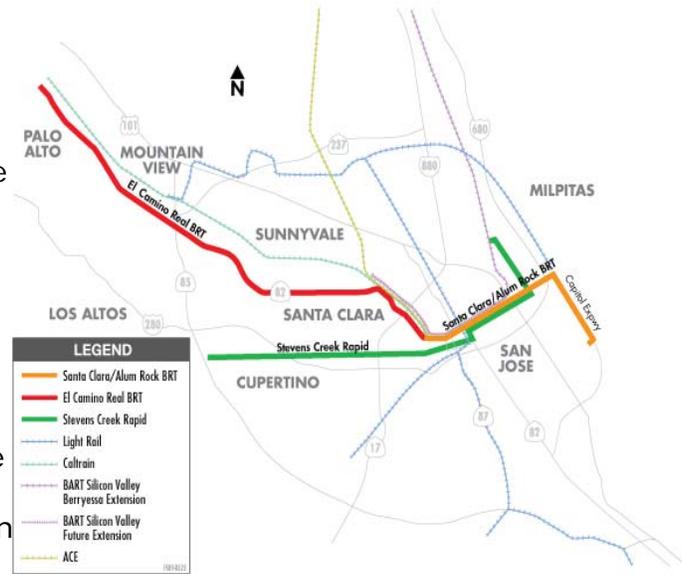


8 Bus Rapid Transit

Estimated Cost: \$399.0 million
Secured Funding: \$264.4 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. will be installed under a separate contract that was advertised for bids in December 2018.

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. Contract for installation of shelters was advertised for bids in December 2018. The Stelling Road bus stop improvements was completed by 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 within the context of a larger BRT or transit corridor study on Stevens Creek.

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 is expected to be awarded in March 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 Dec 2018 (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	\$ 143.3	\$ 89.4	\$ 54.0	\$ -	\$ 94.2	\$ 46.1	\$ 140.4	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	\$ 32.6	Ongoing
Modifications to Chaboya and North Division for BRT	\$ 14.4	\$ -	\$ 14.4	\$ -	\$ -	\$ 2.3	\$ 2.3	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	\$ 2.7	\$ 2.9	Ongoing
Stelling Road Bus Stop Improvement	\$ 1.9	\$ 0.6	\$ 1.3	\$ -	\$ 0.6	\$ 1.2	\$ 1.8	Closeout
Total	\$ 399.0	\$ 111.2	\$ 141.2	\$ 146.6	\$ 115.6	\$ 81.4	\$ 196.9	

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