued on TFCA projects.

On order of Chairperson Hertan, and there being no objection, the Committee reviewed the status of ongoing Santa Clara County Transportation Fund for Clean Air (TFCA) Program Manager Fund projects.

10. VTA Complete Streets Policy

Ms. Ledbetter provided an overview of VTA’s Complete Streets Policy.

Members of the Committee discussed the following: 1) continuity of projects crossing jurisdiction lines; and 2) determining future needs.

Members of the Committee requested the following changes to the Complete Streets Policy: 1) language consistency; and 2) using stronger language.

M/S/C (Hertan/Unangst) to defer making a recommendation on the Complete Streets Policy, so that the Committee’s suggestions can be incorporated or an explanation be provided of why the changes were not included.

RESULT:	APPROVED – Agenda Item #10
MOVER:	Wes Brinsfield, Member
SECONDER:	Greg Unangst, Member
AYES:	Brinsfield, Caidoy, Chaffin, Cretkos, Fearer, Goldstein, Haskell, Hertan, Schimandle, Simons, Stallman, Tuttle, Unangst, Wadler
NOES:	None
ABSENT:	Lindskog

OTHER

12. Reports from BPAC Subcommittees

- Travel Reimbursement Subcommittee

Mr. Flynn provided a report, noting that the subcommittee has proposed reimbursement be the equivalent of a day pass and not a round trip fare, which has support of General Counsel. The day pass reimbursement would require changing VTA’s Administrative Code.

- Complete Streets Subcommittee

There was no report.

- Best Practices for Transit Operators Training

Vice Chairperson Fearer restated the purpose of the subcommittee and indicated they will be meeting soon.

13. Citizens Advisory Committee (CAC) and 2000 Measure A Citizens Watchdog Committee (CWC) Report

Member Wadler provided a report, highlighting VTA's proposed Commuter Shuttle Program policy.

14. BPAC Work Plan

Ms. Ledbetter provided an overview of the BPAC Work Plan.

Members of the Committee requested adding the following to the Work Plan: 1) State Route 237 high occupancy toll lanes; 2) collision avoidance; and 3) reviewing signage at bus stops.

15. ANNOUNCEMENTS

Ex-Officio Member Heyne announced that there are a series of events sponsored by 8 80 Cities, a non-profit organization bringing people together to enhance mobility and public spaces creating healthy communities, the week of November 6, 2017.

Member Granvold announced that the Santa Clara BPAC filled the three open seats.

Member Chaffin and his wife recently rode their bikes to the Mexican border.

Member Brinsfield announced that the Los Altos BPAC is now a Complete Streets Commission.

Member Wadler provided a brief update on the Santa Clara County Roads Commission.

Member Simons expressed concern about the Atria housing development in Sunnyvale being on the sidewalk with no landscape and is not pedestrian friendly. Mr. Simons mentioned that there are plans to change the landscaping.

Member Goldstein announced the following: 1) Palo Alto adopted guidelines for bike share companies to operate within the city; and 2) Stanford University recently renewed their general use permit.

Vice Chairperson Fearer provided a flyer for World Day of Remembrance on November 19, 2017, and encouraged Members to share with networks.

16. ADJOURNMENT

On order of Chairperson Hertan, and there being no objection, the meeting was adjourned at 8:19 p.m.

Respectfully submitted,

Thalia Young, Board Assistant
VTA Office of the Board Secretary



Committee for Transportation Mobility & Accessibility

Thursday, November 9, 2017

MINUTES

CALL TO ORDER

The Regular Meeting of the Committee for Transportation Mobility and Accessibility (CTMA) was called to order at 10:04 a.m. by Chairperson Fitzgerald in Conference Room B-106, Santa Clara Valley Transportation Authority (VTA), 3331 North First Street, San José, California.

1. ROLL CALL

Attendee Name	Title	Status
Kathy Bonilla	Member	Absent
Sara Court	Member	Present
Jeffery Darling	Member	Absent
Rowan Fairgrove	Member	Present
Christine Fitzgerald	Chairperson	Present
Troy Hernandez	Member	Absent
Cheryl Hewitt	Member	Absent
Melba Holliday	Member	Present
Jeffery Jokinen	Second Vice Chairperson	Present
Tricia Kokes	Member	Present
John Macon	Alternate Member	N/A
Lupe Medrano	Member	Present
Laura Michels	Member	Present
Alexandra Morris	Member	Present
Aaron Morrow	First Vice Chairperson	Absent
Dilip Shah	Member	Present
Chaitanya Vaidya	Member	Present
Lori Williamson	Member	Present
Vacant	Rep. Ex-Officio Member Chavez	N/A

* Alternates do not serve unless participating as a Member.

A quorum was not present and a Committee of the Whole was declared.

2. INTRODUCTION OF AUDIENCE MEMBERS

Stephen Flynn, Senior Management Analyst & Advisory Committee Coordinator; Lauren Ledbetter, Senior Transportation Planner; Jay Tyree, Senior Transportation Planner; Leslie Garcia, Office Specialist II; Deborah Armstrong, Member of the Public; and Bob Armstrong, Member of the Public.

3. ORDERS OF THE DAY

Staff requested moving **Agenda Item #10**. Election Process for 2018 Advisory Committee Leadership: Appoint Nomination Subcommittee, after **Agenda Item #12**. Phased Implementation Plan for Next Network and Related Efforts in 2018.

On order of Chairperson Fitzgerald and there being no objection, the Committee of the Whole accepted the Orders of the Day.

4. PUBLIC PRESENTATIONS

Deborah Armstrong, Interested Citizen, made the following comments: 1) expressed concern about the disorganization of Paratransit Service Provider's schedule and how difficult it was to acquire statements; and 2) commented VTA buses should utilize the bus stops on the De Anza College campus to make it more accessible to students and people with disabilities.

Members Vaidya and Court arrived at the meeting and took their seats at 10:10 a.m. and a quorum was established.

5. Committee Staff Report

Aaron Vogel, Regional Transportation Manager & Staff Liaison provided a report on the following: 1) actions VTA Board of Directors took at their November 2, 2017 meeting; 2) electric bus prototype delivery; 3) Bay Area Rapid Transit (BART) Berryessa Extension progress; 4) Breast Cancer Awareness Walk; 5) Regional Business Diversity Outreach event scheduled for November 9, 2017; 6) State Route (SR) 85 Transit Guideway Study community meetings; 7) Tamien Station Joint Development Project community meeting; and 8) VTA Access Paratransit Call Center and Headquarters Eastridge facility is now in operation.

Member Morris arrived at the meeting and took her seat at 10:16 a.m.

Member Fairgrove and Michels arrived at the meeting and took their seats at 10:20 a.m.

6. Chairperson's Report

Chairperson Fitzgerald reported about the following: 1) attended Caltrain and VTA's emergency training at Tamien station; 2) introduction of SamTrans' disaster evacuation bus at the training; and 3) poor service of the Paratransit Service Provider.

CONSENT AGENDA

Member Medrano arrived at the meeting and took her seat at 10:30 a.m.

7. **Regular Meeting Minutes of May 11, 2017**

M/S/C (Vaidya/Williamson) to approve the Regular Meeting Minutes of May 11, 2017.

8. **Regular Meeting Minutes of September 14, 2017**

M/S/C (Vaidya/Williamson) to approve the Regular Meeting Minutes of September 14, 2017.

RESULT:	APPROVED [UNANIMOUS] – Consent Agenda Items #7 - #8
MOVER:	Chaitanya Vaidya, Member
SECONDER:	Lori Williamson, Member
AYES:	Court, Fairgrove, Holliday, Jokinen, Kokes, Medrano, Michels, Morris, Shah, Vaidya, Williamson, Fitzgerald
NOES:	None
ABSENT:	Bonilla, Darling, Hernandez, Hewitt, Morrow

9. **Chief Operating Officer's Report**

M/S/C (Vaidya/Williamson) to receive the Chief Operating Officer's report.

REGULAR AGENDA

The Agenda was taken out of order.

11. **VTA Complete Streets Policy**

Ms. Ledbetter provided a brief overview of the staff report. She stated that adoption of the policy will allow VTA to meet Complete Streets requirements for future One Bay Area Grant and 2016 Measure B funding programs.

M/S/C (Williamson/Holliday) to recommend that the VTA Board of Directors adopt the Complete Streets Policy for VTA.

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

RESULT:	APPROVED [UNANIMOUS] – Agenda Items #11
MOVER:	Lori Williamson, Member
SECONDER:	Melba Holliday, Member
AYES:	Court, Holliday, Jokinen, Kokes, Medrano, Michels, Morris, Shah, Vaidya, Williamson, Fitzgerald
NOES:	None
ABSTAIN:	Fairgrove
ABSENT:	Bonilla, Darling, Hernandez, Hewitt, Morrow

12. Phased Implementation Plan for Next Network and Related efforts in 2018

Jay Tyree, Senior Transportation Planner provided a brief update on the FY18 & FY19 “Next Network” Transit Service Plan and provided a presentation, highlighting the following: 1) timeline of implementing the plan; 2) staff’s work in preparation for the Next Network implementation; 3) new light rail system plan; 4) updated system map; 5) updated hand schedule time guides; and 6) route improvements to start in January 2018.

Members of the Committee offered the following comments: 1) bus stops should be fully accessible to people with disabilities; and 2) offered suggestions for a direct service to Milpitas to Palo Alto and Mountain View and extending the Bus Route 47 to California Circle in Milpitas.

Mr. Vogel commented that paratransit service hours will be improved to meet the additional service of Bus Lines 72 and 73.

Mr. Tyree responded that in mid-2018, Light Rail Orange Line from Alum Rock will service Milpitas to Mountain View.

On order of Chairperson Fitzgerald and there being no objection, the Committee received a report on the phased implementation of the FY18 & FY19 “Next Network” Transit Service Plan and related efforts in 2018.

10. Election Process for 2018 Advisory Committee Leadership: Appoint Nomination Subcommittee

Mr. Flynn explained the election process for the 2018 Advisory Committee Leadership.

M/S/C (Kokes/Fairgrove) to appoint Members Kokes and Fairgrove to serve on the nomination subcommittee to identify Committee members interested in serving as the chairperson or vice chairperson for 2018.

RESULT:	APPROVED [UNANIMOUS] – Agenda Items #10
MOVER:	Tricia Kokes, Member
SECONDER:	Rowan Fairgrove, Member
AYES:	Court, Fairgrove, Holliday, Jokinen, Kokes, Medrano, Michels, Morris, Shah, Vaidya, Williamson, Fitzgerald
NOES:	None
ABSENT:	Bonilla, Darling, Hernandez, Hewitt, Morrow

REPORTS

13. Citizens Advisory Committee/Citizens Watchdog Committee Report

There was no report from the Citizens Advisory Committee/Citizens Watchdog Committee.

OTHER

14. Work Plan Update

Members of the Committee suggested providing a cab driver sensitivity training that includes information on persons with dementia.

Mr. Flynn commented that Nuria Fernandez, General Manager and CEO, will be present at the January 2018 meeting to provide a report and update to the Committee on the Board's priorities for 2018.

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

15. ANNOUNCEMENTS

There were no Announcements.

16. ADJOURNMENT

On order of Chairperson Fitzgerald and there being no objection, the Committee meeting was adjourned at 11:04 a.m.

Respectfully submitted,

Michael Diaresco, Board Assistant
VTA Office of the Board Secretary



Policy Advisory Committee

Thursday, November 9, 2017

MINUTES

The Regular Meeting of the Policy Advisory Committee (PAC) was called to order at 4:02 p.m. by Chairperson Miller in Conference Room B-106, Valley Transportation Authority (VTA), 3331 North First Street, San Jose, California.

1. ROLL CALL

Attendee Name	Title	Status
Rich Waterman	City of Campbell	Absent
Jeff Cristina (Alternate)	City of Campbell	Absent
Rod Sinks	City of Cupertino	Present
Barry Chang (Alternate)	City of Cupertino	NA
Daniel Harney	City of Gilroy	Absent
Cat Tucker (Alternate)	City of Gilroy	Absent
Lynette Lee Eng	City of Los Altos	Present
Jean Mordo (Alternate)	City of Los Altos	NA
Michelle Wu	Town of Los Altos Hills	Present
Gary Waldeck (Alternate)	Town of Los Altos Hills	NA
Rob Rennie	Town of Los Gatos	Absent
Marico Sayoc (Alternate)	Town of Los Gatos	Absent
Bob Nuñez	City of Milpitas	Present
Garry Barbadillo (Alternate)	City of Milpitas	NA
Rowena Turner	City of Monte Sereno	Absent
Curtis Rogers (Alternate)	City of Monte Sereno	Absent
Rich Constantine	City of Morgan Hill	Present
Rene Spring (Alternate)	City of Morgan Hill	NA
John McAlister	City of Mountain View	Present
Margaret Abe-Koga (Alternate)	City of Mountain View	NA
Liz Kniss	City of Palo Alto	Present
Cory Wolbach (Alternate)	City of Palo Alto	NA
Magdalena Carrasco	City of San Jose	Absent
<i>Vacant (Alternate)</i>	<i>City of San Jose</i>	-
Kathy Watanabe	City of Santa Clara	Absent
Patrick Kolstad (Alternate)	City of Santa Clara	Absent
Howard Miller	City of Saratoga	Present
Rishi Kumar (Alternate)	City of Saratoga	NA
Gustav Larsson	City of Sunnyvale	Present
Nancy Smith (Alternate)	City of Sunnyvale	NA
Mike Wasserman	SCC Board of Supervisors	Present

A quorum was present.

2. ORDERS OF THE DAY

Chairperson Miller noted staff's request to move **Agenda Item #14.**, Phased Implementation Plan for Next Network and Related Efforts in 2018 after **Agenda Item #11.**, Commuter Shuttle Program Policy.

3. PUBLIC PRESENTATIONS:

There were no Public Presentations.

4. Committee Staff Report

Jim Lawson, Director of Government & Public Relations and Staff Liaison, provided a brief report, highlighting the following: 1) summary of actions taken by the VTA Board of Directors (Board) at the November 2, 2017, meeting; 2) announced the delivery of the Electric Bus Prototype; and 3) reported on the status and polling results of the Senate Bill (SB) 1.

5. Chairperson's Report

Chairperson Miller encouraged Members to reach out to VTA staff if they have questions relating to any VTA-related issues.

CONSENT AGENDA

Members of the Committee made the following requests: 1) to remove from the Consent Agenda and place on the Regular Agenda: **Agenda Item #7.**, 2017 Congestion Management Program (CMP) Document; 2) to make revisions to the October 12, 2017, PAC minutes; and 3) to remove from the Regular Agenda and place on the Consent Agenda: Agenda Item #12., VTA Complete Streets Policy.

6. Regular Meeting Minutes of October 12, 2017

M/S/C (McAlister/Wasserman) to approve the Regular Meeting Minutes of October 12, 2017.

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

Recommend that the VTA Board of Directors adopt the 2017 VTA Congestion Management Program (CMP).

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

8. TFCA Project Status Report

M/S/C (McAlister/Wasserman) to review the status of ongoing Santa Clara County Transportation Fund for Clean Air (TFCA) Program Manager Fund projects.

9. Development Review Quarterly Report for July-September 2017

M/S/C (McAlister/Wasserman) to receive the Development Review Quarterly Report for July to September 2017.

10. Legislative Update Matrix

M/S/C (McAlister/Wasserman) to review the Legislative Update.

12. VTA Complete Streets Resolution and Policy

M/S/C (McAlister/Wasserman) to recommend that the VTA Board of Directors adopt the Complete Streets Policy for VTA

RESULT:	APPROVED– Consent Agenda Item #6, #8 thru#10; #12
MOVER:	John McAlister, Vice Chairperson
SECONDER:	Mike Wasserman, Member
AYES:	Constantine, Kniss, Larsson, Lee Eng, McAlister, Miller, Nunez, Sinks, Wasserman, Wu
NOES:	None
ABSENT:	Carrasco, Harney, Rennie, Turner, Waterman, Watanabe

REGULAR AGENDA

7. 2017 Congestion Management Program (CMP) Document

Upon request from Committee Members, John Sighamony, Senior Transportation Planner, noted he would include in the CMP document the following: 1) various transit technologies; and 2) a list of Policy Advisory Boards (PAB) providing recommendations to the Board.

M/S/C (McAlister/Wasserman) to recommend that the VTA Board of Directors adopt the 2017 VTA Congestion Management Program (CMP).

RESULT:	APPROVED, as amended- Agenda Item #7
MOVER:	John McAlister, Vice Chairperson
SECONDER:	Mike Wasserman, Member
AYES:	Constantine, Kniss, Larsson, Lee Eng, McAlister, Miller, Nunez, Sinks, Wasserman, Wu
NOES:	None
ABSENT:	Carrasco, Harney, Rennie, Turner, Waterman, Watanabe

11. Commuter Shuttle Program Policy

Angelique Gaeta, Chief of staff, provided an overview of the staff report and a presentation entitled “Commuter Shuttle Policy,” highlighting: 1) VTA Service Area; 2) Commuter Shuttles; 3) VTA Facilities; 4) Operational Challenges; 5) Public Safety / Scheduling Camden Park & Ride; 6) Public Safety / Scheduling River Oaks Stop; 7) Public Safety / Operations Blossom Hill Park & Ride; 8) Public Safety / Engineering Blossom Hill Park & Ride; 9) Scheduling Ohlone/Chynoweth Park & Ride; 10) Scheduling Camden Park & Ride; 11) Commuter Shuttle Policy; 12) Blossom Hill Park & Ride; and 13) Curtner Park & Ride.

Discussion ensued about the following: 1) the proposed permit process; 2) any accumulated costs to VTA; 3) the goals to recover costs; 4) the importance of public safety and the safety risks due to the shuttles not having a designated path to operate; 5) jurisdictions enforcing the law at VTA stops; 6) interruptions to VTA service; 7) positive conversations and feedback from the shuttle drivers; 8) regulations versus coordination between the two transit agencies; 9) expressed support for collaborating with the shuttle agency to maximize public safety; 11) public outreach efforts, including stakeholder meetings; 12) the difference between an ordinance and policy; 13) VTA’s budget, noting the need to know the full costs of the program prior to Board approval; and 14) any impacts to current shuttle agencies working with VTA.

Vice Chairperson McAlister reported he distributed a handout to the Committee detailing the City of Mountain View’s comments related to the Commuter Shuttle Program Policy.

Mr. Lawson noted the importance of the policy and noted the policy was developed to address safety concerns and establish coordination between VTA and shuttle operators.

Public Comment

Chris O’Connor, Silicon Valley Leadership Group (SVLG), expressed concern about the lack of details in the policy, noting the policy should be fully developed prior to moving forward. Mr. O’Connor further noted the public’s support for shuttles.

Mr. Lawson, expressed appreciation to SVLG’s participation in coming to a resolution regarding their concerns, noting the policy must be in place prior to resolving many of the details brought forth to VTA staff.

The following Teamsters Joint Council 7, Teamsters 853 and Teamsters 665 members expressed support for the Commuter Shuttle Program and made the following comments : 1) requested to include a labor harmony provision in the policy; 2) expressed concern that the private shuttle companies are not held to the same operating standards as public transportation agencies; 3) noted the importance of safety for both the public and operators; and 4) noted the need for coordination between the agencies in order for the shuttles to have a designated area to arrive and depart to prevent fatalities and/or injuries.

- Doug Bloch
- Phil Ybaralozza
- Adolph Felix
- Tony De Lorio

Stephen Blaylock, ALTRANS, directed the Committee to a letter he distributed detailing

opposition to the Commuter Shuttle Program Policy. Mr. Blaylock further noted that coordination and communication between shuttle agencies and VTA can take place without a policy.

Roland Lebrun, Interested Citizen, made the following comments: 1) noted shuttles are budget neutral; 2) suggested VTA staff do a fatality rate comparison between VTA and shuttle agencies; 3) commended San Francisco Muni for how they handled the private shuttles in their city and suggested VTA staff research their program; 4) noted the need for VTA to have a separate Board for the Congestion Management Agency (CMA).

Mr. Lawson reported that the program will be developed in detail once the policy is approved.

Members of the Committee continued discussion noting support for the Commuter Shuttle Program and the efforts VTA is taking to resolve any conflicts or impacts to public safety.

M/S/C (Sinks/Nunez) to recommend that the VTA Board of Directors adopt a policy for a Commuter Shuttle Program, which requires commuter shuttle operators to adhere to a set of rules and regulations, as amended from time to time by the General Manager, in order to access VTA-owned real property and/or VTA-controlled areas, including VTA facilities.

RESULT:	APPROVED –Agenda Item #11
MOVER:	Rod Sinks, Member
SECONDER:	Bob Nunez, Member
AYES:	Constantine, Kniss, Larsson, Lee Eng, McAlister, Miller, Nunez, Sinks, Wasserman, Wu
NOES:	None
ABSENT:	Carrasco, Harney, Rennie, Turner, Waterman, Watanabe

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

Recommend that the VTA Board of Directors adopt the Complete Streets Policy for VTA.

The Agenda was taken out of order.

14. Phased Implementation Plan for Next Network and Related Efforts in 2018

Jay Tyree, Senior Transportation Planner, provided an overview of the staff report and provided a presentation, highlighting: 1) FY18 & FY19 “Next Network” Transit Service Plan; 2) Light Rail Service Map; and 3) Elements for Phased Implementation on certain bus routes. Mr. Tyree reported that most of the changes will be implemented when the BART Milpitas Station is open.

Public Comment

Mr. Lebrun commented about express trains to Mountain View, noting the light rail stations around the Google Campus and the employees that depend on the light rail to get to and from work.

On order of Chairperson Miller and there being no objection, the Committee of the Whole received a report on the phased implementation of the FY18 & FY19 "Next Network" Transit Service Plan and related efforts in 2018.

13. Election Process for 2018 Advisory Committee Leadership: Appoint Nomination Subcommittee

Chairperson Miller expressed interest in serving as the 2018 Policy Advisory Chairperson.

M/S/C (Kniss/Larsson) to appoint Vice Chair McAlister and Member Sinks to the Nomination Subcommittee to identify Committee members interested in serving as the chairperson or vice chairperson for 2018.

RESULT:	APPROVED– Agenda Item #13
MOVER:	Liz Kniss, Member
SECONDER:	Gustav Larsson, Member
AYES:	Constantine, Kniss, Larsson, Lee Eng, McAlister, Miller, Nunez, Sinks, Wasserman, Wu
NOES:	None
ABSENT:	Carrasco, Harney, Rennie, Turner, Waterman, Watanabe

OTHER

15. Committee Work Plan

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

16. ANNOUNCEMENTS

There were Announcements.

17. ADJOURNMENT

On order of Chairperson Miller and there being no objection, the Committee meeting was adjourned at 5:33 p.m.

Respectfully submitted,

Theadora Abraham, Board Assistant
VTA Office of the Board Secretary



El Camino Real Rapid Transit Policy Advisory Board

Thursday, October 26, 2017

MINUTES

CALL TO ORDER

1. ROLL CALL

Attendee Name	Title	Representing	Status
Dev Davis	Member	City of San Jose	Present
Teresa O'Neill	Member	City of Santa Clara	Present
Leonard Siegel	Member	City of Mountain View	Present
Joe Simitian	Member	County of Santa Clara	Present
Nancy Smith	Member	City of Sunnyvale	Present
Cory Wolbach	Member	City of Palo Alto	Present
Ken Yeager	Vice Chairperson	County of Santa Clara	Present
Jeannie Bruins	Chairperson	City of Los Altos & Santa Clara Valley Transportation Authority	Present

A quorum was present.

2. ORDERS OF THE DAY

Chairperson Bruins noted staff has requested presentations for **Agenda Item #7**, El Camino Bus Rapid Transit Project History, and **Agenda Item #8**, Policy Advisory Board Previous Recommendation and Next Steps be heard simultaneously, noting combined discussion will follow.

M/S/C (Siegel/O'Neill) to accept the Orders of the Day.

RESULT:	ACCEPTED [UNANIMOUS] – Orders of the Day #2
MOVER:	Leonard Siegel, Member
SECONDER:	Teresa O'Neill, Member
AYES:	Bruins, Davis, O'Neill, Siegel, Smith, Wolbach, Yeager
NOES:	None
ABSENT:	Simitian

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

3. PUBLIC PRESENTATIONS

Roland Lebrun, Interested Citizen, commented on the following: 1) autonomous vehicles do not need fixed guideways, but use dynamic routes based on real time traffic conditions, and; 2) will ask Metropolitan Transportation Commission (MTC) to consider if the autonomous vehicle with a single passenger qualifies for the High Occupancy Vehicle (HOV) lane.

4. Committee Staff Report

Chris Augenstein, Director of Planning & Program Development and Staff Liaison, provided an overview of Policy Advisory Board (PAB) duties, noting the purpose is to ensure that local jurisdictions most affected by a transportation improvement are involved in guiding the design, planning and construction of the project. He stated the El Camino Real Rapid Transit (ECRRT) PAB is reconvening to briefly review the history of the project and determine next steps.

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

5. Chairperson's Report

Chairperson Bruins announced the focus of the meeting was to review and bring all members to the same level of knowledge and understanding and then have a discussion of next steps.

CONSENT AGENDA

6. Regular Meeting Minutes of February 24, 2016

M/S/C (O'Neill/Siegel) to approve the Regular Meeting Minutes of February 24, 2016.

RESULT:	APPROVED [UNANIMOUS] – Consent Agenda #6
MOVER:	Teresa O'Neill, Member
SECONDER:	Leonard Siegel, Member
AYES:	Bruins, Davis, O'Neill, Siegel, Smith, Wolbach, Yeager
NOES:	None
ABSENT:	Simitian

Member Simitian arrived and took his seat at 3:10 p.m.

REGULAR AGENDA

Agenda Items #7 and 8 were heard together.

7. El Camino Bus Rapid Transit Project History

8. Policy Advisory Board Previous Recommendation and Next Steps

Adam Burger, Senior Transportation Planner, provided a combined presentation entitled “El Camino Real Bus Rapid Transit (BRT) Project History and PAB Recommendations and Next Steps,” highlighting the following: 1) Measure A (2000); 2) VTA Board of Directors (VTA Board) Adopts Bus Rapid Transit (BRT) Strategic Plan (2009); 3) Policy Advisory Board (PAB) Adopted Goals (2011); 4) Current Street Configuration; 5) Current Street Configuration at Bus Stops; 6) Street Configuration: Dedicated Lane; 7) Street Configuration: Dedicated Lane at Station; 8) Street Configuration: Mixed Flow; 9) Street Configuration: Mixed Flow at Station; 10) Draft Environmental Impact Analysis Completed (2014); 11) Steps Not Taken; 12) El Camino Real PAB Reconvenes (2014); 13) Street Configuration: Right Lane; 14) Street Configuration: Right Lane at Bus Stop; 15) PAB Recommendations to VTA Board (2016); 16) Context for El Camino Real Transit Improvement Discussion, and; 17) Staff is seeking direction from the PAB on how to proceed.

Chairperson Bruins thanked staff for the presentation. She indicated at the last meeting in February, 2016, the PAB had agreed to present the pilot concept to their jurisdiction’s council for feedback. Mountain View was the only city that received the presentation, noting their response was tentative. Chairperson Bruins requested the PAB consider the available options in terms of the path forward.

A discussion ensued regarding the following: 1) Alum Rock BRT portion of 1.2 miles of dedicated lane; 2) adopted goals; 3) criteria for bringing an end to the PAB; 4) pilot concept presentations were not made to the various jurisdictions and therefore, the VTA Board of Directors (Board) has not received a recommendation from the PAB, and; 5) the PAB members’ difficulty in setting up presentations within their jurisdiction.

Public Comment

Mr. Lebrun expressed support for disbanding the PAB. He stated prioritizing intersections causes problems and the focus needs to be on grade separations.

Chris Lepe, TransForm, noted the Bay Area is at a breaking point in terms of housing affordability and the transportation crisis. He stated given the land use plans on El Camino Real, it would be a shame to abandon the effort to provide better transit of some sort along the Grand Boulevard. He suggested the following: 1) bringing the two land use and transportation components together for a better solution; 2) conduct an analysis of right lane HOV; 3) incorporate Routes 22 and 522 into a dedicated center lane, and; 4) consider allowing private shuttles to use the transit lane.

Adina Levin, Friends of Caltrain, referenced the El Camino Land Use Plan and stated having functional and improved transit, pedestrian, and bicycle accommodations is essential.

Members of the Committee discussed the following: 1) The PAB has been meeting since 2011, has spent between ten to twenty million dollars, and no preferred alternative has been selected; 2) Caltrans Project Study Report Process; 3) Federal Small Starts Funding eligibility; 4) San Carlos Stevens Creek Corridor alternative; 5) City of Santa Clara is currently in the beginning stages of an El Camino Real specific plan; 6) consider combining Routes 22 and 522; 7) managing private shuttles; 8) suggest advising the VTA Board there is no strong support for a fully dedicated lane/bus rapid transit (BRT) on El Camino Real, and it may be appropriate to consider other enhancements along the El Camino Corridor that could improve the flow of traffic; 9) clarified that the proposed pilot project dedicated a time of day lane use for VTA buses, private shuttles and HOV; 10) suggested a June 30, 2018 deadline date for all cities involved to agree with the pilot project involving right hand dedicated lane for bus, shuttles and HOV with hour of day limitations; 11) the pilot project is designed to be reversible; 12) encourage all smaller cities to make smaller scale improvements along El Camino Real; 13) continue studying the right lane alternative while looking at a similar center lane/shared lane; 14) the pilot project would involve a city cost for enforcement; 15) Caltrain permission to make a change to the road would take an additional year; 16) federal funding process; 17) HOV passenger requirement should match Highway 101; 18) Chairperson Bruins, members of the PAB and VTA staff will work together to facilitate study sessions with involved cities at the earliest opportunity with the understanding that the matter will be concluded before the end of June, 2018, and; 19) there has been no determination as to how HOV will be defined.

Member Simitian suggested the PAB make the following recommendations to the VTA Board: to end consideration of a fully dedicated BRT lane along El Camino Real and move forward to consider other options, including, but not limited to the pilot program which was previously supported by the PAB. The pilot program requires the cooperation of the effected cities. The PAB will provide a series of presentations in those communities to conclude no later than June 2018. The hearings would be facilitated by PAB Members and VTA staff.

Chairperson Bruins clarified the recommendation is to abort an exclusive BRT lane on El Camino Real, and to propose a pilot program. If cities are not willing to support a pilot program, the PAB will consider disbanding the PAB and moving to smaller scale improvements which will be managed by VTA with the cities.

Chairperson Bruins indicated that, supported by VTA staff, she will present the pilot program to the cities. She stated the local Policy Advisory Board Member must be present at the meeting. Chairperson Bruins stated the PAB will reconvene to report back on the consensus after the presentations have been completed.

VTA staff clarified that to conduct the pilot program all cities must agree so there is a contiguous three mile lane of operation, and that individual cities would agree to pay for the cost of local law enforcement to enforce HOV restrictions on week days during peak periods.

Manolo Gonzalez-Estay, Public Communications Specialist II, Government Relations, clarified that the cities would need to make a determination that funding would be available to enforce the pilot program.

M/S/C (Simitian/Siegel) to discontinue consideration of a fully dedicated Bus Rapid Transit lane along El Camino Real, and to propose a pilot program. If cities are not willing to support a pilot program, the PAB will consider disbanding the PAB and moving to smaller scale improvements which will be managed by VTA with the cities.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Joe Simitian, Member
SECONDER:	Leonard Siegel, Member
AYES:	Bruins, Davis, O’Neill, Siegel, Simitian, Smith, Wolbach, Yeager
NOES:	None
ABSENT:	None

On order of Chairperson Bruins and there being no objection, the Committee received a report on El Camino Bus Rapid Transit Project History and a report on Policy Advisory Board Previous Recommendation and Next Steps.

9. ANNOUNCEMENTS

There were no Announcements.

10. ADJOURNMENT

On order of Chairperson Bruins and there being no objection, the meeting was adjourned at 4:36 p.m.

Respectfully submitted,

Anita McGraw, Board Assistant
VTA Office of the Board Secretary



VTA's BART Silicon Valley Ad Hoc Committee

Monday, November 13, 2017

NOTICE OF CANCELLATION

NOTICE IS HEREBY GIVEN that the Santa Clara Valley Transportation Authority VTA's BART Silicon Valley Ad Hoc Committee meeting scheduled for Monday, November 13, 2017, at 10:00 a.m. has been **cancelled**.

Michelle Oblena, Board Secretary
VTA Office of the Board Secretary



STATE ROUTE 85 CORRIDOR POLICY ADVISORY BOARD

Tuesday, November 21, 2017

MINUTES

CALL TO ORDER

The Regular Meeting of the State Route 85 Corridor Policy Advisory Board (SR 85) was called to order at 2:00 p.m. by Chairperson McAlister in Mountain View City Hall, Council Chambers, 500 Castro Street, 2nd Floor, Mountain View, CA 94041.

1. ROLL CALL

Attendee Name	Title	Representing	Status
Mary-Lynne Bernald	Alternate Member	City of Saratoga	n/a
Jeannie Bruins	Member	City of Los Altos	Absent
Barry Chang	Alternate Member	City of Cupertino	n/a
Burton Craig	Alternate Member	City of Monte Sereno	n/a
Sergio Jimenez	Member	City of San José	Absent
Larry Klein	Member	City of Sunnyvale	Present
Lynette Lee Eng	Alternate Member	City of Los Altos	Absent
John McAlister	Chairperson	City of Mountain View	Present
Russ Melton	Alternate Member	City of Sunnyvale	n/a
Howard Miller	Vice Chairperson	City of Saratoga	Present
Rob Rennie	Member	City of Los Gatos	Present
Paul Resnikoff	Alternate Member	City of Campbell	n/a
Marico Sayoc	Alternate Member	City of Los Gatos	n/a
Leonard Siegel	Alternate Member	City of Mountain View	n/a
Rod Sinks	Member	City of Cupertino	Present
Rowena Turner	Member	City of Monte Sereno	Present
Rich Waterman	Member	City of Campbell	Present
<i>Vacant</i>	Alternate Member	City of San José	n/a
<i>Vacant</i>	Member	County of Santa Clara	n/a
<i>Vacant</i>	Alternate Member	County of Santa Clara	n/a
Bijan Sartipi	Ex-Officio Member	Caltrans	Absent
Dan McElhinney	Alt. Ex-Officio Member	Caltrans	Present

A quorum was present.

2. PUBLIC PRESENTATIONS

Meir Levi, Interested Citizen, commented on highway noise and requested an update at a future meeting.

3. **ORDERS OF THE DAY**

There were no Orders of the Day.

4. **Committee Staff Report**

Jim Unites, Deputy Director of Transit Planning & Capital Development, provided a brief report, highlighting the updated 2016 Measure B State Route (SR) 85 Program Area Guidelines as approved by the VTA Board of Directors (Board) on November 7, 2017.

CONSENT AGENDA

5. **Regular Meeting Minutes of September 25, 2017**

M/S/C (Klein/Sinks) to approve the Regular Meeting Minutes of September 25, 2017.

Public Comment

Steven Levin, Interested Citizen, made the following comments referring to **Agenda Item #7**: State Route 85 Transit Guideway Study Community Engagement Plan and requested that future meeting minutes provide more detailed information about what was said.

Member Sinks agreed that more detail should be provided in meeting minutes regarding public comment as well as Committee discussion.

RESULT:	APPROVED [UNANIMOUS] – Agenda Item #5
MOVER:	Larry Klein, Member
SECONDER:	Rod Sinks, Member
AYES:	Klein, McAlister, Miller, Rennie, Sinks, Turner, Waterman
ABSENT:	Bruins, Jimenez

REGULAR AGENDA

6. **State Route (SR) 85 Outreach Efforts**

David Lovato, Public Communication Specialist, provided a summary on community outreach efforts.

Discussion ensued on the following: 1) trends by community; 2) community feedback and concerns; and 3) conducting a second survey.

On order of Chairperson McAlister and there being no objection, the Committee received a presentation on Community Outreach to date.

7. **State Route (SR) 85 Transit Travel Market Analysis**

Adam Burger, Senior Transportation Planner, provided a presentation entitled, “State Route 85 (SR 85) Transit Guideway Study: Travel Market Analysis.”

Public Comment

Doug Muirhead, Interested Citizen, made the following comments: 1) expressed concern about taking service from other routes; and 2) using the longer commute time on transit productively.

Roland Lebrun, Interested Citizen, commented on the following: 1) buses are faster than light rail; 2) tram trains in Europe; and 3) expressed concern that the meeting is not being video recorded and broadcast.

Cheriel Jensen, Interested Citizen, expressed support for transit along the SR 85 corridor.

Alternate Ex-Officio Member McElhinney took his seat at 2:33 p.m.

Members of the Committee discussed the following: 1) peak periods of transit travel; 2) reversible lanes along SR 85; 3) interim options while a permanent solution is built; 4) carpool lane speed; 5) farebox recovery; 6) autonomous vehicles; and 7) context of where transit is working well.

Members of the Committee made the following requests: 1) look at how other areas on the West Coast have made light rail work; 2) distribute at each meeting a placemat showing project process timeline; and 3) comparison of maintenance costs between buses and rail vehicles.

On order of Chairperson McAlister and there being no objection, the Committee received a presentation on State Route (SR) 85 Transit Travel Market.

8. State Route (SR) 85 Right-of-Way Analysis

Mr. Burger provided a presentation entitled, “SR 85 Transit Guideway Study: Light Rail/Bus Rapid Transit (BRT) Constraints Analysis.”

Public Comment

Mr. Lebrun expressed support for a transit lane and offered the following suggestions: 1) utilize matching funds to build the project; and 2) create a transit lane with bus convoys.

Ms. Jensen advocated for using the air space above SR 85 for transit.

Mr. Levi made the following comments: 1) light rail vehicle life span versus bus life span; and 2) light rail serves the community and provides housing solutions through multi-family housing.

Members of the Committee commented on the following: 1) finding creative solutions; 2) terminus in the North; 3) Senate Bill 1 funding; and 4) station spacing and location.

Members of the Committee made the following requests: 1) a memo from Jarrett Walker describing why transit in the City of Portland works well; and 2) the number of people who travel on SR 85.

On order of Chairperson McAlister and there being no objection, the Committee received a presentation on SR 85 Right-of-Way Constraints.

9. ANNOUNCEMENTS

Member Sinks made the following announcements: 1) the cities which blocked the express lanes have settled with VTA and Caltrans; and 2) recording meetings held in Cupertino. Mr. Sinks will work with the City of Cupertino Staff to provide video recordings for meetings held in their Chambers.

10. ADJOURNMENT

On order of Chairperson McAlister and there being no objection, the meeting was adjourned at 3:29 p.m.

Respectfully submitted,

Thalia Young, Board Assistant
VTA Office of the Board Secretary

Caltrain JPB Meeting Summary

At its December 7, 2017 meeting, the Caltrain JPB:

- Received an update from Derek Hansel, Caltrain Chief Financial Officer on Statement of Revenues and Expenses for the month of October 2017. The Forecast is unchanged from prior months and reflects the amended FY2018 budget.
- Received an update from staff on considerations for a potential transactions and use tax ballot measure.
 1. The board authorized to convene one or more meetings of representatives of the six boards that must agree before a three-county Caltrain funding measure can be placed on the ballot pursuant to Senate Bill (S.B.) 797 (referred to herein as the “Authorizing Agencies”), with the understanding that the participants will discuss:
 - a. Timing of a potential JPB regional sales tax ballot measure, taking into account:
 - the time required to prepare a plan for how tax revenues would be used to support Caltrain;
 - other local funding measures that the Authorizing Agencies may be contemplating and the relative timing and prioritization of such measures vis a vis a JPB measure;
 - how much time is required to secure approval from the Authorizing Agencies, based on the legislative processes of each board, and
 - election schedules and political viability; and
 - b. Options and preferences for how the tax revenues raised through a potential measure should be used, such as whether the revenues from a potential measure would supplement or replace any or all of the JPB member agencies' contributions.
 2. Directed Staff to provide the support required for such meeting(s).
- Received a detailed update on the Caltrain Business Plan. The Board will review and approve the draft Business Strategy Principles and Draft Caltrain Business Plan Scope of Work at their January meeting.
- Approved the Execution of Agreements to receive funding and act as project lead for the Redwood City Grade Separation Project and amend the fiscal year 2018 capital budget from \$70,473,295 to \$71,323,295
- Deferred a contract to J. Powers Recruiting, Inc. (J. Powers), of Sacramento, California, to provide Technical Recruiting Services to resolve and outstanding protest.

The Caltrain JPB will next meet on
January 4, 2018, at 10 a.m.
San Mateo County Transit District Administrative Building
Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

Date: December 6, 2017
Committee Meeting Date: NA
Board Meeting: December 7, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: Alberto Lara
Director of Business Services

FROM: Jeannie Bruins, Chairperson and Sam Liccardo, Vice Chairperson

SUBJECT: Sixth Amendment to Employment Contract for General Manager – Nuria I. Fernandez

APPROVED ACCEPTED ADOPTED AMENDED DEFERRED REVIEWED
Santa Clara Valley Transportation Authority
Board of Directors
Elaíne F. Baltao, Board Secretary
BY: *Elaíne F. Baltao*
DATE: 12/7/17

RECOMMENDATION:

Adopt the Sixth Amendment to the employment contract between Santa Clara Valley Transportation Authority (VTA) and General Manager/CEO Nuria I. Fernandez (copy attached). The amendment increases Ms. Fernandez's base salary by 3% in accordance with the Fifth Amendment to the contract and increases the employer contribution of the 401(a) defined retirement plan by the maximum amount allowable by law per year effective January 2018. In the event the maximum contribution into the 401(a) account is increased by the IRS, VTA agrees to increase its contribution to reflect the then current maximum limitation on this account.

BACKGROUND:

The Board of Directors appointed Nuria I. Fernandez as VTA's General Manager on October 3, 2013. On October 2, 2014, the Board approved a first amendment to the contract pertaining to the review of Ms. Fernandez's performance and compensation. On March 5, 2015, the Board approved a second amendment to revise Ms. Fernandez's compensation. On February 4, 2016, the Board entered into a third amendment to amend Ms. Fernandez's benefits, in lieu of a salary increase. On December 8, 2016, the Board approved a fourth amendment change to the contract related to review of annual compensation. On January 5, 2017, the Board approved a fifth amendment to modify the term of the contract and severance.

DISCUSSION:

Ms. Fernandez has continued to deliver on the Board of Director's priorities. In recognition of her sustained commitment and high level of achievement, the Board would like to modify her contract to include an increase in base salary and the employer contribution to the 401(a) retirement plan.

*Original copy filed with Human Resource Department.

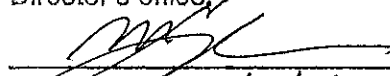
ALTERNATIVES:

The Board may reject or modify the recommendation of the Committee.

FISCAL IMPACT:

Appropriation for the provisions in the contract shall be included in VTA's Biennial Operating Budgets.

I certify that the foregoing instrument
is a true and exact copy of the original
on file in the Secretary of the Board of
Director's office.



Date 12/8/17

**SIXTH AMENDMENT TO
EMPLOYMENT AGREEMENT
BETWEEN
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
AND
NURIA I. FERNANDEZ**

This is the Sixth Amendment to the Employment Agreement (AGREEMENT) between the Santa Clara Valley Transportation Authority (VTA) and Nuria I. Fernandez (FERNANDEZ).

WHEREAS:

- A. VTA and FERNANDEZ entered into an Employment Agreement (AGREEMENT) on October 3, 2013, with an effective date of December 16, 2013, pursuant to which VTA appointed and employed FERNANDEZ as General Manager of VTA, with the term of the AGREEMENT expiring on December 17, 2018;
- B. VTA and FERNANDEZ entered into a first amendment to the AGREEMENT on October 2, 2014 to revise the provision in the AGREEMENT pertaining to the review of FERNANDEZ's performance and compensation (FIRST AMENDMENT);
- C. VTA and FERNANDEZ entered into a second amendment to the AGREEMENT on March 5, 2015 to revise compensation (SECOND AMENDMENT); and
- D. VTA and FERNANDEZ entered into a third amendment to the AGREEMENT on February 4, 2016, to revise a provision of the AGREEMENT to amend FERNANDEZ's benefits, in lieu of a salary increase (THIRD AMENDMENT);
- E. VTA and FERNANDEZ entered into a fourth amendment to the AGREEMENT on December 8, 2016, on the provision pertaining to the annual review of FERNANDEZ's compensation (FOURTH AMENDMENT);
- F. VTA and FERNANDEZ entered into a fifth amendment to the AGREEMENT on January 5, 2017, modifying the term of the contract and severance (FIFTH AMENDMENT); and
- G. VTA and FERNANDEZ desire to amend the contract to increase Ms. Fernandez's salary by 3% in accordance with the FIFTH AMENDMENT and increase the employer contribution of the 401(a) defined retirement plan to the maximum amount allowable by law per year.

NOW, THEREFORE, in consideration of the mutual promises and conditions contained herein, the parties agree as follows:

Paragraph 7 of the AGREEMENT pertaining to FERNANDEZ's salary and benefits shall be amended to reflect an increase to Ms. Fernandez's salary by 3% in accordance with the FIFTH AMENDMENT and increase the employer contribution of the 401(a) defined

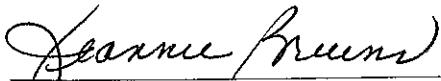
retirement plan to the maximum amount allowable by law per year effective January 1, 2018.

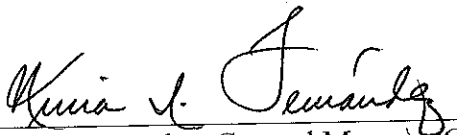
Except as hereby amended, the AGREEMENT and all actions taken thereunder shall remain in effect.

IN WITNESS WHEREOF, the parties hereto have approved this Sixth Amendment to Employment Agreement as of December 7, 2017.

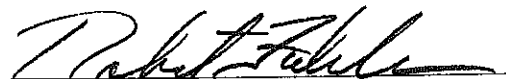
SANTA CLARA VALLEY
TRANSPORTATION AUTHORITY

NURIA I. FERNANDEZ

By 
Jeannie Bruins, Chairperson
Board of Directors


Nuria I. Fernandez, General Manager/CEO

APPROVED AS TO FORM:


Robert Fabela, General Counsel
Santa Clara Valley Transportation Authority

ATTEST:


Elaine Baltas, Board Secretary
Santa Clara Valley Transportation Authority

CERTIFIED COPY