



SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

2000 Measure A Transit Improvement Program

[A Fund of the Santa Clara Valley Transportation Authority]

Independent Accountant's Report on Compliance
Examination and Budgetary Comparison Schedule

For the Fiscal Year Ended June 30, 2022

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
2000 Measure A Transit Improvement Program
[A Fund of the Santa Clara Valley Transportation Authority]
For the Fiscal Year Ended June 30, 2022

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INDEPENDENT ACCOUNTANT'S REPORT

2000 Measure A Citizens Watchdog Committee
3331 North First Street
San Jose, California 95134

To the 2000 Measure A Citizens Watchdog Committee,

We have examined the Santa Clara Valley Transportation Authority's (VTA) compliance with requirements of the 2000 Measure A Transit Improvement Program (2000 Measure A Program) for the fiscal year ended June 30, 2022. The financial activity of the 2000 Measure A Program is included in the accompanying Budgetary Comparison Schedule and related notes. Management is responsible for VTA's compliance with the specified requirements. Our responsibility is to express an opinion on VTA's compliance with the specified requirements based on our examination.

Our examination was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. Those standards require that we plan and perform the examination to obtain reasonable assurance about whether VTA complied, in all material respects, with the specified requirements referenced above. An examination involves performing procedures to obtain evidence about whether VTA complied with the specified requirements. The nature, timing, and extent of the procedures selected depend on our judgment, including an assessment of the risks of material noncompliance, whether due to fraud or error. We believe that the evidence we obtained is sufficient and appropriate to provide a reasonable basis for our opinion.

We are required to be independent and to meet our other ethical responsibilities in accordance with relevant ethical requirements relating to the engagement.

Our examination does not provide a legal determination on VTA's compliance with specified requirements.

In our opinion, VTA complied, in all material respects, with the aforementioned requirements of the 2000 Measure A Program for the fiscal year ended June 30, 2022.

Our examination was conducted for the purpose of assessing compliance with the 2000 Measure A Program, as reported in the Budgetary Comparison Schedule. The supplementary information as listed in the table of contents is presented for the purposes of additional analysis and is not a required part of the Budgetary Comparison Schedule. The supplementary information has not been subjected to the compliance procedures of the 2000 Measure A Program, and accordingly, we express no opinion on it.

This report is intended solely for the information and use of the 2000 Measure A Citizens Watchdog Committee and is not intended to be and should not be used by anyone other than the specified party.



Crowe LLP

West San Jose, California
April 7, 2023

Santa Clara Valley Transportation Authority
2000 Measure A Transit Improvement Program
[A Fund of the Santa Clara Valley Transportation Authority]
Budgetary Comparison Schedule (on a Budgetary Basis)
For the Fiscal Year Ended June 30, 2022
(in thousands)

	Original Operating Budget	Final Operating Budget	Actual	Variance with Final Budget
Revenues:				
Sales tax receipts	\$ 236,381	\$ 236,381	\$ 258,470	\$ 22,089
Investment earnings	575	575	2,223	1,648
Federal subsidy for Build America Bonds	8,271	8,271	8,379	108
Other income	1,519	1,519	474	(1,045)
Total revenues	246,746	246,746	269,546	22,800
Non-project expenditures (Note B3):				
Professional, special and other services	559	559	489	70
Operating assistance to VTA Transit (Note B4)	49,049	55,049	53,633	1,416
Miscellaneous	30	30	28	2
Repayment of debt service to VTA Transit (Note D)	17,593	17,593	17,597	(4)
Principal payment, bond interest and other bond charges (Note E)	71,934	65,934	64,100	1,834
Total non-project expenditures	139,165	139,165	135,847	3,318
Total revenues less non-project expenditures	\$ 107,581	\$ 107,581	133,699	\$ 26,118
Project expenditures (Notes B3 and E):				
Silicon Valley Rapid Transit Corridor (VTA's BART Silicon Valley Program)			174,102	
Light Rail Program			20,119	
Commuter Rail Program			2,103	
Bus Program			871	
Mineta-San Jose Airport People Mover			19	
Fund Exchange Payments to Congestion Management & Highway Program (Note C)			1,529	
Total project expenditures			198,743	
Capital contributions (Note G)			10,110	
Change in fund balance, on a budgetary basis			(54,934)	
GAAP reconciliation and unbudgeted items (Note B1):				
Capitalized project expenditures			181,032	
Amortization of bond premium and deferred loss and swap termination			-	
Unrealized gain/(loss) on investments			(7,080)	
Amortization of premium/discounts on investment			(354)	
Interest expense			(7,966)	
Transfers out			(174,787)	
Service expense			(49)	
Total GAAP reconciliation and unbudgeted items			(9,204)	
Change in fund balance, on a GAAP basis			(64,138)	
Fund balance, beginning of year			337,284	
Fund balance, end of year			\$ 273,146	

** Differs slightly from the published adopted budget due to minor adjustments made for exactness.*

The notes to the budgetary comparison schedule are an integral part of this schedule.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

2000 Measure A Transit Improvement Program

[A Fund of the Santa Clara Valley Transportation Authority]

Notes to Budgetary Comparison Schedule

For the Fiscal Year Ended June 30, 2022

NOTE A – DESCRIPTION OF REPORTING ENTITY

The Santa Clara Valley Transportation Authority's (VTA) 2000 Measure A Transit Improvement Program (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 provides funding for the following ballot-specified projects:

- Extending BART from Alameda County to the Santa Clara County cities of Milpitas, San Jose, and Santa Clara (previously known as the SVRT project and now referred to as VTA's BART Silicon Valley Extension).
- Providing connections from the Norman Y. Mineta San Jose International Airport to BART, Caltrain and VTA light rail.
- Extending light rail from downtown San Jose to the East Valley.
- Purchasing low-floor light rail vehicles.
- Improving Caltrain by double-tracking to Gilroy and electrifying from Palo Alto to Gilroy.
- Increasing the level of Caltrain service.
- Constructing a new Palo Alto Intermodal Transit Center.
- Improving service in major bus corridors.
- Upgrading the Altamont Commuter Express (ACE) service.
- Improving Highway 17 Express bus service.
- Connecting Caltrain with the Dumbarton Rail Corridor.
- Purchasing zero-emission buses and constructing support facilities.
- Developing new light rail corridors.
- Funding operating and maintenance costs for increased bus, rail and paratransit services.

The Measure A Program is funded by a half-cent sales tax imposed for a period of 30 years effective April 1, 2006 upon expiration of the County of Santa Clara 1996 Measure B half-cent sales tax on March 31, 2006. Prior to revenue collection, VTA issued sales tax revenue bonds to provide funding for part of the Measure A Program, including engineering and design of the Silicon Valley Rapid Transit (SVRT) project (now called VTA's BART to Silicon Valley Extension) and the procurement of Low Floor Light Rail Vehicles. VTA also secured funding under the State's Traffic Congestion Relief Program (TCRP) and the Federal Transit Administration's (FTA) grant programs to facilitate this effort, which are reported as capital contributions on the Budgetary Comparison Schedule (financial schedule).

As provided by the 2000 Measure A ballot, the VTA Board of Directors is responsible for implementation of the Measure A Program and for all policy-related decisions including the composition, implementation schedule and funding level of projects. The Citizens Watchdog Committee is responsible for reviewing Measure A Program expenditures to assure funds are spent in accordance with the intent of the ballot and for informing the public on how the funds are spent by VTA.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
2000 Measure A Transit Improvement Program
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Notes to Budgetary Comparison Schedule
For the Fiscal Year Ended June 30, 2022

NOTE B – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

1) Basis of Presentation

The accompanying financial schedule presents only the financial activities of the Measure A Program on a budgetary basis, and is not intended to present the financial position, changes in financial position and cash flows of the VTA in conformity with accounting principles generally accepted (GAAP) in the United States of America. The reconciliation to GAAP on the accompanying financial schedule is presented to facilitate an understanding of the Measure A Program activities on a GAAP basis.

2) Basis of Accounting

The financial activity of the Measure A Program is accounted for as a governmental fund. Governmental funds focus on near-term inflows and outflows of spendable resources, as well as balances of spendable resources at the end of the fiscal year.

3) Budgetary Control

VTA budgets biennially for the 2000 Measure A Program among other operations. The 2000 Measure A Program budget appropriation is broken into an operating budget and a capital budget. The operating budget includes appropriation for non-project specific expenditures such as professional services, non-capitalized debt service, and operating assistance to VTA Transit. The capital budget appropriation reflects the anticipated expenditures and commitments on capital projects for the two-year budget period.

4) Operating Assistance to VTA Transit

As part of the Adopted Biennial Budget, the Board of Directors approved the operating assistance rate of 20.75%, which is applied to Measure A Program revenues to provide operating assistance to VTA.

5) Program-wide Expenditures

VTA has incurred expenditures to support the Measure A Program but not allocated to a specific project. These include the preparation of progress and cost reports, financial forecasting, and ballot-required activities of the Citizens Watchdog Committee including independent compliance audits, public hearings, and publication in local newspapers of audit results, public hearing notices and annual reports. VTA developed an allocation methodology for these expenditures during fiscal year 2010 that uses the actual amount of direct project expenditures as the base for allocating the program-wide expenditures. (See Note F for further details)

6) Use of Estimates

The preparation of the Budgetary Comparison Schedule in conformity with GAAP requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results may differ from those estimates.

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Notes to Budgetary Comparison Schedule
For the Fiscal Year Ended June 30, 2022

NOTE C – FUND EXCHANGE PAYMENTS TO CONGESTION MANAGEMENT & HIGHWAY PROGRAM

Fund exchange payments are a tool utilized by the VTA Board of Directors, in its capacity as the Congestion Management Agency for Santa Clara County, to accelerate project delivery. On February 1, 2007, the Board of Directors approved an exchange of \$57.54 million of 2000 Measure A sales tax revenues for anticipated future grant funding from the State Transportation Improvement Program (STIP). The exchanged 2000 Measure A sales tax revenues would fund several non- Measure A transportation projects. In exchange, the anticipated future STIP funds would be used to pay the Measure A Program's obligation for the Capitol Expressway Light Rail Extension Project. To date, VTA has accessed \$42.88 million to build pedestrian, bus, and bicycle facilities on Capitol Expressway, and to reconstruct and expand the Eastridge Transit Center. Approximately \$1.66 million lapsed back to the county share.

The remaining \$13.0 million was programmed for the utility relocations required to construct track, signal, and right-of-way (ROW) for the Light Rail extension on Capitol Expressway. The \$13.0 million had a June 30, 2013 STIP fund allocation deadline and required National Environmental Policy Act (NEPA) clearance. VTA was unable to obtain NEPA clearance from the Federal Transit Administration (FTA) in time to meet the June 30, 2013 allocation deadline and requested a 20-month one-time maximum-legally-allowable extension from the California Transportation Commission (CTC). CTC granted the extension, which expired February 15, 2015. VTA has been unable to obtain NEPA clearance for the project in that time, and the \$13.0 million STIP grant lapsed back to Santa Clara County's unprogrammed STIP share on February 16, 2015.

On December 13, 2007, the Board of Directors approved an additional exchange of \$50.44 million of 2000 Measure A Sales Tax revenue for anticipated future grant funding through the STIP. The exchanged 2000 Measure A Sales Tax revenue funded several highway improvement projects, as well as local street and county road projects. In exchange, the STIP funds were used to pay a corresponding portion of VTA's share of the BART's Hayward Yard Maintenance project. This occurred in December 2012.

In November 2013, VTA Board approved programming \$14.5 million in 2014 STIP program capacity to the BART Silicon Valley Santa Clara Extension (SVSX) project and directed \$14.5 million in Measure A funds that would have been used for the SVSX project to the VTA Express Lane projects. In November 2017, VTA Board of Directors programmed \$15.03 million (lapsed funds) to SVSX. This includes all lapsed funds of \$14.7 million (\$13.0 million + \$1.66 million), plus \$370,000 in interest. The total STIP funds programmed to SVSX amounts to \$29.53 million. We expect this allocation in 2023.

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For the Fiscal Year Ended June 30, 2022

The following table shows the changes in activity related to the fund exchange payments made during the fiscal year as well as the cumulative fund exchange payments made to the Congestion Management & Highway Program Fund as of June 30, 2022 (in thousands):

Exchange funds authorized:	
Exchange funds authorized on February 1, 2007	\$ 57,540
Exchange funds authorized on December 13, 2007	50,440
Exchange funds authorized on November 7, 2013	14,500
Exchange funds interest authorized on November 2, 2017	370
Total exchange funds authorized	<u>\$ 122,850</u>
Exchange payments made:	
Cumulative exchange payments made as of July 1, 2021	\$ 117,790
Exchange payments made during the current fiscal year	<u>1,529</u>
Cumulative exchange payments made as of June 30, 2022	<u>\$ 119,319</u>
Exchange funds repaid to the Measure A Program:	
Exchange funds received as of July 1, 2021, as reported	\$ 93,320
Exchange funds received during the current fiscal year	<u>-</u>
Cumulative exchange funds received as of June 30, 2022	<u>\$ 93,320</u>

NOTE D – REPAYMENT OF DEBT SERVICE TO VTA TRANSIT

VTA issued bonds secured by the 1976 sales tax, subsequent to voter approval, but prior to the commencement of collection of the Measure A sales tax to fund project expenditures under the Measure A Program. On an annual basis, the Measure A Program reimburses the VTA Transit Fund for debt principal, interest and related expenditures incurred for the 2008 Sales Tax Revenue Refunding Bonds (2008 Bonds). The reimbursement will continue until the debt obligations are extinguished. There are no formal reimbursement arrangements or loan terms in place. Accordingly, any reimbursements made by the Measure A Program will be recorded in the period in which they occur. For the fiscal year ended June 30, 2022, the Measure A Program paid \$17,596,767 in debt service, consisting of \$13,845,000 in principal and \$3,751,767 in interest and other bond charges.

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The following table presents the projected aggregate annual amount of principal and interest payments required to repay the outstanding debt as of June 30, 2022:

<u>Year Ending June 30,</u>	<u>Principal</u>	<u>Interest</u>
2023	14,500,000	3,053,083
2024	15,190,000	2,325,208
2025	15,910,000	1,562,708
2026	16,670,000	764,042
Total	<u>\$ 62,270,000</u>	<u>\$ 7,705,041</u>

The 2008 Bonds are hedged with a swap agreement whereby VTA pays a fixed rate of 3.145% on the outstanding balances to the counterparties, in return for a variable rate that is tied to the 1-month LIBOR rate. Additional information regarding the swap agreement is presented in the notes of the VTA's basic financial statements.

NOTE E – ALLOCATION OF DEBT SERVICE AND CAPITALIZED BOND INTEREST

VTA has incurred expenditures associated with the issuance of debt used to finance project expenditures for the Measure A Program. VTA developed an allocation methodology for these expenditures that was approved during the fiscal year 2011 that uses the amount of bond proceeds spent on a project as a percentage of total bond proceeds spent as the base for allocating the capitalized bond interest. Prior to the approval of the allocation methodology, all capitalized bond interest was recorded as part of the BART Silicon Valley Extension project, as most of the bond proceeds were spent on this project.

For the fiscal year ended June 30, 2022, the Measure A Program reflected total debt service of approximately \$64.1 million; of which \$35.0 million represents debt payment. In January 2020, VTA started to not capitalize any interest and bond finance charges in preparation to the implementation of GASB 89, *Accounting for Interest Cost Incurred Before the End of a Construction Period*. Total bond finance charges relating to active projects in FY 2022 amounted to \$6.1 million.

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Notes to Budgetary Comparison Schedule
For the Fiscal Year Ended June 30, 2022

The following table shows cumulative bond interest through June 30, 2022. This includes only open projects.

<u>Program Name</u>	<u>Cumulative Through June 30, 2021</u>	<u>Fiscal Year 2022</u>	<u>Cumulative Through June 30, 2022</u>
VTA'S BART Silicon Valley Extension	\$ 352,115	\$ 5,316	\$ 357,431
Light Rail Program:			
Santa Clara Pocket Track	6,418	-	6,418
Double Track	5,043	533	5,576
Eastridge Transit Center - CELR	1,754	186	1,940
Light Rail Extension	17,338	-	17,338
New Light Rail Corridor Development	294	9	303
DTEV-CELR To Eastridge	58	-	58
LRT Extension to Vasona Junction	43	-	43
Bus Program	78	7	85
Commuter Rail Program:			
Dumbarton Rail Corridor	128	-	128
Caltrain Service Upgrades	5,649	-	5,649
Measure A Program-Wide	765	22	787
Total Allocated Capitalized Bond Interest	<u>\$ 389,683</u>	<u>\$ 6,073</u>	<u>\$ 395,756</u>

NOTE F – ALLOCATION OF PROGRAM-WIDE EXPENDITURES

VTA has incurred expenditures for general tasks that have been identified as part of the Measure A Program, but not allocated to a specific project. These include the preparation of progress and cost reports, financial forecasting, ballot-required activities of the Citizens Watchdog Committee including independent compliance audits, public hearings, and publication in local newspapers of audits results, public hearings notices and annual reports. VTA developed an allocation methodology for these expenditures during fiscal year 2010 that uses the actual amount of direct project expenditures as the base for allocating the program-wide expenditures.

In fiscal year 2010, the allocation of the current quarter's program-wide expenditures occurred in the following quarter. The methodology was changed in fiscal year 2011 such that current quarter's program-wide expenditures are allocated in the same quarter.

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Notes to Budgetary Comparison Schedule
For the Fiscal Year Ended June 30, 2022

The following table shows the allocation of program-wide expenditures in fiscal year 2022 (in thousands):

<u>Program</u>	<u>Project Description</u>	<u>Amount</u>
LIGHT RAIL PROGRAM	DTEV Capitol Exp. Ph.II-LRT to Eastridge	\$ 18
COMMUTER RAIL PROGRAM	Caltrain Electrification Invest. Program	3
BUS PROGRAM	King Road BART BRT	1
TOTAL ALLOCATION OF PROGRAM-WIDE EXPENDITURES		<u>\$ 22</u>

NOTE G – CAPITAL CONTRIBUTIONS

The Measure A Program received capital contributions totaling \$10,110,000 during the fiscal year. The composition of these contributions was as follows (in thousands):

<u>Grant/Funding Source</u>	<u>Program</u>	<u>Amount</u>
Federal	Full Funding Grant Agreement (FFGA)	\$ 3,038
	FTA Section 5307, 5309, and 5337	448
State	Public Transportation Accounts & Clean Air	
	Transportation Improvement Act (Prop1B SLPP)	2,073
	Senate Bill 1 (SB1)	4,282
Local	Cities of Cupertino, Milpitas, and San Jose, Santa Clara County, Santa Clara Valley Water District, and 2016 Measure B	269
		<u>\$ 10,110</u>

The Measure A Program has received most of its external capital contributions from the Federal government as a result of the Full Funding Grant Agreement. The Measure A Program has used these funds to assist in the financing of: (1) the Bart Silicon Valley Extension Project that will extend BART from Fremont to Santa Clara County; and (2) procurement of Bus Rapid Transit vehicles.

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Notes to Budgetary Comparison Schedule
For the Fiscal Year Ended June 30, 2022

NOTE H – SKANSKA SHIMMICK HERZOG, JOINT VENTURE (“SSH”) V. VTA, ET AL.

SSH, VTA's design-build contractor for the line, track, stations, and systems of VTA's BART Silicon Valley Berryessa Extension filed suit against VTA seeking unspecified damages and alleging breach of contract, breach of the implied covenant of good faith and fair dealing, and violation of California's prompt payment statutes. VTA asserts various defenses and has cross-complained against SSH alleging breach of contract, breach of the implied covenant of good faith and fair dealing, and negligence. SSH's subcontractor, Aldridge/Rosendin JV, and its lower-tier subcontractor, HSQ Technology, are also parties to the action and cross-actions. The case is in discovery. A mediation took place on June 16 and 17, 2021 and was unsuccessful in resolving the case. A second mediation took place in October 2022. Trial is scheduled to begin in September 2023.

SUPPLEMENTARY INFORMATION

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VTA'S BART SILICON VALLEY EXTENSION

BART Silicon Valley Berryessa Extension (SVBX)

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2021	\$ 2,436.91
FY2022	14.56
Total Expenditures through FY2022	\$ 2,451.47

Project Description:

The Berryessa Extension Project (SVBX) is the first phase of VTA's 16.1-mile BART Silicon Valley (BSV) Extension Program.

SVBX is a 10-mile segment that runs from Warm Springs in Fremont to Berryessa in San Jose, and includes two stations.

Project Status:

The project entered Revenue Service on June 13, 2020.



Ribbon Cutting Ceremony at Berryessa Station

Activity This Fiscal Year:

Berryessa Extension Project (SVBX)

Work continued on warranties/manuals/as-built drawings, spare parts deliveries, and completion of minor post-Revenue Service punch list items.

With the execution of the final amendment to the City of San Jose cooperative agreement, all facilities conveyances to the City of San Jose are complete. Discussions continue with the City of Milpitas regarding real estate conveyances.

VTA has a team working on wrapping up SVBX right of way closeout.

BART Operations Control Center (OCC), Hayward Maintenance Complex (HMC) and BART Revenue Vehicles

VTA and BART had previously finalized an agreement for a new BART Operations Control Center (OCC). Presently, BART is proposing a retrofit and upgrade to its existing OCC.

BART vehicle production continues, with some cars in revenue service, some in acceptance testing, and some undergoing final assembly at Bombardier's assembly and test facility. In FY2022 BART assigned title to VTA for the last 20 of the 60 BSV Phase 1 railcars.

On the Hayward Maintenance Complex (HMC), for the new Component Repair Shop (CRS), the contractor was granted Substantial Completion for the entire facility in February 2021 and VTA has fulfilled its cost responsibility for the design and construction of HMC.

*P-0728, P-0800, P-0801, P-0861

VTA'S BART SILICON VALLEY EXTENSION

BART Silicon Valley Corridor Establishment and Maintenance

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2021	\$ 372.27
FY2022	(0.19)
Total Expenditures through FY2022	\$ 372.08

Project Description:

Relocate freight railroad from VTA-purchased right-of-way to existing UPRR right-of-way, between UPRR's Warm Springs Yard and Calaveras Boulevard. Build a new railroad overcrossing structure at Mission Boulevard and a new roadway underpass at Warren Avenue and Kato Road, and sever shipper freight service south of Montague Expressway.

Provide flood control improvements at Berryessa, Wrigley, Scott

Creeks and Line B, as well as creek improvements and environmental mitigation at Wrigley and Lower Penitencia Creeks.

In conjunction with SVBX, widen Montague Expressway and make flood improvements near the intersection of South Milpitas Boulevard. This was done in partnership with several local jurisdictions.

Construct a shared-use trail, a new traffic signal, and intersection improvements to connect to the Upper Penitencia Creek (UPC) Trail.

Construct a pedestrian overcrossing (POC) that spans Montague Expressway and connects to the new Milpitas BART Station.

Install solar photovoltaic systems on the roof of the parking garage at Berryessa.

Project Status:

All work on these projects was previously completed with the last of them, construction of the Montague Pedestrian Overcrossing, opened to the public in FY2021.

Activity This Fiscal Year:

Maintenance activities and rent collection took place on BSV corridor properties.



Montague Pedestrian Overcrossing Bridge

VTA'S BART SILICON VALLEY EXTENSION

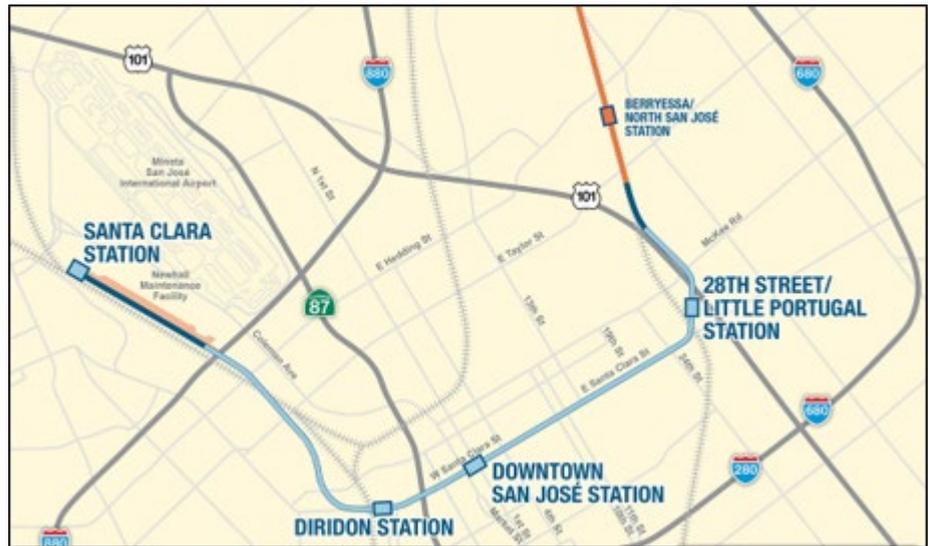
BART Silicon Valley Project Development

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2021	\$ 850.51
FY2022	159.71
Total Expenditures through FY2022	\$ 1,010.22

Project Description:

When work began on VTA's BART Silicon Valley (BSV) Extension, environmental clearance and preliminary engineering was performed for the entire 16-mile extension. However, in 2009, this approach was changed to focus on the first 10 miles of the extension, the Silicon Valley Berryessa Extension (SVBX), leading to the execution of a Full Funding Grant Agreement (FFGA) in 2012.



A portion of the initial project development costs have been transferred to the SVBX project and are included in the FFGA budget.

Remaining costs are associated with early work on the six-mile Santa Clara Extension (BSV Phase II), as well as previously allocated Measure A program-wide and bond costs.

Ongoing project development efforts are focused on the BSV Phase II extension.

Also, VTA has assigned Traffic Congestion Relief Program (TCRP) and State Local Partnership Program (SLPP) grants and contributed 2000 Measure A funds to the BART Warm Springs Extension, which was constructed by BART.

Project Status:

The primary focus in FY2022 related to efforts to secure federal funding for the BSV Phase II extension and to procure the first and largest BSVII design build contract.

Activity This Fiscal Year:

In October 2021, VTA received a Letter of Intent (LOI) from FTA announcing their intention to obligate federal funds for VTA's BSV Phase II Extension Project. The LOI will be in effect for up to two years, allowing VTA to establish a refined cost estimate and solidify the funding plan.

In May 2022, the VTA Board Authorized the General Manager/CEO to execute a progressive-design build contract with Kiewit Shea Traylor, a Joint Venture (KST) in the amount of \$235 million to perform Stage 1 services for Contract Package 2 (CP2) - Tunnel and Trackwork.

Overall BSV program management continued, along with allocations of Measure A bond costs.

*P-0500 through P-0507, P-0509, P-0732, P-3101

**Warm Springs Extension cost does not include \$8M in SLPP and \$111.4M in TCRP grant funds designated directly to BART.

Light Rail Program

Extension to Vasona Junction

Project Expenditures (In millions)

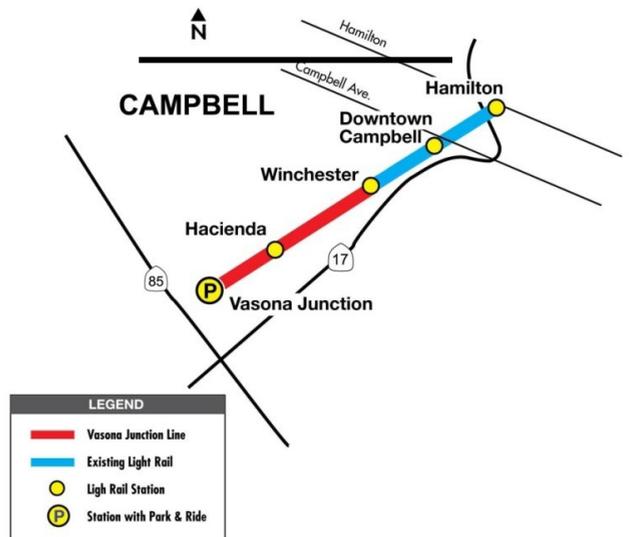
Period	Amount
Inception-to-FY2021	\$2.53
FY2022	0.00
Total Expenditures through FY2022	\$2.53

Project Description:

The 5.3-mile Vasona Light Rail line (Phase 1) between Downtown San Jose and Campbell was opened in October 2005.

The Phase 2 extension from the end of the line at Winchester Station in Campbell to Vasona Junction (Winchester Boulevard at Route 85) in Los Gatos will add another 1.5 miles, two stations, and a transit center with parking at Vasona Junction.

Conceptual study included double tracking the corridor, expanding platforms to accommodate 3 car trains, review parking options, study temporal separation of freight and light rail and study adding West San Carlos Station.



Project Status:

Since 2000, environmental and design conditions have changed; therefore, the extension project was re-evaluated in a Supplemental Environmental Impact Report (SEIR)/Environmental Assessment (EA). The VTA Board of Directors certified the SEIR and approved the project in March 2014. FTA approved the project in August 2014. Funding has been approved to proceed with design, right-of-way acquisition and utility relocation. In June 2016, the VTA Board of Directors approved funding to complete design, acquire right-of-way and relocate utilities. Request for Proposal (RFP) was issued in August 2017 and the VTA Board awarded a conceptual study contract in May 2018. Study was completed in June 2019 and recommendation to put the project on hold was approved by VTA Board in September 2019.

Activity This Fiscal Year:

Study was completed and project team recommended placing the Vasona Light Rail Extension and Corridor Improvements program on hold until operating needs warrant reopening the project. This recommendation was approved by VTA Board in September 2019.



Railroad alignment in Los Gatos, terminus of the Vasona extension

Light Rail Program

Capitol Expressway Light Rail to Eastridge

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2021	\$147.10
FY2022	0.20
Total Expenditures through FY2022	\$147.30

Project Description:

This project will transform Capitol Expressway into a multi-modal boulevard offering Bus Rapid Transit (BRT), light rail transit, and safe pathways with connections to the regional trail system and connectivity to the BART extension.

Phase I included pedestrian and bus improvements along Capitol Expressway to accommodate pedestrian access and to improve safety. During this phase, reconstruction of the Eastridge Transit Center was completed.

Phase II (Eastridge to BART Regional Connector) will extend light rail from the existing Alum Rock Light Rail Station to the Eastridge Transit Center.

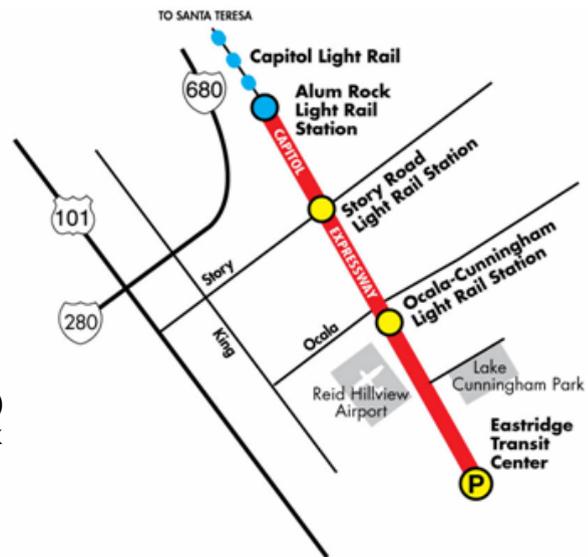
Project Status:

Construction of pedestrian improvements along Capitol Expressway was completed in Spring 2013. Construction of the new Eastridge loop road and pump station is complete and was opened to traffic in July 2014. Construction of the Eastridge Transit Center, Bus Operators Facility, and Park and Ride lot was completed and opened to the public in May 2015.

Funding has been approved for Phase II to proceed with design, right-of-way acquisition and utility relocation. Please refer to Eastridge to Bart Regional Connector (EBRC) page for more details.

Activity This Fiscal Year:

Design of the median at Eastridge is ongoing and will be advertised as part of the Better Bus Stops contract. Project will be closed once scope is complete.



Completed Bus Shelter and Bus Bay at the Eastridge Transit Center

Light Rail Program

Eastridge to BART Regional Connector

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2021	\$41.01
FY2022	19.27
Total Expenditures through FY2022	\$60.28

Project Description:

The Capitol Expressway Eastridge to BART Regional Connector proposes to extend the existing Capitol Light Rail (LR) system by 2.4 miles from Alum Rock LR Station to the Eastridge Transit Center.

The light rail will operate on an aerial guideway along the median alignment of Capitol Expressway from Alum Rock Station to Eastridge Transit Center. The project would include an elevated section north of Capitol Avenue and south of Story Road, and an elevated crossing of Tully Road. The project would also include light rail stations at Story Road (elevated) and Eastridge Transit Center (at-grade).



Project Status:

Final design started in July 2017. The VTA Board of Directors certified the environmental documents in June 2019. Right-of-way activities, utility relocation and final engineering are ongoing. PG&E transmission line relocation was completed in January 2022. Right of way activities are ongoing and acquisitions are expected to be complete by early 2023. Completion of construction bid set and securing Metropolitan Transportation Commission’s (MTC’s) Regional Measure 3 (RM3) funding are anticipated by mid-2023. Staff are actively pursuing grant funds for filling in the \$47M funding gap.

Activity This Fiscal Year: Final bid set preparation, right-of-way activities, and utility relocations continued. Draft Issue for Bid (IFB) design submittals were received in June 2021. PG&E transmission line relocation was completed in January 2022. ROW acquisition continues and will be completed by early 2023.



Rendering of elevated light rail platform

Light Rail Program

Light Rail System Improvements

Project Expenditures

(In millions)

Period	Amount
Inception-to-FY2021	\$100.87
FY2022	0.65
Total Expenditures through FY2022	\$101.52

Description Of Efforts:

The Light Rail Systems Analysis, adopted by the VTA Board of Directors in May 2010, provides an evaluation of infrastructure and operational deficiencies of the existing light rail system along with a three-phase improvement plan for immediate action.. Near-term recommended projects from the Light Rail Systems Analysis are:



Turnout and switch machine installation near Stevens Creek Bridge

Santa Clara Pocket Track. This project installed an additional track and supporting infrastructure to store additional cars on Tasman near the Old Ironsides Station in the City of Santa Clara.

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

Southern Light Rail Express. This project developed alternatives for more efficient operation of the southern half of the light rail system to allow express trains and integrate the Almaden shuttle trains into the larger system. The study did not result in a capital project.

North First Street Speed Improvements. This project will construct improvements to increase Light Rail Transit (LRT) speeds along the North First Street corridor and improve transit signal priority and on-time performance.

State Route (SR) 85 Major Transit Investment Study. This project will analyze implementation of a Light Rail System on SR 85 from San Jose to Mountain View and other transit guideway alternatives such as Bus Rapid Transit (BRT) that would be a precursor to eventual implementation of LRT.

Project Status:

Construction on the Tasman Drive Pocket Track was completed in August 2014. The Northern Light Rail Express (Mountain View Double Track) construction was completed in December 2015. The study conducted as part of the Southern Light Rail Express project did not result in a capital construction project; the Southern Light Rail Express project has been closed. Final design for the North First Street Improvement and First/Tasman Modification was completed in June 2019. Improvements will be funded by the City of San Jose under a transit project. The SR 85 Transit Guideway Study is complete. The SR 85 Policy Advisory Board (PAB) endorsed a transit lane project on SR 85 that would be eligible for use by public transit and private shuttles. Project under the 2000 Measure A program was closed after VTA Board of Director approval of recommendation and further studies will continue under a transit project.

Activity This Fiscal Year:

Work associated with projects are complete. Project closeout for Northern Light Rail Express (Mountain View Double Tracking) is ongoing.

Light Rail Program

Low Floor Light Rail Vehicles

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2021	\$198.35
FY2022	0.00
Total Expenditures through FY2022	\$198.35

Project Description:

Purchase of 70 low floor light rail vehicles to serve the entire VTA Light Rail system. Low floor vehicles provide enhanced Americans with Disability Act (ADA) accessibility and improved service by minimizing boarding and exit times for all riders. Low floor light rail vehicles enable VTA to enhance ADA service by eliminating the need for wheelchair lifts and by providing level boarding for all VTA riders, as well as providing additional space for bicycles.



Project Status: Completed.

Activity This Fiscal Year: None.

Project Disposition: Vehicles are VTA assets and are in service.



Low Floor Vehicle at Baypointe Station



Low Floor Vehicles Provide Level Passenger Boarding

Commuter Rail Program

Caltrain Service Upgrades

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2021	\$68.11
FY2022	0.01
Total Expenditures through FY2022	\$68.12

Project Description:

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

Project Status:

Mountain View Parking – Project is on hold.

Blossom Hill Pedestrian Grade Separation – Construction was completed and the bridge opened to the public in September 2012.



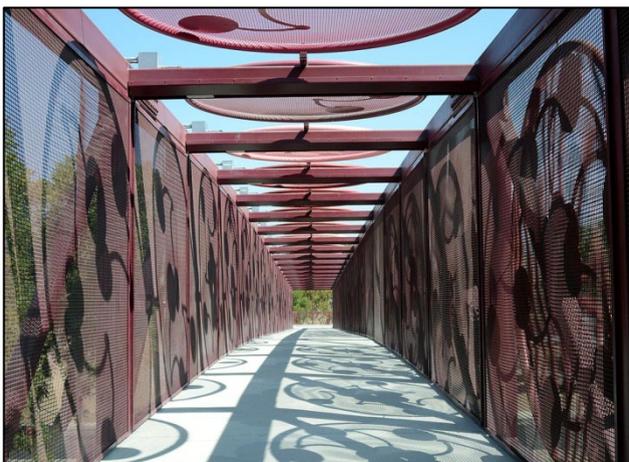
Santa Clara Station Pedestrian Underpass Extension - Project provided an extended pedestrian tunnel under the Union Pacific Railroad (UPRR) tracks at the Santa Clara Station. Construction was completed in June 2017 and opened to public. A separate project has been set up to fund maintenance and repairs for the Santa Clara Pedestrian Underpass extension until the undercrossing is integrated into the VTA BART Santa Clara Station.

Santa Clara and Diridon Station Upgrades – Work on these two stations was consolidated into a single contract and construction was completed in April 2013.

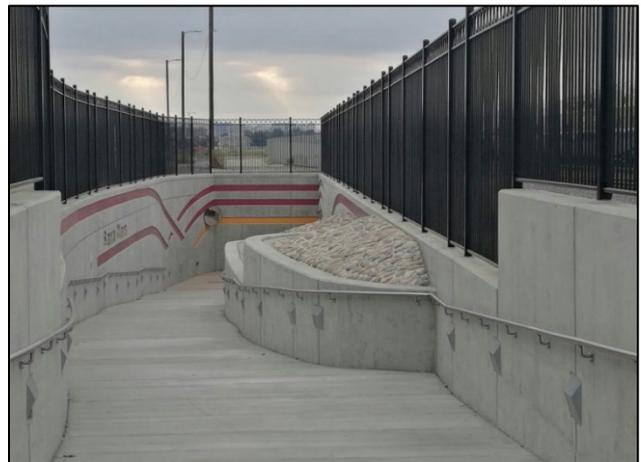
Bike Share Pilot Program – The first phase of the pilot program was launched in August 2013.

Activity This Fiscal Year:

Design for the modifications to pedestrian access at the Mountain View Caltrain station began early 2020. Construction advertisement is planned for Spring 2023.



Blossom Hill Pedestrian Bridge



Santa Clara Pedestrian Underpass opened to traffic in June 2017

Commuter Rail Program

Caltrain South County

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2021	\$17.54
FY2022	0.00
Total Expenditures through FY2022	\$17.54

Project Description:

16.5 miles of double track on the Union Pacific Railroad (UPRR) corridor between the Coyote area of South San Jose and Gilroy. Capacity improvements for storage of additional train sets at Gilroy.

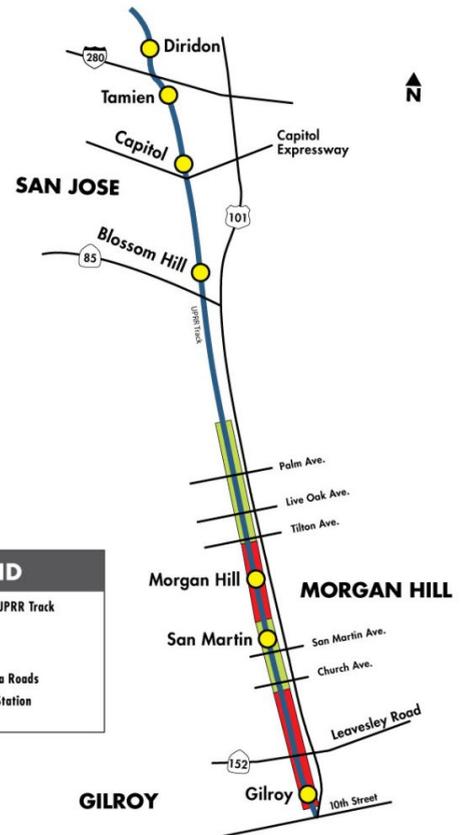
Project Status: Initial work to clear the right-of-way of utilities was completed in July 2011.

This project was put on hold due to uncertainties with the High Speed Rail (HSR) alignment and how it could potentially impact planned improvements for this project. Since Caltrain ridership forecast for South County can be accommodated with the current track configuration, applying 2000 Measure A funds to improvements that will increase long-term capacity of the South County segment would not be prudent at this time as it may then be displaced by future HSR construction.

At the request of the Transportation Authority of Monterey County (TAMC), VTA recommended transferring the remaining state funds on this project to TAMC. TAMC is administering a project to extend passenger rail service from Salinas to Santa Clara County (68 miles). The service is projected to start with two round trips, expanding to up to six round trips as demand warrants. The project includes critical improvements at the Gilroy yard to handle northbound trains. On June 11, 2013, the California Transportation Commission (CTC) took action to transfer remaining state funds in the VTA project to the TAMC project.

Additionally, 2016 Measure B, passed by Santa Clara County voters in November 2016, includes funding for Caltrain Corridor Capacity Improvements with specific mention of South County service.

Activity This Fiscal Year: None.



Typical South County Crossing

Commuter Rail Program

Caltrain Electrification / High Speed Rail

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2021	\$68.27
FY2022	2.09
Total Expenditures through FY2022	\$70.36

Project Description:

Caltrain from San Jose to San Francisco will be upgraded to an electric, fully grade-separated system in conjunction with the California High Speed Rail Project. The High Speed Rail Project will also serve South Santa Clara County through Gilroy and Pacheco Pass.

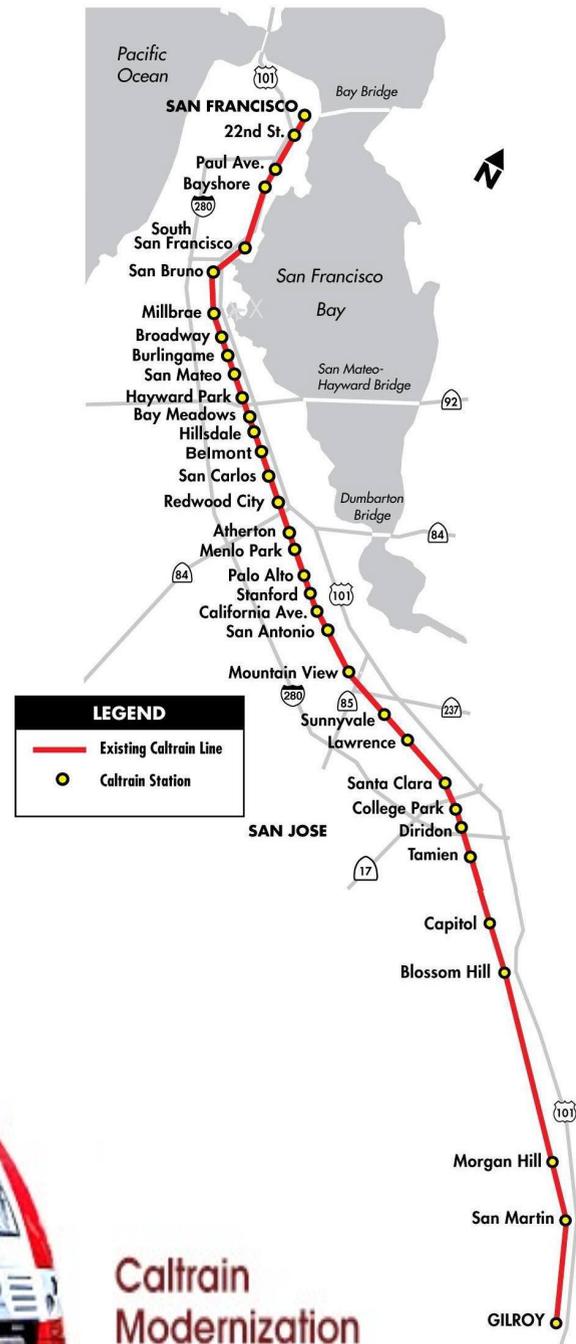
In cooperation with Caltrain and the High Speed Rail Authority, VTA will participate in planning and engineering activities that will ultimately lead to an upgraded Caltrain system.

Project Status:

The contract for design and construction of the corridor's electrification, between San Francisco station at 4th and King Streets and the Tamien Station in San Jose, was awarded to Balfour Beatty Infrastructure, Inc. The contract for the manufacture of high-performance electric trains was awarded to Stadler U.S., Inc. Design and construction is ongoing. Caltrain has announced that the launch of electrified service has been delayed until late 2024. The delay is due to a range of factors, including complications in the installation of signal systems, unforeseen conditions under Caltrain's tracks, and the coronavirus (COVID-19) pandemic, which severely disrupted supply chains necessary to the project.

Activity This Fiscal Year:

Construction is ongoing and Caltrain is working with project funding partners to address increased project costs. VTA continues to reimburse Caltrain for our share of project related cost.



Caltrain
Modernization
Program

Commuter Rail Program

Dumbarton Rail Corridor

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2021	\$2.25
FY2022	0.00
Total Expenditures through FY2022	\$2.25

Project Description:

This project represents VTA's share of matching funds for a partnership with Alameda and San Mateo counties for rebuilding the Dumbarton Rail Corridor.

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

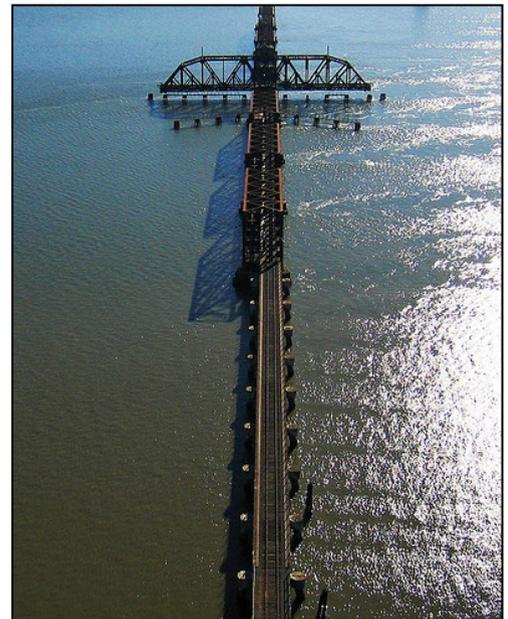
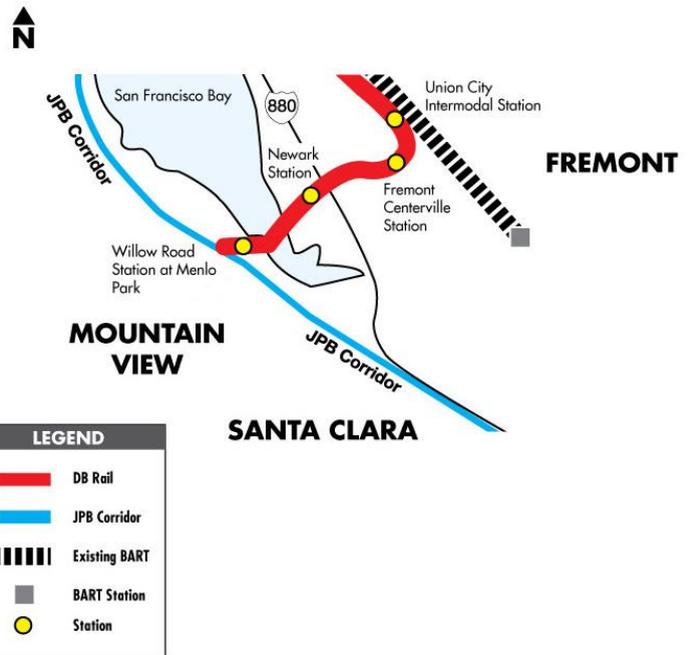
Project Status:

Environmental information was prepared in 2013 but due to funding constraints, an Environmental Impact Report (EIR) was not completed.

VTA was participating in a feasibility study being led by SamTrans to evaluate short- and long-term strategies to improve mobility across the Dumbarton corridor. Strategies were to include options for transit service across the Dumbarton Bridge as well as rehabilitation and repurposing of the rail bridge.

Activity This Fiscal Year:

SamTrans is progressing with the project separately from VTA's earlier efforts. Currently, no additional VTA funding is expected to be contributed to this effort.



Aerial view of the existing alignment

Commuter Rail Program

Palo Alto Intermodal Transit Center

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2021	\$0.21
FY2022	0.00
Total Expenditures through FY2022	\$0.21

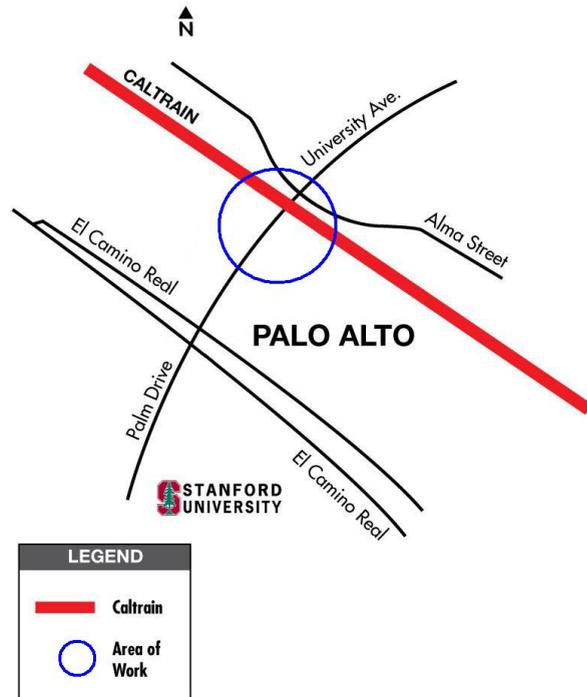
Project Description:

This project will create an intermodal facility for trains, buses, bicycles, autos and pedestrians, and act as a gateway to both Downtown Palo Alto and Stanford University. The project will expand rail and bus passenger service capacity, realign existing roadways, construct pedestrian and bicycle grade-separated crossings, create an urban park and civic space, install public art and incorporate urban design elements.

Project Status:

This project is inactive. Significant issues related to the High Speed Rail project will need to be resolved before further planning work can proceed for this project.

Activity This Fiscal Year: None.



Architectural Model of One Proposed Scheme for the 4-Track Crossing of University Avenue

Bus Program

Bus Rapid Transit

Project Expenditures (In millions)

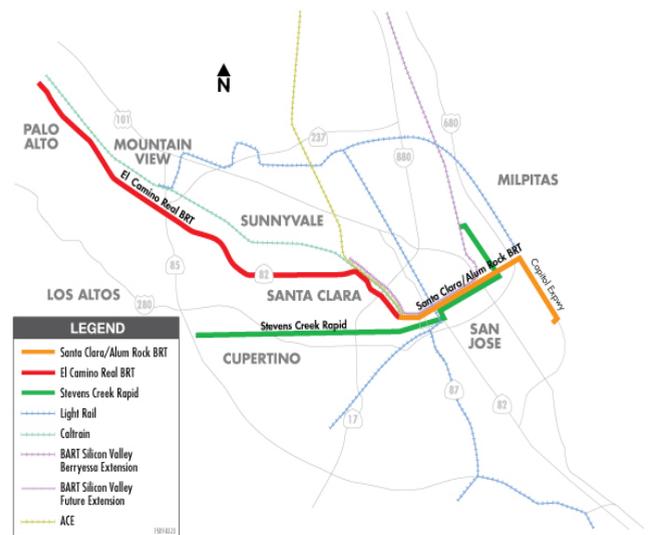
Period	Amount
Inception-to-FY2021	\$ 50.75
FY2022	0.85
Total Expenditures through FY2022	\$51.60

Project Description:

Bus Rapid Transit (BRT) is an enhanced bus transit service that offers many of the same service attributes as rail transit, such as specialized vehicles, large stations, real-time information, and more frequent and reliable operations. VTA intends to develop an integrated BRT network throughout the county, providing high quality service to areas not served by light rail transit.

Project Status:

Stevens Creek Rapid 523 bus stop improvements was completed in April 2018. A separate contractor installed shelters along the corridor in early 2019 and will be completed by October 2019. The Stelling Road bus stop improvements was completed by February 2018.



The **DeAnza Transit Center** project is inactive/on hold at this time. The Stelling Road Bus Stop Improvements meets VTA’s current needs and any additional study of an on-campus transit center would only be undertaken if VTA’s need for a transit center at De Anza College change in the future.

Modifications at Chaboya/North Divisions Phase I (North Yard) were completed in March 2015. Request for Proposal (RFP) for design services for Phase II involving modifications to the Chaboya Yard was issued in October 2018 and was awarded to STV Inc in April 2019. Design was completed in July 2021 and construction was advertised in May 2022.*

Articulated Buses (29 units) have been accepted by VTA and are operational.

VTA local bus network service plan for BART Extension is complete. Express Bus Service Plan was developed in 2020 following implementation of the New Transit Service Plan under the BART Transit Integration Analysis project.

Activity This Fiscal Year:

Activities related to the modifications at the Chaboya Yard are paused, pending the long-term facility master plan efforts for Chaboya.



Specialized BRT Vehicle

Bus Program

Alum Rock – Santa Clara Rapid Transit

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2021	\$141.72
FY2022	0.02
Total Expenditures through FY2022	\$141.74

Project Description:

This project introduced Bus Rapid Transit (BRT) in the corridor with dedicated lanes on the eastern half of the corridor and mixed flow operations in the western segment. This BRT project was designed in an alignment consistent with light rail stations, enabling a conversion to light rail in the future, if desired.



Project Status:

All major construction work has been completed and BRT revenue service along the corridor commenced in May 2017. City of San Jose (CSJ) electrical punchlist work was completed in May 2018. Administrative closeout of contracts and agreements is in progress. Curb side shelter installation along Santa Clara St. was completed in October 2019.

Activity This Fiscal Year:

Administrative closeout of contracts are complete. Project closeout is ongoing.



BRT Station shelter - Jackson Street Eastbound Station

Bus Program

El Camino Real BRT

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2021	\$10.53
FY2022	0.00
Total Expenditures through FY2022	\$10.53

Project Description:

The original proposed alignment planned to extend 16.6 miles from HP Pavilion in downtown San Jose to the Palo Alto Transit Center as an extension of the Valley Rapid –Alum Rock/Santa Clara project.

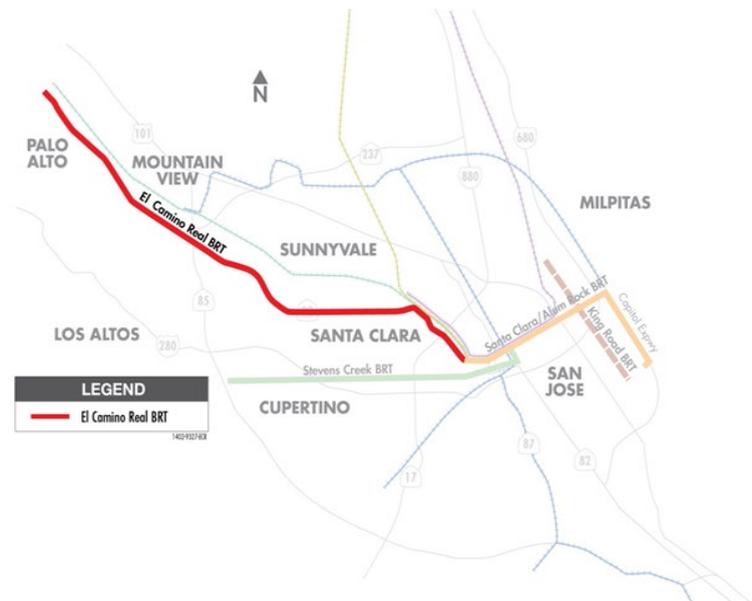
Bus Rapid Transit (BRT) improvements were envisioned to consist of new exclusive bus lanes, bulb outs, distinct shelters, branded hybrid vehicles, off-board fare collection and other improvements along the corridor. The project was to include 16 new BRT stations.

Project Status:

The El Camino Real Rapid Transit Policy Advisory Board decided not to pursue BRT dedicated lane options. They recommended that VTA pursue transit speed and passenger amenity improvements in the corridor. This is currently being scoped.

Activity This Fiscal Year:

Forty (40) bus stop locations have been identified for such improvements and design is expected to begin in early 2023.



BRT Photo Simulation at Scott Boulevard

Bus Program

ZEB: Demonstration and Facility Improvements

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2021	\$19.45
FY2022	0.00
Total Expenditures through FY2022	\$19.45

Project Description:

VTA, in a joint program with the San Mateo County Transit District (SamTrans), implemented a demonstration program to test the viability of zero-emission fuel-cell bus (ZEB) technology.

VTA procured three 40-foot low-floor ZEBs, modified facilities, installed a hydrogen fueling station, and provided training for staff, emergency responders and others. The three ZEBs started revenue service in February 2005.

Project Status:

The three ZEBs started revenue service in February 2005. However, the three ZEB buses were decommissioned in 2016 and facilities repurposed.

Activity This Fiscal Year:

None.

Project Disposition:

The three ZEBs started revenue service in February 2005 and the project was closed. However, the three ZEB buses were decommissioned in 2016 and facilities repurposed.



ZEB at Fueling Station



ZEB Engine

Bus Program

Highway 17 Bus Service Improvements

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2021	\$2.53
FY2022	0.00
Total Expenditures through FY2022	\$2.53

Project Description:

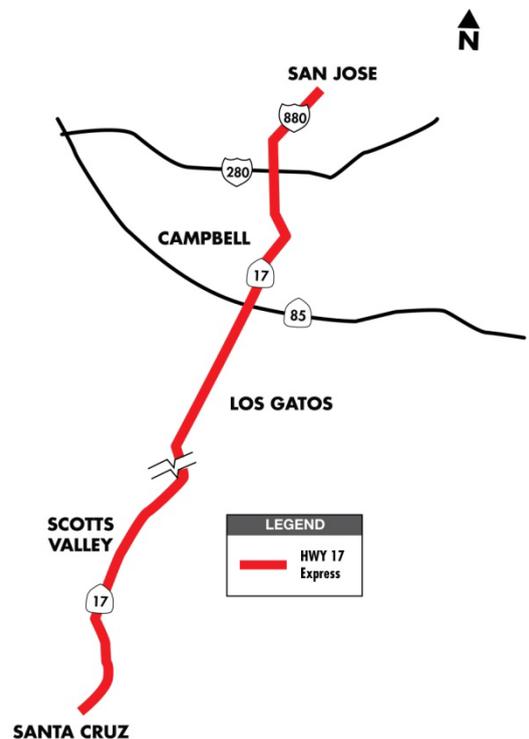
Santa Cruz Metro procured five buses necessary to operate service between Santa Cruz, Scotts Valley, and Downtown San Jose. These buses replaced existing buses that were 20 years old, with an average mileage of 950,000 each.

Project Status:

Completed. The five buses went into service in March/April 2011.

Activity This Fiscal Year:

None.



Highway 17 Express Bus



Highway 17 Express Bus

Mineta San Jose Airport

Mineta San Jose Airport People Mover

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2021	\$2.08
FY2022	0.02
Total Expenditures through FY2022	\$2.10

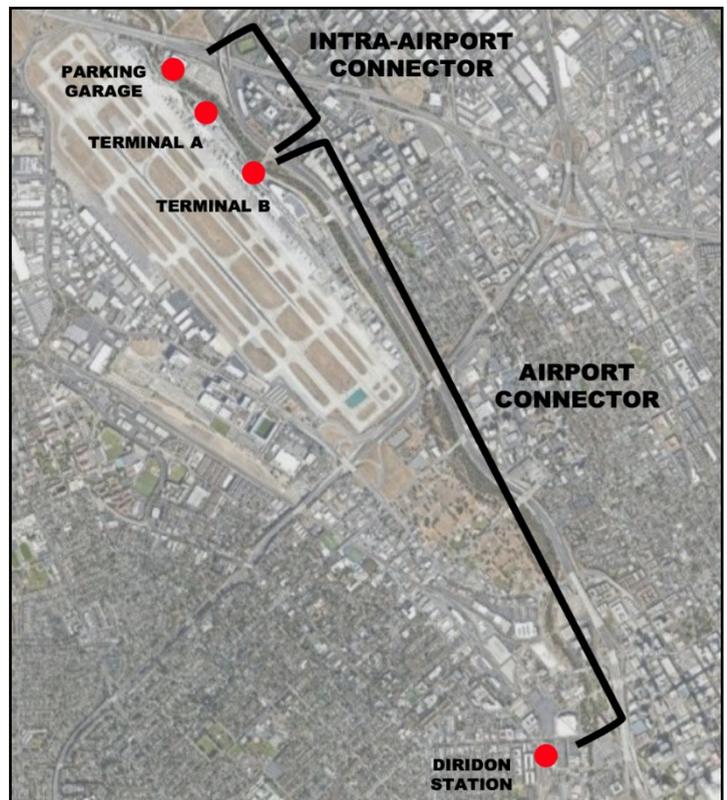
Project Description:

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

The City of San Jose Department of Transportation currently leads this effort. They envision an automated transit network - similar to a Personal Rapid Transit system - of lightweight, automated computer-controlled vehicles operated on or suspended below an elevated guideway, similar to a horizontal elevator.

Project Status:

The Airport People Mover project has completed a conceptual vehicle technology level analysis. On June 2016, the VTA Board of Directors approved additional funds for the Conceptual Alternatives Analysis phase in order to further define the route options, type of vehicle technology and to develop a funding/ business plan. The Conceptual Alternative Analysis would also include evaluation of a link between Diridon Station and airport facilities. Staff believes that this project will require a partnership between several agencies including the City of San Jose, City of Santa Clara, San Jose Airport, High Speed Rail and likely the private sector in order to develop and fund a fixed rail connection to the airport. VTA and the City of San Jose have executed a funding agreement in the amount of \$2.5M for project RFP development. RFP advertisement for services to Design, Build, Finance, Operate, and Maintain an alignment to connect SJC and Diridon Station was released in May 2022.



Activity This Fiscal Year:

VTA will reimburse City of San Jose for the RFP development per the agreement. City of San Jose will evaluate proposals and award a contract for Project Development in early 2023.

Programwide

Measure A Programwide

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2021	\$0.00
FY2022	0.00
Total Expenditures through FY2022	\$0.00

Project Description:

This project captures costs related to managing the overall 2000 Measure A Transit Improvement Program. Activities include preparation of progress and cost reports, financial forecasting, and other general tasks that are not attributable to individual projects. It also includes costs incurred by the 2000 Measure A Citizens Watchdog Committee (CWC) in fulfillment of its ballot-mandated responsibilities including: annual compliance audit; conducting public hearings; issuing and printing reports; and publishing in local newspapers public notices, announcements, the results of the compliance audit, and the availability of the CWC's annual report.

Project Status: Active.

Activity This Fiscal Year:

VTA continued producing cost and progress reports for the 2000 Measure A Transit Improvement Program. Additionally, the CWC incurred costs on ballot-mandated activities including public notices and announcements, preparation and publication of reports to inform the public, independent compliance auditor services, and public hearings.

COMPLETE TEXT OF 2000 MEASURE A

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

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

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

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

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

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

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

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

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

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

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

- **Increase Caltrain Service, specifically**
Purchase new locomotive train sets for increased Caltrain service in Santa Clara County from Gilroy to Palo Alto and provide additional facilities to support the increased service.
- **Construct a New Palo Alto Intermodal Transit Center**
In partnership with the City of Palo Alto and Stanford University, design and construct a new parkway and underpass for University Avenue from the campus to downtown Palo Alto to improve bicycle, pedestrian and transit access to the campus, Palo Alto Caltrain station and downtown Palo Alto. Upgrade passenger facilities at the historic Palo Alto Caltrain Station; upgrade transit facilities for VTA, SAMTRANS, Dumbarton Express and the Stanford Marguerita and Palo Alto shuttle services.
- **Improve Bus Service in Major Bus Corridors**
For VTA Line 22 (Palo Alto to Eastridge Center) and the Stevens Creek Boulevard Corridor, purchase new low floor articulated buses. Improve bus stops and major passenger transfer points and provide bus queue jumping lanes at intersections to permit buses quick access along the corridors.
- **Upgrade Altamont Commuter Express (ACE)**
Provide VTA's matching funds for additional train sets, passenger facilities and service upgrades for the ACE Commuter Service from San Joaquin and Alameda Counties.
- **Improve Highway 17 Express Bus Service**
Provide VTA's share of funds for the partnership with the Santa Cruz County Transit District for additional buses and service upgrades for the Highway 17 Express Bus Service.
- **Connect Caltrain with Dumbarton Rail Corridor**
Provide VTA's share of matching funds for a partnership with Alameda and San Mateo counties for the rebuilding of the Dumbarton Rail Corridor to connect to Caltrain and train sets for this new service conditioned on Alameda and San Mateo County's funding.
- **Purchase Zero Emission Buses and Construct Service Facilities**
Provide funds to supplement federal funds to expand and replace existing VTA diesel bus fleet from current size of just over 500 vehicles to 750 vehicles with the new zero emission buses and to provide maintenance facilities for this new, clean vehicle propulsion system. All new buses to be low floor for easier boarding by seniors and the disabled.
- **Develop New Light Rail Corridors**
Provide capital funds for at least two new future light rail corridors to be determined by Major Investment Studies (MIS). Potential corridors include: Sunnyvale/Cupertino; Santa Teresa/Coyote Valley; Downtown/East Valley Connection to Guadalupe Line; Stevens Creek Boulevard; North County/Palo Alto; Winchester/Vasona Junction; and, initial study of BART connection from Santa Clara through Palo Alto to San Mateo County.

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

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

all subject to the following mandatory requirements:

- The Tax Must Expire 30 Years After Implementation

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

- An Independent Citizen's Watchdog Committee Must Review All Expenditures.

The Independent Citizen's Watchdog Committee will consist of private citizens, not elected officials, who comprise the VTA's Citizen's Advisory Committee.

Responsibilities of the Citizen's Watchdog Committee are:

- **Public Hearings and Reports:** The Committee will hold public hearings and issue reports on at least an annual basis to inform Santa Clara County residents how the funds are being spent. The hearings will be held in full compliance with the Brown Act, California's open meeting law with information announcing the hearings well-publicized and posted in advance.
- **Annual Independent Audits:** An annual audit conducted by an Independent Auditor will be done each fiscal year to ensure tax dollars are being spent in accordance with the intent of this measure.
- **Published Results of Audits and Annual Reports:** The Committee must publish the results of the Independent Auditor and the Annual Report in local newspapers. In addition, copies of these documents must be made available to the public at large.

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

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