



## ADVISORY COMMITTEES JOINT WORKSHOP MEETING

Monday, May 9, 2011  
4:00 p.m.

VTA Auditorium  
3331 North First Street  
San Jose, CA

This meeting will be webcast. The webcast link will be available on VTA's website, [www.vta.org](http://www.vta.org).

### AGENDA

#### CALL TO ORDER

1. **Opening Remarks (VTA Board Chair Abe-Koga)**
2. **INTRODUCTION OF ADVISORY COMMITTEE MEMBERS PRESENT**
3. **PUBLIC PRESENTATIONS**

This portion of the meeting is reserved for persons desiring to address the Board of Directors on any item within the Boards jurisdiction. Speakers are **limited to 2 minutes**. The law does not permit Board action or extended discussion of any item not on the agenda except under special circumstances. If Board action is requested, the matter can be placed on a subsequent agenda. All statements that require a response will be referred to staff for reply in writing.
4. **INFORMATION ITEM - Review and discuss the Fiscal Years 2012 and 2013 Recommended Biennial Budget.**
5. **ADJOURN**

In compliance with the Americans with Disabilities Act (ADA), those requiring accommodations or accessible media for this meeting should notify the Board Secretary's Office 48 hours prior to the meeting at (408) 321-5680 or e-mail: [board.secretary@vta.org](mailto:board.secretary@vta.org), (408) 321-2330 (TTY only). VTA's Homepage is located on the Web at: <http://www.vta.org/> or visit us on Facebook <http://www.facebook.org/scvta>.

All reports for items on the open meeting agenda are available for review in the Board Secretary's Office, 3331 North First Street, San Jose, California, (408) 321-5680, the Monday, Tuesday, and Wednesday prior to the meeting. This information is available on VTA's website at <http://www.vta.org> and also at the meeting.



Date: April 5, 2011  
Current Meeting: May 9, 2011  
Board Meeting: N/A

## **BOARD MEMORANDUM**

**TO:** Santa Clara Valley Transportation Authority  
Advisory Committees

**THROUGH:** General Manager, Michael T. Burns

**FROM:** Chief Financial Officer, Joseph T. Smith

**SUBJECT:** Fiscal Years 2012 and 2013 Draft Recommended Biennial Budget

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### **FOR INFORMATION ONLY**

#### **BACKGROUND:**

The Draft Recommended Biennial Budget for Fiscal Years 2012 and 2013 was presented to the Board of Directors at the April 22, 2011 Board Workshop as the beginning of the public process designed to create discussion and receive input on the budget. The Workshop provided staff with the opportunity to present the Board an overview of the Draft Recommended Budget, respond to questions, and gather input for items requiring additional research. During the month of May, VTA staff is seeking input from Advisory Committee members and members of the public.

#### **DISCUSSION:**

The FY 2012 and FY 2013 Draft Recommended Budget development takes place in a much different economic climate than the previous Biennial Budget. The FY 2010 and FY 2011 budget was developed amid a backdrop of economic distress, declining Sales Tax Revenues and evaporating State funding for transit operations. The current environment is one of an improved, if still somewhat tenuous, economic outlook: unemployment rates have decreased; sales tax revenues are experiencing positive growth; and ridership is showing signs of stabilizing. However, it is imperative to remain diligent in VTA's ongoing efforts to contain costs and ensure that recurring expenditures do not outpace recurring revenues.

The basic assumptions used in the development of the Draft Recommended Budget are outlined below. The details of the recommendation may be found in the Fiscal Years 2012 and 2013 Draft Recommended Budget Booklet (Attachment A). The Draft Recommended Budget is a working document, and will continue to be revised based on direction from the Board, stakeholder input, updated information on revenue projections, identification of additional

savings opportunities, and other changes. The Final Recommended Budget will be presented to the Board for adoption on June 2, 2011.

## **BASIC ASSUMPTIONS:**

### **Service**

The Recommended Budget assumes small net service level increases to facilitate modest improvements to the transit system and the continuation of Express Light Rail service initiated in October 2010

### **Ridership**

In anticipation of a moderate recovery in the economy, higher gasoline prices, and modest service improvements, the FY 2012 and FY 2013 ridership projections reflect a 1% and 2% increase, respectively.

### **Revenues**

#### **Fares**

No change in the current fare structure.

#### **1976 and 2000 Measure A Half-Cent Sales Tax**

The FY 2012 budget reflects a 3.5% increase from FY 2011 projected sales tax revenues, followed by a 5.8% increase in FY 2013, based on forecasts of economic activity from industry experts.

#### **State Transit Assistance (STA)**

The Recommended Budget assumes \$13.3 million per year in STA funding for FY12 and FY13.

#### **Federal Operating Grants**

The Recommended Budget assumes 90% for operations support and 10% towards capital replacement in FY 2012 and 80% for operations support and 20% towards capital replacement in FY 2013.

## **Expenditures**

### **Labor Cost**

- 3% ATU wage increase effective June 11, 2012.
- Furlough program for AFSCME, Non-Represented, SEIU and TAEA employees expires.
- No wage or step increase for AFSCME, Non-Represented, SEIU, and TAEA employees included. Budgeting of additional costs, if any, for provisions of new AFSCME, SEIU and TAEA contracts would be addressed upon contract ratification by the Board.
- Health insurance premium increase of 9% for FY 2012 and 10% for FY 2013.
- Annual ATU Pension, Retirees' Other Post Employment Benefits (OPEB) Trust, and employer portion of CalPERS contributions pre-paid in July of each year.

Non-Labor Cost

FY 2012 and FY 2013 Recommended Budget developed using FY 2010 actual expenditures as the base. Under most circumstances the incremental requests only include contractual increases or those costs associated with new service, programs, or activities.

Fuel

The Recommended budget assumes \$3.58 for diesel, \$4.18 for biodiesel and \$4.09 for gasoline (all prices including taxes) for both fiscal years.

Paratransit

No change in overall services or fares. Recommended Budget is based on an assumption of 21,000 more trips in FY 2012 (3.6%) and an increase of 8,500 trips in FY 2013 (2.4%).

Caltrain

Flat from FY 2011 contribution.

**Capital Programs**

VTA Transit

The FY 2012 and FY 2013 VTA Transit Capital Program looks to maintain needed capital infrastructure and keep VTA assets in a state of good repair. The two-year combined program of \$100.2 million utilizes \$68.4 million of grants or other outside funding and requires a total new VTA Transit Fund commitment of \$31.8 million, \$12.6 million of which is scheduled to come from Federal Operating Grants.

2000 Measure A Transit Improvement Program

The Recommended FY 2012 & FY 2013 2000 Measure A Capital Program utilizes cash-on-hand (including 2010 bond proceeds) and projected cash receipts, and does not anticipate incurring additional debt in the two year period. The total additional appropriation for the identified projects for FY 2012 and FY 2013 is \$1.7 billion. Project funding for the two-year period is appropriated in FY 2012 in order to facilitate administration of the program.

**NEXT STEPS:**

In addition to the Board and Advisory Committee Workshops, staff is presenting the budget at the following community meetings.

<b>Location</b>	<b>Served By</b>	<b>Date</b>	<b>Time</b>
Mountain View City Hall 500 Castro Street Mountain View	Bus Line 22	Monday, May 2, 2011	6:00 pm
Santa Clara County Government Center Isaac Newton Room 70 West Hedding Street San Jose	Light Rail Bus Lines 61,62 & 66	Tuesday, May 3, 2011	3:00 pm

Location	Served By	Date	Time
Dr. Roberto Cruz Public Library Community Room 3090 Alum Rock Avenue San Jose	Bus Lines 25,45 & 71	Tuesday, May 3, 2011	6:00 pm
Morgan Hill Community & Cultural Center Hiram Morgan Hill Room 17000 Monterey Road Morgan Hill	Bus Line 68	Wednesday, May 4, 2011	6:00 pm
Santa Clara County Government Center Isaac Newton Room 70 West Hedding Street San Jose	Light Rail Bus Lines 61,62 & 66	Monday, May 9, 2011	6:30 pm
Campbell Community Center Mary Campbell Room 1 West Campbell Avenue Campbell	Bus Lines 26 & 60	Tuesday, May 10, 2011	6:00 pm

In accordance with the VTA Administrative Code, the proposed budget, containing appropriations for both operations and capital, will be reviewed by the Administration & Finance Committee at their May 19 meeting and the Final Recommended Budget will be submitted to the Board for adoption on June 2, 2011.

Prepared By: Carol Lawson, Fiscal Resources Manager  
Memo No. 3058

April 2011

# Draft Recommended Budget

Fiscal Year 2012  
and  
Fiscal Year 2013

## ***Search Instructions***

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Items in this PDF version of the FY 2012 and FY 2013 Draft Recommended Budget can be found using one of the following 4 methods:

- 1) Hyperlinks in the Table of Contents.
- 2) Hyperlinks in the Bookmarks Panel
- 3) Find Function (Ctrl+F).
- 4) Search function (Shft+Ctrl+F). Please note: in some versions of Adobe Acrobat, it may be necessary to click on the “Arrange Windows” icon in the Search dialogue box for a side-by-side view of the Search dialogue box and the document text.

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## ***Introduction***

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This document presents the Santa Clara Valley Transportation Authority's (VTA) Draft Recommended Biennial Budget for fiscal years 2012 and 2013.

The document is divided into sections which cover the seven separate Funds for which a budget is to be adopted:

- VTA Transit
- 2000 Measure A Transit Improvement Program
- Congestion Management Program
- VTP Highway Program
- Joint Development Program
- Silicon Valley Express Lanes Program
- BART Operating Sales Tax Program

Each section contains an overview of the program and various schedules and narratives which detail the specific budget requests.

The table below summarizes the Recommended Budget amount for each program.

### ***Fiscal Years 2012 and 2013 Recommended Budget Summary<sup>1</sup>*** *(Dollars in Thousands)*

<b>Fund</b>	<b>Fiscal Year 2012</b>	<b>Fiscal Year 2013</b>
VTA Transit-Operating	362,853	374,002
VTA Transit-Capital	80,168	20,277
2000 Measure A-Non-Project	69,932	67,773
2000 Measure A-Capital	1,715,810	-
Congestion Management Program-Operating	4,493	4,307
VTP Highway Program-Capital	81,370	-
Joint Development Program-Operating	2,200	2,225
Silicon Valley Express Lanes Program-Operating	110	591
BART Operating Sales Tax Program-Operating	20	35

<sup>1</sup> Includes transfers between funds

VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET



***VTA TRANSIT***

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**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**



## *VTA Transit*

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### **Overview**

Countywide public transit service in Santa Clara County began on June 6, 1972, with the creation by state legislation, of the Santa Clara County Transit District. This organization initiated countywide bus service, expanded the bus fleet and developed an initial light rail system. Following the merger in 1995 with the Santa Clara County Congestion Management Agency, the name of the organization was changed to the Santa Clara Valley Transportation Authority (VTA) effective January 1, 2000.

VTA is an independent public agency responsible for bus and light rail operation, regional commuter and inter-city rail service, Americans with Disabilities Act (ADA) paratransit service, congestion management, specific highway improvement projects and countywide transportation planning. The VTA Transit Fund encompasses the operation and development of transit activities for VTA, which includes bus and light rail operation, regional commuter and inter-city rail service, and ADA paratransit service.

The VTA Transit Recommended Budget was developed utilizing the Expenditure Prioritization and Key Financial Principles developed by the Ad Hoc Financial Recovery Committee and adopted by the Board of Directors in December 2010.

Above all, the Recommended Budget is intended to be a quantification of VTA's service and capital project delivery plan for the two-year period. As such, the budget incorporates the projected impact of service changes including Express Bus improvements, Express Light Rail, Light Rail rescheduling to improve reliability, and other improvements from the Annual Transit Service Plan. The budget also includes the impact of new programs such as the Clipper fare collection system.

## ***VTA Transit Major Budget Assumptions***

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### **Service Levels**

In conjunction with the budget development, VTA also prepares an Annual Transit Service Plan that outlines service levels and specific route improvements, reductions and modifications that will be made over the two years. The service plan undergoes public review and comment, including community meetings, before being presented to the VTA Board of Directors for approval. Overall, as shown in the table on the following page, small net service level increases are being proposed to facilitate modest improvements to the transit system.

### **Bus Service**

While VTA does modify transit service each quarter, the Annual Transit Service Plan proposes significant bus service changes in January 2012 and July 2012. The implementation of the results of the Express Bus Study, previously approved by the VTA Board of Directors will occur in January 2012. Two new routes are included, two current routes are set to be discontinued, the number of trips on various express routes will be changed and 20 new buses will be deployed on the service. In July 2012, service increases to Rapid 522 including later weekday evening, earlier and later Saturday and new Sunday service are proposed. These changes are in anticipation of constructing full Bus Rapid Transit (BRT) service in this corridor. Discontinuing Community Bus Lines 11, 17 and 34 is also planned if ridership continues to remain below adopted performance standards. Numerous other improvements, modifications and reductions are planned as described in the Annual Transit Service Plan.

### **Light Rail Service**

Over the past few years, the on-time performance and reliability of light rail service on the Winchester – Mountain View line has been compromised by numerous changes in local traffic signal timing and the deterioration of general traffic conditions, while constrained by single track segments in both Campbell and Mountain View. This has caused the end-to-end running time to increase thereby making trains consistently late. To remedy this situation a major rescheduling of the light rail service will be implemented in July 2011. The new weekday schedule will require one additional train to operate the service at the current 15 minute frequencies. The service hour and mile increases shown in the table on the following page reflect the resource needs for the additional train.

The FY 2012 and FY 2013 Recommended Budget also assumes continuation of the Express Light Rail service initiated in October 2010.

*Service Levels*  
(In thousands)

	<b>FY 2010 Actual</b>	<b>FY 2011 Projected Actual</b>	<b>FY 2012 Recommended Budget</b>	<b>FY 2013 Recommended Budget</b>
<b><u>Service Miles</u></b>				
Bus	17,685	16,940	17,312	17,460
Light Rail Train	2,182	2,190	2,262	2,262
<b>Total Service Miles</b>	<b>19,867</b>	<b>19,130</b>	<b>19,574</b>	<b>19,722</b>
% change		-3.71%	2.32%	0.76%
<b><u>LR Car Miles</u></b>				
	<b>3,203</b>	<b>3,440</b>	<b>3,526</b>	<b>3,526</b>
% change		7.41%	2.50%	0.00%
<b><u>Service Hours</u></b>				
Bus	1,319	1,275	1,292	1,303
Light Rail Train	141	142	147	147
<b>Total Service Hours</b>	<b>1,460</b>	<b>1,417</b>	<b>1,439</b>	<b>1,450</b>
% change		-2.92%	1.53%	0.79%
<b><u>LR Car Hours</u></b>				
	<b>195</b>	<b>210</b>	<b>216</b>	<b>216</b>
% change		7.70%	2.86%	0.00%

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

**Ridership**

Overall, FY 2010 system ridership (bus and rail) decreased by 7.8% from the previous year. Bus ridership totaled 32.0 million, a 7.3% decrease, and light rail ridership totaled 9.7 million, a 1.7% decrease. Fiscal Year 2011 system ridership through February is down 2.1% from FY 2010 levels. However, the trend of declining ridership appears to be slowing, if not reversing. Both January and February showed an increase in system ridership from previous years and light rail ridership has shown four consecutive months of growth versus the same month, previous year.

VTA’s ridership is heavily correlated with employment levels in the County. Since the beginning of FY 2010 Santa Clara County unemployment has averaged 11.5%. The average for the previous 24 months was 6.9%. However, over the last five months the average has decreased to 10.5%. In addition to improvements in employment levels, the recent increase in the cost of gasoline is also projected to have a positive impact on ridership.

In anticipation of a moderate recovery in the economy, higher gasoline prices, and the modest service improvements described on the previous page, the FY 2012 and FY 2013 ridership projections reflect a 1% and 2% increase, respectively. The table on the following page reflects the projected ridership for FY 2012 and FY 2013.

***Ridership***  
(In thousands)

Category	FY 2010 Actual	FY 2011 Projected Actual	% Var	FY 2012 Recommended Budget	% Var	FY 2013 Recommended Budget	% Var
Bus	31,983	30,630	-4.2%	30,940	1.0%	31,560	2.0%
Light Rail	9,750	9,840	0.9%	9,940	1.0%	10,140	2.0%
<b>Total</b>	<b>41,733</b>	<b>40,470</b>	<b>-3.0%</b>	<b>40,880</b>	<b>1.0%</b>	<b>41,700</b>	<b>2.0%</b>

**Revenues**

**Fares**

No change in current fare structure proposed.

**Sales Tax Based Revenues**

Sales tax based revenues include the 1976 half-cent local sales tax, 2000 Measure A half-cent local sales tax (of which 18.5% provides operating assistance to VTA Transit) and a quarter-cent state sales tax (also known as the Transportation Development Act or TDA). The majority of VTA’s proposed operating revenues are generated from these sales tax measures, which are driven by the local economy.

VTA’s sales tax receipts can be divided into six economic categories. These categories and the percentage of sales tax receipts by each category for the fiscal year ending June 30, 2010 are as follows:

- Business to Business (30.4%)
- General Retail (26.9%)
- Transportation (17.4%)
- Food Products (14.7%)
- Construction (8.3%)
- Miscellaneous (2.3%)

During FY 2010, sales tax receipts from the 1976 half-cent sales tax increased 1.7%, following a decline of almost 16% in FY 2009. The decline in sales tax during FY 2009 was as a result of the severe economic recession that began in December 2007 and ended in June 2009<sup>1</sup>. Although FY 2010 had minimal year over year growth of 1.7%, the last two quarters demonstrated that a significant recovery had begun in Santa Clara County, with year over year increases in sales tax receipts of 7.9% and 17.7% in the third and fourth quarters, respectively. The positive year over year increases resulted primarily from increased taxable sales within the Transportation and Business to Business economic categories, which experienced year over year increases of 21.4% and 26.7%, respectively. Extraordinary growth in these economic categories were primarily

<sup>1</sup> Source: the National Bureau of Economic Research

## VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET

driven by electronics, office equipment and auto sales, reflecting potential pent up demands due to suppressed spending during the recession.

Year-to-date growth in FY 2011 has been tempered somewhat, albeit with significant year over year increases of 6.3% and 10.6% for the first and second quarters, respectively. Transportation and Business to Business activities again led the increases in the first quarter with growth of 6% and 22.6%. However, the growth in these two categories (which account for almost half of the sales tax revenue) is not as robust as the last two quarters in FY 2010. This could indicate that a reversion to normal, sustainable levels has begun for taxable sales related to these categories.

The Recommended Budget assumes an increase in sales tax revenues of 3.5% and 5.8% in FY 2012 and FY 2013, respectively. This reflects anticipation of a slight pull back in FY 2012 growth from FY 2011 as growth in the Business to Business and Transportation economic categories revert to sustainable growth levels prior to full recovery in the other economic segments, which is not anticipated prior to a significant increases in employment and the return of construction activities linked to housing.

### **2000 Measure A Sales Tax-Operating Assistance**

Assumes 18.5% of 2000 Measure A sales tax revenue to be used towards funding VTA Transit operations.

### **State Transit Assistance (STA)**

In March 2010, then-Gov. Arnold Schwarzenegger and the Legislature enacted a three-bill “swap” package that, through a complicated restructuring of state transportation funding sources, created a revenue stream that could be used to pay for debt service for transportation-related general obligation bonds and to make loans to the General Fund. Specifically, the swap package eliminated the state sales tax on gasoline and replaced it with a 17.3-cent increase in the per-gallon gasoline excise tax. The revenues from the gas tax increase were dedicated to pay for transportation bond debt service and to backfill for the loss of gasoline sales tax dollars for state highways and local streets/roads.

In the case of public transit, the swap retained the sales tax on diesel fuel in order to provide ongoing funding for the State Transit Assistance Program (STA). Beginning in FY 2012, the state diesel sales tax rate is set to increase by slightly under 2% to allow for a minimum \$350 million annual funding level for STA, in conjunction with a corresponding drop in the per-gallon diesel fuel excise tax to ensure that consumers feel no impact at the pump.

In November 2010, California voters approved two ballot measures that impacted the swap. Proposition 22 put in place stronger protections that are intended to prevent the state from taking, diverting or borrowing local government and transportation money to address General Fund deficits. Proposition 26, among other things, prohibits the Legislature from engaging in the practice of using a simple majority vote to raise one tax while simultaneously reducing another, an approach that was used to enact the transportation funding swap.

In response, AB 105 was enacted into law in March 2011 to ensure that all of the goals of the swap, both for the General Fund and for the transportation community, can be realized. This

## VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET

legislation re-enacts the transportation funding swap's increases in both the gas tax and the diesel sales tax in order to prevent Proposition 26 from eliminating billions in revenues for state highways, local streets/roads and public transit. It also makes the necessary statutory revisions to ensure that: a) the distribution of revenues from the 17.3-cent gas tax increase will achieve the same fiscal results that were anticipated for state highways and local streets/roads when the swap was enacted; and b) STA reaches a minimum funding level of \$350 million per year as contemplated by the swap.

The Recommended Budget assumes FY 2012 and FY 2013 STA funding at the level reported in the most recent fund estimate adopted by the Metropolitan Transportation Commission (MTC).

### **Federal Operating Grants**

Although the Federal Transit Administration (FTA) Section 5307 grant program is designed primarily to fund capital acquisitions, funds can also be awarded for preventive maintenance activities in support of operations. In recent years VTA has used 100% of available Section 5307 funds for preventive maintenance to offset the loss of Sales Tax Revenues and STA funding. Starting in FY 2012, VTA begins a gradual reduction of this practice with the goal of reaching historic levels of preventive maintenance funding (35%) by FY 2018. The Recommended Budget assumes 90% for operations support and 10% towards capital replacement in FY 2012 and 80% for operations support and 20% towards capital replacement in FY 2013.

## **Expenditures**

### **Labor Cost**

- Includes negotiated wage increase for ATU of 3% as well as provisions for step increases for ATU employees in pay progression.
- Reflects discontinuation of furlough program for AFSCME, Non-Represented, SEIU and TAEA employees.
- Reflects no wage or step increase for AFSCME, Non-Represented, SEIU, and TAEA employees. Budgeting of additional costs, if any, for provisions of new AFSCME, SEIU and TAEA contracts will be addressed upon contract ratification by the Board.
- Projected health insurance premium increase of 9% for FY 2012 and 10% for FY 2013 based on employee benefits broker's estimate.
- Assumes pre-payment of annual ATU Pension contribution, annual Retirees' Other Post Employment Benefits (OPEB) Trust contribution, and employer portion of annual CalPERS contribution.

### **Non-Labor Costs**

In order to remain diligent in VTA's ongoing efforts to contain costs and ensure that recurring expenditures do not outpace recurring revenues, non-labor costs for the FY 2012 and FY 2013

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

Recommended Budget were developed using FY 2010 actual expenditures as the base. Under most circumstances the incremental requests only include contractual increases or those costs associated with new service, programs, or activities.

A schedule of FY 2012 and FY 2013 expense variance from FY 2010 is included on page 12 with the major variances (in excess of 5% and \$500,000) explained on page 13.

**Fuel**

The Recommended Budget assumes \$3.58 for diesel, \$4.18 for biodiesel and \$4.09 for gasoline (all prices including taxes). In addition to the price assumption, the fuel budget also reflects the full deployment of the Hybrid bus fleet which has improved fuel efficiency.

**Paratransit**

No change in overall services or fares. The Recommended Budget is based on an assumption of 21,000 more trips in FY 2012 (3.6%) and an increase of 8,500 trips in FY 2013 (2.4%).

***Paratransit Trips & Costs***  
*(In thousands)*

<b>Category</b>	<b>FY 2010 Actual</b>	<b>FY 2011 Adopted Budget</b>	<b>FY 2011 Projected Actual</b>	<b>FY 2012 Budget</b>	<b>% Var</b>	<b>FY 2013 Budget</b>	<b>% Var</b>
<b>Trips</b>	<b>930</b>	<b>1,123</b>	<b>861</b>	<b>882</b>	<b>2.4%</b>	<b>890</b>	<b>0.9%</b>
Contracted Cost	\$23,076	\$29,976	\$22,000	\$22,800	3.6%	\$23,350	2.4%
Indirect Cost Allocation	3,300	4,287	3,146	2,923	-7.1%	2,993	2.4%
<b>Operating Expense</b>	<b>\$26,376</b>	<b>\$34,263</b>	<b>\$25,146</b>	<b>\$25,723</b>	<b>2.3%</b>	<b>\$26,343</b>	<b>2.4%</b>
<b>Net Cost Per Trip</b>	<b>\$28.36</b>	<b>\$30.51</b>	<b>\$29.21</b>	<b>\$29.16</b>	<b>-0.1%</b>	<b>\$29.60</b>	<b>1.5%</b>

**Caltrain**

Caltrain is currently projecting a \$30 million shortfall for the fiscal year beginning on July 1, 2011. Without a funding solution this would necessitate a major reduction in service from 86 to 48 daily trains, elimination of weekend, evening and midday service, station closures and the elimination of service south of Diridon Station in San Jose. This shortfall is caused by the San Mateo County Transit District's (SamTrans) worsening financial situation and their resultant de-prioritization of Caltrain service which in turn would result in a reduction in matching contributions from the other partner agencies, VTA and San Francisco Municipal Transportation Agency (SFMTA). Caltrain is currently reviewing multiple options to lessen or eliminate the projected shortfall.

Pending resolution of this issue, the Recommended Budget assumes the FY 2012 and FY 2013 contribution will be unchanged from FY 2011.

VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET

**VTA Transit**  
**Comparison of Revenues and Expenses**  
(Dollars in Thousands)

Line	Category	FY 2010 Actual	FY 2011 Projected Actual <sup>1</sup>	FY 2012 Recommended Budget	\$ Var from FY 2011	% Var from FY 2011	FY 2013 Recommended Budget	\$ Var from FY 2012	% Var from FY 2012
1	Fares	36,857	37,818	<b>38,154</b>	336	0.9%	<b>38,839</b>	685	1.8%
2	1976 Half-Cent Sales Tax	140,037	150,974	<b>156,242</b>	5,268	3.5%	<b>165,273</b>	9,031	5.8%
3	TDA	65,801	70,958	<b>73,434</b>	2,476	3.5%	<b>77,678</b>	4,244	5.8%
4	Measure A Sales Tax-Operating Asst.	25,711	27,865	<b>28,706</b>	841	3.0%	<b>30,365</b>	1,659	5.8%
5	STA	0	16,695	<b>13,307</b>	(3,388)	-20.3%	<b>13,307</b>	0	0.0%
6	Federal Operating Grants	59,100	41,776	<b>42,351</b>	575	1.4%	<b>41,901</b>	(450)	-1.1%
7	Less Transfer for Capital	0	0	<b>(4,190)</b>	(4,190)	NA	<b>(8,380)</b>	(4,190)	100.0%
8	State Operating Grants	2,033	1,801	<b>2,268</b>	467	25.9%	<b>1,937</b>	(331)	-14.6%
9	Investment Earnings	2,147	1,500	<b>853</b>	(647)	-43.1%	<b>952</b>	99	11.6%
10	Advertising Income	1,672	1,515	<b>1,648</b>	133	8.8%	<b>1,750</b>	102	6.2%
11	Measure A Repayment Obligation	11,276	12,000	<b>12,074</b>	74	0.6%	<b>11,954</b>	(120)	-1.0%
12	Other Income	2,325	2,371	<b>1,662</b>	(709)	-29.9%	<b>1,673</b>	11	0.7%
13	<b>Total Revenue</b>	<b>346,960</b>	<b>365,272</b>	<b>366,509</b>	<b>1,236</b>	<b>0.3%</b>	<b>377,249</b>	<b>10,740</b>	<b>2.9%</b>
14	Labor Cost	246,539	249,485	<b>261,280</b>	11,796	4.7%	<b>270,136</b>	8,856	3.4%
15	Materials & Supplies	15,537	15,216	<b>16,671</b>	1,455	9.6%	<b>16,816</b>	145	0.9%
16	Security	7,273	8,019	<b>7,910</b>	(109)	-1.4%	<b>8,056</b>	146	1.8%
17	Professional & Special Services	2,788	3,747	<b>3,498</b>	(249)	-6.6%	<b>3,406</b>	(93)	-2.7%
18	Other Services	7,022	7,935	<b>7,758</b>	(177)	-2.2%	<b>7,688</b>	(69)	-0.9%
19	Fuel	10,151	13,947	<b>15,488</b>	1,541	11.0%	<b>15,489</b>	1	0.0%
20	Traction Power	3,072	3,413	<b>3,441</b>	28	0.8%	<b>3,535</b>	94	2.7%
21	Tires	1,528	1,502	<b>1,569</b>	67	4.5%	<b>1,611</b>	42	2.7%
22	Utilities	2,533	2,460	<b>2,604</b>	144	5.8%	<b>2,604</b>	0	0.0%
23	Insurance	4,689	5,140	<b>4,433</b>	(707)	-13.7%	<b>4,575</b>	142	3.2%
24	Data Processing	2,134	2,720	<b>2,881</b>	161	5.9%	<b>2,934</b>	53	1.8%
25	Office Expense	308	337	<b>324</b>	(14)	-4.1%	<b>321</b>	(2)	-0.7%
26	Communications	1,113	1,080	<b>1,211</b>	131	12.2%	<b>1,215</b>	4	0.3%
27	Employee Related Expense	630	792	<b>717</b>	(75)	-9.5%	<b>697</b>	(20)	-2.7%
28	Leases & Rents	404	551	<b>564</b>	13	2.3%	<b>571</b>	7	1.2%
29	Miscellaneous	539	767	<b>746</b>	(21)	-2.7%	<b>645</b>	(101)	-13.6%
30	Reimbursements	(43,441)	(39,639)	<b>(37,449)</b>	2,190	-5.5%	<b>(36,982)</b>	467	-1.2%
31	<b>Subtotal Operating Expense</b>	<b>262,819</b>	<b>277,472</b>	<b>293,646</b>	<b>16,174</b>	<b>5.8%</b>	<b>303,317</b>	<b>9,671</b>	<b>3.3%</b>
32	Paratransit <sup>2</sup>	26,376	25,146	<b>25,723</b>	577	2.3%	<b>26,343</b>	621	2.4%
33	Caltrain <sup>2</sup>	18,149	16,157	<b>15,947</b>	(210)	-1.3%	<b>15,947</b>	0	0.0%
34	Light Rail Shuttles <sup>2</sup>	41	39	<b>40</b>	1	3.1%	<b>40</b>	0	0.0%
35	Altamont Commuter Express <sup>2</sup>	4,389	4,679	<b>4,384</b>	(295)	-6.3%	<b>4,404</b>	20	0.5%
36	Highway 17 Express <sup>2</sup>	325	428	<b>394</b>	(34)	-7.9%	<b>400</b>	6	1.5%
37	Dumbarton Express <sup>2</sup>	410	486	<b>451</b>	(35)	-7.1%	<b>451</b>	0	0.0%
38	Monterey-San Jose <sup>2</sup>	40	51	<b>40</b>	(12)	-23.1%	<b>40</b>	0	0.0%
39	Contribution to Other Agencies	588	676	<b>590</b>	(86)	-12.7%	<b>594</b>	4	0.7%
40	Debt Service	17,541	18,683	<b>19,637</b>	954	5.1%	<b>20,464</b>	827	4.2%
41	Other Expense	2	0	<b>0</b>	0	NA	<b>0</b>	0	NA
42	<b>Subtotal Other Expense</b>	<b>67,861</b>	<b>66,345</b>	<b>67,207</b>	<b>862</b>	<b>1.3%</b>	<b>68,684</b>	<b>1,477</b>	<b>2.2%</b>
43	<b>Operating and Other Expense</b>	<b>330,680</b>	<b>343,817</b>	<b>360,853</b>	<b>17,036</b>	<b>5.0%</b>	<b>372,002</b>	<b>11,149</b>	<b>3.1%</b>
44	Contingency	0	250	<b>2,000</b>	1,750	700.0%	<b>2,000</b>	0	0.0%
45	<b>Total Expense &amp; Contingency</b>	<b>330,680</b>	<b>344,067</b>	<b>362,853</b>	<b>18,786</b>	<b>5.5%</b>	<b>374,002</b>	<b>11,149</b>	<b>3.1%</b>

<sup>1</sup> Staff projection as of March 22, 2011

<sup>2</sup> Includes allocation of indirect costs

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

***VTA Transit***  
***Sources and Uses of Funds Summary***  
*(Dollars in Thousands)*

<u>Line</u>	<u>Description</u>	<u>FY 2011 Projected Actual<sup>1</sup></u>	<u>FY 2012 Recommended Budget</u>	<u>FY 2013 Recommended Budget</u>
<b><u>Operating Balance</u></b>				
1	Total Operating Revenues	365,272	366,509	377,249
2	Total Operating Expenses	(344,067)	(362,853)	(374,002)
3	Operating Balance	21,205	3,656	3,247
<b><u>Operating Reserves Replenishment to 15% level</u></b>				
4	15% Year-end Operating Reserves <sup>2</sup>	52,804	54,428	56,100
5	Beginning Reserve Balance	(51,857)	(52,804)	(54,428)
6	15% Replenishment Amount	947	1,624	1,672
<b><u>Operating Balance Available for Capital</u></b>				
7	Operating Balance (Line 3)	21,205	3,656	3,247
8	15% Replenishment Amount (Line 6)	(947)	(1,624)	(1,672)
9	Operating Balance Available for Capital	20,258	2,032	1,575
<b><u>Capital Program</u></b>				
10	Total VTA Transit Capital Program	17,228	80,168	20,277
11	Funding from Grants & Other Sources	(13,403)	(59,111)	(9,492)
12	Local Grant Match from Debt Reduction Fund	0	(6,098)	(105)
13	Federal Operating Grants for Capital	0	(4,190)	(8,380)
14	Remaining Local Portion Needed for Capital	3,825	10,769	2,300
15	Operating Balance Available for Capital (line 9)	(20,258)	(2,032)	(1,575)
16	Local Funding From/(To) Debt Reduction Fund	(16,433)	8,737	725
17	Ending Operating Reserves	52,804	54,428	56,100
18	Operating Reserve % <sup>3</sup>	15.0%	15.0%	15.0%

<sup>1</sup> Staff Projection as of March 22, 2011

<sup>2</sup> 15% of Budgeted Line 2

<sup>3</sup> Line 17 divided by Budgeted Line 2

VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET

**VTA Transit**  
**Comparison of Budgeted Expenses to FY 2010 Actual**  
*(Dollars in Thousands)*

Category	FY 2010 Actual	FY 2012 Recommended Budget	FY 2012 \$ Var from FY 2010	FY 2012 % Var from FY 2010	FY 2013 Recommended Budget	FY 2013 \$ Var from FY 2010	FY 2013 % Var from FY 2010
Labor Cost	246,539	<b>261,280</b>	14,741	6.0%	<b>270,136</b>	23,597	9.6%
Materials & Supplies	15,537	<b>16,671</b>	1,134	7.3%	<b>16,816</b>	1,279	8.2%
Security	7,273	<b>7,910</b>	637	8.8%	<b>8,056</b>	783	10.8%
Professional & Special Services	2,788	<b>3,498</b>	710	25.5%	<b>3,406</b>	618	22.2%
Other Services	7,022	<b>7,758</b>	736	10.5%	<b>7,688</b>	666	9.5%
Fuel	10,151	<b>15,488</b>	5,337	52.6%	<b>15,489</b>	5,338	52.6%
Traction Power	3,072	<b>3,441</b>	369	12.0%	<b>3,535</b>	463	15.1%
Tires	1,528	<b>1,569</b>	41	2.7%	<b>1,611</b>	83	5.5%
Utilities	2,533	<b>2,604</b>	71	2.8%	<b>2,604</b>	71	2.8%
Insurance	4,689	<b>4,433</b>	(256)	-5.5%	<b>4,575</b>	(114)	-2.4%
Data Processing	2,134	<b>2,881</b>	747	35.0%	<b>2,934</b>	800	37.5%
Office Expense	308	<b>324</b>	16	5.0%	<b>321</b>	13	4.3%
Communications	1,113	<b>1,211</b>	98	8.8%	<b>1,215</b>	102	9.1%
Employee Related Expense	630	<b>717</b>	87	13.8%	<b>697</b>	67	10.7%
Leases & Rents	404	<b>564</b>	160	39.7%	<b>571</b>	167	41.3%
Miscellaneous	539	<b>746</b>	207	38.4%	<b>645</b>	106	19.6%
Reimbursements	(43,441)	<b>(37,449)</b>	5,992	-13.8%	<b>(36,982)</b>	6,459	-14.9%
<b>Subtotal Operating Expense</b>	<b>262,819</b>	<b>293,646</b>	<b>30,827</b>	<b>11.7%</b>	<b>303,317</b>	<b>40,498</b>	<b>15.4%</b>
Paratransit <sup>1</sup>	26,376	<b>25,723</b>	(653)	-2.5%	<b>26,343</b>	(33)	-0.1%
Caltrain <sup>1</sup>	18,149	<b>15,947</b>	(2,202)	-12.1%	<b>15,947</b>	(2,202)	-12.1%
Light Rail Shuttles <sup>1</sup>	41	<b>40</b>	(1)	-2.3%	<b>40</b>	(1)	-2.3%
Altamont Commuter Express <sup>1</sup>	4,389	<b>4,384</b>	(5)	-0.1%	<b>4,404</b>	15	0.3%
Highway 17 Express <sup>1</sup>	325	<b>394</b>	69	21.3%	<b>400</b>	75	23.1%
Dumbarton Express <sup>1</sup>	410	<b>451</b>	41	10.1%	<b>451</b>	41	10.1%
Monterey-San Jose <sup>1</sup>	40	<b>40</b>	0	0.0%	<b>40</b>	0	0.0%
Contribution to Other Agencies	588	<b>590</b>	2	0.4%	<b>594</b>	6	1.0%
Debt Service	17,541	<b>19,637</b>	2,096	12.0%	<b>20,464</b>	2,923	16.7%
Other Expense	2	<b>0</b>	(2)	-100.0%	<b>0</b>	(2)	-100.0%
<b>Subtotal Other Expense</b>	<b>67,861</b>	<b>67,207</b>	<b>(654)</b>	<b>-1.0%</b>	<b>68,684</b>	<b>823</b>	<b>1.2%</b>
<b>Operating and Other Expense</b>	<b>330,680</b>	<b>360,853</b>	<b>30,173</b>	<b>9.1%</b>	<b>372,002</b>	<b>41,322</b>	<b>12.5%</b>
Contingency	0	<b>2,000</b>	2,000	NA	<b>2,000</b>	2,000	NA
<b>Total Expense &amp; Contingency</b>	<b>330,680</b>	<b>362,853</b>	<b>32,173</b>	<b>9.7%</b>	<b>374,002</b>	<b>43,322</b>	<b>13.1%</b>

<sup>1</sup> Includes allocation of indirect costs

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

## ***Major Expense Variances from FY 2010 Actual*** ***(Variance in excess of 5% and \$500,000)***

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### **Labor Costs:**

The FY 2012 and FY 2013 increases of \$14.7 million and \$23.6 million, respectively, are due primarily to the discontinuation of the furlough program for AFSCME, Non-Represented, SEIU, and TAEA employees; the negotiated ATU 3% increase; higher benefits costs in the areas of health insurance, pension contributions, and Retirees' Other Post Employment Benefits (OPEB) Trust contributions; and additional staff to operate the service changes described on page 4.

### **Materials & Supplies:**

The budget increases \$1.1 million in FY 2012 and \$1.3 million in FY 2013 due to maintenance costs associated with additional service and higher fuel prices for non-revenue vehicles. In addition, FY 2010 includes a one-time credit adjustment resulting from inventory revaluation.

### **Security:**

The FY 2012 and FY 2013 budgets retain the same level of service for the Santa Clara County Sheriff's contract and reflect a slight increase (130 service hours/week) in scope for the contracted private security firm. The increase of \$637 thousand in FY 2012 and \$783 thousand for FY 2013 result from the combination of annual contractual rate increases, additional cost of expanded scope from the private security firm, and an increase in the County Sheriff's contract.

### **Professional & Special Services:**

The FY 2012 increase of \$710 thousand and FY 2013 increase of \$618 thousand are due to a combination of the following: costs to support new programs (Clipper and new Federal Railroad Administration annual rail inspections); increased scope in existing programs (Auditor General work program and biennial bridge inspection); as needed periodic programs (disparity and fare studies); and one-time programs (development of emergency exercises and Emergency Operations Plan revision).

### **Other Services:**

The FY 2012 and FY 2013 increases of \$736 thousand and \$666 thousand, respectively, are due primarily to increased maintenance costs for off-warranty equipment and increased printing costs for limited use smart cards in conjunction with the new fareboxes. The increase is offset somewhat by savings in printing costs and Light Rail Ticket Vending Machine (TVM) ticket stock by eliminating paper passes.

### **Fuel:**

Both budget years reflect a \$5.3 million or 52.6% increase over FY 2010 due primarily to higher projected rates for diesel, bio-diesel and gasoline. The FY 2012 and FY 2013 budget assumes \$3.58 per gallon (including taxes) for diesel versus the \$2.31 per gallon average price paid in FY 2010.

## VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET

### **Data Processing:**

FY 2012 reflects an increase of \$747 thousand and FY 2013 an increase of \$800 thousand over FY 2010. The variance is due to increased costs for hardware, software licenses, and maintenance fees as well as costs related to returning to a normal 20% PC replacement cycle after several consecutive years of delayed replacement. In addition, FY 2010 actual expenditures reflect a one-time credit adjustment for server support and a one-time negotiated reduction for annual SAP maintenance and support.

### **Reimbursements:**

The FY 2012 and FY 2013 budgets reflect a \$6.0 million and \$6.5 million decrease, respectively, from FY 2010 due to a 20% reduction in the Indirect Cost Allocation Plan charge-out rate resulting from cost containment measures taken over the last several years as well as increased utilization of Federal Sec. 5307 funds for Preventive Maintenance. This decrease is offset somewhat by an anticipated increase in reimbursable activities.

### **Caltrain:**

The FY 2012 and FY 2013 budgets reflect a \$2.2 million decrease from FY 2010 in each fiscal year due to reduced partner contributions approved in the Peninsula Corridor Joint Powers Board (PCJPB) FY 2011 Operating Budget. Pending resolution of the PCJPB funding issue, the Recommended Budget assumes the FY 2012 and FY 2013 contribution flat from FY 2011.

### **Debt Service:**

FY 2012 reflects an increase of \$2.1 million and FY 2013 an increase of \$2.9 million over FY 2010 due to increased liquidity costs and higher interest rates for California Transit Finance Authority (CTFA) bonds.

## *VTA Transit Capital Program Overview*

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The FY 2012 and FY 2013 Recommended VTA Transit Capital Program strives to maintain needed capital infrastructure and keep VTA assets in a state of good repair. Over 60 projects were submitted for consideration. Each project was reviewed and rated based upon the project's overall merit using a previously developed evaluation criteria scale. The projects were then ranked based on their overall score and matched against available funding.

As in previous years, the Capital Improvement Program Oversight Committee (CIPOC), which is composed of VTA's Chief Officers, has continued its ongoing review and monitoring of the entire capital program. This process continually examines every capital project as to its criticality to VTA's operations, strategic plan, and goals.

The FY 2012 and FY 2013 Recommended Budget creates 32 new VTA Transit Capital projects, including \$2.0 million to fund capital contingency, and augments 7 existing projects. It utilizes \$68.6 million of grants or other outside funding and requires a total new VTA Transit Fund commitment of \$31.8 million, \$12.6 million of which is scheduled to come from Federal Operating Grants (see Federal Operating Grants assumptions on page 8). Any shortfall in anticipated grant funding could require either the use of additional VTA Transit funds if alternate sources are not available, or a reduction in project scope.

The table on the following page lists each project by category and general funding source. The subsequent pages provide a brief description of each project, identified funding sources, and potential operating cost impacts.

Capital project appropriations, with the exception of the VTA Transit Capital Contingency, do not expire at the end of the fiscal year and are carried forward until the project is completed. Appropriation for the VTA Transit Capital Contingency expires at the end of the two-year budget cycle. Capital carryover is defined as appropriation that is unspent at the end of the fiscal year. The local share of capital carryover is reported as restricted assets on VTA's financial statements. The table on page 31 reflects the projected carryover at June 30, 2011 as well as the total available appropriation for the VTA Transit Capital Program after the FY 2012 and FY 2013 appropriations, by project and funding source.

VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET

**VTA Transit**  
**Schedule of FY 2012 & FY 2013 Appropriation**  
(Dollars in Thousands)

Project	FY 2012					FY 2013				
	Funding Source				Total	Funding Source				Total
	Federal	State	Other	VTA		Federal	State	Other	VTA	
1. Community Bus Procurement	0	6,046	0	0	6,046	0	3,079	0	0	3,079
2. Express Bus Vehicle Procurement	0	14,000	0	0	14,000	0	0	0	0	0
3. Kinkisharyo LRV Overhaul Program	1,030	0	0	257	1,287	0	0	0	0	0
<b>Revenue Vehicles &amp; Equipment Total</b>	<b>1,030</b>	<b>20,046</b>	<b>0</b>	<b>257</b>	<b>21,333</b>	<b>0</b>	<b>3,079</b>	<b>0</b>	<b>0</b>	<b>3,079</b>
4. Non-Revenue Vehicle Procurement	0	1,931	0	0	1,931	0	0	0	0	0
<b>Non-Revenue Vehicles Total</b>	<b>0</b>	<b>1,931</b>	<b>0</b>	<b>0</b>	<b>1,931</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
5. Auditorium Upgrade	0	0	0	500	500	0	0	0	0	0
6. Cerone Core Switch Replacement	0	0	0	729	729	0	0	0	125	125
7. Chaboya Paving Rehabilitation	0	0	0	0	0	0	0	0	2,184	2,184
8. Facilities & Equip Emergency Repair FY12	0	0	0	500	500	0	0	0	0	0
9. Facility Maintenance Equipment Program FY12	0	0	0	550	550	0	0	0	238	238
10. Green Sustainability Facility Improvements	0	0	0	500	500	0	0	0	500	500
11. HVAC Replacement Program FY12	0	0	0	835	835	0	0	0	342	342
12. LRV Body Shop-Dust Separation Wall	436	0	0	109	545	0	0	0	0	0
13. LRV Maintenance Shop Hoist	2,750	0	0	687	3,437	0	0	0	0	0
14. Paving Management Program FY12	0	0	0	526	526	0	0	0	340	340
15. Roofing Management Program FY12	0	0	0	1,112	1,112	0	0	0	397	397
<b>Operating Facilities &amp; Equipment Total</b>	<b>3,186</b>	<b>0</b>	<b>0</b>	<b>6,048</b>	<b>9,234</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,125</b>	<b>4,125</b>
16. Bridge Repairs and Hamilton Structure Stabilization	1,360	0	0	340	1,700	0	0	0	0	0
17. LR Signal Sys Assmnt/SCADA System Replcmnt	2,800	0	0	700	3,500	0	0	0	0	0
18. LRT Crossovers and Switches	580	0	0	145	724	0	0	0	0	0
19. North First Street Corridor LR Speed Improvements	0	0	0	481	481	0	0	0	481	481
20. Overhead Catenary System (OCS) Rehab Program	5,552	0	0	1,388	6,940	0	0	0	0	0
21. Rail Rehab and Replacement Program	4,249	0	0	1,062	5,311	0	0	0	0	0
22. Traction Power Substation Replacement Program	4,320	0	0	1,080	5,400	0	0	0	0	0
23. Update Santa Teresa Interlock Signal House	688	0	0	172	860	0	0	0	0	0
<b>Light Rail Way, Power &amp; Signal Total</b>	<b>19,548</b>	<b>0</b>	<b>0</b>	<b>5,368</b>	<b>24,916</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>481</b>	<b>481</b>
24. Bus Stop Pavement/Duckout Improv FY12 & FY13	418	0	0	104	522	418	0	0	104	522
25. Security Improvement Projects FY12 & FY13	0	4,994	0	0	4,994	0	4,994	0	0	4,994
26. Transit Center Park & Ride Upgrades	0	0	0	218	218	0	0	0	0	0
27. West San Carlos Infill Station	0	0	0	0	0	0	0	1,000	0	1,000
<b>Passenger Facilities Total</b>	<b>418</b>	<b>4,994</b>	<b>0</b>	<b>322</b>	<b>5,734</b>	<b>418</b>	<b>4,994</b>	<b>1,000</b>	<b>104</b>	<b>6,516</b>
28. Clipper Gigabit Network Replacement	0	0	0	713	713	0	0	0	713	713
29. Core Network Equipment Lease	0	0	0	131	131	0	0	0	209	209
30. Dictaphone Replacement	0	0	0	160	160	0	0	0	150	150
31. Diridon Tunnel Radio Replacement	210	0	0	52	262	0	0	0	0	0
32. Emergency IT Infrastructure Replacement	0	0	0	75	75	0	0	0	0	0
33. Replace SCADA Servers, Workstations & Displays	0	0	0	581	581	0	0	0	0	0
34. SAP Grants Management Module	0	0	572	30	602	0	0	0	0	0
35. SCADA GEisys Software Upgrade	0	0	0	1,250	1,250	0	0	0	0	0
36. Trapeze OPS Software Installation	0	0	0	933	933	0	0	0	1,867	1,867
<b>Information Systems &amp; Technology Total</b>	<b>210</b>	<b>0</b>	<b>572</b>	<b>3,925</b>	<b>4,706</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,938</b>	<b>2,938</b>
37. Caltrain Capital - Annual Local Match	0	0	0	3,136	3,136	0	0	0	3,136	3,136
38. Caltrain Right-of-Way Payment	0	0	7,177	0	7,177	0	0	0	0	0
Capital Contingency	0	0	0	2,000	2,000	0	0	0	0	0
<b>Miscellaneous Total</b>	<b>0</b>	<b>0</b>	<b>7,177</b>	<b>5,136</b>	<b>12,314</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,136</b>	<b>3,136</b>
<b>Grand Total</b>	<b>24,391</b>	<b>26,971</b>	<b>7,749</b>	<b>21,057</b>	<b>80,168</b>	<b>418</b>	<b>8,074</b>	<b>1,000</b>	<b>10,785</b>	<b>20,277</b>

## *VTA Transit Capital Program*

### *Descriptions of FY 2012 & FY 2013 Appropriated Projects*

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#### *Revenue Vehicles & Equipment*

##### **1. Community Bus Procurement**

This project replaces 40 small-capacity community buses that were purchased in 2007 and 2008. The useful life of this type of bus is 6 to 7 years. Based on the life span, these buses are scheduled for replacement in 2013 and 2014.

*Operating Cost Impact: There is some potential maintenance savings associated with replacing older vehicles.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
State-Prop 1B	\$6,045,529	\$3,079,471
<b>Total</b>	<b>\$6,045,529</b>	<b>\$3,079,471</b>

##### **2. Express Bus Vehicle Procurement**

To implement the findings of the Express Bus Business Plan, VTA will purchase approximately 15 additional higher-quality vehicles for the new Express Bus System. These new, distinctly designed express coaches will include amenities suitable for this type of service, including Wi-Fi, fully cushioned reclining seats, overhead luggage racks, and various other features not found on standard transit coaches.

*Operating Cost Impact: Implementing this new service will result in increased operating costs as VTA will be limited in the ability to use these coaches on any routes other than express routes.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
State-Prop 1B	\$14,000,000	\$0
<b>Total</b>	<b>\$14,000,000</b>	<b>\$0</b>

##### **3. Kinkisharyo Light Rail Vehicle Overhaul Program**

This project will rebuild the pantographs and air conditioning units on 49 of the 99 Kinkisharyo Light Rail Vehicles. These rebuilds conform to the manufacturer's recommendations and have been deemed necessary to keep the trains in a state of good repair. This is the first phase of a larger program that in the second phase will rebuild the remaining trains' pantographs and air conditioning units. At 480,000 miles, a far more extensive overhaul of the trains will be performed.

*Operating Cost Impact: There is some potential maintenance savings associated with overhauling the vehicles.*

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
Federal-Sec. 5309	\$1,029,600	\$0
VTA Transit	257,400	0
<b>Total</b>	<b>\$1,287,000</b>	<b>\$0</b>

*Non-Revenue Vehicles*

**4. Non-Revenue Vehicle Procurement**

This ongoing program schedules the acquisition of Non-Revenue Vehicles both to replace existing units, which have exceeded their useful life, and vehicles that are totaled in accidents. This FY 2012 & FY 2013 request provides for the replacement of 75 vehicles including 35 sedans, 30 vans, 5 high-capacity vans, 2 station wagons, 2 trucks, and 1 SUV. The vehicles being replaced have an average age of 13 years and have been driven an average of over 117,000 miles.

*Operating Cost Impact: There is some potential maintenance savings associated with replacing older vehicles.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
State-Prop 1B	\$1,931,430	\$0
<b>Total</b>	<b>\$1,931,430</b>	<b>\$0</b>

*Operating Facilities & Equipment*

**5. Auditorium Upgrade**

This project would make modifications to the Auditorium at the River Oaks campus to facilitate its use for meetings of the Board of Directors.

*Operating Cost Impact: There is no impact on operating costs.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
VTA Transit	\$500,000	\$0
<b>Total</b>	<b>\$500,000</b>	<b>\$0</b>

**6. Cerone Core Switch Replacement**

This project replaces the electrical switchgear and sub-panels at the Cerone operating division. The original existing electrical switchgear and original sub-panel at Cerone were made by Federal Pacific Electric, Inc. which is now out of business and their products no longer hold a United Laboratories (UL) listing or meet the current National Fire Protection Association (NFPA) safety standards. In the industry, Federal Pacific's products are known to fail and because they have been delisted, finding replacement parts or a vendor willing to make repairs has been difficult.

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

*Operating Cost Impact: There is no direct operating cost impact. However, replacement now would avoid a costly and time consuming emergency replacement should the equipment fail in the future.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
VTA Transit	\$728,620	\$125,000
<b>Total</b>	<b>\$728,620</b>	<b>\$125,000</b>

**7. Chaboya Paving Rehabilitation**

This project will provide necessary pavement rehabilitation for the bus parking area at the Chaboya Coach Division. No substantial pavement treatment has been performed at this location since 1997 when the pavement received a seat coat and some limited areas of failed pavement were removed and replaced. The pavement has since reached its useful life and is subject to increased failures. In order to provide the necessary structural section to support the heavy bus loading, the pavement requires a structural asphalt overlay. The scope includes the removal of asphalt in areas where the existing pavement is deficient and overlay of the entire bus pavement area with a standard depth to achieve a desired 15 year life span.

*Operating Cost Impact: Decreased maintenance level of effort at this location since the pavement will be rehabilitated and the need for regular minor pavement repairs will be reduced.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
VTA Transit	\$0	\$2,183,500
<b>Total</b>	<b>\$0</b>	<b>\$2,183,500</b>

**8. Facilities & Equipment Emergency Repair FY12**

This project allows VTA to expedite unplanned repairs that may be required at facilities or to equipment that is essential to normal or safe operations. These funds are administered by the chief Operating Office and are not used for regular anticipated maintenance activities.

*Operating Cost Impact: Reduces maintenance and operating costs associated with equipment downtime.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
VTA Transit	\$500,000	\$0
<b>Total</b>	<b>\$500,000</b>	<b>\$0</b>

**9. Facility Maintenance Equipment Program FY12**

This project allows for the scheduled replacement of equipment that has reached the end of its useful life. It allows VTA to proactively keep its equipment in a state of good repair, while reducing repair expenses and downtime.

*Operating Cost Impact: Reduces maintenance and operating costs associated with equipment downtime.*

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
VTA Transit	\$550,440	\$237,930
<b>Total</b>	<b>\$550,440</b>	<b>\$237,930</b>

**10. Green Sustainability Facility Improvements**

The continuation of the VTA Board approved Sustainability Program includes energy reduction, solid waste reduction, hazardous waste reduction, recycling programs, water conservation, and solar energy projects. New projects for the two-year period include lighting retrofits, water reduction projects, and reclaimed water evaluations.

*Operating Cost Impact: There may be operating cost savings associated with energy efficiency improvements.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
VTA Transit	\$500,000	\$500,000
<b>Total</b>	<b>\$500,000</b>	<b>\$500,000</b>

**11. Heating, Ventilation and Air Conditioning (HVAC) Replacement Program FY12**

This ongoing program schedules equipment replacement for HVAC units that are normally at least four years past the engineered life and are no longer economical to repair or operate. New units allow better system control and interface with the PG&E Demand Response Programs. The payback on new units is five to eight years depending on the age of the equipment being replaced.

*Operating Cost Impact: There may be maintenance cost savings associated with replacing older units, as well as operating cost savings from more energy efficient HVAC units.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
VTA Transit	\$834,500	\$342,000
<b>Total</b>	<b>\$834,500</b>	<b>\$342,000</b>

**12. Light Rail Vehicle Body Shop-Dust Separation Wall**

This project will provide for the construction of a 6,120 sq. ft. (225' x 24') dust separation wall at the Guadalupe Light Rail Vehicle Maintenance Body Shop. This wall will prevent dust and grit from sanding and grinding activities in the body shop from entering into the adjacent heavy component (truck and gearbox) rebuild shop areas, where dust can damage and shorten the life of rebuilt trucks and heavy components waiting for use. This wall will also provide improved air quality for electro-mechanics working outside the body shop who are now exposed to dust and grit. The construction will also utilize two existing roll up fabric doorways, that will be relocated from their current position, to allow forklift access.

*Operating Cost Impact: There may be maintenance savings associated with reducing dust and grit exposure to vehicle components.*

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
Federal-Sec. 5309	\$436,000	\$0
VTA Transit	109,000	0
<b>Total</b>	<b>\$545,000</b>	<b>\$0</b>

**13. Light Rail Vehicle Maintenance Shop Hoist**

This project will add one in-floor Light Rail Vehicle (LRV) hoist at the LRV Maintenance Shop. This additional lift will supplement the existing in-floor hoist, and will provide additional capability to quickly change trucks (3 per LRV) associated with truck overhauls and repairs, wheel truing and preventive maintenance inspections. The set of portable LRV lifts that were originally provided are time consuming to set up and move into place, and present a large number of cables that connect the eight units and pose a tripping hazard and interfere with work on the LRV.

*Operating Cost Impact: There are no direct operating costs associated with this project. However, the additional lift may improve maintenance efficiency and reduce the possibility of workplace accidents.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
Federal-Sec. 5309	\$2,749,856	\$0
VTA Transit	687,464	0
<b>Total</b>	<b>\$3,437,320</b>	<b>\$0</b>

**14. Paving Management Program FY12**

This ongoing program provides paving maintenance and repair to all VTA operational, administrative, passenger, equipment, and park-and-ride facilities. Maintenance and repair includes slurry sealing on a five to eight year cycle for light duty lots and grinding with overlays for bus divisions and heavy vehicle roadways on a five-year schedule.

*Operating Cost Impact: There may be maintenance cost savings associated with keeping pavement in a state of good repair.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
VTA Transit	\$526,000	\$340,000
<b>Total</b>	<b>\$526,000</b>	<b>\$340,000</b>

**15. Roofing Management Program FY12**

This is an on-going, comprehensive program to maximize the useful life and integrity of VTA facilities. This program includes the proactive scheduling of roofing rehabilitation prior to major failure, as well as unscheduled repairs, seasonal cleaning, annual roof inspections, and emergency leak response.

*Operating Cost Impact: There may be maintenance cost savings associated with keeping roofing in a state of good repair.*

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
VTA Transit	\$1,112,000	\$396,500
<b>Total</b>	<b>\$1,112,000</b>	<b>\$396,500</b>

*Light Rail Way, Power & Signal*

**16. Bridge Repairs and Hamilton Structure Stabilization**

In accordance with California Public Utilities Commission (CPUC) requirements, VTA recently completed an inspection of all Light Rail Bridges and Structures. The inspection findings indicate that a number of structures are showing defects that either need further investigation or require corrective actions. This project is to fund a consultant to address further detailed investigation in those areas required and take corrective actions for those items that have an immediate need to be addressed including additional stabilization measures for the Hamilton structure and repair of cracks in various other structures.

*Operating Cost Impact: There may be maintenance cost savings associated with keeping the bridges and structures in a state of good repair.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
Federal-Sec. 5309	\$1,360,000	\$0
VTA Transit	340,000	0
<b>Total</b>	<b>\$1,700,000</b>	<b>\$0</b>

**17. LR Signal System Assessment/SCADA System Replacement**

This project will provide for an assessment of the state of repair and condition of the overall VTA Light Rail Signal System and its ability to accommodate future planned light rail operating scenarios, and to develop life cycle replacement guidelines and cost estimates for the specific rehabilitation of the Guadalupe line signalization system. This system includes signals, controllers, interrogators, loops, gates, warning lights, signal controls, etc.

In addition this project will also provide funding for the initial engineering of the Signal Rehab and light rail SCADA system replacement planned for 2014. The SCADA system provides safety critical controls for operation of the Light Rail system, and includes the supervisory consoles, displays, servers and other infrastructure at the Guadalupe light rail yard Operations Control Center, Way Power & Signal, Emergency Operations Center, etc.

*Operating Cost Impact: There may be maintenance cost savings associated with keeping the signal system in a state of good repair.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
Federal-Sec. 5309	\$2,800,000	\$0
VTA Transit	700,000	0
<b>Total</b>	<b>\$3,500,000</b>	<b>\$0</b>

**18. Light Rail Track Crossovers and Switches**

The existing light rail system includes a minimal number of track crossovers to allow train movements from one track to the other where double track is provided. In certain areas where track crossovers are not currently available, operational flexibility is limited. Adding track crossovers will improve the ability to provide trackway maintenance and improve train scheduling. This project will begin a series of crossover installations in priority locations. The scope of this work includes the design and construction of two crossovers with associated power switches along the Guadalupe line (located near the Karina and Bonaventura light rail stations).

*Operating Cost Impact: The addition of these special trackwork crossovers will require increased level of effort to maintain with associated impacts to service during maintenance. However, the operational flexibility for service planning and reacting to maintenance issues (either trackway or vehicle) is improved with the project.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
Federal-Sec. 5309	\$579,578	\$0
VTA Transit	144,895	0
<b>Total</b>	<b>\$724,473</b>	<b>\$0</b>

**19. North First Street Corridor Light Rail Speed Improvements**

This project will fund design and analysis necessary to improve operating speeds in the North First Street (Guadalupe) Light Rail corridor. The 2010 Light Rail Systems Analysis included several recommendations in the Tier III category to improve speeds in one of the slowest segments of the system, the North First Street Corridor between Civic Center and Tasman stations. Among the recommendations was fencing along the entire corridor, improvements to traffic signals, a grade separation at Montague Expressway and skip-stop service. The design and analysis will allow VTA to begin the submission and review process with the California Public Utility Commission (CPUC), which regulates rail operating speeds.

*Operating Cost Impact: There is no direct operating cost impact from the design and analysis of these improvements. However, increasing speed capabilities in the corridor is projected to increase ridership.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
VTA Transit	\$481,000	\$481,000
<b>Total</b>	<b>\$481,000</b>	<b>\$481,000</b>

**20. Overhead Catenary System (OCS) Rehab Program**

The OCS originally installed for the Guadalupe Corridor Project is over 20 years old. A recent assessment study identified elements of the OCS that need to be either rehabilitated or replaced. This program includes the initial design of the rehabilitation of OCS system contact wire, section insulators, and the redesign and replacement of all under-bridge supports for the Guadalupe Corridor. It is expected that the design work will be completed within 15 months and construction will proceed at that time.

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

*Operating Cost Impact: Reduction of maintenance and operating costs associated with equipment downtime.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
Federal-Sec. 5309	\$5,551,701	\$0
VTA Transit	1,387,925	0
<b>Total</b>	<b>\$6,939,626</b>	<b>\$0</b>

**21. Rail Rehab and Replacement Program**

This ongoing program helps maintain running the Light Rail system at optimum levels. The activities in this program include the following: an annual rail grinding and measurement program to refine wear trends; special trackwork replacement at various locations for wear and tear including embedded crossovers, tie replacement cycles and other track components; ballast replacement concurrent with tie replacement; and crossing replacements where concrete breaks are visible.

*Operating Cost Impact: No direct operating cost impact, but reduces potential costs related to rail failures.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
Federal-Sec. 5309	\$4,248,631	\$0
VTA Transit	1,062,158	0
<b>Total</b>	<b>\$5,310,789</b>	<b>\$0</b>

**22. Traction Power Substation Replacement Program**

The 14 Traction Power Substations (TPSS) originally installed for the Guadalupe Corridor Project are over 20 years old. In FY08, an assessment study identified the need to replace these substations. This program continues the replacement of the TPSS, four at a time every five years. This budget request covers the cost to procure, test, install and implement the four TPSS to be replaced during this budget cycle.

*Operating Cost Impact: Reduction of maintenance and operating costs associated with equipment downtime.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
Federal-Sec. 5309	\$4,320,000	\$0
VTA Transit	1,080,000	0
<b>Total</b>	<b>\$5,400,000</b>	<b>\$0</b>

**23. Update Santa Teresa Interlock Signal House**

The light rail system includes train signals at certain locations that require special train movements. At the end of the Guadalupe line near Santa Teresa, there is special trackwork to facilitate various train maneuvers in both directions. This special trackwork includes a train signal system that is interlocked to provide safe train movements. The technology that

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

was used when the extension was originally constructed approximately 20 years ago was a simple relay based system. This technology has been advanced and the equipment has reached its useful life. The equipment is also difficult to diagnose problems and maintain since spare parts are not readily available. Without proper monitoring and diagnostics, intermittent failures are difficult to locate and cause impact to light rail service. As the system ages, the reliability will decrease and greater maintenance effort will be needed. The scope of this project includes the rehabilitation and updating of the Santa Teresa Interlock System from the current relay system to an advanced Vital Logic Controller (VHLC) system with associated advanced monitoring and diagnostics.

*Operating Cost Impact: Decrease in maintenance level of effort and reduced impact of failures on service.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
Federal-Sec. 5309	\$688,000	\$0
VTA Transit	172,000	0
<b>Total</b>	<b>\$860,000</b>	<b>\$0</b>

***Passenger Facilities***

**24. Bus Stop Pavement/Duckout Improvements FY12 & FY13**

VTA is committed to maintaining and improving safe bus stops, bus stop accessibility and sound operating conditions for transit vehicles. This project will provide physical improvements at bus stops to ensure Americans with Disabilities Act (ADA) compliance and improve the overall passenger environment throughout Santa Clara County. The improvements typically include increasing passenger waiting pads, enhancing sidewalk access, providing additional lighting at bus stops and repairing bus pavement at heavily used bus stops. In addition, accessibility improvements will be made to enable wheelchair use of the bus stops and to provide appropriate access clearances.

*Operating Cost Impact: There would be maintenance cost savings associated with keeping bus stops in a state of good repair.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
Federal-Sec. 5307	\$417,818	\$417,818
VTA Transit	104,455	104,455
<b>Total</b>	<b>\$522,273</b>	<b>\$522,273</b>

**25. Security Improvement Projects FY12 & FY13**

This project reserves grant funding identified specifically for transit security projects from the California Transit Security Grant Program-California Transit Assistance Fund. The specific activities will be identified, consistent with grant guidelines and assessments of projects.

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*Operating Cost Impact: Unknown pending identification of specific activities.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
State-TSGP	\$4,994,207	\$4,994,207
<b>Total</b>	<b>\$4,994,207</b>	<b>\$4,994,207</b>

**26. Transit Center Park & Ride Upgrades**

This project will provide for refurbishment and repair of maintenance issues at transit centers and park and ride lots throughout the VTA service area.

*Operating Cost Impact: There may be slight ongoing maintenance cost savings associated with some repairs.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
VTA Transit	\$218,000	\$0
<b>Total</b>	<b>\$218,000</b>	<b>\$0</b>

**27. West San Carlos Infill Station**

This project would use developer contributions to design and construct an in-fill West San Carlos Light Rail station at Sunol and Azurais Streets in the City of San Jose to support changing development patterns and increased development density in the area. This initial budget request would use an existing \$1M contribution from KJB Homes to conduct preliminary engineering and environmental clearance. Funds to construct the station would come from, and are reliant on, external sources.

*Operating Cost Impact: There would be some added costs related to maintenance of an additional Light Rail station.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
Other-Developer	\$0	\$1,000,000
<b>Total</b>	<b>\$0</b>	<b>\$1,000,000</b>

**Information Systems & Technology**

**28. Clipper Gigabit Network Replacement**

The Clipper Gigabit Network is a system of fiber optic cables, and IP based switching equipment that is used to connect multiple technology elements at each of the Light Rail System’s Platforms, the Guadalupe Yard, and the Administrative Campus at River Oaks. This system is used to communicate to VTA’s Light Rail Station based systems and technology elements (i.e. Ticket Vending Machines (TVMs), CCTV cameras, CLIPPER devices, VoIP systems, RTI Signs, PA Speakers etc.). This project will replace the end-of-life networking equipment with a new state of the art network system. The current equipment has been termed "end of life" by the manufacturer and is increasingly difficult to support and maintain. In addition, it is anticipated that the upcoming Payment Card Industry

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(PCI) audit will show that the current network system is not PCI compliant and does not meet minimum security protocols. VTA needs the network to be fully PCI compliant in order to process Credit Card transactions at the TVMs on the Light Rail platforms. The new system will also have enhanced usability features, such as the ability to monitor the overall health of the system and correct problems proactively.

*Operating Cost Impact: Funding will need to be set aside to test and maintain this system. Additionally, warranty costs and/or service plans may be purchased.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
VTA Transit	\$712,500	\$712,500
<b>Total</b>	<b>\$712,500</b>	<b>\$712,500</b>

**29. Core Network Equipment Lease**

This project covers years three to five of a five year “lease to own” purchase agreement for electronic “core” network equipment, primarily switches and routers that control and direct electronic data.

*Operating Cost Impact: There are no operating cost impacts due to this project.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
VTA Transit	\$130,626	\$208,801
<b>Total</b>	<b>\$130,626</b>	<b>\$208,801</b>

**30. Dictaphone Replacement**

This project will replace the Dictaphone equipment used to record and store radio, phone and Operations Control Center (OCC) audio with a new state of the art audio recording and storage system. The current equipment has been termed "end of life" by the manufacturer and is increasingly difficult to support and maintain. The new system will have enhanced usability features. This project will provide for a new Dictaphone recording system at Guadalupe Light Rail Division and Cerone, Chaboya, and North Bus Divisions.

*Operating Cost Impact: Replacement of the aging system may result in some maintenance savings.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
VTA Transit	\$160,000	\$150,000
<b>Total</b>	<b>\$160,000</b>	<b>\$150,000</b>

**31. Diridon Tunnel Radio Replacement**

This project will replace radio equipment used in the Diridon Tunnel Radio system with a state of the art radio system. The current system does not meet minimum security standards and is increasingly difficult to support and maintain. The new system will have enhanced usability features and could be tuned to include other addition public safety radio frequencies in use by VTA’s partners including San Jose Police and Fire Departments, Santa Clara

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County Sheriff, and the Silicon Valley Regional Interoperability Project. This upgrade is mandated due to the change of VTA radio frequencies as a result of the FCC’s narrow banding program.

*Operating Cost Impact: Funding will need to be set aside to test and maintain this system. Additionally, warranty costs and/or service plans may be purchased.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
Federal-Sec. 5309	\$209,600	\$0
VTA Transit	52,400	0
<b>Total</b>	<b>\$262,000</b>	<b>\$0</b>

**32. Emergency Technology Infrastructure Replacement**

As part of the FY 2010 & FY 2011 budget process, VTA set up this project specifically to address the need for replacement of critical technology infrastructure as they arose over the two-year timeframe. This budget request replenishes the project to its previous funding level to cover the next two-years. The Technology Department is responsible for the management of these funds.

*Operating Cost Impact: Technology infrastructure replacement may result in some maintenance savings.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
VTA Transit	\$75,000	\$0
<b>Total</b>	<b>\$75,000</b>	<b>\$0</b>

**33. Replace SCADA Servers, Workstations & Displays**

This project will replace the Supervisory Control and Data Acquisition (SCADA) system servers and workstations with virtual servers on the latest operating system that General Electric Transportation Services (GETS) supports. The SCADA system provides the Operations Control Center (OCC) staff with the ability to track trains, monitor track switches, and control power throughout the system. The current servers and workstations are ten years old, and support for these aging systems is becoming difficult. The new system will provide substantial performance and reliability improvements. This project will also replace the OCC SCADA projection display system with more readable and lower maintenance LCD/Plasma integrated display screens.

*Operating Cost Impact: Server replacement may result in some maintenance savings.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
VTA Transit	\$581,000	\$0
<b>Total</b>	<b>\$581,000</b>	<b>\$0</b>

**34. SAP Grants Management Module**

This project will configure and implement the SAP Grants Management (GM) module with VTA’s SAP Public Sector enterprise accounting system. The Grants Management module is an optional component to the SAP for Public Sector system and will be especially valuable for managing revenues of large projects with complex funding such as the BART to Silicon Valley project.

*Operating Cost Impact: This implementation will result in additional annual license fees.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
2000 Measure A	\$571,852	\$0
VTA Transit	30,098	0
<b>Total</b>	<b>\$601,950</b>	<b>\$0</b>

**35. SCADA GEisys Software Upgrade**

This project will upgrade the Supervisory Control and Data Acquisition (SCADA) GEisys, and other software, to support Station Control Units which are controllers deployed in the field at each station to provide reliable Public Address and Visual Message Board communications with the passengers at the Light Rail platforms. The SCADA system provides the Operations Control Center staff with the ability to track trains, monitor track switches, control power throughout the system, and send Public Audio and Visual Message Board messages to patrons at the Light Rail Stations. The current system is dependent on aging centralized controllers and field equipment and has failed at critical times when announcements to inform the public of delays were needed. This project will address the reliability issues and will provide a refresh of the aging equipment.

*Operating Cost Impact: The upgrade will not affect operating costs and will improve the transit rider experience.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
VTA Transit	\$1,250,000	\$0
<b>Total</b>	<b>\$1,250,000</b>	<b>\$0</b>

**36. Trapeze OPS Software Installation**

This project covers the purchase and installation of Trapeze OPS software. Trapeze OPS is a fully integrated Transportation Management software encompassing transit operations such as route scheduling, bidding, dispatching, timekeeping, managing workforce, and reporting. Integration with the Fiscal Resources and Human Resources departments, Customer Service, and vehicle maintenance systems is included. Other key functionalities include web tools, transit intelligence reporting, remote employee sign-in, and remote employee access to employee profile and schedules.

*Operating Cost Impact: This implementation will result in approximately \$160,000 additional maintenance fees annually.*

VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
VTA Transit	\$933,000	\$1,867,000
<b>Total</b>	<b>\$933,000</b>	<b>\$1,867,000</b>

*Miscellaneous*

**37. Caltrain Capital - Annual Local Match**

The local capital funds that Caltrain receives from VTA and the other two funding partners are used to match state and federal grant funds that are provided to Caltrain. Most Caltrain capital projects are funded with a combination of federal and local funds, and the costs are split equally by the three member agencies. This budget includes \$3.1 million in both FY 2012 and FY 2013 to support Caltrain’s Capital Budget.

*Operating Cost Impact: Caltrain has yet to finalize the specific projects that will be funded. Operating and maintenance costs for Caltrain service are incorporated within the Caltrain Operating subsidy.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
VTA Transit	\$3,136,350	\$3,136,350
<b>Total</b>	<b>\$3,136,350</b>	<b>\$3,136,350</b>

**38. Caltrain Right-of-Way (ROW) Payment**

The initial Caltrain ROW was purchased from the Southern Pacific Transportation Company by the Peninsula Corridor Joint Powers Board (PCJPB) in 1991 for \$202 million. The State of California contributed \$120 million, leaving a \$82 million shortfall. SamTrans agreed to pay the difference and the other two partners, SF Muni and VTA entered into an agreement to repay SamTrans for their shares. An agreement in 2008 between the partners and MTC provided for the use of “spillover funds” to repay SamTrans with VTA’s share of the repayment set at \$8.0 million. The first payment to SamTrans of \$822,730 was made from spillover funds received by VTA in FY 2008. Subsequently, “spillover funds” have been eliminated by the state. This appropriation for the remaining balance of \$7.2M positions VTA to be able to continue repayment should other external funding become available.

*Operating Cost Impact: There are no operating cost impacts due to this project.*

<b>Funding Source</b>	<b>FY 2012</b>	<b>FY 2013</b>
Other-TBD	\$7,177,270	\$0
<b>Total</b>	<b>\$7,177,270</b>	<b>\$0</b>

## VTA Transit Total Available Appropriation

Capital project appropriations, with the exception of the VTA Transit Capital Contingency, do not expire at the end of the fiscal year and are carried forward until the project is completed. Appropriation for the VTA Transit Capital Contingency expires at the end of the two-year budget cycle. Capital carryover is defined as appropriation that is unspent at the end of the fiscal year. The local share of capital carryover is reported as restricted assets on VTA's financial statements. The following table reflects the projected carryover at June 30, 2011 as well as the total available appropriation for the VTA Transit Capital Program after the FY 2012 and FY 2013 appropriations, by project and funding source.

(Dollars in Thousands)

Project #	Project Name	Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY11	C=(A-B) Projected FY11 Capital Carryover	D FY12 Recommended Appropriation	E FY13 Recommended Appropriation	F=(C+D+E) Total Available Appropriation
P-0624	Bus Farebox Replacement	State	10,000	149	9,851	0	0	9,851
		VTA Transit	498	0	498	0	0	498
		<b>Total</b>	<b>10,498</b>	<b>149</b>	<b>10,350</b>	<b>0</b>	<b>0</b>	<b>10,350</b>
P-0662	Small Capacity Bus Procurement	State	750	0	750	0	0	750
		VTA Transit	276	0	276	0	0	276
		<b>Total</b>	<b>1,026</b>	<b>0</b>	<b>1,026</b>	<b>0</b>	<b>0</b>	<b>1,026</b>
P-0663	Bus CCTV Replacement	Federal	2,609	1,202	1,407	0	0	1,407
		State	213	24	189	0	0	189
		VTA Transit	292	16	276	0	0	276
		<b>Total</b>	<b>3,115</b>	<b>1,242</b>	<b>1,872</b>	<b>0</b>	<b>0</b>	<b>1,872</b>
P-0664	Paratransit Vehicles	Federal	597	592	5	0	0	5
		VTA Transit	199	155	44	0	0	44
		<b>Total</b>	<b>796</b>	<b>747</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>49</b>
P-0687	Advanced ZEB Demo Project	VTA Transit	6,248	1,816	4,432	0	0	4,432
P-0698	Hybrid Bus Procurement	Federal	53,429	48,558	4,871	0	0	4,871
		State	6,901	6,901	0	0	0	0
		VTA Transit	250	60	190	0	0	190
		<b>Total</b>	<b>60,580</b>	<b>55,519</b>	<b>5,061</b>	<b>0</b>	<b>0</b>	<b>5,061</b>
P-0716	Paratransit Vehicles	State	7,637	1	7,636	0	0	7,636
P-0748	Automatic Passenger Counters Hrdwr	VTA Transit	275	0	275	0	0	275
NEW	Community Bus Procurement	State	0	0	0	6,046	3,079	9,125
NEW	Express Bus Vehicle Procurement	State	0	0	0	14,000	0	14,000
NEW	Kinkisharyo LRV Overhaul Program	Federal	0	0	0	1,030	0	1,030
		VTA Transit	0	0	0	257	0	257
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,287</b>	<b>0</b>	<b>1,287</b>
<b>Revenue Vehicles &amp; Equipment Total</b>			<b>90,175</b>	<b>59,474</b>	<b>30,701</b>	<b>21,333</b>	<b>3,079</b>	<b>55,113</b>
P-0713	CARB Vehicle Compliance Program	State	2,608	2,434	173	0	0	173
NEW	Non-Revenue Vehicle Procurement	State	0	0	0	1,931	0	1,931
<b>Non-Revenue Vehicles Total</b>			<b>2,608</b>	<b>2,434</b>	<b>173</b>	<b>1,931</b>	<b>0</b>	<b>2,105</b>
P-0427	HazMat Removal / Fac. Design & Const	VTA Transit	264	156	109	0	0	109
P-0482	Clipper Site Prep and Bus CIDs Install	State	2,238	1,891	347	0	0	347
P-0572	Bus Signal Priority	Federal	729	516	212	0	0	212
		VTA Transit	182	71	112	0	0	112
		<b>Total</b>	<b>911</b>	<b>587</b>	<b>324</b>	<b>0</b>	<b>0</b>	<b>324</b>
P-0603	Rail Simulation	VTA Transit	250	138	112	0	0	112

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

Project #	Project Name	Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY11	C=(A-B) Projected FY11 Capital Carryover	D FY12 Recommended Appropriation	E FY13 Recommended Appropriation	F=(C+D+E) Total Available Appropriation
P-0629	Roofing Management Program FY08	VTA Transit	822	820	2	0	0	2
P-0631	Painting Management Program FY08	VTA Transit	1,736	427	1,308	0	0	1,308
P-0633	HVAC Replacement Program FY08	VTA Transit	783	566	218	0	0	218
P-0636	Pavement Management Program FY08	VTA Transit	840	840	0	0	0	0
P-0637	Chaboya Division Bus Wash	Federal	796	754	42	0	0	42
		VTA Transit	199	188	11	0	0	11
		<b>Total</b>	<b>995</b>	<b>942</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>53</b>
P-0646	Green Sustain. Facility Improvements	VTA Transit	3,000	2,813	187	500	500	1,187
P-0669	Cerone Small Bus Facility Upgrades	VTA Transit	2,790	592	2,198	0	0	2,198
P-0671	Fac. Maint. Equip. Replmnt Plan FY09	VTA Transit	300	272	28	0	0	28
P-0674	Painting Management Program FY09	VTA Transit	1,848	552	1,296	0	0	1,296
P-0675	Pavement Management Program FY09	VTA Transit	717	266	451	0	0	451
P-0683	Emergency Security Telephones	State	581	581	0	0	0	0
		VTA Transit	9	0	9	0	0	9
		<b>Total</b>	<b>590</b>	<b>581</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>
P-0684	Chaboya Division Site Hardening	Federal	1,760	651	1,109	0	0	1,109
		State	982	649	333	0	0	333
		<b>Total</b>	<b>2,742</b>	<b>1,300</b>	<b>1,442</b>	<b>0</b>	<b>0</b>	<b>1,442</b>
P-0697	Guadalupe Division CCTV	Federal	644	644	0	0	0	0
		State	589	589	0	0	0	0
		<b>Total</b>	<b>1,233</b>	<b>1,233</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-0704	Facilities & Equip Emerg. Repair FY10	VTA Transit	175	0	175	0	0	175
P-0708	Protective Services Office Reconfig.	VTA Transit	106	81	26	0	0	26
P-0714	Guadalupe Emerg. Power Generator Upg	State	942	0	942	0	0	942
P-0731	Repl Chaboya Training Facility Floors	VTA Transit	213	154	59	0	0	59
P-0735	Backhoe Replacement	VTA Transit	165	165	0	0	0	0
P-0736	Bus Stop Pavmnt/Duckout Improv FY11	Federal	422	0	422	0	0	422
		VTA Transit	105	0	105	0	0	105
		<b>Total</b>	<b>527</b>	<b>0</b>	<b>527</b>	<b>0</b>	<b>0</b>	<b>527</b>
P-0738	Facilities Programwide	VTA Transit	300	53	247	0	0	247
P-0741	SCADA System Hardening	Federal	1,100	0	1,100	0	0	1,100
		State	2,702	0	2,702	0	0	2,702
		<b>Total</b>	<b>3,802</b>	<b>0</b>	<b>3,802</b>	<b>0</b>	<b>0</b>	<b>3,802</b>
P-0742	SCADA Core Switch Ntwk Sec. Upgrde	Federal	439	0	439	0	0	439
		VTA Transit	110	0	110	0	0	110
		<b>Total</b>	<b>549</b>	<b>0</b>	<b>549</b>	<b>0</b>	<b>0</b>	<b>549</b>
P-0745	Multi-Pocket Currency Sorter	VTA Transit	29	0	29	0	0	29
P-0746	Guadalupe Employee Parking expansion	VTA Transit	200	0	200	0	0	200
P-0750	GFCI (switchgear) Testing & Replacmnt	VTA Transit	212	0	212	0	0	212
NEW	Auditorium Upgrade	VTA Transit	0	0	0	500	0	500
NEW	Cerone Core Switch Replacement	VTA Transit	0	0	0	729	125	854
NEW	Chaboya Paving Rehabilitation	VTA Transit	0	0	0	0	2,184	2,184
NEW	Facilities & Equip Emerg. Repair FY12	VTA Transit	0	0	0	500	0	500
NEW	Facility Maint. Equip. Program FY12	VTA Transit	0	0	0	550	238	788
NEW	HVAC Replacmnt Program FY12	VTA Transit	0	0	0	835	342	1,177
NEW	LRV Body Shop-Dust Separation Wall	Federal	0	0	0	436	0	436
		VTA Transit	0	0	0	109	0	109
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>545</b>	<b>0</b>	<b>545</b>
NEW	LRV Maintenance Shop Hoist	Federal	0	0	0	2,750	0	2,750
		VTA Transit	0	0	0	687	0	687
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,437</b>	<b>0</b>	<b>3,437</b>
NEW	Paving Management Program FY12	VTA Transit	0	0	0	526	340	866

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

Project #	Project Name	Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY11	C=(A-B) Projected FY11 Capital Carryover	D FY12 Recommended Appropriation	E FY13 Recommended Appropriation	F=(C+D+E) Total Available Appropriation
NEW	Roofing Management Program FY12	VTA Transit	0	0	0	1,112	397	1,509
	<b>Operating Facilities &amp; Equipment Total</b>		<b>29,282</b>	<b>14,431</b>	<b>14,851</b>	<b>9,234</b>	<b>4,125</b>	<b>28,210</b>
P-0394	Guadalupe Corridor ROW Disposition	VTA Transit	1,129	1,121	8	0	0	8
P-0471	Measure B Rail Projects Overhead	VTA Transit	8,616	8,614	2	0	0	2
	<b>Rail Facility Expansion Total</b>		<b>9,744</b>	<b>9,735</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>
P-0567	Tasman West ROW Closeout	VTA Transit	242	222	20	0	0	20
P-0610	LR Bridge/Structural Inspection	VTA Transit	470	427	43	0	0	43
P-0626	Substation Rehab & Replacement	Federal	3,972	1,962	2,011	0	0	2,011
		State	1,150	483	667	0	0	667
		VTA Transit	481	120	361	0	0	361
		<b>Total</b>	<b>5,603</b>	<b>2,564</b>	<b>3,039</b>	<b>0</b>	<b>0</b>	<b>3,039</b>
P-0643	Cooling Sys.for LRSIGNAL/Comm..Cab.	VTA Transit	314	13	302	0	0	302
P-0666	Track Intrusion Abatement	Federal	1,208	805	403	0	0	403
		VTA Transit	1,485	552	932	0	0	932
		<b>Total</b>	<b>2,693</b>	<b>1,357</b>	<b>1,335</b>	<b>0</b>	<b>0</b>	<b>1,335</b>
P-0670	Rail Rehab and Replacement Program	Federal	5,921	2,657	3,263	4,249	0	7,512
		State	1,466	364	1,102	0	0	1,102
		VTA Transit	652	627	26	1,062	0	1,088
		<b>Total</b>	<b>8,039</b>	<b>3,648</b>	<b>4,391</b>	<b>5,311</b>	<b>0</b>	<b>9,702</b>
P-0681	Additional Track Intrusion Prevention	VTA Transit	1,700	136	1,564	0	0	1,564
P-0689	Traction Power Substation Replc Prog	Federal	4,050	2	4,048	4,320	0	8,368
		State	1,350	1	1,349	0	0	1,349
		VTA Transit	2,700	29	2,671	1,080	0	3,751
		<b>Total</b>	<b>8,100</b>	<b>32</b>	<b>8,068</b>	<b>5,400</b>	<b>0</b>	<b>13,468</b>
P-0695	Wayside Worker Safety Notification Sys.	VTA Transit	871	15	856	0	0	856
P-0696	Light Rail Signal Retrofit	VTA Transit	110	43	67	0	0	67
P-0705	Laser Intrusion Detection System	Federal	601	0	601	0	0	601
		State	563	143	420	0	0	420
		<b>Total</b>	<b>1,164</b>	<b>143</b>	<b>1,021</b>	<b>0</b>	<b>0</b>	<b>1,021</b>
P-0707	OH Cat. Sys (OCS) Rehab Program	Federal	3,450	69	3,381	5,552	0	8,933
		State	1,150	17	1,133	0	0	1,133
		VTA Transit	0	0	0	1,388	0	1,388
		<b>Total</b>	<b>4,600</b>	<b>86</b>	<b>4,514</b>	<b>6,940</b>	<b>0</b>	<b>11,454</b>
NEW	Bridge Repairs & Structure Stabilization	Federal	0	0	0	1,360	0	1,360
		VTA Transit	0	0	0	340	0	340
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,700</b>	<b>0</b>	<b>1,700</b>
NEW	Diridon Tunnel Radio Replacement	Federal	0	0	0	210	0	210
		VTA Transit	0	0	0	52	0	52
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>262</b>	<b>0</b>	<b>262</b>
NEW	LR Signal Sys Assmnt/SCADA Rplcmnt	Federal	0	0	0	2,800	0	2,800
		VTA Transit	0	0	0	700	0	700
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,500</b>	<b>0</b>	<b>3,500</b>
NEW	LRT Crossovers and Switches	Federal	0	0	0	580	0	580
		VTA Transit	0	0	0	145	0	145
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>724</b>	<b>0</b>	<b>724</b>
NEW	N. First St Corr LR Speed Improvements	VTA Transit	0	0	0	481	481	962
NEW	Update Santa Teresa Intlock Signl House	Federal	0	0	0	688	0	688
		VTA Transit	0	0	0	172	0	172
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>860</b>	<b>0</b>	<b>860</b>
	<b>Light Rail Way, Power &amp; Signal Total</b>		<b>33,906</b>	<b>8,686</b>	<b>25,220</b>	<b>25,178</b>	<b>481</b>	<b>50,879</b>

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

Project #	Project Name	Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY11	C=(A-B) Projected FY11 Capital Carryover	D FY12 Recommended Appropriation	E FY13 Recommended Appropriation	F=(C+D+E) Total Available Appropriation
P-0625	Guad Corr Platform Retrofit-South Line	Federal	18,423	14,582	3,841	0	0	3,841
		VTA Transit	7,052	6,041	1,010	0	0	1,010
		<b>Total</b>	<b>25,475</b>	<b>20,623</b>	<b>4,852</b>	<b>0</b>	<b>0</b>	<b>4,852</b>
P-0632	Security Projects	Federal	1,900	0	1,900	0	0	1,900
		State	497	0	497	0	0	497
		VTA Transit	173	0	173	0	0	173
		<b>Total</b>	<b>2,570</b>	<b>0</b>	<b>2,570</b>	<b>0</b>	<b>0</b>	<b>2,570</b>
P-0641	Upgrade Light Rail Stations PA System	Federal	1,205	1,044	160	0	0	160
		VTA Transit	301	261	41	0	0	41
		<b>Total</b>	<b>1,506</b>	<b>1,305</b>	<b>201</b>	<b>0</b>	<b>0</b>	<b>201</b>
P-0688	ELocker Retrofit Program	Other	153	26	127	0	0	127
		State	23	23	0	0	0	0
		VTA Transit	23	0	23	0	0	23
		<b>Total</b>	<b>198</b>	<b>48</b>	<b>150</b>	<b>0</b>	<b>0</b>	<b>150</b>
P-0703	Bus Stop Pavmnt/Duckout Improv FY10	Federal	578	578	0	0	0	0
		VTA Transit	146	146	0	0	0	0
		<b>Total</b>	<b>724</b>	<b>724</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
NEW	Bus Stop Pvmnt/Duck. Imp FY12 & 13	Federal	0	0	0	418	418	836
		VTA Transit	0	0	0	104	104	209
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>522</b>	<b>522</b>	<b>1,045</b>
NEW	Security Improv Proj FY12 & FY13	State	0	0	0	4,994	4,994	9,988
NEW	Transit Center Park & Ride Upgrades	VTA Transit	0	0	0	218	0	218
NEW	West San Carlos Infill Station	Other	0	0	0	0	1,000	1,000
<b>Passenger Facilities Total</b>			<b>30,473</b>	<b>22,701</b>	<b>7,772</b>	<b>5,734</b>	<b>6,516</b>	<b>20,023</b>
P-0049	Advanced Comm. System (ACS)	Federal	12,720	12,720	0	0	0	0
		VTA Transit	7,463	7,356	107	0	0	107
		<b>Total</b>	<b>20,183</b>	<b>20,076</b>	<b>107</b>	<b>0</b>	<b>0</b>	<b>107</b>
P-0329	Real Time Information (RTI)	Federal	2,353	1,372	981	0	0	981
		State	2,530	656	1,874	0	0	1,874
		VTA Transit	1,656	596	1,060	0	0	1,060
		<b>Total</b>	<b>6,539</b>	<b>2,625</b>	<b>3,914</b>	<b>0</b>	<b>0</b>	<b>3,914</b>
P-0546	Clipper TVM Integration	Federal	1,750	458	1,292	0	0	1,292
		Other	1,888	1,723	165	0	0	165
		State	2,553	2,440	113	0	0	113
		VTA Transit	620	18	602	0	0	602
		<b>Total</b>	<b>6,811</b>	<b>4,640</b>	<b>2,172</b>	<b>0</b>	<b>0</b>	<b>2,172</b>
P-0616	Board Office Doc Processng Automation	VTA Transit	134	98	36	0	0	36
P-0630	Server Replacement	VTA Transit	2,194	1,489	705	0	0	705
P-0635	VTA Customer Subscription System	VTA Transit	68	31	37	0	0	37
P-0711	Emerg IT Infrastructure Replacement	VTA Transit	286	0	286	75	0	361
P-0724	Core Network Equipment Lease	VTA Transit	311	311	0	131	209	339
P-0733	Radio Narrowbanding	VTA Transit	690	0	690	0	0	690
P-0747	Comm Sys - INIT/Passgr Counts on LR	VTA Transit	100	0	100	0	0	100
NEW	Clipper Gigabit Network Replacement	VTA Transit	0	0	0	713	713	1,425
NEW	Dictaphone Replacement	VTA Transit	0	0	0	160	150	310
NEW	Repl SCADA Serv, Workstns, Displays	VTA Transit	0	0	0	581	0	581
NEW	SAP Grants Management Module	Other	0	0	0	572	0	572
		VTA Transit	0	0	0	30	0	30
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>602</b>	<b>0</b>	<b>602</b>
NEW	SCADA GEisys Software Upgrade	VTA Transit	0	0	0	1,250	0	1,250
NEW	Trapeze OPS Software Installation	VTA Transit	0	0	0	933	1,867	2,800
<b>Information Sys &amp; Technology Total</b>			<b>37,316</b>	<b>29,270</b>	<b>8,047</b>	<b>4,444</b>	<b>2,938</b>	<b>15,429</b>

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

<b>Project #</b>	<b>Project Name</b>	<b>Funding Source</b>	<b>A Current Adopted Budget</b>	<b>B Projected Expenditures Through FY11</b>	<b>C=(A-B) Projected FY11 Capital Carryover</b>	<b>D FY12 Recommended Appropriation</b>	<b>E FY13 Recommended Appropriation</b>	<b>F=(C+D+E) Total Available Appropriation</b>
P-0680	Caltrain Right-of-Way Payment	Other	0	0	0	7,177	0	7,177
P-0692	West San Carlos Developer Cost Fund	Other	100	16	84	0	0	84
P-0693	W. San Carlos Remedtn and Demolition	Other	1,000	20	980	0	0	980
P-0709	Joint Development - Sites A, B & C	Other	300	0	300	0	0	300
NEW	Caltrain Capital - Annual Local Match	VTA Transit	0	0	0	3,136	3,136	6,273
A-1000	Capital Contingency	VTA Transit	0	0	0	2,000	0	2,000
<b>Miscellaneous Total</b>			<b>1,400</b>	<b>36</b>	<b>1,364</b>	<b>12,314</b>	<b>3,136</b>	<b>16,814</b>
<b>Grand Total</b>			<b>234,904</b>	<b>146,767</b>	<b>88,137</b>	<b>80,168</b>	<b>20,277</b>	<b>188,581</b>

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



***2000 MEASURE A TRANSIT  
IMPROVEMENT PROGRAM***

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VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET



## *2000 Measure A Transit Improvement Program*

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### **Overview**

The 2000 Measure A Transit Improvement Program, a 30-year plan of major transit improvement capital projects, was approved by Santa Clara County voters in November 2000. The 2000 Measure A Ordinance implemented a 30-year half-cent sales tax that became effective on April 1, 2006 and is scheduled to expire on March 31, 2036. Pursuant to the ballot measure, revenues from the Tax are limited to the following uses:

- Fund operating and maintenance costs for increased bus, rail and paratransit service.
- Extend BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station.
- Provide connections from Mineta San Jose International Airport to BART, Caltrain and VTA light rail.
- Extend Light Rail from Downtown San Jose to the East Valley.
- Purchase low-floor light rail vehicles.
- Improve Caltrain: double-track to Gilroy and electrify from Palo Alto to Gilroy.
- Increase Caltrain service.
- Construct a new Palo Alto Intermodal Transit Center.
- Improve bus service in major bus corridors.
- Upgrade Altamont Commuter Express (ACE).
- Improve Highway 17 Express bus service.
- Connect Caltrain with Dumbarton Rail Corridor.
- Purchase Zero Emission buses and construct service facilities.
- Develop new light rail corridors.

VTA periodically issue bonds in order to advance projects in anticipation of future sales tax receipts. In November 2010, VTA issued \$645.9 million of sales tax revenue bonds to fund a portion of Measure A capital project activities during the next few years. The bonds were issued as traditional fixed rate debt, with coupon payments that range from 3-5% and a final maturity of April 1, 2032. The 2010 Series A Bonds (\$469.7M) were issued as Taxable Build America Bonds (BABs) which provide a direct payment to VTA from the federal government equal to 35% of the interest costs. The BABs program was created by the American Recovery and Reinvestment Act of 2009 as a means to reduce borrowing costs for municipal entities such as VTA. Including the 35% direct federal subsidy, VTA's all in cost of borrowing for the full \$645.9 million bond issue was 3.55%.

The 2000 Measure A Transit Improvement Program budget appropriation is broken into two major components. The operating budget includes appropriation for non-project specific expenditures such as professional services, debt service, and operating assistance to VTA Transit. The capital budget appropriation is comprised of the anticipated expenditures and commitments on capital projects for the two-year budget period.

***2000 Measure A Transit Improvement Program  
Comparison of Revenues and Expenses  
(Dollars in Thousands)***

Line	Category	FY 2010 Actual	FY 2011 Adopted Budget	FY 2011 Projected Actual <sup>1</sup>	FY 2012 Recommended Budget	% Var	FY 2013 Recommended Budget	% Var
1	2000 Half-Cent Sales Tax	139,305	138,638	150,283	<b>155,528</b>	3.5%	<b>164,518</b>	5.8%
2	Federal BAB's Subsidy <sup>2</sup>	0	0	5,600	<b>9,399</b>	67.8%	<b>9,399</b>	0.0%
3	Investment Earnings	1,245	7,154	8,100	<b>9,207</b>	13.7%	<b>11,921</b>	29.5%
4	Other Income	385	372	390	<b>391</b>	0.3%	<b>391</b>	0.0%
5	<b>Total Revenue</b>	<b>140,935</b>	<b>146,164</b>	<b>164,373</b>	<b>174,525</b>	<b>6.2%</b>	<b>186,229</b>	<b>6.7%</b>
6	VTA Operating Assistance	25,712	50,588	27,738	<b>28,706</b>	3.5%	<b>30,365</b>	5.8%
7	Professional & Special Services	475	489	446	<b>530</b>	18.8%	<b>531</b>	0.2%
8	Other Services	0	4	7	<b>5</b>	-28.6%	<b>5</b>	0.0%
9	Leases & Rents	0	0	1	<b>1</b>	0.0%	<b>1</b>	0.0%
10	Contributions to Other Agencies	0	150	150	<b>722</b>	381.3%	<b>150</b>	-79.2%
11	Debt Service	16,618	21,046	37,830	<b>27,894</b>	-26.3%	<b>24,767</b>	-11.2%
12	Repayment Obligation	11,276	12,000	12,000	<b>12,074</b>	0.6%	<b>11,954</b>	-1.0%
13	<b>Total Expense</b>	<b>54,081</b>	<b>84,277</b>	<b>78,172</b>	<b>69,932</b>	<b>-10.5%</b>	<b>67,773</b>	<b>-3.1%</b>
14	<b>Surplus/(Deficit) to Reserves</b>	<b>86,854</b>	<b>61,887</b>	<b>86,201</b>	<b>104,593</b>		<b>118,456</b>	

<sup>1</sup> Projection as of March 22, 2011

<sup>2</sup> Represents 35% of the interest cost for 2010 Sales Tax Revenue Bonds, 2010 Series A, -Build America Bonds- which were issued in November 2010 (see 2000 Measure A Overview)

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

***2000 Measure A Transit Improvement Program  
Sources and Uses of Funds Summary***  
(Dollars in Thousands)

<u>Line</u>	<u>Description</u>	<u>FY 2011 Projected Actual<sup>1</sup></u>	<u>FY 2012 Recommended Budget</u>	<u>FY 2013 Recommended Budget</u>
1	Total Revenues	164,373	174,525	186,229
2	Total Non-Project Expenses	<u>78,172</u>	<u>69,932</u>	<u>67,773</u>
3	Revenues Over (Under) Expenses	86,201	104,593	118,456
4	Project Expenditures	154,633	473,727	655,300
5	Less: Funding from Grants & Other Sources <sup>2</sup>	<u>(725,429)</u>	<u>(181,210)</u>	<u>(282,142)</u>
6	2000 Measure A Share From/(To) Reserves	<u>(570,796)</u>	292,517	373,158
7	Beginning Undesignated Reserves	283,208	940,205	752,281
8	Revenues Over (Under) Expenses	86,201	104,593	118,456
9	2000 Measure A Share (From)/To Reserves	<u>570,796</u>	<u>(292,517)</u>	<u>(373,158)</u>
10	Ending Undesignated Reserves	940,205	752,281	497,578

<sup>1</sup> Staff Projection as of March 31, 2011

<sup>2</sup> Includes 2010 Bond Proceeds

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

## ***2000 Measure A Capital Program Overview***

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In accordance with the practice instituted during the FY 2010 and FY 2011 budget process, the FY 2012 and FY 2013 2000 Measure A Capital Budget was developed with the intent to more clearly reflect the planned capital spending to be incurred or committed in the next two years.

The Recommended FY 2012 & FY 2013 2000 Measure A Capital Program utilizes cash-on-hand (including 2010 bond proceeds) and projected cash receipts, and does not anticipate incurring additional debt in the two-year period. The total additional appropriation for the identified projects for FY 2012 and FY 2013 is \$1.7 billion. Project funding for the two-year period is appropriated in FY 2012 in order to facilitate administration of the program.

The table on the following page lists each project by category and general funding source. The subsequent pages provide a brief description of each project, identified funding sources, and potential operating cost impacts.

Capital project appropriations do not expire at the end of the fiscal year and are carried forward until the project is completed. Capital carryover is defined as appropriation that is unspent at the end of the fiscal year. The table on page 49 reflects the projected carryover at June 30, 2011 as well as the total available appropriation for the 2000 Measure A Capital Program after the FY 2012 and FY 2013 appropriations, by project and funding source.

**2000 Measure A Transit Improvement Program  
Schedule of FY 2012 & FY 2013 Appropriation  
(Dollars in Thousands)**

Project	FY 2012 & FY 2013					Total
	Funding Source					
	Federal	State	City	Other	2000 Measure A	
1. Silicon Valley BART Extension (Incl FRR & Warm Springs)	900,000	146,840	(14,885)	54,110	401,051	1,487,116
<b>SVRT Program Total</b>	<b>900,000</b>	<b>146,840</b>	<b>(14,885)</b>	<b>54,110</b>	<b>401,051</b>	<b>1,487,116</b>
2. Capitol Expressway Light Rail to Eastridge Phase II	20,000	0	0	0	0	20,000
3. Long T-Tasman Light Rail Improvement Planning Study	0	0	0	0	850	850
4. Vasona Extension to Vasona Junction (SR85)	5,150	0	0	0	0	5,150
<b>Light Rail Program Total</b>	<b>25,150</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>850</b>	<b>26,000</b>
5. Caltrain Electrification: SF to Tamien	0	0	0	0	500	500
<b>Bus Program Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500</b>	<b>500</b>
6. BRT Articulated Bus Procurement	0	10,000	0	0	19,750	29,750
7. Division Modifications to Accommodate BRT Buses	0	0	0	0	12,830	12,830
8. King Road BART BRT	0	0	0	0	1,051	1,051
9. Money Counting Facility Replacement	0	0	0	0	4,170	4,170
10. Stevens Creek BRT CE/Environmental	0	0	0	0	5,000	5,000
11. Valley Rapid - El Camino Real	0	0	0	0	10,603	10,603
<b>Commuter Rail Program Total</b>	<b>0</b>	<b>10,000</b>	<b>0</b>	<b>0</b>	<b>53,404</b>	<b>63,404</b>
12. Capitalized Interest and Other Bond Costs	0	0	0	0	57,500	57,500
13. Fund Exchange Payments	0	0	0	0	75,790	75,790
14. Programwide Expenses	0	0	0	0	5,500	5,500
<b>Measure A Programwide Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>138,790</b>	<b>138,790</b>
<b>Grand Total</b>	<b>925,150</b>	<b>156,840</b>	<b>(14,885)</b>	<b>54,110</b>	<b>594,595</b>	<b>1,715,810</b>

## ***2000 Measure A Transit Improvement Program Descriptions of FY 2012 & FY 2013 Appropriated Projects***

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### ***SVRT Program***

#### **1. Silicon Valley BART Extension (including FRR and Warm Springs Extension)**

The Silicon Valley Rapid Transit (SVRT) Project extends BART from Warm Springs, through Milpitas and downtown San Jose to Santa Clara, a distance of 16.1 miles. The first phase, the Berryessa Extension Project, implements the first 10 miles from Warm Springs to San Plumas Avenue in San Jose including two stations (Milpitas and Berryessa), and is expected to be completed in 2018. In addition to construction of the extension, the SVRT Project includes; relocation of the existing freight railroad (Freight Railroad Relocation or FRR); other corridor establishment and maintenance including new railroad and roadway underpass structures at Mission Boulevard, Warren Avenue, and Kato Road; and VTA's contribution towards the Warm Springs Extension.

In May 2010, the VTA Board authorized the General Manager to pursue Design Build as the delivery method for the extension. The project will be delivered using two separate contract packages. The first contract package includes line, track, stations and systems. The Request for Proposals (RFP) on this package was issued on March 25, 2011 with contract award scheduled for November 2011. The second contract package will include the station campuses and roadways and is expected to be awarded in 2013.

This FY 2012 and FY 2013 budget request will augment existing appropriation to fund planned costs that will be either incurred or committed in the next two years. These costs include award of the two contract packages discussed above, utility relocation, right-of-way acquisition, initial payments for vehicle procurement, design and property acquisition for the component repair facility, and the final stages of grade separation and freight track relocation.

The Berryessa Extension Project is being implemented in cooperation with the Federal Transit Administration (FTA) New Starts Program. The funding plan for the project assumes receipt of a Full Funding Grant Agreement (FFGA) from FTA in early 2012. Recent FTA milestones include: September 2010—New Starts submittal to FTA to advance the project into the Final Design phase of the New Starts Program; February 2011—Inclusion in the President's recommended Federal FY 2012 budget for a Full Funding Agreement; March 2011—FTA submitted to Congress the required 10-Day notice of its intent to approve the project into the Final Design phase of the New Starts program; March 2011—Final Design Approval Letter received from FTA. The FY 2012 and FY 2013 request also reflects the anticipated allocation of the balance of Traffic Congestion Relief Program (TCRP) funds for the project.

*Operating Cost Impact: Operating costs for the BART Extension will be funded by a one-eighth cent sales tax approved in November 2008 for BART to Santa Clara County operating*

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

*and maintenance costs and capital reserve contributions. See BART Operating Sales Tax Program on page 65.*

<b>Funding Source</b>	<b>FY12 &amp; FY13</b>
Federal-FFGA	\$900,000,000
State-TCRP	146,840,210
City <sup>1</sup>	(14,885,000)
Other	54,110,000
2000 Measure A	401,050,790
<b>Total</b>	<b>\$1,487,116,000</b>

<sup>1</sup> Reflects correction of an over allocation of City of Fremont funds in a previous appropriation.

***Light Rail Program***

**2. Capitol Expressway Light Rail to Eastridge Phase II**

Phase II will extend light rail from the existing Alum Rock Light Rail Station to the Eastridge Transit Center. Subsequent to the bus and pedestrian improvement work currently underway, this initial budget for Phase II is intended to advance the utility relocation and right-of-way work for light rail. Planned procurement and relocation activities include: in ground water facility, electric towers, PG&E and communications duct banks along the expressway, right-of-way to perform these relocations, and securing of properties for light rail improvement especially between Ocala and Cunningham.

*Operating Cost Impact: Future net operating costs for the extension will be dependent on service level and ridership.*

<b>Funding Source</b>	<b>FY12 &amp; FY13</b>
Federal-TBD	\$20,000,000
<b>Total</b>	<b>\$20,000,000</b>

**3. Long T-Tasman Light Rail Improvement Planning Study**

This project would initiate the planning and design process to accomplish the “Long T” capital improvement to the Tasman Light Rail corridor, eventually allowing a direct train (with express service) linking Mountain View to Alum Rock. This initial work will coordinate design activities between the cities of Mountain View and Santa Clara along with the County of Santa Clara and the High Speed Rail Authority. In addition to doubling the level of service on the Tasman segment, this improvement will serve as a required distribution and feeder service for the future BART-Light Rail connection at the Montague Light Rail Station and Milpitas BART station. The project was recommended as part of the Light Rail System Analysis, adopted by the VTA Board in 2010. It is expected that future budget allocations will be needed for preliminary engineering and construction. A target opening date of 2018 is assumed.

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

*Operating Cost Impact: Future operating cost impacts will be assessed as part of the engineering phase of the project.*

<b>Funding Source</b>	<b>FY12 &amp; FY13</b>
2000 Measure A	\$850,000
<b>Total</b>	<b>\$850,000</b>

**4. Vasona Extension to Vasona Junction (SR 85)**

The 5.3 mile Vasona Light Rail line between Downtown San Jose and Campbell was opened in October 2005. An extension from the end of the line at Winchester Station in Campbell to Vasona Junction (Winchester Boulevard and SR 85) in Los Gatos would add another 1.5 miles, two stations, and a transit center with parking at Vasona Junction. Conceptual engineering and both State and Federal environmental clearances were completed in 2000. The environmental studies are currently being updated in order to make the extension project eligible for federal funding. This budget request augments existing appropriation to allow for the advancement of design should federal funding become available.

*Operating Cost Impact: Future net operating costs for the extension will be dependent on service level and ridership.*

<b>Funding Source</b>	<b>FY12 &amp; FY13</b>
Federal-TBD	\$5,150,000
<b>Total</b>	<b>\$5,150,000</b>

***Commuter Rail Program***

**5. Caltrain Electrification: San Francisco to Tamien**

This budget request is for support of VTA staff and consultants as VTA participates in technical and public meetings and provides technical review of the combined Caltrain Electrification and High Speed Rail (HSR) Project. Though the first increment of this project will be built in the Central Valley, the combined HSR/Caltrain team has indicated that engineering plans and Environmental Impact Statements will still be produced in the next two fiscal years for both segments in Santa Clara County. The project will directly impact VTA facilities from Palo Alto to Gilroy. Areas of particular attention are the Palo Alto Transit Center, Mountain View Transit Center and Light Rail Station, coordination with SVRT engineering in Santa Clara and San Jose, Diridon Station area, Morgan Hill and Gilroy Stations and coordination with the SR 152 Project. The budget amount requested can support VTA staff resources and some engineering consultant support but is not sufficient to directly contribute to the lead agencies (California High Speed Rail Authority and Caltrain).

*Operating Cost Impact: Caltrain is responsible for the direct operation of the system but any operational cost impacts would impact future VTA operating contributions.*

VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET

<u>Funding Source</u>	<u>FY12 &amp; FY13</u>
2000 Measure A	\$500,000
<b>Total</b>	<b>\$500,000</b>

*Bus Program*

**6. BRT Articulated Bus Procurement**

The Board of Directors adopted the Bus Rapid Transit (BRT) Strategic Plan in May 2008. The Strategic Plan includes implementation of the Santa Clara/Alum Rock/El Camino corridor (Valley Rapid 522) in late 2013 and the Stevens Creek corridor (Valley Rapid 523) in 2016. This FY 2012 request brings the project’s total appropriation to the level needed to procure 46 hybrid diesel-electric, stylized, articulated vehicles to be used for this service. This project will also fund VTA staff time for vehicle engineering, contracts, inspections, training, etc. and other costs including spare parts, radios, etc.

*Operating Cost Impact: There will be additional operating costs for these buses due to the complex emission requirements as well as the use of specialized injection method to meet emissions standards. It is anticipated that these additional costs would be offset by the improvement in fuel economy of the hybrid bus.*

<u>Funding Source</u>	<u>FY12 &amp; FY13</u>
State-Prop 1B	\$10,000,000
2000 Measure A	19,750,000
<b>Total</b>	<b>\$29,750,000</b>

**7. Division Modifications to Accommodate BRT Buses**

Facility modifications are required in order to accommodate BRT buses at the Chaboya and North Divisions. The BRT program requires the use of articulated buses. North Yard is presently the only division that has the capability to maintain and operate articulated buses. In order to be effective for this operation, the Chaboya Division needs modification including maintenance bays to accommodate the 60' articulated buses. Additionally, the BRT buses will have unique features that will require facility upgrades to effectively accommodate these buses.

*Operating Cost Impact: These modifications will decrease the operating costs of the BRT program due to shorter dead head conditions and more efficient maintenance of the buses.*

<u>Funding Source</u>	<u>FY12 &amp; FY13</u>
2000 Measure A	\$12,830,000
<b>Total</b>	<b>\$12,830,000</b>

**8. King Road BART BRT**

This project would be necessary to serve the new BART extension, making the connection from the end-of-line Berryessa station to Downtown San Jose and Santa Clara. The

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

assumption in the current BART New Starts application assumes a very high level of bus service, allowing ridership at the new station to achieve cost effective levels. A number of potential alternative routing will need to be examined prior to beginning formal design and environmental clearance for the project. This process will entail working with the East San Jose community, elected officials and stakeholders. The funding will be used to complete an alternatives analysis, conceptual design of the selected alternative(s) and environmental clearance.

*Operating Cost Impact: Future operating cost impacts will be assessed as part of the engineering phase of the project.*

<b>Funding Source</b>	<b>FY12 &amp; FY13</b>
2000 Measure A	\$1,051,000
<b>Total</b>	<b>\$1,051,000</b>

**9. Money Counting Facility Replacement**

This project constructs a new revenue processing facility to replace VTA’s existing undersized and inefficient Money Room. The existing facility is over 30 years old and cannot be readily expanded. A new facility is required in order to maintain revenue security and support the implementation of new Ticket Vending Machines (TVMs) for planned Bus Rapid Transit (BRT) service.

*Operating Cost Impact: The project is not expected to have a significant impact on VTA operating costs. Staffing levels will not be affected.*

<b>Funding Source</b>	<b>FY12 &amp; FY13</b>
2000 Measure A	\$4,170,000
<b>Total</b>	<b>\$4,170,000</b>

**10. Stevens Creek BRT Conceptual Engineering/Environmental**

This project provides budget for Conceptual Engineering and Environmental Documentation for the Stevens Creek Bus Rapid Transit (BRT) Project. The corridor extends 8.6 miles from downtown San Jose to De Anza College in Cupertino along San Carlos Street and Stevens Creek Boulevard, serving Valley Fair and Santana Row. The project will build twelve new BRT stations with enhanced passenger amenities, as well as provide faster transit travel times through exclusive bus lanes and transit signal priority. The service will be operated with new articulated branded hybrid buses. Conceptual engineering will bring design documentation to the ten percent level. The plan estimates rideship in 2030 to be almost 16,000 new riders with the implementation of the project. The project will be characterized by segments of dedicated lanes with center platforms and segments of mixed flow operations with curbside stations.

*Operating Cost Impact: Future operating cost impacts will be assessed as part of the engineering phase of the project.*

VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET

<b>Funding Source</b>	<b>FY12 &amp; FY13</b>
2000 Measure A	\$5,000,000
<b>Total</b>	<b>\$5,000,000</b>

**11. Valley Rapid - El Camino Real**

This project provides budget for Preliminary Engineering and Environmental Documentation for the El Camino Real Bus Rapid Transit Project (BRT). The corridor extends 17 miles from downtown San Jose to Palo Alto along The Alameda and El Camino Real. Sixteen new BRT stations will be built along with facilities to provide faster transit travel times, such as exclusive bus lanes and traffic signals with transit priority. The service will be operated with new articulated branded hybrid buses. Preliminary engineering brings design documentation to the thirty percent level. It is anticipated that this project will compete for federal small starts funding and require federal and California Environmental Quality Act (CEQA) environmental clearance. The project is expected to add six thousand new transit riders in the corridor.

*Operating Cost Impact: Future operating cost impacts will be assessed as part of the engineering phase of the project.*

<b>Funding Source</b>	<b>FY12 &amp; FY13</b>
2000 Measure A	\$10,603,000
<b>Total</b>	<b>\$10,603,000</b>

*Measure A Programwide*

**12. Capitalized Interest and Other Bond Costs**

This project represents interest and debt related ancillary charges that arise from the issuance of sales tax revenue bonds, the proceeds of which fund a portion of multiple 2000 Measure A capital projects including the SVRT Program.

<b>Funding Source</b>	<b>FY12 &amp; FY13</b>
2000 Measure A	\$57,500,000
<b>Total</b>	<b>\$57,500,000</b>

*Operating Cost Impact: None*

**13. Fund Exchange Payments**

This project facilitates the distribution of funds to projects and programs in exchange for State Transportation Improvement Program (STIP) funds approved by the Board of Directors on February 1, 2007, December 13, 2007 and December 2, 2010.

VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET

<u>Funding Source</u>	<u>FY12 &amp; FY13</u>
2000 Measure A	<u>\$75,790,000</u>
<b>Total</b>	<b><u><u>\$75,790,000</u></u></b>

*Operating Cost Impact: None*

**14. Programwide Expenses**

This project facilitates the capture of costs related to managing the overall 2000 Measure A Transit Improvement Program. These costs are then reallocated to the individual 2000 Measure A projects on a quarterly basis.

<u>Funding Source</u>	<u>FY12 &amp; FY13</u>
2000 Measure A	<u>\$5,500,000</u>
<b>Total</b>	<b><u><u>\$5,500,000</u></u></b>

*Operating Cost Impact: None*

## 2000 Measure A Total Available Appropriation

Capital project appropriations do not expire at the end of the fiscal year and are carried forward until the project is completed. Capital carryover is defined as appropriation that is unspent at the end of the fiscal year. The following table reflects the projected carryover at June 30, 2011 as well as the total available appropriation for the 2000 Measure A Capital Program after the FY 2012 appropriation, by project and funding source. Project funding for the two-year period is appropriated in FY 2012 in order to facilitate administration of the program.

(Dollars in Thousands)

Project #	Project Name	Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY11	C=(A-B) Projected FY11 Capital Carryover	D FY12 Recommended Appropriation	E=(C+D) Total Available Appropriation
SVRT	Silicon Valley BART Extension	Federal	11,796	11,796	0	900,000	900,000
		State	501,727	491,056	10,671	146,840	157,511
		City	47,941	12,405	35,536	(14,885)	20,651
		Other	42,500	17,612	24,888	54,110	78,998
		2000 Measure A	476,478	308,596	167,882	401,051	568,933
	<b>Total</b>		<b>1,080,442</b>	<b>841,465</b>	<b>238,977</b>	<b>1,487,116</b>	<b>1,726,093</b>
	<b>SVRT Program Total</b>		<b>1,080,442</b>	<b>841,465</b>	<b>238,977</b>	<b>1,487,116</b>	<b>1,726,093</b>
P-0476	DTEV-CELR To Eastridge	State	159	157	2	0	2
		2000 Measure A	46,799	46,187	612	0	612
		<b>Total</b>	<b>46,958</b>	<b>46,344</b>	<b>614</b>	<b>0</b>	<b>614</b>
P-0552	New Rail Corridors Study	2000 Measure A	1,519	672	847	0	847
P-0587	Vasona Ext. to Vasona Junction (SR85)	Federal	6,855	0	6,855	5,150	12,005
		2000 Measure A	809	508	300	0	300
		<b>Total</b>	<b>7,663</b>	<b>508</b>	<b>7,155</b>	<b>5,150</b>	<b>12,305</b>
P-0660	Light Rail System Analysis	2000 Measure A	1,754	1,682	72	0	72
P-0722	Projects from LR Systems Analysis	2000 Measure A	5,000	0	5,000	0	5,000
P-0743	CELR - Pedestrian Improvements	State	16,000	838	15,162	0	15,162
		2000 Measure A	4,003	2,084	1,919	0	1,919
		<b>Total</b>	<b>20,003</b>	<b>2,923</b>	<b>17,080</b>	<b>0</b>	<b>17,080</b>
P-0744	CELR - Eastridge Transit Center	State	29,000	128	28,872	0	28,872
		2000 Measure A	22,048	1,580	20,468	0	20,468
		<b>Total</b>	<b>51,048</b>	<b>1,708</b>	<b>49,340</b>	<b>0</b>	<b>49,340</b>
NEW	Capitol Expway LR to Eastridge Phase II	Federal	0	0	0	20,000	20,000
NEW	Long T-Tasman LR Impvmnt Plang Study	2000 Measure A	0	0	0	850	850
	<b>Light Rail Program Total</b>		<b>133,946</b>	<b>53,837</b>	<b>80,109</b>	<b>26,000</b>	<b>106,109</b>
P-0336	ZEB Bus Procurement	Federal	7,702	7,638	64	0	64
		State	1,000	1,000	0	0	0
		Other	2,805	2,805	0	0	0
		2000 Measure A	3,233	3,222	11	0	11
		<b>Total</b>	<b>14,740</b>	<b>14,665</b>	<b>75</b>	<b>0</b>	<b>75</b>
P-0449	Zeb Facility Improvements	State	300	300	0	0	0
		Other	2,113	2,113	0	0	0
		2000 Measure A	2,415	2,369	46	0	46
		<b>Total</b>	<b>4,829</b>	<b>4,783</b>	<b>46</b>	<b>0</b>	<b>46</b>
P-0475	Valley Rapid - Santa Clara / Alum Rock	State	90,000	5,598	84,402	0	84,402
		2000 Measure A	24,029	320	23,709	0	23,709
		<b>Total</b>	<b>114,029</b>	<b>5,918</b>	<b>108,111</b>	<b>0</b>	<b>108,111</b>
P-0551	Bus Rapid Transit Strategic Plan	2000 Measure A	1,532	1,241	291	0	291

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

Project #	Project Name	Funding Source	A	B	C=(A-B)	D	E=(C+D)
			Current Adopted Budget	Projected Expenditures Through FY11	Projected FY11 Capital Carryover	FY12 Recommended Appropriation	Total Available Appropriation
P-0589	Hwy 17 Bus Service Improvements	2000 Measure A	2,500	0	2,500	0	2,500
P-0715	Stevens Creek BRT CE/Environmental	2000 Measure A	1,000	0	1,000	5,000	6,000
P-0717	Valley Rapid - El Camino Real	2000 Measure A	8,715	2,207	6,508	10,603	17,111
P-0719	BRT Articulated Bus Procurement	State	0	0	0	10,000	10,000
		2000 Measure A	18,250	14	18,236	19,750	37,986
		Total	18,250	14	18,236	29,750	47,986
P-0725	Highway-Based BRT Alternative Analysis	Federal	725	704	21	0	21
		2000 Measure A	196	192	4	0	4
		Total	921	897	25	0	25
NEW	Division Modifications for BRT Buses	2000 Measure A	0	0	0	12,830	12,830
NEW	King Road BART BRT	2000 Measure A	0	0	0	1,051	1,051
NEW	Money Counting Facility Replacement	2000 Measure A	0	0	0	4,170	4,170
	<b>Bus Program Total</b>		<b>166,516</b>	<b>29,724</b>	<b>136,792</b>	<b>63,404</b>	<b>200,196</b>
P-0498	Dumbarton Rail Corridor	2000 Measure A	2,108	1,880	228	0	228
P-0511	Caltrain Service Upgrades	2000 Measure A	15,173	13,768	1,405	0	1,405
P-0529	Palo Alto Intermodel Transit Center	Federal	248	167	81	0	81
		City	62	42	20	0	20
		2000 Measure A	51	5	46	0	46
		Total	361	214	147	0	147
P-0550	Caltrain South County Capacity Improv.	State	33,000	14,019	18,981	0	18,981
		2000 Measure A	28,509	2,528	25,981	0	25,981
		Total	61,509	16,547	44,962	0	44,962
P-0595	Caltrain Electrification: SF to Tamien	2000 Measure A	808	419	388	500	888
P-0740	Bike Sharing Pilot Project	Other	500	0	500	0	500
		2000 Measure A	250	121	129	0	129
		Total	750	121	629	0	629
P-3201	Caltrain Mountain View Parking Structure	City	425	86	339	0	339
		2000 Measure A	577	239	338	0	338
		Total	1,002	325	677	0	677
P-3202	Caltrain/UP Blossom Hill Ped. Grade Sep	Federal	2,470	101	2,369	0	2,369
		State	7,210	3,113	4,097	0	4,097
		City	250	250	0	0	0
		2000 Measure A	608	32	576	0	576
		Total	10,538	3,496	7,042	0	7,042
P-3203	Caltrain Safety Enhancements	2000 Measure A	20,919	15,040	5,879	0	5,879
P-3204	SC Sta. Pedestrian Underpass Extension	Federal	1,468	132	1,336	0	1,336
		2000 Measure A	618	554	64	0	64
		Total	2,086	686	1,400	0	1,400
P-3205	Santa Clara & SJ Diridon Station Upgrade	2000 Measure A	12,657	3,562	9,095	0	9,095
	<b>Commuter Rail Program Total</b>		<b>127,910</b>	<b>56,058</b>	<b>71,852</b>	<b>500</b>	<b>72,352</b>
P-0588	San Jose Mineta APM	2000 Measure A	4,010	1,671	2,339	0	2,339
	<b>San Jose Mineta APM Total</b>		<b>4,010</b>	<b>1,671</b>	<b>2,339</b>	<b>0</b>	<b>2,339</b>
P-0500	Capitalized Interest and Other Bond Costs	2000 Measure A	6,291	5,977	314	57,500	57,814
P-0510	Programwide Expenses	2000 Measure A	1,992	777	1,215	5,500	6,715
P-0712	Fund Exchange Payments	2000 Measure A	32,190	32,190	0	75,790	75,790
	<b>Measure A Programwide Total</b>		<b>40,473</b>	<b>38,945</b>	<b>1,529</b>	<b>138,790</b>	<b>140,319</b>
	<b>Grand Total</b>		<b>1,553,297</b>	<b>1,021,699</b>	<b>531,598</b>	<b>1,715,810</b>	<b>2,247,408</b>

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

***CONGESTION MANAGEMENT  
PROGRAM***

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VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET



## *Congestion Management Program*

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### **Overview**

Congestion Management Agencies (CMAs) were created in 1990 by Proposition 111 and its accompanying legislation, which required that every county with an urbanized population of more than 50,000 establish a CMA. CMAs were designed to meet the goals of increasing the efficiency of existing transit and roadway systems, planning the best capital improvements to these systems, and improving the local land use decision-making process to support and compliment the transportation system investments.

The Santa Clara County CMA was established in 1991 through a Joint Powers Agreement entered into by the CMA's Member Agencies, which are the County of Santa Clara and the fifteen cities and towns within the county. In January 1995, the Santa Clara County CMA and the Santa Clara County Transit District merged to form VTA. VTA's Congestion Management Program (CMP) serves as the CMA for Santa Clara County.

The Recommended FY 2012 and FY 2013 CMP Budget is a result of a number of inputs including statutory requirements, Board initiated activities, and staff recommended initiatives reacting to federal, state, and regional issues. Based on these inputs, the budget reflects more focus on tasks and activities related to coordination and advocacy of funding for local projects, capital project initiatives, state/regional advocacy, land use coordination due to state mandates, and member agency assistance.

Member Agency Fees are proposed to remain unchanged from the FY 2011 fee structure for both FY 2012 and FY 2013.

***Congestion Management Program  
Comparison of Revenues and Expenses  
(Dollars in Thousands)***

Line	Category	FY 2010 Actual	FY 2011 Adopted Budget	FY 2011 Projected Actual <sup>1</sup>	FY 2012 Recommended Budget	% Var	FY 2013 Recommended Budget	% Var
1	Federal Operating Grants	1,235	1,085	1,126	1,367	21.4%	1,371	0.3%
2	State Operating Grants	731	980	765	880	15.0%	880	0.0%
3	Investment Earnings	12	0	12	12	0.0%	12	0.0%
4	Member Agency Fees	2,495	2,582	2,408	2,407	0.0%	2,407	0.0%
5	Other Income	15	1,250	1,067	170	-84.1%	160	-5.9%
6	<b>Total Revenue</b>	<b>4,488</b>	<b>5,897</b>	<b>5,378</b>	<b>4,836</b>	<b>-10.1%</b>	<b>4,830</b>	<b>-0.1%</b>
7	Professional & Special Services	518	379	379	693	82.7%	548	-20.9%
8	Other Services	23	31	31	13	-56.6%	18	37.2%
9	Data Processing	7	12	12	51	327.9%	24	-52.6%
10	Miscellaneous	9	25	19	9	-51.6%	9	0.0%
11	Contribution to Other Agencies	0	1,000	867	0	-100%	0	N/A
12	VTA Staff Services	3,694	5,125	3,946	3,727	-5.6%	3,708	-0.5%
13	<b>Total Expense</b>	<b>4,252</b>	<b>6,572</b>	<b>5,254</b>	<b>4,493</b>	<b>-14.5%</b>	<b>4,307</b>	<b>-4.1%</b>
14	<b>Surplus/(Deficit) to Reserves</b>	<b>236</b>	<b>(675)</b>	<b>124</b>	<b>343</b>		<b>523</b>	

<sup>1</sup> Projection as of March 22, 2011

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

***Congestion Management Program  
Sources and Uses of Funds Summary  
(Dollars in Thousands)***

<u>Line</u>	<u>Description</u>	<u>FY 2011 Projected Actual</u>	<u>FY 2012 Recommended Budget</u>	<u>FY 2013 Recommended Budget</u>
1	Total Revenues	5,378	4,836	4,830
2	Total Expenses	<u>5,254</u>	<u>4,493</u>	<u>4,307</u>
3	Revenues Over (Under) Expenses	124	343	523
4	Beginning Reserves	287	411	753
5	Revenues Over (Under) Expenses	<u>124</u>	<u>343</u>	<u>523</u>
6	Ending Reserves	411	753	1,276

***Congestion Management Program  
Member Assessments***

<b>Member Agency</b>	<b>FY 2012</b>	<b>FY 2013</b>
County of Santa Clara	\$271,738	\$271,738
Campbell	50,529	50,529
Cupertino	77,628	77,628
Gilroy	37,768	37,768
Los Altos	24,926	24,926
Los Altos Hills	6,647	6,647
Los Gatos	34,402	34,402
Milpitas	76,986	76,986
Monte Sereno	1,998	1,998
Morgan Hill	25,104	25,104
Mountain View	125,020	125,020
Palo Alto	141,471	141,471
San Jose	783,945	783,945
Santa Clara	207,074	207,074
Saratoga	21,691	21,691
Sunnyvale	248,609	248,609
Subtotal:	\$2,135,535	\$2,135,535
VTA - Managing Agency Contribution	271,738	271,738
<b>TOTAL:</b>	<b><u>\$2,407,274</u></b>	<b><u>\$2,407,274</u></b>



***VTP HIGHWAY PROGRAM***

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**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**



## *VTP Highway Program*

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### **Overview**

VTP 2035 is the current approved long-range county-wide transportation plan for Santa Clara County. Developed by the Congestion Management Program (CMP) and adopted in January 2009, projects must be included in the plan as a pre-requisite for eligibility to receive federal, state, regional and local discretionary fund programming. VTA enters into construction agreements with cities in the County for various projects that are included in VTP 2035.

The total additional appropriation for the identified VTP Highway Improvement Program Projects for FY 2012 and FY 2013 is \$81.4 million. Project funding for the two-year period is appropriated in FY 2012 in order to facilitate administration of the program. One hundred percent of these expenditures will be funded by grants, through agreements with the appropriate city, or a fund exchange (consisting of state funding sources swapped with 2000 Measure A Funds).

The table on the following page lists each project and general funding source category. The subsequent pages provide a brief description of each project, identified funding sources, and potential operating cost impacts.

Capital project appropriations do not expire at the end of the fiscal year and are carried forward until the project is completed. Capital carryover is defined as appropriation that is unspent at the end of the fiscal year. The table on page 59 reflects the projected carryover at June 30, 2011 as well as the total available appropriation for the VTP Highway Program after the FY 2012 and FY 2013 appropriations, by project and funding source.

***VTP Highway Program  
Schedule of FY 2012 & FY 2013 Appropriation  
(Dollars in Thousands)***

Project	FY 2012 & FY 2013			Total
	Funding Source			
	State	City	Fund Exchange	
1. I-880/I-280 Improvements (Stevens Creek)	30,170	0	0	30,170
2. SR 152 Realignment	17,200	0	2,350	19,550
3. SR 237 Express Lanes-Phase II Extension	20,000	0	0	20,000
4. US 101/Buena Vista	0	6,000	0	6,000
5. US 101/Capitol Expwy/Yerba Buena Interchange	5,650	0	0	5,650
<b><i>Grand Total</i></b>	<b><i>73,020</i></b>	<b><i>6,000</i></b>	<b><i>2,350</i></b>	<b><i>81,370</i></b>

## ***VTP Highway Program***

### ***Descriptions of FY 2012 & FY 2013 Appropriated Projects***

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**1. I-880/I-280 Improvements (Stevens Creek)**

This project improves traffic operations, safety and access between the I-880 and I-280 freeway corridors including modifications to the SR 17/I-280/I-880 freeway-to-freeway interchange. Specific improvements include: reconfiguration of the existing full cloverleaf I-880/Stevens Creek Blvd Interchange to improve traffic flow in the interchange area by widening and realigning ramps; widening the overcrossing structure at Stevens Creek Boulevard over I-880; improving intersections and providing enhanced access to pedestrians and bicyclists; and separating freeway-to-freeway traffic from local traffic by constructing a new direct connector from northbound I-280 to northbound I-880.

<b>Funding Source</b>	<b>FY12 &amp; FY13</b>
State-CMIA	\$30,170,000
<b>Total</b>	<b>\$30,170,000</b>

**2. SR 152 Realignment**

This project will initiate and complete the Project Approval/Environmental Document (PA/ED) phase, including preliminary alignment engineering and environmental investigations, on new alignments for State Route (SR) 152 between US 101 and SR 156 in Santa Clara and San Benito counties. The project will also develop and evaluate corridor management strategies, including potential roadway pricing for the 82 mile length of SR 152 between Santa Cruz and Madera Counties. The purpose of this project is to improve truck/freight movement, air quality, traffic operations, and safety between the Central Valley and the South Bay via an east-west connection between SR 99 and US 101. The project is needed to enhance the commercial goods movement corridor connecting the Central Valley and the South Bay.

<b>Funding Source</b>	<b>FY12 &amp; FY13</b>
State-TBD	\$15,000,000
State-ITIP	2,200,000
Fund Exchange	2,350,000
<b>Total</b>	<b>\$19,550,000</b>

**3. SR 237 Express Lanes-Phase II Extension**

This project will convert the existing carpool lane to Express Lanes between North First Street and Mathilda Avenue. The project is the second phase of the SR 237 Express Lanes project which would extend the limits of the Phase I project – SR 237/I-880 Express Connectors project between I-880 and North First Street. The SR 237 Express Lanes project is part of the Silicon Valley Express Lanes Program that was approved by VTA Board of Directors in December 2008. Eligible carpool lane users will use the Express Lanes for free while solo drivers will pay a fee using FasTrak transponders that are used to cross the Bay Area bridges. Toll rates will vary based on the level of congestion to ensure Express Lanes

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

will flow freely at all times. Additional striping, signage and enforcement beacons will be included as part of the project to ensure smooth traffic operations.

<b>Funding Source</b>	<b>FY12 &amp; FY13</b>
State-TBD	\$20,000,000
<b>Total</b>	<b>\$20,000,000</b>

**4. US 101/Buena Vista**

This project provides project development services, including environmental clearance, to construct a new freeway interchange along US 101 at Buena Vista Avenue and construction services to build the freeway interchange.

<b>Funding Source</b>	<b>FY12 &amp; FY13</b>
City of Gilroy	\$6,000,000
<b>Total</b>	<b>\$6,000,000</b>

**5. US 101/Capitol Expressway/Yerba Buena Interchange**

This project will improve freeway operations and reduce congestion on US 101 in the City of San Jose. The project includes: 1) modification of the Capitol Expressway Interchange from full cloverleaf to partial cloverleaf; 2) construction of a northbound slip on-ramp and modification of the collector distributor road between Yerba Buena and Capitol Expressway; 3) construction of a two-lane southbound off-ramp to Yerba Buena Road; and 4) addition of a southbound auxiliary lane between Capitol Expressway and Yerba Buena.

<b>Funding Source</b>	<b>FY12 &amp; FY13</b>
State-CMIA	\$5,650,000
<b>Total</b>	<b>\$5,650,000</b>

## VTP Highway Program Total Available Appropriation

Capital project appropriations do not expire at the end of the fiscal year and are carried forward until the project is completed. Capital carryover is defined as appropriation that is unspent at the end of the fiscal year. The following table reflects the projected carryover at June 30, 2011 as well as the total available appropriation for the VTP Highway Program after the FY 2012 and FY 2013 appropriations, by project and funding source. Project funding for the two-year period is appropriated in FY 2012 in order to facilitate administration of the program.

*(Dollars in Thousands)*

Project #	Project Name	Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY11	C=(A-B) Projected FY11 Capital Carryover	D FY12 Recommended Appropriation	E=(C+D) Total Available Appropriation
P-0372	I-880/Coleman Avenue Interchange	State	68,746	68,663	82	0	82
		City	11,178	11,134	44	0	44
		<b>Total</b>	<b>79,924</b>	<b>79,797</b>	<b>127</b>	<b>0</b>	<b>127</b>
P-0430	SR 152/SR 156 Interchange	Federal	17,373	15,797	1,576	0	1,576
		State	11,204	10,210	994	0	994
		Fund Exchange	8,113	7,096	1,016	0	1,016
		<b>Total</b>	<b>36,689</b>	<b>33,104</b>	<b>3,586</b>	<b>0</b>	<b>3,586</b>
P-0455	I-880/I-280 Improvements (Stevens Creek)	Federal	18,320	4,504	13,816	0	13,816
		State	0	0	0	30,170	30,170
		City	1,550	1,510	40	0	40
		Other	1,605	0	1,605	0	1,605
		Fund Exchange	2,155	297	1,858	0	1,858
		<b>Total</b>	<b>23,630</b>	<b>6,311</b>	<b>17,319</b>	<b>30,170</b>	<b>47,489</b>
P-0478	Silicon Valley Express Lanes	Other	150	147	3	0	3
		Fund Exchange	2,800	2,754	46	0	46
		<b>Total</b>	<b>2,950</b>	<b>2,901</b>	<b>49</b>	<b>0</b>	<b>49</b>
P-0519	US 101 Imprvmnts I-280 to Yerba Buena	State	1,215	340	875	0	875
		City	4,000	3,695	305	0	305
		Other	50,016	249	49,767	0	49,767
		Fund Exchange	6,089	4,654	1,435	0	1,435
		<b>Total</b>	<b>61,320</b>	<b>8,938</b>	<b>52,382</b>	<b>0</b>	<b>52,382</b>
P-0535	Coyote Ridge Butterfly Habitat Mgmt	City	996	918	78	0	78
		Fund Exchange	245	189	55	0	55
		<b>Total</b>	<b>1,241</b>	<b>1,107</b>	<b>133</b>	<b>0</b>	<b>133</b>
P-0563	Mary Avenue Extension	City	5,365	840	4,525	0	4,525
		Other	2,410	0	2,410	0	2,410
		Fund Exchange	1,315	203	1,112	0	1,112
		<b>Total</b>	<b>9,090</b>	<b>1,043</b>	<b>8,047</b>	<b>0</b>	<b>8,047</b>
P-0565	US 101/De La Cruz Blvd./Trimble Road	City	4,800	527	4,273	0	4,273
		Other	100	0	100	0	100
		<b>Total</b>	<b>4,900</b>	<b>527</b>	<b>4,373</b>	<b>0</b>	<b>4,373</b>
P-0569	Calaveras Boulevard Improvements	City	450	450	0	0	0
		Other	1,750	0	1,750	0	1,750
		Fund Exchange	150	150	0	0	0
		<b>Total</b>	<b>2,350</b>	<b>600</b>	<b>1,750</b>	<b>0</b>	<b>1,750</b>
P-0570	SR 85 & 237 Improvements	City	250	250	0	0	0
		Other	1,250	0	1,250	0	1,250
		Fund Exchange	500	361	139	0	139
		<b>Total</b>	<b>2,000</b>	<b>611</b>	<b>1,389</b>	<b>0</b>	<b>1,389</b>

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

<b>Project #</b>	<b>Project Name</b>	<b>Funding Source</b>	<b>A Current Adopted Budget</b>	<b>B Projected Expenditures Through FY11</b>	<b>C=(A-B) Projected FY11 Capital Carryover</b>	<b>D FY12 Recommended Appropriation</b>	<b>E=(C+D) Total Available Appropriation</b>
P-0606	US 101 Widening & 25/101 Intchg Improv	Other	5,644	0	5,644	0	5,644
		Fund Exchange	5,500	5,288	212	0	212
		<b>Total</b>	<b>11,144</b>	<b>5,288</b>	<b>5,856</b>	<b>0</b>	<b>5,856</b>
P-0615	Charcot Avenue Extension	City	4,500	1,540	2,960	0	2,960
		Other	100	0	100	0	100
		<b>Total</b>	<b>4,600</b>	<b>1,540</b>	<b>3,060</b>	<b>0</b>	<b>3,060</b>
P-0617	SR 152 Realignment	State	2,800	2,602	198	17,200	17,398
		Other	150	144	6	0	6
		Fund Exchange	2,650	2,603	47	2,350	2,397
		<b>Total</b>	<b>5,600</b>	<b>5,349</b>	<b>251</b>	<b>19,550</b>	<b>19,801</b>
P-0619	US 101 Aux.Lanes – Embarcadero to SR 85	State	84,930	0	84,930	0	84,930
		Fund Exchange	17,328	13,525	3,803	0	3,803
		<b>Total</b>	<b>102,258</b>	<b>13,525</b>	<b>88,733</b>	<b>0</b>	<b>88,733</b>
P-0620	I-880 Improvements, SR 237 to US 101	State	71,600	0	71,600	0	71,600
		Fund Exchange	23,300	17,958	5,342	0	5,342
		<b>Total</b>	<b>94,900</b>	<b>17,958</b>	<b>76,942</b>	<b>0</b>	<b>76,942</b>
P-0621	SR 237/I-880 Highway Planting	City	3,285	638	2,647	0	2,647
P-0651	SR 87 Highway Planting	Federal	2,520	2,311	209	0	209
		State	250	250	0	0	0
		Fund Exchange	2,100	1,823	277	0	277
		<b>Total</b>	<b>4,870</b>	<b>4,384</b>	<b>486</b>	<b>0</b>	<b>486</b>
P-0653	New Corridor Studies	Other	1,921	0	1,921	0	1,921
P-0654	SR 87/Narvaez Interchange	Other	800	0	800	0	800
P-0655	Ramp Metering Implementation	Federal	6,051	1,906	4,145	0	4,145
		Other	7,449	0	7,449	0	7,449
		<b>Total</b>	<b>13,500</b>	<b>1,906</b>	<b>11,594</b>	<b>0</b>	<b>11,594</b>
P-0678	SR 237/US101 Mathilda Interchange	Other	800	0	800	0	800
P-0694	SV Exp.Lanes-SR 237/I-880 Connectors	Federal	7,460	3,841	3,619	0	3,619
		Fund Exchange	3,825	1,012	2,813	0	2,813
		<b>Total</b>	<b>11,285</b>	<b>4,854</b>	<b>6,431</b>	<b>0</b>	<b>6,431</b>
P-0699	I-880/Coleman Highway Planting	Federal	1,528	0	1,528	0	1,528
		State	1,000	0	1,000	0	1,000
		Other	1,120	0	1,120	0	1,120
		<b>Total</b>	<b>3,648</b>	<b>0</b>	<b>3,648</b>	<b>0</b>	<b>3,648</b>
P-0720	Silicon Valley Express Lanes - SR 85	Federal	3,790	1,763	2,027	0	2,027
		Other	7,321	0	7,321	0	7,321
		Fund Exchange	1,150	121	1,029	0	1,029
		<b>Total</b>	<b>12,261</b>	<b>1,884</b>	<b>10,377</b>	<b>0</b>	<b>10,377</b>
P-0721	Silicon Valley Express Lanes - US 101	Other	18,000	0	18,000	0	18,000
		Fund Exchange	825	70	755	0	755
		<b>Total</b>	<b>18,825</b>	<b>70</b>	<b>18,755</b>	<b>0</b>	<b>18,755</b>
P-0730	US 101/Capitol Expwy/Yerba Buena Intchg	State	0	0	0	5,650	5,650
		Fund Exchange	4,356	1,418	2,938	0	2,938
		<b>Total</b>	<b>4,356</b>	<b>1,418</b>	<b>2,938</b>	<b>5,650</b>	<b>8,588</b>
P-0737	VTP Highways Programwide	Fund Exchange	100	68	32	0	32
NEW	SR 237 Express Lanes-Phase II Extension	State	0	0	0	20,000	20,000
NEW	US 101/Buena Vista	City	0	0	0	6,000	6,000
<b>Grand Total</b>			<b>518,247</b>	<b>193,823</b>	<b>324,424</b>	<b>81,370</b>	<b>405,794</b>

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

***JOINT DEVELOPMENT PROGRAM***

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**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**



## *Joint Development Program*

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### **Overview**

Through recent efforts by VTA staff and the VTA Board of Directors, VTA has established a deliberate and aggressive property management program aimed at generating revenue, promoting transit-oriented development, and enhancing transit operations.

VTA has identified 26 sites that may be appropriate for joint development (nine of which have been identified by the VTA Board as being the first priorities) and six sites as being “surplus property”, meaning they can be disposed of in the near term with no effect on current or future transit operations.

The Recommended Budget for the Joint Development Program represents current and anticipated leasing and sale revenues, as well as the level of effort (expenditures) required to generate the revenues. Previously activities related to the Joint Development Program were captured solely in the VTA Transit Operating Budget. Based on the anticipated level of future activities, they are now being captured as a separately reported fund.

***Joint Development Program  
Comparison of Revenues and Expenses  
(Dollars in Thousands)***

Line	Category	FY 2012 Recommended Budget	FY 2013 Recommended Budget	% Var
1	Investment Earnings	76	87	13.5%
2	Property Rental	1,700	1,700	0.0%
3	<b>Total Revenue</b>	<b>1,776</b>	<b>1,787</b>	<b>0.6%</b>
4	Professional & Special Services	500	525	5.0%
5	Property Rental Transfer	1,700	1,700	0.0%
6	<b>Total Expense</b>	<b>2,200</b>	<b>2,225</b>	<b>1.1%</b>
7	<b>Surplus/(Deficit) to Reserves</b>	<b>(424)</b>	<b>(438)</b>	

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

***Joint Development Program  
Sources and Uses of Funds Summary  
(Dollars in Thousands)***

<u>Line</u>	<u>Description</u>	<u>FY 2011 Projected Actual<sup>1</sup></u>	<u>FY 2012 Recommended Budget</u>	<u>FY 2013 Recommended Budget</u>
1	Total Revenues	4,106	1,776	1,787
2	Total Expenses	0	2,200	2,225
3	Revenues Over (Under) Expenses	4,106	(424)	(438)
4	Beginning Reserves	0	4,106	3,682
5	Revenues Over (Under) Expenses	4,106	(424)	(438)
6	Ending Reserves	4,106	3,682	3,244

<sup>1</sup> Includes estimate of proceeds from anticipated property sales in FY 2011 not yet executed

***SILICON VALLEY EXPRESS LANES  
PROGRAM***

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**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**



## *Silicon Valley Express Lanes Program*

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### **Overview**

The VTA Board of Directors approved the Silicon Valley Express Lanes Program (SVELP) on December 11, 2008. As part of the SVELP, the Express Lanes projects will implement a roadway pricing system to allow for the use of unused capacity in the carpool lanes to provide congestion relief. The roadway pricing system will allow solo commuters to use the available capacity in the carpool lanes for a fee. The fee would change dynamically in response to existing congestion levels and available capacity in the carpool lanes.

The SVELP has been undertaken to provide long-term mobility benefits and to provide another funding stream for transportation improvements. Specifically, the primary objectives of the Program are to provide congestion relief through more effective use of existing roadways; provide commuters with a new mobility option; and provide a new funding source for transportation improvements including public transit.

The existing SVELP includes the implementation of express lane facilities along the SR 237 and the US 101/SR 85 corridors mainly through the conversion of existing carpool lanes for express lanes operations. The first phase of the SR 237 corridor project, SR 237/I-880 Express Connectors, is anticipated to begin revenue operations in October 2011. The Recommended FY 2012 and FY 2013 SVELP Operating Budget on the following page represents the anticipated revenues and expenditures for the program over the next two fiscal years. The primary revenue source for this program is tolls. The anticipated operating expenditures include toll processing fees, enforcement, electronic toll system maintenance, road maintenance, utilities, and VTA staff time. The total FY 2012 projected operating expenditures, including start-up costs, are approximately \$760K. \$650K of the first year operating expenditures will be covered by the existing capital project budget.

***Silicon Valley Express Lanes Program  
Comparison of Revenues and Expenses  
(Dollars in Thousands)***

<b>Line</b>	<b>Category</b>	<b>FY 2012 Recommended Budget<sup>1</sup></b>	<b>FY 2013 Recommended Budget</b>	<b>% Var</b>
1	Toll Revenues	250	592	136.7%
2	<b>Total Revenue</b>	<b>250</b>	<b>592</b>	<b>136.7%</b>
3	Professional & Special Services	70	427	513.7%
4	Other Services	6	0	-100.0%
5	Utilities	6	39	600.0%
6	VTA Staff Services	29	126	340.6%
7	<b>Total Expense</b>	<b>110</b>	<b>591</b>	<b>439.2%</b>
8	<b>Surplus/(Deficit) to Reserves</b>	<b>140</b>	<b>1</b>	

<sup>1</sup> \$650K of the first year operating expenditures will be covered by the existing capital project budget.  
Note: Totals, subtotals and percentages may not be precise due to independent rounding

***Silicon Valley Express Lanes Program  
Sources and Uses of Funds Summary  
(Dollars in Thousands)***

<b><u>Line</u></b>	<b><u>Description</u></b>	<b><u>FY 2012 Recommended Budget</u></b>	<b><u>FY 2013 Recommended Budget</u></b>
1	Total Revenues	250	592
2	Total Expenses	110	591
3	Revenues Over (Under) Expenses	140	1
4	Beginning Reserves	0	140
5	Revenues Over (Under) Expenses	140	1
6	Ending Reserves	140	141

***BART OPERATING SALES TAX  
PROGRAM***

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**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**



## ***BART Operating Sales Tax Program***

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### **Overview**

On November 4, 2008, the voters of Santa Clara County approved 2008 Measure B (Measure), a 30-year one-eighth cent sales and use tax dedicated solely to providing the operating and maintenance expenses and capital reserve contribution for the BART Silicon Valley Extension. The tax will only be collected if sufficient state and federal funds are secured to match local construction dollars. Under the Measure, federal funds would be considered secured and matched when the Federal Transit Administration (FTA) executes a Full Funding Grant Agreement (FFGA), or its equivalent, in an amount of at least \$750 million. State funds would be considered secured and matched when the California Transportation Commission (CTC) approves an Allocation Request, or its equivalent, in an amount of at least \$240 million. State funding has already been secured and matched through state statute, administered by the CTC. The CTC has already disbursed \$490 million of the \$649 million Traffic Congestion Relief Program (TCRP) funds guaranteed to the project to date.

The Recommended FY 2012 and FY 2013 BART Operating Sales Tax Budget assumes that the FFGA for the project will be executed in early 2012 and collection of the tax will commence on April 1, 2012. No expenditures will be incurred until tax collection begins.

***BART Operating Sales Tax Program  
Comparison of Revenues and Expenses  
(Dollars in Thousands)***

<b>Line</b>	<b>Category</b>	<b>FY 2012 Recommended Budget</b>	<b>FY 2013 Recommended Budget</b>	<b>% Var</b>
1	Sales Tax Revenues	9,721	41,129	323.1%
2	Investment Earnings	30	755	2416.7%
3	<b>Total Revenue</b>	<b>9,751</b>	<b>41,884</b>	<b>329.6%</b>
4	Professional & Special Services	20	35	75.0%
5	<b>Total Expense</b>	<b>20</b>	<b>35</b>	<b>75.0%</b>
6	<b>Surplus/(Deficit) to Reserves</b>	<b>9,731</b>	<b>41,849</b>	

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

***BART Operating Sales Tax Program  
Sources and Uses of Funds Summary  
(Dollars in Thousands)***

<b>Line</b>	<b>Description</b>	<b><u>FY 2012 Recommended Budget</u></b>	<b><u>FY 2013 Recommended Budget</u></b>
1	Total Revenues	9,751	41,884
2	Total Expenses	<u>20</u>	<u>35</u>
3	Revenues Over (Under) Expenses	9,731	41,849
4	Beginning Undesignated Reserves	0	9,731
5	Revenues Over (Under) Expenses	<u>9,731</u>	<u>41,849</u>
6	Ending Undesignated Reserves	9,731	51,580

***APPENDICES***

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VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET



VTA Administrative Code requires that the Recommended Budget include a list of all employee position classifications and pay ranges. The table below lists the minimum and maximum annual salary for each VTA job classification as of April 5, 2011.

### *Job Classifications and Pay Range*

<b>Job Classification</b>	<b>Minimum Annual Salary</b>	<b>Maximum Annual Salary</b>
Accessible Services Program Manager	85,892	104,432
Accessible Services Representative	41,497	58,286
Accountant Assistant	48,696	58,852
Accountant I	51,756	62,605
Accountant II	57,181	69,187
Accountant III	67,327	81,795
Accounts Payable Support Supervisor	55,365	67,327
Administrative Services Assistant	44,319	58,501
Assistant Architect	68,299	83,053
Assistant Board Secretary	79,573	105,036
Assistant Cost & Schedule Coordinator	68,299	83,053
Assistant Counsel	92,110	121,585
Assistant Database Administrator	68,852	83,354
Assistant General Counsel	142,870	188,589
Assistant Real Estate Agent	59,391	71,861
Assistant Supt, Service Management	77,909	94,717
Assistant Supt, Transit Communications	77,909	94,717
Assistant Transportation Engineer	68,299	83,053
Associate Architect	79,484	96,578
Associate Claims Analyst	59,401	78,410
Associate Counsel	59,401	78,410
Associate Environmental Engineer	79,484	96,578
Associate Financial Analyst	58,127	70,675
Associate Financial Analyst - NR	59,401	78,410
Associate Human Resources Analyst	59,401	78,410
Associate Land Surveyor	70,675	85,892
Associate Management Analyst	58,127	70,675
Associate Mechanical Engr	79,484	96,578

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

<b>Job Classification</b>	<b>Minimum Annual Salary</b>	<b>Maximum Annual Salary</b>
Associate Network Analyst	68,852	83,354
Associate Org Dev & Training Specialist	58,127	70,675
Associate Real Estate Agent	73,250	88,701
Associate Systems Administrator	68,852	83,354
Associate Systems Design Engineer	79,484	96,578
Associate Systems Engineer	79,484	96,578
Associate Transportation Engineer	79,484	96,578
Automotive Attendant	37,563	45,354
Board Assistant	52,244	63,222
Board Secretary	117,556	155,175
Bus Stop Maintenance Worker	40,700	49,159
Business Relations Manager	96,696	127,639
Buyer Assistant	42,268	51,061
Buyer I	46,665	56,358
Buyer II	55,303	66,951
Buyer III	61,448	74,329
Chief Administrative Officer	157,528	207,938
Chief CMA Officer	157,528	207,938
Chief Construction Officer	182,365	240,722
Chief Financial Officer	173,671	229,246
Chief Information Officer	142,870	188,589
Chief of External Affairs	142,870	188,589
Chief Operating Officer	157,528	207,938
Chief SVRT Program Officer	157,528	207,938
Claims Analyst	68,758	90,761
Claims Supervisor	79,573	105,036
Client Relationship Supervisor	90,199	109,653
Communications Systems Analyst	80,192	97,212
Communications Systems Manager	90,199	109,653
Community Outreach Supervisor	70,675	85,892
Compliance Review Manager	90,199	109,653
Construction Contracts Administrator I	56,898	68,852
Construction Contracts Administrator II	71,553	86,619
Construction Inspector	60,857	73,609

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

<b>Job Classification</b>	<b>Minimum Annual Salary</b>	<b>Maximum Annual Salary</b>
Contracts Administrator I	56,898	68,852
Contracts Administrator II	71,553	86,619
Contracts Manager	90,199	109,653
Contracts Program Manager	85,892	104,432
Cost & Schedule Coordinator	79,484	96,578
Creative Services Manager	85,892	104,432
Customer Services Supervisor	67,327	81,795
Data Base Administrator	80,192	97,212
Deputy Director	129,591	171,059
Design & Construction Manager	109,653	133,273
Disbursements Manager	92,110	121,585
Dispatcher	48,256	68,931
Dispatcher Supervisor	74,187	90,199
Document Control Clerk I	36,381	43,888
Document Control Clerk II	41,497	50,084
Document Systems Supervisor	70,675	85,892
Electrician	64,148	77,594
Electro - Mechanic	67,829	77,085
Electronic Technician	67,829	77,085
Engineering Aide	45,354	54,789
Engineering Group Manager	117,556	155,175
Engineering Technician I	49,622	59,957
Engineering Technician II	55,844	67,594
Engineering Technician III	63,505	76,849
Environmental Health & Safety Specialist	73,969	89,576
Environmental Health & Safety Supervisor	77,909	94,717
Environmental Planner I	50,804	61,448
Environmental Planner II	55,303	66,951
Environmental Planner III	72,889	88,291
Executive Assistant to General Manager	117,556	155,175
Executive Policy Advisor	117,556	155,175
Executive Secretary	53,888	71,132
Executive Secretary to General Manager	59,401	78,410
Facilities Maintenance Assistant	40,700	49,159

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

<b>Job Classification</b>	<b>Minimum Annual Salary</b>	<b>Maximum Annual Salary</b>
Facilities Maintenance Coordinator	81,795	99,446
Facilities Maintenance Representative	55,844	67,594
Facilities Worker	36,858	52,645
Fare Inspector	43,555	62,234
Financial Accounting Manager	92,110	121,585
Financial Analyst	67,327	81,795
Financial Analyst -NR	68,758	90,761
Fiscal Resources Manager	111,964	147,792
Foreperson - LRT	73,923	84,011
General Counsel	180,079	180,079
General Maintenance Mechanic	55,844	67,594
General Manager	290,000	290,000
Government Affairs Manager	111,964	147,792
Graphic Designer I	49,853	60,240
Graphic Designer II	57,695	69,855
Human Resources Administrator	62,370	82,328
Human Resources Analyst	68,758	90,761
Human Resources Assistant	46,545	61,440
Human Resources Manager	111,964	147,792
Information Services Representative	38,563	55,078
Information Systems Analyst Assistant	49,622	59,957
Information Systems Analyst I	56,898	68,852
Information Systems Analyst II	68,852	83,354
Information Systems Supervisor	90,199	109,653
Investment Program Manager	90,199	109,653
Janitor	36,046	43,451
Junior Cost & Schedule Coordinator	62,826	76,325
Junior Real Estate Agent	53,015	64,148
Junior Transportation Engineer	62,826	76,325
Labor Relations Program Manager	92,110	121,585
Lead Bus Stop Maintenance Worker	43,245	52,244
Lead Document Control Clerk	44,094	53,246
Lead Maint Worker - LRT	38,667	55,245
Lead Reprographics Services Specialist	45,791	55,303

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

<b>Job Classification</b>	<b>Minimum Annual Salary</b>	<b>Maximum Annual Salary</b>
Lead Storekeeper	47,102	56,898
Lead Transit Center Maintenance Worker	44,299	53,530
Legal Secretary	56,565	74,666
Light Rail Equipment Superintendent	90,199	109,653
Light Rail Operator	42,557	60,798
Light Rail Power Foreperson	85,946	97,677
Light Rail Power Supervisor	85,892	104,432
Light Rail Signal Maintainer	64,148	77,594
Light Rail Signal Supervisor	81,795	99,446
Light Rail Technical Trainer	74,187	90,199
Light Rail Technical Training Supervisor	81,795	99,446
Light Rail Track Maint Supervisor	74,187	90,199
Light Rail Way, Power & Signal Supervisor	85,892	104,432
Light Rail Way, Power & Signal Supt	90,199	109,653
Mail Messenger	38,128	46,022
Maintenance Worker - LRT	36,858	52,645
Maintenance Instructor	77,909	94,717
Maintenance Scheduler	53,246	64,431
Maintenance Superintendent	90,199	109,653
Management Aide	51,175	62,224
Management Aide -NR	53,888	71,132
Management Analyst	67,327	81,795
Management Analyst - NR	68,758	90,761
Management Secretary	48,878	64,519
Manager, Construction Inspection	93,312	113,422
Manager, Highway Construction Contracts	81,795	99,446
Manager, Market Development	94,717	115,130
Manager, Ops Analysis, Reporting & Systems	90,199	109,653
Manager, Public Affairs & Customer Information	90,199	109,653
Manager, Real Estate & Project Admin	111,964	147,792
Materials & Warranty Manager	90,199	109,653
Materials Resource Scheduler	46,665	56,358
Media Spokesperson	87,710	115,777
Network Analyst	80,192	97,212

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

<b>Job Classification</b>	<b>Minimum Annual Salary</b>	<b>Maximum Annual Salary</b>
Office Specialist I	37,049	44,711
Office Specialist II	41,497	50,084
Office Support Supervisor	55,365	67,327
Operations Manager	111,964	147,792
Operations Systems Supervisor	77,909	94,717
Operator	36,483	60,798
Operator - Trainee	30,410	n/a
Org Dev and Training Specialist	67,327	81,795
Overhaul & Repair Foreperson (MFM)	73,923	84,011
Overhaul & Repair Mechanic (FCM)	67,829	77,085
Overhead Line Worker	79,685	90,542
Paint & Body Foreperson	73,923	84,011
Paint & Body Worker	67,829	77,085
Parts Clerk	42,390	60,570
Parts Foreperson	65,978	74,963
Passenger Facilities & Wayside Mtc Supv	67,327	81,795
Payroll Support Supervisor	55,365	67,327
Permit Technician	51,293	62,014
Policy & Administrative Mgr - Ops	92,110	121,585
Principal Construction Inspector	81,795	99,446
Principal Transportation Planner	94,717	115,130
Programmer	72,555	87,853
Programmer Analyst I	49,622	59,957
Programmer Analyst II	56,898	68,852
Programmer Analyst III	68,852	83,354
Project Controls Manager	111,964	147,792
Project Controls Specialist I	56,898	68,852
Project Controls Specialist II	68,852	83,354
Project Management Office Supervisor	90,199	109,653
Public Communication Specialist I	56,898	68,852
Public Communication Specialist II	62,014	75,049
Public Information Officer	101,547	134,041
Public Relations Supervisor	77,909	94,717
Purchasing & Materials Manager	111,964	147,792

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

<b>Job Classification</b>	<b>Minimum Annual Salary</b>	<b>Maximum Annual Salary</b>
Purchasing Manager	90,199	109,653
Quality Assurance & Warranty Manager	85,892	104,432
Quality Assurance & Warranty Specialist	66,951	81,014
Reprographics Services Specialist I	38,128	46,022
Reprographics Services Specialist II	43,040	52,012
Revenue Services Manager	90,199	109,653
Risk Manager	111,964	147,792
Safety Manager	92,110	121,585
Sales & Promotions Supervisor	70,675	85,892
Secretary	45,354	54,789
Service Mechanic	43,077	61,547
Service Worker	41,496	59,280
Service Worker - Foreperson	44,678	63,835
Sr Accountant	77,909	94,717
Sr Architect	92,960	112,983
Sr Assistant Counsel	111,964	147,792
Sr Associate Counsel	75,782	100,032
Sr Construction Contracts Administrator	81,795	99,446
Sr Construction Inspector	66,616	80,603
Sr Construction Inspector - Lead	70,858	85,796
Sr Contracts Administrator	81,795	99,446
Sr Cost & Schedule Coordinator	92,960	112,983
Sr Environmental Engineer	92,960	112,983
Sr Environmental Planner	85,892	104,432
Sr Financial Analyst	77,909	94,717
Sr Financial Analyst (NR)	79,573	105,036
Sr Human Resources Analyst	79,573	105,036
Sr Information Representative	53,186	60,445
Sr Information Systems Analyst	80,192	97,212
Sr Land Surveyor	81,795	99,446
Sr Management Analyst	77,909	94,717
Sr Mechanical Engr-Auto Systems	92,960	112,983
Sr Policy Analyst	87,710	115,777
Sr Real Estate Agent	85,892	104,432

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

<b>Job Classification</b>	<b>Minimum Annual Salary</b>	<b>Maximum Annual Salary</b>
Sr Signal Maintainer	70,524	85,385
Sr Systems Design Engineer	92,960	112,983
Sr Systems Engineer	92,960	112,983
Sr Track Worker	67,829	77,085
Sr Transportation Engineer	92,960	112,983
Sr Transportation Planner	85,892	104,432
Storekeeper	44,299	53,530
Substation Maintainer	79,685	90,542
Supervising Maintenance Instructor	81,795	99,446
Supervising Vault Room Worker	52,720	64,097
Support Mechanic	44,678	63,835
Survey & Mapping Manager	94,717	115,130
Systems Administrator	80,192	97,212
Systems Design Manager	99,446	120,889
Technical Project Manager	80,192	97,212
Technical Trainer	74,187	90,199
Technical Training Supervisor	81,795	99,446
Technology Infrastructure Supervisor	90,199	109,653
Technology Manager	111,964	147,792
Track Worker	58,344	66,290
Transit Center Maintenance Worker	41,677	50,341
Transit Division Supervisor	74,187	90,199
Transit Foreperson	73,923	84,011
Transit Maintenance Supervisor	81,795	99,446
Transit Mechanic	67,829	77,085
Transit Mechanic - G	58,344	66,290
Transit Radio Dispatcher	48,256	68,931
Transit Safety Officer	64,097	77,909
Transit Service Development Supervisor	74,187	90,199
Transit Svc Development Aide	44,094	53,246
Transit Svc Development Specialist I	48,465	58,568
Transit Svc Development Specialist II	56,358	68,236
Transit Systems Safety Supervisor	77,909	94,717
Transportation Engineering Manager	99,446	120,889

**VTA FY 2012 & FY 2013 DRAFT RECOMMENDED BUDGET**

<b>Job Classification</b>	<b>Minimum Annual Salary</b>	<b>Maximum Annual Salary</b>
Transportation Planner I	50,804	61,448
Transportation Planner II	60,857	73,609
Transportation Planner III	72,889	88,291
Transportation Planning Aide	42,268	51,061
Transportation Planning Manager	101,547	134,041
Transportation Superintendent	90,199	109,653
Transportation Supervisor	74,187	90,199
Union Business	n/a	n/a
Upholsterer	67,829	77,085
Upholstery Foreperson	73,923	84,011
Utilities Coordination Manager	81,795	99,446
Utility Coordinator	66,616	80,603
Utility Worker	39,569	47,770
Vault Room Worker	37,923	45,791
Vehicle Parts Supervisor	74,187	90,199
Warranty Coordinator	81,795	99,446
Webmaster	80,192	97,212

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