

Santa Clara Valley Transportation Authority

Adopted Biennial Budget

Fiscal Years: 2008 and 2009



July 1, 2007 – June 30, 2008

and

July 1, 2008 – June 30, 2009



**SANTA CLARA
VALLEY TRANSPORTATION AUTHORITY**

ADOPTED BIENNIAL BUDGET

June 7, 2007

FISCAL YEARS 2008 AND 2009

July 1, 2007 through June 30, 2008

and

July 1, 2008 through June 30, 2009

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VTA FY 2008 & FY 2009 ADOPTED BUDGET

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Resolution No. 07.06.13

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)
ADOPTING A BIENNIAL BUDGET OF VTA
FOR THE PERIOD JULY 1, 2007 THROUGH JUNE 30, 2009
(FY 2008 AND FY 2009)**

WHEREAS:

1. Section 100071(b) of the California Public Utilities Code requires the Board of Directors to adopt an annual budget for VTA.
2. Pursuant to Section 11-2(d) of the VTA Administrative Code, the General Manager has proposed that the Board of Directors adopt a biennial (two-year) budget.
3. The Board of Directors desires to adopt a biennial budget for the period July 1, 2007 through June 30, 2009 (FY 2008 and FY 2009).
4. Pursuant to Section 11-2(a) of the VTA Administrative Code the General Manager presented the FY 2008 and FY 2009 Recommended Budget to the Board of Directors, and mailed a copy to each City Manager in the County of Santa Clara, and to the County Executive prior to May 15, 2007.
5. The Recommended Budget was reviewed by the Administration and Finance Committee on May 17, 2007, and by the Board of Directors on April 27 and June 7, 2007, and at public meetings conducted throughout the County.
6. The Recommended Budget includes all administrative, operational and capital expenses for the Congestion Management Program together with the apportionment of Congestion Management Program expenses by levy against the Managing Agency and each Member Agency to the extent necessary to fund the Congestion Management Program.
7. A list of employee position classifications and pay ranges is included in the recommended budget as Appendix A, and the amount of funds budgeted for wages, salaries and benefits for FY 2008 and FY 2009 is based upon VTA's position classification and pay ranges and is set forth in the Statement of Revenues and Expenses in the Recommended Budget.
8. The General Manager proposes an Operating Budget for the Transit Enterprise Fund for FY 2008 in the amount of \$364,190,915 and for FY 2009 in the amount of \$371,733,363.

9. The General Manager proposes a Capital Budget for the Transit Enterprise Fund for FY 2008 in the amount of \$41,211,947 and for FY 2009 in the amount of \$53,652,898.
10. The General Manager proposes an Operating Budget for the Congestion Management Program Fund for FY 2008 in the amount of \$5,508,382 and for FY 2009 in the amount of \$5,214,443.
11. The General Manager proposes a Capital Budget for the Congestion Management Program Fund for FY 2008 in the amount of \$400,000 and for FY 2009 in the amount of \$200,000.
12. The General Manager proposes a Capital Budget for the VTP Highway Improvement Program Fund for FY 2008 in the amount of \$108,817,990 and for FY 2009 in the amount of \$12,626,815
13. The General Manager proposes an Operating Budget for the 2000 Measure A Transit Improvement Program Fund for FY 2008 in the amount of \$66,747,580 and for FY 2009 in the amount of \$66,367,862.
14. The General Manager proposes a Capital Budget for the 2000 Measure A Transit Improvement Program Fund for FY 2008 in the amount of \$260,103,855 and for FY 2009 in the amount of \$260,015,800.
15. The General Manager proposes a Capital Budget for the 1996 Measure B Transportation Improvement Program Fund for FY 2008 in the amount of \$4,000,000.
16. The General Counsel, pursuant to Section 6-2 of the VTA Administrative Code has prepared and recommended a Budget for the Office of General Counsel for FY 2008 and for FY 2009.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Santa Clara Valley Transportation Authority that:

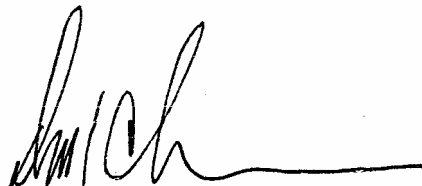
1. The Recommended Biennial Budget for the Santa Clara Valley Transportation Authority (incorporated herein as though set forth at length), is hereby revised as stated in the attached Board Memorandum and adopted as VTA's budget for FY 2008 and FY 2009.
2. Effective July 1, 2007, positions may be authorized and filled, as required, by the General Manager and General Counsel, as appropriate, provided that total VTA-wide budgeted wages, salaries and benefits account is not exceeded.
3. As necessary for efficient administration, position classifications may be added, modified, or deleted and salary ranges adjusted with the approval of the General

Manager or General Counsel, as appropriate, provided that the changes are in accordance with applicable VTA personnel policies and procedures and are consistent with pay practices in the transportation industry. Such changes shall include pay and classification adjustments arising from agreements between VTA and its recognized labor organizations.

4. Capital appropriations, which are not expended during the fiscal year, shall carry over to successive fiscal years until the projects are completed or otherwise terminated.
5. The budget shall consist of five Funds: the Transit Enterprise Fund, the Congestion Management Program Fund, the VTP Highway Improvement Program Fund, the 2000 Measure A Transit Improvement Program Fund, and the 1996 Measure B Transportation Improvement Program Fund,. The General Manager may reallocate appropriations between budget units and objects within each Fund up to the limits of each Fund's annual appropriation. Any net increase in authorized appropriations to any Fund (including an allocation from reserves) shall require an affirmative vote of at least eight Directors.
6. The Recommended Assessments of member agencies for the Congestion Management Program are hereby approved.

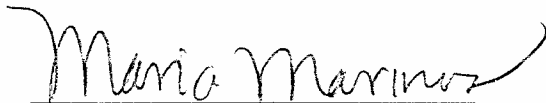
PASSED AND ADOPTED by the Santa Clara Valley Transportation Authority Board of Directors on June 7, 2007 by the following vote:

AYES: DIRECTORS CAMPOS , CHU , CORTESE , GAGE , KNISS , LICCARDO , SANDOVAL ,
SELLERS , WILLIAMS
NOES: DIRECTORS NONE
ABSENT: DIRECTORS CASERTA , KERR , REED



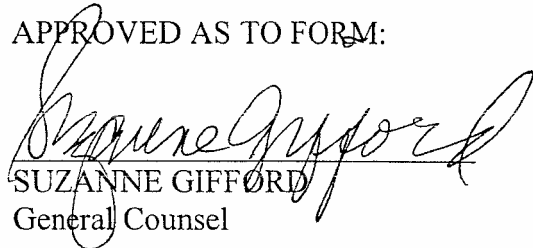
DEAN J. CHU, Chairperson
Board of Directors

ATTEST:



MARIA MARINÓS, Secretary
Board of Directors

APPROVED AS TO FORM:



SUZANNE GIFFORD
General Counsel

VTA FY 2008 & FY 2009 ADOPTED BUDGET

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General Manager's Budget Message

This biennial budget document is my first since becoming General Manager of the Santa Clara Valley Transportation Authority. It comes at a critical time for VTA, when we are in the midst of reevaluating how we deliver service to our customers and addressing how we will be able to meet our long-term commitments and goals. While we pursue these critical matters, this budget endeavors to maintain and enhance our current operations as well as address needs that have been deferred by the financial constraints of the past 5 years. In order to provide a total picture of VTA, this budget document encompasses all of the activities under the jurisdiction of the VTA Board, including Transit Enterprise Operations and Capital, the Measures A and B Capital programs, the Congestion Management Program and related Valley Transportation Plan (VTP 2030) Highway Program. Below is a summary of the recommendations for each area. Additional details are contained in the body of this document.

Adopted Budget Summary (In thousands)

Fund	Fiscal Year 2008	Fiscal Year 2009
VTA Transit-Operating	\$364,191	\$371,734
VTA Transit-Capital	41,212	53,653
CMP-Operating	5,508	5,214
CMP-Capital	400	200
VTP Highway Program-Capital	108,818	12,627
2000 Measure A-Operating	66,748	66,368
2000 Measure A-Capital	260,104	260,016
1996 Measure B-Capital	4,000	0

Increasing ridership is a paramount goal of VTA and this budget offers several approaches towards that end. This budget restores funding and staffing in key areas that positively impact ridership, including vehicle maintenance that improves system reliability and on-time performance, upgrades to our web presence, and improvements to passenger facilities that enhance public convenience. A major impact upon ridership will be efforts emanating from the Comprehensive Operations Analysis (COA) that will realign service to meet the transportation demands of our customers. Based upon a review of the overall Santa Clara County travel market, the COA identifies areas of the VTA service plan that can be improved by eliminating or consolidating unproductive route segments and redeploying those resources to increasing service frequency in the

core service area. This focus on the core service area will be supplemented by express bus and expanded community bus service. Overall, we are planning on maintaining our current service levels, but using the findings of the COA to redeploy existing service in a manner that better serves our customers.

VTA is also revisiting prior fare increases that have negatively impacted ridership and fare revenues. In particular, we will be reducing the costs of our monthly Senior, Youth, and Disabled Passes, three areas where we saw a significant drop in ridership since the last fare increase.

All of these efforts are contained within a budget that maintains a stable financial footing over the two-year period. Given our heavy reliance upon sales tax revenues, this budget assumes a conservative sales tax growth projection, which should help guard against potential negative economic fluctuations. We have reduced our reliance upon Federal Operating Assistance by 50% and redeployed those resources towards previously deferred capital infrastructure investment. These investments will reduce future operating and capital costs associated with deferred maintenance. This budget also continues our pursuit of Joint Development project opportunities, which will positively impact both ridership and revenues.

While this budget maintains a healthy operating reserve over the two-year period being recommended for Board adoption, we have also included a five-year outlook that indicates a decline in the out-years. We will continue to monitor these trends and take corrective actions as necessary throughout this two-year cycle.

This budget also includes the Congestion Management Program (CMP) that furthers our countywide approach to addressing the transportation needs of Santa Clara County. In addition to the ongoing support of the VTP 2030 program and addressing issues of transportation and land use, this budget sees the CMP playing a pivotal role in establishing policies and priorities for the local use of the state's 2006 Transportation Infrastructure Bond (I-Bond) Program.

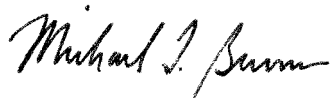
The VTA Enterprise Capital Program, infused with additional Federal funds previously dedicated to support operations, can now address needs that have been put off for years. This budget funds 32 Enterprise Fund projects, addressing infrastructure needs ranging from maintaining facilities and acquiring revenue vehicles to funding projects that were previously deferred, such as the De Anza Transit Center and Bus Farebox Replacement projects.

This budget also proceeds with projects in the 2000 Measure A Program. The recently released Organizational and Financial Assessment highlighted concerns about VTA's ability to build and operate expanded services proposed in the 2000 Measure A Program. The projects being advanced with this budget, including completion of the 65% Design Phase of the Silicon Valley Rapid Transit (SVRT) project, will produce the information we need in order to be able to make decisions on capital projects going

forward. As I have said before, we should not put a shovel in the ground to construct a project until we know that we can afford to complete and operate it.

Other elements of the Organizational and Financial Assessment will be developed and implemented over the span of this budget, and funding is included for follow-up consultant services to complete that work.

It is my hope and expectation that two years hence, at the conclusion of this budget time frame, VTA will have completed the work needed to maximize the level and quality of the service we provide and have a stable long-term financial footing from which to proceed.

A handwritten signature in black ink, reading "Michael T. Burns". The signature is written in a cursive, flowing style.

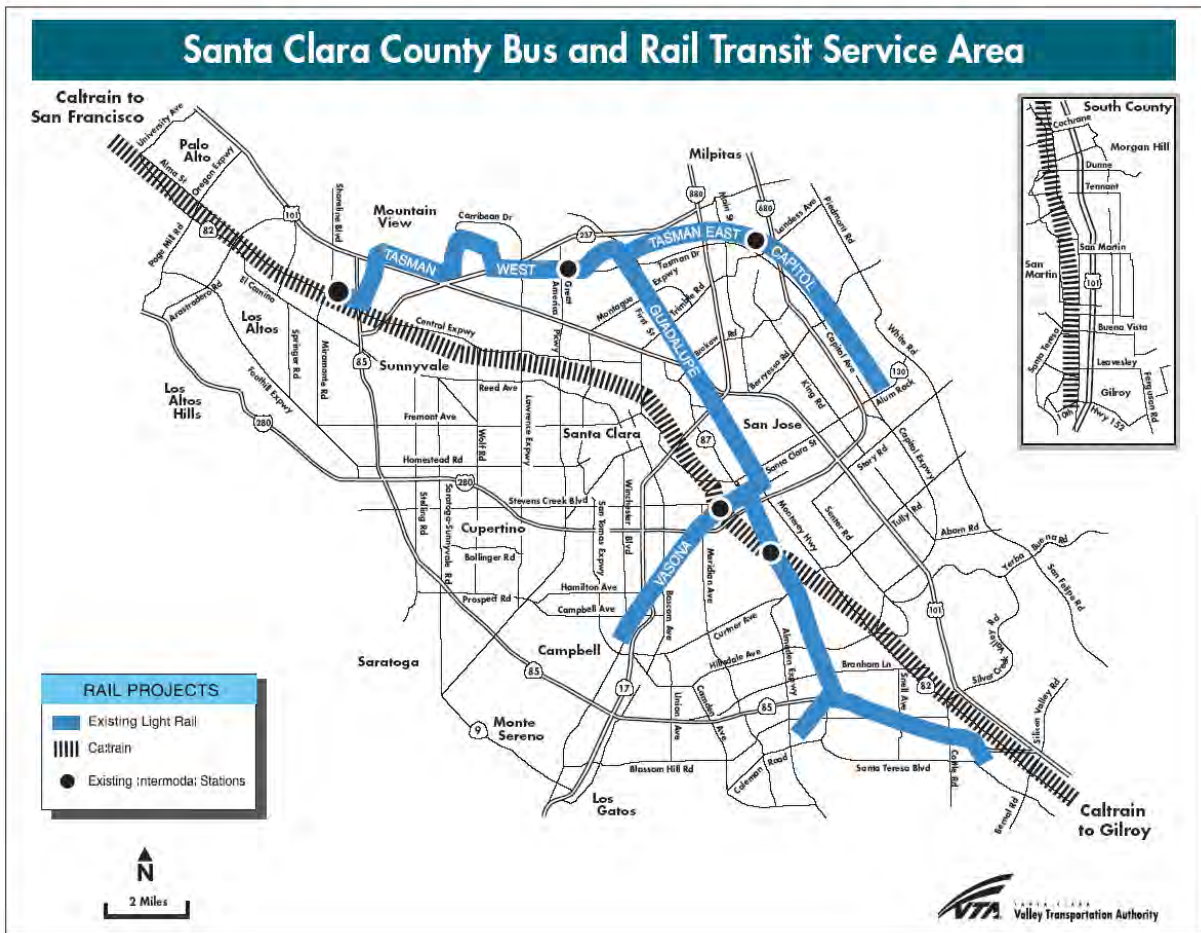
Michael T. Burns
General Manager
April 13, 2007

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CURRENT SERVICES AND PROGRAMS

The Santa Clara Valley Transportation Authority (VTA) is an independent public agency responsible for bus and light rail operation, regional commuter and inter-city rail service, ADA paratransit service, congestion management, specific highway improvement projects, and countywide transportation planning. As such, VTA is both an accessible transit provider and a multi-modal transportation planning and implementation organization involved with transit, roadways, bikeways, and pedestrian facilities.

VTA provides transit services to the 326 square mile urbanized portion of Santa Clara County that is comprised of 15 cities and towns and the County of Santa Clara with a total population of more than 1.8 million residents. VTA operates 70 bus routes and 3 light rail transit (LRT) lines, 2 of which share a portion of the right of way along the main trunk section between Tasman at the northern end and the Transit Mall in downtown San Jose. In addition, VTA funds paratransit and privately operated shuttle services in the County and participates in providing inter-regional commuter rail and express bus services. All of the bus and rail vehicles are accessible for individuals with disabilities.



VTA FY 2008 & FY 2009 ADOPTED BUDGET

In January 1995, VTA was designated as the Congestion Management Agency and changed from being exclusively a transit provider to an organization responsible for countywide transportation planning, funding and congestion management within the County. VTA, in partnership with the County of Santa Clara, assumed the responsibility for implementing the 1996 Measure B Transportation Improvement Program of transit and highway improvement projects. In addition, VTA is responsible for implementing the latest voter-approved transportation improvement measure – the 2000 Measure A Transit Improvement Program, an essential element of the Valley Transportation Plan 2030 (VTP 2030).

The following 4 sections provide a summary of VTA's services and programs:

1. VTA Transit
2. Congestion Management Program/VTP Highway Program
3. 2000 Measure A Transit Improvement Program
4. 1996 Measure B Transportation Improvement Program

1. VTA TRANSIT

BUS OPERATIONS

VTA has an active bus fleet of 449 buses powered by clean diesel fuel, which includes 232 low-floor buses and 3 Zero Emission buses. The average age of the active fleet is about 8.1 years with the buses ranging between 3 to 15 years old. There are approximately 4,300 bus stops and 730 shelters along the bus routes. VTA also maintains 9 bus park & ride lots -- 5 owned by VTA and 4 provided under a lease, permit, or joint use agreement with other agencies. Buses are operated and maintained from 3 operating divisions and an Overhaul and Repair (O&R) facility: Cerone Operating Division, Don Pedro Chaboya Operating Division, North Operating Division and Cerone O&R Division.

Community Bus Service

VTA also operates Community Bus Service as part of its bus operations. This service uses smaller, more fuel-efficient vehicles with operators at a lower wage structure. The smaller vehicles allow routes to serve areas that might have not been accessible with larger, standard buses. VTA works closely with the communities in which this service will be implemented to design routes and schedules that meet their particular needs. Fifty 28' vehicles are now being procured to operate this service. The first 25, which includes the 5 currently used on the Los Gatos Community Bus routes, will go into service in July 2007. The next 25 vehicles are planned for operations starting January 2008.

The Community Bus service will adhere to VTA's fare policy. Cities and community groups wishing these services to operate fare-free may elect to provide local contributions to meet the 20-25% farebox recovery goal established by the VTA Board. This concept is similar to the jointly funded shuttle-type Community Bus services (DASH, Great America, River Oaks, and others) where employers, participating agencies, and grants support at least 25% of the route operating expenses.

LIGHT RAIL TRANSIT (LRT)

VTA operates a 42-mile LRT system connecting the Silicon Valley industrial areas of Mountain View, Sunnyvale, Santa Clara, North San Jose and Milpitas to residential areas in East and South San Jose and Campbell. The LRT system has a total of 62 stations and 21 park & ride lots. It operates on 3 alignments: service between Santa Teresa in South San Jose and Alum Rock in East San Jose, service between downtown Mountain View and the Winchester Station in Campbell, and shuttle service between the Almaden and Ohlone-Chynoweth Stations in South San Jose. A fleet of 100 Kinkisharyo low floor light rail vehicles, stored and maintained at the Guadalupe Operating Division near downtown San Jose, are used to operate these 3 rail lines.

PARATRANSIT SERVICES

VTA implemented a paratransit brokerage system in 1993, which operates throughout the service area. Paratransit service is a specialized form of transportation operated for persons with disabilities who cannot use fixed route public transit service. As an operator of bus and light rail service, the Authority is required under the Americans with Disabilities Act to ensure that paratransit service is provided to eligible individuals with disabilities. The level of service provided must be comparable, in terms of hours of service and area served, to the service provided by the bus and light rail system. The Authority does not directly provide paratransit service but contracts with Outreach and Escort, Inc. ("Outreach"), a paratransit broker. Outreach determines and certifies qualified individuals for paratransit eligibility, receives and schedules trip requests, builds vehicle manifests, and contracts for services with taxi, sedan and accessible van service providers.

CONTRACTED AND INTERAGENCY TRANSIT SERVICES

VTA is also a partner in various ventures that expand the transportation options for our customers. These relationships include commuter rail, inter-county express bus lines, and rail feeder services. They are operated either by contract or through cooperative agreements. The following is a description of these services:

- **Peninsula Corridor Joint Powers Board (Caltrain)**

Caltrain is a commuter rail service, provided by the Peninsula Corridor Joint Powers Board (PCJPB), which is composed of 3 member agencies: VTA, the San Mateo County Transit District (SamTrans) and the City and County of San Francisco. VTA provides funding for a portion of the operating and capital costs of the Caltrain commuter rail service. Ninety-six trains (including 22 Baby Bullet Express trains) operate between San Jose Diridon Station and San Francisco each weekday, with 48 of these trains extended to the Tamien Station in San Jose where a connection can be made to the LRT System. Connection to the LRT System can also be made at the Mountain View Caltrain Station. Six peak-hour weekday trains extend south of Tamien station to Gilroy. Hourly weekend service (32 Saturday trains and 28 Sunday trains) is operated between San Jose Diridon Station and San Francisco. There are 32 stations along the line; 15 are located in Santa Clara County. Funding of operating costs is apportioned to each member agency of the PCJPB and is based upon morning peak period boardings that occur in each county. SamTrans manages the service.

- **Altamont Commuter Express**

The Altamont Commuter Express (ACE) is administered and funded under a cooperative agreement among VTA, the Alameda County Congestion Management Agency and the San Joaquin Regional Rail Commission (SJRRRC). ACE provides 3 peak hour round trips and 1 midday roundtrip on weekdays from the Central Valley to Santa Clara County. Stations along the 85-mile route are located in Stockton, Lathrop, Tracy, Livermore (2), Pleasanton, Fremont, Great America, Santa Clara and San Jose Diridon Station. The service operates on tracks owned by the Union Pacific railroad. ACE service began in October 1998. The San Joaquin Regional Rail Commission is the owner, operator, and policymaking body for ACE service.

VTA also provides 8 free shuttles to transport ACE riders from the Great America Station to destinations throughout the Silicon Valley. These shuttles are funded by a grant from the Bay Area Air Quality Management District and ACE. Pursuant to the ACE agreement, funding of operating costs is based on Fiscal Year 2003 contributions, escalated annually by consumer price index increases. SJRRRC, California Department of Transportation (Caltrans) and the San Joaquin/Amtrak Intercity Rail Service solely provide funding for the midday service.

- **Capitol Corridor Intercity Rail Service**

VTA is also a member of the Capitol Corridor Joint Powers Authority (Capitol Corridor JPA) that provides the Capitol Corridor Intercity Rail Service, which runs 24 daily trains between Sacramento and Oakland, with 14 continuing to San Jose. Stops are located at stations in Auburn, Rocklin, Roseville, Sacramento, Davis, Suisun/Fairfield, Martinez, Richmond, Berkeley, Emeryville, Oakland (2), Hayward, Fremont, Santa Clara and San Jose. The Capitol Corridor JPA is comprised of VTA, the Sacramento Regional Transit District, the Placer County Transportation Planning Agency, the congestion management agencies of Solano and Yolo Counties and the San Francisco Bay Area Rapid Transit District ("BART"). Under contract with the Capitol Corridor JPA, BART manages the service and Amtrak operates the service on tracks owned by Union Pacific Railroad. Funding is provided by the State of California.

- **Inter-County Bus Services**

VTA sponsors 3 inter-county bus services through cooperative arrangements with other transit systems:

1. The Dumbarton Express is a transbay express bus route operating between the Union City BART station and Stanford Research Park in Palo Alto. A consortium comprised of representatives from the Alameda-Contra Costa Transit District (AC Transit), BART, the City of Union City, SamTrans, and VTA fund the net operating costs of the service. Each member of the consortium pays a share of the operating expenses based on the origin and destination of the ridership in each agency's service area. AC Transit manages and operates the service.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

2. The Highway 17 Express operating between Santa Cruz, Scotts Valley and downtown San Jose is an inter-county bus service operated through a cooperative arrangement between VTA, the Santa Cruz Metropolitan Transit District (METRO), the Capital Corridor JPA and Caltrans. VTA and METRO share the majority of weekday net operating costs equally. The Capital Corridor JPA and Caltrans provide funding for weekend and holiday service and for certain weekday trips. The service is managed and operated by METRO.
3. In August 2006, VTA, Monterey-Salinas Transit (MST) and the Capitol Corridor JPA partnered on a new express bus service operating from Monterey to San Jose. The Monterey-San Jose Express operates daily with 3 round trips, covering commute times in the morning, mid-day and evening. The service provides passengers with transfers to and from Capitol Corridor trains that operate between San Jose-Oakland-Sacramento, Caltrain and VTA's bus and light rail services. The service originates in downtown Monterey with other stops in Monterey County before stopping at the Gilroy Caltrain Station, Morgan Hill Caltrain Station, San Jose State University, downtown San Jose and the San Jose Diridon Station. The Monterey-San Jose Express was started as a one-year pilot program funded by a federal Jobs Access Reverse Commute grant, the Capitol Corridor JPA and VTA. MST operates and maintains the service.

- **Rail Shuttle Program**

VTA offers financial assistance to employers and entities that wish to operate shuttle bus service between light rail stations and nearby employment/activity centers. The service is operated through a contractor provided by the sponsoring agency. Funding to operate this program is provided by the sponsoring agency, VTA, and grants from the Bay Area Air Quality Management District's Transportation Fund for Clean Air Program.

- **San Jose Airport Flyer**

VTA, in partnership with the City of San Jose, provides free Airport Flyer bus service connecting the Norman Y. Mineta San Jose International Airport terminals and airport employee parking lots with the Authority's Metro/Airport Light Rail Station and the Santa Clara Caltrain Station. The City of San Jose and VTA share the net operating costs for this service.

The Operating and Capital Budgets in support of the programs above can be found in Section 1 - VTA Transit.

2. CONGESTION MANAGEMENT PROGRAM/VTP HIGHWAY PROGRAM

VTA, as the Congestion Management Agency for Santa Clara County, is responsible for coordinating and prioritizing projects for state and federal transportation funds, administering the Transportation Fund for Clean Air Program, and coordinating land use and other transportation planning.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Additional information and the Operating and Capital Budget in support of this program can be found in Section 2 - Congestion Management Program/VTP Highway Program.

3. 2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM

In August 2000, the VTA Board of Directors approved placing a ballot measure on the November 7, 2000 General Election ballot allowing Santa Clara County voters the opportunity to vote on transportation improvements funded by a 30 year half-cent sales tax to take effect after the 1996 Measure B sales tax expired (March 31, 2006) in the county. More than 70% of the voters approved the 2000 Measure A Transit Improvement Program.

The revenue from this Measure may be used to finance the transit projects and operations specified in the 2000 Measure A Ballot as found in Appendix H. The 2000 Measure A Revenue and Expenditure Plan was adopted at the June 2006 Board of Directors meeting, and will be updated on an annual basis to reflect actual revenues/expenditures, revised revenue projections, and if necessary, revised priorities of the Board of Directors. In addition, a 2000 Measure A quarterly report has been prepared and distributed to the Citizen's Watchdog Committee. The quarterly progress report reflects changes in the program's finances and project development between annual reports to the Board of Directors. The Citizen's Watchdog Committee has also completed its first annual financial audit of the 2000 Measure A Program and has held the public meeting on the audit report as required in the ballot language.

The Revenue & Expenditure Plan approved by the Board in June 2006 assumed an unidentified revenue source, the equivalent of a quarter-cent in new sales tax revenue. This revenue source needs to be identified in order to balance the program and fund the operating cost of the BART extension to Silicon Valley. The need to identify a new source of revenue for the Measure A Program is also critical to securing \$750 million in federal funding for the BART extension. The VTA Board of Directors referred these issues and the evaluation of a "no new sales tax scenario" back to the Measure A Project Advisory Committee.

Additional information and the Operating and Capital Budgets in support of this program can be found in Section 3 - 2000 Measure A Transit Improvement Program.

4. 1996 MEASURE B TRANSPORTATION IMPROVEMENT PROGRAM (MBTIP)

In November 1996, the voters in Santa Clara County approved Measure A, an advisory measure listing an ambitious program of transportation improvements for Santa Clara County. Also approved on the same ballot, Measure B authorized the County Board of Supervisors to collect a nine-year half-cent sales tax for general county purposes. Subsequently, the County Board of Supervisors adopted a resolution dedicating the tax for Measure A projects. Collection of the tax began in April 1997; however, use of the revenue was delayed pending the outcome of litigation challenging the legality of the sales tax. In August 1998, the California courts upheld the tax allowing the implementation of the Measure A transportation projects to move forward.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

In February 2000, the VTA Board of Directors approved a Master Agreement formalizing the partnership with the County of Santa Clara to implement the 1996 Measure B Transportation Improvement Program. With this partnership in place, the County and VTA were in a position to complete a transportation program valued at over \$1.4 billion. VTA was responsible for project implementation and management of the transit and highway projects and assisted in the administration of the pavement management and bicycle elements of the program.

The Measure B tax expired on March 31, 2006. At the January 2, 2007 Board of Directors meeting, the two remaining MBTIP Caltrain projects in Palo Alto were addressed, and authorization provided to the General Manager to amend a cooperative agreement with the Peninsula Corridor Joint Powers Board (Caltrain) for funding the projects pending concurrence by the County Board of Supervisors. VTA and the County executed amendment No. 19 in the amount of \$14.9 million in Measure B funding during March 2007, and Caltrain will move forward with advertising and constructing the station improvements at Palo Alto and California Avenue Caltrain stations.

The Board of Directors also authorized the General Manager to negotiate and amend the Master Agreement with the County of Santa Clara to define the financial terms and responsibilities to complete the Measure B Transportation Improvement Program. This final amendment, No. 20, takes into consideration the projects still in progress; reconciles remaining payments between VTA and the County, and establishes priorities in the event that remaining contracts are closed-out under budget. Amendment No. 20 between VTA and the County was executed on June 26, 2007. Pursuant to the amendment, the County made a lump sum payment to VTA for the completion of the projects remaining to be advertised and closed out.

Additional information and the Capital Budget in support of this program can be found in Section 4 - 1996 Measure B Transportation Improvement Program.

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**SANTA CLARA
VALLEY TRANSPORTATION AUTHORITY**

Section 1

VTA TRANSIT

- ❖ **Sources & Uses of Funds FY08-FY12**
- ❖ **Sources & Uses of Funds FY07**
- ❖ **Outstanding Debt**
- ❖ **Operations**
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 - **Administrative Services**
 - **Construction**
 - **Development and Congestion Management**
 - **Fiscal Resources**
 - **Operations**
 - **Technology**
 - **Non-Departmental**
- ❖ **Capital**
 - **Program Overview**
 - **Schedule of VTA Transit Projects**
 - **Description of VTA Transit Projects**
 - **Schedule of Total VTA Transit Program Appropriation**

VTA FY 2008 & FY 2009 ADOPTED BUDGET

**VTA TRANSIT
SOURCES AND USES OF FUNDS SUMMARY
FY 2008-FY 2012
(In thousands)**

<u>Line</u>	<u>Description</u>	<u>FY 2008 Adopted Budget</u>	<u>FY 2009 Adopted Budget</u>	<u>FY 2010 Projection</u>	<u>FY 2011 Projection</u>	<u>FY 2012 Projection</u>
1	Total Revenues	\$365,720	\$379,686	\$395,918	\$414,518	\$434,548
2	Total Operating Expenses	<u>364,191</u>	<u>371,734</u>	<u>389,532</u>	<u>403,578</u>	<u>417,727</u>
3	Operating Revenues Over (Under) Expenses	\$1,529	\$7,952	\$6,386	\$10,940	\$16,821
4	Total VTA Transit Capital	\$41,212	\$53,653	\$90,990	\$48,845	\$52,897
	LESS:					
5	Funding from Grants & Other Sources	(17,387)	(35,692)	(73,416)	(40,107)	(38,733)
6	Funding from One-Time Revenues ¹	<u>(18,600)</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
7	VTA Transit Share, drawn from Reserves	\$5,225	\$17,961	\$17,574	\$8,738	\$14,164
8	Beginning Reserves	\$77,959	\$74,263	\$64,254	\$53,066	\$55,268
9	Operating Revenues Over (Under) Expenses	1,529	7,952	6,386	10,940	16,821
10	VTA Transit Funds, drawn from Reserves for Capital	<u>(5,225)</u>	<u>(17,961)</u>	<u>(17,574)</u>	<u>(8,738)</u>	<u>(14,164)</u>
11	Ending Operating Reserves	\$74,263	\$64,254	\$53,066	\$55,268	\$57,925
12	Operating Reserve % ²	20.4%	17.3%	13.6%	13.7%	13.9%

¹ FY 2007 One-Time Revenues from TDA and STA

² Line 11 divided by Line 2

NOTE: Some of the items identified in this budget, both in the Operating and Capital sections, will potentially result in future commitments and liabilities for VTA. These may include operating and maintenance cost impacts. These future commitments and liabilities have not yet been fully quantified.

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VTA FY 2008 & FY 2009 ADOPTED BUDGET

**VTA TRANSIT
SOURCES AND USES OF FUNDS SUMMARY
FY 2007
(In thousands)**

<u>Line</u>	<u>Description</u>	<u>FY 2007 Adopted Budget¹</u>	<u>FY 2007 Revised Budget²</u>	<u>FY 2007 Actual³</u>
1	Total Revenues	\$358,857	\$391,509	\$393,058
2	Total Operating Expenses	<u>350,657</u>	<u>360,816</u>	<u>338,796</u>
3	Operating Revenues Over (Under) Expenses	\$8,200	\$30,693	\$54,262
4	Total VTA Transit Capital	\$14,957	\$29,301	\$37,914 ⁴
	LESS:			
5	Funding from Grants & Other Sources	<u>(7,841)</u>	<u>(11,956)</u>	<u>(2,688)</u>
6	VTA Transit Share, drawn from Reserves	\$7,116	\$17,345	\$35,226
7	Beginning Reserves ⁵	\$49,183	\$77,523	\$77,523
8	Operating Revenues Over (Under) Expenses	8,200	30,693	54,262
9	Reserved for FY 2008 Capital ⁶	0	(18,600)	(18,600)
10	VTA Transit Funds, drawn from Reserves for Capital	<u>(7,116)</u>	<u>(17,345)</u>	<u>(35,226)</u>
11	Ending Operating Reserves	\$50,267	\$72,271	\$77,959
12	Operating Reserve % ⁷	14.3%%	20.0%	23.0%

¹ Adopted by the Board on June 2, 2005

² Revision approved the Board on January 4, 2007

³ Preliminary Unaudited

⁴ Includes expenditure of funds appropriated by the Board prior to FY 2007

⁵ FY 2007 Beginning Reserves adjusted to reflect VTA Transit only

⁶ FY 2007 One-Time Revenues from TDA and STA

⁷ Line 11 divided by Line 2

NOTE: Some of the items identified in this budget, both in the Operating and Capital sections, will potentially result in future commitments and liabilities for VTA. These may include operating and maintenance cost impacts. These future commitments and liabilities have not yet been fully quantified.

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VTA FY 2008 & FY 2009 ADOPTED BUDGET

OUTSTANDING DEBT AS OF 6/30/07
VTA TRANSIT
(In thousands)

Series	Type of Debt	Interest Rate¹	Par Amount
Adjustable Rate Equipment Trust Certificates (1985)	Synthetic Fixed	4.59%	\$29,200
Sales Tax Revenue Refunding Bonds (1997)	Traditional Fixed	4.6-5.3%	3,170
Sales Tax Revenue Bonds (2001)	Traditional Fixed	4.5-5.3%	13,770
Sales Tax Revenue Refunding bonds (2005A)	Synthetic Fixed	3.34%	68,030
Sales Tax Revenue Refunding bonds (2005B)	Synthetic Fixed	3.34%	50,855
Sales Tax Revenue Refunding bonds (2005C)	Synthetic Fixed	3.34%	50,855
Sales Tax Revenue Refunding Bonds (2007A)	Traditional Fixed	4.0-5.0%	26,275
Junior Lien Sales Tax Revenue Bonds (1998)(CTFA)	Variable Rate	3.71% ²	41,430
Junior Lien Sales Tax Revenue Bonds (2000)(CTFA)	Variable Rate	3.71% ²	33,830
Total			\$317,415

¹ Including liquidity and remarketing fees where applicable

² FY 2007 average rate

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VTA TRANSIT
OPERATING BUDGET

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VTA FY 2008 & FY 2009 ADOPTED BUDGET
VTA TRANSIT
COMPARISON OF REVENUES AND EXPENSES
FY 2006-FY 2009
(In thousands)

Line	Category	FY06 Actual	FY07 Actual ¹	FY08 Budget	% Var	FY09 Budget	% Var
1	Fares	\$34,335	\$35,243	\$34,062	-3.4%	\$34,015	-0.1%
2	1/2 Cent Sales Tax	157,283	163,676	171,308	4.7%	179,531	4.8%
3	TDA	71,044	81,061	83,547	3.1%	84,829	1.5%
4	Measure A Sales Tax-Oper Asst	7,045	29,782	31,618	6.2%	33,136	4.8%
5	STA	7,737	22,321	7,223	-67.6%	9,419	30.4%
6	Federal Operating Grants	33,565	35,514	16,618	-53.2%	17,084	2.8%
7	State Operating Grants	1,518	1,474	1,333	-9.6%	1,333	0.0%
8	Local Operating Grants	900	61	0	N/A	0	N/A
9	Investment Earnings	3,351	5,896	5,001	-15.2%	5,059	1.2%
10	Advertising Income	1,899	1,900	1,837	-3.3%	1,844	0.4%
11	Other Income	23,058	16,130	13,173	-18.3%	13,436	2.0%
12	Total Revenues	\$341,735	\$393,058	\$365,720	-7.0%	\$379,686	3.8%
13	Labor Costs	\$237,998	\$243,110	\$259,120	6.6%	\$265,972	2.6%
14	Materials & Supplies	12,615	15,840	16,627	5.0%	17,041	2.5%
15	Security	6,730	7,019	7,355	4.8%	7,579	3.0%
16	Professional & Special Services	3,745	4,574	6,291	37.5%	5,031	-20.0%
17	Other Services	7,787	7,471	10,181	36.3%	10,061	-1.2%
18	Fuel	10,907	11,409	13,894	21.8%	13,914	0.1%
19	Traction Power	2,802	3,146	3,617	15.0%	3,735	3.3%
20	Tires	1,172	1,350	1,766	30.8%	1,897	7.4%
21	Utilities	2,387	2,411	2,454	1.8%	2,509	2.2%
22	Insurance	6,114	3,856	5,532	43.5%	5,925	7.1%
23	Data Processing	2,493	2,384	3,110	30.5%	3,121	0.4%
24	Office Expense	392	420	427	1.8%	436	2.1%
25	Communications	997	1,081	1,439	33.1%	1,448	0.6%
26	Employee Related Expense	777	768	1,723	124.4%	1,732	0.5%
27	Leases & Rents	482	461	471	2.2%	477	1.3%
28	Miscellaneous	1,321	1,170	1,659	41.9%	1,702	2.6%
29	Reimbursements	(36,176)	(42,942)	(51,951)	21.0%	(53,687)	3.3%
30	Subtotal Operating Expense	\$262,542	\$263,526	\$283,715	7.7%	\$288,893	1.8%
31	Paratransit ²	\$29,305	\$29,271	\$31,720	8.4%	\$33,286	4.9%
32	Caltrain ²	15,485	15,883	16,116	1.5%	16,899	4.9%
33	Light Rail Shuttles ²	1,732	883	193	-78.1%	547	183.4%
34	Altamont Commuter Express ²	3,785	3,785	3,973	5.0%	4,106	3.3%
35	Highway 17 Express ²	353	387	462	19.2%	479	3.7%
36	Dumbarton Express ²	411	371	488	31.6%	505	3.5%
37	Monterey-San Jose Express ²	0	78	105	34.6%	109	3.8%
38	Contribution to Other Agencies	508	465	540	16.2%	552	2.2%
39	Debt Service	23,449	24,118	24,879	3.2%	24,358	-2.1%
40	Other Expense	14	28	0	N/A	0	N/A
41	Subtotal Other Expense	\$75,042	\$75,270	\$78,476	4.3%	\$80,841	3.0%
42	Operating & Other Expenses	\$337,584	\$338,796	\$362,191	6.9%	\$369,734	2.1%
43	Contingency	0	0	2,000	0	2,000	0.0%
44	Contingency Utilization	0	0	0	0	0	0
45	Total Expenses	\$337,584	\$338,796	\$364,191	7.5%	\$371,734	2.1%
46	Surplus/(Deficit) to Reserves	\$4,151	\$54,262	\$1,529		\$7,952	

¹ Preliminary Unaudited

² Amounts include allocation of VTA support staff

NOTE: Some of the items identified in this budget, both in the Operating and Capital sections, will potentially result in future commitments and liabilities for VTA. These may include operating and maintenance cost impacts. These future commitments and liabilities have not yet been fully quantified.

Descriptions of each Revenue and Expense Category can be found in Appendix D.

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VTA FY 2008 & FY 2009 ADOPTED BUDGET
VTA TRANSIT
STATEMENT OF REVENUES AND EXPENSES
FY 2007
(In thousands)

Line	Category	FY07 Adopted Budget ¹	FY07 Revised Budget ²	FY07 Actual ³
1	Fares	\$36,857	\$35,107	\$35,243
2	1/2 Cent Sales Tax	156,120	163,462	163,676
3	TDA	73,376	81,210	81,061
4	Measure A Sales Tax-Oper Asst	28,815	30,170	29,782
5	STA	8,112	22,511	22,321
6	Federal Operating Grants	34,546	35,598	35,514
7	State Operating Grants	1,100	1,442	1,474
8	Local Operating Grants	0	0	61
9	Investment Earnings	2,097	4,175	5,896
10	Advertising Income	1,933	1,933	1,900
11	Other Income	15,901	15,901	16,130
12	Total Revenues	\$358,857	\$391,509	\$393,058
13	Labor Costs	\$240,507	\$246,915	\$243,110
14	Materials & Supplies	12,925	13,926	15,840
15	Security	8,062	6,823	7,019
16	Professional & Special Services	4,790	6,348	4,574
17	Other Services	7,483	7,466	7,471
18	Fuel	10,119	13,619	11,409
19	Traction Power	3,441	3,426	3,146
20	Tires	1,105	1,446	1,350
21	Utilities	2,373	2,373	2,411
22	Insurance	4,194	4,159	3,856
23	Data Processing	2,652	2,502	2,384
24	Office Expense	422	432	420
25	Communications	1,208	1,208	1,081
26	Employee Related Expense	1,011	1,053	768
27	Leases & Rents	654	654	461
28	Miscellaneous	1,265	1,466	1,170
29	Reimbursements	(29,472)	(32,061)	(42,942)
30	Subtotal Operating Expense	\$272,740	\$281,755	\$263,526
31	Paratransit ⁴	\$30,032	\$30,032	\$29,271
32	Caltrain ⁴	15,940	15,923	15,883
33	Light Rail Shuttles ⁴	927	927	883
34	Altamont Commuter Express ⁴	3,952	3,902	3,785
35	Highway 17 Express ⁴	443	443	387
36	Dumbarton Express ⁴	413	413	371
37	Monterey-San Jose Express ⁴	0	68	78
38	Contribution to Other Agencies	597	597	465
39	Debt Service	23,593	25,613	24,118
40	Other Expense	20	22	28
41	Subtotal Other Expense	\$75,917	\$77,940	\$75,270
42	Operating & Other Expenses	\$348,657	\$359,695	\$338,796
43	Contingency	2,000	2,000	0
44	Contingency Utilization	0	(879)	0
45	Total Expenses	\$350,657	\$360,816	\$338,796
46	Surplus/(Deficit) to Reserves	\$8,200	\$30,693	\$54,262

¹ Adopted by the Board on June 2, 2005

² Revision approved by the Board on January 4, 2007

³ Preliminary Unaudited

⁴ Amounts include allocation of VTA support staff

NOTE: Some of the items identified in this budget, both in the Operating and Capital sections, will potentially result in future commitments and liabilities for VTA. These may include operating and maintenance cost impacts. These future commitments and liabilities have not yet been fully quantified.

Descriptions of each Revenue and Expense Category can be found in Appendix D.

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**MAJOR BUDGETARY CHANGES
FY 2007 to FY 2008 & FY 2008 to FY 2009**

(Changes in excess of 5% and \$500,000)

REVENUES

Measure A Sales Tax-Operating Assistance

While the FY08 budget reflects a growth assumption of 4.8% from the FY07 Revised Budget, actual FY07 receipts for the Measure A ½ Cent Sales Tax were \$2.1 million or 1.3% less than budgeted resulting in less Measure A Sales Tax-Operating Assistance than budgeted for FY07.

STA

FY08 sees a reduction of 67.6% from FY07, which included \$3.6 million of the State repayment of Proposition 42 funds and \$8.5 million in excess revenues, known as spillover funds, that were generated when gasoline prices increased at a faster rate than all other taxable items. FY09 revenues are anticipated to increase by \$2.2 million, or 30.4% per MTC estimates.

Federal Operating Grants

FY08 revenue estimates include a 53.2% reduction in Preventive Maintenance funds, as Section 5307 Federal funds are used in support of the Capital Program.

Investment Earnings

The FY08 Budget for Investment Earnings shows a reduction from FY07 actual revenues, primarily due to a more conservative estimate of interest rates in FY08 than were experienced in FY07.

Other Income

FY08 estimates are reduced by 18.3% as a result of reductions in Measure A Repayment Obligations to the VTA Transit Enterprise Fund.

EXPENSES

Labor Costs

FY08 increases by \$16.0 million compared to FY07, the result of negotiated salary increases and assumptions of full-year staffing, whereas FY07 reflects reduced costs resulting from significant vacancy levels. FY08 and FY09 do not include any assumptions of salary increases associated with future labor negotiations.

Materials & Supplies

FY 2008 shows an increase of 5% over FY07 expenses, due to increasing costs as both bus and light rail vehicles come out of warranty and the overall age of the fleet increases.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Professional & Special Services

Many of the activities in this cost category tend to be one-time and non-recurring in nature. FY08 shows a 37.5% increase, due in part to the continuation from FY07 of expenses related to the implementation of recommendations from the Organizational and Financial Assessment. The FY09 budget decreases by 20% as follow-up work concludes on both the Comprehensive Operations Analysis (COA) and the Organizational and Financial Assessment.

Other Services

FY08 sees a significant increase of 36.3%. Major increases include use of outside services in support of vehicle and facility maintenance, and expanded advertising efforts.

Fuel

The FY08 budget is based upon the assumption of \$2.62 per gallon (\$2.85 including taxes) of diesel fuel, the highest weekly price VTA has paid in FY07. This equates to an increase of 21.8% in FY08. Average annual usage is estimated at approximately 4.4 million gallons. Due to the current and continuing volatility of fuel prices, this price assumption is a prudent budgeting approach in that it may serve as a buffer to subsequent price increases and spikes.

Traction Power

The FY08 budget is based upon a rate of \$0.124 kWh. FY06, the last full fiscal year, had an actual annual average cost of \$0.111 per kWh.

Insurance

FY08 shows a significant increase of 43.5%, primarily in the area of General Liability and is the result of a recent actuarial study.

Data Processing

FY08 increases by 30.5% as VTA begins a two-year effort to improve and enhance the long-term viability of several core business applications (SAP, ACS, EDMS, Expedition, Trapeze, and CCTV), impacting maintenance, licensing, and other hardware and software support costs.

Employee Related Expense

The FY08 budget increases by 124.4% in order to support new initiatives in employee education and training, the result of recommendations from the Organizational and Financial Assessment.

Miscellaneous

This account increases 41.9% in FY08, due to increased reimbursable activity in the Job Access Reverse Commute (Guaranteed Ride Home) Program, increased membership costs, and legal notice costs that were previously budgeted under "Other Services".

Reimbursements

Reimbursements show a significant increase of 21.0% in FY08, the result of larger 2000 Measure A and VTA Transit Enterprise capital programs, increasing staff support of these programs, and the annualized impact of the revised Indirect Cost Allocation Plan (ICAP) rate charged to the capital program.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Paratransit

Costs for the delivery of Paratransit Services are projected to increase by 8.4% in FY08 and 4.9% in FY09, corresponding to similar increases in the number of trips anticipated over the two-year period.

Light Rail Shuttles

FY08 costs drop by 78.1% as previously contracted shuttle services are brought in-house. FY09 costs will increase as VTA enters into new contracted shuttle services. These services receive Transportation for Clean Air (TFCA) funding.

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GENERAL OPERATING BUDGET ASSUMPTIONS

Ridership and Fares

Overall system ridership continues to recover from the dramatic economic downturn during the first years of this decade. Having tumbled from a system record 56.5 million riders in FY01 to 37.1 million in FY05, current estimates project slow but steady growth, with 40.8 million riders for FY07, and 41.6 million projected in FY08 and FY09. These represent increases of 4.1% in FY07 and 1.9% in FY08. Although light rail is projected to carry a record 10.5 million riders in FY08 and FY09, bus ridership is projected to remain essentially flat at 31.1 million.

The Comprehensive Operational Analysis (COA) proposes major revisions to VTA's service plan, improving transit services by eliminating or consolidating unproductive route segments and increasing frequency in the core service area where demand is greatest. This revised service focus in the core service area will be supplemented by express bus and community bus services. Increased ridership and improved farebox recovery are twin goals of these changes.

This budget proposes no fare increases in FY08 or FY09. In addition, VTA proposes to reduce the price of the monthly Youth and Senior/Disabled passes. These fares were increased in January 2005 and that increase resulted in a significant drop in sales of those passes.

Ridership and Fare Revenue (In thousands)

Category	FY06 Actual	FY07 Preliminary	% Var	FY08 Budget	% Var	FY09 Budget	% Var
Bus Ridership	30,938	30,810	-0.4%	31,100	0.9%	31,100	0.0%
Light Rail Ridership	8,280	10,010	20.9%	10,505	4.9%	10,505	0.0%
Total Ridership	39,218	40,820	4.1%	41,605	1.9%	41,605	0.0%
Total Fare Revenue	\$34,335	\$35,107	2.2%	\$34,062	-3.0%	\$34,015	-0.1%
Average Fare Per Boarding	\$0.88	\$0.86	-1.8%	\$0.82	-4.8%	\$0.82	-0.1%

Eco Pass, Residential Eco Pass and San Jose State University's Transit Access Program, which are heavily discounted, continue to be popular with employers, residential communities and students. These riders and revenues are included in the calculation of the revenues per boarding.

REVENUES

SALES TAX BASED REVENUES

The 1976 half-cent local sales tax and a quarter-cent state sales tax (also known as the Transportation Development Act or TDA) have historically been the 2 most important income sources to VTA. Beginning in April of 2006, VTA began collection of the 2000 Measure A Transit Improvement Program half-cent sales tax. A portion of the 2000 Measure A tax is used

VTA FY 2008 & FY 2009 ADOPTED BUDGET

toward VTA operations. The majority of VTA’s proposed operating revenues (78%) are generated from these sales tax measures. The proceeds from these sales taxes are driven by the local economy. The quarter-cent sales tax is derived from the same tax base as the half-cent sales taxes but it is collected by the State. The proceeds are administered and allocated by the Metropolitan Transportation Commission (MTC).

1976 Half-Cent Sales Tax

The economic recession in the early part of the decade hit Santa Clara County particularly hard. From fiscal year 2001 to fiscal year 2003 VTA’s 1976 half-cent sales tax revenues decreased \$51 million or 28%. While the economy has certainly restabilized from that time, Santa Clara County has been slower to emerge from the downturn than other counties in the Bay Area. Even though sales tax receipts have increased each of the last 3 years by an average of 5.5%, FY06 actual receipts were still more than \$25 million less than the high water mark of FY01.

Current projections for FY08 and FY09 reflect a 4.8% increase per year. This estimate represents the conservative growth projections provided by the Center for Continuing Study of the California Economy (CCSCE). This is a slight departure from VTA’s long-range planning strategy of using the mid-point between the conservative and moderate projections. However, due to short-range economic uncertainties, the lower end of the CCSCE growth range was used.

Historic Comparison-1976 Half-Cent Sales Tax Revenues (In thousands)

FY02 Actual	FY03 Actual	FY04 Actual	FY05 Actual	FY06 Actual	FY07 Preliminary	FY08 Budgeted	FY09 Budgeted
\$144,218	\$132,632	\$138,917	\$145,008	\$157,283	\$163,676	\$171,308	\$179,531

TDA

Transportation Development Act funds (TDA) are derived from a quarter-cent sales tax levied by the State on taxable transactions occurring in Santa Clara County. The Metropolitan Transportation Commission (MTC) retains a portion of these funds for administration and approximately 94.5% is returned to the source county (i.e., Santa Clara).

Because the TDA funds are derived from the same tax base as the 1976 half-cent sales tax, the growth estimates are based on the same conservative CCSCE projections above.

Historic Comparison-TDA Revenues (In thousands)

FY02 Actual	FY03 Actual	FY04 Actual	FY05 Actual	FY06 Actual	FY07 Preliminary	FY08 Budgeted	FY09 Budgeted
\$95,401	\$58,878	\$64,993	\$67,098	\$71,044	\$81,061	\$83,547	\$84,829

VTA FY 2008 & FY 2009 ADOPTED BUDGET

2000 Measure A Sales Tax-Operating Assistance

The FY08 and FY 09 Budget includes 18.5% of the 2000 Measure A sales tax revenue to be used towards funding VTA operations. In November 2000, Santa Clara County voters approved Measure A, which enacted a half-cent sales tax to be collected beginning April 1, 2006 and continuing for a period of 30 years.

This revenue may be used to finance transit projects and operations specified in the 2000 Measure A Ballot and listed in VTA’s Valley Transportation Plan and Expenditure Program (VTP 2030). Again, this tax is derived from the same base as the 1976 half-cent tax and the same growth projections were assumed. A copy of the approved 2000 Measure A ballot text can be found in Appendix H.

Historic Comparison-2000 Measure A Sales Tax-Operating Assistance Revenues (In thousands)

FY02 Actual	FY03 Actual	FY04 Actual	FY05 Actual	FY06 Actual	FY07 Preliminary	FY08 Budgeted	FY09 Budgeted
\$0	\$0	\$0	\$0	\$7,045	\$29,782	\$31,618	\$33,136

STA

State Transit Assistance funds (STA) are derived from the State sales tax on gasoline and diesel fuel. STA apportionments are made to regional transportation planning agencies (MTC in the Bay Area Region) based on a formula that allocates 50% of the funds according to population and 50% according to the operator’s qualified revenues in the region from the prior fiscal year.

The Governor’s proposed FY07-08 budget proposes shifting \$1.1 billion from the Public Transportation Account (PTA) to offset costs that are traditionally covered by the General Fund. The ramifications of this fund shift are two-fold: it reduces funding available for intercity rail and transit capital improvements in the State Transportation Improvement Program (STIP) and it reduces funding available for the STA program. The projected effect on VTA’s STA receipts is a reduction of \$2.4 million in FY08 and \$3.1 million in FY09. While the Governor’s proposed budget still must go through subcommittee hearings and may change before final adoption, these projected reductions have been incorporated in the budget for both FY08 and FY09.

Historic Comparison-STA Revenues (In thousands)

FY02 Actual	FY03 Actual	FY04 Actual	FY05 Actual	FY06 Actual	FY07 Preliminary	FY08 Budgeted	FY09 Budgeted
\$7,003	\$6,430	\$4,417	\$7,285	\$7,737	\$22,321	\$7,223	\$9,419

FEDERAL OPERATING GRANTS

The federal operating grants budgeted in FY08 and FY09 are provided by Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula grant funds for Preventive Maintenance. Although the FTA Section 5307 program is designed primarily to fund capital acquisitions, funds can also be awarded for preventive maintenance activities. Currently, VTA treats all bus maintenance costs for revenue and non-revenue vehicles as eligible expenditures.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Prior to FY02, VTA utilized small amounts of Preventive Maintenance to accelerate cash flow and free-up local funding to underwrite capital projects. However, in response to declines in sales tax revenues due to the economic downturn in 2001, VTA began a strategy to maximize the use of Preventive Maintenance funds as a way to reduce operating deficits. VTA has continued this strategy through the 2007 fiscal year. As a result, some of VTA's planned capital replacement projects were deferred because grants that are normally used to replace and refurbish capital assets were used to support the operating budget.

With the commencement of collection of the 2000 Measure A and the resulting 18.5% operating subsidy, VTA is able to reduce the amount of Preventive Maintenance funds requested beginning in FY08. As a result additional Section 5307 funds will be available to reinvest in critical asset improvements that were previously deferred.

Historic Comparison-Federal Operating Grants Revenues (In thousands)

FY02 Actual	FY03 Actual	FY04 Actual	FY05 Actual	FY06 Actual	FY07 Preliminary	FY08 Budgeted	FY09 Budgeted
\$23,811	\$33,176	\$38,143	\$34,416	\$33,565	\$35,514	\$16,618	\$17,084

STATE OPERATING GRANTS

The State operating grants in FY08 and FY09 are from the AB 434 Transportation Fund for Clean Air Program (TFCA). TFCA funds come from a \$4 vehicle registration fee in the Bay Area to fund projects and programs that help reduce vehicle emissions. VTA will utilize these funds for Light Rail and Altamont Commuter Express (ACE) Shuttle operating costs.

INVESTMENT EARNINGS

The investment earnings are derived from 2 primary sources. The first source is short-term investments that have been earmarked to underwrite operating cash flow. These funds are invested by a money manager whose performance is evaluated by comparing actual earnings against the Institutional Money Market benchmark. The estimated earnings rate for these funds is 4.75% in FY08 and 4.25% in FY09.

The second source of earnings is from funds related to long-term liabilities for which VTA has set aside and restricted assets (e.g., accrued vacation and sick leave). These funds are invested by a money manager whose performance is evaluated by comparing actual earnings against the Lehman Brothers U.S. Government Intermediate Bond Benchmark. The estimated earnings rate for these funds is 4.75% in FY08 and 5.0% in FY09.

ADVERTISING INCOME

Advertising income is comprised of 2 components; advertising on buses and light rail vehicles, and bus shelter advertising. Advertising revenue for bus and light rail vehicles is projected at the minimum annual guaranteed contract amount of \$1.5 million. Shelter advertising is budgeted at approximately \$0.3 million in both FY08 and FY09.

OTHER INCOME

Measure A Repayment Obligation

The Measure A Repayment Obligation represents redirected 2000 Measure A Sales Tax Revenue, which was previously earmarked for the purchase of 70 low floor light rail vehicles. The redirected funds are intended to reimburse VTA’s Transit Enterprise Fund for debt service payments incurred from advancing the acquisition of the low floor light rail vehicles included in the 2000 Measure A Transit Improvement Program. This budget contains \$11.2 million in FY08 and \$11.1 million in FY09 in repayments from 2000 Measure A.

Property Rental

VTA generates rental income from various properties held throughout the County. During FY08 and FY09 these properties are expected to generate approximately \$1.0 million of rental income in each fiscal year.

EXPENSES

LABOR COSTS

The Budget assumes all currently negotiated contract provisions for wages and benefits. It reflects provisions for step increases for all employees who are in pay progression and assumes that all vacant positions are filled in the first quarter of FY08. FY08 and FY09 do not include any assumptions of salary increases associated with future labor negotiations.

Labor Costs and Benefit Rates
(In thousands)

Cost/Rate	FY06 Actual	FY07 Preliminary	% Var	FY08 Budget	% Var	FY09 Budget	% Var
Labor Costs	\$237,998	\$243,110	2.1%	\$259,120	6.6%	\$265,972	2.6%
Benefit Rates	78.74%	79.61%	1.1%	77.42%	-2.8%	80.12%	3.5%

Division Staffing Levels

Division	FY07 Total ¹	FY08 Total	FY09 Total
General Manager and Board Secretary	36	36	36
General Counsel	9	9	10
Administrative Services	57	57	57
Construction	112	114	114
Development and Congestion Management	127	131	131
Fiscal Resources	109	108	108
Operations	1,641	1,675	1,681
Technology	56	56	56
Grand Total²	2,147	2,186	2,193

¹ As of March 2007

² Does not include Long Term Leave positions

Detailed staffing levels by Division are located in Appendix C.

FUEL

The budget assumes \$2.62 per gallon (\$2.85 including taxes) for diesel fuel, the same assumption as was included in the FY07 revised budget. Assumptions include an average usage rate of 3.9 miles per gallon and 17.4 and 16.9 million miles of service respectively. The actual average cost of diesel, including taxes, was \$2.35 per gallon for FY06 and \$2.39 per gallon for FY07. Average annual usage is estimated at approximately 4.4 million gallons.

This budget assumes \$3.43 per gallon (including taxes) for gasoline for Community Buses, with an average usage rate of 5 miles per gallon based on 1.3 and 1.9 million of community bus service miles in FY08 and FY09 respectively. Average annual usage is estimated at approximately 0.3 million gallons.

REIMBURSEMENTS

Reimbursements are primarily used to accumulate program and capitalized labor costs for purposes of comprehensive cost monitoring and grant billing purposes. The reimbursement budgets were developed based on 2 factors:

- A detail position-level allocation of anticipated labor distribution throughout the organization.
- A projection of all non-labor capital activities that would be subject to a reimbursement calculation.

This budget estimates \$52.0 million for total reimbursements in FY08 and \$53.7 million in FY09.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

The projected increase in reimbursements in FY08 and FY09 from previous years is due primarily to increasing support of the 2000 Measure A Transit Improvement Program and a revised Federal Transit Administration (FTA) approved Indirect Cost Allocation Plan (ICAP) rate charged to the capital program.

PARATRANSIT

Paratransit ridership is projected to increase by 7.1% in FY08 and 5.0% in FY09.

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

Category	FY06 Actual	FY07 Preliminary	% Var	FY08 Budget	% Var	FY09 Budget	% Var
Trips	981	1,026	4.6%	1,099	7.1%	1,154	5.0%
Contracted Cost	\$24,764	\$26,356	6.4%	\$28,000	6.2%	\$29,400	5.0%
VTA Labor	468	43	-90.8%	279	548.8%	290	3.9%
Non Labor Overhead ¹	4,074	2,872	-29.5%	3,441	19.8%	3,596	4.5%
Operating Expense	\$29,305	\$29,271	-0.1%	\$31,720	8.4%	\$33,286	4.9%
Net Cost Per Trip	\$29.87	\$28.53	-4.5%	\$28.86	1.1%	\$28.84	-0.1%

¹ National Transit Database (NTD) Methodology

PENINSULA CORRIDOR JOINT POWERS BOARD (PCJPB/CALTRAIN)

VTA's current contribution to Caltrain is approximately 40% of the net operating expenses, based on a ridership formula included in the Joint Powers Agreement. VTA's FY08 and FY09 budgets for Caltrain are proposed at \$16.1 and \$16.9 million respectively.

VTA's proposed VTA Transit Capital Budget includes \$2.5 million of local funds in FY08 and \$2.8 million of local funds in FY09 to support Caltrain's Capital Budget. The local capital funds that Caltrain receives from VTA and the other 2 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 3 member agencies. A complete list of Caltrain capital projects will be included in the Caltrain Capital Budget for FY08 and FY09.

ALTAMONT COMMUTER EXPRESS (ACE)

In June 2003, VTA entered into a Cooperative Services Agreement with the Alameda County Congestion Management Agency and the San Joaquin Regional Rail Commission for the provision of ACE services. This agreement replaced the expiring ACE Joint Powers Agreement and provided VTA a cap on its ACE financial commitment, while providing the San Joaquin Regional Rail Commission the ability to increase the service and the institutional control that they desire.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Under the new Cooperative Agreement, VTA's share for ACE is to be adjusted each year by the CPI. VTA's proposed FY08 budget for ACE includes \$2.6 million for the direct train-operating subsidy. The FY09 budget is escalated by CPI to an estimate of \$2.7 million. These amounts also fund ACE's use of the San Jose Diridon and Santa Clara Stations.

The budget also includes \$1.1 million in FY08 and \$1.2 million in FY09 for providing ACE shuttles in Santa Clara County. This activity is reimbursable from outside sources including ACE, TFCA grants, and employer matches for certain shuttles. VTA staff manage this program and VTA contracts with a private carrier to provide the service on ACE's behalf. The allocated cost of VTA support to the overall ACE program is \$0.2 million in both years. VTA has included no local funds in FY08 or FY09 to support ACE capital projects. This is in conformance with the terms of the Cooperative Agreement.

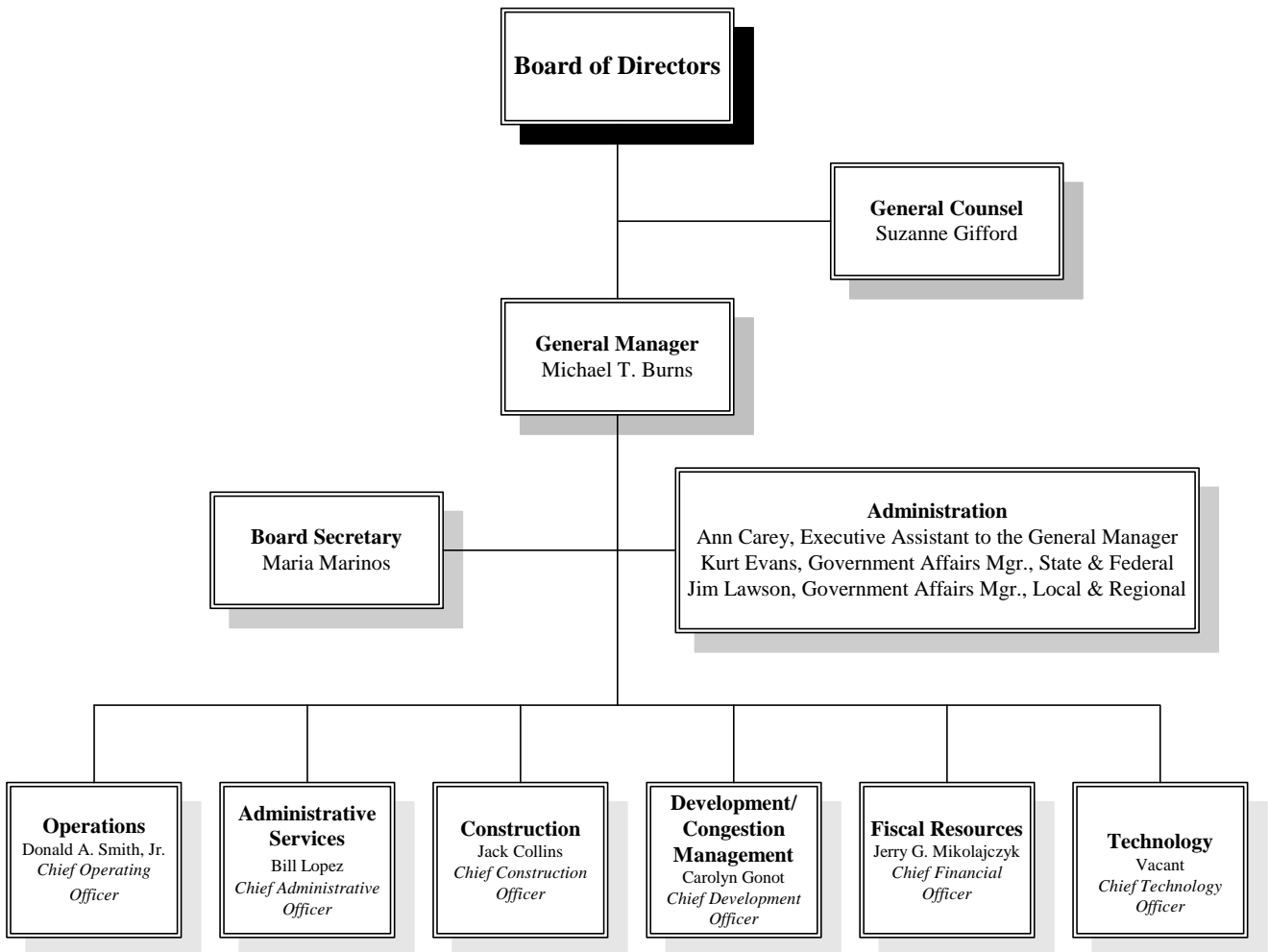
CONTINGENCY

In order to maintain a more efficient budgeting process, an individual division does not budget for contingency within its own budget. An organization-wide contingency fund is established within the Office of The General Manager to fund urgent and unexpected programs.

DIVISION BUDGETS

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Santa Clara Valley Transportation Authority



Note: Does not reflect organizational changes effective July 6, 2007 made as a result of the Organizational and Financial Assessment

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VTA FY 2008 & FY 2009 ADOPTED BUDGET

DIVISION BUDGET SUMMARY
(In thousands)

Division	FY06 Actual	FY07 Actual¹	FY08 Budget	FY09 Budget
General Manager and Board Secretary	\$5,155	\$5,504	\$9,351	\$8,852
General Counsel	1,605	1,802	1,916	2,162
Administrative Services	10,470	10,828	13,734	14,314
Construction	13,248	13,061	15,424	16,026
Development and Congestion Management	14,503	14,198	20,129	20,624
Fiscal Resources	13,512	13,685	16,015	16,002
Operations	278,567	287,259	299,579	307,574
Technology	10,845	11,225	14,767	15,156
Non-Departmental	25,854	24,173	25,229	24,710
Total Expenses	\$373,760	\$381,738	\$416,142	\$425,421
Reimbursements	(36,176)	(42,942)	(51,951)	(53,687)
Grand Total	\$337,584	\$338,796	\$364,191	\$371,734

¹ Preliminary Unaudited

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DIVISION RESPONSIBILITIES

GENERAL MANAGER AND BOARD SECRETARY

The General Manager's Office is responsible for the management of VTA according to the policies adopted by the Board of Directors. General duties include the development of program and policy alternatives for consideration by the Board, and management of the authority's staff activities. Specific functions within the General Manager's Office include support of the Board through the Board Secretary, policy development, strategic planning, and intergovernmental and business relations.

GENERAL COUNSEL

The General Counsel's Office provides legal advice and counsel to the Board of Directors, the General Manager, and all of the divisions and departments, with respect to all facets of VTA's operations, including the Congestion Management Program.

ADMINISTRATIVE SERVICES DIVISION

The Administrative Services Division is responsible for the business and employee support functions, including human resources and risk management.

CONSTRUCTION DIVISION

The Construction Division completes engineering designs and implements construction projects that are part of VTA's rail, facilities, and highway transportation improvement program. The division accomplishes this task by managing the preparation of construction plans and specifications, administration of construction contracts, and coordination of project hand-over and acceptance with VTA Operations or city and state agencies. Additionally, the division has ongoing responsibilities in project utility coordination, permits, field-surveying activities including "as-built" drawings, and capital project management support for other VTA divisions.

DEVELOPMENT AND CONGESTION MANAGEMENT DIVISION

The Development & Congestion Management Division (D&CM) is responsible for the planning, marketing, project development, highway development, fund programming, congestion management, and commercial development functions for VTA.

D&CM consists of 4 major departments: Transportation Planning; Programming & Project Development; Commercial Development Program; and Marketing & Public Affairs.

Additionally, D&CM provides specialized staff services to the Congestion Management Program, the VTA Transit Capital Program, the VTP Highway Program, and the 2000 Measure A Transit Improvement Program and is reimbursed accordingly.

FISCAL RESOURCES DIVISION

The Fiscal Resources Division fulfills the Controller and Treasury functions for VTA, including financial reporting, accounting, budgeting, contract compliance review, investment services, cash management, debt administration, payroll, accounts receivable, accounts payable, and farebox revenue services. In addition, purchasing, messenger/mail services, contracts administration, and disadvantaged business enterprise program are the responsibility of the Fiscal Resources Division.

OPERATIONS DIVISION

The Operations Division is responsible for delivering safe, courteous and reliable transit service to the residents of Santa Clara County. This Division consists of 8 functional units: Operations Administration; Bus and Rail Transportation; Operations Planning; Operations Maintenance and Engineering; Service and Operations Planning; Accessible Services; and Protective Services.

Bus Transportation is responsible for the operation of VTA's 70 bus routes, offering service to approximately 326 square miles in the urbanized areas of Santa Clara County. Over 800 operators provide more than 18.6 million miles of bus service on an annual basis. Three bus facilities, including operations and maintenance facilities, and 1 overhaul and repair facility support Bus Operations.

Rail Transportation is responsible for the operation of VTA's Light Rail routes. Ninety-five light rail operators provide 2.1 million miles of service annually on 3 lines. Light Rail Vehicle maintenance provides maintenance support activities for 100 light rail vehicles, and 79.6 miles of light rail track (4.8 miles single-track and 37.4 miles of double-track) and light rail power systems. Light Rail services include the Guadalupe light rail line, which runs between Santa Teresa in South San Jose to Alum Rock in East San Jose via the Tasman transfer station at North First Street and Tasman Drive; the Vasona light rail line, which runs from Mountain View to the Winchester station in Campbell, via the Diridon Caltrain station; and the Almaden shuttle, which runs between the Almaden and Ohlone-Chynoweth stations.

Operations Administration, Protective Services, and Transportation and Maintenance Administrative units develop, distribute and administer standard operating procedures, ensure safety and security along service corridors and in VTA facilities, manage warranty and quality assurance programs, administer and maintain the non-revenue vehicle fleet, manage and administer service and procurement contracts, develop and implement bus and rail operator and maintenance training programs, and administer operations information systems and their development.

TECHNOLOGY DIVISION

The Technology Division is responsible for technology design and selection, technical support, systems management and administration, technology acquisition, and strategic planning and consulting services for VTA. The Technology Division enables VTA to achieve business goals through the effective management of its technology. The Technology Division manages business systems (i.e. finance, payroll, and network infrastructure) and transportation systems (i.e. Advanced Communications System and Closed Circuit Television (CCTV)) that serve the administrative and operational needs of VTA and its bus and light rail system.

NON-DEPARTMENTAL

VTA groups all the expenses that are beyond the control of an individual division, difficult to be allocated meaningfully to any one division, or are unrelated to actual operations into a non-departmental division. The rationale is that since the divisions have no control over these expenses, they should not be held responsible or accountable for them. The typical expenses are debt service expense, general liability adjustments, and prior year adjustments.

GENERAL MANAGER AND BOARD SECRETARY

DIVISION EXPENSE BUDGET

(In thousands)

Category	FY06 Actual	FY07 Actual ¹	FY08 Budget	FY09 Budget
Labor Costs	\$3,519	\$3,326	\$4,215	\$4,401
Materials & Supplies	1	0	3	3
Professional & Special Services	276	1,191	1,338	593
Other Services	389	296	391	391
Office Expense	42	29	23	24
Employee Related Expense	50	36	440	480
Leases & Rents	183	140	148	148
Miscellaneous	438	224	521	531
Contribution to Other Agencies	254	263	272	282
Other Expense	3	0	0	0
Contingency	0	0	2,000	2,000
Contingency Utilization	0	0	0	0
Total Expense	\$5,155	\$5,504	\$9,351	\$8,852
Reimbursements	(950)	(500)	(833)	(892)
Net Total	\$4,206	\$5,004	\$8,518	\$7,960

¹ Preliminary Unaudited

MAJOR BUDGETARY CHANGES

Labor

FY07 reflects reduced costs resulting from vacancy levels. The FY08 budget assumes that all vacant positions are filled in the first quarter.

Professional & Special Services

An increase of \$0.1 million is for consultant work to assist in implementing the recommendations of the Organizational and Financial Assessment.

Employee Related Expense

This item reflects a consolidation of all budgets related to workshops, conferences, and travel throughout VTA into the General Manager's cost center.

Miscellaneous Expense

This increase is due primarily to increased memberships costs.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Reimbursements

Reimbursements reduced to reflect reassignment of staff supporting reimbursable activities.

ADDITIONAL INFORMATION

Job Classifications and Pay Ranges by Division can be found in Appendix A.

Division Organization Charts can be found in Appendix B.

Detailed Staffing Levels by Division can be found in Appendix C.

GENERAL COUNSEL

DIVISION EXPENSE BUDGET
(In thousands)

Category	FY06 Actual	FY07 Actual ¹	FY08 Budget	FY09 Budget
Labor Costs	\$1,489	\$1,576	\$1,661	\$1,894
Professional & Special Services	79	185	225	235
Other Services	7	7	0	0
Office Expense	3	13	5	6
Communications	0	0	1	1
Employee Related Expense	10	5	5	5
Miscellaneous	18	15	20	21
Total Expense	\$1,605	\$1,802	\$1,916	\$2,162
Reimbursements	(528)	(575)	(660)	(689)
Net Total	\$1,077	\$1,227	\$1,257	\$1,472

¹ Preliminary Unaudited

MAJOR BUDGETARY CHANGES

Labor

One additional attorney will be hired in FY09.

ADDITIONAL INFORMATION

Job Classifications and Pay Ranges by Division can be found in Appendix A.

Division Organization Charts can be found in Appendix B.

Detailed Staffing Levels by Division can be found in Appendix C.

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ADMINISTRATIVE SERVICES

DIVISION EXPENSE BUDGET
(In thousands)

Category	FY06 Actual	FY07 Actual ¹	FY08 Budget	FY09 Budget
Labor Costs	\$5,780	\$6,285	\$6,607	\$6,826
Materials & Supplies	2	14	8	9
Professional & Special Services	569	210	554	521
Other Services	20	48	115	115
Insurance	3,779	3,856	5,532	5,925
Office Expense	28	34	34	34
Employee Related Expense	277	371	861	861
Miscellaneous	16	11	24	25
Total Expense	\$10,470	\$10,828	\$13,734	\$14,314
Reimbursements	(567)	(460)	(717)	(616)
Net Total	\$9,903	\$10,368	\$13,017	\$13,699

¹ Preliminary Unaudited

MAJOR BUDGETARY CHANGES

Labor

FY07 reflects reduced costs resulting from vacancy levels. The FY08 budget assumes that all vacant positions are filled in the first quarter.

Professional & Special Services

FY08 shows an increase over FY07 expenses, due to deferral of some activities originally planned in FY07 into FY08.

Insurance

FY08 shows an increase of \$1.7 million and \$0.4 million in FY09, primarily in the area of General Liability. This increase reflects the results of a recent actuarial study.

Employee Related Expense

This budget is being increased by \$0.5 million in FY08 and FY09 in order to support new initiatives in employee education and training, the result of recommendations from the Organizational and Financial Assessment.

Reimbursements

Reimbursements increase by \$0.3 million in FY08 primarily due to reimbursement from the capital program for staff support of the SAP Upgrade.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

ADDITIONAL INFORMATION

Job Classifications and Pay Ranges by Division can be found in Appendix A.
Division Organization Charts can be found in Appendix B.
Detailed Staffing Levels by Division can be found in Appendix C.

CONSTRUCTION

DIVISION EXPENSE BUDGET (In thousands)

Category	FY06 Actual	FY07 Actual ¹	FY08 Budget	FY09 Budget
Labor Costs	\$13,158	\$12,989	\$15,316	\$15,918
Materials & Supplies	7	1	4	4
Professional & Special Services	46	25	55	55
Other Services	5	8	7	7
Office Expense	9	9	16	16
Employee Related Expense	18	22	16	16
Miscellaneous	4	8	9	9
Total Expense	\$13,248	\$13,061	\$15,424	\$16,026
Reimbursements	(17,759)	(24,719)	(29,154)	(31,906)
Net Total	(\$4,511)	(\$11,657)	(\$13,730)	(\$15,880)

¹ Preliminary Unaudited

MAJOR BUDGETARY CHANGES

Labor

The adopted budget adds 2 positions, one Senior Management Analyst due to increasing budget monitoring demands, and 1 Transportation Engineering Manager for the Capitol Expressway Light Rail Project to Eastridge. FY07 reflects reduced costs resulting from vacancy levels. The FY08 budget assumes that all vacant positions are filled in the first quarter.

Reimbursements

This budget shows an increase in FY08 of \$4.4 million in reimbursements, due primarily to increasing support of the 2000 Measure A Program and the annualized impact of the revised indirect cost allocation plan (ICAP) rate charged to the capital program.

ADDITIONAL INFORMATION

Job Classifications and Pay Ranges by Division can be found in Appendix A.
 Division Organization Charts can be found in Appendix B.
 Detailed Staffing Levels by Division can be found in Appendix C.

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DEVELOPMENT AND CONGESTION MANAGEMENT

DIVISION EXPENSE BUDGET (In thousands)

Category	FY06 Actual	FY07 Actual ¹	FY08 Budget	FY09 Budget
Labor Costs	\$12,597	\$12,334	\$16,723	\$17,376
Materials & Supplies	1	5	3	3
Professional & Special Services	379	583	1,193	950
Other Services	1,293	1,062	1,821	1,890
Data Processing	3	1	3	4
Office Expense	37	39	52	53
Communications	1	0	0	0
Employee Related Expense	38	33	50	51
Leases & Rents	83	88	95	100
Miscellaneous	70	53	189	197
Total Expense	\$14,503	\$14,198	\$20,129	\$20,624
Reimbursements	(5,975)	(6,308)	(8,699)	(9,255)
Net Total	\$8,528	\$7,890	\$11,430	\$11,370

¹ Preliminary Unaudited

MAJOR BUDGETARY CHANGES

Labor

This budget includes the addition of 4 positions. One Associate Real Estate Agent is being added to provide assistance to 2000 Measure A real estate acquisition activities. This position is reimbursable from the VTP Highway Program. One additional Transportation Planner III will provide assistance on CMP and highway planning activities and is reimbursable from the Congestion Management Program and the Capital Program. Two Senior Management Analysts are being proposed, one to provide supervision, technical expertise, and coordination of activities in the Project Administration and Property Management Groups, and one to provide division-level support of budget and administrative functions. FY07 reflects reduced costs resulting from vacancy levels. The FY08 budget assumes that all vacant positions are filled in the first quarter.

Professional & Special Services

FY08 shows an increase over FY07 expenses, due to deferral of some activities originally planned in FY07 into FY08.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Other Services

The Marketing & Public Affairs department's FY08 and FY09 budgets for advertising and printing have been increased by \$0.8 million and \$0.1 million, respectively to reflect expanded Marketing efforts and increases in paper and printing costs. Major marketing initiatives being supported in FY08 and FY09 include:

- Promotion of new community bus service
- Promotion of major service changes resulting from the Comprehensive Operational Analysis (COA)
- Target audience promotions based on market segmentation results
- Leisure travel
- Fare changes
- General awareness ads

Miscellaneous

The FY08 budget increases by \$0.1 million due primarily to increased postage and promotional items in support of the programs above as well as the reclassification of legal notices to this cost category.

Reimbursements

FY08 estimates for reimbursements are higher than FY07 actuals, due to the fact that this division experienced a high vacancy rate in FY07. This budget assumes that all vacancies will be filled in the first quarter and that many of these positions will be involved in reimbursable activities.

ADDITIONAL INFORMATION

Job Classifications and Pay Ranges by Division can be found in Appendix A.

Division Organization Charts can be found in Appendix B.

Detailed Staffing Levels by Division can be found in Appendix C.

FISCAL RESOURCES

DIVISION EXPENSE BUDGET (In thousands)

Category	FY06 Actual	FY07 Actual ¹	FY08 Budget	FY09 Budget
Labor Costs	\$12,170	\$12,164	\$13,294	\$13,810
Materials & Supplies	2	13	2	3
Professional & Special Services	839	1,026	1,538	1,464
Other Services	218	225	848	369
Data Processing	1	2	2	2
Office Expense	55	61	59	61
Communications	6	6	7	8
Employee Related Expense	12	15	4	4
Leases & Rents	1	1	0	0
Miscellaneous	207	172	260	281
Total Expense	\$13,512	\$13,685	\$16,015	\$16,002
Reimbursements	(2,730)	(2,570)	(3,237)	(3,465)
Net Total	\$10,782	\$11,115	\$12,777	\$12,537

¹ Preliminary Unaudited

MAJOR BUDGETARY CHANGES

Labor

FY07 reflects reduced costs resulting from vacancy levels. The FY08 budget assumes that all vacant positions are filled in the first quarter.

Professional and Special Services

The FY08 budget increases by \$0.5 million to fund an Asset and Liability study, a Disadvantaged Business Enterprise Disparity Study (as required to comply with federal requirements), and sales tax audits.

Other Services

The FY08 budget increases by \$0.6 million, due primarily to the hiring of the Interim Chief Financial Officer.

Reimbursements

Reimbursements increase by \$0.7 million in FY08 and \$0.2 million in FY09, primarily due to reimbursement from the capital program for staff support of the SAP Upgrade and Bus Farebox Replacement projects.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

ADDITIONAL INFORMATION

Job Classifications and Pay Ranges by Division can be found in Appendix A.
Division Organization Charts can be found in Appendix B.
Detailed Staffing Levels by Division can be found in Appendix C.

OPERATIONS

DIVISION EXPENSE BUDGET (In thousands)

Category	FY06 Actual	FY07 Actual ¹	FY08 Budget	FY09 Budget
Labor Costs	\$182,866	\$187,883	\$192,718	\$196,758
Materials & Supplies	12,600	15,803	16,601	17,014
Security	6,730	7,019	7,355	7,579
Professional & Special Services	1,259	832	848	819
Other Services	5,227	5,117	5,763	5,922
Fuel	10,907	11,409	13,894	13,913
Traction Power	2,802	3,146	3,617	3,735
Tires	1,172	1,350	1,766	1,897
Utilities	2,387	2,411	2,453	2,509
Data Processing	112	168	6	12
Office Expense	201	214	222	225
Employee Related Expense	260	175	222	201
Leases & Rents	156	171	169	169
Miscellaneous	553	672	621	622
Paratransit	29,305	29,271	31,720	33,286
Caltrain	15,484	15,883	16,116	16,899
Light Rail Shuttles	1,733	883	193	547
Altamont Commuter Express	3,785	3,785	3,973	4,106
Highway 17 Express	352	387	462	479
Dumbarton Express	409	371	488	505
Monterey-San Jose Express Service	0	78	105	109
Contribution to Other Agencies	254	202	268	270
Other Expense	12	28	0	0
Total Expense	\$278,567	\$287,259	\$299,579	\$307,574
Reimbursements	(6,658)	(6,587)	(4,482)	(4,553)
Net Total	\$271,908	\$280,672	\$295,097	\$303,021

¹ Preliminary Unaudited

MAJOR BUDGETARY CHANGES

Staffing

Staff conducted a comprehensive efficiency and productivity evaluation of selected positions relative to service delivery, maintenance standards and equipment delivery, and the new Community Bus Program. This evaluation has resulted in a proposed budget of 1,675 (1,663 full-time equivalent) and 1,681 (1,663 full-time equivalent) positions for FY08 and FY09,

VTA FY 2008 & FY 2009 ADOPTED BUDGET

respectively. The major area of change has been in the composition of bus operator staffing. The FY08 budget reduces regular Bus Operator positions by 35, and adds 30 Community Bus Operator positions and introduces 24 (12 full-time equivalent) Part-time Operator positions. FY09 further reduces regular Bus Operator positions by 49, while adding 43 Community Bus Operators and 12 (6 full-time equivalent) Part-time Operator positions. Other areas of staffing change include the reduction of 1 Administrative Support Officer and 1 Assistant Superintendent of Transit Communications. New positions proposed include 1 Facilities Maintenance Coordinator, 2 Fare Inspectors, 1 Transportation Superintendent, 1 Management Secretary, 1 Service Mechanic, 6 Service Workers, 2 Transit Maintenance Supervisors, 2 Transportation Supervisors, and 1 Transit Service Development Specialist. These new positions will support the Community Bus Program, invest in improving maintenance activities, reduce fare evasion, and help implement the findings of the Comprehensive Operational Analysis (COA) study.

Materials & Supplies

FY 2008 shows an increase of 5% over FY07 expenses, due to increasing costs as both bus and light rail vehicles come out of warranty and the overall age of the fleet increases.

Other Services

The budget increases by \$0.6 million in FY08 and \$0.2 million in FY09. Outside services include revenue vehicle maintenance work no longer covered under warranty, maintenance service for new Supervisory Control and Data Acquisition software, repair costs for non-revenue vehicles, and facilities maintenance and repair contracts.

Fuel

The actual average cost of diesel, including taxes, was \$2.35 per gallon for FY06 and \$2.39 for the 8 months of FY07. FY07 revised budget assumes \$2.62 per gallon (\$2.85 including taxes.) For FY08 and FY09, the budget assumes the same \$2.62 per gallon with an average usage rate of 3.9 miles per gallon based on 17.4 and 16.9 million miles of service respectively. Average annual usage is estimated at approximately 4.4 million gallons.

As a result of the added Community Bus program, the FY08 and FY09 fuel budgets now include gasoline in addition to diesel. This budget assumes \$3.43 per gallon (including taxes) for both years with an average usage rate of 5 miles per gallon based on 1.3 and 1.9 million of community bus service miles in FY08 and FY09 respectively. Average annual usage is estimated at approximately 0.3 million gallons.

Traction Power

The FY06 actual annual average cost of traction power was \$0.111 per kWh. In FY08 and FY09 the proposed budget assumes the rate of \$0.124 kWh with a 3% escalation in the latter fiscal year.

Paratransit

Costs for the delivery of Paratransit Services are increasing by 8.4% in FY08 and 4.9% in FY09, corresponding to similar increases in the number of trips anticipated over the two-year period.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Light Rail Shuttles

FY08 costs drop by 78.1% as previously contracted shuttle services are brought in-house. FY09 costs will increase as VTA enters into new contracted shuttle services. These services receive Transportation for Clean Air (TFCA) funding.

ADDITIONAL INFORMATION

Job Classifications and Pay Ranges by Division can be found in Appendix A.

Division Organization Charts can be found in Appendix B.

Detailed Staffing Levels by Division can be found in Appendix C.

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TECHNOLOGY

DIVISION EXPENSE BUDGET (In thousands)

Category	FY06 Actual	FY07 Actual ¹	FY08 Budget	FY09 Budget
Labor Costs	\$6,347	\$6,499	\$8,235	\$8,637
Materials & Supplies	2	3	7	7
Professional & Special Services	299	521	539	395
Other Services	628	708	1,237	1,367
Data Processing	2,377	2,212	3,099	3,103
Office Expense	18	20	17	19
Communications	990	1,075	1,432	1,440
Employee Related Expense	111	111	126	113
Leases & Rents	59	61	60	61
Miscellaneous	13	15	15	16
Total Expense	\$10,845	\$11,225	\$14,767	\$15,156
Reimbursements	(1,009)	(1,223)	(4,170)	(2,311)
Net Total	\$9,836	\$10,002	\$10,597	\$12,845

¹ Preliminary Unaudited

MAJOR BUDGETARY CHANGES

Labor

This budget includes the substitution of 1 Information Systems Analyst II position for 1 Sr. Information Systems Analyst to be a Web Master to manage the content and technology for all VTA websites, and serve as liaison with all VTA departments pertaining to the web. FY07 reflects reduced costs resulting from vacancy levels. The FY08 budget assumes that all vacant positions are filled in the first quarter.

Other Services

FY08 shows an increase over FY07 expenses, due to deferral of some activities originally planned in FY07 into FY08.

Data Processing

The Technology Division has embarked on a two-year effort to improve and enhance the long-term viability of several core business applications (SAP, ACS, EDMS, Expedition, Trapeze, and CCTV) impacting maintenance, licensing, and other hardware and software support costs. This results in a total increase of \$0.8 million in FY08 and \$0.1 million in FY09. FY08 also includes \$0.1 million for accessible document preparation software and training.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Communications

An increase of \$0.4 million in FY08 is attributable to a projected global increase in telecommunications costs.

Reimbursements

FY08 sees a large increase of \$2.9 million in reimbursable activities, primarily in support of the SAP Upgrade project.

ADDITIONAL INFORMATION

Job Classifications and Pay Ranges by Division can be found in Appendix A.

Division Organization Charts can be found in Appendix B.

Detailed Staffing Levels by Division can be found in Appendix C.

NON-DEPARTMENTAL

DIVISION EXPENSE BUDGET

(In thousands)

Category	FY06 Actual	FY07 Actual ¹	FY08 Budget	FY09 Budget
Labor Costs	\$70	\$55	\$350	\$352
Insurance	2,335	0	0	0
Debt Service	23,449	24,118	24,879	24,358
Total Expense	\$25,854	\$24,173	\$25,229	\$24,710

¹ Preliminary Unaudited

MAJOR BUDGETARY CHANGES

Labor

In FY08, costs increase by \$0.3 million to reflect waived medical insurance payments to VTA employees who are not enrolled in VTA’s medical benefits. These payments are budgeted as Non-Departmental for simplicity purposes, actual payments to employees are charged to the employees’ assigned Department.

Debt Service

The budget for VTA’s long-term debt obligation is estimated to be \$24.9 million in FY08 and \$24.4 million in FY09. The amounts include expenses from 3 categories: interest expense, principal payments, and other bond charges. Interest expenses are estimated to be \$12.8 million in FY08 and \$11.9 million FY09. For VTA’s variable rate debt obligations, the budget assumes a rate of 4.00 % on the 1998 & 2000 Bonds and 3.28% on the 2005A-C Bonds. Principal payments total \$11.3 million in FY08 and \$11.8 million in FY09. Other bond charges are estimated to be \$0.7 million for each fiscal year and include trustee fees, remarketing fees, letter of credit fees, rating fees, and administrative fees.

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VTA TRANSIT
CAPITAL BUDGET

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VTA TRANSIT CAPITAL PROGRAM OVERVIEW

The FY08 and FY09 VTA Transit Capital Program addresses years of deferred capital infrastructure investment necessitated by the region’s economic crisis at the beginning of the decade. Some of the projects presented here have been deferred for 5 years or more from previous capital plans, including the De Anza Transit Center and Bus Farebox Replacement projects. Routine rehabilitation projects, such as the Pavement, Roofing, and Painting Management Programs see a significant increase over previous years of bare bones funding that allowed for little more than minor repairs. Other projects, such as the Small Bus Operating Facilities Upgrades and purchases of Community Buses and Paratransit Vehicles, represent the capital investments needed to sustain new approaches to delivering service. As in previous years, the Capital Improvement Program Oversight Committee (CIPOC), which is composed of the Chief Officers from all 6 divisions within VTA, 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.

This budget funds and augments a total of 36 VTA Transit projects, including the Caltrain Capital Contribution, for a total of \$94.9 million over the two-year period. It includes \$53.1 million of projected grant funding, the majority of which is contingent upon future Federal appropriation levels. The budget requires a total new VTA Transit Fund commitment of \$41.8 million. This amount includes \$2.8 million set aside to fund capital contingency over the two-year period. Any shortfall in the Federal appropriations could require the use of additional VTA transit funds if alternate grant sources are not available.

The table below summarizes the FY08 and FY09 VTA Transit Capital Program by Project Category. The table on the following page lists the individual projects, followed by additional information on each project.

VTA TRANSIT CAPITAL PROGRAM SUMMARY (In thousands)

Project Category	FY 2008 Budget	FY 2008 Estimated Total Reimbursements	FY 2008 Projected Net VTA Transit Share	FY 2009 Budget	FY 2009 Estimated Total Reimbursements	FY 2009 Projected Net VTA Transit Share
Revenue Vehicles & Equipment	\$2,972	\$2,378	\$594	\$15,601	\$12,478	\$3,123
Non-Revenue Vehicles	691	553	138	0	0	0
Operations Facilities & Equipment	11,421	5,041	6,380	8,160	2,455	5,705
Light Rail Way, Power & Signal	2,325	1,609	716	3,754	2,999	755
Passenger Facilities	10,349	5,051	5,298	22,436	17,760	4,676
Information Systems & Technology	8,136	2,755	5,381	856	0	856
Miscellaneous	5,318	0	5,318	2,846	0	2,846
Total New Appropriation	\$41,212	\$17,387	\$23,825	\$53,653	\$35,692	\$17,961

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VTA FY 2008 & FY 2009 ADOPTED BUDGET

**VTA TRANSIT
CAPITAL PROGRAM DETAIL
(In thousands)**

Project	FY 2008 Budget	FY 2008 Estimated Total Reimbursements	FY 2008 Projected Net VTA Transit Share	FY 2009 Budget	FY 2009 Estimated Total Reimbursements	FY 2009 Projected Net VTA Transit Share
Revenue Vehicles & Equipment						
1. Procure 25 Small Capacity Replacement Buses	\$0	\$0	\$0	\$5,764	\$4,608	\$1,156
2. Bus Farebox Replacement	2,972	2,378	594	7,541	6,033	1,508
3. Bus Surveillance Equipment Replacement	0	0	0	1,500	1,200	300
4. Paratransit Vehicles	0	0	0	796	637	159
Total Revenue Vehicles & Equipment	\$2,972	\$2,378	\$594	\$15,601	\$12,478	\$3,123
Non-Revenue Vehicles						
5. Non-Revenue Vehicle Procurement Program	\$691	\$553	\$138	\$0	\$0	\$0
Total Non-Revenue Vehicles	\$691	\$553	\$138	\$0	\$0	\$0
Operations Facilities & Equipment						
6. Small Bus Operating Facility Upgrades	\$2,015	\$0	\$2,015	\$3,740	\$0	\$3,740
7. Facility Maintenance Equipment Replacement Plan	245	196	49	300	240	60
8. Facility & Equipment Emergency Repair Allowance	351	0	351	351	0	351
9. Roofing Management Program	822	657	164	204	163	41
10. Painting Management Program	1,736	1,389	347	1,848	1,479	370
11. HVAC Scheduled Replacement Program	783	627	157	0	0	0
12. Pavement Management Program	840	672	168	717	574	143
13. Chaboya Division Bus Wash	995	796	199	0	0	0
14. Paint Mixing Room at Guadalupe LR Paint Shop	299	239	60	0	0	0
15. Cerone Minor Maintenance Bay Pit Modifications	556	0	556	0	0	0
16. Green Sustainability Facility Improvements	2,000	0	2,000	1,000	0	1,000
17. CCTV Video on Demand - Cerone Division	477	306	171	0	0	0
18. High Security Fencing - Guadalupe Division	302	159	143	0	0	0
Total Operations Facilities & Equipment	\$11,421	\$5,041	\$6,380	\$8,160	\$2,455	\$5,705
Light Rail Way, Power & Signal						
19. Rail Replacement & Rehabilitation	\$1,358	\$1,086	\$272	\$2,143	\$1,714	\$429
20. Substation Rehabilitation and Replacement	653	522	131	0	0	0
21. Cooling Systems for LR Signal & Communication Cabinets	314	0	314	0	0	0
22. Abatement of Light Rail Left Hand-Turn and Track Intrusion	0	0	0	1,611	1,285	326
Total Light Rail Way, Power & Signal	\$2,325	\$1,609	\$716	\$3,754	\$2,999	\$755
Passenger Facilities						
23. Guadalupe Corridor Platform Retrofit Program - South Line	\$2,160	\$1,684	\$475	\$20,787	\$16,441	\$4,346
24. CCTV/Video on Demand - Great Mall LR Station	516	413	103	541	433	108
25. De Anza College Transit Center	4,180	399	3,781	0	0	0
26. Bus Stop Pavement, Duckouts & Accessibility Improvements	679	543	136	679	543	136
27. Upgrade LR Station Public Address System	1,506	1,205	301	0	0	0
28. Transit Enhancement Projects	0	0	0	429	343	86
29. Transit Center/Park & Ride Upgrades	323	258	65	0	0	0
30. CCTV/Video on Demand - Light Rail Stations	985	549	436	0	0	0
Total Passenger Facilities	\$10,349	\$5,051	\$5,298	\$22,436	\$17,760	\$4,676
Information Systems & Technology						
31. Server Replacement	\$1,570	\$0	\$1,570	\$0	\$0	\$0
32. Router Memory Upgrade	76	0	76	0	0	0
33. SAP Upgrade	3,115	0	3,115	856	0	856
34. TransLink TVM Integration	3,375	2,755	620	0	0	0
Total Information Systems & Technology	\$8,136	\$2,755	\$5,381	\$856	\$0	\$856
Miscellaneous						
35. VTA Customer Information Management	\$68	\$0	\$68	\$0	\$0	\$0
36. Caltrain Capital - Annual Local Match	2,500	0	2,500	2,846	0	2,846
Capital Contingency	2,750	0	2,750	0	0	0
Total Miscellaneous	\$5,318	\$0	\$5,318	\$2,846	\$0	\$2,846
Total New Appropriation	\$41,212	\$17,387	\$23,825	\$53,653	\$35,692	\$17,961

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**VTA TRANSIT
FY 2008 & FY 2009 CAPITAL PROJECTS**

Revenue Vehicles & Equipment

1. Community Buses

VTA currently has purchased 50 small-capacity buses as a part of the Community Bus Program. This request will acquire an additional 25 buses and will complete the bus management plan to purchase a total of 75 small-capacity buses.

Operating Budget Impact: There are operating and maintenance costs associated with operating Community Buses.

	FY08	FY09
Project Budget	\$0	\$5,764,241
Grant Funding	0	4,608,480
Net VTA Funds	\$0	\$1,155,761

2. Bus Farebox Replacement

This project will procure a new “next generation” bus fare collection system to replace the existing farebox system, which is nearly 20 years old, no longer supported by the vendor, and does not support any type of electronic fare media. New fare collection systems provide the ability to validate coins and bills, read and issue fare media, and allow future integration with TransLink and VTA’s Advanced Communications System. This project would purchase 500 new fareboxes and associated vault room and data system equipment.

Operating Budget Impact: Maintenance savings should be realized from new hardware and software that benefits from vendor support, as well as avoiding future disruptions caused by system failures.

	FY08	FY09
Project Budget	\$2,972,466	\$7,541,310
Grant Funding	2,377,973	6,033,048
Net VTA Funds	\$594,493	\$1,508,262

3. Bus Surveillance Equipment Replacement

This project will replace the existing Closed Circuit TV (CCTV) equipment on 326 buses that have suffered a high failure rate. Additionally, this will outfit another 114 buses in the active fleet with current technology, including wireless connectivity to allow staff to download selected video from buses without having to physically pull hard drives.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Operating Budget Impact: Maintenance savings of \$263,000 per year should be realized from elimination of maintenance agreements for old equipment. New equipment will include three-year warranty and maintenance. Maintenance agreements would be needed after these expire.

	FY08	FY09
Project Budget	\$0	\$1,499,574
Grant Funding	0	1,199,659
Net VTA Funds	\$0	\$299,915

4. Paratransit Vehicles

In order to contain and reduce Paratransit operating costs, VTA now directly funds and provides vehicles to the contracted Paratransit vendor. This request is for 18 vehicles of various sizes to provide for an increased paratransit demand.

Operating Budget Impact: Purchasing Paratransit vehicles will reduce operating costs by removing the vehicle costs previously contained within the operating contract with the Paratransit vendor.

	FY08	FY09
Project Budget	\$0	\$795,960
Grant Funding	0	636,768
Net VTA Funds	\$0	\$159,192

Non-Revenue Vehicles

5. Non-Revenue Vehicles

VTA's Non-Revenue Vehicle (NRV) procurement in this budget cycle is being driven by the California Air Resources Board (CARB) requirements to retire or retrofit older diesel vehicles. This budget is comprised of the required replacement of 10 diesel trucks and the retrofitting of 1 dump truck and 1 lift truck with CARB-compliant engines.

Operating Budget Impact: Maintenance savings associated with replacing older vehicles.

	FY08	FY09
Project Budget	\$690,920	\$0
Grant Funding	552,736	0
Net VTA Funds	\$138,184	\$0

Operations Facilities & Equipment

6. Small Bus Operating Facility Upgrades

Upgrades are required at bus operating facilities to accommodate the proper maintenance and operation of the new Small Bus fleet. These funds will be used for Community Bus fueling systems, exhaust extraction systems, and bus wash/steam rack equipment, as well as the construction of separate specialized parts storage areas and the acquisition of smog certification equipment.

Operating Budget Impact: There will be operating and maintenance costs associated with expanding facilities.

	FY08	FY09
Project Budget	\$2,014,563	\$3,740,495
Grant Funding	0	0
Net VTA Funds	\$2,014,563	\$3,740,495

7. Facility Maintenance Equipment Replacement Program

This capital item 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 Budget Impact: Will reduce maintenance costs and operating costs associated with equipment downtime.

	FY08	FY09
Project Budget	\$244,900	\$299,510
Grant Funding	195,920	239,608
Net VTA Funds	\$48,980	\$59,902

8. Facility and Equipment Emergency Repair Allowance

This ongoing program 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 Officer, and are not used for regular anticipated maintenance activities.

Operating Budget Impact: Would speed up emergency repairs that may have residual operating cost impacts.

	FY08	FY09
Project Budget	\$351,000	\$351,000
Grant Funding	0	0
Net VTA Funds	\$351,000	\$351,000

9. Roofing Management Program

This is an on-going, comprehensive long-term program to maximize the useful life and integrity of VTA facilities. This program includes the pro-active scheduling of roofing rehabilitation prior to major failure, as well as unscheduled repairs, seasonal cleaning, annual roof inspections, and emergency leak response. This request includes the re-roofing of several buildings at the Guadalupe LRT Division where existing roofs have already exceeded their designed life.

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

	FY08	FY09
Project Budget	\$821,549	\$203,942
Grant Funding	657,239	163,154
Net VTA Funds	\$164,310	\$40,788

10. Painting Management Program

This is an ongoing, comprehensive long-term program to maintain the appearance and integrity of VTA facilities. Prior-year budget constraints have resulted in deferrals of major repainting work, and this year’s request reflects funding for some of that deferred work, including all Tasman West LRT stations, 3 Tasman East stations, all Guadalupe Corridor LRT stations from Japantown to Tasman, 8 Transit Centers, the Guadalupe LRT Division, and buildings at the Cerone Division.

Operating Budget Impact: There may be maintenance cost savings associated with keeping painting in a state of good repair.

	FY08	FY09
Project Budget	\$1,735,663	\$1,848,299
Grant Funding	1,388,530	1,478,639
Net VTA Funds	\$347,133	\$369,660

11. HVAC Scheduled Replacement Program

The VTA Heating Ventilation and Air Conditioning (HVAC) Scheduled Preventative Maintenance Replacement Program is a long-term program intended to take advantage of technological advances in HVAC equipment. Replacement of existing old and outdated equipment with more energy efficient equipment can result in a payback period of as little as 5 years. VTA also intends to take advantage of any rebate funding that may be available. The HVAC units being replaced are at the Guadalupe LRT division and are 10 to 25 years old.

Operating Budget Impact: There would be maintenance cost savings associated with replacing older units, as well as operating cost savings from more energy-efficient HVAC units.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

	FY08	FY09
Project Budget	\$783,397	\$0
Grant Funding	626,718	0
Net VTA Funds	\$156,679	\$0

12. Pavement Management Program

This is an ongoing program to keep VTA-owned parking lots and driveways in a state of good repair. Typically, activities in this program include scheduled slurry sealing and re-striping as well as performing repairs and repaving, if needed.

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

	FY08	FY09
Project Budget	\$840,178	\$716,928
Grant Funding	672,142	575,542
Net VTA Funds	\$168,036	\$141,386

13. Chaboya Bus Wash Rehabilitation and Detail Area

This project will upgrade the current bus wash system which was installed in 1981. The project will extend the life of the system and will improve the control systems for the 2 existing drive washers by installing improved bus wash brushes and traffic-light-type speed control signals and monitoring equipment (CCTV) to allow bus speeds to be more closely regulated.

Operating Budget Impact: There may be maintenance cost savings associated with replacing older components.

	FY08	FY09
Project Budget	\$995,367	\$0
Grant Funding	796,294	0
Net VTA Funds	\$199,073	\$0

14. Paint Mixing Room at Guadalupe Division Paint Shop

The Light Rail paint mixing booth needs to be upgraded to meet current codes and operating needs. This project will allow for a controlled environment to prevent fumes from entering the work area and to contain any accidental spillage.

Operating Budget Impact: Minimal operating cost impact. Could eliminate potential costs associated with injury claims.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

	FY08	FY09
Project Budget	\$299,227	\$0
Grant Funding	239,382	0
Net VTA Funds	\$59,845	\$0

15. Cerone Division Minor Maintenance Bay Pit Modifications

Three maintenance bay pits at Cerone are not deep enough to accommodate mechanics working on the low-floor buses, which have a four-inch lower ground clearance than VTA’s older standard high-floor bus. This project would replace these pits with aboveground lifting systems. These modifications have already been completed and are in place at the North and Chaboya divisions.

Operating Budget Impact: Maintenance of 3 sets of lifts would be \$6,000 annually. Could eliminate potential costs associated with injury claims.

	FY08	FY09
Project Budget	\$556,200	\$0
Grant Funding	0	0
Net VTA Funds	\$556,200	\$0

16. “Green” Sustainability Facility Improvement

In an effort to address issues of environmental concern and energy efficiency, this project will assess and implement opportunities for improvements at VTA facilities.

Operating Budget Impact: There would be operating cost savings associated with energy efficiency improvements.

	FY08	FY09
Project Budget	\$2,000,000	\$1,000,000
Grant Funding	0	0
Net VTA Funds	\$2,000,000	\$1,000,000

17. CCTV Video on Demand – Cerone Division

This project will purchase and install 15 pan/tilt/zoom (PTZ) cameras and associated equipment to enhance the existing limited CCTV video on demand system at VTA’s Cerone Operating Division. VTA has secured Transit Security Grant Program (TSGP) funds for this project.

Operating Budget Impact: There would be on-going maintenance costs associated with this new hardware, as well as labor costs associated with the monitoring function.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

	FY08	FY09
Project Budget	\$476,912	\$0
Grant Funding	305,550	0
Net VTA Funds	\$171,362	\$0

18. High Security Fencing – Guadalupe Division

This project will enhance the security at Guadalupe Light Rail Division by removing the existing commercial chain link fence and replace it with new high security chain link fencing. VTA has secured Transit Security Grant Program (TSGP) funds for this project.

Operating Budget Impact: There would be minor on-going maintenance costs, as well as potential operating savings due to reduced incidence of vandalism and costs associated with trespassing.

	FY08	FY09
Project Budget	\$302,000	\$0
Grant Funding	159,432	0
Net VTA Funds	\$142,568	\$0

Light Rail Way, Power & Signal

19. Rail Replacement and Rehabilitation

This ongoing activity helps maintain running rail on the Light Rail system at optimum levels. Work on rail that can be preserved may include the use of welding to extend its life. Rail that has begun to exhibit surface and subsurface cracking must be replaced. FY08 and FY09 activities will include replacement of T-rail south of Woz Way and in the vicinity of the Ohlone-Chynoweth station.

Operating Budget Impact: No direct operating cost impact, but eliminates potential operating cost impacts related to rail failures.

	FY08	FY09
Project Budget	\$1,358,000	\$2,143,000
Grant Funding	1,086,400	1,714,400
Net VTA Funds	\$271,600	\$428,600

20. Substation Rehabilitation & Replacement

The battery systems for VTA’s original 15 LRT traction power substations are currently being replaced and a consultant evaluation is being conducted to review other areas for possible rehabilitation or replacement. Areas being evaluated include relays and transfer trips.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Operating Budget Impact: Would reduce maintenance costs associated with maintaining older equipment.

	FY08	FY09
Project Budget	\$652,852	\$0
Grant Funding	522,282	0
Net VTA Funds	\$130,570	\$0

21. Cooling Systems for LRT Signal and Communications Cabinets

During last summer's record-breaking heat wave, temperatures in many LRT cabinets neared the point where the electronic components in them would no longer function, risking system failure. Newer LRT signal and communications cabinets already have air conditioning equipment and this project would install it in the remaining 26 signal and 29 communications cabinets.

Operating Budget Impact: Increased costs associated with maintenance and operation of cooling systems. Could eliminate potential equipment maintenance costs associated with severe heat.

	FY08	FY09
Project Budget	\$314,291	\$0
Grant Funding	0	0
Net VTA Funds	\$314,291	\$0

22. Abatement of Light Rail Left-Hand Turn and Track Intrusion Incidents

VTA has experienced over 100 left-hand turn and track intrusion incidents over the past 5 years, resulting in 1 fatality, bodily injuries and damages to VTA equipment and service disruptions. This project will review and implement various strategies to reduce incidents. These strategies could include turn striping, installation of LED signage, railroad flashers, and crossing gates.

Operating Budget Impact: There could be increased operating and maintenance costs associated with these strategies, depending upon which are implemented.

	FY08	FY09
Project Budget	\$0	\$1,610,854
Grant Funding	0	1,284,800
Net VTA Funds	\$0	\$326,054

Passenger Facilities

23. Guadalupe Corridor Platform Retrofit Program – South Line

This project will complete the retrofitting of light rail stations along the original Guadalupe Corridor line to accommodate VTA’s fleet of low-floor light rail vehicles. Stations north of the transit mall were completed in the initial phase and the downtown stations are nearing completion. This phase will retrofit stations from the Children’s Discovery Museum station south to Santa Teresa and Almaden stations. This project will also include ADA upgrades to the elevators.

Operating Budget Impact: There will be some maintenance cost savings due to the removal of temporary platform landings.

	FY08	FY09
Project Budget	\$2,159,773	\$20,786,985
Grant Funding	1,684,282	15,941,396
Net VTA Funds	\$475,491	\$4,845,589

24. CCTV/Video On Demand

This program installs remotely-operated video cameras to provide around-the-clock video surveillance at major VTA passenger facilities. All video is fed to the Operations Control Center and VTA Protective Services, serving as a deterrent to crime and supporting investigations. This program is federally funded and will include CCTV installations at high visibility light rail stations and transit centers.

Operating Budget Impact: There would be on-going maintenance costs associated with this new hardware, as well as labor costs associated with the monitoring function.

	FY08	FY09
Project Budget	\$515,913	\$540,913
Grant Funding	412,730	432,730
Net VTA Funds	\$103,183	\$108,183

25. De Anza College Transit Center

De Anza College is VTA’s highest priority location for a new bus transit center. This project was initially budgeted in FY02, but was subsequently deleted due to VTA’s funding restraints resulting from the economic downturn. Five bus lines serve the college, 3 of which layover in the area at 3 different locations, requiring transferring passengers to walk a considerable distance. This transit center will provide a central on-campus facility for all 5 transit lines to converge.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Operating Budget Impact: Operating cost impacts would be minimal, as De Anza College has committed to contribute towards maintenance and security at the facility.

	FY08	FY09
Project Budget	\$4,180,000	\$0
Grant Funding	398,787	0
Net VTA Funds	\$3,781,213	\$0

26. Bus Stop Improvement Program

VTA has been committed to maintaining and improving safe bus stops, bus stop accessibility and sound operating conditions for transit vehicles, operators and customers. This project will provide for ADA accessibility improvements and pavement repairs at bus stops throughout the County. The Committee for Transit Accessibility (CTA) has previously developed a prioritized list of bus stops for ADA improvements.

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

	FY08	FY09
Project Budget	\$678,641	\$678,641
Grant Funding	542,913	542,913
Net VTA Funds	\$135,728	\$135,728

27. Upgrade LRT Station Public Address System

The original public address system installed along the Guadalupe Corridor was designed over 20 years ago and needs upgrading to provide improved messaging flexibility and clarity. This project will replace and upgrade aging amplifiers, hardware, speakers, and wiring to allow separate and more clearly audible messages to be delivered at each side of the 21 split stations.

Operating Budget Impact: There may be maintenance cost savings associated with replacing aging equipment.

	FY08	FY09
Project Budget	\$1,506,068	\$0
Grant Funding	1,204,854	0
Net VTA Funds	\$301,214	\$0

28. Transit Enhancement Projects

Transit Enhancement projects are federally funded projects that can include preservation or rehabilitation of historic transit facilities; installation of bus shelters,

VTA FY 2008 & FY 2009 ADOPTED BUDGET

landscaping, and other scenic beautification; public art; pedestrian access and walkways; bicycle access; transit access to parks; signage; and enhanced access for persons with disabilities to mass transportation.

Operating Budget Impact: Operating cost impacts cannot be estimated until specific projects have been determined.

	FY08	FY09
Project Budget	\$0	\$428,978
Grant Funding	0	342,600
Net VTA Funds	\$0	\$86,378

29. Transit Center/Park & Ride Lot Upgrades

This project will provide for renovation and upgrades, primarily to lighting, landscaping, and passenger amenities, at transit centers and park and ride lots throughout the VTA service area.

Operating Budget Impact: There may be maintenance cost savings associated with renovation.

	FY08	FY09
Project Budget	\$323,000	\$0
Grant Funding	258,400	0
Net VTA Funds	\$64,600	\$0

30. CCTV/Video on Demand – Light Rail Stations

This project provides for the installation and monitoring of around-the-clock video surveillance at four high-profile Light Rail Stations. VTA has secured Transit Security Grant Program (TSGP) funds for this project.

Operating Budget Impact: There would be on-going maintenance costs associated with this new hardware, as well as labor costs associated with the monitoring function.

	FY08	FY09
Project Budget	\$985,187	\$0
Grant Funding	548,790	0
Net VTA Funds	\$436,397	\$0

Information Systems & Technology

31. Server Replacement

This project will replace the hardware infrastructure that is reaching the end of its useful life, resulting in decreased maintenance costs and improved performance. Costs include hardware, professional services and VTA staff support.

Operating Budget Impact: There would be some maintenance cost savings realized by replacement of older equipment.

	FY2008	FY2009
Project Budget	\$1,570,204	\$0
Grant Funding	0	0
Net VTA Funds	\$1,570,204	\$0

32. Router Memory Upgrade

Memory modules need to be installed in existing routers throughout the VTA network at all facilities. Existing router memory does not adequately support current router software, causing problems when installing routine software security patches.

Operating Budget Impact: Minimal operating cost impact.

	FY08	FY09
Project Budget	\$75,953	\$0
Grant Funding	0	0
Net VTA Funds	\$75,953	\$0

33. SAP Upgrade

To maintain a reliable and consistent ability to utilize SAP at VTA, the SAP hardware and software must be upgraded. In preparation of the software upgrade, the existing SAP hardware is being replaced. The software upgrade, scheduled to begin in December 2007, will allow the full configuration of SAP's Public Sector software architecture, enabling VTA to take advantage of significant improvements in fund accounting, grants management, real estate management, treasury, and Business Warehouse applications.

Operating Budget Impact: Ongoing annual license fees would increase by \$13,000 for the new real estate module. Enhanced revenues may be generated due to enhanced real estate asset management.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

	FY08	FY09
Project Budget	\$3,114,624	\$856,268
Grant Funding	0	0
Net VTA Funds	\$3,114,624	\$856,268

34. TransLink TVM Integration

TransLink is a regional fare payment system for the nine-county San Jose/San Francisco/Oakland Bay Area. VTA, along with Caltrain, is a member of the TransLink Consortium. The Metropolitan Transportation Commission (MTC) has allocated Regional Measure 2 (RM2) funds to integrate VTA's 156 Ticket Vending Machines (TVM), and Caltrain's 112 TVM's with TransLink Add-Value Machine (AVM) capabilities. This integration would allow customers to add value to their TransLink cards at all VTA and Caltrain TVM's. This allocation is for the final year of the 3-year project.

Operating Budget Impact: While VTA already maintains its TVM's, there would be some incremental additional costs associated with maintaining those components and software associated with the TransLink function, as well as fare analysis and reconciliation functions.

	FY08	FY09
Project Budget	\$3,375,440	\$0
Grant Funding	2,755,440	0
Net VTA Funds	\$620,000	\$0

Miscellaneous

35. VTA Customer Information Management

This project assesses VTA customer information management needs, analyzing how to better organize data for use in future outreach and marketing campaigns and sales activities, as well as to track customer contacts received through the Board Office and public meetings.

Operating Budget Impact: No direct operating cost impact. Assessment may produce findings that will impact operating costs when implemented.

	FY08	FY09
Project Budget	\$67,650	\$0
Grant Funding	0	0
Net VTA Funds	\$67,650	\$0

VTA FY 2008 & FY 2009 ADOPTED BUDGET

36. Caltrain Capital Contribution

The local capital funds that Caltrain receives from VTA and the other 2 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 3 member agencies. This budget includes \$2.5 million in FY08 and \$2.8 million in FY09 to support Caltrain's Capital Budget.

Operating Costs: 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.

	FY08	FY09
Project Budget	\$2,500,000	\$2,845,800
Grant Funding	0	0
Net VTA Funds	\$2,500,000	\$2,845,800

The table below depicts the total VTA Transit Capital Program including remaining appropriation on existing projects and the FY08 and FY09 Capital Program.

(In thousands)

Project Number	Project Title	Total Appropriation as of 6/30/07	Expenditures as of 6/30/07 ¹	Appropriation Remaining 6/30/07	FY08 & FY09 Capital Program	Revised Total Appropriation Remaining	Revised Estimated Total Grants/ Reimbursements	Revised Total Net VTA Transit Share
Revenue Vehicles & Equipment								
P0104	CCTV On Board	\$1,517	\$1,182	\$335	\$0	\$335	\$0	\$335
P0409	Emissions Retrofit of Bus Diesel Engines	5,378	2,730	2,648	0	2,648	670	1,978
P0447	Low Floor Light Rail Vehicles	200,974	200,314	660	0	660	0	660
P0547	Exp.High Fl.Small Community Buses	9,743	707	9,036	0	9,036	0	9,036
P0561	LRV CCTV Surveillance	1,826	1,625	201	0	201	0	201
P0574	Farebox Replacement Study	150	0	150	0	150	0	150
P0601	Cameras on 20 LRV's	385	382	3	0	3	3	0
NEW	Procure 25 Small Capacity Replacement Buses	0	0	0	5,764	5,764	4,608	1,156
NEW	Bus Farebox Replacement	0	0	0	10,514	10,514	8,411	2,103
NEW	Bus Surveillance Equipment Replacement	0	0	0	1,500	1,500	1,200	300
NEW	Paratransit Vehicles	0	0	0	796	796	637	159
Total Revenue Vehicles & Equipment		\$ 219,972	\$206,940	\$13,032	\$18,574	\$31,605	\$15,529	\$16,076
Non Revenue Vehicles								
P0481	NRV Procurement	\$414	\$203	\$211	\$0	\$211	\$0	\$211
NEW	NRV Procurement	0	0	0	691	691	553	138
Total Non Revenue Vehicles		\$414	\$203	\$211	\$691	\$902	\$553	\$349
Operations Facilities & Equipment								
P0016	North Division Reconstruction	\$42,652	\$42,360	\$292	\$0	\$292	\$40	\$253
P0019	Line 22 Improvements	3,540	2,736	804	0	804	537	267
P0258	Cerone Division Rehab & Expansion	26,171	25,595	575	0	575	13	562
P0398	Guadalupe Vehicle Wash Modifications	794	604	189	0	189	0	189
P0399	LRT Drainage Improvements Bays/Manila	1,114	172	942	0	942	0	942
P0427	HazMat Removal / Fac, Design & Con	464	118	346	0	346	0	346
P0482	Translink	2,259	1,759	500	0	500	500	0
P0484	CeroneFuel Island,Sec./Fire Improv	614	480	134	0	134	104	30
P0486	Maint.Equip. Replacement Program	63	56	6	0	6	0	6
P0537	Fac. & Equip. Emergency Allowance	6	0	6	0	6	0	6
P0540	Fac. Maint. Equip.Replacement Prog.	258	0	258	0	258	0	258

¹ Preliminary Unaudited

Project Number	Project Title	Total Appropriation as of 6/30/07	Expenditures as of 6/30/07 ¹	Appropriation Remaining 6/30/07	FY08 & FY09 Capital Program	Revised Total Appropriation Remaining	Revised Estimated Total Grants/ Reimbursements	Revised Total Net VTA Transit Share
P0544	Painting Management Program	244	210	34	0	34	0	34
P0559	Portable Bus Alignment System	10	0	10	0	10	0	10
P0566	Replacement for Postage Meter Equipment	29	20	9	0	9	0	9
P0572	Bus Signal Priority	911	0	911	0	911	729	182
P0576	CCTV Ph.I Ph. II & Ph.III,	607	0	607	0	607	441	165
P0581	Fac. & Equip. Emergency Allowance	9	7	2	0	2	0	2
P0582	HVAC Scheduled Replacement Program	147	33	114	0	114	0	114
P0583	Painting Management Program	240	42	198	0	198	0	198
P0584	Pavement Management Program	240	209	31	0	31	0	31
P0598	Blockbuster Automated RuncuttingSoftware	359	244	115	0	115	0	115
P0603	Rail Simulation Project	250	102	148	0	148	0	148
P0604	Repair/Rebuild Dynamometer @ Cerone O&R	7	0	7	0	7	0	7
P0605	Portable Bus Wheel Alignment System	75	0	75	0	75	0	75
P0609	Community Bus Unleaded Fuel Sta.-Chaboya	908	13	895	0	895	0	895
P0618	Emergency UPS ReplacementPed. Grade Sep	40	18	22	0	22	0	22
NEW	Small Bus Operating Facility Upgrades	0	0	0	5,755	5,755	0	5,755
NEW	Facility Maintenance Equip Replacement Plan	0	0	0	544	544	436	109
NEW	Facility & Equip Emergency Repair Allowance	0	0	0	702	702	0	702
NEW	Roofing Management Program	0	0	0	1,025	1,025	820	205
NEW	Painting Management Program	0	0	0	3,584	3,584	2,867	717
NEW	HVAC Scheduled Replacement Program	0	0	0	783	783	627	157
NEW	Pavement Management Program	0	0	0	1,557	1,557	1,246	311
NEW	Chaboya Division Bus Wash	0	0	0	995	995	796	199
NEW	Paint Mixing Room at Guadalupe LR Paint Shop	0	0	0	299	299	239	60
NEW	Cerone Minor Maint. Bay Pit Modifications	0	0	0	556	556	0	556
NEW	Green Sustainability Facility Improvements	0	0	0	3,000	3,000	0	3,000
NEW	CCTV Video on Demand - Cerone Division	0	0	0	477	477	306	171
NEW	High Security Fencing - Guadalupe Division	0	0	0	302	302	159	143
Total Operating Facilities & Equipment		\$82,010	\$74,779	\$7,231	\$19,581	\$26,812	\$9,860	\$16,952
Rail Facility Expansion								
P0394	Guadalupe Corr Right of Way Disposition	\$813	\$728	\$85	\$0	\$85	\$0	\$85
P0471	Measure B Rail Projects Overhead	7,696	7,557	139	0	139	0	139
Total Rail Facility Expansion		\$8,509	\$8,285	\$224	\$0	\$224	\$0	\$224
Light Rail Way, Power & Signal								
P0307	Rail Replacement Program	\$3,593	\$3,440	\$152	\$0	\$152	\$0	\$152
P0528	System Wide LRT Signage Procurement	160	133	27	0	27	0	27
P0536	Rail Replacement & Rehabilitation	2,363	25	2,337	3,501	5,838	4,671	1,167

Project Number	Project Title	Total Appropriation as of 6/30/07	Expenditures as of 6/30/07 ¹	Appropriation Remaining 6/30/07	FY08 & FY09 Capital Program	Revised Total Appropriation Remaining	Revised Estimated Total Grants/ Reimbursements	Revised Total Net VTA Transit Share
P0567	Tasman West ROW Closeout	242	93	149	0	149	0	149
P0577	Laser Intrusion Detection System	380	0	380	0	380	266	114
P0602	SC LR Station - CCTV Video on Demand	312	76	236	0	236	72	164
P0610	LR Bridge/Structural Inspection Project	470	72	398	0	398	0	398
NEW	Substation Rehabilitation and Replacement	0	0	0	653	653	522	131
NEW	Cooling Sys.for LR Signal & Comm. Cabinets	0	0	0	314	314	0	314
NEW	Abatement of LR Left Hand-Turn/Track Intrusion	0	0	0	1,611	1,611	1,285	326
Total Light Rail Way, Power & Signal		\$7,519	\$3,840	\$3,679	\$6,079	\$9,758	\$6,816	\$2,942
Passenger Facilities								
P0144	San Jose Transit Mall	\$184	\$1	\$184	\$0	\$184	\$0	\$184
P0329	Passenger Information System	3,148	134	3,014	0	3,014	2,257	757
P0330	Guadalupe Corr Platform Retro Phase I	15,396	15,352	44	0	44	0	44
P0457	VTA Pilot Bicycle Parking Program	200	20	180	0	180	180	0
P0493	Tamien Safety Improvements	152	35	117	0	117	94	23
P0494	Downtown Platform Retrofit	23,000	19,863	3,137	0	3,137	2,200	937
P0496	Frances St. Transit Center	513	399	114	0	114	114	0
P0522	Tamien Station Parking Structure	400	0	400	0	400	0	400
P0548	DeAnza Transit Center	654	48	606	4,180	4,786	866	3,920
P0557	ADA Bus Stop Access Improvement	300	44	256	0	256	205	51
P0573	Bus Stop Pavement/Duckout Improv.	235	46	189	1,358	1,547	1,086	461
P0611	Overhead Lines Capital Needs Assessment	318	169	149	0	149	0	149
P0612	Vasona Signal House	300	298	2	0	2	0	2
NEW	Guadalupe Corr Platform Retrofit - South Line	0	0	0	22,947	22,947	18,126	4,821
NEW	CCTV/Video on Demand - Great Mall LR Station	0	0	0	1,057	1,057	845	211
NEW	Upgrade LR Station Public Address System	0	0	0	1,506	1,506	1,205	301
NEW	Transit Enhancement Projects	0	0	0	429	429	343	86
NEW	Transit Center/Park & Ride Upgrades	0	0	0	323	323	258	65
NEW	CCTV/Video on Demand - Light Rail Stations	0	0	0	985	985	549	436
Total Passenger Facilities		\$44,800	\$36,409	\$8,391	\$32,785	\$41,176	\$28,327	\$12,849
Information Systems & Technology								
P0049	Advanced Communications System (ACS)	\$20,183	\$19,796	\$388	\$0	\$388	\$0	\$388
P0479	Manag. Reporting & Budget Re-Eng.	1,520	1,445	75	0	75	0	75
P0523	Assess SAP Treasury Management Functions	103	88	15	0	15	0	15
P0524	Implement Bar Code Scanning in Parts Room	132	53	79	0	79	0	79
P0525	ATU Non-Operator Card Swipe/SAP Interface	197	0	197	0	197	0	197
P0526	Operator Timekeeping System Analysis	45	40	5	0	5	0	5
P0527	Assess SAP-Funds Usage of Recording Tran	100	66	34	0	34	0	34

Project Number	Project Title	Total Appropriation as of 6/30/07	Expenditures as of 6/30/07 ¹	Appropriation Remaining 6/30/07	FY08 & FY09 Capital Program	Revised Total Appropriation Remaining	Revised Estimated Total Grants/ Reimbursements	Revised Total Net VTA Transit Share
P0545	SAP Upgrade	3,928	1,275	2,654	3,971	6,625	0	6,625
P0546	Translink TVM Integration	4,277	47	4,230	3,375	7,605	6,985	619
P0575	SAP Real Estate Module	712	519	193	0	193	0	193
P0608	TransLink - CIMS	3,400	362	3,038	0	3,038	3,038	0
P0613	Automatic Passenger Counters Project	250	51	199	0	199	0	199
P0616	Board Off. Doc. Processing Automation	134	1	133	0	133	0	133
NEW	Server Replacement	0	0	0	1,570	1,570	0	1,570
NEW	Router Memory Upgrade	0	0	0	76	76	0	76
Total Information Systems & Technology		\$34,982	\$23,743	\$11,239	\$8,992	\$20,232	\$10,023	\$10,208
Miscellaneous								
P0555	Tasman Bio Mitigation	\$75	\$0	\$75	\$0	\$75	\$0	\$75
P0556	Campus Flood Study	35	0	35	0	35	10	25
NEW	VTA Customer Information Management	0	0	0	68	68	0	68
NEW	Caltrain Capital - Annual Local Match	0	0	0	5,346	5,346	0	5,346
NEW	Capital Contingency	0	0	0	2,750	2,750	0	2,750
Total Miscellaneous		\$110	\$0	\$110	\$8,164	\$8,274	\$10	\$8,264
Grand Total		\$398,317	\$354,199	\$44,117	\$94,865	\$138,983	\$71,118	\$67,865

**SANTA CLARA
VALLEY TRANSPORTATION AUTHORITY**

Section 2

**CONGESTION MANAGEMENT PROGRAM/
VTP HIGHWAY PROGRAM**

- ❖ **CMP Program Overview**
- ❖ **Sources & Uses of Funds**
- ❖ **Comparison of Revenues & Expenses**
- ❖ **Contribution to Capital**
- ❖ **Member Assessments**
- ❖ **VTP Highway Program Overview**
- ❖ **Schedule of VTP Highway Program Projects**
- ❖ **Description of VTP Highway Program Projects**
- ❖ **Schedule of Total VTP Highway Program Appropriation**

CONGESTION MANAGEMENT PROGRAM

Congestion Management Agencies (CMA) 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.

In 1994, VTA was designated as the CMA for Santa Clara County through a Joint Powers Agreement entered into by the 15 cities and the County of Santa Clara. VTA's Congestion Management Program (CMP) serves as the CMA for Santa Clara County. The CMP, which is fiscally separate from VTA Transit, is funded through assessments to local jurisdictions (Member Agencies), federal and state planning grants, grant program manager administration fees, SB 45 Monitoring Funds, and fees for services provided.

The CMP's major responsibilities and programs are:

Congestion Management Program (CMP) and Capital Improvement Program (CIP): The Congestion Management Program is responsible for preparing and implementing the county's statutorily mandated Congestion Management Program. Adoption of a CMP is necessary to qualify for certain transportation funds made available through the state gas tax increase authorized in 1990. The CMP sets performance standards for roadways, public transit, and other modes of transportation, and shows how local jurisdictions will meet those standards through a ten-year Capital Improvement Program, land use strategies, and other actions designed to reduce congestion and improve air quality. Under development is a policy to link local land use decision-making to transportation funding through the CMP Capital Improvement Program. The CMP is updated every 2 years and normally, on an annual basis, the elements of the CMP are monitored and CMP staff prepares a monitoring and conformance report.

Valley Transportation Plan (VTP) 2030: This is the long-range transportation plan for the county, which drives overall planning and programming efforts of VTA. VTP 2030 includes programs and policies for delivering a multi-modal transportation system for Santa Clara County by providing a framework for making key transportation decisions, a plan for investing in VTA's transportation system, and strategic direction for VTA's involvement in land use and other livability issues. VTP 2030 was adopted by the VTA Board of Directors on February 3, 2005. The next scheduled update is in 2008.

Grant Programming: The Congestion Management Program is responsible for fund programming and/or oversight of the following Federal, State, regional and local grant programs:

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Federal

- *Federal Surface Transportation Program/Congestion Mitigation - Air Quality Improvement Program (STP/CMAQ)*: STP funds are used to address problems caused by urban and suburban congestion by funding improvement projects across all transportation modes. CMAQ funds are to be used to implement the transportation provisions of the 1990 Federal Clean Air Act. The STP and CMAQ funding programs were wrapped into the Federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and continued when Congress enacted the Transportation Equity Act for the 21st Century (TEA-21) in mid-1997. Congress is currently considering a successor bill. VTA determines the countywide priorities for these funds, subject to final approval of the Metropolitan Transportation Commission (MTC).
- *Transportation Enhancement (TE)*: Transportation Enhancement Act 21(TEA-21) provides for a 10% set-aside of each state's STP allocation to be used for "Transportation Enhancement" above and beyond normal capital improvements that fit within the 12 categories described in the TEA-21 legislation. In California, TE funds are distributed to the counties based on formulas in state statute. Within the MTC region, VTA, acting in its capacity as the CMA for Santa Clara County, programs the local share subject to MTC guidelines.

State

- *Regional Improvement Program (RIP)*: Senate Bill 45 (SB-45), which was signed into law at the end of the 1997 legislative session, consolidated several state transportation funding programs and directed 75% of the funds from the State Highway Account (SHA) into the Regional Improvement Program (RIP). Each county receives a "County Share". VTA determines the countywide priorities for these funds subject to final approval by MTC and the California Transportation Commission (CTC) via the State Transportation Improvement Program (STIP) process.

Local

- *Transportation Fund for Clean Air Program Manager Fund (TFCA 40%)*: In 1991, state statute authorized the Bay Area Air Quality Management District (BAAQMD) to increase vehicle registration fees by up to \$4.00 per vehicle to implement certain transportation control measures contained in the District's adopted Clean Air Plan. Forty percent (40%) of these funds are distributed to each county based on a proportional share of paid vehicle registrations. These funds are allocated and administered by a program manager selected within each county. VTA's Congestion Management Program is the program manager for the TFCA 40% Funds for Santa Clara County.
- *Transportation Development Act Article 3*: The California State Legislature enacted the Transportation Development Act (TDA) in 1972. Article 3 of this act provides for the return of a portion of the sales tax receipts in each county to fund

VTA FY 2008 & FY 2009 ADOPTED BUDGET

bicycle and pedestrian improvements. MTC administers the program Bay Area-wide, while VTA develops annual countywide program priorities.

Programmed Project Monitoring and Assistance: The State Transportation Improvement Program (STIP) contains a timely use of funds provision that requires project sponsors to deliver the project on time or risk loss of the grant funding. This legislation also increased the responsibility of local agencies, such as VTA, to not only program transportation funds but to also monitor project progress and potentially provide assistance to ensure timely completion. Because of the substantial fiscal impact on the countywide Capital Improvement Program due to delayed project construction, CMP staff is providing active oversight of the delivery of CIP projects. This oversight includes a significant level of direct involvement by division staff, utilizing consultant engineering assistance, in large, high profile state highway projects managed by Caltrans. CMP staff also provides to the Board of Directors and Advisory Committees the Programmed Projects Quarterly Monitoring Report, which tracks the progress of projects funded through programming actions of the VTA Board of Directors.

Highway Corridor Planning: As part of VTP 2030 and its predecessor, VTP 2020, VTA staff identified highway corridors for study to investigate the need for transportation improvements. The studies also provide planning-level cost estimates and project implementation strategies for the identified transportation improvements.

Bicycle and Pedestrian Planning Program: The 20-year Countywide Bicycle Plan was adopted by the Board of Directors in October 2000 and updated in December 2004. A twenty-year Bicycle Expenditure Program was developed and approved for projects totaling approximately \$99.3 million. The Bicycle Planning Program administers and distributes funds to Member Agencies to implement and construct the projects.

VTA assists as needed with pedestrian issues raised by the Board of Directors or at VTA Bicycle and Pedestrian Advisory Committee meetings. VTA also assists in Development Review regarding pedestrian impacts and improvements, and provides technical and policy assistance to the Highway Program regarding the inclusion of pedestrian accommodation in each project's conceptual development and design.

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VTA FY 2008 & FY 2009 ADOPTED BUDGET

**CONGESTION MANAGEMENT PROGRAM
SOURCES AND USES OF FUNDS SUMMARY
(In thousands)**

<u>Line</u>	<u>Description</u>	<u>FY 2007 Actual¹</u>	<u>FY 2008 Budget</u>	<u>FY 2009 Budget</u>
1	Total Revenues	\$3,557	\$4,882	\$5,115
2	Total Operating Expenses	<u>3,981</u>	<u>5,508</u>	<u>5,214</u>
3	Operating Revenues Over (Under) Expenses	(\$424)	(\$626)	(\$99)
4	Beginning Undesignated Reserves	\$1,080	\$656	(\$370)
5	Revenues Over (Under) Expenses	(424)	(626)	(99)
6	Contribution to Capital Projects	<u>0</u>	<u>(400)</u>	<u>(200)</u>
7	Ending Undesignated Reserves	\$656	(\$370)	(\$669)

¹ Preliminary Unaudited

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VTA FY 2008 & FY 2009 ADOPTED BUDGET

**CONGESTION MANAGEMENT PROGRAM
COMPARISON OF REVENUES AND EXPENSES
(In thousands)**

Line	Category	FY06 Actual	FY07 Actual ¹	FY08 Budget	% Var	FY09 Budget	% Var
1	Federal Operating Grants	\$621	\$794	\$905	14.0%	\$915	1.1%
2	State Operating Grants	269	297	1,052	254.2%	1,190	13.1%
3	Member Agency Fees	2,250	2,329	2,410	3.5%	2,495	3.5%
4	Other Income	67	137	515	275.9%	515	0.0%
5	Total Revenues	\$3,207	\$3,557	\$4,882	37.3%	\$5,115	4.8%
6	Materials & Supplies	\$0	\$1	\$0	N/A	\$0	N/A
7	Professional & Special Services	524	827	1,415	71.1%	1,000	-29.3%
8	Other Services	61	(2)	6	-400.0%	6	0.0%
9	Data Processing	84	7	30	328.6%	30	0.0%
10	Office Expense	67	9	0	N/A	0	N/A
11	Communications	2	0	0	N/A	0	N/A
12	Employee Related Expense	22	23	0	N/A	0	N/A
13	Leases & Rents	5	4	0	N/A	0	N/A
14	Miscellaneous	39	17	19	11.8%	22	15.8%
15	Other Expense	0	1	0	N/A	0	N/A
16	VTA Staff Services	2,823	3,094	4,038	30.5%	4,156	2.9%
17	Total Expenses	\$3,627	\$3,981	\$5,508	38.4%	\$5,214	-5.3%
18	Surplus/(Deficit) to Reserves	(\$420)	(\$424)	(\$626)		(\$99)	

¹ Preliminary Unaudited

Descriptions of each Revenue and Expense Category can be found in Appendix E.

MAJOR BUDGETARY CHANGES

REVENUES

State Operating Grants

FY08 sees a 254.2% increase or \$0.8 million from FY07 due to deferred receipt of SB-45 Programmed Project Management funds.

Other Income

FY08 estimates increase \$0.4 million or 275.9% from FY07 due primarily to increased funding from Local Program Reserve (LPR) for additional CMP services and studies.

EXPENSES

Professional & Special Services

The FY08 budget reflects a 71.1% or \$0.6 million increase over FY07 due to additional planned activities and the purchase of parcel data and aerial photographs from the County Assessor during FY08.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

The one major additional expenditure planned for the CMP is the sound wall screening program. From time to time, VTA conducts special studies to assist member agencies in making projects ready to apply for grant funding. For FY08, it is proposed that the CMP review and screen candidate locations for sound walls. This one-year program will mitigate the noise complaint calls that the cities and VTA receive regularly until the preparation of Noise Barrier Scope Summary Report (NBSSR) documents for actual, fundable sound barrier projects. The technical work will be performed by consultants, with VTA staff providing oversight. However, the potential cost cannot be reasonably determined at this time, since it will vary with the number of applications received. Therefore, a separate funding request will be brought to the Board of Directors in the future for this activity.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

CONTRIBUTION TO CAPITAL

CMP periodically provides a monetary contribution for various studies which are managed by other agencies (i.e., El Camino/Grand Boulevard Study, Peninsula Gateway Corridor Study, etc). The table below reflects the amounts included in the FY08 and FY09 Budget for Contribution to Capital.

**CONGESTION MANAGEMENT PROGRAM
CONTRIBUTION TO CAPITAL**

(In thousands)

FY 2008 Budget	FY 2008 Estimated Total Reimbursements	FY 2008 Net CMP Share	FY 2009 Budget	FY 2009 Estimated Total Reimbursements	FY 2009 Net CMP Share
\$400	\$0	\$400	\$200	\$0	\$200

VTA FY 2008 & FY 2009 ADOPTED BUDGET

**FY 2008 AND FY 2009
MEMBER ASSESSMENTS**

Member Agency	FY08	FY09
County of Santa Clara	\$272,070	\$281,594
Campbell	50,590	52,362
Cupertino	77,722	80,444
Gilroy	37,814	39,138
Los Altos	24,956	25,830
Los Altos Hills	6,654	6,888
Los Gatos	34,444	35,650
Milpitas	77,080	79,778
Monte Sereno	2,000	2,070
Morgan Hill	25,134	26,014
Mountain View	125,172	129,554
Palo Alto	141,644	146,602
San Jose	784,906	812,378
Santa Clara	207,326	214,584
Saratoga	21,716	22,478
Sunnyvale	248,914	257,626
Subtotal:	\$2,138,142	\$2,212,990
VTA – Managing Agency Contribution	272,070	281,594
TOTAL:	\$2,410,212	\$2,494,584

VTA FY 2008 & FY 2009 ADOPTED BUDGET

VTP HIGHWAY PROGRAM

VTP 2030 is the current approved long-range County-wide Transportation Plan for Santa Clara County. Developed by the CMP and adopted in 2005, 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 2030.

Previous appropriations for this program total \$178 million, 100% of which is either grant funded or reimbursed by local jurisdictions. The total appropriation for the identified VTP Highway Improvement Program Projects for FY 2008 and FY 2009 are \$108.8 million and \$12.6 million respectively. One hundred percent of these expenditures are funded by grants or agreements with the appropriate city. No VTA funds are required for these projects except where noted.

The table below lists the individual projects for the FY08 and FY09 VTP Highway Program followed by additional information on each project.

VTP HIGHWAY PROGRAM DETAIL
(In thousands)

Project	FY 2008 Budget	FY 2008 Estimated Total Reimbursements	FY 2008 Net VTP Highway Share	FY 2009 Budget	FY 2009 Estimated Total Reimbursements	FY 2009 Net VTP Highway Share
1. I-880/Coleman Avenue Interchange	\$3,940	\$3,940	\$0	\$0	\$0	\$0
2. Route 152/156 Interchange	0	0	0	1,000	1,000	0
3. US 101 Operational Improvement Project	11,760	11,760	0	0	0	0
4. I-880 Widening	23,400	23,400	0	0	0	0
5. Route 101 Improvements (Route 85 to Embarcadero)	17,330	17,330	0	0	0	0
6. I-280/880/Stevens Creek Interchange	7,200	7,200	0	0	0	0
7. Route 101/Blossom Hill Interchange	12,204	12,204	0	0	0	0
8. Route 101/25 Widening (Monterey Rd. to SR 129)	4,500	4,500	0	0	0	0
9. Route 237 (Calaveras Boulevard) Widening	2,000	2,000	0	0	0	0
10. Route 237/Route 101 Mathilda Interchange	0	0	0	800	800	0
11. Coyote Ridge Butterfly Habitat Mitigation	996	996	0	0	0	0
12. Mary Avenue/Mathilda Ave. Improvements	2,500	2,500	0	0	0	0
13. Route 101/De La Cruz Blvd/Trimble Rd	300	300	0	100	100	0
14. Route 101 Implementation Study	1,250	1,250	0	250	250	0
15. Charcot Ave Extension	300	300	0	100	100	0
16. Route 85/237/El Camino Real/Middlefield Road	500	500	0	1,000	1,000	0
17. High Occupancy Toll (HOT) Lane Projects	2,642	2,642	0	9,377	9,377	0
18. Peninsula Gateway Corridor Study	250	250	0	0	0	0
19. New Corridor Studies	2,000	2,000	0	0	0	0
20. Route 87/Narvaez Interchange	800	800	0	0	0	0
21. Intelligent Transportation System Project	3,500	3,500	0	0	0	0
22. SR 152 Realignment	3,500	3,500	0	0	0	0
23. Route 87 Landscape Planting	4,196	4,196	0	0	0	0
24. Route 237/I-880 Landscape Planting	3,750	3,750	0	0	0	0
Total New Appropriation	108,818	108,818	0	12,627	12,627	0

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**VTP HIGHWAY PROGRAM
FY 2008 & FY 2009 CAPITAL PROJECTS**

1. I-880/Coleman Avenue Interchange

In cooperation with the City of San Jose, VTA reconstructed the Coleman Avenue Interchange at I-880 in San Jose to improve access to the Mineta San Jose International Airport. Construction of this project is funded via federal GARVEE bond funding.

Total Project Budget: \$83.2 million

Funding: \$11.4 million in City of San Jose funds, \$4.5 million in State (TCRP) funds, \$0.9 million in federal funding, and \$65.3 million in GARVEE funds.

Completion Date: Fall 2006; Highway Planting Early 2009; plant establishment completion Early 2012.

	FY08	FY09
Project Budget	\$3,940,000	\$0
Grant Funding	3,940,000	0
Net VTP Highway Funds	\$0	\$0

2. Route 152/156 Interchange

Improve the safety and operations of the intersection of Routes 152 and 156 in southeast Santa Clara County with addition of a bridge structure to grade separate Route 152 over Route 156.

Total Project Budget: \$35.7 million

Funding: Federal Earmark, Surface Transportation Program, State Transportation Improvement Program, Local Program Reserve.

Completion Date: Fall 2009

	FY08	FY09
Project Budget	\$0	\$1,000,000
Grant Funding	0	1,000,000
Net VTP Highway Funds	\$0	\$0

3. US 101 Operational Improvement Project

Construct operational and safety improvements on US 101 from the I-280/I-680 Interchange on the north to the Yerba Buena Road Interchange on the south. Includes: constructing one additional lane in the southbound direction; modifying Tully and Capitol Interchanges to partial cloverleaf; replacing Tully Road over crossing; adding an auxiliary lane on southbound US 101 between Tully Road and Capitol Expressway; modifying the off-ramp at southbound US 101 for Yerba Buena Road; and constructing a new on-ramp at northbound US 101 from Yerba Buena.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Total Project Budget: \$104.0 million

Funding: Proposition 1B, STIP, Federal Earmark, Local

Completion Date: 2012

	FY08	FY09
Project Budget	\$11,760,000	\$0
Grant Funding	11,760,000	0
Net VTP Highway Funds	\$0	\$0

4. I-880 Widening

Widen the freeway to add a High Occupancy Vehicle (HOV) lane in each direction between Old Bayshore Highway in San Jose and Route 237 in Milpitas.

Total Project Budget: \$92.0 million

Funding: Proposition 1B, STIP

Completion Date: 2012

	FY08	FY09
Project Budget	\$23,400,000	\$0
Grant Funding	23,400,000	0
Net VTP Highway Funds	\$0	\$0

5. Route 101 Improvements (Route 85 to Embarcadero Road)

The project will add one auxiliary lane in each direction between Embarcadero Road in Palo Alto and Route 85 in Mountain View.

Total Project Budget: \$102.0 million

Funding: Proposition 1B, STIP

Completion Date: 2012

	FY08	FY09
Project Budget	\$17,330,000	\$0
Grant Funding	17,330,000	0
Net VTP Highway Funds	\$0	\$0

6. I-280/I-880/Stevens Creek Interchange

Improvements include a direct freeway to freeway connector between I-880 and I-280, new Winchester Road Off Ramp from Southbound I-280, and Stevens Creek Interchange modifications.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Total Project Budget: \$110.0 million

Funding: Proposition 1B, STIP, Federal Earmark, Local

Completion Date: 2013

	FY08	FY09
Project Budget	\$7,200,000	\$0
Grant Funding	7,200,000	0
Net VTP Highway Funds	\$0	\$0

7. Route 101/Blossom Hill Interchange

Improve interchange by widening the Blossom Hill overpass and modifying on and off ramps to Route 101.

Total Project Budget: \$20.7 million

Funding: Local

Completion Date: 2011

	FY08	FY09
Project Budget	\$12,204,000	\$0
Grant Funding	12,204,000	0
Net VTP Highway Funds	\$0	\$0

8. Route 101/25 Widening (Monterey Rd. to SR 129)

Improve Route 101 to full freeway standards from Monterey Road to Route 25 and upgrade Route 25 Interchange.

Total Project Budget: \$128.0 million

Funding: Proposition 1B, STIP, Local

Completion Date: 2012

	FY08	FY09
Project Budget	\$4,500,000	\$0
Grant Funding	4,500,000	0
Net VTP Highway Funds	\$0	\$0

9. Route 237 (Calaveras Boulevard) Widening

Widen Calaveras Boulevard from 4 to 6 lanes in the City of Milpitas from Milpitas Boulevard to Main Street and replace the bridge over the UPRR and future BART tracks.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Total Project Budget: \$55.0 million

Funding: STIP, State Highway Operations and Protection Program (SHOPP), Federal Earmark, Local

Completion Date: 2016

	FY08	FY09
Project Budget	\$2,000,000	\$0
Grant Funding	2,000,000	0
Net VTP Highway Funds	\$0	\$0

10. Route 237/Route 101 Mathilda Interchange

Improvements to on and off ramps at Mathilda Road Interchange in Sunnyvale

Total Project Budget: \$25.0 million

Funding: STIP, Local

Completion Date: 2016

	FY08	FY09
Project Budget	\$0	\$800,000
Grant Funding	0	800,000
Net VTP Highway Funds	\$0	\$0

11. Coyote Ridge Butterfly Habitat Management

As part of the biological impact compensation for the US 101 Widening and State Route 85/US 101 Interchange Projects, VTA was required by the Fish and Wildlife Service to purchase and preserve serpentine soils to support the federally threatened Bay Checkerspot Butterfly. This commitment was fulfilled through purchase of 548 acres on Coyote Ridge in southeastern San Jose. The property was purchased jointly with the City of San Jose to also enable them to satisfy their compensation obligations for the US 101 and Bailey Interchange Project. The Coyote Ridge property is being managed to preserve sensitive serpentine plant communities, rare plants and the Bay Checkerspot Butterfly along with other sensitive species known to exist on the site.

Total Project Budget: \$1.2 million

Funding: Local

Completion Date: 2016

	FY08	FY09
Project Budget	\$995,990	\$0
Grant Funding	995,990	0
Net VTP Highway Funds	\$0	\$0

VTA FY 2008 & FY 2009 ADOPTED BUDGET

12. Mary Avenue/Mathilda Ave. Improvements

Provide improved access into the Moffett Park Industrial Park in Sunnyvale by extending Mary Avenue over Route 237 and Route 101 with a new bridge structure.

Total Project Budget: \$60.0 million

Funding: STIP, Local

Completion Date: 2013

	FY08	FY09
Project Budget	\$2,500,000	\$0
Grant Funding	2,500,000	0
Net VTP Highway Funds	\$0	\$0

13. Route 101/De La Cruz Blvd./Trimble Rd.

Perform preliminary engineering and initial environmental study to complete the Route 101/De La Cruz Blvd./Trimble Rd. interchange improvements by widening the overcrossing and modifying ramp.

Total Project Budget: \$0.8 million

Funding: City of San Jose

Completion Date: 2009

	FY08	FY09
Project Budget	\$300,000	\$100,000
Grant Funding	300,000	100,000
Net VTP Highway Funds	\$0	\$0

14. Route 101 Implementation Study

Prepare an Implementation Plan for the Route 101 Corridor from the De La Cruz Interchange to the proposed Taylor/Maybury Interchange.

Total Project Budget: \$2.0 million

Funding: City of San Jose

Completion Date: 2008

	FY08	FY09
Project Budget	\$1,250,000	\$250,000
Grant Funding	1,250,000	250,000
Net VTP Highway Funds	\$0	\$0

VTA FY 2008 & FY 2009 ADOPTED BUDGET

15. Charcot Avenue Extension

Prepare a Project Study Report (PSR) and initial environmental study for the extension of Charcot Avenue on a new bridge structure over I-880 in San Jose.

Total Project Budget: \$0.9 million

Funding: City of San Jose

Completion Date: 2009

	FY08	FY09
Project Budget	\$300,000	\$100,000
Grant Funding	300,000	100,000
Net VTP Highway Funds	\$0	\$0

16. Route 85/237/El Camino Real/Middlefield Road Interchanges

In coordination with the City of Mountain View, the project will include improvements to Routes 85, 237 and El Camino including auxiliary lanes, ramp modifications, HOV/HOT direct connector and modern roundabouts to improve traffic operations and safety.

Total Project Budget: \$135.0 million

Funding: STIP, Local, HOT Lane Revenues

Completion Date: 2018

	FY08	FY09
Project Budget	\$500,000	\$1,000,000
Grant Funding	500,000	1,000,000
Net VTP Highway Funds	\$0	\$0

17. High Occupancy Toll (HOT) Lane Projects

Implement electronically tolled, dynamically priced toll lane projects on Route 101 and Route 85 in Santa Clara County.

Total Project Budget: \$35.0 million

Funding: Federal, STIP, Local

Completion Date: 2012

	FY08	FY09
Project Budget	\$2,642,000	\$9,376,815
Grant Funding	2,642,000	9,376,815
Net VTP Highway Funds	\$0	\$0

VTA FY 2008 & FY 2009 ADOPTED BUDGET

18. Peninsula Gateway Corridor Study

Study multi-modal transportation improvements in the US 101 and Dumbarton Bridge approaches as a gateway into Santa Clara and San Mateo Counties. San Mateo is managing this project.

Total Project Budget: \$0.5 million

Funding: \$250,000 in VTA Gateway Studies funds, \$250,000 from San Mateo CCAG

Completion Date: 2005

	FY08	FY09
Project Budget	\$250,000	\$0
Grant Funding	250,000	0
Net VTP Highway Funds	\$0	\$0

19. New Corridor Studies

Study 2 new corridors as defined in VTP 2030: (1) I-280/680 Corridor between Montague Expressway and Page Mill in Palo Alto; and (2) Route 152 Realignment Study to develop a new route alignment for Route 152 in San Benito and Santa Clara Counties.

Total Project Budget: \$2.0 million

Funding: Local Program Reserve funds.

Completion Date: 2008

	FY08	FY09
Project Budget	\$2,000,000	\$0
Grant Funding	2,000,000	0
Net VTP Highway Funds	\$0	\$0

20. Route 87/Narvaez Interchange

Prepare Project Study Report to evaluate improvements to on and off ramps at Narvaez Street, Capitol Expressway and Route 87 in San Jose

Total Project Budget: \$0.8 million

Funding: City of San Jose, Local Program Reserve funds

Completion Date: 2008

	FY08	FY09
Project Budget	\$800,000	\$0
Grant Funding	800,000	0
Net VTP Highway Funds	\$0	\$0

VTA FY 2008 & FY 2009 ADOPTED BUDGET

21. Intelligent Transportation System Project (Routes 880, 280, 101, 85, 87, 17, 237)

Prepare Systems Engineering Management Plans for ITS infrastructure installation on freeway corridors as defined in VTP 2030.

Total Project Budget: \$3.5 million

Funding: Local Program Reserve funds.

Completion Date: 2008

	FY08	FY09
Project Budget	\$3,500,000	\$0
Grant Funding	3,500,000	0
Net VTP Highway Funds	\$0	\$0

22. State Route 152 Realignment

The State Route (SR) 152 Realignment Concept Study will evaluate the feasibility of providing a new SR 152 alignment in the unincorporated areas of Santa Clara and San Benito Counties from the SR 152/156 interchange to SR 25.

Total Project Budget: \$3.65 million

Funding: Local Program Reserve funds.

Completion Date: 2008

	FY08	FY09
Project Budget	\$3,500,000	\$0
Grant Funding	3,500,000	0
Net VTP Highway Funds	\$0	\$0

23. Route 87 Landscape Planting

Highway Planting on Route 87 in conjunction with HOV lane construction completed in 2007.

Total Project Budget: \$4.2 million

Funding: \$2.9 million in Measure B swap funds, \$1.0 million in STIP funds, \$0.3 million in GARVEE funds.

Completion Date: Planting complete Fall 2008, plant establishment complete Fall 2011

	FY08	FY09
Project Budget	\$4,196,000	\$0
Grant Funding	4,196,000	0
Net VTP Highway Funds	\$0	\$0

VTA FY 2008 & FY 2009 ADOPTED BUDGET

24. Route 237/I-880 Landscape Planting

Highway Planting at the Route 237/I-880 interchange.

Total Project Budget: \$3.75 million

Funding: \$3.75 million in City of Milpitas / Caltrans funds.

Completion Date: Planting complete Spring 2009, plant establishment complete Spring 2012

	FY08	FY09
Project Budget	\$3,750,000	\$0
Grant Funding	3,750,000	0
Net VTP Highway Funds	\$0	\$0

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The table below depicts the total VTP Highway Improvement Program including remaining appropriation on existing projects and the FY08 and FY09 Capital Program.

(In thousands)

Project Number	Project Title	Total Appropriation as of 6/30/07	Expenditures as of 6/30/07 ¹	Appropriation Remaining 6/30/07	FY08 & FY09 Capital Program	Revised Total Appropriation Remaining	Revised Estimated Total Grants/ Reimbursements	Revised Total Net VTP Highway Share
Highway								
P0371	I-680/880 Cross Connector	\$2,147	\$1,633	\$514	\$0	\$514	\$514	\$0
P0372	I-880/Coleman Avenue Interchange	81,372	76,046	5,326	3,940	9,266	9,266	0
P0430	SR 152/SR 156 Interchange	35,689	10,211	25,479	1,000	26,479	26,479	0
P0431	SR 85 Corridor Study	365	363	2	0	2	2	0
P0434	US 101 North Corridor Study	570	564	6	0	6	6	0
P0453	US 101/Blossom Hill Rd Interchange Impro	1,800	1,252	548	12,204	12,752	12,752	0
P0454	US 101/Hellyer Ave Interchange Improve	2,200	1,570	630	0	630	630	0
P0455	I-280/I-880/Stevens Ck. Blvd.Interchange	1,550	550	1,000	7,200	8,200	8,200	0
P0456	River Oaks Bicycle/Pedestrian Bridge	3,322	3,133	189	0	189	189	0
P0472	Rt 87 North Widening (Construction)	37,791	34,751	3,040	0	3,040	3,040	0
P0473	Rt 87 South Widening (Construction)	1,807	833	974	0	974	974	0
P0478	High Occupancy Toll Lane Demonstration	2,950	677	2,273	12,019	14,292	14,292	0
P0495	Peninsula Gateway Study	250	195	55	250	305	305	0
P0518	South County Circulation Study	500	488	12	0	12	12	0
P0519	US 101 Improvement Project	400	93	307	11,760	12,067	12,067	0
P0534	I-880 Corridor Study	500	372	128	0	128	128	0
P0535	Coyote Ridge Butterfly Habitat Mngmnt	245	114	131	996	1,127	1,127	0
P0558	Hwy 25 Safety & Operational Enhancements	400	14	386	0	386	386	0
P0563	Mary Avenue/Mathilda Avenue Improvements	1,500	613	887	2,500	3,387	3,387	0
P0565	Rt 101/De La Cruz Blvd/Trimble Rd	400	18	382	400	782	782	0
P0569	Calaveras Boulevard Improvements	350	176	174	2,000	2,174	2,174	0
P0570	SR 85 & SR 237 Improvements	500	249	251	1,500	1,751	1,751	0
P0606	Rt 101 Widening(Monterey Rd-SR 129)	1,000	816	184	4,500	4,684	4,684	0
P0607	Rt 101 Implementation Study	500	22	478	1,500	1,978	1,978	0
P0615	Charcot Avenue Extension in San Jose	500	11	489	400	889	889	0
P0617	SR 152 Realignment Concept Study	150	16	134	3,500	3,634	3,634	0
NEW	I-880 Widening	0	0	0	23,400	23,400	23,400	0
NEW	Route 101 Improvements (Rt 85 to Embarcadero)	0	0	0	17,330	17,330	17,330	0
NEW	Route 237/Route 101 Mathilda Interchange	0	0	0	800	800	800	0
NEW	New Corridor Studies	0	0	0	2,000	2,000	2,000	0
NEW	Route 87/Narvaez Interchange	0	0	0	800	800	800	0
NEW	Intelligent Transportation System Project	0	0	0	3,500	3,500	3,500	0
NEW	Route 87 Landscape Planting	0	0	0	4,196	4,196	4,196	0
NEW	Route 237/I-880 Landscape Planting	0	0	0	3,750	3,750	3,750	0
Total Highway		\$178,758	\$134,778	\$43,979	\$121,445	\$165,424	\$165,424	\$0

VTA FY 2008 & FY 2009 ADOPTED BUDGET

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¹ Preliminary Unaudited

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**SANTA CLARA
VALLEY TRANSPORTATION AUTHORITY**

Section 3

2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM

- ❖ **Program Overview**
- ❖ **Sources and Uses of Funds & Outstanding Debt**
- ❖ **Comparison of Revenues & Expenses**
- ❖ **Schedule of 2000 Measure A Projects**
- ❖ **Description of 2000 Measure A Projects**
- ❖ **Schedule of Total 2000 Measure A Program Appropriation**

2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM

The 2000 Measure A Transit Improvement Program, a 30-year plan of major transit improvement capital projects, was approved in November 2000 by over 70 percent of Santa Clara County's voters. 2000 Measure A listed the following countywide transit improvement projects:

- Fund operating and maintenance costs for increased bus, rail and paratransit service.
- Extend BART to 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.

A copy of the approved Measure A ballot text can be found in Appendix H.

The 2000 Measure A Transit Improvement Program is one component of VTA's long range countywide transportation plan, Valley Transportation Plan (VTP) 2030. VTP 2030 outlines a balanced approach to improvements to roadways and highways, public transit, bicycle and pedestrian facilities, and technology infrastructure. VTP 2030 was reviewed by local jurisdictions and adopted by the VTA Board of Directors on February 3, 2005.

MEASURE A BONDS

In August 2003, the VTA Board of Directors authorized the issue of up to \$550 million of 2000 Measure A Sales Tax Revenue Bonds to fund a variety of projects including:

- 1) Accelerated reimbursement of the Repayment Obligation¹
- 2) Retirement of 2002 Grant and Bond Anticipation Notes
- 3) Operating costs associated with deferral of service reductions

¹ Reimbursement to VTA for the debt service payments VTA made on the 2001 Series A bonds until FY06, when collection of the 2000 Measure A sales tax begins. 2001 Series A bonds in the amount of \$200 million were issued for the 1996 Measure B Tasman, Capital, and Vasona light rail extension projects in exchange for Measure B sales tax revenue, which was used to advance the purchase of light rail vehicles included in 2000 Measure A.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

- 4) Preliminary engineering for the BART extension
- 5) Capitalized interest, cost of issue, potential debt service reserve fund
- 6) Other projects as determined by the Board, including preliminary engineering for Downtown East Valley transit improvements

An aggregate amount of \$371.1 million of bonds were issued by VTA in 3 series from November 2003 to December 2004 (2003A, 2004A, and 2004B Bonds, collectively, “Initial Bonds”). The Initial Bonds were sold at a premium, which means, although VTA would only be required to repay \$371.1 million in principal, the amount of actual proceeds received were \$391.4 million.

The proceeds from the Initial Bonds provided funding for the following purposes:

Purpose	Amount (In millions)
Accelerated reimbursement of a portion of the Repayment Obligation	\$64.0
Retirement of 2002 Grant and Bond Anticipation Notes ²	81.5
Preliminary engineering for the BART extension	124.9
Interest expense	37.6
Right of way acquisition for the BART extension	37.3
Downtown East Valley transit improvements ³	16.4
Caltrain Service Upgrades	10.0
Cost of issue	5.2
Miscellaneous ⁴	0.5
Total	<u><u>\$377.5</u></u>

² Funded right of way acquisition for BART extension

³ As of 6/30/2006

⁴ Includes expenditures associated with Dumbarton Rail, new rail corridors and program-wide administration.

The Initial Bonds were structured as long-term issues maturing April 1, 2036 (when the 2000 Measure A sales tax ends), but with a mandatory tender on October 2, 2006. The rate of interest through the mandatory tender date was fixed. The intent when the Initial Bonds were issued was that they would either be remarketed or refunded on the tender date (or a combination of both). This structure was designed to provide VTA with the interest benefits associated with a short-term financing but with a framework similar to that of a long-term financing.

In August 2006, VTA refunded the Initial Bonds with \$428.4 million of 2000 Measure A Sales Tax Revenue Bonds, Series 2006 A-G (2006 Bonds). Proceeds and interest earnings on the proceeds were used for the following purposes:

- 1) Retire the outstanding Initial Bonds (\$371.1 million)
- 2) Provide \$45 million of new funds for the BART extension
- 3) Fund debt service reserve funds (\$12.8 million)
- 4) Cost of issue (\$2.2 million).

VTA FY 2008 & FY 2009 ADOPTED BUDGET

As of June 30, 2007, there were \$55.4 million of unspent bond proceeds (\$8.1 million transferred from 2004 B bonds and \$47.3 million from the 2006 Bonds).

MEASURE A PROGRESS

VTA has already begun work on 2000 Measure A by issuing a limited amount of bonds to purchase 70 additional low-floor vehicles; to acquire right-of-way; and to conduct environmental studies, preliminary engineering, and design work for projects identified in 2000 Measure A. This section describes some key capital projects for which 2000 Measure A funding is committed, including those that will require additional funding from other sources and, in some cases for which full project funding is not yet identified. On June 15, 2006 the VTA Board of Directors approved the first 2000 Measure A Revenue and Expenditure plan. This document represents an annual framework to measure progress on the projects identified in the ballot approved by the voters in November 2000.

Low-floor Light Rail Vehicles – VTA has committed to improving accessibility by purchasing 70 new low-floor light rail vehicles with 2000 Measure A funds. All low-floor vehicles are on-site and in revenue service as of December 2004. This is the first Measure A project to be completed.

Zero Emission Vehicles and Facilities – Three Zero Emission buses (ZEB) are on site. VTA began the ZEB demonstration in late February 2005. In addition to the procurement of the fuel cell buses, the \$18.5 million demonstration program includes the installation of a hydrogen fueling facility and modification of the Cerone Division maintenance facility to accommodate the fuel cell buses, the training of staff, public and emergency departments, and an evaluation of the overall program. Work at Cerone Division to support the ZEB demonstration was completed in spring 2005. Future Measure A expenditures would fund the differential cost between a standard 40 foot bus and ZEB bus, with up to 15% of the active fleet (approximately 60 buses) being converted to ZEB's by 2020 and a ZEB replacement cycle beginning in 2026.

Downtown East Valley Transit Improvement Plan – VTA has completed Preliminary Engineering on the Capitol Expressway Light Rail Project to Nieman Station, started Final Engineering for the light rail extension to Eastridge, and prepared and circulated a Supplemental Environmental Impact Report for the project. Environmental Clearance for the Santa Clara/Alum Rock segment that evaluates single car light rail or enhanced bus alternatives continues. A Draft Environmental Impact Statement / Environmental Impact Report (EIS/EIR) will be circulated in 2007 without a defined preferred alternative. The VTA Board will then decide between the 2 proposed transit modes.

Silicon Valley Rapid Transit Corridor (SVRT) Project – The VTA Board adopted the project description for the 16.3-mile extension of BART to Milpitas, San Jose, and Santa Clara and approved the Final Environmental Impact Report in December 2004. VTA began Preliminary Engineering (PE) in the spring of 2004 and completed PE in December 2006. In December 2006, the VTA Board approved advancing the design to a

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65% level. The 65% Engineering Phase began in January 2007 and is scheduled to be complete in December 2008. Clearing of the UPRR right-of-way from Fremont to the east tunnel portal will begin during this period. On February 1, 2007 the California Transportation Commission approved funds in the amount of \$151.0 million for reimbursement of Preliminary Engineering costs and \$213.5 million to cover the costs of the 65% Engineering Phase. VTA continues to work with the FTA on federal environmental clearance, and federal and state funding commitments before advancing to final design. Revenue service is anticipated by late 2016 assuming funding issues are resolved.

Bus Rapid Transit Corridors – VTA has embraced the concept of Bus Rapid Transit (BRT) and identified BRT corridors in the approved 2000 Measure A Revenue & Expenditure Plan. VTA has successfully implemented a new 522 Rapid service that includes queue jump lanes and other improvements. Additional corridors being evaluated for rapid service include Monterey Highway, Stevens Creek Boulevard and Sunnyvale-Cupertino.

Highway 17 Bus Service Improvements – Funding for additional buses and service upgrades for the Highway 17 Express Bus service.

Commuter Rail Program – VTA, in cooperation with the Peninsula Corridor Joint Powers Board (Caltrain), is directly improving or financially supporting many aspects of the Caltrain service. Key elements include system rehabilitation, upgraded station facilities, new express service, and expanded service to Gilroy. VTA has programmed a five-year service improvement project that will double track approximately 8.3 miles between San Jose and Gilroy, and provide additional storage capacity, and track improvements in the Gilroy yard. This effort, coupled with negotiated access fee payments to Union Pacific, will allow up to 5 additional Caltrain round trips (subject to demand) to Gilroy by 2010. VTA has commenced design on an additional 8.2 miles of double track, which will ultimately complete double track between San Jose and Gilroy.

A Caltrain Capital Needs Assessment has also been completed and a \$100 million program of projects will be advancing over the next 8 years.

Caltrain Electrification – Based on direction from VTA Board of Directors, the 2000 Measure A Expenditure Plan programmed VTA's contribution to match Caltrain's Short Range Transit Plan. The current plan envisions that electrification equipment procurement and construction for the San Jose to San Francisco segment will take place from 2014 through 2018. Electrification of the San Jose to Gilroy segment is programmed to be complete by 2036.

Dumbarton Rail Corridor – Programmed VTA contribution for Environmental studies/reports. The project provides VTA's share of matching funds (\$44 million) for a partnership with Alameda and San Mateo counties for the rebuilding of the Dumbarton Rail Corridor. The service would run over the Dumbarton Rail Bridge between the Union City BART station in Alameda County and Caltrain in San Mateo and Santa Clara

VTA FY 2008 & FY 2009 ADOPTED BUDGET

counties. VTA's partners in San Mateo and Alameda Counties are initiating the project environmental document clearance and preliminary engineering.

Altamont Commuter Express (ACE) Rail Service Upgrade – There are 2 phases of service frequency improvements to ACE service that need to be studied in terms of timing of service improvements.

Light Rail Extension to Vasona Junction - The 5.3-mile Vasona Light Rail line (Phase 1) between Downtown San Jose and Campbell was opened in October 2005. The Phase 2 extension from the end of the line at Winchester Station in Campbell to Vasona Junction (Winchester Boulevard at Route 85) will add another 1.5 miles, 2 stations, and a transit center with parking at Vasona Junction. The June 2006 approved 2000 Measure A Revenue and Expenditure plan established a revenue service goal by late 2012. Work on the preparation of a design-build procurement document is scheduled to start in 2008.

San Jose Mineta Airport People Mover (APM) - This project will consist of automated, electric-powered vehicles running along a separate guideway. A total of 3 APM alignment options are under consideration. One is a 0.6-mile connection to the VTA light rail Metro/Airport Station on North First Street. This alignment's conceptual design has been completed, and was added as a project to the Airport Master Plan in March 2003. The other 2 alignment options would connect to the current Caltrain (future BART) Santa Clara station, either along a 2.5-mile surface route around the north end of the Airport or in a 1.2-mile tunnel under the airfield. This project is currently scheduled to commence revenue service in 2018. However, some design work will be advanced in FY08 to better coordinate BART and Airport designs with the future people mover connection.

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VTA FY 2008 & FY 2009 ADOPTED BUDGET

**2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM
SOURCES AND USES OF FUNDS SUMMARY**
(In thousands)

<u>Line</u>	<u>Description</u>	<u>FY 2007 Actual¹</u>	<u>FY 2008 Budget</u>	<u>FY 2009 Budget</u>
1	Total Revenues	\$211,785	\$172,832	\$180,473
2	Total Non-Project Expenses	<u>57,709</u>	<u>66,748</u>	<u>66,368</u>
3	Revenues Over (Under) Expenses	\$154,076	\$106,084	\$114,105
4	Project Expenditures	\$91,405	\$260,104	\$260,016
	LESS:			
5	Funding from Grants & Other Sources	<u>(196,883)</u>	<u>(119,705)</u>	<u>(117,662)</u>
6	2000 Measure A Share, drawn from (to) Reserves	<u>(\$105,478)</u>	<u>\$140,399</u>	<u>\$142,354</u>
7	Beginning Reserves	\$1,745	\$261,299	\$226,984
8	Operating Revenues Over (Under) Expenses	154,076	106,084	114,105
9	2000 Measure A Share, drawn from (to) Reserves	<u>105,478</u>	<u>(140,399)</u>	<u>(142,354)</u>
10	Ending Reserves	\$261,299	\$226,984	\$198,735

¹ Preliminary Unaudited

**2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM
OUTSTANDING DEBT AS OF 6/30/07**
(In thousands)

<u>Series</u>	<u>Type of Debt</u>	<u>Interest Rate²</u>	<u>Par Amount</u>
2000 Measure A Sales Tax Bonds (2006A-D)	Synthetic Fixed	3.67%	\$235,875
2000 Measure A Sales Tax Bonds (2006E)	Variable Rate	3.53% ³	54,700
2000 Measure A Sales Tax Bonds (2006F-G)	Variable Rate	3.90% ³	137,800
Total			<u><u>\$428,375</u></u>

² Including liquidity and remarketing fees

³ FY 2007 average rate

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REVENUES AND NON-PROJECT EXPENSES

**2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM
COMPARISON OF REVENUES AND EXPENSES**

(In thousands)

Line	Category	FY06 Actual	FY07 Actual ¹	FY08 Budget	% Var	FY09 Budget	% Var
1	2000 1/2 Cent Sales Tax	\$38,170	\$161,362	\$171,308	6.2%	\$179,531	4.8%
2	Bond Proceeds	0	45,000	0	N/A	0	N/A
3	Investment Earnings	3,580	5,074	1,174	-76.9%	592	-49.6%
4	Other Income	355	349	350	0.0%	350	0.0%
5	Total Revenues	\$42,105	\$211,785	\$172,832	\$0	\$180,473	4.4%
6	Materials & Supplies	\$7,045	\$29,782	\$31,618	6.2%	\$33,136	4.8%
7	Professional & Special Services	0	0	500	N/A	500	0.0%
8	Debt Service	0	14,285	23,470	64.3%	21,675	-7.6%
9	Repayment Obligation	13,410	13,642	11,160	-18.2%	11,057	-0.9%
10	Total Expenses	\$20,455	\$57,709	\$66,748	15.7%	\$66,368	-0.6%
11	Surplus/(Deficit) to Reserves	\$21,650	\$154,076	\$106,084		\$114,105	

¹ Preliminary Unaudited

MAJOR BUDGETARY CHANGES

2000 Half-Cent Sales Tax

While the FY08 budget reflects a growth assumption of 4.8% from the FY07 Revised Budget, actual FY07 receipts for the Measure A ½ Cent Sales Tax were \$2.1 million or 1.3% less than budgeted.

Bond Proceeds

FY07 reflects \$45.0 million of new bond proceeds received from the 2006 A-G bonds issued in August of 2006. The FY08 and FY09 budgets do not anticipate issuance of any additional bonds.

Investment Earnings

Earnings on investments are expected to decline 76.9% in FY08 and 49.6% in FY09 due to lower cash balances resulting from an increase in capital activities.

VTA Operating Assistance

While the FY08 budget reflects a growth assumption of 4.8% from the FY07 Revised Budget, actual FY07 receipts for the Measure A ½ Cent Sales Tax were \$2.1 million or 1.3% less than budgeted resulting in less VTA Operating Assistance than budgeted for FY07.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Debt Service

FY08 Debt Service increases \$9.2 million or 64.3% from FY07, a result of the structuring of the 2006 A-G refunding.

Repayment Obligation

FY08 reflects a reduction of \$2.5 million or 18.2% from FY07 primarily due to a decrease in Principal on VTA's 2001 Bonds. The 2001 Bonds were issued to advance the funding for Measure A projects (see General Budget Assumptions below).

GENERAL BUDGET ASSUMPTIONS

2000 Half-Cent Cent Sales Tax

Beginning in April of 2006, VTA began collection of the 2000 Measure A half-cent sales tax. Current projections for FY08 and FY09 reflect a 4.8% increase per year. This estimate represents the conservative growth projections provided by the Center for Continuing Study of the California Economy (CCSCE). This is a slight departure from VTA's long-range planning strategy of using the mid-point between the conservative and moderate projections. However, due to short-range economic uncertainties, the lower end of the CCSCE growth range was used.

VTA Operating Assistance

Measure A Sales Tax revenue may be used to finance transit projects and operations specified in the 2000 Measure A Ballot and listed in VTA's Valley Transportation Plan and Expenditure Program (VTP 2030). VTP 2030 allocated 18.5% of the 2000 Measure A sales tax revenue towards funding VTA operations.

Repayment Obligation

The Measure A Repayment Obligation represents payment to the VTA Transit Enterprise Fund for redirected 2000 Measure A Sales Tax Revenue, which was previously earmarked for the purchase of 70 low floor light rail vehicles. The redirected funds are intended to reimburse VTA Transit for debt service payments incurred from advancing the acquisition of the low floor light rail vehicles included in the 2000 Measure A Transit Improvement Program. This budget includes approximately \$11.0 million in each year.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

CAPITAL PROGRAM

The table below lists the FY08 and FY09 2000 Measure A Capital Program, followed by additional information on each project.

Project	FY 2008 Budget	FY 2008 Estimated Total Reimbursements	FY 2008 Net Measure A Share	FY 2009 Budget	FY 2009 Estimated Total Reimbursements	FY 2009 Net Measure A Share
1. SVRT	\$164,300	\$117,300	\$47,000	\$82,777	\$35,777	\$47,000
2. Airport People Mover	2,000	0	2,000	0	0	0
3. Capitol Expressway LR Extension to Eastridge	39,148	0	39,148	42,155	0	42,155
4. Caltrain South County Improvements	17,925	0	17,925	39,983	33,000	6,983
5. Caltrain Service Upgrades						
5a. -Safety Improvements	2,000	0	2,000	2,000	0	2,000
5b. -Santa Clara Station Upgrade	1,000	0	1,000	0	0	0
5c. -Other Service Upgrades	1,150	0	1,150	2,770	0	2,770
5d. -Santa Clara Station Pedestrian Underpass Extension	3,500	0	3,500	3,000	0	3,000
5e. -Downtown Mountain View Parking Structure	2,000	425	1,575	7,730	0	7,730
5f. -Blossom Hill Pedestrian Overpass	5,865	1,980	3,885	3,885	3,885	0
6. Bus Rapid Transit Program						
6a. -Bus Rapid Transit Corridors	5,000	0	5,000	15,000	0	15,000
6b. -Line 522 & 523 Rapid-Downtown East Valley Segment	5,000	0	5,000	50,000	45,000	5,000
7. Highway 17 Express Bus Service Improvements	125	0	125	300	0	300
8. Dumbarton Rail Corridor	2,604	0	2,604	3,000	0	3,000
9. Corridor Transit Sustainability Policy Evaluation	250	0	250	250	0	250
10. Light Rail Extension to Vasona Junction	5,078	0	5,078	4,006	0	4,006
11. 2000 Measure A Program Management	3,160	0	3,160	3,160	0	3,160
Total New Appropriation	\$260,104	\$119,705	\$140,399	\$260,016	\$117,662	\$142,354

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**2000 MEASURE A PROGRAM
FY 2008 & FY 2009 CAPITAL PROJECTS**

The following 2000 Measure A Capital budgets for FY08 and FY09 are grouped in accordance with the original 2000 Measure A ballot language, with notations where the VTA Board of Directors made modifications in the adopted Revenue & Expenditure Plan of June 2006.

“Extend BART from Fremont through Milpitas to downtown San Jose and the Santa Clara Caltrain Station”

1. Silicon Valley Rapid Transit Corridor (SVRT) Project

Preliminary Engineering (PE) was completed in 2006. In December 2006, the VTA Board approved advancing the design to a 65% level. The 65% Engineering Phase began in January 2007 and is scheduled to be complete in December 2008. Clearing of the UPRR right-of-way from Fremont to the east tunnel portal will begin during this period. In addition, funds have been included for critical property protection. On February 1, 2007 the California Transportation Commission approved funds in the amount of \$151.0 million for reimbursement of Preliminary Engineering costs and \$213.5 million to cover the costs of the 65% Engineering Phase, which is planned for completion by December 2008. The current completion date in the Revenue & Expenditure Plan is late 2016 and is predicated on federal approval in early 2009.

Operating Budget Impact: Operating and maintenance costs for the BART extension, beginning in 2016, are included in the Revenue & Expenditure Plan. The Plan has yet to identify a revenue source for the additional operating fund. This issue will need to be resolved before VTA can secure federal funding. Current project design activities and railroad acquisition and relocations have maintenance costs associated with fencing and rail right of way. Current VTA costs are offset by rental income from these properties.

	FY08	FY09
Project Budget	\$164,299,657	\$82,777,277
Other Funding	117,299,657	35,777,277
Measure A Funds	\$47,000,000	\$47,000,000

“Provide Connections from San Jose International Airport to BART, Caltrain and the VTA light Rail”

2. San Jose Mineta Airport People Mover (APM)

This project would build a people mover rail line connecting the airport passenger terminals directly with BART, Caltrain, and the VTA Light Rail line. The funds

VTA FY 2008 & FY 2009 ADOPTED BUDGET

requested will be used to conduct the studies in coordination with the City of San Jose and the City of Santa Clara to establish reliable alignment and facilities concepts for accommodating the future APM connection to the future Santa Clara BART Station, the Airport terminal, and the Metro Light Rail Station on North First Street. These studies will provide APM design requirements to the SVRT design teams currently working on the Santa Clara BART Station and Maintenance facilities.

Operating Costs: The assumption in the 2000 Measure A Revenue & Expenditure Plan is that the City of San Jose will operate the Airport People Mover starting with a revenue service date of 2018. No source of funds has yet to be identified.

	FY08	FY09
Project Budget	\$2,000,000	\$0
Other Funding	0	0
Measure A Funds	\$2,000,000	\$0

“Extend Light Rail from Downtown San Jose to the East Valley”

3. Capitol Expressway Light Rail Transit (LRT) Project

This project is to build a Downtown/East Valley Light Rail line from downtown San Jose serving the new San Jose City Hall and San Jose State University, out Santa Clara Street to Capitol Avenue to join the Capitol Light Rail line, then south to Eastridge Shopping Center. The adopted Revenue & Expenditure Plan continues to advance light rail to Eastridge Shopping Center. However, Single Car Light Rail and Bus Rapid Transit are both being evaluated as options on Santa Clara and Alum Rock for service to downtown. Final design for the 2.6-mile extension of light rail from the existing Alum Rock Station to the future Eastridge Station is underway and scheduled for completion in Fall 2008. Utility relocations are anticipated for early 2008 with construction scheduled for late 2008. The project capital budget request is consistent with a revenue operations date of December 2012.

Operating Costs: Operating and maintenance costs for the LRT extension, beginning in FY13, are included in the 2000 Measure A Revenue & Expenditure Plan. The Plan has yet to identify a revenue source for the additional operating funds associated with the BART extension to Silicon Valley, which, if not identified in the near term, could impact the operating budget for the light rail extension to Eastridge.

	FY08	FY09
Project Budget	\$39,147,717	\$42,154,735
Other Funding	0	0
Measure A Funds	\$39,147,717	\$42,154,735

“Improve Caltrain: Double track to Gilroy and Electrify from Palo Alto to Gilroy”

4. Caltrain South County Capacity Improvements

This project will extend Caltrain double track from the San Jose Tamien Station through Morgan Hill to Gilroy. The original Measure A ballot language also provided VTA funds for the partnership with San Francisco and San Mateo counties to electrify Caltrain from San Francisco to Gilroy. The VTA Board of Directors delayed the implementation of Electrification south of Tamien to 2036 in the adopted Revenue & Expenditure Plan in favor of moving forward with double tracking all the way to Gilroy by 2011.

VTA completed an agreement with Union Pacific in December 2004 to allow for expanded commuter rail service to the South County area by guaranteeing rail slots for 5 additional roundtrips to Gilroy. These improvements will insure adequate capacity for freight and commuter rail service and will include property acquisition, design and construction of drainage, grading, railroad track, structures, highway grade crossings, signal systems, passenger station revisions, and a passenger car storage facility. The budgets for FY08 and FY09 include final design and utility relocations for the first 8 miles of double track, and final design for the second 8 miles to Gilroy.

Operating Costs: VTA has pre-purchased 10-year trackage rights for 2 additional round trips from Union Pacific with Measure A funds. Caltrain is currently running service at 3 weekday round trips. If Caltrain and VTA increase weekday roundtrips above 5 an additional per roundtrip track maintenance fee of approximately \$200,000 would be incurred. In addition, VTA would need to increase funding with Caltrain for any service increases above the current levels.

	FY08	FY09
Project Budget	\$17,924,989	\$39,982,642
Other Funding (TCRP)	0	33,000,000
Measure A Funds	\$17,924,989	\$6,982,642

“Increase Caltrain Service”

5. Caltrain Service Upgrades

The Caltrain Service Upgrades Program is intended to provide improvements to the Caltrain system within Santa Clara County and contemplates the purchase of new locomotive train sets and additional facilities to support increased service. The adopted Revenue & Expenditure Plan advances \$100 million in upgrades over the first 10 years of the Plan. To support this effort a special sub-committee of the Policy Advisory Committee was established and in December 2006, VTA staff completed a countywide Caltrain Capital Needs Assessment. The Project Advisory Committee’s prioritized list of Capital projects was presented to the VTA Board at the February 2007 meeting. An amount of \$3.0 million in Measure A funds was approved by the

VTA FY 2008 & FY 2009 ADOPTED BUDGET

VTA Board in January 2007 to ensure funds are available to move design and environmental work forward on identified projects in FY07. VTA is proposing to move forward with 6 Caltrain projects in FY08 and FY09 as part of the Caltrain Service Improvements Program. A summary of the program budget and the individual projects is as follows:

	FY08	FY09
Program Budget	\$15,515,000	\$19,385,000
Other Funding	1,980,000	3,885,000
Measure A Funds	\$13,535,000	\$15,500,000

Caltrain Service Upgrade Projects

5a. Caltrain Safety Improvements

A Safety Study is underway that will identify a program of safety improvements along the entire Caltrain corridor within Santa Clara County. Caltrain is conducting a similar study within San Mateo County. Particular emphasis will be placed on road and pedestrian at-grade crossings, stations, school locations, pedestrian intensive areas and other locations where safety can be improved. The study will place priorities on improvements over the next 5 years, with Measure A funding at a level of \$2.0 million per year.

Operating Costs: It is anticipated that modest increases in safety devices and fencing maintenance would be included in annual escalation factors for VTA's share of Caltrain operating budget.

	FY08	FY09
Project Budget	\$2,000,000	\$2,000,000
Other Funding	0	0
Measure A Funds ¹	\$2,000,000	\$2,000,000

¹ Pending outcome of safety/service nexus analysis

5b. Caltrain Santa Clara Station Upgrade

VTA is contributing \$1.0 million in Measure A funding towards Caltrain's system wide capital improvements program to eliminate the current platform "holdout rule" with the design and construction of a new center boarding platform. A pedestrian tunnel will connect the center boarding platform. Caltrain is the implementing agency for this estimated \$26.0 million project that will improve operating efficiency.

Operating Costs: This is an existing station and station maintenance is included in Caltrain's operating budget. Potential operating efficiencies are related to the elimination of the "holdout rule".

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	FY08	FY09
Project Budget	\$1,000,000	\$0
Other Funding	0	0
Measure A Funds	\$1,000,000	\$0

5c. Caltrain-Other Service Upgrades

As Caltrain Service Upgrade project priorities are identified, this budget will be used to fund project design development over the next 2 years.

Operating Costs: Undetermined since operating cost impacts are project specific.

	FY08	FY09
Project Budget	\$1,150,000	\$2,770,000
Other Funding	0	0
Measure A Funds	\$1,150,000	\$2,770,000

5d. Caltrain Santa Clara Station Pedestrian Underpass Extension-

Caltrain is currently completing the design of a center boarding platform and pedestrian tunnel at the Santa Clara Caltrain Station that will link the new platform and the existing station platform. VTA is proposing to extend the Caltrain Station tunnel to cross under the Union Pacific railroad tracks to provide pedestrian and bicycle access west of the track near Brokaw Road in Santa Clara.

Operating Costs: This will slightly increase VTA's share of annual Caltrain maintenance cost for tunnel lighting and cleaning. VTA would likely negotiate an arrangement with Caltrain to include in the maintenance of the Caltrain Station.

	FY08	FY09
Project Budget	\$3,500,000	\$3,000,000
Other Funding	0	0
Measure A Funds ¹	\$3,500,000	\$3,000,000

¹ Pending outcome of safety/service nexus analysis

5e. Caltrain Downtown Mountain View Parking Structure

The first phase of this scope will provide preliminary engineering and environmental review documents for the construction of a new 2-level parking structure above the existing ground level parking and associated improvements. The City of Mountain View is contributing \$0.4 million through a Cooperative Agreement with VTA to cover the initial phase. VTA's FY 08 and 09-budget request would advance the design and construction of the \$19.0 million parking facility for completion in 2010.

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Operating Costs: This is an existing Caltrain station and parking revenue is assumed to offset increased maintenance costs. The use of solar panels to help defray electric bills will also be evaluated in the design.

	FY08	FY09
Project Budget	\$2,000,000	\$7,730,000
Other Funding	425,000	0
Measure A Funds	\$1,575,000	\$7,730,000

5f. Caltrain/Union Pacific Blossom Hill Pedestrian Grade Separation

VTA is completing conceptual design layouts for a pedestrian grade separation at this location utilizing \$0.3 million of funding provided by the City of San Jose. The City has also been successful in receiving a \$2.0 million federal earmark for the safety project. This budget request will utilize \$4.0 million in Measure A funds to advance the estimated \$10.0 million project for completion by June 2009. The City and VTA will evaluate other sources of funding to close the remaining funding gap of \$4.0 million in FY09.

Operating Costs: This structure would be owned and maintained by the City of San Jose and does not impact VTA’s operating budget.

	FY08	FY09
Project Budget	\$5,865,000	\$3,885,000
Other Funding	1,980,000	3,885,000
Measure A Funds ¹	\$3,885,000	\$0

¹ Pending outcome of safety/service nexus analysis

“Improve Bus Service in major Bus Corridors”

6. Bus Rapid Transit Program

6a. Bus Rapid Transit Corridors

The original Measure A ballot language called for VTA Line 22 and the Stevens Creek Boulevard Corridor to implement new low floor articulated buses, to improve bus stops and major passenger transfer points, and provide bus queue jumping lanes at intersections to permit buses quick access along the corridors. VTA purchased low floor articulated buses for line 22 without Measure A funds and has implemented Line 522 Rapid service; however additional improvements are being studied. Work continues to be done on Stevens Creek and the Measure A Revenue & Expenditure Plan expanded the BRT corridors being studied to include Monterey Highway and Sunnyvale/Cupertino, for implementation by 2015. Key benefits will be reduced passenger travel times, improved station stop

VTA FY 2008 & FY 2009 ADOPTED BUDGET

environments, and upgraded lighting and passenger information. This project will include conceptual engineering and environmental clearance for the El Camino Rapid Corridor from Downtown San Jose to Palo Alto.

Operating Costs: Assumptions for increased bus service of 12% by the year 2020 are included in the 2000 Measure A Revenue and Expenditure Plan. A more detailed analysis of bus service and costs is part of VTA’s Comprehensive Operational Analysis.

	FY08	FY09
Project Budget	\$5,000,000	\$15,000,000
Other Funding	0	0
Measure A Funds	\$5,000,000	\$15,000,000

6b. Bus Rapid Transit – Line 522 & 523 Rapid-Downtown East Valley Segment

An alternative being studied, as part of the Downtown East Valley studies, is an enhanced bus corridor along Santa Clara and Alum Rock Streets. Key benefits will be reduced passenger travel times, improved station stop environments, and upgraded lighting and passenger information. Additional bus purchases and special bus station improvements for lines 522 Rapid and a new 523 Rapid service would be proposed at an estimated project cost of \$90.0 million with 50% of the funding coming from MTC’s Urban Core Transit Improvements program. Initial funding in FY08 would come from 2000 Measure A to further define the project and estimates.

Operating Costs: Assumptions for increased bus service of 12% by the year 2020 are included in the 2000 Measure A Revenue and Expenditure Plan. A more detailed analysis of bus service and costs is part of VTA’s Comprehensive Operational Analysis.

	FY08	FY09
Project Budget	\$5,000,000	\$50,000,000
Other Funding (Prop 1B)	0	45,000,000
Measure A Funds	\$5,000,000	\$5,000,000

“Improve Highway 17 Express Bus Service”

7. Highway 17 Express Bus Service Improvements

Measure A identified that funds be used in partnership with the Santa Cruz County Transit District for additional buses and service upgrades for the Highway 17 Express Bus service. Planning is underway with Santa Cruz Metro to determine the scope, scheduling and cost-sharing. The timing of these improvements will be a function of VTA’s Comprehensive Operational Analysis.

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Operating Costs: Assumptions for increased bus service of 12% by the year 2020 are included in the 2000 Measure A Revenue and Expenditure Plan. A more detailed analysis of bus service and costs is part of VTA’s Comprehensive Operational Analysis.

	FY08	FY09
Project Budget	\$125,000	\$300,000
Other Funding	0	0
Measure A Funds	\$125,000	\$300,000

“Connect Caltrain with Dumbarton Rail Corridor”

8. Caltrain-Dumbarton Rail

The service would run over the Dumbarton Rail Bridge between the Union City BART station in Alameda County and Caltrain in San Mateo and Santa Clara counties. VTA’s partners in San Mateo and Alameda Counties are initiating the project environmental document clearance and preliminary engineering. VTA’s capital budget request would support continued design work and estimate refinements. VTA’s involvement in this partnership is conditioned on Alameda and San Mateo County’s funding.

Operating Costs: VTA’s contribution with 2000 Measure A funds is limited to a capital contribution of \$44,000,000. No operating cost contribution is included.

	FY08	FY09
Project Budget	\$2,603,880	\$3,000,000
Other Funding	0	0
Measure A Funds	\$2,603,880	\$3,000,000

“Develop New Light Rail Corridors”

9. Corridor Transit Sustainability

This project will evaluate proposed light rail corridors using the Board-adopted Transit Sustainability Policy and Service Design guidelines. It will measure projected ridership and financial performance against Board-adopted standards for future light rail system investment.

Operating Costs: The study has no direct impact on operating costs; however, its findings will guide the selection and evaluation of future VTA light rail extensions.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

	FY08	FY09
Project Budget	\$250,000	\$250,000
Other Funding	0	0
Measure A Funds	\$250,000	\$250,000

10. Light Rail Extension to Vasona Junction

The 5.3-mile Vasona Light Rail line (Phase 1) between Downtown San Jose and Campbell was opened in October 2005. The Phase 2 extension from the end of the line at Winchester Station in Campbell to Vasona Junction (Winchester Boulevard at Route 85) will add another 1.5 miles, 2 stations, and a transit center with parking at Vasona Junction. This project has been cleared environmentally and work on the preparation of a design-build contract is scheduled to start in 2008. According to the adopted Revenue and Expenditure plan, the project will commence revenue service in late 2012. This budget request only advances design, some utility relocations, and property appraisals, and clears some critical property. The project capital budget request is consistent with a revenue operations date of December 2012.

Operating Costs: Operating and maintenance costs for the LRT extension, beginning in FY13, are included in the 2000 Measure A Revenue & Expenditure Plan. The Plan has yet to identify a revenue source for the additional operating funds associated with the BART extension to Silicon Valley, which, if not identified in the near term, could impact the operating budget for the light rail extension to Vasona Junction.

	FY08	FY09
Project Budget	\$5,077,612	\$4,006,147
Other Funding	0	0
Measure A Funds	\$5,077,612	\$4,006,147

Other

11. 2000 Measure A Program Management

This project is set-up to capture costs related to managing the overall 2000 Measure A Transit Improvement Program including preparation of quarterly progress and cost reports, and annual independent financial audits and public hearings conducted by the 2000 Measure A Citizen's Watchdog Committee.

Operating Costs: No impact.

	FY08	FY09
Project Budget	\$3,160,000	\$3,160,000
Other Funding	0	0
Measure A Funds	\$3,160,000	\$3,160,000

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The table below depicts the total 2000 Measure Capital Program including remaining appropriation on existing projects and the FY08 and FY09 Capital Program.

(In thousands)

Project Number	Project Title	Total Appropriation as of 6/30/07	Expenditures as of 6/30/07 ¹	Appropriation Remaining 6/30/07 ¹	FY08 & FY09 Capital Program	Revised Total Appropriation Remaining	Revised Estimated Total Grants/ Reimbursements	Revised Total Net Measure A Share
Revenue Vehicles & Equipment								
P0336	Zero Emission Buses (ZEB)	\$14,051	\$13,460	\$592	\$0	\$592	\$390	\$202
Total Revenue Vehicles & Equipment		\$14,051	\$13,460	\$592	\$0	\$592	\$390	\$202
Operations Facilities & Equipment								
P0449	ZEB Facility Improvements	\$4,399	\$4,120	\$279	\$0	\$279	\$137	\$142
P0551	BRT-Line 22, Monterey & Stevens Creek	2,130	0	2,130	20,000	22,130	0	22,130
P0552	New Rail Corridors Study	1,300	427	873	500	1,373	0	1,373
P0553	Caltrain Improvement Plan	330	315	15	0	15	0	15
P3101	Santa Clara Station Area Planning-Ph.II	700	278	422	0	422	422	0
NEW	BRT-Line 522& 523 DTEV Segment	0	0	0	55,000	55,000	45,000	10,000
Total Operations Facilities & Equipment		\$8,859	\$5,140	\$3,718	\$75,500	\$79,218	\$45,559	\$33,660
Rail Facility Expansion								
P0375	Downtown/East Valley Concept Design	\$10,341	\$9,112	\$1,229	\$0	\$1,229	\$2	\$1,227
P0476	DTEV-CELR To Eastridge	28,112	23,557	4,555	81,303	85,858	0	85,858
P0498	Dumbarton Rail Corridor	1,000	358	642	5,604	6,246	0	6,246
P050X	SVRTP	408,157	347,943	60,213	243,136	303,349	209,349	94,000
P0508	SVRT Related Other Funding Sources	2,600	2,485	115	3,942	4,057	4,057	0
P0511	Caltrain Service Upgrades	11,620	10,301	1,319	3,920	5,239	0	5,239
P0550	Caltrain South County Capacity Improv.	14,870	2,605	12,265	57,908	70,173	33,000	37,173
P3201	Caltrain Mountain View Parking Structure	500	62	438	9,730	10,168	425	9,743
P3202	Caltrain/UP Blossom Hill Ped. Grade Sep	250	35	215	9,750	9,965	6,080	3,885
P3203	Caltrain Safety Enhancements	130	73	57	4,000	4,057	0	4,057
P3204	SC Sta. Pedestrian Underpass Extension	500	0	500	6,500	7,000	0	7,000
NEW	Caltrain Santa Clara Station Upgrade	0	0	0	1,000	1,000	0	1,000
NEW	Light Rail Extension to Vasona	0	0	0	9,084	9,084	0	9,084
Total Rail Facility Expansion		\$478,080	\$396,533	\$81,547	\$435,876	\$517,423	\$252,912	\$264,511
Passenger Facilities								
P0529	Palo Alto Intermodal Transit Center	\$359	\$180	\$179	\$0	\$179	\$129	\$50
Total Passenger Facilities		\$359	\$180	\$179	\$0	\$179	\$129	\$50
Miscellaneous								
P0500	Capitalized Bond Interest	\$60,057	\$52,951	\$7,106	\$0	\$7,106	\$0	\$7,106
P0510	Measure A Programwide	3,000	872	2,128	6,320	8,448	0	8,448
P3100	Berryessa Creek Project - SCVWD	1,000	333	667	0	667	667	0
NEW	Highway 17 Express Service Improvements	0	0	0	425	425	0	425
NEW	Airport People Mover	0	0	0	2,000	2,000	0	2,000
Total Miscellaneous		\$64,057	\$54,156	\$9,901	\$8,745	\$18,646	\$667	\$17,979
Grand Total		\$565,406	\$469,469	\$95,937	\$520,120	\$616,058	\$299,657	\$316,402

¹ Preliminary Unaudited

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**SANTA CLARA
VALLEY TRANSPORTATION AUTHORITY**

Section 4

**1996 MEASURE B TRANSPORTATION IMPROVEMENT
PROGRAM**

- ❖ **Program Overview**
- ❖ **Schedule of Total 1996 Measure B Program Appropriation**

1996 MEASURE B TRANSPORTATION IMPROVEMENT PROGRAM

In November 1996, the voters in Santa Clara County approved Measure A, an advisory measure listing an ambitious program of transportation improvements for Santa Clara County. Also approved on the same ballot, Measure B authorized the County Board of Supervisors to collect a nine-year half-cent sales tax for general county purposes. Subsequently, the County Board of Supervisors adopted a resolution dedicating the tax for Measure A projects. Collection of the tax began in April 1997; however, use of the revenue was delayed pending the outcome of litigation challenging the legality of the sales tax. In August 1998, the California courts upheld the tax allowing the implementation of the Measure A transportation projects to move forward.

In February 2000, the VTA Board of Directors approved a Master Agreement formalizing the partnership with the County of Santa Clara to implement the 1996 Measure B Transportation Improvement Program (1996 MBTIP). With this partnership in place, the County and VTA were in a position to complete a transportation program valued at over \$1.4 billion. VTA was responsible for project implementation and management of the transit and highway projects and assisted in the administration of the pavement management and bicycle elements of the program.

The Measure B tax expired on March 31, 2006. At the January 2, 2007 Board of Directors meeting, the two remaining 1996 MBTIP Caltrain projects in Palo Alto were addressed, and authorization provided to the General Manager to amend a cooperative agreement with the Peninsula Corridor Joint Powers Board (Caltrain) for funding the projects pending concurrence by the County Board of Supervisors. VTA and the County executed amendment No. 19 in the amount of \$14.85 million in Measure B funding during March 2007, and Caltrain will move forward with advertising and constructing the station improvements at Palo Alto and California Avenue Caltrain stations.

The Board of Directors also authorized the General Manager to negotiate and amend the Master Agreement with the County of Santa Clara to define the financial terms and responsibilities to complete the Measure B Transportation Improvement Program. This final amendment, No. 20, takes into consideration the projects still in progress; reconciles remaining payments between VTA and the County, and establishes priorities in the event that remaining contracts are closed-out under budget. Amendment No. 20 between VTA and the County was executed on June 26, 2007. Pursuant to the amendment, the County made a lump sum payment to VTA for the completion of the projects remaining to be advertised and closed out.

The Adopted Biennial Budget includes \$4.0 million in FY 2008 as a contingency to cover any risk of future events, known or unknown, associated with the closeout of existing 1996 Measure B projects.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Previous appropriations for this program total over \$1.3 billion, 100% of which is either funded from 1996 Measure B sales tax revenues, grants, or reimbursed by local jurisdictions. No VTA Transit funds are required for these projects except where noted.

The 1996 MBTIP projects are grouped into 7 programs: Transit Program, Highway Program, Bicycle Program, Pavement Management Program, Fund Transfer Projects, Expressway Signal Synchronization Program, and Level of Service Intersection Improvement Program. VTA is involved in the administration of the first 5 programs. The following is a description of the Transit and Highway Programs.

TRANSIT PROGRAM

Vasona Light Rail Project

The Vasona Project extended light rail 5.2 miles from downtown San Jose to Campbell. The light rail utilizes Union Pacific freight rail alignment primarily on single track from Campbell to San Jose Diridon Station. In downtown San Jose, it transitions from San Jose Diridon Station in a short tunnel to San Fernando Street and Delmas Avenue, and then runs at grade along Delmas to Woz Way where it connects to the existing Guadalupe line. Eight stations have been constructed in the first phase. VTA provided \$16.5 million towards the completion of the project. In January 2001, the VTA Board approved an augmentation to this project in the amount of \$20.5 million to include the Winchester Extension. This project is currently in the final closeout process.

Project Budget: \$313.0 million

Funding: \$163.0 million in 1996 MBTIP funds, \$93.6 million in Federal/State/ Local funds, and \$56.4 million from 2001 Series A Sales Tax Revenue Bonds

Caltrain Service Improvements

This project provided for a series of station and track improvements for the Caltrain Commuter Rail service within Santa Clara County. All projects have been completed with the exception of San Martin Parking Expansion, California Avenue Pedestrian Underpass, and the Palo Alto Pedestrian Underpass. These 3 projects are currently in design and will be completed under separate funding agreements with the County of Santa Clara and the Peninsula Corridor Joint Powers Board (PCJPB). The following table lists the specific projects and funding sources.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Project	1996 Measure B Funds (In millions)	Other Funds (In millions)	Total Funds (In millions)
Palo Alto - Transit Center	\$2.98	\$4.37 ¹	\$7.35
Sunnyvale - Parking & Transit Center	8.88	0.00	8.88
Lawrence - Bus & Parking Improvements	1.40	0.00	1.40
Santa Clara - Bus & Parking Improvements	3.66	0.64 ²	4.30
San Martin - Parking	3.89	0.00	3.89
South County Extension Projects	3.88	22.00 ³	25.88
California Avenue Underpass ⁴	8.41	0.00	8.41
Palo Alto - Underpass	6.44	0.00	6.44
Matching Funds Caltrain Capital Program	4.04	0.00	4.04
Totals:	\$43.58	\$27.01	\$70.59

¹ Federal Grant Funding

² VTA Funds (Swap)

³ State TCRP

⁴ California Avenue and Palo Alto includes a combined \$13.85M in Measure B funds from Amendment 19 to Master Agreement

Project Budget: \$70.6 million

Funding: \$43.6 million in 1996 MBTIP funds and \$27.0 million in Federal/State TCRP/Local funds

Estimated Completion: Winter 2009

Community Orientated Design Enhancement (CODE) Program - Rail

The Board of Supervisors pledged as a goal to incorporate up to 2% of the construction costs of 1996 MBTIP rail projects for aesthetic enhancements of the projects. All CODE enhancements have been completed.

Project Budget: \$6.5 million in 1996 MBTIP funds

HIGHWAY PROGRAM

The Highway Program includes 11 major projects, of which construction is being deferred on part of 2 of these projects. The total projected cost is \$0.5 billion.

Route 880 Widening

This project widened Route 880 between Route 101/North First Street and Montague Expressway from a four to a six-lane freeway. Widening occurred within the existing 40-foot median and included a 12-foot lane in each direction with a center barrier. A new eight-lane Coyote Creek/Brokaw Road Interchange Bridge was constructed. Also included was a southbound auxiliary lane from Route 101 to North First Street and ramp improvements at the southbound Brokaw Road exit ramp.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Project Budget: \$76.1 million

Funding: \$61.1 million in 1996 MBTIP funds, \$13.8 million in SHOPP funds, and \$1.2 million in local funds.

Completion Date: Highway Construction - April 2004; Landscaping - December 2005, plant establishment completion December 2008

Route 85/101 (N) Interchange – Mountain View

This project improved mainline weaving operations and increased Route 85 and Route 101 interchange capacity while maintaining the existing local interchange access at Old Middlefield Way, North Shoreline Boulevard, and Moffett Boulevard. The project replaced the Route 85/Route 101 connector; modified interchange ramps at Moffett Boulevard, North Shoreline Boulevard and Old Middlefield Way; constructed additional lanes; and constructed high occupancy vehicle (HOV) direct-connector ramps between northbound Route 85 to northbound Route 101 and southbound Route 101 to southbound Route 85.

Project Budget: \$125.7 million

Funding: \$98.1 million in 1996 MBTIP funds, \$25.0 million in State Transportation Improvement Plan (STIP) funds, and \$2.7 million in local funds

Completion Date: Spring 2007; Highway Planting completion Fall 2007; plant establishment completion Fall 2010

Route 87 HOV Lanes (Between Branham Lane and I-280)

This project will construct a high occupancy vehicle (HOV) lane in each direction in the existing median between Branham Lane and I-280, a distance of approximately 4.5 miles. In addition, the project will include installation of ramp meters, HOV on-ramp bypasses and retaining walls. 1996 Measure B revenues were inadequate to fund construction so VTA has committed State Transportation Improvement Plan (STIP) funding using GARVEE bonds to complete HOV Lane construction. In addition, VTA has provided State Transportation Improvement Plan (STIP)/GARVEE bond funding to include construction of a collector-distributor ramp for southbound Route 87 past Alma Avenue. As part of the project construction, repair of pavement, median barrier, sound wall, and drainage systems damaged by settlement in this segment of the freeway will be funded by the State. Construction administration for the overall contract is being performed by Caltrans. VTA will administer the construction of the subsequent highway-planting contract.

Project Budget: \$17.2 million

Funding: \$12.6 million in 1996 MBTIP funds, \$1.5 million in VTA-administered GARVEE funds, \$325,000 in SHOPP funds, \$2.8 million in local funds, and the remaining project funding is under State administration

Completion Date: Spring 2007; Highway Planting completion Fall 2008; plant establishment completion Fall 2011

Route 87 HOV Lanes (Between I-280 and Julian Street)

This project widens Route 87, from I-280 to 0.2 miles north of Julian Street, from a four to a six-lane freeway. The project includes adding a high occupancy vehicle (HOV) lane in each direction and installing ramp meters at the entrance ramps. Construction of this project is being funded via federal GARVEE bond funding.

Project Budget: \$46.8 million

Funding: \$10.9 million in 1996 MBTIP funds and \$35.8 million in GARVEE funds

Completion Date: Summer 2007

Route 85/101 (S) Interchange – South San Jose

This project constructed high occupancy vehicle (HOV) direct connectors from northbound Route 101 to northbound Route 85 and southbound Route 85 to southbound Route 101, and constructed the southbound Route 101 to northbound Route 85 branch connector. In addition, the project included the widening of Route 101 to 8 lanes between Bernal Road and Metcalf Road.

Project Budget: \$68.4 million

Funding: \$43.0 million in 1996 MBTIP funds, \$25.0 million in State funds (TCRP), \$206,000 in State funds (EEM), and \$99,000 in local funds

Completion Date: Highway Construction - January 2005; Highway Planting August 2006; plant establishment completion Fall 2009

Route 17 Improvements

The scope of this project includes the following recommended projects: modify San Tomas Expressway between Winchester Boulevard and White Oaks Road; auxiliary lane on northbound 17 between Route 85 and Camden Avenue; auxiliary lane on northbound 17 between Camden Avenue and Hamilton Avenue; improve merge of I-280 with southbound Route 17; and Improve Hamilton Ave. off-ramp with added paving and overhead sign.

Project Budget: \$26.5 million

Funding: \$26.5 million in 1996 MBTIP funds

Completion Date: Spring 2007

Route 152 Safety Improvements

- | | |
|----------------------|--|
| Project A (Phase I) | Widen Route 152 from Route 101 to Miller's Slough |
| Project A (Phase II) | Route 101/152 Interchange improvements |
| Project B (Phase I) | Widen Route 152 from Miller's Slough through the Llagas Creek Bridge and provide traffic signal at Gilroy Foods/WTI intersection |
| Project B (Phase II) | Widen Route 152 to four lanes across Old Llagas Creek with associated bridge widening |
| Highway Planting | Replace planting in Route 152/101 interchange area |

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Project Budget: \$26.0 million

Funding: \$20.6 million in 1996 MBTIP funds and \$5.4 million in City of Gilroy funds

Completion Date: 2002-2007

Route 85 Noise Mitigation

The scope of this project improved freeway noise along a segment of Route 85 by micro-grinding the existing concrete pavement.

Project Budget: \$7.6 million

Funding: \$7.6 million in 1996 MBTIP funds

Completion Date: February 2006

Consolidated Biological Mitigation Site

This project was created to construct a consolidated biological mitigation site to alleviate environmental impacts from 8 Measure B projects: 101 Widening, Capitol Light Rail, Vasona Light Rail, I-880 Widening, Route 85/101 (Mountain View), Route 85/101 (San Jose), Route 85/87 Interchange, and Route 17 Improvements.

Project Budget: \$7.3 million

Funding: \$7.2 million in 1996 MBTIP, \$150,000 in local funds

Completion Date: Phase I completed August 2003; Phase II completed March 2007; Phase III completion Spring 2014

The table below depicts the total 1996 Measure B Transportation Improvement Program including remaining appropriation on existing projects and the FY08 and FY09 Capital Program.

(In thousands)

Project Number	Project Title	Total Appropriation as of 6/30/07	Expenditures as of 6/30/07 ¹	Appropriation Remaining 6/30/07	FY08 & FY09 Capital Program	Revised Total Appropriation Remaining	Revised Estimated Total Grants/ Reimbursements	Revised Total Net Measure B Share
Rail Facility Expansion								
P0002	Vasona Light Rail Project	\$313,005	\$309,288	\$3,718	\$0	\$3,718	\$857	\$2,861
P0003	Capitol Light Rail Project	156,352	156,005	347	0	347	0	347
P0005	Tasman East Light Rail Project	272,637	272,356	280	0	280	149	131
P3036	South County Extension Projects	25,880	25,860	20	0	20	0	20
Rail Facility Expansion		\$767,874	\$763,509	\$4,365	\$0	\$4,365	\$1,006	\$3,359
Passenger Facilities								
P3033	Palo Alto Bus Transit Center Improvement	\$7,350	\$7,290	\$60	\$0	\$60	\$0	\$60
P3034	San Martin Parking Expansion	3,885	1,222	2,663	0	2,663	0	2,663
P3038	California Avenue Pedestrian Underpass	8,414	473	7,941	0	7,941	0	7,941
P3039	Palo Alto Pedestrian Underpass	6,436	122	6,314	0	6,314	0	6,314
Total Passenger Facilities		\$26,085	\$9,108	\$16,977	\$0	\$16,977	\$0	\$16,977
Highway								
P0186	RT 880 Widening	\$76,097	\$75,661	\$436	\$0	\$436	\$295	\$141
P0187	RT 85/87 Interchange	43,100	43,042	58	0	58	0	58
P0189	RT 85/101 Interchange (North)	125,709	121,453	4,256	0	4,256	1,574	2,682
P0190	RT 237/880 Interchange	51,233	50,406	827	0	827	621	206
P0191	RT 87 Widening (North)-Project Development	10,996	10,925	71	0	71	0	71
P0192	RT 17 Improvement	26,536	25,205	1,331	0	1,331	0	1,331
P0193	RT 85/101 Interchange (South)	68,344	66,852	1,492	0	1,492	0	1,492
P0272	RT 87 Widening (South)-Project Development	15,465	12,245	3,220	0	3,220	2,840	380
P0273	RT 152 Improvement	25,981	23,099	2,882	0	2,882	2,317	565
P0288	RT 85 Noise Mitigation	7,609	7,450	159	0	159	0	159
Total Highway		\$451,070	\$436,339	\$14,731	\$0	\$14,731	\$7,646	\$7,085
Miscellaneous								
P0274	Combined Biological Mitigation Site	\$6,581	\$4,947	\$1,634	\$0	\$1,634	\$0	\$1,634
P0337	Community Oriented Design Enhancements	6,467	6,434	33	0	33	0	33
P0560	SC Valley Habitat Conservation Plan/NCCP	750	490	260	0	260	0	260
NEW	VTA Close-out of Measure B Program	0	0	0	4,000	4,000	0	4,000
Total Miscellaneous		\$13,798	\$11,871	\$1,927	\$4,000	\$5,927	\$0	\$5,927
Grand Total		\$1,258,827	\$1,220,826	\$38,001	\$4,000	\$42,001	\$8,653	\$33,348

¹ Preliminary Unaudited

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**SANTA CLARA
VALLEY TRANSPORTATION AUTHORITY**

Section 5

APPENDICES

- A. Job Classifications and Pay Ranges by Division**
- B. Division Organization Charts**
- C. Division Staffing Level Detail**
- D. Revenue & Expense Category Descriptions – VTA Transit**
- E. Revenue & Expense Category Descriptions – CMP**
- F. Revenue & Expense Category Descriptions – Measure A**
- G. Combined Capital Schedule – All Funds**
- H. 2000 Measure A Ballot Text**

JOB CLASSIFICATIONS AND PAY RANGES BY DIVISION AS OF 07/01/07

General Manager and Board Secretary

Job Classification	Min	Mid	Max
Assistant Board Secretary	\$74,284	\$86,169	\$98,054
Board Assistant	50,722	55,765	61,381
Board Secretary	109,743	127,302	144,861
Document Control Clerk II	40,288	44,232	48,625
Document Management Supervisor	77,995	90,475	102,954
Executive Secretary	50,306	58,355	66,404
Executive Secretary to General Manager	55,453	64,325	73,198
Extra Help	31,320	31,320	31,320
General Manager	290,000	290,000	290,000
Government Affairs Manager - State & Federal	104,522	121,245	137,969
Government Affairs Manager - State & Regional	104,522	121,245	137,969
Office Specialist II	40,288	44,232	48,625
Reprographics Services Specialist 2	41,786	45,930	50,497

General Counsel

Job Classification	Min	Mid	Max
Administrative Services Assistant	\$41,373	\$47,993	\$54,613
Assistant General Counsel	133,374	154,714	176,054
General Counsel	180,079	180,079	180,079
Legal Secretary	52,805	61,254	69,703
Senior Assistant Counsel/Asst/Sr Assoc/Assoc	104,522	121,245	137,969

Administrative Services

Job Classification	Min	Mid	Max
Administrative Services Assistant	\$41,373	\$47,993	\$54,613
Associate Claims Analyst	55,453	64,325	73,198
Chief Administrative Officer	133,374	154,714	176,054
Claims Analyst	64,188	74,458	84,728
Claims Supervisor	74,284	86,169	98,054
Environmental Health & Safety Specialist	71,815	79,029	86,967
Environmental Health & Safety Supervisor	74,284	86,169	98,054
Executive Secretary	50,306	58,355	66,404
Human Resources Analyst	64,188	74,458	84,728
Human Resources Manager	104,522	121,245	137,969
Labor Relations Supervisor	85,988	99,746	113,504
Management Secretary	45,629	52,930	60,231
Office Specialist II	40,288	44,232	48,625
Personnel Services Administrator	58,224	67,540	76,856
Personnel Services Assistant	43,452	50,404	57,356
Risk Manager	104,522	121,245	137,969
Senior Human Resources Analyst	74,284	86,169	98,054
Transit Safety Officer	61,119	70,899	80,678
Transit Systems Safety Supervisor	74,284	86,169	98,054

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Construction

Job Classification	Min	Mid	Max
Accountant Assistant	\$47,277	\$51,970	\$57,137
Assistant Architect	62,914	69,792	76,505
Assistant Civil Engineer	62,914	69,792	76,505
Assistant Transportation Engineer	62,914	69,792	76,505
Associate Architect	73,217	80,714	88,964
Associate Civil Engineer	73,217	80,714	88,964
Associate Electrical Engineer	73,217	80,714	88,964
Associate Land Surveyor - RDC	67,380	78,161	88,941
Associate Mechanical Engineer	73,217	80,714	88,964
Associate Systems Design Engineer	73,217	80,714	88,964
Associate Transportation Engineer	73,217	80,714	88,964
Business Relations Manager	90,269	104,712	119,155
Chief Construction Officer	170,244	197,483	224,722
Construction Inspector	59,084	65,001	71,465
Deputy Director, Construction	120,977	140,333	159,690
Design & Construction Manager	104,522	121,245	137,969
Engineer Group Mgr-Design Integration	109,743	127,302	144,861
Engineering Aide	44,033	48,401	53,193
Engineering Group Manager - Line Segment	109,743	127,302	144,861
Engineering Group Manager - Tunnel	109,743	127,302	144,861
Engineering Technician I	48,176	52,919	58,211
Engineering Technician III	61,655	67,821	74,611
Executive Secretary	50,306	58,355	66,404
Management Analyst	64,188	74,458	84,728
Manager - Construction Inspection	85,988	99,746	113,504
Office Specialist II	40,288	44,232	48,625
Office Support Supervisor	52,805	61,254	69,703
Principal Construction Inspector	77,995	90,475	102,954
Principal Transportation Planner	90,269	104,712	119,155
Project Controls Manager	104,522	121,245	137,969
Project Controls Specialist II	66,847	73,537	80,926
Quality Assurance & Warranty Manager	81,880	94,981	108,082
Schedule Coordinator	73,217	80,714	88,964
Secretary	44,033	48,401	53,193
Senior Architect	85,631	94,370	104,075
Senior Construction Inspector	64,676	71,116	78,255
Senior Cost Coordinator	85,631	94,370	104,075
Senior Environmental Engineer	85,631	94,370	104,075
Senior Land Surveyor	77,995	90,475	102,954
Senior Management Analyst	74,284	86,169	98,054
Senior Systems Design Engineer	85,631	94,370	104,075
Senior Transportation Engineer	85,631	94,370	104,075
Student Intern	31,320	31,320	31,320
Survey and Mapping Manager	90,269	104,712	119,155
Systems Design Manager	94,797	109,965	125,132
Transportation Engineering Manager	94,797	109,965	125,132
Utilities Coordination Manager	77,995	90,475	102,954
Utility Coordinator	64,676	71,116	78,255

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Development & Congestion Management

Job Classification	Min	Mid	Max
Associate Real Estate Agent	\$71,116	\$78,255	\$86,117
Associate Transportation Engineer	73,217	80,714	88,964
Chief Development Officer	147,058	170,587	194,116
Commercial Development Manager	109,743	127,302	144,861
Communications Manager, Public Affairs	94,797	109,965	125,132
Creative Services Manager	81,880	94,981	108,082
Customer Service Manager	85,988	99,746	113,504
Customer Services Supervisor	64,188	74,458	84,728
Deputy Director, Congestion Mgmt & Planning	120,977	140,333	159,690
Deputy Director, Marketing & Public Affairs	120,977	140,333	159,690
Deputy Director, Programming & Project Development	120,977	140,333	159,690
Environmental Planner	70,767	77,856	85,719
Executive Secretary	50,306	58,355	66,404
Graphic Designer II	56,014	61,655	67,821
Information Services Representative	36,338	44,096	51,958
Management Analyst	64,188	74,458	84,728
Management Secretary	45,629	52,930	60,231
Manager, Market Development	90,269	104,712	119,155
Manager, Real Estate & Project Administration	104,522	121,245	137,969
Office Specialist II	40,288	44,232	48,625
Policy & Community Relations Manager	81,880	94,981	108,082
Principal Transportation Planner	90,269	104,712	119,155
Principal Transportation Planner-Programming & Grants	0,269	104,712	119,155
Public Communication Specialist II	60,208	66,249	72,863
Sales and Promotion Manager	67,380	78,161	88,941
Secretary	44,033	48,401	53,193
Senior Environmental Planner	81,880	94,981	108,082
Senior Information Representative	50,232	53,643	57,096
Senior Information Systems Analyst	77,856	85,719	94,381
Senior Management Analyst	74,284	86,169	98,054
Senior Real Estate Agent	81,880	94,981	108,082
Senior Transportation Engineer	85,631	94,370	104,075
Senior Transportation Planner	81,880	94,981	108,082
Senior Transportation Planner - Modeling & Anal	81,880	94,981	108,082
Senior Transportation Planner - Programming & Grants	81,880	94,981	108,082
Senior Transportation Planner (U)	81,880	94,981	108,082
Student Intern	31,320	31,320	31,320
Transportation Engineering Manager	94,797	109,965	125,132
Transportation Planner III	70,767	77,856	85,719
Transportation Planning Aide	41,037	45,106	49,573
Transportation Planning Manager	94,797	109,965	125,132
Transportation Planning Manager - P&G	94,797	109,965	125,132
Transportation Planning Mgr - Environmental Resource Planning	90,269	104,712	119,155

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Fiscal Resources

Job Classification	Min	Mid	Max
Accountant Assistant	\$47,277	\$51,970	\$57,137
Accountant II	55,515	61,082	67,172
Accountant III	64,188	74,458	84,728
Buyer Assistant	41,037	45,106	49,573
Buyer II	53,693	59,084	65,001
Buyer III	59,659	65,625	72,164
Chief Financial Officer	162,127	188,068	214,008
Compliance Review Manager	85,988	99,746	113,504
Construction Contracts Administrator II	69,468	76,433	84,096
Contracts Administrator II	69,468	76,433	84,096
Contracts Manager	85,988	99,746	113,504
Controller	120,977	140,333	159,690
Disbursements Manager	85,988	99,746	113,504
Executive Secretary	50,306	58,355	66,404
Financial Accounting Manager	85,988	99,746	113,504
Financial Analyst	64,188	74,458	84,728
Financial Analyst - NR	64,188	74,458	84,728
Fiscal Resources Manager	104,522	121,245	137,969
Investment Program Manager	85,988	99,746	113,504
Mail Messenger	37,018	40,663	44,682
Management Analyst	64,188	74,458	84,728
Management Secretary	45,629	52,930	60,231
Manager, Budget Administration	85,988	99,746	113,504
Mgr, Business Analysis & Debt Admin	85,988	99,746	113,504
Office Specialist II	40,288	44,232	48,625
Office Support Supervisor	52,805	61,254	69,703
Purchasing & Materials Manager	104,522	121,245	137,969
Purchasing Supervisor	74,284	86,169	98,054
Revenue Services Manager	85,988	99,746	113,504
Senior Accountant	74,284	86,169	98,054
Senior Auditor	74,284	86,169	98,054
Senior Construction Contracts Administrator	77,995	90,475	102,954
Senior Contracts Administrator	77,995	90,475	102,954
Senior Financial Analyst	74,284	86,169	98,054
Senior Financial Analyst - NR	74,284	86,169	98,054
Senior Management Analyst	74,284	86,169	98,054
Storekeeper	43,009	47,277	51,970
Supervising Account Clerk	52,805	61,254	69,703
Supervising Vault Room Worker	50,306	58,355	66,404
Vault Room Worker	36,819	40,463	44,457

Operations

Job Classification	Min	Mid	Max
Accessible Services Program Manager	\$81,880	\$94,981	\$108,082
Accessible Services Representative	46,828	51,471	56,588
Account Clerk II	40,288	44,232	48,625
Accountant Assistant	47,277	51,970	57,137
Administrative Services Assistant	41,373	47,993	54,613
Administrative Support Officer	52,805	61,254	69,703
Assistant Supt, Field Operations	74,284	86,169	98,054

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Job Classification	Min	Mid	Max
Assistant Supt, Transit Communications	74,284	86,169	98,054
Associate Mechanical Engineer - Auto Systems	73,217	80,714	88,964
Associate Systems Engineer	73,217	80,714	88,964
Automotive Attendant	36,469	40,089	44,033
Bus Operator	40,144	48,776	57,429
Bus Stop Maintenance Worker	39,514	43,409	47,727
Bus Stop Mtc Worker - LTL - Mtc Admin	39,514	43,409	47,727
Chief of Security	104,522	121,245	137,969
Chief Operating Officer	147,058	170,587	194,116
Community Bus Operator	34,133	37,160	40,186
Community Bus Operator Trainee	26,104	n/a	n/a
Deputy Dir Operations	120,977	140,333	159,690
Dispatcher - Bus	45,614	55,411	65,208
Dispatcher - LRT	45,614	55,411	65,208
Dispatcher Supervisor	70,745	82,064	93,384
Electro - Mechanic	64,230	68,598	73,008
Electronic Technician	64,230	68,598	73,008
Engineering Technician II	54,217	59,659	65,625
Engineering Technician III	61,655	67,821	74,611
Executive Secretary	50,306	58,355	66,404
Facilities Maintenance Assistant	39,514	43,409	47,727
Facilities Maintenance Coordinator	77,995	90,475	102,954
Facilities Maintenance Manager	85,988	99,746	113,504
Facilities Maintenance Representative	54,217	59,659	65,625
Facilities Worker	34,736	42,182	49,629
Facilities Worker - LT Leave	34,736	42,182	49,629
Fare Inspector	41,142	49,982	58,802
Fare Inspector - LT Lve - Prot Svc- ATU	41,142	49,982	58,802
Foreperson - LRT	70,054	74,818	79,622
General Maintenance Mechanic	47,727	52,419	57,661
Janitor	34,996	38,416	42,185
Lead Maintenance Worker - LRT	34,715	42,141	49,566
Lead Maintenance Worker - LT leave	34,715	42,141	49,566
Light Rail Equipment Superintendent	85,988	99,746	113,504
Light Rail Operator	40,144	48,776	57,429
Light Rail Power Foreperson	81,557	87,152	92,706
Light Rail Power Supervisor	81,880	94,981	108,082
Light Rail Signal Maintainer	62,280	68,470	75,334
Light Rail Signal Supervisor	74,284	86,169	98,054
Light Rail Technical Trainer	70,745	82,064	93,384
Light Rail Track Maintenance Supervisor	70,745	82,064	93,384
Light Rail Way, Power & Signal Supt	85,988	99,746	113,504
Maintenance Instructor - Bus	74,284	86,169	98,054
Maintenance Scheduler	51,696	56,863	62,554
Maintenance Superintendent	85,988	99,746	113,504
Maintenance Worker - LRT	33,030	40,123	47,258
Maintenance Worker LRT - LTLve - Maintenance ATU	33,030	40,123	47,258
Management Analyst	64,188	74,458	84,728
Management Secretary	45,629	52,930	60,231
Manager, Service & Operations Planning	104,522	121,245	137,969
Materials & Warranty Manager	85,988	99,746	113,504
Materials Resource Scheduler	45,306	49,799	54,716
Office Specialist II	40,288	44,232	48,625
Office Support Supervisor	52,805	61,254	69,703
Operations Manager	104,522	121,245	137,969

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Job Classification	Min	Mid	Max
Operations Manager, Engineering	104,522	121,245	137,969
Operations Program Manager	90,269	104,712	119,155
Operations Systems Supervisor	74,284	86,169	98,054
Operator - Long Term Leave	40,144	48,776	57,429
Operator - Trainee	37,357	n/a	n/a
Overhaul & Repair Foreperson	70,054	74,818	79,622
Overhaul & Repair Mechanic	64,230	68,598	73,008
Overhead Line Worker	75,525	80,662	85,862
Paint & Body Foreperson	70,054	74,818	79,622
Paint & Body Foreperson - LRT	70,054	74,818	79,622
Paint & Body Worker	64,230	68,598	73,008
Paint & Body Worker - LRT	64,230	68,598	73,008
Parts Clerk	40,019	48,610	57,200
Parts Clerk - LT Leave	40,019	48,610	57,200
Parts Foreperson	62,421	66,726	70,990
Passenger Facilities & Wayside Maintenance Supervisor	64,188	74,458	84,728
Policy & Administrative Manager - Operations	85,988	99,746	113,504
Quality Assurance & Warranty Specialist	65,001	71,465	78,654
Secretary	44,033	48,401	53,193
Senior Management Analyst	74,284	86,169	98,054
Senior Mechanical Engineer - Auto Systems	85,631	94,370	104,075
Senior Track Worker	64,230	68,598	73,008
Service Mechanic	40,602	49,400	58,136
Service Worker	39,125	47,549	55,973
Service Worker - LT Leave - Maintenance ATU	39,125	47,549	55,973
Service Worker Foreperson	42,203	51,230	60,341
Student Intern	31,320	31,320	31,320
Substation Maintainer	75,525	80,662	85,862
Supervising Maintenance Instructor	77,995	90,475	102,954
Support Mechanic	42,203	51,230	60,341
Technical Trainer	70,745	82,064	93,384
Technical Training Supervisor	77,995	90,475	102,954
Track Worker	55,099	58,885	62,691
Track Worker - LT Leave Maintenance ATU	55,099	58,885	62,691
Transit Center Maintenance Worker	40,463	44,457	48,875
Transit Division Supervisor	70,745	82,064	93,384
Transit Foreperson	70,054	74,818	79,622
Transit Maintenance Supervisor	77,995	90,475	102,954
Transit Mechanic	64,230	68,598	73,008
Transit Mechanic - Hydrogen	67,413	72,010	76,669
Transit Radio Dispatcher	41,662	50,586	59,530
Transit Service Development Spec II	54,716	60,208	66,249
Transit Service Development Spec III	60,208	66,249	72,863
Transportation Superintendent	85,988	99,746	113,504
Transportation Supervisor	70,745	82,064	93,384
Union Business	n/a	n/a	n/a
Upholsterer	64,230	68,598	73,008
Upholstery Foreperson	70,054	74,818	79,622
Utility Worker	38,416	42,185	46,379
Vehicle Parts Supervisor	70,745	82,064	93,384
Warranty Coordinator	77,995	90,475	102,954

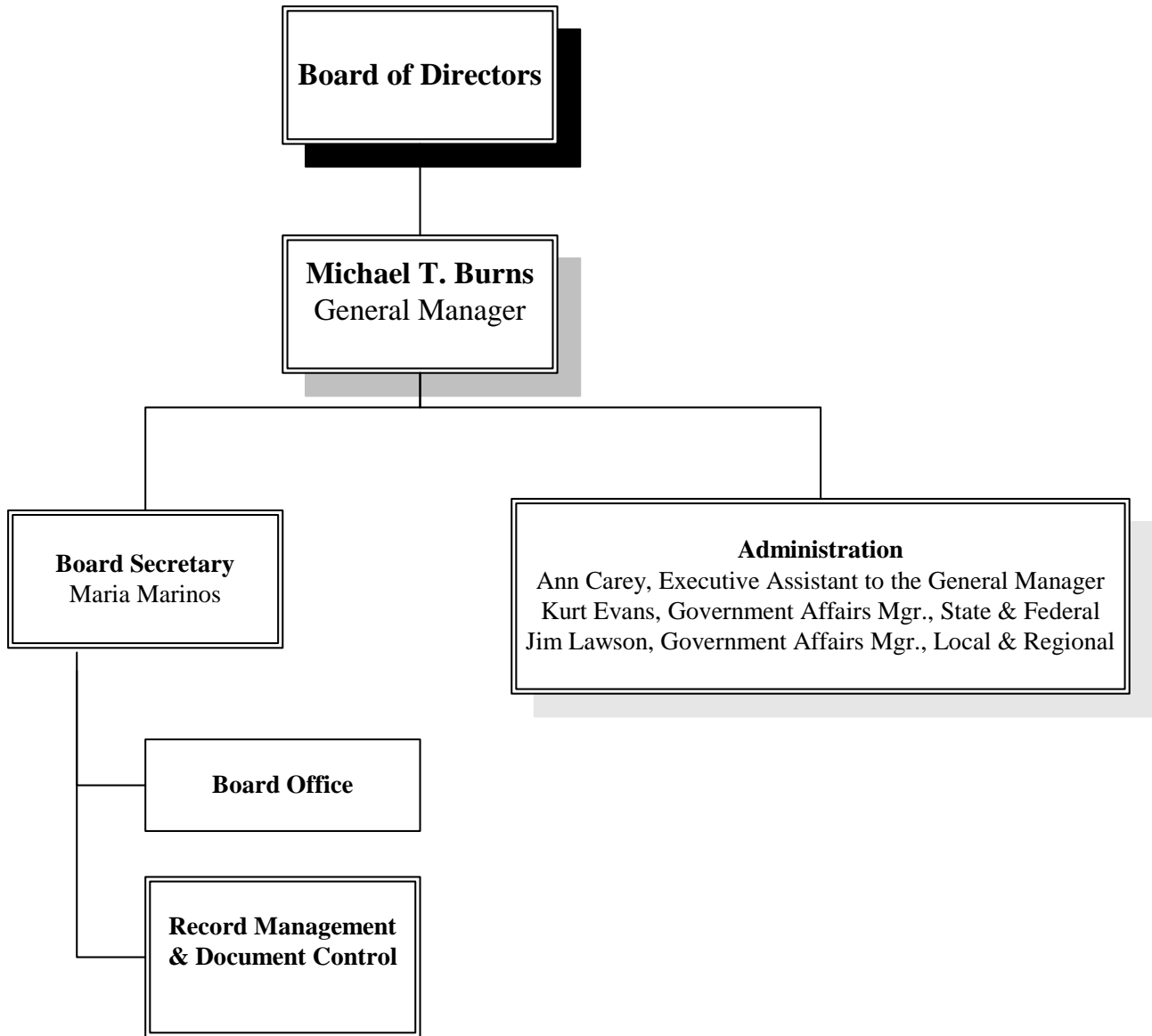
VTA FY 2008 & FY 2009 ADOPTED BUDGET

Technology

Job Classification	Min	Mid	Max
Associate Network Analyst	\$66,847	\$73,537	\$80,926
Associate Systems Administrator	66,847	73,537	80,926
Chief Technology Officer	133,374	154,714	176,054
Client Relationship Supervisor	85,988	99,746	113,504
Communications Systems Analyst	77,856	85,719	94,381
Communications Systems Manager	85,988	99,746	113,504
Data Base Administrator	77,856	85,719	94,381
Executive Secretary	50,306	58,355	66,404
Information Systems Analyst II/I/Asst	66,847	73,537	80,926
Information Systems Supervisor	85,988	99,746	113,504
Management Analyst - NR	64,188	74,458	84,728
Network Analyst	77,856	85,719	94,381
Office Specialist II	40,288	44,232	48,625
Programmer	70,442	77,481	85,294
Programmer Analyst III/II/I	66,847	73,537	80,926
Senior Information Systems Analyst	77,856	85,719	94,381
Senior Management Analyst	74,284	86,169	98,054
Systems Administrator	77,856	85,719	94,381
Technical Project Manager	77,856	85,719	94,381
Technology Infrastructure Supervisor	85,988	99,746	113,504
Technology Manager	104,522	121,245	137,969
UNIX Systems Administrator	77,856	85,719	94,381

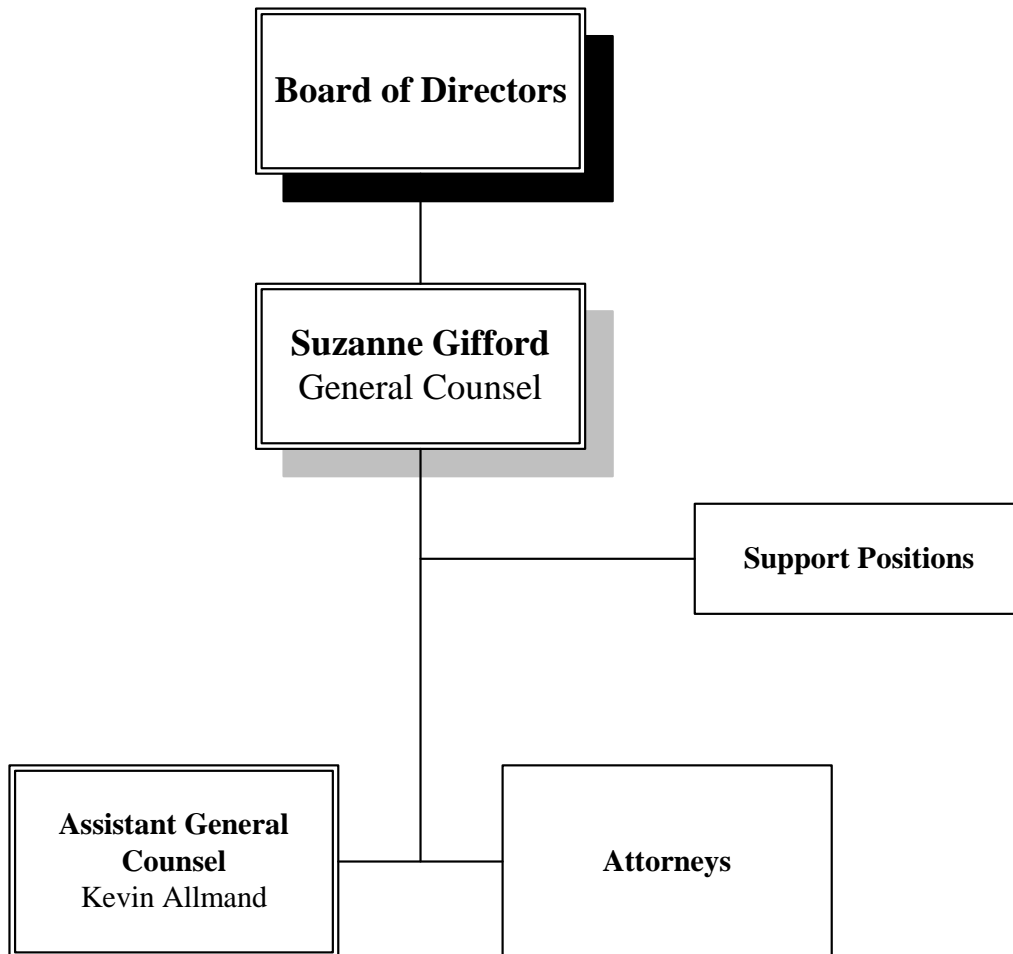
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GENERAL MANAGER AND BOARD SECRETARY



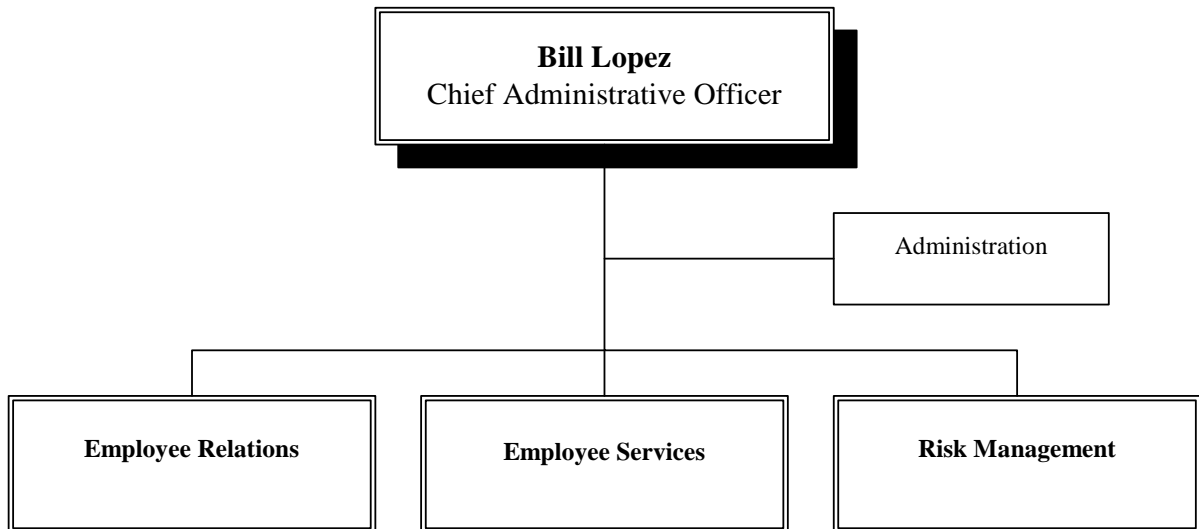
Note: Does not reflect organizational changes effective July 6, 2007 made as a result of the Organizational and Financial Assessment

GENERAL COUNSEL



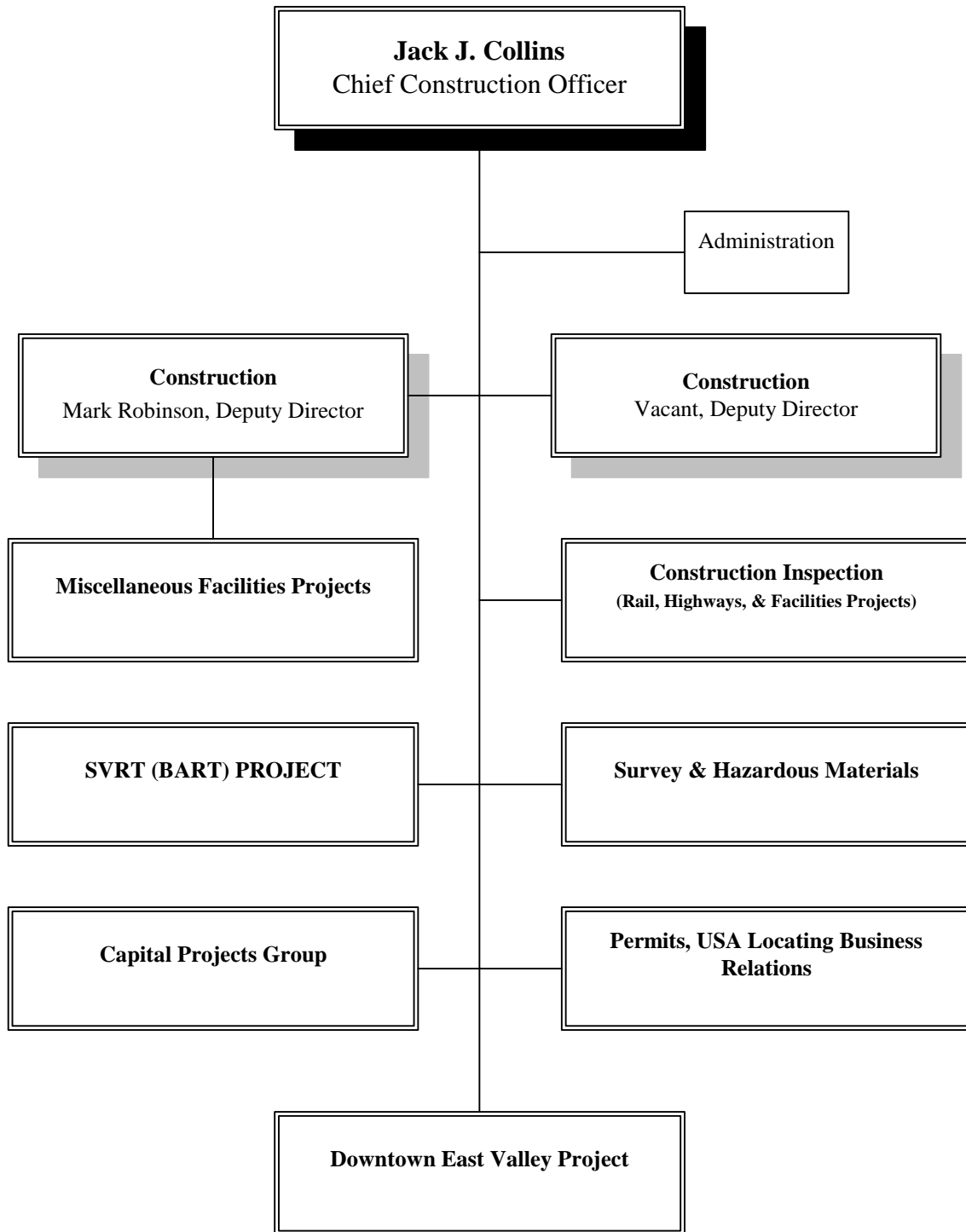
Note: Does not reflect organizational changes effective July 6, 2007 made as a result of the Organizational and Financial Assessment

ADMINISTRATIVE SERVICES



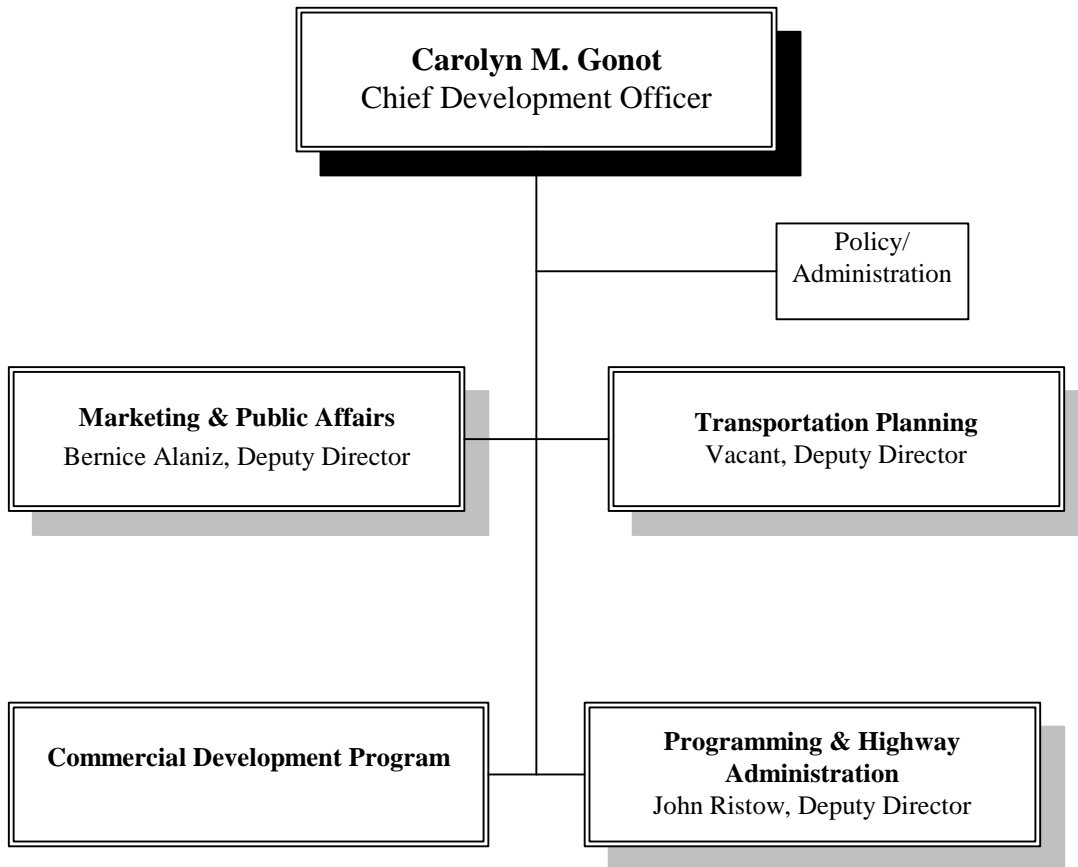
Note: Does not reflect organizational changes effective July 6, 2007 made as a result of the Organizational and Financial Assessment

CONSTRUCTION



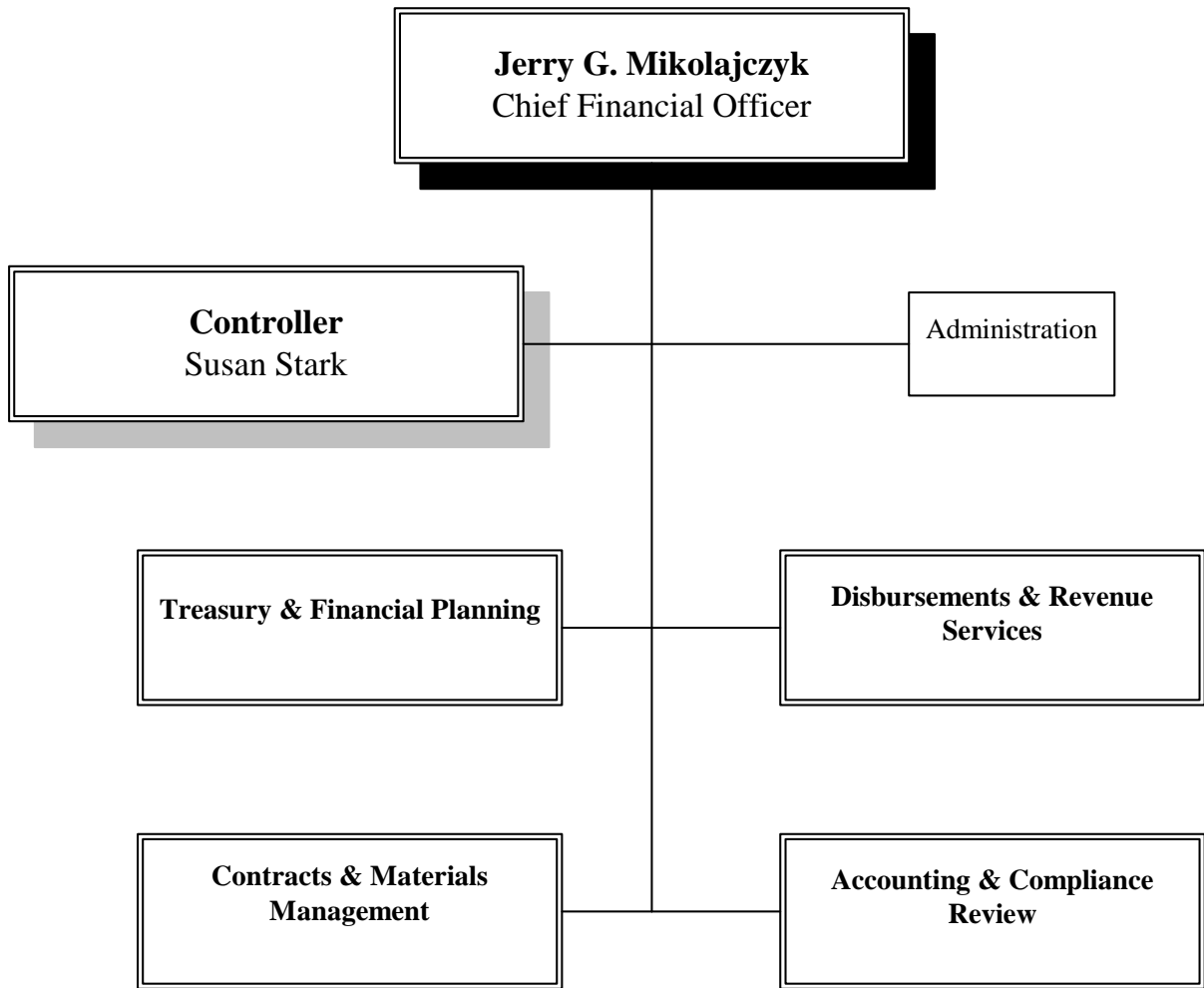
Note: Does not reflect organizational changes effective July 6, 2007 made as a result of the Organizational and Financial Assessment

DEVELOPMENT AND CONGESTION MANAGEMENT



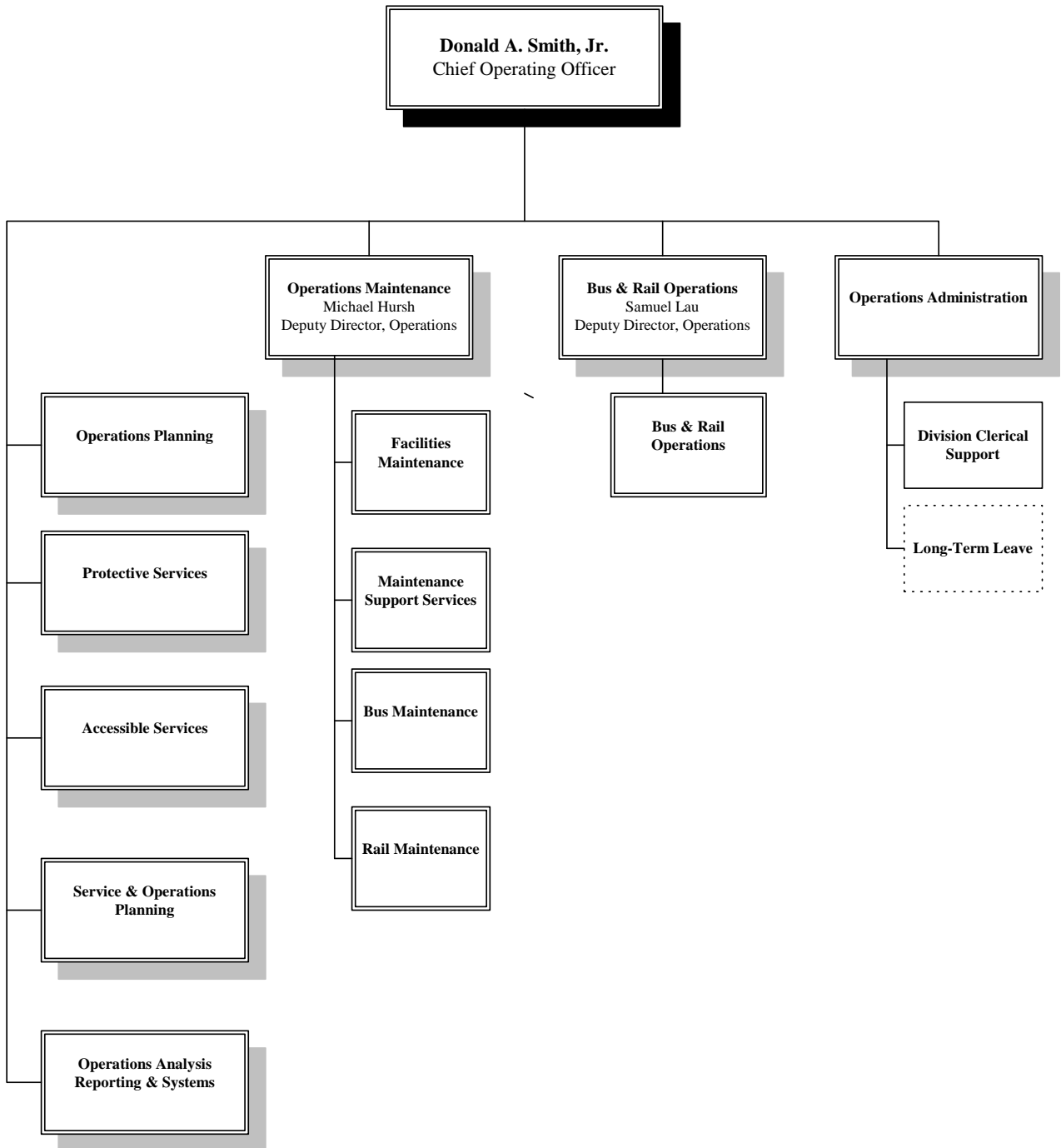
Note: Does not reflect organizational changes effective July 6, 2007 made as a result of the Organizational and Financial Assessment

FISCAL RESOURCES



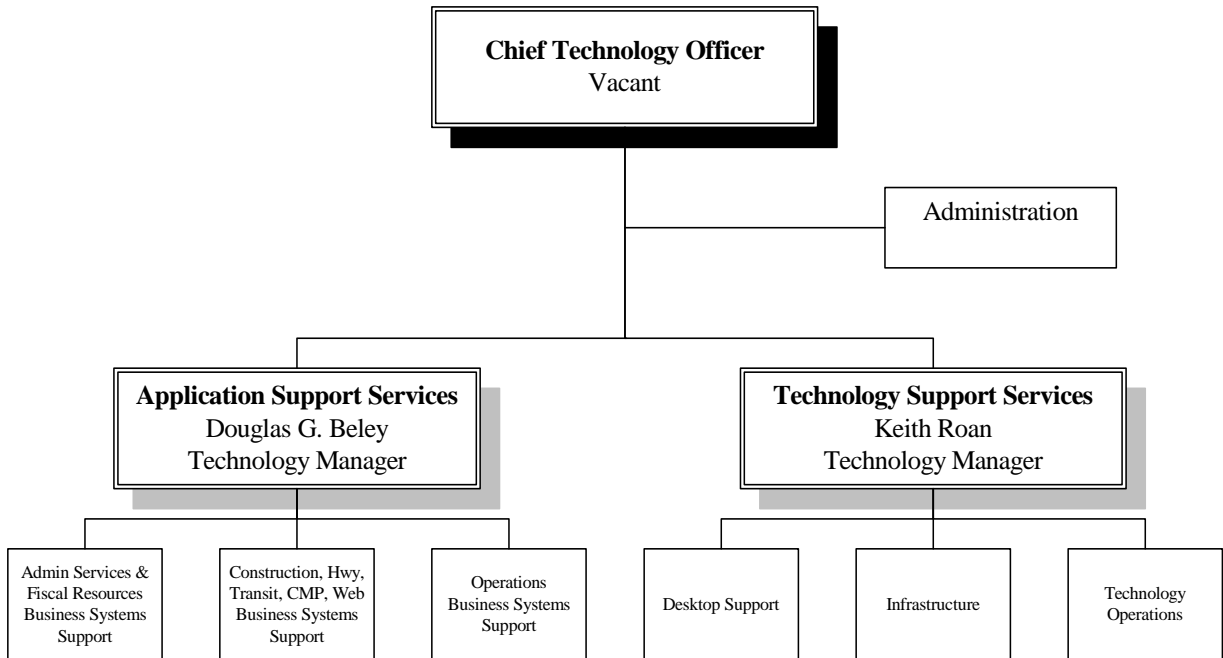
Note: Does not reflect organizational changes effective July 6, 2007 and November 1, 2007 made as a result of the Organizational and Financial Assessment

OPERATIONS



Note: Does not reflect organizational changes effective July 6, 2007 made as a result of the Organizational and Financial Assessment

TECHNOLOGY



Note: Does not reflect organizational changes effective July 6, 2007 made as a result of the Organizational and Financial Assessment

DIVISION STAFFING LEVEL DETAIL

Job Title	FY07 Total ¹	FY08 Total	FY09 Total
<i>General Manager and Board Secretary:</i>			
Assistant Board Secretary	1	1	1
Board Assistant	7	7	7
Board Secretary	1	1	1
Reprographic Services Specialist II	6	6	6
Document Control Clerk II	11	11	11
Document Management Supervisor	1	1	1
Engineering Technician II	2	2	2
Executive Assistant to the GM	1	1	1
Executive Secretary	1	1	1
Executive Secretary to General Manager	1	1	1
General Manager	1	1	1
Government Affairs manager - State and Federal	1	1	1
Government Affairs manager - State and Regional	1	1	1
Office Specialist II	1	1	1
<i>Total General Manager and Board Secretary</i>	36	36	36
<i>General Counsel:</i>			
Administrative Services Assistant III	1	1	1
Assistant General Counsel	1	1	1
General Counsel	1	1	1
Legal Secretary	1	1	1
Senior Assistant Counsel	5	5	6
<i>Total General Counsel</i>	9	9	10
<i>Administrative Services:</i>			
Administrative Services Assistant III	4	4	4
Associate Claims Analyst	1	1	1
Chief Administrative Officer	1	1	1
Claims Analyst	2	2	2
Claims Supervisor	1	1	1
Environmental Health and Safety Specialist	2	2	2
Environmental Health and Safety Supervisor	1	1	1
Executive Secretary	1	1	1
Human Resources Analyst	15	15	15
Human Resources Manager	2	2	2
Labor Relations Supervisor	1	1	1
Management Secretary	3	3	3
Office Specialist II	6	6	6
Personnel Services Administrator	1	1	1
Personnel Services Assistant	7	7	7
Risk Manager	1	1	1
Senior Human Resources Analyst	6	6	6
Transit Safety Representative	1	1	1
Transit System Safety Supervisor	1	1	1
<i>Total Administrative Services</i>	57	57	57

¹ As of March 2007

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Job Title	FY07 Total¹	FY08 Total	FY09 Total
<i>Construction:</i>			
Accountant Assistant	1	1	1
Assistant Architect	1	1	1
Assistant Civil Engineer	1	1	1
Assistant Transportation Engineer	10	10	10
Assoc Land Surveyor	1	1	1
Associate Architect	3	3	3
Associate Civil Engineer	2	2	2
Associate Electrical Engineer	1	1	1
Associate Mechanical Engineer	2	2	2
Associate Systems Design Engineer	2	2	2
Associate Transportation Engineer	4	4	4
Business Relations Manager	1	1	1
Chief Construction Officer	1	1	1
Construction Inspector	12	12	12
Deputy Director, Construction	2	2	2
Design and Construction manager	2	2	2
Engineering Aide II	5	5	5
Engineering Group Manager - Line Segment	1	1	1
Engineering Group Manager - Tunnel	1	1	1
Engineering Technician I	1	1	1
Engineering Technician III	5	5	5
Engineering Group manager-Design Integration	1	1	1
Executive Secretary	2	2	2
Management Analyst	2	2	2
Manager - Construction Inspection	1	1	1
Office Specialist II	10	10	10
Office Support Supervisor	3	3	3
Principal Construction Inspector	1	1	1
Principal Transportation Planner	1	1	1
Project Controls Manager	1	1	1
Project Controls Specialist II	3	3	3
Quality Assurance and Warranty Manager	1	1	1
Schedule Coordinator	1	1	1
Secretary	2	2	2
Senior Land Surveyor	1	1	1
Senior Architect	1	1	1
Senior Construction Inspector	9	9	9
Senior Cost Coordinator	1	1	1
Senior Environmental Engineer	1	1	1
Senior Management Analyst	0	1	1
Senior Systems Design Engineer	1	1	1
Senior Transportation Engineer	2	2	2
Survey and Mapping Manager	1	1	1
Systems Design Manager	1	1	1
Transportation Engineering Manager	4	5	5
Utilities Coordination Manager	1	1	1
Utility Coordinator	1	1	1
<i>Total Construction</i>	112	114	114

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Job Title	FY07 Total¹	FY08 Total	FY09 Total
<i>Development and Congestion Management:</i>			
Assistant Transportation Engineer	1	1	1
Associate Real Estate Agent	2	3	3
Chief Development Officer	1	1	1
Commercial Development Manager	1	1	1
Communications Manager, Public Affairs	1	1	1
Community Outreach Supervisor	1	1	1
Creative Services Manager	1	1	1
Customer Service Supervisor	3	3	3
Deputy Director Programming and Project Development	1	1	1
Deputy Director, Congestion Management Planning Program	1	1	1
Deputy Director, Marketing and Public Affairs	1	1	1
Environmental Planner III	3	3	3
Executive Secretary	4	4	4
Graphic Designer II	4	4	4
Information Services Representative	25	25	25
Management Analyst	7	7	7
Manager, Market Development	1	1	1
Manager, Public Affairs and Customer Service	1	1	1
Manager, Real Estate and Project Administration	1	1	1
Office Specialist II	5	5	5
Policy and Community Relations Manager	1	1	1
Principal Transportation Planner-Programming and Grants	2	2	2
Principal Transportation Planner	2	2	2
Public Communication Specialist 2	10	10	10
Sales and Promotions Manager	1	1	1
Secretary	3	3	3
Senior Environmental Planner	3	3	3
Senior Information Representative	3	3	3
Senior Management Analyst	2	4	4
Senior Real Estate Agent	3	3	3
Senior Transportation Engineer	1	1	1
Senior Transportation Planner	8	8	8
Senior Transportation Planner (U)	1	1	1
Senior Transportation Planner - Modeling and Analysis	1	1	1
Senior Transportation Planner-Programming and Grants	3	3	3
Transportation Engineering Manager	1	1	1
Transportation Planner III	12	13	13
Transportation Planning Aide	1	1	1
Transportation Planning Manager	2	2	2
Transportation Planning Manager - Programming and Grants	1	1	1
Transportation Program Manager - Environmental Planning	1	1	1
<i>Total Development and Congestion Management</i>	127	131	131
<i>Fiscal Resources:</i>			
Accountant Assistant	15	15	15
Accountant II	1	1	1
Accountant III	9	9	9
Buyer Assistant	3	3	3
Buyer II	4	3	3
Buyer III	3	3	3
Chief Financial Officer	1	1	1
Compliance Review Manager	1	1	1

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Job Title	FY07 Total¹	FY08 Total	FY09 Total
Construction Contracts Administrator II	5	5	5
Contracts Administrator II	6	6	6
Contracts Manager	1	1	1
Controller	1	1	1
Disbursements Manager	1	1	1
Executive Secretary	2	2	2
Financial Accounting Manager	1	1	1
Financial Analyst	4	4	4
Financial Analyst - NR	1	1	1
Fiscal Resources Manager	3	3	3
Investment Program Manager	1	1	1
Management Analyst	3	3	3
Management Secretary	3	3	3
Manager, Budget Administration	1	1	1
Messenger Driver	4	4	4
Manager, Business Analysis and Debt Administration	1	1	1
Office Specialist II	2	2	2
Office Support Supervisor	1	1	1
Purchasing and Materials Manager	1	1	1
Purchasing Supervisor	1	1	1
Revenue Services Manager	1	1	1
Senior Financial Analyst - NR	1	1	1
Senior Accountant	9	9	9
Senior Construction Contracts Administrator	3	3	3
Senior Contracts Administrator	1	1	1
Senior Financial Analyst	2	2	2
Senior Internal Auditor	1	1	1
Senior Management Analyst	2	2	2
Storekeeper	2	2	2
Supervising Account Clerk	2	2	2
Supervising Vault Room Worker	1	1	1
Vault Room Worker	4	4	4
<i>Total Fiscal Resources</i>	109	108	108
<i>Operations</i>			
Accessible Services Program Manager	1	1	1
Accessible Services Representative	2	2	2
Account Clerk II	3	3	3
Accountant Assistant	1	1	1
Administrative Services Assistant III	1	1	1
Administrative Support Officer	1	0	0
Assistant Superintendent, Field Operations	1	1	1
Assistant Supt, Transit Communications	4	3	3
Associate Mechanical Engineer - Auto Systems	1	1	1
Associate Systems Engineer	2	2	2
Automotive Attendant	1	1	1
Bus Operator	805	770	721
Bus Operator - Part Time	0	24	36
Bus Stop Maintenance Worker	9	9	9
Bus Stop Maintenance Worker (Lead)	1	1	1
Chief of Security	1	1	1
Chief Operating Officer	1	1	1
Community Bus Operator	13	43	86
Deputy Director Operations	2	2	2

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Job Title	FY07 Total¹	FY08 Total	FY09 Total
Dispatcher - Bus	21	21	21
Dispatcher - LRT	4	4	4
Dispatcher Supervisor	2	2	2
Electro - Mechanic	39	39	39
Electronic Technician	9	9	9
Engineering Technician II	1	1	1
Engineering Technician III	2	2	2
Executive Secretary	3	3	3
Facilities Maintenance Assistant	1	1	1
Facilities Maintenance Coordinator	1	2	2
Facilities Maintenance Manager	1	1	1
Facilities Maintenance Representative	4	4	4
Facilities Worker	25	25	25
Fare Inspector	8	10	10
Foreperson - LRT	3	3	3
General Maintenance Mechanic II	1	1	1
Janitor	8	8	8
Light Rail Equipment Superintendent	1	1	1
Light Rail Operator	95	95	95
Light Rail Power Foreperson	1	1	1
Light Rail Power Supervisor	1	1	1
Light Rail Signal Maintainer	16	16	16
Light Rail Signal Supervisor	1	1	1
Light Rail Station and Wayside Maintenance Supervisor	1	1	1
Light Rail Technical Trainer	3	3	3
Light Rail Track Maintenance Supervisor	1	1	1
Light Rail Way, Power and Signal Supt	1	1	1
Maintenance Instructor	3	3	3
Maintenance Superintendent	4	4	4
Maintenance Worker - LRT	19	19	19
Maintenance Worker - LRT (Lead)	7	7	7
Management Analyst	9	9	9
Management Secretary	1	2	2
Manager, Service and Operations Planning	1	1	1
Materials Management and Warranty manager	1	1	1
Materials Resource Scheduler	3	3	3
Manager, Operations Analysis, Reporting and Sys.	1	1	1
Office Specialist II	29	29	29
Office Support Supervisor	6	6	6
Operations Manager	3	3	3
Operations Manager, Engineering	1	1	1
Operations Program Manager	1	1	1
Operations Systems Supervisor	1	1	1
Operator - Trainee	27	27	27
Overhaul and Repair Foreperson	2	2	2
Overhaul and Repair Mechanic	22	22	22
Overhead Line Worker	9	9	9
Paint and Body Foreperson	1	1	1
Paint and Body Foreperson - LRT	1	1	1
Paint and Body Worker	10	10	10
Paint and Body Worker - LRT	5	5	5
Parts Clerk	20	20	20
Parts Foreperson	1	1	1
Policy and Administrative Manager - Operations	1	1	1

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Job Title	FY07 Total¹	FY08 Total	FY09 Total
Quality Assurance and Warranty Specialist	1	1	1
Secretary	1	1	1
Service Mechanic	11	12	12
Service Worker	58	64	64
Service Worker Foreperson	4	4	4
Senior Management Analyst	4	4	4
Senior Mechanical Engineer - Auto Systems	1	1	1
Senior Signal Maintainer	2	2	2
Senior Track Worker	7	7	7
Substation Maintainer	8	8	8
Supervising Maintenance Instructor	1	1	1
Support Mechanic	3	3	3
Technical Trainer	4	4	4
Technical Training Supervisor	1	1	1
Track Worker	8	8	8
Transit Center Maintenance Worker	4	4	4
Transit Center Maintenance Worker (Lead)	1	1	1
Transit Division Supervisor	8	8	8
Transit Foreperson	9	9	9
Transit Maintenance Supervisor	11	13	13
Transit Mechanic	119	119	119
Transit Mechanic - Hydrogen	3	3	3
Transit Radio Dispatcher	12	12	12
Transit Service Development Spec II	7	8	8
Transit Service Development Spec III	1	1	1
Transit Warranty Coordinator	2	2	2
Transportation Superintendent	4	5	5
Transportation Supervisor	32	34	34
Union Business	3	3	3
Upholsterer	6	6	6
Upholstery Foreperson	1	1	1
Utility Worker	2	2	2
Vehicle Maintenance Scheduler	6	6	6
Vehicle Parts Supervisor	3	3	3
Total Operations	1,641	1,675	1,681
Technology:			
Associate Network Analyst	1	1	1
Associate Systems Administrator	1	1	1
Chief Technology Officer	1	1	1
Client Relationship Supervisor	3	3	3
Communications Systems Analyst	4	4	4
Communications Systems Manager	1	1	1
Data Base Administrator	2	2	2
Executive Secretary	1	1	1
Information Services Manager	2	2	2
Information Systems Analyst II	13	12	12
Information Systems Supervisor	2	2	2
Management Analyst	1	1	1
Network Analyst	1	1	1
Office Specialist II	1	1	1
Programmer	3	3	3
Programmer Analyst III	8	8	8
Senior Information Systems Analyst	4	5	5

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Job Title	FY07 Total¹	FY08 Total	FY09 Total
Senior Management Analyst	1	1	1
Systems Administrator	1	1	1
Technology Infrastructure Supervisor	1	1	1
Technology Project Manager	3	3	3
UNIX Systems Administrator	1	1	1
<i>Total Technology</i>	56	56	56
<i>Grand Total²</i>	<u>2,147</u>	<u>2,186</u>	<u>2,193</u>

² Does not include 62 Long Term Leave positions

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VTA TRANSIT REVENUE AND EXPENSE CATEGORY DESCRIPTIONS

Line	Category	Description
1	Fares	Fares from Bus, Light Rail, & VTA operated Shuttles
2	1/2 Cent Sales Tax	1976 1/2 Cent Sales Tax
3	TDA	Transportation Development Act (TDA), derived from 1/4 cent of state's 6% sales tax, limited to development & support of public transit
4	Measure A Sales Tax-Operating Assistance	Portion of 2000 Measure A 1/2 cent sales tax allocated to fund VTA operating and maintenance costs (18.5%)
5	STA	State Transit Assistance (STA); Sales tax on gasoline & diesel fuel; distributed based on population & operator's prior year revenues
6	Federal Operating Grants	Primarily from Section 5307 of SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users/Congress 2005) for Preventive Maintenance
7	State Operating Grants	AB434 Transportation Fund for Clean Air (TFCA) Program; derived from vehicle registration fees. Used to fund light rail and ACE shuttles
8	Local Operating Assistance	From 1996 Measure B to fund VTA's administration of program
9	Investment Earnings	Earnings on investments
10	Advertising Income	Advertising on vehicles and bus shelters
11	Other Income	Measure A repayment obligation to VTA; Grand Prix; Property Rental; Developer Fees; License Fees; Insurance Refund; Permit Fees; ID Cards, Sale of Plans
12	Total Revenues	Sum of lines 1 to 11
13	Labor Costs	Wages & Fringe Benefits for all employees
14	Materials & Supplies	Vehicle Parts; Fasteners; Small Tools; Maintenance Supplies; Lubricants; Oils; Fluids; Gasoline for Non-Revenue vehicles; Propane; Janitorial & Safety Supplies
15	Security	Securitas & Sheriffs' Contract
16	Professional & Special Services	Outside Consulting & Specialized Professional Services; Auditors; Special Studies
17	Other Services	Outside Repair; Laundry Service; Towing; Ads & Promotion; External Printing
18	Fuel	Diesel Fuel and Gasoline for Revenue Vehicles
19	Traction Power	Electricity Cost for Light Rail
20	Tires	Vehicle tires
21	Utilities	Non-Traction Power Electricity; Gas; Water and Trash
22	Insurance	Property & Casualty Premiums and Self-Insurance annual reserve
23	Data Processing	Software license fees and PC/Hardware purchases
24	Office Expense	Office supplies
25	Communications	Telephone and Cell Phone Usage

VTA FY 2008 & FY 2009 ADOPTED BUDGET

Line	Category	Description
26	Employee Related Expense	Safety shoes; mileage, parking, and toll reimbursements; professional licenses; education & training; workshops; travel; employee recognition costs; operators' driver licenses
27	Leases & Rents	Equipment Leases (reproduction equipment) and Property Rentals (such as transit centers)
28	Miscellaneous	Books & Subscriptions; Board member expenses; legal notices; membership dues; in-house printing costs; postage
29	Reimbursements	Reimbursement of staff labor & contract charges for reimbursable projects and programs - usually capital projects
30	Subtotal Operating Expense	Sum of lines 13 to 29
31	Paratransit	Outreach Contract (expenses net of revenues); VTA staff charges associated with paratransit services
32	Caltrain	VTA costs associated with providing the Caltrain rail service operating between San Francisco & Gilroy, Governed jointly by VTA, SamTrans, and San Francisco Muni
33	Light Rail Shuttles	VTA costs associated with providing Light Rail Shuttle Program linking LRT stations with employment centers
34	Altamont Commuter Express	VTA costs associated with Altamont Commuter Express (ACE); owned & operated by San Joaquin Regional Rail Commission
35	Highway 17 Express	VTA costs associated with providing Highway 17 Express Bus service in conjunction with Santa Cruz Metro
36	Dumbarton Express	VTA costs association with providing transbay express bus service in conjunction with AC Transit, BART, SamTrans, and City of Union City
37	Monterey-San Jose Express	VTA costs associated with providing Monterey to San Jose Express Bus service in conjunction with Monterey-Salinas Transit and Capital Corridor Joint Powers Authority
38	Contribution to Other Agencies	Managing Agency (VTA) contribution to congestion management program; Payment to BART for administering the Regional Transit Connection Discount Card Program (RTC) ADA passenger IDs; Payments to cities for a portion of the revenue generated from bus shelter advertising
39	Debt Service	Interest, Principal, and payment of other bond charges
40	Other Expense	Minor miscellaneous expense items
41	Subtotal Other Expense	Sum of lines 31 to 40
42	Operating & Other Expenses	Line 30 plus line 41
43	Contingency	Organization-wide contingency fund for urgent and unexpected programs
44	Contingency-Utilization	Reflects actual transfers out from Contingency
45	Total Expenses & Contingency	Sum of lines 42 to 44
46	Surplus/(Deficit) to Reserves	Line 12 minus line 45

**CONGESTION MANAGEMENT
REVENUE AND EXPENSE CATEGORY DESCRIPTIONS**

Line	Category	Description
1	Federal Operating Grants	STP Planning grant
2	State Operating Grants	TFCA 40 percent Local Program Manager Administrator fees and SB-45 Programmed Project Monitoring Funds (PPM)
3	Member Agency Fees	Fees paid by the County of Santa Clara, participating cities of Santa Clara, and Managing Agency (VTA)
4	Other Income	Funding from Local Program Reserves and revenues received for providing CMP's Regional Transportation Model to other entities
5	Total Revenues	Sum of lines 1 to 4
6	Materials and Supplies	Miscellaneous small equipment
7	Professional and Special Services	Outside Consulting and Specialized Professional Services
8	Other Services	Ads & Promotion; External Printing
9	Data Processing	Specialized PC hardware and software
10	Office Expense	Office supplies
11	Communications	Cell Phone Usage
12	Employee Related Expense	Mileage, parking, and toll reimbursements; professional licenses; education and seminars; workshops and travel
13	Leases and Rents	Equipment Leases of reproduction equipment and postage meter
14	Miscellaneous	Books and Subscriptions; membership dues; in-house printing costs; postage
15	Other Expense	Minor miscellaneous expense items
16	VTA Staff Services	Labor, benefits, and administrative overhead for VTA staff providing support of Congestion Management Program
17	Total Expenses	Sum of Lines 6 to 16
18	Surplus/(Deficit) to Reserves	Line 5 minus line 17

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**2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM
REVENUE AND EXPENSE CATEGORY DESCRIPTIONS**

Line	Category	Description
1	2000 1/2 Cent Sales Tax	2000 1/2 Cent Sales Tax
2	Bond Proceeds	Proceeds of new bonds issued
3	Investment Earnings	Earnings on investments
4	Other Income	Property Rental
5	Total Revenues	Sum of lines 1 to 4
6	VTA Operating Assistance	Portion of 2000 Measure A 1/2 cent sales tax allocated to fund VTA operating and maintenance costs (18.5 percent)
7	Professional and Special Services	Outside Consulting and Specialized Professional Services; Auditors; Special Studies
8	Debt Service	Interest, Principal, and payment of other bond charges
9	Repayment Obligation	Payment to VTA for Debt Service incurred on behalf of Measure A Projects
10	Total Expenses	Sum of lines 6 to 9
11	Surplus/(Deficit) to Reserves	Line 5 minus line 10

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COMBINED CAPITAL SCHEDULE – ALL FUNDS

The table below depicts the total Capital Program for **all funds** including remaining appropriation on existing projects and the FY08 and FY09 Capital Program by Project Category. The table on the following pages lists the individual projects.

(In thousands)

Project Category	Total Appropriation as of 6/30/07	Expenditures as of 6/30/07 ¹	Appropriation Remaining 6/30/07	FY08 & FY09 Capital Program	Revised Total Appropriation Remaining	Revised Estimated Total Grants/ Reimbursements	Revised Total Net VTA Transit/Measure A/Measure B/ Highway Share
Revenue Vehicles & Equipment	\$234,023	\$220,399	\$13,624	\$18,574	\$32,197	\$15,919	\$16,278
Non Revenue Vehicles	414	203	211	691	902	553	349
Operations Facilities & Equipment	90,869	79,920	10,949	95,081	106,030	55,419	50,612
Rail Facility Expansion	1,254,463	1,168,327	86,136	435,876	522,012	253,918	268,094
Light Rail Way, Power & Signal	7,519	3,840	3,679	6,079	9,758	6,816	2,942
Passenger Facilities	71,245	45,697	25,548	32,785	58,332	28,456	29,876
Information Systems & Technology	34,982	23,743	11,239	8,992	20,232	10,023	10,208
Highway	629,828	571,117	58,711	121,445	180,156	173,071	7,085
Miscellaneous	77,965	66,027	11,938	20,909	32,847	677	32,170
Grand Total	\$2,401,308	\$2,179,273	\$222,035	\$740,429	\$962,466	\$544,852	\$417,614

¹ Preliminary Unaudited

(In thousands)

Project Number	Project Title	Total Appropriation as of 6/30/07	Expenditures as of 6/30/07 ¹	Appropriation Remaining 6/30/07	FY08 & FY09 Capital Program	Revised Total Appropriation Remaining	Revised Estimated Total Grants/ Reimbursements	Revised Total Net VTA Transit/Measure A/Measure B/ Highway Share
Revenue Vehicles & Equipment								
P0104	CCTV On Board	\$1,517	\$1,182	\$335	\$0	\$335	\$0	\$335
P0336	Zero Emission Buses (ZEB)	14,051	13,460	592	0	592	390	202
P0409	Emissions Retrofit of Bus Diesel Engines	5,378	2,730	2,648	0	2,648	670	1,978
P0447	Low Floor Light Rail Vehicles	200,974	200,314	660	0	660	0	660
P0547	Exp.High Fl.Small Community Buses	9,743	707	9,036	0	9,036	0	9,036
P0561	LRV CCTV Surveillance	1,826	1,625	201	0	201	0	201
P0574	Farebox Replacement Study	150	0	150	0	150	0	150
P0601	Cameras on 20 LRV's	385	382	3	0	3	3	0
NEW	Procure 25 Small Capacity Replacement Buses	0	0	0	5,764	5,764	4,608	1,156
NEW	Bus Farebox Replacement	0	0	0	10,514	10,514	8,411	2,103
NEW	Bus Surveillance Equipment Replacement	0	0	0	1,500	1,500	1,200	300
NEW	Paratransit Vehicles	0	0	0	796	796	637	159
Total Revenue Vehicles & Equipment		\$234,023	\$220,399	\$13,624	\$18,574	\$32,197	\$15,919	\$16,278
Non Revenue Vehicles								
P0481	NRV Procurement	\$414	\$203	\$211	\$0	\$211	\$0	\$211
NEW	NRV Procurement	0	0	0	691	691	553	138
Total Non Revenue Vehicles		\$414	\$203	\$211	\$691	\$902	\$553	\$349
Operations Facilities & Equipment								
P0016	North Division Reconstruction	\$42,652	\$42,360	\$292	\$0	\$292	\$40	\$253
P0019	Line 22 Improvements	3,540	2,736	804	0	804	537	267
P0258	Cerone Division Rehab & Expansion	26,171	25,595	575	0	575	13	562
P0398	Guadalupe Vehicle Wash Modifications	794	604	189	0	189	0	189
P0399	LRT Drainage Improvements Bays/Manila	1,114	172	942	0	942	0	942
P0427	HazMat Removal / Fac, Design & Con	464	118	346	0	346	0	346
P0449	ZEB Facility Improvements	4,399	4,120	279	0	279	137	142
P0482	Translink	2,259	1,759	500	0	500	500	0
P0484	CeroneFuel Island,Sec./Fire Improv	614	480	134	0	134	104	30
P0486	Maint.Equip. Replacement Program	63	56	6	0	6	0	6
P0537	Fac. & Equip. Emergency Allowance	6	0	6	0	6	0	6
P0540	Fac. Maint. Equip.Replacement Prog.	258	0	258	0	258	0	258

¹ Preliminary Unaudited

Project Number	Project Title	Total Appropriation as of 6/30/07	Expenditures as of 6/30/07 ¹	Appropriation Remaining 6/30/07	FY08 & FY09 Capital Program	Revised Total Appropriation Remaining	Revised Estimated Total Grants/ Reimbursements	Revised Total Net VTA Transit/Measure A/Measure B/ Highway Share
P0544	Painting Management Program	244	210	34	0	34	0	34
P0551	BRT-Line 22, Monterey & Stevens Creek	2,130	0	2,130	20,000	22,130	0	22,130
P0552	New Rail Corridors Study	1,300	427	873	500	1,373	0	1,373
P0553	Caltrain Improvement Plan	330	315	15	0	15	0	15
P0559	Portable Bus Alignment System	10	0	10	0	10	0	10
P0566	Replacement for Postage Meter Equipment	29	20	9	0	9	0	9
P0572	Bus Signal Priority	911	0	911	0	911	729	182
P0576	CCTV Ph.I Ph. II & Ph.III,	607	0	607	0	607	441	165
P0581	Fac. & Equip. Emergency Allowance	9	7	2	0	2	0	2
P0582	HVAC Scheduled Replacement Program	147	33	114	0	114	0	114
P0583	Painting Management Program	240	42	198	0	198	0	198
P0584	Pavement Management Program	240	209	31	0	31	0	31
P0598	Blockbuster Automated RuncuttingSoftware	359	244	115	0	115	0	115
P0603	Rail Simulation Project	250	102	148	0	148	0	148
P0604	Repair/Rebuild Dynamometer @ Cerone O&R	7	0	7	0	7	0	7
P0605	Portable Bus Wheel Alignment System	75	0	75	0	75	0	75
P0609	Community Bus Unleaded Fuel Sta.-Chaboya	908	13	895	0	895	0	895
P0618	Emergency UPS ReplacementPed. Grade Sep	40	18	22	0	22	0	22
P3101	Santa Clara Station Area Planning-Ph.II	700	278	422	0	422	422	0
NEW	BRT-Line 522& 523 DTEV Segment	0	0	0	55,000	55,000	45,000	10,000
NEW	Small Bus Operating Facility Upgrades	0	0	0	5,755	5,755	0	5,755
NEW	Facility Maintenance Equip Replacement Plan	0	0	0	544	544	436	109
NEW	Facility & Equip Emergency Repair Allowance	0	0	0	702	702	0	702
NEW	Roofing Management Program	0	0	0	1,025	1,025	820	205
NEW	Painting Management Program	0	0	0	3,584	3,584	2,867	717
NEW	HVAC Scheduled Replacement Program	0	0	0	783	783	627	157
NEW	Pavement Management Program	0	0	0	1,557	1,557	1,246	311
NEW	Chaboya Division Bus Wash	0	0	0	995	995	796	199
NEW	Paint Mixing Room at Guadalupe LR Paint Shop	0	0	0	299	299	239	60
NEW	Cerone Minor Maint. Bay Pit Modifications	0	0	0	556	556	0	556
NEW	Green Sustainability Facility Improvements	0	0	0	3,000	3,000	0	3,000
NEW	CCTV Video on Demand - Cerone Division	0	0	0	477	477	306	171
NEW	High Security Fencing - Guadalupe Division	0	0	0	302	302	159	143
Total Operating Facilities & Equipment		\$90,869	\$79,920	\$10,949	\$95,081	\$106,030	\$55,419	\$50,612

Project Number	Project Title	Total Appropriation as of 6/30/07	Expenditures as of 6/30/07 ¹	Appropriation Remaining 6/30/07	FY08 & FY09 Capital Program	Revised Total Appropriation Remaining	Revised Estimated Total Grants/ Reimbursements	Revised Total Net VTA Transit/Measure A/Measure B/ Highway Share
Rail Facility Expansion								
P0002	Vasona Light Rail Project	\$313,005	\$309,288	\$3,718	\$0	\$3,718	\$857	\$2,861
P0003	Capitol Light Rail Project	156,352	156,005	347	0	347	0	347
P0005	Tasman East Light Rail Project	272,637	272,356	280	0	280	149	131
P0375	Downtown/East Valley Concept Design	10,341	9,112	1,229	0	1,229	2	1,227
P0394	Guadalupe Corr Right of Way Disposition	813	728	85	0	85	0	85
P0471	Measure B Rail Projects Overhead	7,696	7,557	139	0	139	0	139
P0476	DTEV-CELR To Eastridge	28,112	23,557	4,555	81,303	85,858	0	85,858
P0498	Dumbarton Rail Corridor	1,000	358	642	5,604	6,246	0	6,246
P050X	SVRTP	408,157	347,943	60,213	243,136	303,349	209,349	94,000
P0508	SVRT Related Other Funding Sources	2,600	2,485	115	3,942	4,057	4,057	0
P0511	Caltrain Service Upgrades	11,620	10,301	1,319	3,920	5,239	0	5,239
P0550	Caltrain South County Capacity Improv.	14,870	2,605	12,265	57,908	70,173	33,000	37,173
P3036	South County Extension Projects	25,880	25,860	20	0	20	0	20
P3201	Caltrain Mountain View Parking Structure	500	62	438	9,730	10,168	425	9,743
P3202	Caltrain/UP Blossom Hill Ped. Grade Sep	250	35	215	9,750	9,965	6,080	3,885
P3203	Caltrain Safety Enhancements	130	73	57	4,000	4,057	0	4,057
P3204	SC Sta. Pedestrian Underpass Extension	500	0	500	6,500	7,000	0	7,000
NEW	Caltrain Santa Clara Station Upgrade	0	0	0	1,000	1,000	0	1,000
NEW	Light Rail Extension to Vasona	0	0	0	9,084	9,084	0	9,084
Total Rail Facility Expansion		\$1,254,463	\$1,168,327	\$86,136	\$435,876	\$522,012	\$253,918	\$268,094
Light Rail Way, Power & Signal								
P0307	Rail Replacement Program	\$3,593	\$3,440	\$152	\$0	\$152	\$0	\$152
P0528	System Wide LRT Signage Procurement	160	133	27	0	27	0	27
P0536	Rail Replacement & Rehabilitation	2,363	25	2,337	3,501	5,838	4,671	1,167
P0567	Tasman West ROW Closeout	242	93	149	0	149	0	149
P0577	Laser Intrusion Detection System	380	0	380	0	380	266	114
P0602	SC LR Station - CCTV Video on Demand	312	76	236	0	236	72	164
P0610	LR Bridge/Structural Inspection Project	470	72	398	0	398	0	398
NEW	Substation Rehabilitation and Replacement	0	0	0	653	653	522	131
NEW	Cooling Sys.for LR Signal & Comm. Cabinets	0	0	0	314	314	0	314
NEW	Abatement of LR Left Hand-Turn/Track Intrusion	0	0	0	1,611	1,611	1,285	326
Total Light Rail Way, Power & Signal		\$7,519	\$3,840	\$3,679	\$6,079	\$9,758	\$6,816	\$2,942
Passenger Facilities								
P0144	San Jose Transit Mall	\$184	\$1	\$184	\$0	\$184	\$0	\$184

Project Number	Project Title	Total Appropriation as of 6/30/07	Expenditures as of 6/30/07 ¹	Appropriation Remaining 6/30/07	FY08 & FY09 Capital Program	Revised Total Appropriation Remaining	Revised Estimated Total Grants/ Reimbursements	Revised Total Net VTA Transit/Measure A/Measure B/ Highway Share
P0329	Passenger Information System	3,148	134	3,014	0	3,014	2,257	757
P0330	Guadalupe Corr Platform Retro Phase I	15,396	15,352	44	0	44	0	44
P0457	VTA Pilot Bicycle Parking Program	200	20	180	0	180	180	0
P0493	Tamien Safety Improvements	152	35	117	0	117	94	23
P0494	Downtown Platform Retrofit	23,000	19,863	3,137	0	3,137	2,200	937
P0496	Frances St. Transit Center	513	399	114	0	114	114	0
P0522	Tamien Station Parking Structure	400	0	400	0	400	0	400
P0529	Palo Alto Intermodal Transit Center	359	180	179	0	179	129	50
P0548	DeAnza Transit Center	654	48	606	4,180	4,786	866	3,920
P0557	ADA Bus Stop Access Improvement	300	44	256	0	256	205	51
P0573	Bus Stop Pavement/Duckout Improv.	235	46	189	1,358	1,547	1,086	461
P0611	Overhead Lines Capital Needs Assessment	318	169	149	0	149	0	149
P0612	Vasona Signal House	300	298	2	0	2	0	2
P3033	Palo Alto Bus Transit Center Improvement	7,350	7,290	60	0	60	0	60
P3034	San Martin Parking Expansion	3,885	1,222	2,663	0	2,663	0	2,663
P3038	California Avenue Pedestrian Underpass	8,414	473	7,941	0	7,941	0	7,941
P3039	Palo Alto Pedestrian Underpass	6,436	122	6,314	0	6,314	0	6,314
NEW	Guadalupe Corr Platform Retrofit - South Line	0	0	0	22,947	22,947	18,126	4,821
NEW	CCTV/Video on Demand - Great Mall LR Station	0	0	0	1,057	1,057	845	211
NEW	Upgrade LR Station Public Address System	0	0	0	1,506	1,506	1,205	301
NEW	Transit Enhancement Projects	0	0	0	429	429	343	86
NEW	Transit Center/Park & Ride Upgrades	0	0	0	323	323	258	65
NEW	CCTV/Video on Demand - Light Rail Stations	0	0	0	985	985	549	436
Total Passenger Facilities		\$71,245	\$45,697	\$25,548	\$32,785	\$58,332	\$28,456	\$29,876
Information Systems & Technology								
P0049	Advanced Communications System (ACS)	\$20,183	\$19,796	\$388	\$0	\$388	\$0	\$388
P0479	Manag. Reporting & Budget Re-Eng.	1,520	1,445	75	0	75	0	75
P0523	Assess SAP Treasury Management Functions	103	88	15	0	15	0	15
P0524	Implement Bar Code Scanning in Parts Room	132	53	79	0	79	0	79
P0525	ATU Non-Operator Card Swipe/SAP Interface	197	0	197	0	197	0	197
P0526	Operator Timekeeping System Analysis	45	40	5	0	5	0	5
P0527	Assess SAP-Funds Usage of Recording Tran	100	66	34	0	34	0	34
P0545	SAP Upgrade	3,928	1,275	2,654	3,971	6,625	0	6,625
P0546	Translink TVM Integration	4,277	47	4,230	3,375	7,605	6,985	619
P0575	SAP Real Estate Module	712	519	193	0	193	0	193

Project Number	Project Title	Total Appropriation as of 6/30/07	Expenditures as of 6/30/07 ¹	Appropriation Remaining 6/30/07	FY08 & FY09 Capital Program	Revised Total Appropriation Remaining	Revised Estimated Total Grants/ Reimbursements	Revised Total Net VTA Transit/Measure A/Measure B/ Highway Share
P0608	TransLink - CIMS	3,400	362	3,038	0	3,038	3,038	0
P0613	Automatic Passenger Counters Project	250	51	199	0	199	0	199
P0616	Board Off. Doc. Processing Automation	134	1	133	0	133	0	133
NEW	Server Replacement	0	0	0	1,570	1,570	0	1,570
NEW	Router Memory Upgrade	0	0	0	76	76	0	76
Total Information Systems & Technology		\$34,982	\$23,743	\$11,239	\$8,992	\$20,232	\$10,023	\$10,208
Highway								
P0186	RT 880 Widening	\$76,097	\$75,661	\$436	\$0	\$436	\$295	\$141
P0187	RT 85/87 Interchange	43,100	43,042	58	0	58	0	58
P0189	RT 85/101 Interchange (North)	125,709	121,453	4,256	0	4,256	1,574	2,682
P0190	RT 237/880 Interchange	51,233	50,406	827	0	827	621	206
P0191	RT 87 Widening (North)-Project Development	10,996	10,925	71	0	71	0	71
P0192	RT 17 Improvement	26,536	25,205	1,331	0	1,331	0	1,331
P0193	RT 85/101 Interchange (South)	68,344	66,852	1,492	0	1,492	0	1,492
P0272	RT 87 Widening (South)-Project Development	15,465	12,245	3,220	0	3,220	2,840	380
P0273	RT 152 Improvement	25,981	23,099	2,882	0	2,882	2,317	565
P0288	RT 85 Noise Mitigation	7,609	7,450	159	0	159	0	159
P0371	I-680/880 Cross Connector	2,147	1,633	514	0	514	514	0
P0372	I-880/Coleman Avenue Interchange	81,372	76,046	5,326	3,940	9,266	9,266	0
P0430	SR 152/SR 156 Interchange	35,689	10,211	25,479	1,000	26,479	26,479	0
P0431	SR 85 Corridor Study	365	363	2	0	2	2	0
P0434	US 101 North Corridor Study	570	564	6	0	6	6	0
P0453	US 101/Blossom Hill Rd Interchange Impro	1,800	1,252	548	12,204	12,752	12,752	0
P0454	US 101/Hellyer Ave Interchange Improve	2,200	1,570	630	0	630	630	0
P0455	I-280/I-880/Stevens Ck. Blvd.Interchange	1,550	550	1,000	7,200	8,200	8,200	0
P0456	River Oaks Bicycle/Pedestrian Bridge	3,322	3,133	189	0	189	189	0
P0472	Rt 87 North Widening (Construction)	37,791	34,751	3,040	0	3,040	3,040	0
P0473	Rt 87 South Widening (Construction)	1,807	833	974	0	974	974	0
P0478	High Occupancy Toll Lane Demonstration	2,950	677	2,273	12,019	14,292	14,292	0
P0495	Peninsula Gateway Study	250	195	55	250	305	305	0
P0518	South County Circulation Study	500	488	12	0	12	12	0
P0519	US 101 Improvement Project	400	93	307	11,760	12,067	12,067	0
P0534	I-880 Corridor Study	500	372	128	0	128	128	0
P0535	Coyote Ridge Butterfly Habitat Mngmnt	245	114	131	996	1,127	1,127	0
P0558	Hwy 25 Safety & Operational Enhancements	400	14	386	0	386	386	0

Project Number	Project Title	Total Appropriation as of 6/30/07	Expenditures as of 6/30/07 ¹	Appropriation Remaining 6/30/07	FY08 & FY09 Capital Program	Revised Total Appropriation Remaining	Revised Estimated Total Grants/ Reimbursements	Revised Total Net VTA Transit/Measure A/Measure B/ Highway Share
P0563	Mary Avenue/Mathilda Avenue Improvements	1,500	613	887	2,500	3,387	3,387	0
P0565	Rt 101/De La Cruz Blvd/Trimble Rd	400	18	382	400	782	782	0
P0569	Calaveras Boulevard Improvements	350	176	174	2,000	2,174	2,174	0
P0570	SR 85 & SR 237 Improvements	500	249	251	1,500	1,751	1,751	0
P0606	Rt 101 Widening(Monterey Rd-SR 129)	1,000	816	184	4,500	4,684	4,684	0
P0607	Rt 101 Implementation Study	500	22	478	1,500	1,978	1,978	0
P0615	Charcot Avenue Extension in San Jose	500	11	489	400	889	889	0
P0617	SR 152 Realignment Concept Study	150	16	134	3,500	3,634	3,634	0
NEW	I-880 Widening	0	0	0	23,400	23,400	23,400	0
NEW	Route 101 Improvements (Rt 85 to Embarcadero)	0	0	0	17,330	17,330	17,330	0
NEW	Route 237/Route 101 Mathilda Interchange	0	0	0	800	800	800	0
NEW	New Corridor Studies	0	0	0	2,000	2,000	2,000	0
NEW	Route 87/Narvaez Interchange	0	0	0	800	800	800	0
NEW	Intelligent Transportation System Project	0	0	0	3,500	3,500	3,500	0
NEW	Route 87 Landscape Planting	0	0	0	4,196	4,196	4,196	0
NEW	Route 237/I-880 Landscape Planting	0	0	0	3,750	3,750	3,750	0
Total Highway		\$629,828	\$571,117	\$58,711	\$121,445	\$180,156	\$173,071	\$7,085
Miscellaneous								
P0274	Combined Biological Mitigation Site	\$6,581	\$4,947	\$1,634	\$0	\$1,634	\$0	\$1,634
P0337	Community Oriented Design Enhancements	6,467	6,434	33	0	33	0	33
P0500	Capitalized Bond Interest	60,057	52,951	7,106	0	7,106	0	7,106
P0510	Measure A Programwide	3,000	872	2,128	6,320	8,448	0	8,448
P0555	Tasman Bio Mitigation	75	0	75	0	75	0	75
P0556	Campus Flood Study	35	0	35	0	35	10	25
P0560	SC Valley Habitat Conservation Plan/NCCP	750	490	260	0	260	0	260
P3100	Berryessa Creek Project - SCVWD	1,000	333	667	0	667	667	0
NEW	VTA Close-out of Measure B Program	0	0	0	4,000	4,000	0	4,000
NEW	Highway 17 Express Service Improvements	0	0	0	425	425	0	425
NEW	Airport People Mover	0	0	0	2,000	2,000	0	2,000
NEW	VTA Customer Information Management	0	0	0	68	68	0	68
NEW	Caltrain Capital - Annual Local Match	0	0	0	5,346	5,346	0	5,346
NEW	Capital Contingency	0	0	0	2,750	2,750	0	2,750
Total Miscellaneous		\$77,965	\$66,027	\$11,938	\$20,909	\$32,847	\$677	\$32,170
Grand Total		\$2,401,308	\$2,179,273	\$222,035	\$740,429	\$962,466	\$544,852	\$417,614

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COMPLETE TEXT OF 2000 MEASURE A

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

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

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

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

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

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

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

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

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

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

VTA FY 2008 & FY 2009 ADOPTED BUDGET

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

- **Increase Caltrain Service, specifically**

Purchase new locomotive train sets for increased Caltrain service in Santa Clara County from Gilroy to Palo Alto and provide additional facilities to support the increased service.

- **Construct a New Palo Alto Intermodal Transit Center**

In partnership with the City of Palo Alto and Stanford University, design and construct a new parkway and underpass for University Avenue from the campus to downtown Palo Alto to improve bicycle, pedestrian and transit access to the campus, Palo Alto Caltrain station and downtown Palo Alto. Upgrade passenger facilities at the historic Palo Alto Caltrain station, upgrade transit facilities for VTA, SAMTRANS, Dumbarton Express and the Stanford Marguerita and Palo Alto shuttle services.

- **Improve Bus Service in Major Bus Corridors**

For VTA Line 22 (Palo Alto to Eastridge Center) and the Stevens Creek Boulevard Corridor, purchase new low floor articulated buses. Improve bus stops and major passenger transfer points and provide bus queue jumping lanes at intersections to permit buses quick access along the corridors.

- **Upgrade Altamont Commuter Express (ACE)**

Provide VTA's matching funds for additional train sets, passenger facilities and service upgrades for the ACE Commuter Service from San Joaquin and Alameda Counties.

- **Improve Highway 17 Express Bus Service**

Provide VTA's share of funds for the partnership with the Santa Cruz County Transit District for additional buses and service upgrades for the Highway 17 Express Bus Service.

- **Connect Caltrain with Dumbarton Rail Corridor**

Provide VTA's share of matching funds for a partnership with Alameda and San Mateo counties for the rebuilding of the Dumbarton Rail Corridor to connect to Caltrain and train sets for this new service conditioned on Alameda and San Mateo County's funding.

- **Purchase Zero Emission Buses and Construct Service Facilities**

Provide funds to supplement federal funds to expand and replace existing VTA diesel bus fleet from current size of just over 500 vehicles to 750 vehicles with the new zero emission buses and to provide maintenance facilities for this new, clean vehicle propulsion system. All new buses to be low floor for easier boarding by seniors and the disabled.

VTA FY 2008 & FY 2009 ADOPTED BUDGET

- **Develop New Light Rail Corridors**

Provide capital funds for at least two new future light rail corridors to be determined by Major Investment Studies (MIS). Potential corridors include: Sunnyvale/Cupertino; Santa Teresa/Coyote Valley; Downtown/East Valley Connection to Guadalupe Line; Stevens Creek Boulevard; North County/Palo Alto; Winchester/Vasona Junction; and, initial study of BART connection from Santa Clara through Palo Alto to San Mateo County.

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

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

all subject to the following mandatory requirements:

- The Tax Must Expire 30 Years After Implementation.

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

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

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

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

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

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