BOARD OF DIRECTORS WORKSHOP MEETING

Friday, February 27, 2009
9:00 AM

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

AGENDA

CALL TO ORDER

1. Roll Call

2. PUBLIC PRESENTATIONS

   This portion of the meeting is reserved for persons desiring to address the Board of Directors on any item within the Board’s jurisdiction. Speakers are limited to 2 minutes. The law does not permit Board action or extended discussion on 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.

3. Receive a presentation on the preliminary near-term VTA budget outlook.


5. Receive a report on BART to Silicon Valley Project Update.

6. Receive and discuss presentation on Measure A 2-year Capital Program.

7. 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, TDD (408) 321-2330. VTA’s Homepage is located on the Web at: http://www.vta.org. If presenting handout materials please provide 25 copies to the Board Secretary for distribution to the Board of Directors.
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

THROUGH: General Manager, Michael T. Burns

FROM: Chief Financial Officer, Joseph T. Smith

SUBJECT: Preliminary VTA Near-Term Budget Outlook

FOR INFORMATION ONLY

BACKGROUND:

The Fiscal Years 2010 and 2011 Recommended Biennial Budget is currently being developed. Preliminary initial projections for FY10 and FY11 reflect a potential operating budget deficit of $28.4 and $49.7 million respectively (see Attachment A, line 3). These preliminary projections reflect operating revenues based on the unprecedented current economic environment discussed below. The FY10 and FY11 operating expense levels in this preliminary projection are based on the FY 2009-2018 Short Range Transit Plan adopted by the Board on January 8, 2009, and are currently being scrutinized and revised in preparation of the Recommended Budget.

DISCUSSION:

The current economic climate, both on the national and state level, does not present a positive outlook for operating revenues in the near-term. Current staff projections reflect a $27.4 million decrease in operating revenues for FY09 versus FY08 actual receipts. Revenues are projected to decrease an additional $11.9 million in FY10 and $7.5 million in FY11 (see Attachment A, line 1).

The anticipated decline is the result of lower sales tax based revenues and the elimination of state funding. FY09 sales tax revenues are projected to decline 6.76% from FY08 actual sales tax revenues. Anticipating an extended period of recession, the FY10 projection reflects a further 5% decline in sales tax revenues; followed by a 3% decline in FY11. Due to the state budget crisis, State Transit Assistance (STA) revenues have also decreased dramatically. STA revenue in FY09 is projected to be $3.4 million, the lowest level in over 10 years, with no funding anticipated in FY10 and FY11. The state is effectively de-funding public transportation. Attachment B illustrates the decline in sales tax based revenues and STA funding from FY07 through projected FY10 and FY11.
Staff is currently working to more precisely define the FY10 and FY11 projected operating expenses and will be proposing one or more of the following methods in the Recommended Budget to offset the declining recurring revenues and close the projected deficit:

- Service reductions
- Headcount reductions
- Contracted services reductions
- Employee benefit modifications
- Changes in fares
- Use of one-time revenues

The Recommended Budget will be worked through the Administration & Finance Committee and presented to the Board at a workshop on April 24, 2009, with adoption scheduled for June 4, 2009.

Prepared By: Carol Lawson, Fiscal Resources Manager
## SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
### SOURCES AND USES OF FUNDS SUMMARY
#### Preliminary FY10-FY12 Projections as of 2-12-09
*(In thousands)*

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Total Revenues</td>
<td>$378,087</td>
<td>$379,686</td>
<td>$350,660</td>
<td>$338,773</td>
<td>$331,247</td>
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<td>Total Operating Expenses</td>
<td>$337,713</td>
<td>$371,734</td>
<td>$354,483</td>
<td>$367,186</td>
<td>$380,930</td>
<td>$400,163</td>
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<td>3</td>
<td>Operating Revenues Over (Under) Expenses</td>
<td>$40,374</td>
<td>$7,952</td>
<td>($3,823)</td>
<td>($28,413)</td>
<td>($49,683)</td>
<td>($53,081)</td>
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<tr>
<td>4</td>
<td>Total VTA Transit Capital</td>
<td>$58,174</td>
<td>$49,901</td>
<td>$49,901</td>
<td>$100,956</td>
<td>$16,988</td>
<td>$65,785</td>
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<td>5</td>
<td>LESS: Funding from Grants &amp; Other Sources</td>
<td>($56,684)</td>
<td>(24,097)</td>
<td>(24,097)</td>
<td>(94,327)</td>
<td>(13,650)</td>
<td>(53,424)</td>
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<tr>
<td>6</td>
<td>VTA Transit Share, drawn from Reserves</td>
<td>$1,490</td>
<td>$25,804</td>
<td>$25,804</td>
<td>$6,629</td>
<td>$3,338</td>
<td>$12,361</td>
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<tr>
<td>7</td>
<td>Beginning Reserves</td>
<td>$96,455</td>
<td>$54,629</td>
<td>$54,629</td>
<td>$50,805</td>
<td>$22,392</td>
<td>($27,291)</td>
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<tr>
<td>8</td>
<td>Operating Revenues Over (Under) Expenses</td>
<td>40,374</td>
<td>7,952</td>
<td>(3,823)</td>
<td>(28,413)</td>
<td>(49,683)</td>
<td>(53,081)</td>
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<tr>
<td>9</td>
<td>From (To) Debt Reduction Fund for Capital</td>
<td>$80,710</td>
<td>18,983</td>
<td>25,804</td>
<td>6,629</td>
<td>3,338</td>
<td>12,361</td>
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<tr>
<td>10</td>
<td>VTA Transit Funds, drawn from Reserves for Capital</td>
<td>($1,490)</td>
<td>($25,804)</td>
<td>($25,804)</td>
<td>($6,629)</td>
<td>($3,338)</td>
<td>($12,361)</td>
</tr>
<tr>
<td>11</td>
<td>Ending Operating Reserves</td>
<td>$54,629</td>
<td>$55,760</td>
<td>$50,805</td>
<td>$22,392</td>
<td>($27,291)</td>
<td>($80,372)</td>
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<td>12</td>
<td>Operating Reserve %</td>
<td>15.0%</td>
<td>15.0%</td>
<td>13.7%</td>
<td>6.1%</td>
<td>-7.2%</td>
<td>-20.1%</td>
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</tbody>
</table>

1. Adopted Budget approved by the Board on June 7, 2007 plus Capital Budget transfers and augmentations
2. Staff Projection as of February 12, 2009
3. Preliminary Staff Projection as of February 12, 2009
4. Line 11 divided by Budgeted Line 2
VTA TRANSIT
SALES TAX BASED & STA REVENUES

FY07 Actual
FY08 Actual
FY09 Projection
FY10 Projection
FY11 Projection

Millions

STA
2000 Measure A
Operating Assistance
TDA
1976 ½ Cent Sales Tax
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Board of Directors

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: Federal Economic Stimulus Legislation: Update

BACKGROUND:

With the national economy experiencing the greatest declines since the 1930s, Congress and the Obama Administration have been feverishly working on a multi-billion-dollar federal economic stimulus act for the last month. As you know, a stimulus plan has been approved by Congress and signed by President Obama on February 17th.

DISCUSSION:

This bill will include significant new funding for transportation infrastructure, including roadways, transit and aviation. The current compromise bill provides highway and transit funding as follows:

Highways: $27.5 Billion (nationwide)
Transit: $8.4 Billion (nationwide)
High Speed & Intercity Rail: $9.3 Billion (nationwide)
Multimodal Discretionary: $1.5 Billion (nationwide)

The VTA Board of Directors adopted the following principles at its' February 4, 2009 meeting.

- Projects must meet program eligibility requirements, and project sponsors must ensure that delivery time frames will be met.
- Highway Program funding should be prioritized according to VTP 2035 Programs and projects with an emphasis on pavement rehabilitation.
- Transit Program funding should be directed toward 2000 Measure A Program projects.
• Ready-to-go projects will receive priority.

Guided by these principles, VTA staff has been tracking the development of potential approval processes and funding distribution procedures with regional and state agencies, coordinating the development of a draft project list for Santa Clara County in consultation with local cities and the county of Santa Clara and has submitted that list to the Metropolitan Transportation Commission (MTC) and state of California.

The Economic Stimulus program continues to evolve rapidly. VTA staff will present an update at the February 27, 2009 Board Workshop.

Prepared By: John H. Ristow
FOR INFORMATION ONLY

BACKGROUND:

The anticipated funding sources for the Silicon Valley Rapid Transit (SVRT) BART project include significant federal funding anticipated to be provided through the Section 5309 New Starts program. The allocation of New Starts funding is guaranteed upon execution of a Federal Funding Grant Agreement (FFGA). The FFGA would provide a specific level of federal funding for construction of the BART project. The execution of an FFGA also enacts the one-eighth cent sales tax for BART operations provided for in 2008 Measure B. Attachment A shows the anticipated schedule for the BART project to receive a FFGA.

Several key activities are currently underway to move the project toward securing this funding. Because the already-adopted environmental document was a state-level CEQA document, a new federal EIS is being prepared to permit the use of federal funding. At the same time, VTA staff is preparing the other documentation required to gain approval of the project from the Federal Transit Administration for entry into the New Starts program, including cost and ridership estimates and other supporting documents.

In addition, Freight Railroad Relocation (FRR) activities are continuing on the advance utility relocation. The construction on the Lower Berryessa Creek element in Milpitas has also recently commenced.

Attachment B includes status of the SVRT project, a map of activities and photos of FRR activities.

DISCUSSION:

A wide range of studies, reports and documents is required to be submitted to FTA in order to request entry into the New Starts program, and to request FTA’s permission to advance a
The proposed project into the New Starts Preliminary Engineering phase of project development. The grant program operates on an annual cycle in which all projects nationwide are formally submitted for evaluation at the same time, usually in September, and the SVRT project is expected to be submitted this year. The following is a summary of the current status of several of the key items requiring federal approval:

- **Cost Estimates.** Preliminary cost estimates corresponding to 65% engineering design were recently completed and a brief presentation is included in Attachment C. The preliminary cost estimates will be submitted to FTA for their review and analysis as part of the New Starts process.

- **Environmental Impact Statement (EIS).** An Administrative Draft EIS was submitted to FTA on November 13, 2008 for initial review. Comments were received, and VTA submitted a revised draft with responses to comments on February 10, 2009. The EIS does not need to be completed prior to New Starts submittal, but its approval is a prerequisite to other important project activities, notably real estate acquisition.

- **New Starts Application.** A schedule of activities and preliminary reviews leading up to formal New Starts submittal (referred to as a “roadmap” for project processing) has been agreed to between FTA and VTA. The schedule includes target dates for interim or draft submittals and preliminary FTA reviews for approximately 50 different required documents and reports. The earliest submittal occurred on February 12, 2009, and the remaining information will be exchanged with FTA between now and the formal September 2009 submittal.

Outside of the federal New Starts process, the focus of activities on the BART Project over the next two years will include:

- Ongoing Freight Railroad Relocation (FRR) activities including utility relocation, grade separations, and creek enhancements;
- Engineering studies on specific areas of risk and design coordination along the New Starts segment corridor (Warm Springs Extension to East San Jose);
- Station Design;
- Utility Relocation South of Montague Expressway;
- Coordination of BART system elements; and
- Final Engineering for New Starts Segment.

Prepared By: Carolyn M. Gonot
# Silicon Valley Rapid Transit

## Schedule to Full Funding Grant Agreement

<table>
<thead>
<tr>
<th></th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Documents</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prepare, Submit, FTA Review &amp; Accept New Starts Documentation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>New Starts PE</strong></td>
<td>(9/09)</td>
<td></td>
<td></td>
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<tr>
<td><strong>New Starts Final Design</strong></td>
<td>(6/10)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Full Funding Grant Agreement</strong></td>
<td>(12/11)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>EIS Documents</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prepare, Submit, FTA Review &amp; Accept Issue Record of Decision</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Environmental Impact Statement</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ROD</strong></td>
<td>(1/10)</td>
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</table>

New Starts Reports to Congress (2/10)
Silicon Valley Rapid Transit

SVRT Program

Project Highlights

VTA Board of Directors Workshop

February 27, 2009
SVRT Program – Project Status

- 65% Engineering Phase Complete
- Draft EIS Complete – Public Circulation March 2009
- FTA New Starts Submittals throughout 2009
- Freight Railroad Relocation (FRR) Activities Underway
- BART Warm Springs Extension – Phase 1 out to bid
SVRT Program – Projects Overview

Freight Railroad Relocation and Other Related Activities

- Alameda County Transportation Authority – Mission/Warren Grade Separation
- City of Fremont – Kato Road Grade Separation
- Santa Clara County Water District – Lower Berryessa Creek Flood Control Improvements
- Advance Utility Relocations

Federal New Starts Project Area

- Environmental Impact Statement Berryessa Extension Project
FRR Project - Advance Utility Relocation
Silicon Valley Rapid Transit

SVRT Program
65% Design Phase
Preliminary Cost Estimate

VTA Board of Directors Workshop
February 27, 2009
Presentation Outline

• Scope of Estimate
• Approach and Method
• Program Estimate History
• Estimate Summary
• Changes from PE Estimate
Scope of Estimate

- 16.1 miles of mainline trackwork
- 5.1 miles of twin-bore tunnel (included above)
- 3 Above-ground and 3 Below-ground stations
- Traction Power/Train Control/Other Systems
- 17,309 Station Parking Spaces
- 127 Revenue Vehicles
Estimating Approach and Methods

- Overall estimating guidelines provided by PM Services
- Quantity take-offs and estimating by Design Consultants
- Pricing for labor and construction equipment based on 2008 labor agreements and CalTrans and RS Means references
- Crew-based estimating methodology for earthwork and tunnel construction
- Bulk commodity pricing guidelines updated in September 2008
- Detail estimates for field General Conditions, Overhead and Markup reflective of anticipated construction schedules and constraints (Based on 2018 completion)
- Consolidation of estimates by PM Services
# Program Estimate History

<table>
<thead>
<tr>
<th>Engineering Phase</th>
<th>Date of Estimate</th>
<th>Pricing Basis Year</th>
<th>Estimate Value ($ Billion)</th>
<th>Estimate in 2008 ($ Billion)</th>
<th>Projected Revenue Service</th>
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<tr>
<td>10% (CE)</td>
<td>9/03</td>
<td>2005</td>
<td>4.7</td>
<td>5.2</td>
<td>2014</td>
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<tr>
<td>35% (PE)</td>
<td>8/06</td>
<td>2005</td>
<td>5.2</td>
<td>5.7</td>
<td>2016</td>
</tr>
<tr>
<td>65% (Draft Est.)</td>
<td>1/09</td>
<td>2008</td>
<td>6.1</td>
<td>6.1</td>
<td>2018</td>
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</table>
# Estimate and Summary of Changes

<table>
<thead>
<tr>
<th>(All $ in millions)</th>
<th>PE Estimate (Escalated to 2008$)</th>
<th>Draft 65% Eng. Estimate</th>
<th>Change</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction Costs</td>
<td>2,367</td>
<td>3,043</td>
<td>676</td>
<td>29%</td>
</tr>
<tr>
<td>Design, PM and CM Costs</td>
<td>783</td>
<td>1,110</td>
<td>327</td>
<td>42%</td>
</tr>
<tr>
<td>Real Estate Costs</td>
<td>548</td>
<td>555</td>
<td>7</td>
<td>1%</td>
</tr>
<tr>
<td>BART Equip. and Systems</td>
<td>1,208</td>
<td>760</td>
<td>-448</td>
<td>-37%</td>
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<tr>
<td>Subtotal</td>
<td>4,906</td>
<td>5,468</td>
<td>562</td>
<td>11%</td>
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<td>Contingency and Project Reserve</td>
<td>767</td>
<td>584</td>
<td>-183</td>
<td>-24%</td>
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<tr>
<td>Total</td>
<td>5,673</td>
<td>6,052</td>
<td>379</td>
<td>7%</td>
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</table>

Notes:
1. Excludes financing costs
2. 2008$ basis, excludes future escalation
## Changes From PE Estimate

<table>
<thead>
<tr>
<th>Changes in 65% Estimate from PE Estimate</th>
<th>$ millions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Revised Ridership projection (vehicles and parking)</td>
<td>-171</td>
</tr>
<tr>
<td>2. Scope Changes</td>
<td>283</td>
</tr>
<tr>
<td>3. Pricing Changes above 3.5% escalation/year</td>
<td>185</td>
</tr>
<tr>
<td>4. Reduction in Revenue Vehicle unit price</td>
<td>-166</td>
</tr>
<tr>
<td>5. Increase in Design and DSDC costs (estimate method)</td>
<td>185</td>
</tr>
<tr>
<td>6. Design Development and Other Changes</td>
<td>246</td>
</tr>
<tr>
<td>7. Contingency and Management Reserve</td>
<td>-183</td>
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**Total Changes** 379
Cost Estimate Review Process

- Format into FTA Cost Templates  Mar 2009
- Submit to FTA for review  April 2009
- FTA PMO Review and Risk Assessment  May-July 2009
- VTA Response to Review/Assessment  August 2009
- New Starts Annual Report Submittal  Sept 2009
- Permission to enter New Starts PE Phase  Oct 2009
- Final EIS Circulation w/ Revised Estimates  Oct-Nov 2009
- Record of Decision  January 2010
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Board of Directors

THROUGH: General Manager, Michael T. Burns

FROM: Chief SVRT Program Officer, Carolyn M. Gonot

SUBJECT: Measure A 2-year Capital Program

FOR INFORMATION ONLY

BACKGROUND:

On December 14, 2008, the Board held a workshop of the Measure A Program. At the workshop, VTA laid out an approach to program planning for the next few years. Based on the volatility of the economy the approach is measured and reflects forecasted revenues over the next several years. The planning for the Measure A Program will include a two-year capital budget, identify obligations and define the program of projects.

DISCUSSION:

The February 27, 2009 Board Workshop will focus on the status and near-term plan for the Measure A Program. In addition, VTA staff will provide financial revenue projections for the program. The Board will include presentations and discussion of the following topics:

- **Recent Board Actions.** At the January Board meeting, the Board approved funding for various activities related to Caltrain and BART. The actions create “obligations” for the Measure A Program and will be defined.

- **Financial Status of Measure A Program.** VTA will present a review of the historical sources and uses of the Measure A Program funds and the project expenditures to date. The presentation will also identify current program obligations and funds available for the two-year budget cycle. An important planning assumption is that no new debt will be issued in the two-year period.

- **Two-year Capital Program Activities.** VTA staff will propose the Measure A Program activities for fiscal year (FY) 10 and FY 11. For each major program area, the identified activities and related funding levels will be presented.
• **Measure A Financial Planning.** VTA staff will provide information for consideration in planning the Measure A Program beyond the two-year capital program. This information includes recent financial model projections.

The 2-year capital program activities and proposed budget will be incorporated into the FY 10 and FY 11 VTA Budget. The budget approval process includes a Board Workshop on April 24, 2009, advisory committees in May, and anticipated Board adoption on June 4, 2009.

Prepared By: Carolyn M. Gonot
Measure A Program Outlook

Board Workshop
February 27, 2009
Financial Environment

- Still unstable
- Credit markets limited
- Sales tax revenue declining
Measure A Planning Approach

Near-term focus recognizing long-term commitments

- Develop two-year capital budget to move Measure A projects forward with available funding – No additional debt

- Recognize financial obligations of the program

- Review Program of Projects for revenue needs and funding opportunities
Recent Board Actions

• Approval of $12 million for San Jose Diridon and Santa Clara Caltrain stations and Caltrain planning

• Approval of $16 million in SLPP/Match for the Warm Springs Extension

• Approval of BART funding plan into Santa Clara County
Measure A Program
Inception through December 31, 2008

- Sources of Funds - $1.52 billion
  - Sales tax, grants, investments, bonds, other

- Expenditures - $1.17 billion
  - Projects, debt service, operating assistance, other
Funds Available (thousands)
For FY2010 & FY2011 Budget Cycle

Projected Funds Available @ 6/30/09 $ 250,820

Projected FY10 & FY11 Rev & Exp (before capital expenditures):

- Projected Revenues (sales tax, interest, other) 293,486
- Operating assistance (51,968)
- Debt service & other (64,365)

Total Projected Revenues Less Expenditures FY10&FY11 $177,153

Net Measure A Program funds available for project expenditures $427,973
## Preliminary Capital Expenditures (thousands)
### FY2010 & FY2011 Budget Cycle

<table>
<thead>
<tr>
<th>Program</th>
<th>Measure A Funding</th>
<th>Other Funding</th>
<th>Total Projected Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>BART</td>
<td>$64,832</td>
<td>$120,602</td>
<td>$185,434</td>
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<tr>
<td>FRR &amp; Other</td>
<td>104,272</td>
<td>102,936</td>
<td>207,207</td>
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<tr>
<td>Light Rail</td>
<td>8,714</td>
<td>3</td>
<td>8,716</td>
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<tr>
<td>Commuter Rail</td>
<td>63,274</td>
<td>33,000</td>
<td>96,274</td>
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<td>Bus</td>
<td>67,635</td>
<td>62,684</td>
<td>130,319</td>
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<td>Other</td>
<td>8,594</td>
<td>-</td>
<td>8,594</td>
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<tr>
<td>Swap Projects</td>
<td>18,054</td>
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<tr>
<td>Total</td>
<td>$335,374</td>
<td>$319,224</td>
<td>$654,599</td>
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Moving Projects Forward

BART/SVRT

1. BART extension ($185 million)
   - Environmental Approvals
   - Federal Funding Program Submittals
   - Final Engineering for New Starts Segment
     (Warm Springs Station to East San Jose)
   - Station Design
   - Utility Relocation north of Mabury Road
   - $16 million State Local Partnership/Match to BART WSX

2. Freight Rail Relocation and Other Related Projects ($207 million)
   - Lower Berryessa Creek Construction
   - Mission Blvd./Warren Ave. Grade Separation
   - Union Pacific Railroad Relocation
   - Kato Road Grade Separation Design and Construction
Moving Projects Forward

Light Rail ($7 million)

• Eastridge (DTEV)
  - Federal Environmental Clearance to qualify for stimulus or other federal funding

• Vasona Extension
  - LRT system improvements for capacity enhancements
  - Federal Environmental Clearance to qualify for stimulus or other federal funding
Moving Projects Forward

Commuter Rail ($96 million)

- Caltrain
  - Safety Improvements
  - Santa Clara Station – improvements for Caltrain/ACE trains
  - San Jose Diridon Station
  - South County Double Track
  - Electrification/Modernization – Coordination with High Speed Rail Project

- Palo Alto Transit Center
  - Complete conceptual planning, coordinate with High Speed Rail Project

- Dumbarton Rail
  - Planning Support
Moving Projects Forward

Bus ($130 million)

- Bus Rapid Transit (BRT)
  - Downtown East Valley Santa Clara/Alum Rock
    Preliminary Engineering
  - El Camino Real Conceptual Engineering
  - Complete BRT Strategic Plan
  - 40 articulated buses

- Highway 17 Service
  - Purchase new buses

Airport People Mover ($1 million)
  - City of San Jose looking for public/private partnerships