

2000 Measure A Program Semi-Annual Report

June 2019

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SECTION 1.0

EXECUTIVE SUMMARY AND PROJECT COSTS

SECTION 1.0

EXECUTIVE SUMMARY AND PROJECT COSTS

A. EXECUTIVE SUMMARY

The Semi-Annual Report is a periodic update of the 2000 Measure A Transit Improvement Program prepared by VTA staff and provided to the 2000 Measure A Citizens Watchdog Committee and the VTA Board of Directors.

In the same manner VTA was committed to and completed all projects in the 1996 Measure B Program, VTA is committed to completing all the projects in the 2000 Measure A Program. During FY2016, VTA will advance projects to a ready state and advocate for outside fund sources and matched funds to advance projects including potential public-private partnerships.

This report shows a snapshot of the 2000 Measure A Program at the time of writing. However, it is important to understand that the timing and prioritization of projects in the program remains fluid. The report is based on the Program's budgeted, forecast, and incurred costs as of June 30, 2019.

Key activities that occurred in the six months leading up to June 30, 2019 are described below:

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

- On the BART Silicon Valley (BSV) Phase 2 Project, staff continued efforts to develop deliverables necessary for the pursuit of federal funding through the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) Program. On June 24, 2019, Federal Transit Administration (FTA) announced that it will begin discussions with VTA regarding participation in the Expedited Project Delivery (EPD) Pilot Program. This positions VTA's BART Phase II extension to obtain a federal funding commitment more quickly than under the traditional capital improvement grant program. VTA's project team is well underway in preparing the necessary project information to make its formal funding request under the program next year.
- Also on the BSV Phase 2 Project, VTA's General Engineering Consultant is mobilized into the project office and has begun the necessary engineering work to inform VTA's EPD application. The project team continues to meet with key stakeholders and community groups as project information develops.
- On the SVBX Project, All Phase 2 Functional and System Integration testing and reports necessary to allow handover of jurisdiction to BART to begin Phase 3 Integration Testing and Pre-Revenue Operations were completed, and BART assumed jurisdictional control over the extension from VTA on June 3, 2019.

- At both the Milpitas and Berryessa /North San José SVBX stations, the contractors continued Field Functional and System Integration testing of communications, electrical, and mechanical systems. Installation of solar panels on the Milpitas Station parking garage has been completed.
- Change order work, punch list items and closeout are underway on the Berryessa /North San José SVBX Station Campus Area and Roadways Improvements, VTA Communication Backbone Network, Landscaping for Berryessa and Milpitas Campuses, Third Party Access, and SVBX Sitework contracts.
- BART vehicle production for the SVBX Project continues, with some cars in revenue service, some in acceptance testing, and some undergoing final assembly at Bombardier’s assembly and test facility.
- The contract for the construction of the Montague Pedestrian Overcrossing has been awarded, with Notice to Proceed anticipated in August 2019.
- On the Hayward Maintenance Complex (HMC), for the new Component Repair Shop (CRS), the end user (BART Rolling Stock and Shops) has occupied the facility. The contractor is finalizing punch list items and remaining change order work.
- VTA and BART have finalized an agreement for a new BART Operations Control Center (OCC). VTA and BART will execute the agreement after BART completes the environmental review for OCC project.

Extend Light Rail from Downtown San Jose to the East Valley

Phase I included pedestrian and bus improvements along Capitol Expressway from Capitol Avenue to Quimby Road (completed in 2012) and reconstruction of the Eastridge Transit Center (completed in May 2015). Phase II (Eastridge to BART Regional Connector) will extend light rail to the Eastridge Transit Center. VTA Board certified the environmental documents in June 2019. Right of way activities are ongoing and acquisition is expected to be completed by late 2020. The 65% design deliverables were received in March 2019. PG&E final design is ongoing. Construction work for the PG&E transmission tower relocations is planned for mid-2020. Construction of the light rail extension is planned to begin in early 2021 and complete by end of 2024.

Improve Caltrain: Double Track to Gilroy & Electrify from Palo Alto to Gilroy

- Work on the Caltrain electrification project is proceeding. VTA continues to reimburse Caltrain for our share of project related costs.

Improve Bus Service in Major Corridors

- Curb side shelters along Santa Clara Street are being installed under a separate contract that was awarded in April 2019. Construction is expected to be completed by October 2019.

- Construction for new seating, lighting and other associated bus stop improvements for the Stevens Creek Rapid 523 and all civil work was completed in March 2018. Curb side shelters along Stevens Creek Blvd/ San Carlos Street are being installed under a separate contract that was awarded in April 2019. Construction is expected to be completed by October 2019.

Develop New Light Rail Corridor

- Contract for a conceptual study of Vasona Light Rail Extension/Double Track project was awarded at the May 2018 VTA Board meeting. Study to double track existing line and extend to Vasona junction was completed in June 2019. Project team recommended placing the Vasona Light Rail Extension and Corridor Improvements program on hold until operating needs warrant reopening the project. VTA Board approved this at the September 5, 2019 meeting.

B. PROJECT COSTS

Figure 1.1, on page 1-7, shows the incurred costs for each of the 14 transit projects/program areas as identified in the 2000 Measure A sales tax.

2000 Measure A Programwide

Programwide costs are incurred when activities are performed that provide either an indirect benefit to multiple projects or provide benefit to the overall 2000 Measure A Program. There are five programwide cost components to the 2000 Measure A Program:

- Capitalized Interest and Bond Costs
- Non-Capitalized Interest and Bond Costs
- Programwide Expenses
- VTA Operating Assistance
- Miscellaneous Operating Expenses

Interest and Bond Costs

Interest and Bond Costs represent interest and other bond charges (net of interest earned on bond proceeds) related to 2000 Measure A Sales Tax Revenue Bonds. Other bond charges include periodic fees related to variable rate bonds, including liquidity, remarketing, trustee and rating fees.

Capitalized interest/bond charges need to be associated with the assets that were funded by the bond proceeds. In accordance with Financial Accounting Standards Board (FASB) 62, capitalized interest related to restricted assets should be net of the interest income earned by the reinvested bond proceeds. Costs are allocated directly to specific projects based on the prorata share of bond proceeds used to fund expenditures on a quarterly basis. These costs will continue to be allocated directly to project expenditures until the bonds are repaid in full or until such projects are completed, whichever comes first.

Non-Capitalized interest/bond charges represent the bond costs allocated to projects that have been completed as well as the costs associated with Taxable Build America Bonds proceeds that have not yet been drawn down.

Bonds were initially issued beginning in 2003, prior to the start of the 2000 Measure A Sales Tax, in order to advance the SVRT, Commuter Rail, and Light Rail programs prior to sales tax revenue collections. Currently there are approximately \$818.0 million in 2000 Measure A Sales Tax Revenue Bonds outstanding.

Programwide Expenses

Programwide expenses include preparation of progress and cost reports and other general project related tasks that are not attributable to individual projects. On a quarterly basis, the programwide expenses are allocated to individual projects based on the incremental costs of the projects during the quarter. The allocation is necessary to associate the costs to the individual projects that were benefited by the incurrence of the programwide costs.

VTA Operating Assistance

20.75% of the Measure A Sales Tax revenue is used in support of VTA operations. Through June 30, 2019, a cumulative total of \$448.8 million has been expended for this purpose.

Miscellaneous Operating Expenses

Miscellaneous Operating Expenses represent expenditures related to the ongoing costs of administering the overall Measure A program. These expenses include financial forecasting, investment consultants, annual financial audit preparation, election fees, publication of annual financial audits and public hearings conducted by the 2000 Measure A Citizen's Watchdog Committee, and other general tasks.

Figure 1.1 – Incurred Cost

\$ in millions

Project	Incurred Cost Through Dec 2018 A	Incurred Cost Through Jun 2019 B	Incurred Cost This Period C = A-B
1-Extend BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station			
1-1 BART SV Program Development, Implementation & Warm Springs	\$ 425.2	\$ 429.6	\$ 4.4
1-2 BART SV Corridor Establishment and Maintenance (CEM)	\$ 446.7	\$ 447.7	\$ 1.0
1-3 BART Silicon Valley Berryessa Extension	\$ 2,000.4	\$ 2,072.7	\$ 72.3
1-4 BART Silicon Valley Santa Clara Extension	\$ 221.1	\$ 249.0	\$ 27.9
1-5 BART Core System Modifications (BCS)	\$ 157.6	\$ 160.2	\$ 2.6
1-6 BART Other Supporting Projects	\$ 93.2	\$ 94.0	\$ 0.9
Total	\$ 3,344.1	\$ 3,453.2	\$ 109.1
2 - Provide Connections from Mineta San Jose International Airport to BART, Caltrain and VTA Light Rail			
Mineta San Jose Airport People Mover (APM)	\$ 2.1	\$ 2.1	\$ 0.0
Total	\$ 2.1	\$ 2.1	\$ 0.0
3- Extend Light Rail From Downtown San Jose to the East Valley			
DTEV Planning & Conceptual Engg/DTEV Environmental & 90% CELR	\$ 67.2	\$ 67.4	\$ 0.2
CELR Phase I - Pedestrian Improvements	\$ 19.0	\$ 19.0	\$ -
CELR Phase I - Eastridge Transit Center	\$ 60.1	\$ 60.2	\$ 0.1
Eastridge to BART Regional Connector Project	\$ 11.0	\$ 16.9	\$ 5.9
Total	\$ 157.3	\$ 163.5	\$ 6.3
4 - Purchase Low-Floor Light Rail Vehicles			
70 Low-Floor Light Rail Vehicles	\$ 200.6	\$ 200.6	\$ 0.0
5 - Improve Caltrain: Double Track to Gilroy and Electrify from Palo Alto to Gilroy			
Caltrain South County Capacity Improvements	\$ 17.2	\$ 17.2	\$ -
Caltrain Electrification (VTA Share)	\$ 74.2	\$ 83.6	\$ 9.4
Total	\$ 91.4	\$ 100.8	\$ 9.4
6- Increase Caltrain Service			
Caltrain Improvement Plan/Caltrain Service Upgrades	\$ 17.0	\$ 17.2	\$ 0.2
Caltrain Mountain View Parking Structure	\$ 0.3	\$ 0.3	\$ -
Blossom Hill Pedestrian Grade Separation	\$ 11.2	\$ 11.2	\$ -
Caltrain Safety Enhancements	\$ 15.8	\$ 15.8	\$ 0.0
Santa Clara Station Pedestrian Underpass Extension	\$ 10.7	\$ 10.7	\$ 0.0
Santa Clara and San Jose Diridon Station Upgrade	\$ 12.2	\$ 12.2	\$ -
Bike Sharing Pilot Project	\$ 0.8	\$ 0.8	\$ -
Total	\$ 68.0	\$ 68.2	\$ 0.2
7 - Construct a New Palo Alto Intermodal Transit Center			
Palo Alto Intermodal Transit Center	\$ 0.2	\$ 0.2	\$ 0.0
8 - Improve Bus Service in Major Bus Corridors			
BRT Alternative Analysis/ BRT Strategic Plan	\$ 2.2	\$ 2.2	\$ -
Alum Rock - Santa Clara Bus Rapid Transit	\$ 140.4	\$ 141.0	\$ 0.7
Stevens Creek Bus Rapid Transit	\$ 3.7	\$ 3.7	\$ (0.0)
El Camino Real Bus Rapid Transit	\$ 10.5	\$ 10.5	\$ 0.0
Procurement of BRT Articulated Buses	\$ 32.6	\$ 32.7	\$ 0.0
Modifications to Chaboya and North Division for BRT Buses	\$ 2.3	\$ 2.4	\$ 0.1
Money Counting Facility Replacement	\$ 0.1	\$ 0.1	\$ -
De Anza College Transit Center Improvement	\$ 0.3	\$ 0.3	\$ -
Rapid 523 Bus Stop Improvements	\$ 2.9	\$ 3.1	\$ 0.2
Stelling Road Bus Stop Improvement	\$ 1.8	\$ 1.8	\$ 0.0
Total	\$ 196.9	\$ 197.9	\$ 1.0
9 - Upgrade Altamont Commuter Express (ACE)			
Included in Santa Clara and San Jose Diridon Station Upgrade	\$ -	\$ -	\$ -
10 - Improve Highway 17 Express Bus Service			
Highway 17 Bus Service Improvements	\$ 2.5	\$ 2.5	\$ 0.0
11 - Connect Caltrain with Dumbarton Rail Corridor			
Dumbarton Rail Corridor	\$ 2.3	\$ 2.3	\$ 0.0
12 - Purchase Zero-Emission Buses and Construct Service Facilities			
3 Zero Emission Buses (Pilot Program)	\$ 14.7	\$ 14.7	\$ 0.0
Zero Emission Buses Facility Improvements	\$ 4.8	\$ 4.8	\$ 0.0
Total	\$ 19.4	\$ 19.4	\$ 0.0
13 - Develop New Light Rail Corridors			
New Rail Corridors Study	\$ 1.2	\$ 1.3	\$ 0.1
Light Rail Systems Analysis	\$ 1.7	\$ 1.7	\$ -
Southern Light Rail Express	\$ 1.1	\$ 1.1	\$ -
LRT Extension to Vasona Junction	\$ 1.4	\$ 1.7	\$ 0.3
Winchester LR Double Track & Platform Extension	\$ 0.4	\$ 0.8	\$ 0.3
SR 85 Major Transit Investment Study	\$ 0.6	\$ 0.6	\$ 0.0
Total	\$ 6.4	\$ 7.1	\$ 0.7
14 - Fund Operating and Maintenance Cost for Increased Bus, Rail and Paratransit Service			
Fund Operating and Maintenance Costs	\$ 425.2	\$ 448.8	\$ 23.6
Other Expenditures			
Debt Service on Current Bonds (incl principal, interest & other bond costs)	\$ 354.2	\$ 367.3	\$ 13.1
Fund Exchange Payments	\$ 112.6	\$ 113.0	\$ 0.4
Miscellaneous Operating Expenses	\$ 11.1	\$ 11.5	\$ 0.4
Total	\$ 478.0	\$ 491.8	\$ 13.8
GRAND TOTAL	\$ 4,994.4	\$ 5,158.6	\$ 164.2

C. MEASURE A FUND EXCHANGE

State law guarantees Santa Clara County a formula share of the State Transportation Improvement Program (STIP) over a six-year period. State law and regional policy make the VTA Board of Directors responsible for determining which eligible transportation projects will receive those funds.

The VTA Board of Directors, at its June 7, 2007, and December 13, 2007 meetings approved the exchange of STIP grant funds for Measure A funds and programmed STIP funds to Measure A projects in exchange for an equivalent amount of 2000 Measure A Sales Tax funds. The exchange of funds creates the Local Program Reserve (LPR) which allows the Board of Directors to use those funds to program to other transportation projects. The Board approved the fund exchange because it:

- *Accelerates Project Delivery and Reduces Administrative Costs* - STIP funds come with substantial state requirements that impact schedule and cost of project delivery. The exchange of funds allows the Board to free the projects from costly administrative burdens.
- *Enables the VTA Board to Manage Valley Transportation Plan (VTP) Expenditures* - By exchanging STIP funds, the VTA Board eliminates the need for Metropolitan Transportation Commission (MTC) and the California Transportation Commission (CTC) to approve all STIP programming decisions after they are approved by the VTA Board. Further, it eliminates the CTC's approval of all subsequent STIP fund allocations for all STIP funded projects.

A portion of the exchange funds will be used to pay interest to the Measure A Program for fund advances. The initial amount is paid back when the CTC allocates STIP funds to the Measure A projects and VTA draws the cash from the State. The interest will be calculated, and paid from the LPR account when (1) all STIP funds are drawn by the project and (2) all associated LPR funds are actually paid to projects. Interest will be calculated at that time as well, based on VTA's rates of return on its pooled investment accounts at the time the advances occurred.

Of note, the first three projects in the "Local Program Reserve Projects" table (Appendix B) qualified for CMIA funds only because we were able to use exchange funds to advance these projects. These CMIA projects are under project closeout phase.

These and other VTP Highway projects that utilize Measure A exchange funds are the subject of the VTP Highway Semi-Annual Report that goes as an information item to the VTA Board in twice each year.

D. FUNDING

Funding is a key issue for many of the 2000 Measure A projects. As a consequence, in this report we refer to several terms associated with a project’s funding level. These terms, arranged in order of increasing certainty of funding availability, are as follows:

1. Estimated Cost – An estimate of the total cost of a project given the currently known scope and configuration of the project. In the case of projects where there is little or no scope definition, “TBD” (To be Determined) is shown. As the project is better defined, estimated cost figures will be included for these projects. In the individual project information sheets, we have included the “Estimate Class” in order to give an idea of the level of uncertainty associated with the estimated cost. A more detailed discussion of this topic is included in Appendix A.
2. Secured Funding – Funding that has been committed by funding agencies and is now available to VTA for project expenditures. In many cases, secured funding is at a lower level than the appropriation in the Adopted Budget. For these projects, it is anticipated that additional funding may be secured during the FY20/FY21 period. It is important to note that, regardless of the level of appropriation, actual expenditures will not exceed secured funding at any time.

SECTION 2

PROJECT SUMMARY REPORTS

1-1 BART SV Program Development & Warm Springs

Estimated Cost: \$431.4 million**

Secured Funding: \$431.5 million**

Year of Completion: TBD

Project Description:

Project Development Through FY09:

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

Initial project development costs not transferred to the SVBX project as well as costs associated with previously allocated Measure A program-wide and bond costs still reside in this account.

Project Development after FY09:

SVRT program management, early Measure A program-wide allocations, and ongoing bond cost allocations are included here.

Warm Springs Extension: VTA has assigned \$8 million in State Local Partnership Program (SLPP) funds and \$111.4 million in TCRP funds directly to BART for the project, and has provided an additional \$8 million of Measure A funds to match the SLPP grant as well as \$1.6 million of financing costs.



Project Status:

Measure A matching funds attributable to the Warm Springs Extension have been paid. At this point, SVRT program management and allocations of Measure A bond costs are the only ongoing efforts.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2019 (in \$M)		
		Others	Measure A	TBD	Others	Measure A	Total
1-1 BART SV Program Development, Implementation & Warm Springs							
BART SV Program Dev. and Implementation	\$ 302.4	\$ 124.2	\$ 178.2	\$ -	\$ 124.2	\$ 176.4	\$ 300.6
Warm Springs Extension (WSX) (VTA Share)	\$ 129.0	\$ 119.4	\$ 9.6	\$ -	\$ 119.4	\$ 9.6	\$ 129.0
Total	\$ 431.4	\$ 243.6	\$ 187.8	\$ -	\$ 243.6	\$ 186.0	\$ 429.6

Project Schedule:

Activity	Start	End	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Proj Dev. Through FY09	Early 2003	Mid 2009	█														
Proj Dev. After FY09	Mid 2009	TBD						█									
Warm Springs Extension	Mid 2009	Early 2017						█									

*P-0501 (portion) P-0502, P-0509 (portion), P-3101, P-0732

**Warm Springs Extension cost includes \$8M in SLPP and \$111.4M in TCRP grant funds designated directly to BART.

1-2 BART SV Corridor Establishment and Maintenance

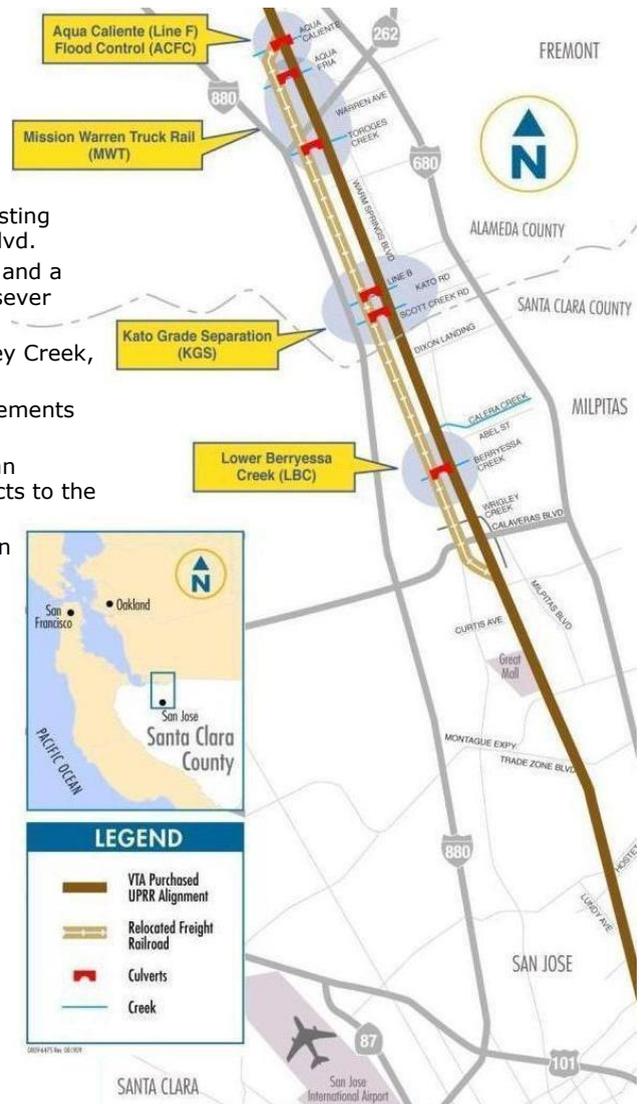
Estimated Cost: \$470.5 million

Secured Funding: \$470.5 million

Year of Completion: 2020

Project Description:

- Relocate freight railroad from VTA-purchased right-of-way to existing UPRR right-of-way between Warm Springs Yard and Calaveras Blvd.
- Build a new railroad overcrossing structure at Mission Boulevard and a new roadway underpass at Warren Avenue and Kato Road, and sever shipper freight service south of Montague Expressway.
- Construct flood control improvements at Berryessa Creek, Wrigley Creek, Scott Creek, Line B, and Agua Caliente.
- Widen Montague Expressway and construct flood control improvements near the intersection of South Milpitas Blvd.
- Environmental clearance, design, and construction of a pedestrian overcrossing (POC) that spans Montague Expressway and connects to the new Milpitas BART Station.
- Construct a shared-use trail, a new traffic signal, and intersection improvements to connect to the Upper Penitencia Creek Trail.
- Install a solar photovoltaic system on the roof of the Berryessa/North San José Station parking garage, adjacent to the future BART station.



Project Status:

- The Chevron petroleum pipelines relocation, SFPP/Kinder-Morgan petroleum pipeline relocation, and Verizon/MCI fiber optic relocation have been completed.
- The Berryessa Creek crossing, Abel Street Seismic Retrofit, and Railroad Relocation contract has been completed.
- On the Mission Boulevard/Warren Avenue/Union Pacific Railroad Relocation Construction contract, Warren Avenue was opened to traffic in August 2014. Mission Boulevard was fully opened to traffic in Spring 2015. Creek work was completed in 2011/2012.
- The Kato Grade Separation was opened to traffic in April 2013.
- On the Montague Expressway Reconstruction Project, punchlist, closeout, and change order work remain. PG&E delays, water line testing issues, and inclement weather have impacted the schedule.
- The contract for the construction of the Montague Pedestrian Overcrossing has been awarded, with Notice to Proceed anticipated in August 2019.
- Major construction elements of the Upper Penitencia Creek Trail have been completed, with only final punch list items and closeout remaining.
- The Berryessa /North San José Station photo-voltaic (solar) power system has been installed.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2019 (in \$M)		
		Others	Measure A	TBD	Others	Measure A	Total
1-2 BART SV Corridor Establishment and Maintenance (CEM)							
BART SV Corr. Establishment and Maint.	\$ 470.5	\$ 172.5	\$ 298.0	\$ -	\$ 153.8	\$ 293.9	\$ 447.7
Total	\$ 470.5	\$ 172.5	\$ 298.0	\$ -	\$ 153.8	\$ 293.9	\$ 447.7

Project Schedule:

Activity	Start	End	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Design	Early 2008	Late 2018	[Gantt bar spanning 2010-2018]										
Utility Relocations	Mid 2008	Mid 2017	[Gantt bar spanning 2010-2017]										
Construction	Early 2009	Late 2020	[Gantt bar spanning 2010-2020]										

*P-3100, P-3121 through P-3129, P-0508, P-0832, P-0890, P-0985, P-0992

1-3 Berryessa Extension Project SVBX – Phase 1

Estimated Cost: \$2,421.3 million

Secured Funding: \$2,421.3 million

Year of Completion: 2019

Project Description:

The first phase of VTA’s 16.1-mile Silicon Valley Rapid Transit (SVRT) extension of BART, the Berryessa Extension (SVBX) is an approximately ten-mile extension of BART service.

SVBX extends from the Warm Springs Station in the City of Fremont, proceeds on the former Union Pacific Railroad (UPRR) right-of-way, and ends near Las Plumas Avenue in the City of San Jose.

The SVBX Project includes one station in retained-cut (Milpitas Station) and one above-grade station (Berryessa Station).

The project also includes facility additions to BART’s existing Hayward Yard (located in the City of Hayward, approximately 14 miles north of Santa Clara County) to provide fleet management operations for the revenue vehicles procured by BART for the extension, as well as the purchase of 40 BART vehicles.

Project Status:

Systems:

All Phase 2 Functional and System Integration testing and reports necessary to allow handover of jurisdiction to BART to begin Phase 3 Integration Testing and Pre-Revenue Operations were completed, and BART assumed jurisdictional control over the extension from VTA on June 3, 2019.

Stations and Other Work:

At both the Milpitas and Berryessa /North San José stations, the contractors continued Field Functional and System Integration testing of communications, electrical, and mechanical systems . The installation of solar panels on the Milpitas Station parking garage has been completed.

Change order work, punch list items and closeout are underway on the Berryessa /North San José Station Campus Area and Roadways Improvements, VTA Communication Backbone Network, Landscaping for Berryessa and Milpitas Campuses, Third Party Access, and SVBX Sitework contracts.

BART Revenue Vehicles:

BART vehicle production continues, with some cars in revenue service, some in acceptance testing, and some undergoing final assembly at Bombardier’s assembly and test facility.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2019 (in \$M)		
		Others	Measure A	TBD	Others	Measure A	Total
1-3 BART Silicon Valley Berryessa Extension							
Berryessa Extension Project (SVBX - Ph I)	\$ 2,421.3	\$ 1,343.6	\$ 1,077.7	\$ -	\$ 1,146.3	\$ 926.4	\$ 2,072.7
Total	\$ 2,421.3	\$ 1,343.6	\$ 1,077.7	\$ -	\$ 1,146.3	\$ 926.4	\$ 2,072.7

Project Schedule:

Activity	Start	End	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Environmental	Early 2004	Early 2011	█										
Design	Early 2004	Mid 2015	█	█	█	█	█	█	█	█			
Right-of-Way	Mid 2007	Mid 2015	█	█	█	█	█	█	█	█			
Construction	Mid 2012	Mid 2018			█	█	█	█	█	█	█		
Testing and Commissioning	Mid 2017	Late 2019								█	█	█	
Revenue Service		Late 2019										█	
Closeout	2019	TBD											█

**P-0728



1-4 Future Extension to Santa Clara – Phase II and NMF

Estimated Cost: \$4,779.9 million*

Secured Funding: \$1,153.9 million

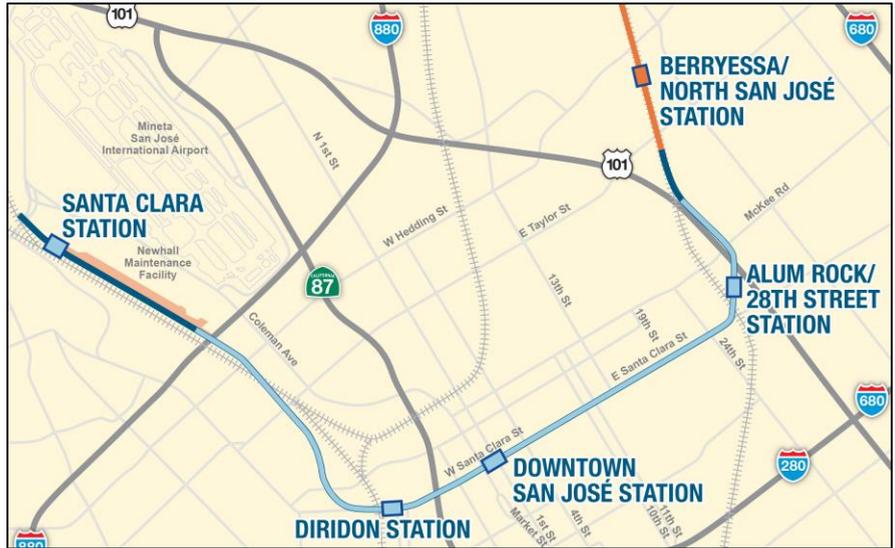
Year of Completion: 2026

Project Description:

The second phase of VTA's 16.1-mile Silicon Valley Rapid Transit (SVRT) extension of BART, the Santa Clara Extension is an approximately six-mile extension of BART service.

Phase II of the project will include four stations and will extend from the Phase I terminus for approximately six miles, with a five-mile-long subway tunnel through downtown San Jose. The extension will end at-grade in Santa Clara, near the Caltrain Station.

The project also includes the construction of a maintenance facility at the current Newhall Yard, the Newhall Maintenance Facility (NMF), as well as the purchase of 48 BART vehicles.



Project Status:

On June 5, 2018, Federal Transit Administration (FTA) notified VTA that a Record of Decision (ROD) was issued for the Phase II project. Receiving the ROD is a required next step for projects seeking federal funding. It signifies that VTA satisfied the requirements of the National Environmental Policy Act (NEPA) for the project.

On June 24, 2019, the Federal Transit Administration (FTA) announced that it will begin discussions with VTA regarding participation in the Expedited Project Delivery (EPD) Pilot Program. This positions VTA's BART Phase II extension to obtain a federal funding commitment more quickly than under the traditional capital improvement grant program. VTA's project team is well underway in preparing the necessary project information to make its formal funding request under the program next year.

VTA's General Engineering Consultant (MMW JV) is mobilized into the project office and has begun the necessary engineering work to inform VTA's EPD application. The project team continues to meet with key stakeholders and community groups as project information develops.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2019 (in \$M)		
		Others	Measure A	TBD	Others	Measure A	Total
1-4 BART Silicon Valley Santa Clara Extension							
Future Extension to Santa Clara (BSV Ph II)	\$ 4,391.6	\$ 136.8	\$ 999.5	\$ 3,255.3	\$ 136.8	\$ 86.3	\$ 223.1
Newhall Maintenance Facility (NMF)	\$ 388.3	\$ 25.4	\$ 0.5	\$ 362.4	\$ 25.4	\$ 0.5	\$ 25.9
Total*	\$ 4,779.9	\$ 162.2	\$ 1,000.0	\$ 3,617.7	\$ 162.2	\$ 86.8	\$ 249.0

Project Schedule:

Activity	Start	End	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Environmental	Early 2015	Mid 2018											
Design	Late 2018	Mid 2020											
Right-of-Way	Mid 2018	Late 2021											
Construction	Mid 2019	Early 2026											
Testing and Commissioning	Mid 2025	Late 2026											
Revenue Service	Late 2026	N/A											
Closeout	2027	TBD											

* Estimate does not include unallocated contingency or financing costs

** P-0501 (portion), P-0503 through P-0507, P-0509 (portion)

1-5 BART Core Systems Modifications (BCS)

Estimated Cost: \$264.7 million

Secured Funding: \$264.7 million

Year of Completion: 2023

Project Description:

Some modifications to the BART **Hayward Maintenance Complex (HMC)** are required due to greater demands arising from the Berryessa Extension. This project includes property acquisition and construction of several shop buildings.

60 BART rail cars are required for SVBX, of which 40 vehicles are included in SVBX. This project covers the purchase of the additional **20 railcars** required to integrate into BART's fleet.

Under the Comprehensive Agreement between VTA and BART covering the extension to Santa Clara County, VTA committed to pay a proportional share of BART Core System capital investments made by BART that are used by the SVRT extension. A key element of this effort is the new **BART Operations Control Center (OCC)**, to which VTA is contributing funds.



New BART Vehicle



Hayward Maintenance Complex (HMC) Site Plan

Project Status:

On the **Hayward Maintenance Complex (HMC)**, for the new Component Repair Shop (CRS), the end user (BART Rolling Stock and Shops) has occupied the facility. The contractor is finalizing punch list items and remaining change order work.

VTA and BART have finalized an agreement for a new **BART Operations Control Center (OCC)**. VTA and BART will execute the agreement after BART completes the environmental review for OCC project.

BART Revenue Vehicles:

BART vehicle production continues, with some cars in revenue service, some in acceptance testing, and some undergoing final assembly at Bombardier's assembly and test facility.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2019 (in \$M)		
		Others	Measure A	TBD	Others	Measure A	Total
1-5 BART Core System Modifications (BCS)							
BART Core System Modifications (BCS)	\$ 264.7	\$ 69.7	\$ 195.0	\$ -	\$ 58.9	\$ 101.3	\$ 160.2
Total	\$ 264.7	\$ 69.7	\$ 195.0	\$ -	\$ 58.9	\$ 101.3	\$ 160.2

Project Schedule:

Activity	Start	End	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Hayward Maintenance Complex (HMC)													
Design	Mid 2011	Late 2014		█									
Right-of-Way Construction	Mid 2013	Mid 2015		█									
	Early 2015	Late 2019			█	█	█	█	█	█	█	█	█
20 Non-New Starts BART Vehicles													
Design	Mid 2012	Late 2014		█									
Pilot Vehicle Delivery	Early 2016	Late 2016				█							
Production Vehicle Delivery	Late 2017	Early 2023					█	█	█	█	█	█	█
BART Core Systems Mod's Incl OCC													
Schedule TBD	TBD	TBD											

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

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

1-6 Other Supporting Projects

Estimated Cost: \$99.6 million

Secured Funding: \$106.0 million

Year of Completion: 2020

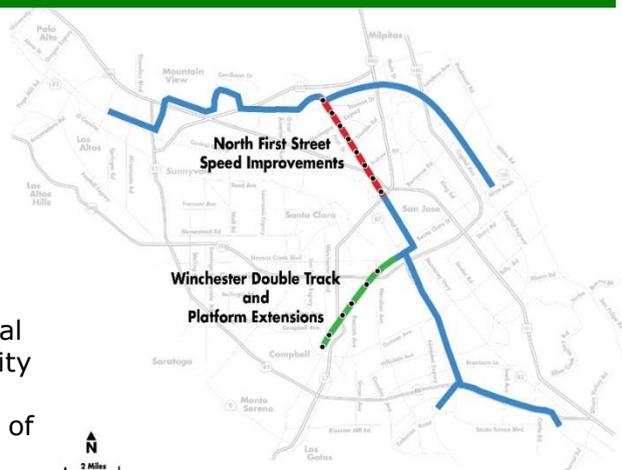
Project Description:

The **Santa Clara Pocket Track** project installed additional track and supporting infrastructure so one track can be used as a pocket track to store additional cars on Tasman, near Old Ironsides Station, in the City of Santa Clara.

Northern Light Rail Express implemented a series of improvements including double-tracking in Mountain View to establish a new line from Mountain View

to Alum Rock to connect with Caltrain and the new Milpitas BART Station, commensurate with the opening of the BART Silicon Valley Berryessa extension.

The **N. First St. Improvement & Tasman Modification project** will construct improvements to increase Light Rail Transit (LRT) speeds along the North First Street corridor, improve transit signal priority, and on-time performance.



Project Status:

The **Santa Clara Pocket Track** construction started in February 2014 and was completed in early 2015. Interlocking from Reamwood Station to Old Ironsides Station was completed in March 2018. Project closeout is ongoing.

The two construction contracts under the **Northern Light Rail Express** project was completed in December 2015. Project closeout is ongoing.

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

Final Design for the **N. First St. Improvement & Tasman Modification project** was completed in June 2019. Construction will begin in late of 2019.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2019 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
King Road BRT	\$ 3.0	\$ -	\$ 3.0	\$ -	\$ 0.4	\$ 0.4	Ongoing	
Northern Light Rail Express	\$ 60.6	\$ 8.0	\$ 52.6	\$ -	\$ 8.0	\$ 51.7	Closeout	
Santa Clara Pocket Track	\$ 33.4	\$ -	\$ 33.4	\$ -	\$ -	\$ 33.2	Closeout	
BART Transit Integration Plan	\$ 0.8	\$ -	\$ 0.8	\$ -	\$ -	\$ 0.7	Ongoing	
N.1st Speed Imp & 1st/Tasman Mods	\$ 1.8	\$ 0.9	\$ 0.9	\$ -	\$ -	\$ 0.0	Ongoing	
Total	\$ 99.6	\$ 8.9	\$ 90.7	\$ -	\$ 8.0	\$ 86.0	\$ 94.0	

Project Schedule:

Activity	Start	End	2012	2013	2014	2015	2016	2017	2018	2019	2020
Santa Clara Pocket Track	Late 2012	Early 2018		█	█	█		█	█		
Mountain View Phase I	Early 2013	End 2015		█	█	█					
Mountain View Phase II	Mid 2013	End 2015		█	█	█					
N First St Improvements & Tasman Mods	Late 2015	Mid 2020					█	█	█	█	█



2 Mineta San Jose Airport People Mover

Estimated Cost: \$800 million

Secured Funding: \$5.0 million

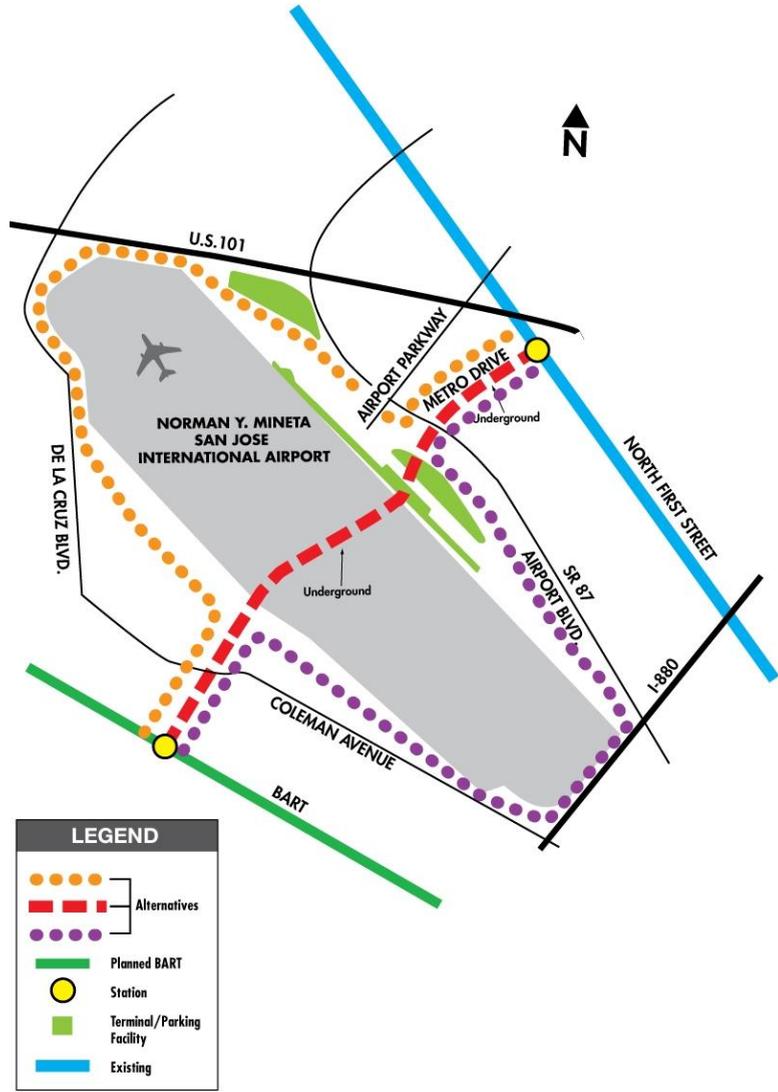
Year of Completion: TBD

Project Description:

The Airport People Mover Project will provide a guideway connection from the San Jose International Airport to Caltrain, Light Rail, and a future BART station.

Project Status:

The Airport People Mover project has completed a conceptual vehicle technology level analysis. VTA Board approved, in June 2016, additional funds for Conceptual Alternatives Analysis phase in order to further define the route options, type of vehicle technology and to develop a funding/ business plan. The Conceptual Alternative Analysis would also include evaluation of a link between Diridon Station and airport facilities. Staff believes that this project will require a partnership between several agencies including the City of San Jose, City of Santa Clara, San Jose Airport, High Speed Rail and likely the private sector in order to develop and fund a fixed rail connection to the airport.



Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2019 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Mineta San Jose Airport People Mover (APM)	\$ 800.0	\$ -	\$ 5.0	\$ 795.0	\$ -	\$ 2.1	\$ 2.1	Ongoing
Total	\$ 800.0	\$ -	\$ 5.0	\$ 795.0	\$ -	\$ 2.1	\$ 2.1	

Project cost is very preliminary and will be better defined once scope is established.

Project Schedule:

This project is on hold pending the outcome of the City of San Jose’s Airport-Diridon-Stevens Creek Transit connection Request for Information (RFI).

3 Capitol Expressway Light Rail to Eastridge

Estimated Cost: \$599.9 million*

Secured Funding: \$454.8 million

Year of Completion: Phase I: 2015, Phase II: 2025

Project Description:

This project will transform Capitol Expressway into a multi-modal boulevard offering bus and light rail transit, and safe pedestrian pathways with connections to the regional trail system.

Phase I includes pedestrian and bus improvements along Capitol Expressway to improve pedestrian access by adding sidewalks, street lights, and landscaping from Capitol Avenue to Quimby Road. This phase also includes reconstruction of the Eastridge Transit Center.

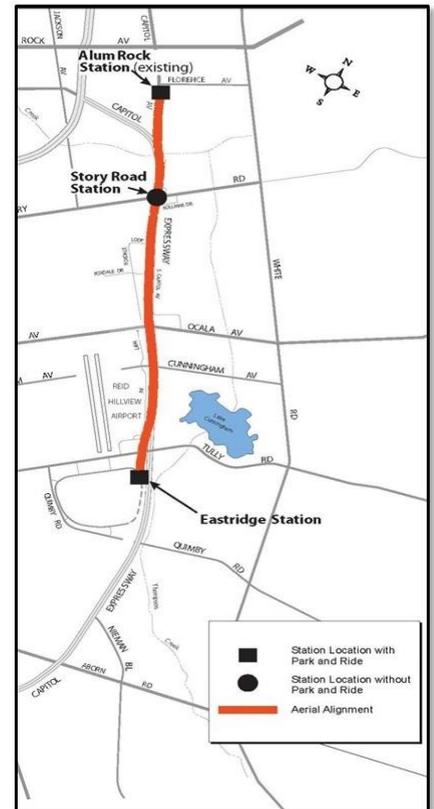
Phase II will extend light rail from Alum Rock Station to the Eastridge Transit Center with elevated structures at Capitol Avenue, Story Road, and Tully Road. The Eastridge extension will include LRT station at Story Road (aerial) and Eastridge (at-grade).

Project Status:

Phase I - The pedestrian improvements were completed in the spring of 2013. Eastridge Transit Center was completed in May 2015.

Phase II -Phase II (Eastridge to BART Regional Connector) will extend light rail to the Eastridge Transit Center. VTA board certified the environmental documents in June 2019. Right of way activities are ongoing and acquisition is expected to be completed by late 2020.

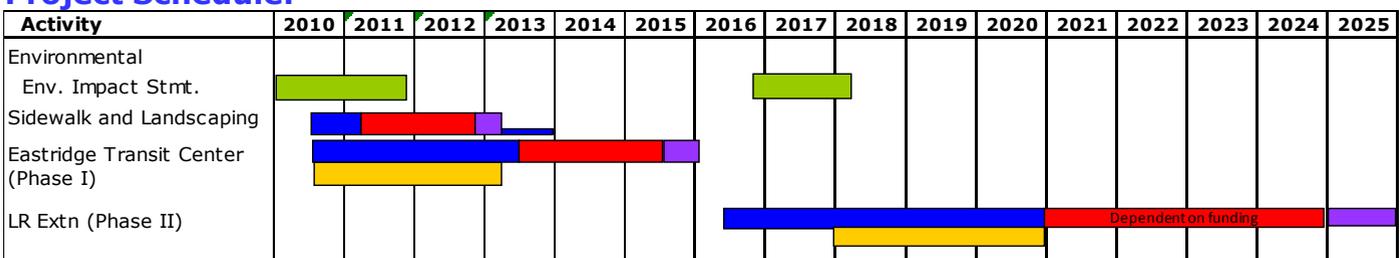
The 65% design deliverables were received in March 2019. PG&E final design is ongoing. Construction work for the PG&E transmission tower relocations is planned for mid 2020. Construction of the light rail extension is planned to begin in early 2021 and complete by end of 2024.



Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2019 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
DTEV Planning & Conceptual Engg	\$ 11.1	\$ 5.7	\$ 5.3	\$ -	\$ 5.7	\$ 5.3	\$ 11.1	Completed
DTEV Environmental & 90% CELR	\$ 56.3	\$ 0.2	\$ 56.2	\$ -	\$ 0.2	\$ 56.2	\$ 56.3	Completed
CELR Phase I - Pedestrian Improvements	\$ 19.0	\$ 16.0	\$ 3.0	\$ -	\$ 16.0	\$ 3.0	\$ 19.0	Completed
CELR Phase I - Eastridge Transit Center	\$ 60.5	\$ 26.9	\$ 33.6	\$ -	\$ 26.9	\$ 33.3	\$ 60.2	Closeout
Eastridge to BART Regional Connector Project	\$ 453.0	\$ 139.4	\$ 289.2	\$ 24.4	\$ 0.1	\$ 16.9	\$ 17.0	Ongoing
Total	\$ 599.9	\$ 188.2	\$ 387.3	\$ 24.4	\$ 48.9	\$ 114.8	\$ 163.6	

Project Schedule:



* P-0375, P-0476, P-0743, P-0744, P-0787

4 Low Floor Light Rail Vehicles

Estimated Cost: \$200.6 million*

Secured Funding: \$200.6 million

Year of Completion: 2004

Project Description: VTA purchased 70 low floor light rail vehicles to serve the entire VTA Light Rail system. Low floor vehicles provide enhanced ADA accessibility and improved service by minimizing boarding and exit times for all riders. Low floor light rail vehicles eliminate the need for wheelchair lifts and enhance access for all VTA riders, as well as providing additional space for bicycles.

Project Status: Project was completed and closed.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2019 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
70 Low-Floor Light Rail Vehicles	\$ 200.6	\$ 200.6	\$ -	\$ -	\$ 200.6	\$ -	\$ 200.6	Completed
Total	\$ 200.6	\$ 200.6	\$ -	\$ -	\$ 200.6	\$ -	\$ 200.6	

Project funded through a Board approved fund exchange between Santa Clara County, VTA and Measure A. Measure A costs incurred for this item reflected as a portion of Debt Service.

5 Caltrain – Capacity Improvements & Electrification

Estimated Cost: \$1.5 billion (Total); \$125.3 million (VTA)*

Secured Funding: \$125.3 million *(VTA)

Year of Completion: 2022

Project Description:

Original scope included 8 miles of double tracking on the existing Union Pacific Railroad (UPRR) corridor between San Jose and Gilroy to increase **Caltrain capacity**.

Caltrain from San Jose to San Francisco will be upgraded to an electric system in conjunction with the California High Speed Rail (CHSRA) Project.

Project Status:

Fiber optic cable relocation of the northern segment (\$5.3 miles) required for double tracking was completed. Remaining scope associated with double tracking is pending Cal Mod to San Jose and High Speed Rail project.

On July 7, 2016, Caltrain Board of Directors approved \$1.25 billion in contracts to begin work on the Peninsula Corridor Electrification Project (PCEP). The contract for design and construction of the corridor’s electrification, between San Francisco station at 4th and King Streets and the Tamien Station in San Jose, was awarded to Balfour Beatty Infrastructure, Inc. The contract for the manufacture of high-performance electric trains was awarded to Stadler U.S., Inc. Construction is proceeding with the forecast Revenue Service Date of December 2021. VTA continues to reimburse Caltrain for our share of project related cost.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2019 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Caltrain South County Capacity Improvement	\$ 17.2	\$ 14.9	\$ 2.3	\$ -	\$ 14.9	\$ 2.3	\$ 17.2	Inactive
Caltrain Electrification/ HS Rail	\$ 1.3	\$ -	\$ 1.3	\$ -	\$ -	\$ 0.6	\$ 0.6	Ongoing
Caltrain Electrification Early Investment Progr	\$ 106.8	\$ 26.4	\$ 80.4	\$ -	\$ 26.4	\$ 56.5	\$ 82.9	Ongoing
Total	\$ 125.3	\$ 41.3	\$ 84.0	\$ -	\$ 41.3	\$ 59.5	\$ 100.8	

Project Schedule:

Activity	2014	2015	2016	2017	2018	2019	2020	2021	2022
Environmental	█								
Design			█	█	█				
Construction				█	█	█	█	█	
Testing & Commissioning						█	█	█	
Revenue Service									◆

*P-0550, P-0595, P-0829

**Caltrain Electrification includes \$26.4M in Prop 1A CTC grant funds designated directly to Caltrain



6 Caltrain Service Upgrades

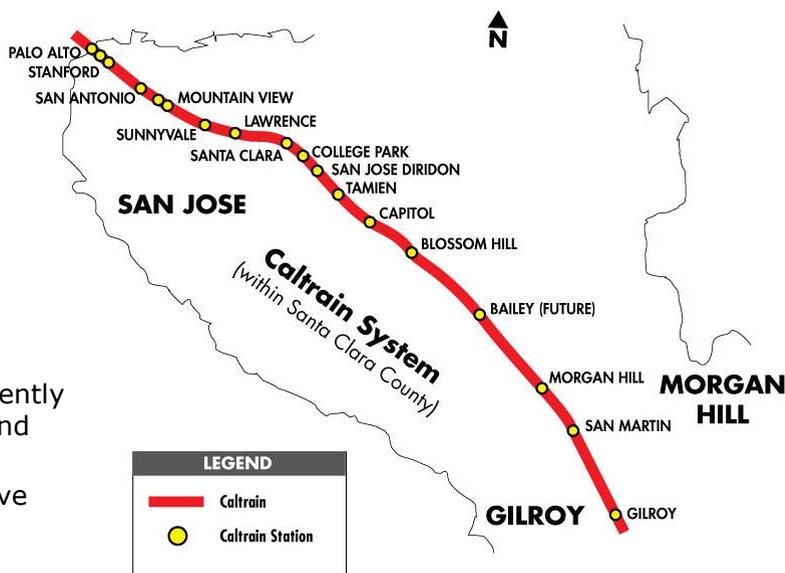
Estimated Cost: \$71.1 million
Secured Funding: \$88.8 million
Year of Completion: 2019

Project Description:

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

Project Status:

- **Caltrain Service Upgrades** project is currently studying rescheduling the service to Gilroy and possible addition of fourth train.
- **Mountain View Parking** – Project is inactive until right-of-way needs of High Speed Rail project are known, and the plan for future Caltrain capital and operating improvements is determined.
- **Blossom Hill Pedestrian Grade Separation** – The bridge was opened to the public in September 2012.
- **Safety Enhancements** Construction along the JPB segment is completed and design for approximately 15 crossings along the UPRR segment started in January 2012. Design for this phase is complete, construction is pending High Speed Rail project. Design for the modifications to pedestrian access at the Mountain View Caltrain station using funds from this project is expected to begin early 2020.
- **Santa Clara Caltrain Station Pedestrian Underpass Extension** - This project provides an extended pedestrian tunnel under the UPRR tracks to Brokaw Road at the Santa Clara Station. Construction contract was awarded to Shimmick Construction in June 2016 and was completed in June 2017. The underpass was opened to the public on June 30, 2017. Project closeout is ongoing.
- **Santa Clara and Diridon Station Upgrades** was administered by Caltrain and is now complete.
- **The Bike Share Pilot Program** opened on August 29, 2013 with 280 bicycles and 28 bike share stations at Caltrain stations and downtown areas in the cities of San Jose, Mountain View, and Palo Alto. The grant-funded pilot concluded in June 2016. Post-pilot expansion will occur in select cities, including San Jose, and will be funded by a private company.



Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2019 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Caltrain Service Upgrades	\$ 18.0	\$ -	\$ 18.0	\$ -	\$ -	\$ 16.8	\$ 16.8	Ongoing
Caltrain Improvement Plan	\$ 0.3	\$ -	\$ 0.3	\$ -	\$ -	\$ 0.3	\$ 0.3	Completed
Caltrain Mountain View Parking Structure	\$ 1.0	\$ 0.4	\$ 0.6	\$ -	\$ 0.1	\$ 0.2	\$ 0.3	Inactive; on hold
Blossom Hill Pedestrian Grade Separation	\$ 11.2	\$ 10.0	\$ 1.2	\$ -	\$ 10.0	\$ 1.2	\$ 11.2	Completed
Caltrain Safety Enhancements	\$ 16.8	\$ 0.1	\$ 16.7	\$ -	\$ 0.1	\$ 15.7	\$ 15.8	Pending CA HSR
Santa Clara Station Pedestrian Underpass Ext	\$ 10.7	\$ 10.0	\$ 0.7	\$ -	\$ 10.0	\$ 0.7	\$ 10.7	Closeout
Santa Clara and San Jose Diridon Station Upg	\$ 12.2	\$ -	\$ 12.2	\$ -	\$ -	\$ 12.2	\$ 12.2	Completed
Bike Sharing Pilot Project	\$ 0.8	\$ 0.6	\$ 0.2	\$ -	\$ 0.6	\$ 0.2	\$ 0.8	Completed
Total	\$ 71.1	\$ 21.2	\$ 50.0	\$ -	\$ 20.8	\$ 47.4	\$ 68.2	

Project Schedule:

Activity	Start	End	2020	2021	2022	2023
Caltrain Safety Enhancements Construction	Early 2020	Mid 2020				

7 Palo Alto Intermodal Transit Center

Estimated Cost: \$TBD*

Secured Funding: \$0.2 million

Year of Completion: TBD; Studies completed: 2004

Project Description: This project will create an intermodal facility for trains, buses, bicycles, autos and pedestrians, and act as a gateway to both Downtown Palo Alto and Stanford University. This project is inactive, as significant issues related to the High Speed Rail project will need to be resolved before further planning work can proceed for this project.

Project Status: Project is inactive/ on hold.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2019 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Palo Alto Intermodal Transit Center	\$ 0.2	\$ 0.2	\$ 0.0	\$ -	\$ 0.2	\$ 0.0	\$ 0.2	Inactive; on hold
Total	\$ 0.2	\$ 0.2	\$ 0.0	\$ -	\$ 0.2	\$ 0.0	\$ 0.2	

Project on hold. Completed project studies.

Project Schedule: Project on hold

8 Bus Rapid Transit

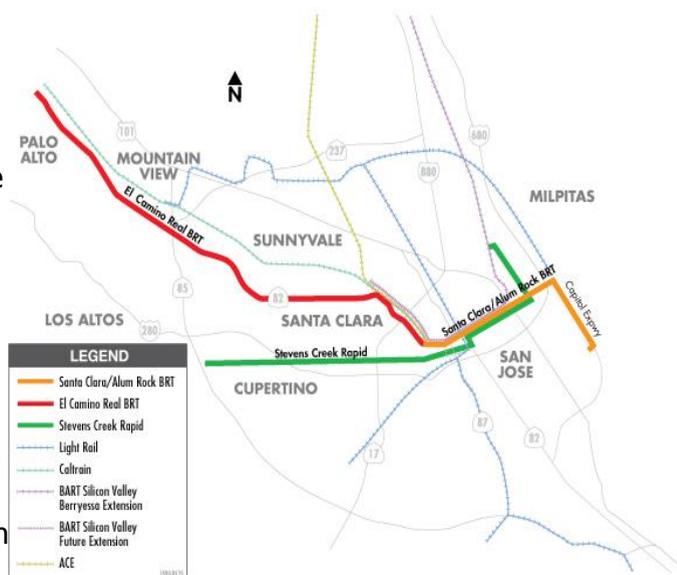
Estimated Cost: \$399.5 million

Secured Funding: \$264.0 million*

Year of Completion: TBD

Project Description:

Bus Rapid Transit (BRT) is an enhanced bus transit service that offers many of the same service attributes as rail transit, such as specialized vehicles, large stations, real-time information, and more frequent and reliable operations.



Project Status:

Alum Rock Santa Clara Bus Rapid Transit (BRT) revenue service along the corridor commenced in May 2017. CSJ electrical punchlist work was completed in May 2018. Administrative closeout of contracts and agreements is in progress.

Curb side shelters along Santa Clara St. are being installed under a separate contract that was awarded in March 2019. Work is expected to be completed by October 2019. The **El Camino Real Rapid Transit** Policy Advisory Board decided not to pursue BRT dedicated lane options. They recommended that VTA pursue transit speed and passenger amenity improvements in the corridor. This is currently being scoped.

Civil construction for new shelters, seating, lighting and associated bus stop improvements for the **Stevens Creek Rapid 523** was completed in April 2018. Shelters along Stevens Creek Blvd/San Carlos are being installed under a separate contract that was awarded in March 2019. Work is expected to be completed by October 2019. The Stelling Road bus stop improvements was completed in February 2018. The DeAnza Transit Center project is inactive at this time. A dozen potential designs for a transit center on the DeAnza campus have been prepared and presented to the college administration over many meetings with no acceptance of the project. The Stelling Road Bus Stop Improvements meets VTA’s current needs and any additional study of an on-campus transit center would only be undertaken if VTA’s need for a transit center at De Anza College change in the future.

Modifications at Chaboya/North Divisions Phase I (North Yard) were completed in March 2015. RFP for design services for Phase II, involving modifications to the Chaboya Yard, was issued in October 2018 and contract was awarded to STV inc in April 2019.

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

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2019 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
BRT Strategic Plan	\$ 1.3	\$ -	\$ 1.3	\$ -	\$ -	\$ 1.3	\$ 1.3	Completed
Highway-Based BRT Alternative Analysis	\$ 0.9	\$ 0.7	\$ 0.2	\$ -	\$ 0.7	\$ 0.2	\$ 0.9	Completed
Alum Rock - Santa Clara Bus Rapid Transit	\$ 143.8	\$ 89.8	\$ 54.0	\$ -	\$ 94.2	\$ 46.8	\$ 141.0	Closeout
Stevens Creek Bus Rapid Transit	\$ 151.0	\$ 0.8	\$ 3.6	\$ 146.6	\$ 0.6	\$ 3.1	\$ 3.7	Ongoing
El Camino Real Bus Rapid Transit	\$ 24.1	\$ -	\$ 24.1	\$ -	\$ -	\$ 10.5	\$ 10.5	Ongoing
Procurement of BRT Articulated Buses	\$ 57.7	\$ 19.5	\$ 38.1	\$ -	\$ 19.2	\$ 13.5	\$ 32.7	Ongoing
Modifications to Chaboya and North Division f	\$ 14.4	\$ -	\$ 14.4	\$ -	\$ -	\$ 2.4	\$ 2.4	Ongoing
Money Counting Facility Replacement	\$ 0.1	\$ -	\$ 0.1	\$ -	\$ -	\$ 0.1	\$ 0.1	Closed
De Anza College Transit Center Improvement	\$ 0.3	\$ -	\$ 0.3	\$ -	\$ -	\$ 0.3	\$ 0.3	Inactive; on hold
Rapid 523 Bus Stop Improvements	\$ 3.9	\$ 0.2	\$ 3.7	\$ -	\$ 0.2	\$ 2.9	\$ 3.1	Ongoing
Stelling Road Bus Stop Improvement	\$ 1.9	\$ 0.6	\$ 1.3	\$ -	\$ 0.6	\$ 1.2	\$ 1.8	Closeout
Total	\$ 399.5	\$ 111.7	\$ 141.2	\$ 146.6	\$ 115.6	\$ 82.4	\$ 197.9	

* P-0551,P-0725, P-0475, P-0715, P-0717, P-0719, P-0785, P-0786, P-0967, P-0998, P-1008

9 Upgrade Altamont Commuter Express (ACE)

Estimated Cost: \$10.0 million*

Secured Funding: \$0.0 million

Year of Completion: 2013

Project Description: ACE provides weekday commute service between Stockton and San Jose to three stations in Santa Clara County: Great America, Santa Clara, and Downtown San Jose. Work was completed in 2012.

Project Status: Closed.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2019 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Upgrade ACE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Included in SC/SJ
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

* A \$10 million Measure A contribution to the \$26 million Santa Clara Station project was approved and included in the Caltrain Service Upgrades project for improvements to the Santa Clara Station to allow ACE trains to stop at the station.

Project Schedule: Project completed in 2013.

10 Highway 17 Bus Service Improvements

Estimated Cost: \$2.5 million*

Secured Funding: \$2.5 million

Year of Completion: 2011

Project Description: VTA reimbursed Santa Cruz Metro \$2.5 million for the procurement of five buses necessary to operate service between Santa Cruz, Scott Valley, and Downtown San Jose. These buses replaced existing buses that are 20 years old, with an average of 950,000 miles each. The five buses went into service in March/April 2011.

Project Status: Project closed.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2019 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Highway 17 Bus Service Improvements	\$ 2.5	\$ -	\$ 2.5	\$ -	\$ -	\$ 2.5	\$ 2.5	Completed
Total	\$ 2.5	\$ -	\$ 2.5	\$ -	\$ -	\$ 2.5	\$ 2.5	

Project Schedule: Project completed in 2011.

11 Dumbarton Rail Corridor

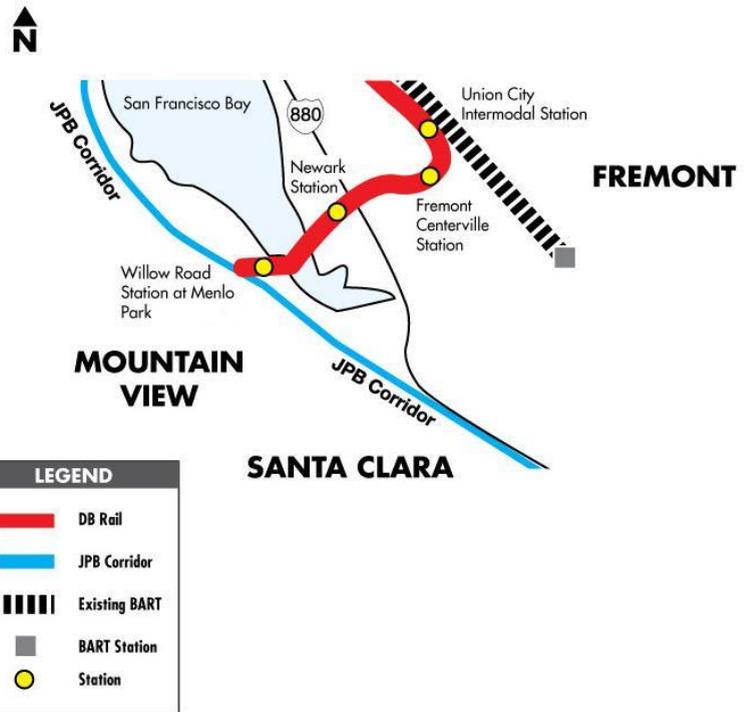
Estimated Cost: TBD

Secured Funding: \$2.3 million (VTA)

Year of Completion: TBD

Project Description:

The original project was established to rehabilitate rail bridges and tracks that span the bay between Redwood City and Newark and make improvements to existing tracks in Union City and Fremont and involved the construction of two new rail stations at Menlo Park and Newark, as well as upgrades to the Fremont Centerville Station and a new intermodal station at the Union City BART station. The project was on hold due to funding constraints until recently when Facebook funded \$1.2 million for a SamTrans-led feasibility study.



Project Status:

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

VTA is currently participating in a feasibility study being led by the San Mateo County Transit District and the Cross Bay Transit Partners to evaluate short- and long-term strategies to improve mobility across the Dumbarton corridor. Strategies will include options for transit service across the Dumbarton Bridge as well as rehabilitation and repurposing of the rail bridge.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2019 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Dumbarton Rail Corridor	\$ 2.3	\$ -	\$ 2.3	\$ -	\$ -	\$ 2.3	\$ 2.3	Inactive; on hold
Total	\$ 2.3	\$ -	\$ 2.3	\$ -	\$ -	\$ 2.3	\$ 2.3	

Project Schedule:

Activity	Start	End	2006	2007	2008	2009	2010	2011	2012	2013
Environmental	Late 2006	Mid 2013								
Project development will proceed based recommendations adopted from the feasibility study										

12 ZEB Demonstration and Facility Improvements

Estimated Cost: \$19.5 million*

Secured Funding: \$19.5 million

Year of Completion: 2005

Project Description: VTA procured three 40-foot low-floor zero-emission fuel-cell bus (ZEB) to comply with California Air Resources Board's (CARB) regulation to reduce nitrogen oxide and particulate matter emitted by public transit buses. Facilities were modified, a hydrogen fueling station was installed, and training was provided for staff, emergency responders, and others. The three ZEBs started revenue service in February 2005. Project is closed.

Project Status: Project was in closed. The three ZEB buses were decommissioned in 2016 and facilities repurposed.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2019 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
3 Zero Emission Buses (Pilot Program)	\$ 14.7	\$ 11.5	\$ 3.2	\$ -	\$ 11.4	\$ 3.2	\$ 14.7	Completed
Zero Emission Buses Facility Improvements	\$ 4.8	\$ 2.4	\$ 2.4	\$ -	\$ 2.4	\$ 2.4	\$ 4.8	Completed
Total	\$ 19.5	\$ 13.9	\$ 5.6	\$ -	\$ 13.9	\$ 5.6	\$ 19.4	

Project Schedule: Project completed in 2005

13 Develop New Light Rail Corridors

Estimated Cost: \$353.2 million*

Secured Funding: \$50.7 million

Year of Completion: Varies

Description:

The VTA Board adopted the **Light Rail Systems Analysis** in May 2010. The Systems Analysis provides an evaluation of infrastructure and operational shortcomings of the existing light rail system along with a three-phase improvement plan for immediate action.



The **Southern Light Rail Express** project developed alternatives for more efficient operation of the light rail system.

The **Vasona LRT Extension** project will provide a 1.6 mile extension from existing Winchester Station to a new Vasona Junction Station in Los Gatos.

The **Winchester Light Rail Double Track & Platform Extension** will extend six platforms to accommodate three car trains and double track the segments of the existing single tracks.

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

Status:

The **Light Rail Systems Analysis** was adopted by the VTA Board in May 2010. The initial projects recommended from the Systems Analysis began planning, design and construction in Fall 2011.

The **Southern Light Rail Express** project has been closed out. Findings from this study will be used for future operating plan analysis. This study did not result in a capital construction project.

In June 2016, VTA Board of Directors approved funding to complete design, acquire right of way and relocate utilities for **Vasona LRT extension/ Winchester Light Rail Double Track & Platform Extension**. VTA Board awarded conceptual study contract in May 2018. Conceptual study to double track existing line and extend to Vasona junction was completed in June 2019. Project team recommends placing the Vasona Light Rail Extension and Corridor Improvements program on hold until operating needs warrant reopening the project.

The SR 85 Transit Guideway Study has entered its third and final phase, which is an alternatives analysis. Presently, staff are evaluating three alternatives: a no build alternative, an express lanes alternative and a transit lane alternative of which multiple configurations are being considered. The SR 85 PAB dismissed light rail as a considered mode and is now focused on bus as the most viable mode for the corridor. Staff aims to complete the study in fall of 2019.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2019 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
New Rail Corridors Study	\$ 3.0	\$ -	\$ 3.0	\$ -	\$ -	\$ 1.3	\$ 1.3	Ongoing
Light Rail Systems Analysis	\$ 1.7	\$ -	\$ 1.7	\$ -	\$ -	\$ 1.7	\$ 1.7	Completed
Southern Light Rail Express	\$ 1.1	\$ -	\$ 1.1	\$ -	\$ -	\$ 1.1	\$ 1.1	Completed
LRT Extension to Vasona Junction	\$ 172.5	\$ -	\$ 20.9	\$ 151.6	\$ -	\$ 1.7	\$ 1.7	Ongoing
Winchester LR Double Track & Platform Extn	\$ 172.9	\$ -	\$ 22.0	\$ 150.8	\$ -	\$ 0.8	\$ 0.8	Ongoing
SR 85 Major Transit Investment Study	\$ 2.0	\$ 1.4	\$ 0.6	\$ -	\$ 0.0	\$ 0.6	\$ 0.6	Ongoing
Total	\$ 353.2	\$ 1.4	\$ 49.3	\$ 302.4	\$ 0.0	\$ 7.1	\$ 7.1	

Project Schedule:

Activity	Start	End	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Vasona LRT Extn	Late 2009	TBD											Conceptual
Winchester LR Double Track & Platform Extension	Late 2016	TBD											Conceptual
Construction schedule dependent on funding													



* P-0552, P-0660, P-0799, P-0587, P-0968, P-1003

OFFICIAL BALLOT
COUNTY OF SANTA CLARA

GENERAL ELECTION
November 7, 2000

**DISTRICT
SANTA CLARA VALLY TRANSPORTATION AUTHORITY**

A 1/2 CENT TRANSIT SALES TAX

To:

- Connect BART to Milpitas, San Jose, Santa Clara;
- Build rail connection from San Jose International Airport to BART, Caltrain, light rail;
- Purchase vehicles for disabled access, senior safety, clean air buses;
- Provide light rail throughout Santa Clara County;
- Expand, electrify Caltrain;
- Increase rail, bus service.

Shall Santa Clara Valley Transportation Authority enact a 1/2 cent sales tax for 30 years beginning 4/1/06 when current tax expires, with annual audits published in local newspapers and an independent citizens watchdog committee?

COMPLETE TEXT OF MEASURE A

Shall the Board of Directors of the 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 1/2 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**

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

- **Increase Caltrain Service, specifically**

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

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

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

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

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

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

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

- **Improve Highway 17 Express Bus Service**

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

- **Connect Caltrain with Dumbarton Rail Corridor**

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

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

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

- **Develop New Light Rail Corridors**

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

- **Fund Operating and Maintenance Costs 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

APPENDIX A - 2000 MEASURE A BALLOT LANGUAGE

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.
- Publish 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.

APPENDIX B – 2000 MEASURE A FUND SWAPS

Figure 1.2
Funds Outgoing From Measure A:
Local Program Reserve Projects Receiving Measure A Funds

Sponsor	Project	Total LPR Allocated to by Board (000s)	Total LPR Allocated to Projects (000s)	Expended as of Jun 2019	Status Phase
VTA	I-880 HOV Widening, SR-237 to US-101	\$17,864	\$17,864	\$17,864	<i>Closed</i>
VTA	VTP PW	\$0	\$0	\$0	<i>Closed</i>
VTA	US 101 Improvements (280/680 to Yerba Buena)	\$5,633	\$5,633	\$5,633	<i>Closed</i>
VTA	US 101/Capitol Expwy and Yerba Buena Int. Imp.	\$5,088	\$5,088	\$5,041	<i>Completed</i>
VTA	US 101 Improvements (85 to Embarcadero)	\$15,140	\$15,140	\$15,140	<i>Closed</i>
VTA	I-880/I-280/Stevens Creek Interchange	\$14	\$14	\$0	<i>Completed</i>
VTA	US 101/SR-25 Interchange	\$4,900	\$4,900	\$4,900	<i>Env./PA/ED</i>
VTA/ACCMA	I-680 Sunol Grade HOV/HOT Lane	\$8,000	\$8,000	\$8,000	<i>Completed</i>
VTA	SR-87 HOV North & South - Cost Increase	\$2,497	\$2,497	\$2,497	<i>Completed</i>
VTA	SR-152/SR-156 Interchange - Cost Increase	\$433	\$420	\$420	<i>Completed</i>
Gilroy	Gilroy/Arroyo Circle/Arroyo Camino Improvements	\$6,725	\$6,725	\$6,725	<i>Completed</i>
					<i>Completed</i>
Morgan Hill	Butterfield Blvd Extension Project	\$2,510	\$2,510	\$2,510	<i>Completed</i>
San Jose	Julian/St. James Downtown Couplet Conversion	\$5,076	\$5,076	\$5,076	<i>Completed</i>
Saratoga	Citywide Signal Upgrade Project Phase 2	\$400	\$400	\$1	<i>Construction</i>
SCCounty	ITS Enhancements on Bascom Ave	\$333	\$333	\$336	<i>Completed</i>
SCCounty	Santa Teresa/Fitzgerald Ave Intersection Signals	\$275	\$275	\$268	<i>Completed</i>
SCCounty	Alum Rock School District Area Traffic Calming	\$315	\$315	\$315	<i>Completed</i>
Sunnyvale	Mathilda Ave Caltrain Bridge Construction	\$524	\$524	\$524	<i>PE Completed</i>
Sunnyvale	Mary Ave Extn PS&E; moved to MB	\$0	\$0	\$0	<i>Completed</i>
Sunnyvale/VTA	US101/Mathilda Ave/SR237 IC	\$2,900	\$2,900	\$2,733	<i>Construction</i>
VTA	SR 237 Express Lanes-Phase II Extension	\$9,011	\$9,011	\$7,981	<i>Construction</i>
VTA	Route 85 Express Lanes - Environmental	\$972	\$972	\$972	<i>Environmental Completed</i>
VTA	US 101 Express Lanes - Environmental	\$7,878	\$7,878	\$7,878	<i>Environmental Completed</i>
VTA/SBCOG	SR-152 New Alignment	\$5,000	\$5,000	\$4,087	<i>Pre-PA/ED</i>
Milpitas	Tasman East LRT Landscaping	\$1,800	\$1,800	\$1,800	<i>Completed</i>
VTA	Caltrans PID Work - US 101/De La Cruz/ Trimble	\$54	\$54	\$53	<i>Final Design</i>
VTA	Caltrans PID Work - El Camino Real/SR237	\$46	\$46	\$46	<i>Completed</i>
VTA	SR87 South Landscaping	\$27	\$27	\$27	<i>Completed</i>
VTA	P-0749 US 101 SB Off-Ramp to SR-87	\$200	\$200	\$13	<i>Final Design</i>
VTA	I-280/Foothill Expressway Ramp Impr.	\$700	\$700	\$700	<i>Final Design</i>
Palo Alto	California Ave Transit Hub	\$1,175	\$1,175	\$1,175	<i>Completed</i>
VTA/Caltrans	Combined Landscape Maintenance	\$2,175	\$2,175	\$2,172	<i>Completed</i>
VTA	I-680 Corridor Study (Calaveras to US 101)	\$250	\$250	\$250	<i>Study Completed</i>
VTA	I-280 Corridor Study (US101/680 IC to Page Mill)	\$250	\$250	\$248	<i>Study Completed</i>
VTA	I-280/Winchester Off Ramp Environmental Phase	\$250	\$250	\$250	<i>Env./PA/ED</i>
VTA	SV Express Lanes - US101/SR85 - PH 3	\$5,500	\$5,500	\$5,324	<i>Construction</i>
VTA	SV Express Lanes - US101/SR85 - PH 4	\$2,855	\$2,855	\$650	<i>Final Design</i>
VTA	SV Express Lanes - Electronic Toll System (ETS)	\$3,728	\$3,728	\$1,727	<i>Construction</i>
VTA	Noise Reduction Program on SR85	\$285	\$285	\$284	<i>Study Completed</i>
VTA	Innovative Transportation Technology Program	\$85	\$85	\$76	<i>Study Completed</i>
VTA	SR87 Corridor Study	\$150	\$150	\$150	<i>Study</i>
VTA	Vehicle Mile Travel (VMT) Tools	\$150	\$150	\$0	<i>Tool Development</i>
VTA	SV Express Lanes-Future Phase 4	\$1,035	\$1,035	\$0	<i>Final Design</i>
N/A	Unprogrammed LPR - TBD	\$24	\$0	\$0	<i>Unprogrammed</i>
		\$242	\$0	\$0	
		\$10	\$0	\$0	
TOTALS		\$122,480	\$122,192	\$113,847	

APPENDIX B – 2000 MEASURE A FUND SWAPS

Figure 1.3
Funds Incoming to Measure A: Projects Receiving STIP Funds

Sponsor	Programmed by Board (000s)	Received to Date (000s)	Project	Status Phase
VTA	\$42,880	\$42,880	Capitol Expressway LRT Extension	Phase 1 completed
VTA	\$50,440	\$50,440	BART Hayward Maintenance Complex	Construction
VTA	\$29,530	\$0	VTA BART to Silicon Valley - Santa Clara Extension (Construction Phase)	PA/ED
TOTAL	\$122,850	\$93,320		

* includes \$370,000 for interest payment as per Board memo dated November 2, 2017

2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM

Expenditures as of June 2019

Project	Total Estimate ¹	Planned Funding (in \$M)			Incurred through Jun 2019 (in \$M)		
		Others	Measure A	TBD	Others	Measure A	Total
1 - Extend BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station							
1-1 BART SV Program Development, Implementation & Warm Springs	\$ 431.4	\$ 243.6 ²	\$ 187.8	\$ -	\$ 243.6 ²	\$ 186.0	\$ 429.6
1-2 BART SV Corridor Establishment and Maintenance (CEM)	\$ 470.5	\$ 172.5	\$ 298.0	\$ -	\$ 153.8	\$ 293.9	\$ 447.7
1-3 BART Silicon Valley Berryessa Extension	\$ 2,421.3	\$ 1,343.6	\$ 1,077.7	\$ -	\$ 1,146.3	\$ 926.4	\$ 2,072.7
1-4 BART Silicon Valley Santa Clara Extension ³	\$ 4,779.9	\$ 162.2	\$ 1,000.0 ⁴	\$ 3,617.7	\$ 162.2	\$ 86.8	\$ 249.0
1-5 BART Core System Modifications (BCS)	\$ 264.7	\$ 69.7	\$ 195.0	\$ -	\$ 58.9	\$ 101.3	\$ 160.2
1-6 BART Other Supporting Projects	\$ 99.6	\$ 8.9	\$ 90.7	\$ -	\$ 8.0	\$ 86.0	\$ 94.0
Total	\$ 8,467.4	\$ 2,000.5	\$ 2,849.2	\$ 3,617.7	\$ 1,772.8	\$ 1,680.4	\$ 3,453.2
2 - Provide Connections from Mineta San Jose International Airport to BART, Caltrain and VTA Light Rail							
Mineta San Jose Airport People Mover (APM) ⁵	\$ 800.0	\$ -	\$ 5.0	\$ 795.0	\$ -	\$ 2.1	\$ 2.1
3 - Extend Light Rail From Downtown San Jose to the East Valley							
Capitol Exp. Way Eastridge Light Rail Extn (CELR) Environmental/Eng	\$ 67.4	\$ 5.9	\$ 61.5	\$ -	\$ 5.9	\$ 61.5	\$ 67.4
CELR Phase I - Pedestrian Improvements	\$ 19.0	\$ 16.0	\$ 3.0	\$ -	\$ 16.0	\$ 3.0	\$ 19.0
CELR Phase I - Eastridge Transit Center	\$ 60.5	\$ 26.9	\$ 33.6	\$ -	\$ 26.9	\$ 33.3	\$ 60.2
Eastridge to BART Regional Connector Project ⁶	\$ 453.0	\$ 139.4	\$ 289.2	\$ 24.4	\$ 0.1	\$ 16.9	\$ 17.0
Total	\$ 599.9	\$ 188.2	\$ 387.3	\$ 24.4	\$ 48.9	\$ 114.8	\$ 163.6
4 - Purchase Low-Floor Light Rail Vehicles							
70 Low-Floor Light Rail Vehicles	\$ 200.6	\$ 200.6	\$ - ⁷	\$ -	\$ 200.6	\$ - ⁷	\$ 200.6
5 - Improve Caltrain: Double Track to Gilroy and Electrify from Palo Alto to Gilroy							
Caltrain South County Capacity Improvements ⁸	\$ 17.2	\$ 14.9	\$ 2.3	\$ -	\$ 14.9	\$ 2.3	\$ 17.2
Caltrain Electrification (VTA Share)	\$ 108.1	\$ 26.4 ⁹	\$ 81.7	\$ -	\$ 26.4	\$ 57.1	\$ 83.6
Total	\$ 125.3	\$ 41.3	\$ 84.0	\$ -	\$ 41.3	\$ 59.5	\$ 100.8
6 - Increase Caltrain Service							
Caltrain Service Upgrades/Caltrain Improvement Plan	\$ 18.3	\$ -	\$ 18.3	\$ -	\$ -	\$ 17.2	\$ 17.2
Caltrain Mountain View Parking Structure ¹⁰	\$ 1.0	\$ 0.4	\$ 0.6	\$ -	\$ 0.1	\$ 0.2	\$ 0.3
Blossom Hill Pedestrian Grade Separation	\$ 11.2	\$ 10.0	\$ 1.2	\$ -	\$ 10.0	\$ 1.2	\$ 11.2
Caltrain Safety Enhancements	\$ 16.8	\$ 0.1	\$ 16.7	\$ -	\$ 0.1	\$ 15.7	\$ 15.8
Santa Clara Station Pedestrian Underpass Extension	\$ 10.7	\$ 10.0	\$ 0.7	\$ -	\$ 10.0	\$ 0.7	\$ 10.7
Santa Clara and San Jose Diridon Station Upgrade	\$ 12.2	\$ -	\$ 12.2	\$ -	\$ -	\$ 12.2	\$ 12.2
Bike Sharing Pilot Project	\$ 0.8	\$ 0.6	\$ 0.2	\$ -	\$ 0.6	\$ 0.2	\$ 0.8
Total	\$ 71.1	\$ 21.2	\$ 50.0	\$ -	\$ 20.8	\$ 47.4	\$ 68.2
7 - Construct a New Palo Alto Intermodal Transit Center							
Palo Alto Intermodal Transit Center ¹¹	\$ 0.2	\$ 0.2	\$ 0.0	\$ -	\$ 0.2	\$ 0.0	\$ 0.2
8 - Improve Bus Service in Major Bus Corridors							
BRT Alternative Analysis/ BRT Strategic Plan	\$ 2.2	\$ 0.7	\$ 1.5	\$ -	\$ 0.7	\$ 1.5	\$ 2.2
Alum Rock - Santa Clara Bus Rapid Transit	\$ 143.8	\$ 89.8	\$ 54.0	\$ -	\$ 94.2	\$ 46.8	\$ 141.0
Stevens Creek Bus Rapid Transit	\$ 151.0	\$ 0.8	\$ 3.6	\$ 146.6	\$ 0.6	\$ 3.1	\$ 3.7
El Camino Real Bus Rapid Transit ¹²	\$ 24.1	\$ -	\$ 24.1	\$ -	\$ -	\$ 10.5	\$ 10.5
Procurement of BRT Articulated Buses	\$ 57.7	\$ 19.5	\$ 38.1	\$ -	\$ 19.2	\$ 13.5	\$ 32.7
Modifications to Chaboya and North Division for BRT Buses	\$ 14.4	\$ -	\$ 14.4	\$ -	\$ -	\$ 2.4	\$ 2.4
Money Counting Facility Replacement	\$ 0.1	\$ -	\$ 0.1	\$ -	\$ -	\$ 0.1	\$ 0.1
De Anza College Transit Center Improvement	\$ 0.3	\$ -	\$ 0.3	\$ -	\$ -	\$ 0.3	\$ 0.3
Rapid 523 Bus Stop Improvements	\$ 3.9	\$ 0.2	\$ 3.7	\$ -	\$ 0.2	\$ 2.9	\$ 3.1
Stelling Road Bus Stop Improvement	\$ 1.9	\$ 0.6	\$ 1.3	\$ -	\$ 0.6	\$ 1.2	\$ 1.8
Total	\$ 399.5	\$ 111.7	\$ 141.2	\$ 146.6	\$ 115.6	\$ 82.4	\$ 197.9
9 - Upgrade Altamont Commuter Express (ACE)							
Upgrade ACE	\$ -	\$ -	\$ - ¹³	\$ -	\$ -	\$ - ¹³	\$ -
10 - Improve Highway 17 Express Bus Service							
Highway 17 Bus Service Improvements	\$ 2.5	\$ -	\$ 2.5	\$ -	\$ -	\$ 2.5	\$ 2.5
11 - Connect Caltrain with Dumbarton Rail Corridor							
Dumbarton Rail Corridor ¹⁴	\$ 2.3	\$ -	\$ 2.3	\$ -	\$ -	\$ 2.3	\$ 2.3
12 - Purchase Zero-Emission Buses and Construct Service Facilities							
3 Zero Emission Buses (Pilot Program)	\$ 14.7	\$ 11.5	\$ 3.2	\$ -	\$ 11.4	\$ 3.2	\$ 14.7
Zero Emission Buses Facility Improvements	\$ 4.8	\$ 2.4	\$ 2.4	\$ -	\$ 2.4	\$ 2.4	\$ 4.8
Total	\$ 19.5	\$ 13.9	\$ 5.6	\$ -	\$ 13.9	\$ 5.6	\$ 19.4
13 - Develop New Light Rail Corridors							
New Rail Corridors Study	\$ 3.0	\$ -	\$ 3.0	\$ -	\$ -	\$ 1.3	\$ 1.3
Light Rail Systems Analysis	\$ 1.7	\$ -	\$ 1.7	\$ -	\$ -	\$ 1.7	\$ 1.7
Southern Light Rail Express	\$ 1.1	\$ -	\$ 1.1	\$ -	\$ -	\$ 1.1	\$ 1.1
LRT Extension to Vasona Junction	\$ 172.5	\$ -	\$ 20.9	\$ 151.6	\$ -	\$ 1.7	\$ 1.7
Winchester LR Double Track & Platform Extn	\$ 172.9	\$ -	\$ 22.0	\$ 150.8	\$ -	\$ 0.8	\$ 0.8
SR 85 Major Transit Investment Study	\$ 2.0	\$ 1.4	\$ 0.6	\$ -	\$ 0.0	\$ 0.6	\$ 0.6
Total	\$ 353.2	\$ 1.4	\$ 49.3	\$ 302.4	\$ 0.0	\$ 7.1	\$ 7.1
14 - Fund Operating and Maintenance Cost for Increased Bus, Rail and Paratransit Service							
Fund Operating and Maintenance Costs	\$ 1,465.8	\$ -	\$ 1,465.8	\$ -	\$ -	\$ 448.8	\$ 448.8
Other Expenditures							
Debt Service on Current Bonds (includes principal, interest & other bond costs)	\$ 1,859.5	\$ -	\$ 1,859.5	\$ -	\$ -	\$ 367.3	\$ 367.3
Fund Exchange Payments ¹⁵	\$ 122.5	\$ -	\$ 122.5	\$ -	\$ -	\$ 113.0	\$ 113.0
Future Bond Financing Cost	\$ 425.0	\$ -	\$ 425.0	\$ -	\$ -	\$ -	\$ -
Miscellaneous Operating Expenses	\$ 34.5	\$ -	\$ 34.5	\$ -	\$ -	\$ 11.5	\$ 11.5
Total	\$ 2,441.5	\$ -	\$ 2,441.5	\$ -	\$ -	\$ 491.8	\$ 491.8
GRAND TOTAL	\$ 14,948.9	\$ 2,578.9	\$ 7,483.8	\$ 4,886.1	\$ 2,214.0	\$ 2,944.7	\$ 5,158.7

¹ Current estimate as of June 2019.

² Includes \$8M in State-Local Partnership Program (SLPP) and \$111.4M in Traffic Congestion Relief Program (TCRP) grant funds designated directly to BART.

³ Estimate includes 4-stations, 6 miles

⁴ Does not include unallocated contingency or financing costs

⁵ Completed studies of Automated Transit Guideway system.

⁶ Construction Phase Cost Estimate.

⁷ Project funded through a Board approved fund exchange between Santa Clara County, VTA and Measure A. Measure A costs incurred for this item reflected as a portion of Debt Service.

⁸ Completed fiber optic cable relocation of the northern segment (5.3 miles).

⁹ Includes \$26.4M in Prop 1A CTC grant funds designated directly to Caltrain.

¹⁰ Completed conceptual design.

¹¹ Completed project studies.

¹² Planned funding reflects current project definition and scope which is subject to policy decisions.

¹³ Included in Santa Clara and San Jose Diridon Station Upgrade.

¹⁴ Completed preliminary design, ridership studies and conceptual estimates.

¹⁵ Payments related to exchange of State Transportation Improvement Program (STIP) and Measure A funding approved by the Board in June 2007, December 2007 and November 2013.

2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM

STATUS

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

✓ Warm Springs Extension (WSX) - VTA Share	Completed
BART - Silicon Valley Corridor Establishment and Maintenance	
● Silicon Valley Corridor Establishment and Maintenance	Ongoing
BART - Silicon Valley Extension	
● Berryessa Extension Project (SVBX Phase I)	Construction
● Future Extension to Santa Clara (SVSX Phase II)	Under Development -Awaiting Funding
● Newhall Maintenance Facility	Under Development
● BART Core Systems Modifications	Construction
BART - Other Supporting Projects	
● King Road Bus Rapid Transit	Ongoing
✓ Northern Light Rail Express	Completed
✓ Santa Clara Pocket Track	Completed
● BART Transit Integration Analysis & Improvements	Ongoing
● N. First St. Speed Improvements & First St./Tasman Ave. Modidifications	Ongoing

Provide Connection from Mineta San Jose International Airport to BART, Caltrain and VTA Light Rail

● Mineta San Jose Airport People Mover	Ongoing
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Extend Light Rail from Downtown San Jose to The East Valley

✓ Downtown East Valley Planning & Conceptual Engineering	Completed
✓ Downtown East Valley Environmental	Completed
✓ Capitol Expressway Light Rail - Pedestrian Improvements	Completed
✓ Capitol Expressway Light Rail - Eastridge Transit Center	Completed
● Capitol Expressway Light Rail Phase II: Light Rail to Eastridge	Ongoing

Low Floor Light Rail Vehicles

✓ Low Floor Light Rail Vehicles	Completed
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Improve Caltrain: Double Track to Gilroy & Electrify from Palo Alto to Gilroy

● Caltrain South County Capacity Improvements	Pending CA High Speed Rail (CAHSR)
● Caltrain Electrification/High Speed Rail	Ongoing
● Caltrain Electrification Early Investment Program (VTA Share)	Ongoing

Caltrain Service Upgrades

● Caltrain Service Upgrades	Ongoing
✓ Caltrain Improvement Plan	Completed
✓ Bike Sharing Pilot Project	Completed
● Caltrain Mountain View Parking Structure	Pending CAHSR
✓ Caltrain/Union Pacific Blossom Hill Pedestrian Grade Separation	Completed
✓ Caltrain Safety Enhancements	Design Complete; Pending CAHSR
✓ Santa Clara Station Pedestrian Underpass Extension	Completed
✓ Santa Clara & San Jose Diridon Station Upgrades	Completed

Palo Alto Intermodal Transit Center

● Palo Alto Intermodal Transit Center	Pending CA High Speed Rail
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Improve Bus Service in Major Corridors

● Bus Rapid Transit Strategic Plan	Ongoing
✓ Highway-Based Bus Rapid Transit Alternatives Analysis	Completed
✓ Alum Rock/Santa Clara Bus Rapid Transit	Completed; Closeout Ongoing
● Stevens Creek Bus Rapid Transit	Planning
● El Camino Real Bus Rapid Transit	Planning
✓ Procurement of 40 Bus Rapid Transit Buses	Completed
● Bus Rapid Transit Modifications - Chaboya & North Divisions	Ongoing
● Money Counting Facility Replacement	Closed - Not needed
● DeAnza College Transit Center Improvements	Inactive
● Rapid 523 Bus Stop Improvements	Ongoing
✓ Stelling Road Bus Stop Improvement	Completed

Upgrade Altamont Commuter Express (ACE)

✓ Included in Santa Clara and San Jose Diridon Station Upgrade	Completed
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Improve Highway 17 Express Bus Service

✓ Improve Highway 17 Express Bus Service	Completed
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Connect Caltrain with Dumbarton Rail Corridor

● Dumbarton Rail Corridor	Inactive
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Purchase Zero-Emission Buses & Construct Service Facilities

✓ 3 Zero-Emission Bus Procurement	Completed
✓ Zero-Emission Bus Facility Improvements	Completed

Develop New LR Corridors

● New Rail Corridors Study	Ongoing
✓ Light Rail System Analysis	Completed
✓ Southern Light Rail Express	Completed
● Light Rail Transit Extension to Vasona Junction	Ongoing
● Winchester Light Rail Double Track & Platform Extension	Ongoing
✓ SR 85 Major Transit Investment Study	Completed

Fund Operating & Maintenance Costs for Increased Bus, Rail & Paratransit Service - Ongoing