



**Silicon Valley Rapid Transit Project:**  
**BART to Silicon Valley Extension**  
***FREQUENTLY ASKED QUESTIONS***  
***October 2008***

- What is the Silicon Valley Rapid Transit Project? ..... 2
- Will the Silicon Valley Rapid Transit Project connect to other transportation modes? ..... 2
- Will the Silicon Valley Rapid Transit Project connect to the Norman Y. Mineta San Jose International Airport? ..... 2
- What are the economic benefits associated with the completion of the Silicon Valley Rapid Transit Project?..... 3
- What are the traffic relief benefits associated with the completion of the Silicon Valley Rapid Transit Project? ..... 3
- What is the total estimated cost of the Silicon Valley Rapid Transit Project? ..... 3
- What funding sources are available for the Silicon Valley Rapid Transit Project?..... 3
- How much federal New Starts funding is needed for the Silicon Valley Rapid Transit Project? What is the percentage of New Starts funding as compared with the overall cost of the project? ..... 5
- What is the federal New Starts process?..... 5
- Where is the Silicon Valley Rapid Transit Project in the New Starts process?..... 6
- Has the Silicon Valley Rapid Transit Project received any prior New Starts appropriations?..... 7
- Was the Silicon Valley Rapid Transit Project authorized in SAFETEA-LU? ..... 8
- What is the status of the state Traffic Congestion Relief Program funding for the Silicon Valley Rapid Transit Project? ..... 8
- What are the operating and maintenance costs related to the Silicon Valley Rapid Transit Project and how will those be funded? ..... 8
- What is the status of work on the Silicon Valley Rapid Transit Project? What is the current stage of development of the project?..... 8
- What is the status of environmental work related to the Silicon Valley Rapid Transit Project?..... 9
- What is the status of engineering work related to the Silicon Valley Rapid Transit Project?..... 9
- What is the schedule for the Silicon Valley Rapid Transit Project? When is construction scheduled to begin? When will the project be open for service?..... 10
- How was the BART Extension to Milpitas, San Jose and Santa Clara selected as the Preferred Investment Strategy for the Silicon Valley Rapid Transit Corridor? ..... 10
- What is the process for developing transit-oriented development and station area plans for the Silicon Valley Rapid Transit Project?..... 10
- Why is VTA the lead on the Silicon Valley Rapid Transit Project?..... 11
- Is the Silicon Valley Rapid Transit Project included in the Regional Transportation Plan? ..... 11
- Who is VTA? Who is on the VTA Board of Directors?..... 11

- **What is the Silicon Valley Rapid Transit Corridor Project?**

The Silicon Valley Rapid Transit Project would extend the San Francisco Bay Area Rapid Transit (BART) regional heavy rail system south from a future Warm Springs Station in the city of Fremont in Alameda County through the cities of Milpitas and San Jose in Santa Clara County to a terminus near the Caltrain Commuter Rail Station in the city of Santa Clara.

The 16.1-mile alignment would be at-grade, above ground or in a retained trench, with a subway through downtown San Jose. The project includes six stations, a new BART maintenance and storage facility in the city of Santa Clara, and the purchase of rail cars needed to operate the extension once it is built.

The alignment for the project generally parallels I-680 and I-880, two major north-south regional corridors in the San Jose-San Francisco-Oakland Bay Area that link residential areas in Alameda, Contra Costa and San Joaquin Counties with numerous high technology and other employment centers in Silicon Valley.

Major highway transportation facilities in the project corridor are I-880 and I-680 running north and south, I-280 and State Route 237 running east and west, and U.S. 101 intersecting the project corridor. In addition, three existing rail lines fall within the corridor: (1) Alviso; (2) former Southern Pacific; and (3) Union Pacific. Existing public transit services in the area include Santa Clara Valley Transportation Authority (VTA) light rail, VTA and Alameda-Contra Costa Transit District (AC Transit) local and express buses, Caltrain Commuter Rail, Altamont Commuter Express (ACE), and Capitol Corridor Intercity Rail (Amtrak).

- **Will the Silicon Valley Rapid Transit Project connect to other transportation modes?**

Yes. The project represents the last link needed to complete the connection of all of the region's rail systems around San Francisco Bay and to tie together the region's three major metropolitan centers: San Jose, San Francisco and Oakland. The project would provide efficient and convenient passenger connections to the core BART system, ACE, Caltrain, the Capitol Corridor Intercity Rail Service (Amtrak), VTA buses, airport people mover, bus rapid transit (BRT), and light rail system, and California's proposed high-speed rail system.

This critical project will carry a significant number of passengers; relieve severe traffic congestion along key travel corridors; generate a significant amount of economic activity; and connect the 1.7 million residents of Santa Clara County with the existing 104-mile BART regional rail system, which serves almost every major destination in the San Jose-San Francisco-Oakland Bay Area. The 2030 ridership forecast for the project is over 90,000 average weekday riders.

- **Will the Silicon Valley Rapid Transit Project connect to the Norman Y. Mineta San Jose International Airport?**

Yes. The project will link with a proposed automated people-mover system to the Norman Y. Mineta San Jose International Airport. The transfer will occur at a future BART Station in the city of Santa Clara, the same location where the project will connect with the Caltrain Commuter Rail Service. Mineta San Jose International Airport is projected to have a 100 percent increase in passenger traffic between now and 2025. Currently, construction has begun to expand the airport's main concourse to serve 17.4 million passengers per year. Once the SVRT project is completed, the project will also link Silicon Valley with the San Francisco and Oakland International Airports via the existing BART system.

- **What are the economic benefits associated with the completion of the Silicon Valley Rapid Transit Project?**

The Silicon Valley Rapid Transit Project is anticipated to support approximately 10,000 jobs annually, as a result of construction, operations, and maintenance, travel times savings, and mobility/accessibility benefits. Approximately 7,500 of the anticipated jobs, or 75 percent, are expected to be based in Santa Clara County.

Silicon Valley is home to more than 7,300 high technology enterprises. This includes numerous global companies, as well as thousands of start-ups, small businesses and emerging companies that will become tomorrow's global models. These businesses employ a total of more than 300,000 people. This is the largest concentration of high technology enterprises in the world.

Innovative products and services that originate in Silicon Valley contribute greatly to the success of the regional, state and national economies. Providing a comprehensive, multi-modal transportation system for Silicon Valley is a key component in supporting the economic health of the San Jose-San Francisco-Oakland Bay Area Region, California and the United States.

The project is vital to the future of Silicon Valley. It will: (a) support the local economy; (b) enhance regional connectivity; (c) alleviate traffic congestion; (d) accommodate future travel demand; (e) improve access to employment, education, medical, and retail centers; and (f) maximize public transit usage.

- **What are the traffic relief benefits associated with the completion of the Silicon Valley Rapid Transit Project?**

I-680 and I-880 are heavily congested corridors in the nine-county San Jose-San Francisco-Oakland Bay Area that are physically constrained by the San Francisco Bay to the west and open space hills to the east of the corridor. By extending BART to Silicon Valley, the project would provide a rail transit alternative that reduces traffic congestion in these corridors, when compared to no BART extension being built. In addition, the project represents a critical link needed to complete the connection of all of the region's rail systems around San Francisco Bay.

- **What is the total estimated cost of the Silicon Valley Rapid Transit Project?**

The total estimated capital cost of the Silicon Valley Rapid Transit Project is \$6.1 billion in year of expenditure dollars. Capital cost includes vehicles, right-of-way, design, administration, and construction.

- **What funding sources are available for the Silicon Valley Rapid Transit Project?**

About 88 percent of the capital funding to build the Silicon Valley Rapid Transit Project will come from local and state revenues.

The following is a funding breakdown for the Silicon Valley Rapid Transit Project. The figures are expressed in year of expenditure (YOE) dollars:

FUNDING SOURCE	FUNDING AMOUNT (YOES)	PERCENTAGE OF FUNDING
Local 2000 Measure A Program	\$4.734 billion	77%
State Traffic Congestion Relief Program	\$649 million	11%
Federal New Starts Program	\$750 million	12%
<b>TOTAL</b>	<b>\$6.133 billion</b>	<b>100%</b>

The state and local funding sources for the Silicon Valley Rapid Transit Project are committed. In July 2000, the California State Legislature and former Governor Gray Davis enacted the Traffic Congestion Relief Act. Among other things, this legislation created the Traffic Congestion Relief Program (TCRP), which consists of 149 specific high priority transportation capital improvement projects around the state. The bill authorized \$760 million in TCRP funding for the following: “BART to San Jose; extend BART from Fremont to Downtown San Jose in Santa Clara and Alameda Counties.”

In November 2001, the VTA Board of Directors approved a comprehensive agreement with BART that addresses numerous issues related to the Silicon Valley Rapid Transit Corridor Project, one of which was the sharing of the \$760 million in TCRP funds. Under the terms of this agreement, BART would be allocated \$111 million for its extension from Fremont to Warm Springs and VTA would receive \$649 million for the Silicon Valley Rapid Transit Project.

In November 2000, the voters of Santa Clara County, by a 70.3 percent majority, approved the Measure A Transit Improvement Program, a ½-cent local transit sales tax that would provide funding to:

- ✓ Connect BART to the cities of Milpitas, San Jose and Santa Clara.
- ✓ Build a rail connection from the Norman Y. Mineta San Jose International Airport to BART, Caltrain and light rail.
- ✓ Purchase low-floor light-rail vehicles to enhance access for disabled individuals and seniors.
- ✓ Expand VTA’s bus fleet and convert it to clean-fuel vehicles.
- ✓ Provide light rail service throughout Santa Clara County.
- ✓ Expand and electrify Caltrain.

This 30-year local sales tax went into effect on April 1, 2006. It will expire on March 31, 2036.

The 2000 Measure A Transit Improvement Program will provide \$4.7 billion in year of expenditure dollars for the Silicon Valley Rapid Transit Project.

In August 2003, the VTA Board of Directors adopted a resolution authorizing the issuance of bonds up to \$550 million secured by and payable from the 2000 Measure A Transit Improvement Program. A portion of these bond proceeds was made available to keep project development work related to the Silicon Valley Rapid Transit Corridor Project moving forward.

VTA will seek the remaining \$750 million for the project through the federal New Starts Program.

- **How much federal New Starts funding is needed for the Silicon Valley Rapid Transit Project? What is the percentage of New Starts funding as compared with the overall cost of the project?**

The Silicon Valley Rapid Transit Project is seeking \$750 million from the federal New Starts Program. New Starts dollars would account for approximately 12 percent of the total capital funding required for the project. This is one of the lowest federal shares, as a percentage of total project costs, requested for a New Starts project.

- **What is the federal New Starts process?**

New Starts projects must go through a rigorous process with the Federal Transit Administration (FTA). The process is defined generally in the federal surface transportation legislation that funds New Starts projects: the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Specific project performance measures and reporting requirements have been defined by FTA. Currently, FTA rates each New Starts project according to the following basic criteria: (a) project justification; and (b) financial commitment. The *project justification rating* is obtained by evaluating a potential New Starts project according to a number of factors, including mobility improvements, environmental benefits, cost effectiveness, operating efficiencies, economic development effects, and land use considerations. The *financial commitment rating* requires a project to be evaluated based on its local and state financial commitment (non-New Starts share of project costs), and the stability and reliability of its capital and operating financial plans.

It is important to point out the following with regard to FTA’s New Starts ratings process:

- ✓ Project evaluation is an on-going process.
- ✓ Projects receive a composite rating according to a five-point scale: high, medium-high, medium, medium-low, and low.
- ✓ Ratings occur annually and are updated to reflect new information or project refinements, such as costs, financial information, ridership, benefits, schedules, and impacts.
- ✓ Based on updated project information, ratings for projects can change.
- ✓ As part of its Annual New Starts Report to Congress, FTA makes funding recommendations for projects for the upcoming fiscal year.

Aside from these ratings, a New Starts project must pass certain FTA milestones in order to be eligible for funding. VTA has already achieved key milestones in the FTA New Starts process for the Silicon Valley Rapid Transit Project and will continue to achieve others necessary to demonstrate readiness to begin construction.

- (a) *Completion of an Alternatives Analysis*: VTA completed a Major Investment Study/Alternatives Analysis (MIS/AA) in 2001, selecting a BART Extension to Milpitas, San Jose and Santa Clara as the Preferred Investment Strategy for the Silicon Valley Rapid Transit Corridor.
- (b) *Inclusion of the project in the Regional Transportation Plan (RTP)*: Costs for design and a partial construction allowance for construction of the Silicon Valley Rapid Transit Project are included in the most recent version of the Regional Transportation Plan (RTP) adopted by the Metropolitan Transportation Commission (MTC). MTC is the metropolitan planning organization (MPO) for the nine-county San Jose-San Francisco-Oakland Bay Area. Capital and

operating costs for the entire 16.1-mile project are anticipated to be included in the pending update of the fiscally constrained RTP, scheduled for adoption March 2009.

- (c) *Approval for the project to enter into preliminary engineering:* A request of FTA to approve entry of the Silicon Valley Rapid Transit Project into New Starts preliminary engineering is to be submitted summer 2009.
- (d) *Issuance of a Record of Decision upon completion of federal environmental work:* This work is in progress. According to the Silicon Valley Rapid Transit Project's schedule, a Record of Decision is anticipated to be received in early 2010.
- (e) *Approval for the project to enter into final design:* VTA expects to seek FTA approval to enter into final design for the Silicon Valley Rapid Transit Project in late 2009 or early 2010.

If a project does not pass each of these milestones, then it is not eligible to receive federal New Starts appropriations for the respective phases of work.

Once a New Starts project has been issued its Record of Decision and has been approved to enter into final design by FTA based on its overall project rating, the project sponsor and FTA begin negotiating a Full Funding Grant Agreement (FFGA) for the project. The FFGA spells out the roles and responsibilities of the project sponsor and FTA during the construction of the project. It also represents the commitment of the federal government to provide its share of construction funding for the project. A New Starts funding schedule is included in the FFGA, which specifies the amount of New Starts dollars that should be appropriated by Congress in each fiscal year for the project during construction. A project cannot receive a New Starts appropriation for construction without an FFGA.

- **Where is the Silicon Valley Rapid Transit Project in the New Starts process?**

FTA is continuing to work with VTA on the Silicon Valley Rapid Transit Project's financial plan, travel demand model and cost-effectiveness rating. In spring 2005, VTA outlined to FTA a potential strategy of: (a) identifying a portion of the 16.1-mile corridor as the "New Starts Candidate Project;" but (b) building the entire project simultaneously, with the remainder being locally funded. In April 2005, FTA informed VTA that it would accept this strategy, with the Warm Springs-Berryessa portion of the 16.1-mile corridor serving as the federalized segment for New Starts purposes. The Berryessa-San Jose-Santa Clara portion of the project corridor would be the localized segment. As a caveat, FTA indicated that the federalized segment must demonstrate independent utility in case the localized segment is unable to be built.

It should be emphasized that although the funding approach for the Silicon Valley Rapid Transit Project would be "segmented," the project is not. VTA would construct the entire 16.1-mile extension in one phase. Federal New Starts funds would support construction of the New Starts portion of the project from Warm Springs to Berryessa, which is 9.9 miles long, while state and local dollars would be used for construction of the remaining portion of the project from Berryessa through downtown San Jose to Santa Clara.

In December 2005, VTA formally requested that the Silicon Valley Rapid Transit Project be temporarily withdrawn from FTA's formal New Starts process. The reason for this "time-out" from the formal New Starts process was to allow VTA to more effectively work with FTA to: (a) resolve travel demand modeling issues; (b) evaluate ridership estimates; (c) contain project costs; (d) address financial capacity issues; and (e) improve the competitiveness of the project across all New Starts evaluation criteria. It is VTA's intent to

return the project to the formal New Starts process in calendar 2009, and to seek federal funding for final design and construction beginning in FY 2011.

Progress to date on New Starts issues relative to the project can be summarized as follows:

- ✓ *Financial Plan:* In June 2006, the VTA Board of Directors approved a revenue and expenditure plan for the 2000 Measure A Transit Improvement Program. The Silicon Valley Rapid Transit Project is included in this adopted plan. The plan includes revenues currently programmed plus new revenues equivalent to a 30-year, quarter-cent local sales tax to support the construction and operation of all projects identified in the 2000 Measure A Transit Improvement Program. In addition, VTA must prepare a number of financial plans and related documents for submission to FTA as part of the New Starts Criteria evaluation and rating process. These documents will be based on the most current cost, planning and financial information available at the time of submission. VTA has entered into a contract with a consultant team to put together a financial model to support the development of this information. This comprehensive financial model will include capital and operating needs for all of VTA's transit activities, and will be used as the basis for a more detailed analysis to support an update of the 2000 Measure A expenditure plan.
- ✓ *Economic Effects Evaluation:* In response to the new requirements in SAFETEA-LU for a New Starts project's economic benefits to be considered as part of FTA's evaluation and ratings process, VTA is conducting an economic effects evaluation of the Silicon Valley Rapid Transit Corridor Project. This analysis will consist of the following: (a) economic impact analysis at the countywide/local levels; (b) analysis of the impacts of the project on tax revenues, government spending and government services; (c) competitiveness analysis; (d) sensitivity and risk analysis; (e) dynamic feedback analysis; and (f) evaluation of alternative financing strategies.
- ✓ *Travel Demand Model:* FTA accepted the Silicon Valley Rapid Transit Project's travel demand model in January 2007. In addition, FTA has approved the project's transportation system management (TSM) alternative. Next steps with regard to modeling efforts are to: (a) conduct a sensitivity analysis of the model's assumptions based on FTA guidance to gauge their effects on ridership projections; (b) update the model with the 2007 regional land-use projections prepared by the Association of Bay Area Governments (ABAG); (c) update the project's ridership estimate; (d) refine the project's costs; and (e) use the model to determine the project's user benefits.

• **Has the Silicon Valley Rapid Transit Project received any prior New Starts appropriations?**

Yes. To date, the Silicon Valley Rapid Transit Corridor Project has been appropriated a total of \$11.25 million in federal New Starts money for preliminary engineering work, as follows:

- ✓ FY 2003 = \$250,000.
- ✓ FY 2004 = \$2 million.
- ✓ FY 2005 = \$2.5 million.
- ✓ FY 2006 = \$6.5 million.

All of these funds have been received by VTA.

- **Was the Silicon Valley Rapid Transit Project authorized in SAFETEA-LU?**

Yes. The Silicon Valley Rapid Transit Project was authorized for federal New Starts funding in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which was signed into law in August 2005.

- **What is the status of the state Traffic Congestion Relief Program funding for the Silicon Valley Rapid Transit Project?**

To date, the Silicon Valley Rapid Transit Project has been allocated a total of \$649 million in Traffic Congestion Relief Program (TCRP) funding, as follows:

- ✓ February 2001 = \$8 million for alternatives analysis and environmental work.
- ✓ April 2002 = \$37 million for conceptual engineering and environmental work.
- ✓ February 2007 = \$151 million for reimbursement for 35 percent design work pursuant to a Letter of No Prejudice (LONP) that was executed by the California Transportation Commission (CTC) in December 2005. VTA used local money to advance this phase of project development work.
- ✓ February 2007 = \$213.5 million for 65 percent design work.
- ✓ September 2008 = \$239 million for final design

- **What are the operating and maintenance costs related to the Silicon Valley Rapid Transit Project and how will those be funded?**

The total operating and maintenance cost for the Silicon Valley Rapid Transit Project in 2018 is approximately \$119 million (year of expenditure dollars). VTA would be financially responsible for that portion of the Silicon Rapid Transit Project's direct and fixed operating and maintenance costs not covered by revenues.

Annual revenues for the Silicon Valley Rapid Transit Project are projected to total \$76 million for 2018 in year of expenditure dollars. Potential operating revenues include fares, parking, and advertising. These revenues would offset the cost to operate and maintain the BART extension.

Operating and maintenance costs would also include a capital reserve contribution. The capital reserve contribution will be determined as part of an overall Capital Improvement Program developed jointly by BART and VTA. VTA's long-term financial strategy for operations and maintenance of the project includes a combination of funding from local sales tax revenues and other new sources.

- **What is the status of work on the Silicon Valley Rapid Transit Project? What is the current stage of development of the project?**

The Silicon Valley Rapid Transit Project currently is under environmental review. The VTA Board of Directors approved the Environmental Impact Report (EIR) for purposes of complying with the California Environmental Quality Act (CEQA) in December 2004. A supplemental EIR was certified by the VTA Board of Directors in June 2007. The Environmental Impact Statement (EIS) for purposes of complying with the National Environmental Policy Act (NEPA) will be submitted to FTA for a Record of Decision in late-2009. Conceptual engineering (10 percent design) is done. Preliminary engineering work (35 percent design) is done. Contract amendments for the next level of engineering work (65 percent design) were awarded in December 2006. The 65 percent design work is expected to be completed in December 2008.

- **What is the status of environmental work related to the Silicon Valley Rapid Transit Project?**

In 2004, VTA submitted the administrative draft EIS/EIR for the Silicon Valley Rapid Transit Corridor Project to FTA for its review. However, FTA decided to delay this review until BART completed the federal EIS and received a Record of Decision for its Warm Springs Extension Project. In order to continue to move the environmental process for the Silicon Valley Rapid Transit Corridor Project forward, VTA, at that time, decided to pursue a strategy of separating the state EIR for the project from the federal EIS.

In December 2004, the VTA Board of Directors certified the state EIR for the Silicon Valley Rapid Transit Corridor Project. This action included an adopted project description, thereby allowing VTA to begin value engineering work. In January 2007, VTA released a draft supplemental EIR for the Silicon Valley Rapid Transit Corridor Project to reflect changes resulting from preliminary engineering (35 percent design). In June 2007, the VTA Board of Directors certified the Supplemental EIR.

FTA issued a Record of Decision to BART for its Warm Springs Extension Project in fall 2006, thereby allowing VTA to move forward with its federal environmental document for the Silicon Valley Rapid Transit Corridor Project; renamed the Silicon Valley Rapid Transit Project. In September 2007, FTA published a Notice of Intent in the Federal Register, which officially kicked off the EIS process for the project. In 2008 and 2009, VTA will prepare a revised Draft EIS for the project for re-circulation to the public and a Final EIS with any value engineering modifications. The Final EIS for the Silicon Valley Rapid Transit Project and a request for the issuance of a Record of Decision will be submitted to FTA in late-2009.

- **What is the status of engineering work related to the Silicon Valley Rapid Transit Project?**

With the completion of preliminary engineering (35 percent design) in December 2006, VTA began the next level of engineering work related to the Silicon Valley Rapid Transit Project in January 2007. This work will bring the project to a 65 percent design level and is anticipated to be completed in December 2008. Specifically, it consists of: (a) further developing the design of the project's facilities and systems; and (b) updating the project's cost estimates and schedules. It is being funded with \$213.5 million in state TCRP money.

To facilitate the management of 65 percent design activities, the Silicon Valley Rapid Transit Project has been organized into three geographic areas, plus project-wide systems, as follows:

- ✓ *Northern Area*: Consists of studies and design work for the fixed guideway, stations, and parking structures from the planned BART Warm Springs Station in Fremont along the Union Pacific Railroad right-of-way to the east tunnel portal in San Jose at U.S. 101.
- ✓ *Central Area*: Consists of studies and design work for the underground portion of the project, which includes a five-mile twin tube tunnel, three underground stations and parking structures from the east tunnel portal near the U.S. 101/Alum Rock Interchange, under Santa Clara Street in downtown San Jose, to a west tunnel portal near the Santa Clara Station.
- ✓ *Western Area*: Consists of studies and design work for the fixed guideway, maintenance facility, one station, and parking structures from the west tunnel portal to the end of the tail track in the city of Santa Clara.

- ✓ *Project-Wide Systems*: Consists of studies and design work for the traction power, communications, train control, and security systems that would be installed throughout the entire project corridor.
- ✓ *Design Integration*: Consists of project design standards and criteria, coordination between the various design elements, and compliance with design requirements through reviews.

- **What is the schedule for the Silicon Valley Rapid Transit Corridor Project? When is construction scheduled to begin? When will the project be open for service?**

- ✓ Approval of the state EIR occurred in December 2004. A supplemental EIR to reflect changes to the project resulting from preliminary engineering was certified by the VTA Board of Directors in June 2007.
- ✓ Submittal of the federal EIS to FTA and the issuance of a Record of Decision are expected in late-2009.
- ✓ Preliminary engineering (35 percent design) began in 2004 and was completed in December 2006.
- ✓ 65 percent design started in January 2007 and is scheduled to be completed in December 2008.
- ✓ Final design, which will move the project to a 100 percent design level, is expected to begin in 2009.
- ✓ VTA anticipates the execution of an FFGA for the project with FTA sometime in mid-2010.
- ✓ Beginning of major construction work is scheduled for 2010.
- ✓ Project completion and beginning of service are targeted for 2018.

- **How was the BART Extension to Milpitas, San Jose and Santa Clara selected as the Preferred Investment Strategy for the Silicon Valley Rapid Transit Corridor?**

The proposed BART Extension to Milpitas, San Jose and Santa Clara was selected following the completion of a Major Investment Study/Alternatives Analysis (MIS/AA) in November 2001. The MIS/AA evaluated 11 alternatives representing various modes of travel (express bus, bus rapid transit, commuter rail, diesel and electric light rail, and BART), and various alignments and stations located in the cities of Fremont, Milpitas, San Jose, and Santa Clara.

The Preferred Investment Strategy/Locally Preferred Alternative for the Silicon Valley Rapid Transit Corridor Project was chosen after an extensive review process, including eight months of technical analysis, 12 public meetings, and more than 15 community working group meetings.

When compared with the other alternatives, the BART Extension to Milpitas, San Jose and Santa Clara offers: (a) the fastest travel times to passenger destinations; (b) best access to jobs, educational facilities, medical centers, retail outlets, and entertainment venues; (c) greatest congestion relief; (d) best regional connectivity with no transfers to the existing BART system; and (e) opportunities for transit-oriented development in conjunction with local land-use planning efforts. The BART alternative also has the highest ridership projections. The 2030 ridership forecast for the project is over 90,000 average weekday riders.

The MIS/AA screening and evaluation process resulted in the adoption of the BART Extension to Milpitas, San Jose and Santa Clara as the preferred alternative by the VTA Board of Directors in November 2001.

- **What is the process for developing transit-oriented development and station area plans for the Silicon Valley Rapid Transit Project?**

Community involvement in station area planning and in considering appropriate transit-oriented development is an important component of the Silicon Valley Rapid Transit Project. VTA is working closely with the cities of Milpitas, San Jose and Santa Clara to define local land-use planning goals and

priorities around the project's station areas. All of the cities along the project corridor have local general plans, specific plans and redevelopment plans that specify transit-supportive land uses. VTA will coordinate with the plans and policies established by the cities to develop station campuses that support land-use scenarios around the project's station areas.

- **Why is VTA the lead on the Silicon Valley Rapid Transit Corridor Project?**

VTA is responsible for transit planning, construction and operations in Santa Clara County, and has an excellent record for completing major roadway and transit projects on or ahead of schedule, and within or under budget.

VTA is the lead agency responsible for designing and constructing the Silicon Valley Rapid Transit Project. VTA will own all of the property, facilities and equipment related to the project. When the project is completed, BART will operate and maintain the system under an agreement executed with VTA.

- **Is the Silicon Valley Rapid Transit Project included in the Regional Transportation Plan?**

Yes. The 2004 Regional Transportation Plan (RTP) for the San Jose-San Francisco-Oakland Bay Area identifies the BART extension in the Silicon Valley Transit Corridor as one of the high priority rail expansion corridors for the near and long terms for the region and as a priority for federal New Starts funding. With regard to the Silicon Valley Rapid Transit Project, the 2004 RTP includes environmental clearance, engineering, and right-of-way activities in the fiscally constrained portion of the RTP, while construction and operations are shown in the RTP's vision element.

MTC is currently preparing the 2008 RTP. The fiscally constrained list of projects being reviewed as part of the environmental clearance process includes all activities related to the implementation of the BART extension in the Silicon Valley Rapid Transit Corridor, including construction and operations.

- **Who is VTA? Who is on the VTA Board of Directors?**

VTA is an independent special district responsible for bus, light rail and paratransit operations; congestion management; highway improvements; transit capital improvement projects; and countywide transportation planning for Silicon Valley.

The VTA Board of Directors is responsible for setting transportation policy for Santa Clara County. It has 12 voting members and two ex-officio members. Ten directors are mayors or city council members representing the 15 cities in the county, and two directors are members of the Santa Clara County Board of Supervisors. The two ex-officio members are Santa Clara County's representatives on MTC.