



SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

2000 Measure A Transit Improvement Program

[A Fund of the Santa Clara Valley Transportation Authority]

Independent Accountant's Report on Compliance
Examination and Budgetary Comparison Schedule

For the Fiscal Year Ended June 30, 2025

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
2000 Measure A Transit Improvement Program
[A Fund of the Santa Clara Valley Transportation Authority]
For the Fiscal Year Ended June 30, 2025

Table of Contents

	<i>Page(s)</i>
Independent Accountant’s Report.....	1
Budgetary Comparison Schedule (On a Budgetary Basis)	2
Notes to Budgetary Comparison Schedule	3 - 10
Supplementary Information – Program Summaries.....	11 - 30
Supplementary Information – 2000 Measure A Ballot	31 - 33

INDEPENDENT ACCOUNTANT'S REPORT

2000 Measure A Citizens Watchdog Committee
3331 North First Street
San Jose, California 95134

To the 2000 Measure A Citizens Watchdog Committee,

We have examined the Santa Clara Valley Transportation Authority's (VTA) compliance with requirements of the 2000 Measure A Transit Improvement Program (2000 Measure A Program) for the fiscal year ended June 30, 2025. Management of VTA is responsible for VTA's compliance with the specified requirements. Our responsibility is to express an opinion on VTA's compliance with the specified requirements based on our examination.

Our examination was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. Those standards require that we plan and perform the examination to obtain reasonable assurance about whether VTA complied, in all material respects, with the specified requirements referenced above. An examination involves performing procedures to obtain evidence about whether VTA complied with the specified requirements. The nature, timing, and extent of the procedures selected depend on our judgment, including an assessment of the risks of material noncompliance, whether due to fraud or error. We believe that the evidence we obtained is sufficient and appropriate to provide a reasonable basis for our opinion.

We are required to be independent and to meet our other ethical responsibilities in accordance with relevant ethical requirements relating to the engagement.

Our examination does not provide a legal determination on VTA's compliance with specified requirements.

In our opinion, VTA complied, in all material respects, with the requirements of the 2000 Measure A Program for the fiscal year ended June 30, 2025.

Our examination was conducted for the purpose of opining on compliance with the 2000 Measure A Program. The Budgetary Comparison Schedule, Notes to Budgetary Comparison Schedule, and Supplementary Information as listed in the table of contents is presented for the purposes of additional analysis and is not part of assessing compliance with the 2000 Measure A Program. The Budgetary Comparison Schedule, Notes to Budgetary Comparison Schedule, and Supplementary Information have not been subjected to the compliance procedures associated with our examination of the 2000 Measure A Program, and accordingly, we express no opinion on it.

This report is intended solely for the information and use of the 2000 Measure A Citizens Watchdog Committee and is not intended to be and should not be used by anyone other than the specified party.



Crowe LLP

West San Jose, CA
May 7, 2026

Santa Clara Valley Transportation Authority
2000 Measure A Transit Improvement Program
[A Fund of the Santa Clara Valley Transportation Authority]
Budgetary Comparison Schedule (on a Budgetary Basis)
For the Fiscal Year Ended June 30, 2025
(in thousands)

	Original Operating Budget	Final Operating Budget	Actual	Variance with Final Budget
Revenues:				
Sales tax receipts	\$ 290,223	\$ 290,223	\$ 280,367	\$ (9,856)
Investment earnings	3,575	3,575	8,170	4,595
Federal subsidy for Build America Bonds	6,440	6,440	-	(6,440)
Other income	611	611	455	(156)
Total revenues	<u>300,849</u>	<u>300,849</u>	<u>288,992</u>	<u>(11,857)</u>
Non-project expenditures (Note B3):				
Professional, special and other services	560	560	315	245
Operating assistance to VTA Transit (Note B4)	60,221	60,221	58,176	2,045
Miscellaneous	31	31	19	12
Repayment of debt service to VTA Transit (Note D)	17,473	17,473	17,477	(4)
Principal payment, bond interest and other bond charges (Note E)	71,805	71,805	67,149	4,656
Total non-project expenditures	<u>150,090</u>	<u>150,090</u>	<u>143,136</u>	<u>6,954</u>
Total revenues less non-project expenditures	<u>\$ 150,759</u>	<u>\$ 150,759</u>	<u>145,856</u>	<u>\$ (4,903)</u>
Project expenditures (Notes B3 and E):				
Silicon Valley Rapid Transit Corridor (VTA's BART Silicon Valley Program)			487,113	
Light Rail Program			180,099	
Commuter Rail Program			2,607	
Bus Program			415	
Mineta-San Jose Airport People Mover			376	
Fund Exchange Payments to Congestion Management & Highway Program (Note C)			268	
Total project expenditures			<u>670,878</u>	
Capital contributions (Note G)			548,397	
Change in fund balance, on a budgetary basis			<u>23,375</u>	
GAAP reconciliation and unbudgeted items (Note B1):				
Capitalized project expenditures			468,060	
Unrealized gain/(loss) on investments			2,764	
Amortization of premium/discounts on investment			82	
Interest expense			(481)	
Transfers out			(478,917)	
Service expense			(484)	
Total GAAP reconciliation and unbudgeted items			<u>(8,976)</u>	
Change in fund balance, on a GAAP basis			14,399	
Fund balance, beginning of year			264,630	
Fund balance, end of year			<u>\$ 279,029</u>	

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
2000 Measure A Transit Improvement Program
[A Fund of the Santa Clara Valley Transportation Authority]
Notes to Budgetary Comparison Schedule
For the Fiscal Year Ended June 30, 2025

NOTE A – DESCRIPTION OF REPORTING ENTITY

The Santa Clara Valley Transportation Authority (VTA) created the 2000 Measure A Transit Improvement Program (Measure A Program) after voters in Santa Clara County approved Measure A ballot on November 7, 2000. The Measure A Program funds key capital transit improvement projects, including extending the San Francisco Bay Area Rapid Transit District (BART) into Santa Clara County, increasing bus and light rail service, and supporting related operating expenses.

The Measure A Program is funded by a half-cent sales tax imposed for a period of 30 years effective April 1, 2006, after the expiration of the 1996 Measure B half-cent sales tax on March 31, 2006. In addition to sales tax revenue, the program receives funding from federal, state, and local sources, including the 2016 Measure B Program.

Before sales tax revenues began, VTA issued sales tax revenue bonds to help fund early project costs, including engineering and design work for the Silicon Valley Rapid Transit project (now called the BART Silicon Valley Extension) and the purchase of low-floor light rail vehicles. VTA also secured funding from state and federal programs, including the State Traffic Congestion Relief Program (TCRP) and Federal Transit Administration (FTA) grants.

The Measure A Program funds the following voter approved projects:

- Extending BART from Alameda County to the Santa Clara County cities of Milpitas, San Jose and Santa Clara (previously known as the SVRT project and now referred to as VTA's BART Silicon Valley Extension).
- Providing connections from the Norman Y. Mineta San Jose International Airport to BART, Caltrain and VTA light rail.
- Extending light rail from downtown San Jose to the East Valley.
- Purchasing low-floor light rail vehicles.
- Improving Caltrain by double-tracking to Gilroy and electrifying from Palo Alto to Gilroy.
- Increasing the level of Caltrain service.
- Constructing a new Palo Alto Intermodal Transit Center.
- Improving service in major bus corridors.
- Upgrading the Altamont Commuter Express (ACE) service.
- Improving Highway 17 Express bus service.
- Connecting Caltrain with the Dumbarton Rail Corridor.
- Purchasing zero-emission buses and constructing support facilities.
- Developing new light rail corridors.
- Funding operating and maintenance costs for increased bus, rail and paratransit services.

The VTA Board of Directors oversees the Measure A Program, including project selection, schedule, and funding levels. The Citizens Watchdog Committee reviews program expenditures to ensure VTA uses funds in accordance with the intent of the ballot and keeps the public informed on how the funds are spent.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
2000 Measure A Transit Improvement Program
[A Fund of the Santa Clara Valley Transportation Authority]
Notes to Budgetary Comparison Schedule
For the Fiscal Year Ended June 30, 2025

NOTE B – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

1) Basis of Presentation

The accompanying financial schedule presents only the financial activity of the Measure A Program on a budgetary basis. It does not present the financial position, changes in financial position and cashflows of the VTA in conformity with generally accepted accounting principles (GAAP). The schedule includes a reconciliation to GAAP to help readers understand the Measure A Program activity on a GAAP basis.

2) Basis of Accounting

VTA accounts for the Measure A Program as a governmental fund. Governmental funds focus on near-term inflows and outflows of spendable resources, and the balances of those resources at the end of the fiscal year.

3) Budgetary Control

VTA budgets biennially for the Measure A Program among other operations. The Measure A Program budget includes two main components – the operating budget and capital budget. The operating budget covers non-project specific expenditures such as professional services, non-capitalized debt service, and operating assistance to VTA Transit. The capital budget covers the anticipated expenditures and commitments on capital projects for the two-year budget period.

4) Operating Assistance to VTA Transit

The Measure A ballot identified funding for increased bus, rail, and paratransit services. In October 2014, the VTA Board adopted the Valley Transportation Plan (VTP) 2040; VTA's 25-year countywide long-range multimodal transportation plan.

As part of the Adopted Biennial Budget, the VTA Board allocated 20.75% of VTA Transit operating costs to the Measure A Program. This allocation supports transit services and is used to transfer Measure A sales tax revenue to the VTA Transit Fund during FY 2025.

5) Program-wide Expenditures

VTA incurs some expenditures that support the Measure A Program but are not allocated to a specific project. These include the preparation of progress and cost reports, financial forecasting, and ballot-required activities of the Citizens Watchdog Committee including independent compliance audits, public hearings, and publication in local newspapers of audit results, public hearing notices and annual reports. VTA allocates these expenditures using a method based on actual direct project expenditures. (See Note F for further details.)

6) Use of Estimates

Management uses estimates and assumptions when preparing the Budgetary Comparison Schedule. These estimates affect reported amounts and disclosures. Actual results may differ from these estimates.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
2000 Measure A Transit Improvement Program
[A Fund of the Santa Clara Valley Transportation Authority]
Notes to Budgetary Comparison Schedule
For the Fiscal Year Ended June 30, 2025

NOTE C – EXCHANGE PAYMENTS TO CONGESTION MANAGEMENT & HIGHWAY PROGRAM

VTA uses fund exchanges to accelerate project delivery. These exchanges allow projects to avoid the longer approval process required by state or federal funding. Instead, VTA uses local funds, including Measure A sales tax revenue, to move projects forward more quickly.

Under this approach, Measure A funds are used to support projects outside the Measure A Program. In return, VTA expects to receive future funding, mainly from the State Transportation Improvement Program (STIP), to repay the Measure A Program, including principal and interest.

On February 1, 2007, the Board of Directors approved an exchange of \$57.54 million in Measure A funds for future STIP funding. These funds supported transportation projects such as pedestrian, bus, and bicycle improvements and upgrades to the Eastridge Transit Center.

On December 13, 2007, the Board of Directors approved an additional exchange of \$50.44 million. These funds supported highway, street, and road improvement projects. In return, STIP funds were used to pay a portion of VTA's share of the BART Hayward Yard Maintenance project.

In November 2013, the VTA Board programmed \$14.5 million of STIP funding to the BART Silicon Valley Extension (SVSX) project. Some of the expected STIP funding, including \$13.0 million and \$1.66 million of unused funds, was not received due to delays in federal environmental approval and later expired.

In 2017, the Board reprogrammed \$15.03 million of these lapsed funds, including \$370,000 of interest, to the BART Silicon Valley Extension project. VTA expects to receive these STIP funds in 2026.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
2000 Measure A Transit Improvement Program
[A Fund of the Santa Clara Valley Transportation Authority]
Notes to Budgetary Comparison Schedule
For the Fiscal Year Ended June 30, 2025

The following table shows the changes in activity related to the exchange payments made during the fiscal year as well as the cumulative exchange payments made to the Congestion Management & Highway Program Fund as of June 30, 2025 (in thousands):

Exchange funds authorized:	
Exchange funds authorized on February 1, 2007	\$ 57,540
Exchange funds authorized on December 13, 2007	50,440
Exchange funds authorized on November 7, 2013	14,500
Exchange funds interest authorized on November 2, 2017	370
Total exchange funds authorized	<u>\$ 122,850</u>
Exchange payments made:	
Cumulative exchange payments made as of July 1, 2024	\$ 120,860
Exchange payments made during the current fiscal year	268
Cumulative exchange payments made as of June 30, 2025	<u>\$ 121,128</u>
Exchange funds repaid to the Measure A Program:	
Exchange funds received as of July 1, 2024, as reported	\$ 93,320
Exchange funds received during the current fiscal year	-
Cumulative exchange funds received as of June 30, 2025	<u>\$ 93,320</u>

NOTE D – REPAYMENT OF DEBT SERVICE TO VTA TRANSIT

VTA issued bonds secured by the 1976 sales tax before it began collecting Measure A sales tax revenue. VTA used these bonds to fund early projects expenditures for the Measure A Program.

On an annual basis, the Measure A Program reimburses the VTA Transit Fund for debt service related to these bonds. This includes principal, interest and other bond-related expenditures. The original 2008 bonds were later refunded by the 2018 Series A Bond. The Measure A Program will continue to make these payments until the debt is fully paid

VTA does not have a formal reimbursement arrangement or loan terms. Instead, VTA records the payments in the period in which they are made.

For the Fiscal Year ended June 30, 2025, the Measure A Program paid \$17,477,368 in debt service, consisting of \$15,910,000 in principal and \$1,567,368 in interest and other bond charges.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 2000 Measure A Transit Improvement Program
 [A Fund of the Santa Clara Valley Transportation Authority]
 Notes to Budgetary Comparison Schedule
 For the Fiscal Year Ended June 30, 2025

The following table presents the projected aggregate annual amount of principal and interest payments required to repay the outstanding debt as of June 30, 2025:

Year Ending June 30,	Principal	Interest
2026	16,670,000	764,042

NOTE E – ALLOCATION OF DEBT SERVICE AND BOND INTEREST

VTA uses debt to finance Measure A project expenditures. These projects include large capital projects such as the BART Silicon Valley Extension.

VTA allocates interest and bond-related costs to projects based on how bond proceeds are used. The allocation method compares the amount spent on each project to the total bond proceeds spent. VTA approved this method in fiscal year 2011.

For the fiscal year ended June 30, 2025, the Measure A Program incurred approximately \$8.72 million in total interest and other bond related charges tied to active projects. Starting with January 2020, VTA did not capitalize any interest and bond finance charges to comply with GASB 89, *Accounting for Interest Cost Incurred Before the End of a Construction Period*.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
2000 Measure A Transit Improvement Program
[A Fund of the Santa Clara Valley Transportation Authority]
Notes to Budgetary Comparison Schedule
For the Fiscal Year Ended June 30, 2025

The following table shows cumulative bond interest through June 30, 2025 (in thousands). This includes only open projects.

<u>Program Name</u>	<u>Cumulative Through June 30, 2024</u>	<u>Fiscal Year 2025</u>	<u>Cumulative Through June 30, 2025</u>
VTA'S BART Silicon Valley Extension	\$ 390,800	\$ 8,241	\$ 399,041
Light Rail Program:			
Santa Clara Pocket Track	6,418	-	6,418
Double Track	6,676	322	6,998
Eastridge Transit Center - CELR	2,324	112	2,436
Light Rail Extension	17,338	-	17,338
New Light Rail Corridor Development	355	12	367
DTEV-CELR To Eastridge	58	-	58
LRT Extension to Vasona Junction	43	-	43
Bus Program	100	5	105
Commuter Rail Program:			
Dumbarton Rail Corridor	128	-	128
Caltrain Service Upgrades	5,649	-	5,649
Measure A Program-Wide	923	32	955
Total Allocated Capitalized Bond Interest	<u>\$ 430,812</u>	<u>\$ 8,724</u>	<u>\$ 439,536</u>

NOTE F – ALLOCATION OF PROGRAM-WIDE EXPENDITURES

VTA incurs some expenditures that support the Measure A Program, but are not allocated to a specific project. These include the preparation of progress and cost reports, financial forecasting, ballot-required activities of the Citizens Watchdog Committee including independent compliance audits, public hearings, and publication in local newspapers of audits results, public hearings notices and annual reports.

VTA allocates these program-wide costs to projects using a standard method. The method is based on each project's share of total direct project expenditures. VTA first developed this method in fiscal year 2010.

In Fiscal Year 2010, VTA allocated program-wide expenditures in the quarter after they were incurred. In Fiscal Year 2011, VTA updated the methodology to allocate these costs in the same quarter they occur. VTA still uses this updated approach.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
2000 Measure A Transit Improvement Program
[A Fund of the Santa Clara Valley Transportation Authority]
Notes to Budgetary Comparison Schedule
For the Fiscal Year Ended June 30, 2025

The following table shows the allocation of program-wide expenditures in Fiscal Year 2025 (in thousands):

Program	Project Description	Amount
LIGHT RAIL PROGRAM	DTEV Capitol Exp. Ph.II-LRT to Eastridge	\$ (55)
	Northern Light Rail Express	1
	Eastridge Transit Center – CELR	0
	New Rail Corridors	0
COMMUTER RAIL PROGRAM	Caltrain Electrification Invest. Program	(0)
TOTAL ALLOCATION OF PROGRAM-WIDE EXPENDITURES		<u>\$ (54)</u>

NOTE G – CAPITAL CONTRIBUTIONS

The Measure A Program received capital contributions during the fiscal year as follows (in thousands):

Grant/Funding Source	Program	Amount
Federal	Full Funding Grant Agreement (FFGA) FTA Section 5309	\$ 1,309
	FTA Section 5307, 5309, 5312, 5337, 5339, 20005b	(8)
State	Proposition 1B State-Local Partnership Program (SLPP)	8,381
	Transit and Intercity Rail Capital Program (TIRCP)	283,195
	Low Carbon Transit Operations Program (LCTOP)	17,428
	Calif Energy (CEC) & State Coastal Conservancy (SCC) & Wildlife Conservatory (WCB)	728
	California AB1462	7,350
Local	2016 Measure B	134,618
	MTC Regional Measure 3	83,814
	VTA Transit	11,577
	Various	5
		<u>\$ 548,397</u>

The Measure A Program received significant capital contributions from state and local funding sources. VTA used these funds to help finance the BART Silicon Valley Extension Project, which will extend BART from Fremont to Santa Clara County.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
2000 Measure A Transit Improvement Program
[A Fund of the Santa Clara Valley Transportation Authority]
Notes to Budgetary Comparison Schedule
For the Fiscal Year Ended June 30, 2025

NOTE H – SUBSEQUENT EVENT

Receipt of State Grants for BART Silicon Valley Phase II

In June 2025, the California Transportation Commission approved a \$100 million state funding for BART Silicon Valley Phase II (BSVII). This consisted of \$25 million from the 2025 Local Partnership Competitive Program (LPP) in support of infrastructure projects that address mobility and transportation challenges, and \$75 million from the 2025 Solutions for Congested Corridors Program (SCCP), which named VTA as the implementing agency in pursuit of projects that relieve congestion and promote sustainable and equitable transportation solutions.

The BSVII project will extend BART service six miles into downtown San Jose and Santa Clara, supporting state and regional goals around congestion relief, equity, and economic development. The estimated \$12 billion proposal is being funded through a combination of local, state, and federal sources. The project is projected to open in 2037.

SUPPLEMENTARY INFORMATION

This page is left intentionally blank.

VTA'S BART SILICON VALLEY EXTENSION

BART Silicon Valley Berryessa Extension (SVBX)

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2024	\$ 2,496.46
FY2025	14.79
Total Expenditures through FY2025	\$ 2,511.25

Project Description:

The Berryessa Extension Project (SVBX) is the first phase of VTA's 16.1-mile BART Silicon Valley (BSV) Extension Program.

SVBX is a 10-mile segment that runs from Warm Springs in Fremont to Berryessa in San Jose and includes two stations.

Project Status:

The project entered Revenue Service on June 13, 2020.



Ribbon Cutting Ceremony at Berryessa Station

Activity This Fiscal Year:

Berryessa Extension Project (SVBX)

VTA has a right-of-way team actively working on wrapping up the remaining ten parcels with the three public agencies and is working with its legal team to wrap up the only pending eminent domain action with Union Pacific Railroad (UPRR).

Discussions continue with the cities of San Jose and Milpitas to resolve open items.

BART Operations Control Center (OCC), Hayward Maintenance Complex (HMC) and BART Revenue Vehicles

BART has pivoted to retrofitting and upgrading its existing OCC. In December 2023, VTA and BART executed a new agreement which includes VTA providing an additional lump sum payment of \$24.4 million to BART (\$2 million was paid earlier). VTA and BART are working on setting up an escrow account.

In FY 2022, BART assigned title to VTA for the last of the 20 railcars required to address BART Core System impacts. BART's procurement of its system-wide total of 775 vehicles continued, with the last vehicle released for revenue service during FY 2025. Under the vehicle procurement agreement, BART invoices VTA on a pro-rated basis until contract completion.

On the Hayward Maintenance Complex (HMC), for the new Component Repair Shop (CRS), the contractor was granted Substantial Completion for the entire facility in February 2021 and VTA has fulfilled its cost responsibility for the design and construction of HMC. Project closeout is underway.

*P-0728, P-0800, P-0801, P-0861

BART Silicon Valley Corridor Establishment and Maintenance

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2024	\$ 461.52
FY2025	(0.36)
Total Expenditures through FY2025	\$ 461.16

Project Description:

Relocate freight railroad from VTA-purchased right-of-way to existing UPRR right-of-way, between UPRR's Warm Springs Yard and Calaveras Boulevard. 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.

Provide flood control improvements at Berryessa, Wrigley, and Scott Creeks and Line B, as well as creek improvements and environmental mitigation at Wrigley and Lower Penitencia Creeks.



Montague Pedestrian Overcrossing Bridge

In conjunction with SVBX, widen Montague Expressway and make flood improvements near the intersection of South Milpitas Boulevard. This was done in partnership with several local jurisdictions.

Construct a shared-use trail, a new traffic signal, and intersection improvements to connect to the Upper Penitencia Creek (UPC) Trail.

Construct a pedestrian overcrossing (POC) that spans Montague Expressway and connects to the new Milpitas BART Station.

Install solar photovoltaic systems on the roof of the parking garage at Berryessa.

Project Status:

All work on these projects was previously completed with the last of them, construction of the Montague Pedestrian Overcrossing, opened to the public in FY2021.

Activity This Fiscal Year:

Maintenance activities and rent collection took place on BSV corridor properties.

VTA'S BART SILICON VALLEY EXTENSION

BART Silicon Valley Project Development

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2024	\$ 1,599.09
FY2025	472.68
Total Expenditures through FY2025	\$ 2,071.77

Project Description:

When work began on VTA's BART Silicon Valley (BSV) 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, the Silicon Valley Berryessa Extension (SVBX), leading to the execution of a Full Funding Grant Agreement (FFGA) in 2012.



West Portal Groundbreaking Ceremony

A portion of the initial project development costs has been transferred to the SVBX project and is included in the FFGA budget.

Remaining costs are associated with early work on the six-mile Santa Clara Extension (BSV Phase II), as well as previously allocated Measure A program-wide and bond costs.

Ongoing project development efforts are focused on the BSV Phase II extension.

Also, VTA has assigned Traffic Congestion Relief Program (TCRP) and State Local Partnership Program (SLPP) grants and contributed 2000 Measure A funds to the BART Warm Springs Extension, which was constructed by BART.

Project Status:

The primary focus in FY 2025 related to efforts to secure federal funding for the BSV Phase II extension as well as design, real estate acquisition, and field construction work.

Activity This Fiscal Year:

The BSV Phase II project team continues to actively work to align the project cost to the available funding in addition to pursuing additional funding sources. VTA submitted two grant applications (Solutions for Congested Corridor, Local Partnership Program) and coordinated with the sponsors. VTA and FTA continue to coordinate regarding the timing of FFGA execution.

Work continues on Contract Package 2 (CP2) to advance design submittals and early field work. For project elements not included in CP2, VTA is advancing design and cost estimating, focusing on engaging BART on progressing Value Engineering items.

Overall BSV program management continued, along with allocations of Measure A bond costs.

*P-0500 through P-0507, P-0509, P-0732, P-3101

**Warm Springs Extension cost does not include \$8M in SLPP and \$111.4M in TCRP grant funds designated directly to BART.

Light Rail Program

Extension to Vasona Junction

Project Expenditures (In millions)

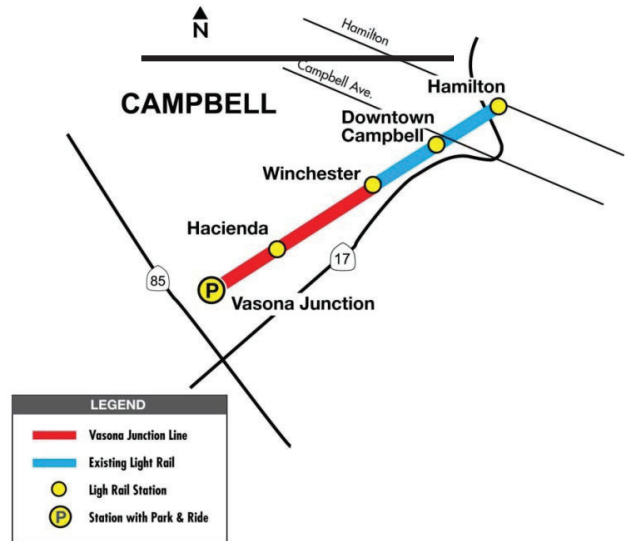
Period	Amount
Inception-to-FY2024	\$2.53
FY2025	0.00
Total Expenditures through FY2025	\$2.53

Project Description:

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) in Los Gatos will add another 1.5 miles, two stations, and a transit center with parking at Vasona Junction.

Conceptual study included double tracking the corridor, expanding platforms to accommodate 3 car trains, review parking options, study temporal separation of freight and light rail and study adding West San Carlos Station.



Project Status:

Since 2000, environmental and design conditions have changed; therefore, the extension project was re-evaluated in a Supplemental Environmental Impact Report (SEIR)/Environmental Assessment (EA). The VTA Board of Directors certified the SEIR and approved the project in March 2014. FTA approved the project in August 2014. Funding has been approved to proceed with design, right-of-way acquisition and utility relocation. In June 2016, the VTA Board of Directors approved funding to complete design, acquire right-of-way and relocate utilities. Request for Proposal (RFP) was issued in August 2017 and the VTA Board awarded a conceptual study contract in May 2018. Study was completed in June 2019 and recommendation to put the project on hold until operating needs warrant reopening the project was approved by VTA Board in September 2019.

Activity This Fiscal Year:

No activities.



Railroad alignment in Los Gatos, terminus of the Vasona extension

Light Rail Program

Capitol Expressway Light Rail to Eastridge

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2024	\$147.88
FY2025	0.19
Total Expenditures through FY2025	\$148.07

Project Description:

This project will transform Capitol Expressway into a multi-modal boulevard offering Bus Rapid Transit (BRT), light rail transit, and safe pathways with connections to the regional trail system and connectivity to the BART extension.

Phase I included pedestrian and bus improvements along Capitol Expressway to accommodate pedestrian access and to improve safety. During this phase, reconstruction of the Eastridge Transit Center was completed.

Phase II (Eastridge to BART Regional Connector) will extend light rail from the existing Alum Rock Light Rail Station to the Eastridge Transit Center.

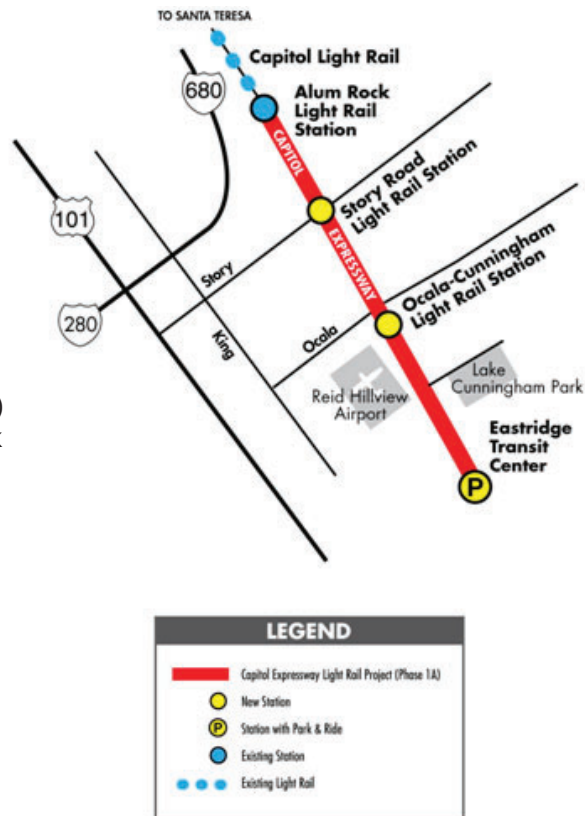
Project Status:

Construction of pedestrian improvements along Capitol Expressway was completed in Spring 2013. Construction of the new Eastridge loop road and pump station is complete and was opened to traffic in July 2014. Construction of the Eastridge Transit Center, Bus Operators Facility, and Park and Ride lot was completed and opened to the public in May 2015.

Please refer to Eastridge to Bart Regional Connector (EBRC) page for more details on Phase II.

Activity This Fiscal Year:

Final design of the pedestrian crosswalk at the Eastridge Transit Center is ongoing and is expected to complete in July 2025. Construction contract is forecasted to be advertised in Spring 2026.



Completed Bus Shelter and Bus Bay at the Eastridge Transit Center

Light Rail Program

Eastridge to BART Regional Connector

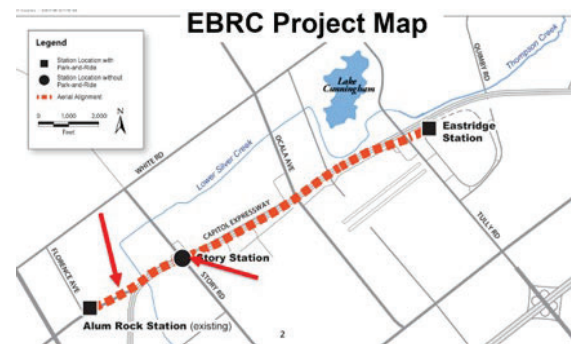
Project Expenditures (In millions)

Period	Amount
Inception-to-FY2024	\$85.09
FY2025	179.79
Total Expenditures through FY2025	\$264.88

Project Description:

The Capitol Expressway Eastridge to BART Regional Connector proposes to extend the existing Capitol Light Rail (LR) system by 2.4 miles from Alum Rock LR Station to the Eastridge Transit Center.

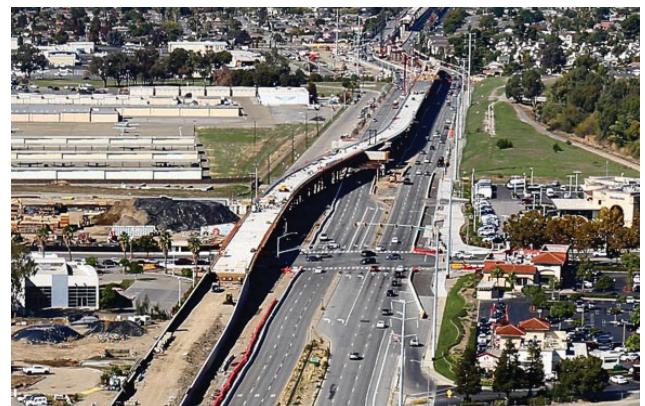
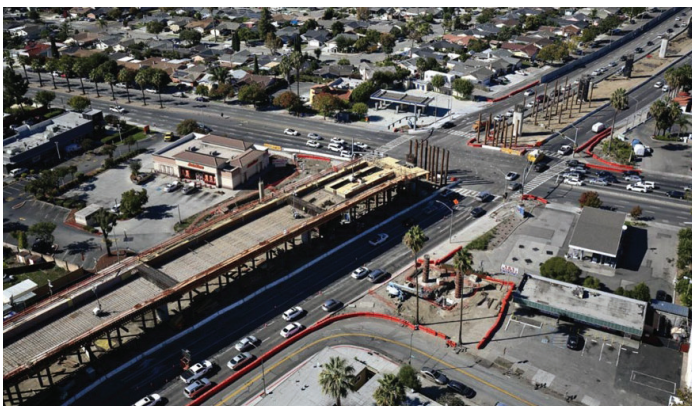
The light rail will operate on an aerial guideway along the median alignment of Capitol Expressway from Alum Rock Station to Eastridge Transit Center. The project would include an elevated section north of Capitol Avenue and south of Story Road, and an elevated crossing of Tully Road. The project would also include light rail stations at Story Road (elevated) and Eastridge Transit Center (at-grade).



Project Status:

Construction contract documents were completed and advertised in July 2023. Bids were opened in November 2023. After securing an additional \$115M of local transit funds, the construction contract was awarded to MCM Railworks J.V. at the March 7, 2024 VTA Board meeting. Notice to Proceed was issued in April 2024. The current target date for revenue service is March 2028.

Activity This Fiscal Year: Multiple construction activities are currently ongoing. Bridge construction between Ocala and Story Road is in progress while bridge construction between Cunningham Avenue and Tully Road started in January 2025. Substantial construction activity is in progress at the Story Road intersection for construction of the guideway and the Story Station. At this location, work continues with foundation, column and falsework installation. South of Story Road, bridge construction continues over intersections at Cunningham Avenue and Ocala Avenue. The ramp structure between Tully Road and the Eastridge Station was completed. North of Story Road on Capitol Expressway and Capitol Avenue, bridge columns and abutment construction is underway and the relocation of the BRT shelter at Ocala is near completion.



Aerial views of activities at Story Road (left) and Tully Road (right)

Light Rail Program

Light Rail System Improvements

Project Expenditures

(In millions)

Period	Amount
Inception-to-FY2024	\$103.40
FY2025	0.12
Total Expenditures through FY2025	\$103.52

Description Of Efforts:

The Light Rail Systems Analysis, adopted by the VTA Board of Directors in May 2010, provides an evaluation of infrastructure and operational deficiencies of the existing light rail system along with a three-phase improvement plan for immediate action.. Near-term recommended projects from the Light Rail Systems Analysis are:



Turnout and switch machine installation near Stevens Creek Bridge

Santa Clara Pocket Track. This project installed an additional track and supporting infrastructure to store additional cars on Tasman near the Old Ironsides Station in the City of Santa Clara.

Northern Light Rail Express. This project 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, in conjunction with the opening of the BART to Silicon Valley Berryessa Extension.

Southern Light Rail Express. This project developed alternatives for more efficient operation of the southern half of the light rail system to allow express trains and integrate the Almaden shuttle trains into the larger system. The study did not result in a capital project.

North First Street Speed Improvements. This project will construct improvements to increase Light Rail Transit (LRT) speeds along the North First Street corridor and improve transit signal priority and on-time performance.

State Route (SR) 85 Major Transit Investment Study. This project will analyze implementation of a Light Rail System 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.

Project Status:

Construction on the Tasman Drive Pocket Track was completed in August 2014. The Northern Light Rail Express (Mountain View Double Track) construction was completed in December 2015. The study conducted as part of the Southern Light Rail Express project did not result in a capital construction project; the Southern Light Rail Express project has been closed. Final design for the North First Street Improvement and First/Tasman Modification was completed in June 2019. Improvements along this corridor are pending additional discussion and concurrence with City of San Jose. The SR 85 Transit Guideway Study is complete. The SR 85 Policy Advisory Board (PAB) endorsed a transit lane project on SR 85 that would be eligible for use by public transit and private shuttles. Project under the 2000 Measure A program was closed after VTA Board of Director approval of recommendation and further studies will continue under a transit project.

Activity This Fiscal Year:

Work associated with projects are complete. Project closeout for Northern Light Rail Express (Mountain View Double Tracking) is ongoing.

Light Rail Program

Low Floor Light Rail Vehicles

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2024*	\$198.35
FY2025	0.00
Total Expenditures through FY2025*	\$198.35

Project Description:

Purchase of 70 low floor light rail vehicles to serve the entire VTA Light Rail system. Low floor vehicles provide enhanced Americans with Disability Act (ADA) accessibility and improved service by minimizing boarding and exit times for all riders. Low floor light rail vehicles enable VTA to enhance ADA service by eliminating the need for wheelchair lifts and by providing level boarding for all VTA riders, as well as providing additional space for bicycles.



Project Status: Completed.

Activity This Fiscal Year: None.

Project Disposition: Vehicles are VTA assets and are in service.



Low Floor Vehicle at Baypointe Station



Low Floor Vehicles Provide Level Passenger Boarding

Commuter Rail Program

Caltrain Service Upgrades

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2024	\$68.18
FY2025	0.21
Total Expenditures through FY2025	\$68.39

Project Description:

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

Project Status:

Mountain View Parking – Project is on hold.

Blossom Hill Pedestrian Grade Separation –

Construction was completed and the bridge opened to the public in September 2012. **Santa Clara Station Pedestrian Underpass Extension** - Project provided an extended pedestrian tunnel under the Union Pacific Railroad (UPRR) tracks at the Santa Clara Station.

Construction was completed in June 2017 and opened to public. A separate project has been set up to fund maintenance and repairs for the Santa Clara Pedestrian Underpass extension until the undercrossing is integrated into the VTA BART Santa Clara Station.

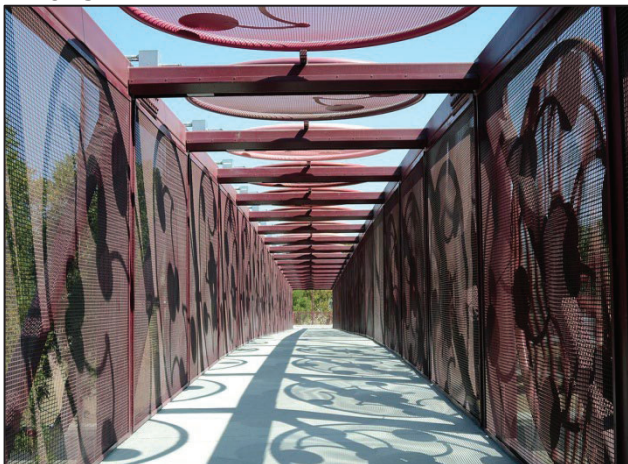
Santa Clara and Diridon Station Upgrades – Work on these two stations was consolidated into a single contract and construction was completed in April 2013.

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.

Bike Share Pilot Program – The first phase of the pilot program was launched in August 2013.

Activity This Fiscal Year:

Design for the modifications to pedestrian access at the Mountain View Caltrain station began early 2020 and was completed in late 2022. Construction contract was advertised in June 2023 and awarded in January 2024. Notice to proceed was issued in April 2024. Construction work is planned for April 2025.



Blossom Hill Pedestrian Bridge



Santa Clara Pedestrian Underpass opened to traffic in June 2017

Commuter Rail Program

Caltrain South County

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2024	\$17.55
FY2025	0.00
Total Expenditures through FY2025	\$17.55

Project Description:

16.5 miles of double track on the Union Pacific Railroad (UPRR) corridor between the Coyote area of South San Jose and Gilroy. Capacity improvements for storage of additional train sets at Gilroy.

Project Status: Initial work to clear the right-of-way of utilities was completed in July 2011.

This project was put on hold due to uncertainties with the High Speed Rail (HSR) alignment and how it could potentially impact planned improvements for this project. Since Caltrain ridership forecast for South County can be accommodated with the current track configuration, applying 2000 Measure A funds to improvements that will increase long-term capacity of the South County segment would not be prudent at this time as it may then be displaced by future HSR construction.

At the request of the Transportation Authority of Monterey County (TAMC), VTA recommended transferring the remaining state funds on this project to TAMC. TAMC is administering a project to extend passenger rail service from Salinas to Santa Clara County (68 miles). The service is projected to start with two round trips, expanding to up to six round trips as demand warrants. The project includes critical improvements at the Gilroy yard to handle northbound trains. On June 11, 2013, the California Transportation Commission (CTC) took action to transfer remaining state funds in the VTA project to the TAMC project.

Additionally, 2016 Measure B, passed by Santa Clara County voters in November 2016, includes funding for Caltrain Corridor Capacity Improvements with specific mention of South County service.

Activity This Fiscal Year: None.



Typical South County Crossing

Commuter Rail Program

Caltrain Electrification / High Speed Rail

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2024	\$70.57
FY2025	2.40
Total Expenditures through FY2025	\$72.97

Project Description:

Caltrain from San Jose to San Francisco will be upgraded to an electric, fully grade-separated system in conjunction with the California High Speed Rail Project. The High Speed Rail Project will also serve South Santa Clara County through Gilroy and Pacheco Pass.

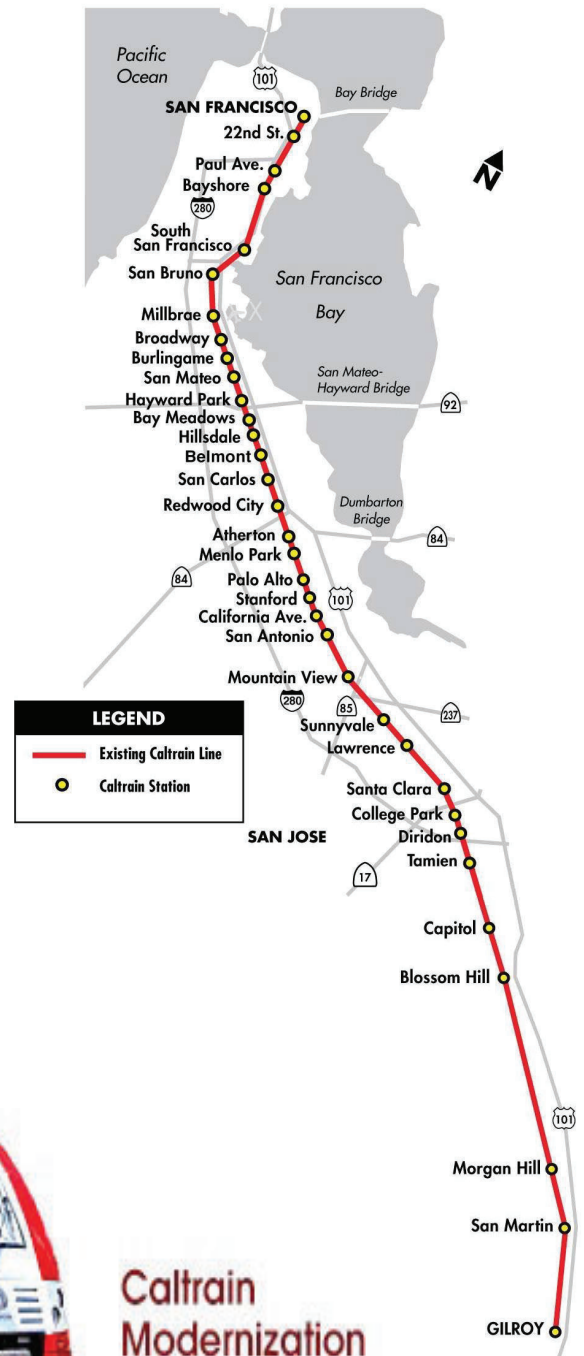
In cooperation with Caltrain and the High Speed Rail Authority, VTA will participate in planning and engineering activities that will ultimately lead to an upgraded Caltrain system.

Project Status:

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. Construction began with a groundbreaking ceremony on July 21, 2017, system testing started in June 2023 and achieved substantial completion on May 3rd 2024. Full revenue service began in September 2024.

Activity This Fiscal Year:

Revenue service with a fully electric fleet began in September 2025. VTA continues to reimburse Caltrain for our share of project related cost.



Caltrain
Modernization
Program

Commuter Rail Program

Dumbarton Rail Corridor

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2024	\$2.26
FY2025	0.00
Total Expenditures through FY2025	\$2.26

Project Description:

This project represents VTA’s share of matching funds for a partnership with Alameda and San Mateo counties for rebuilding the Dumbarton Rail Corridor.

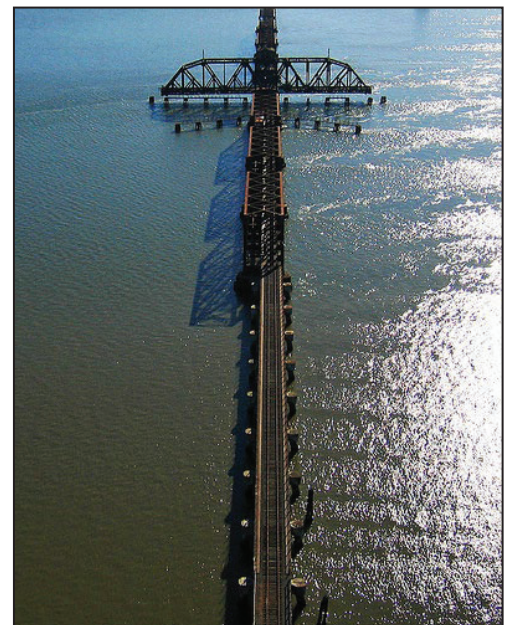
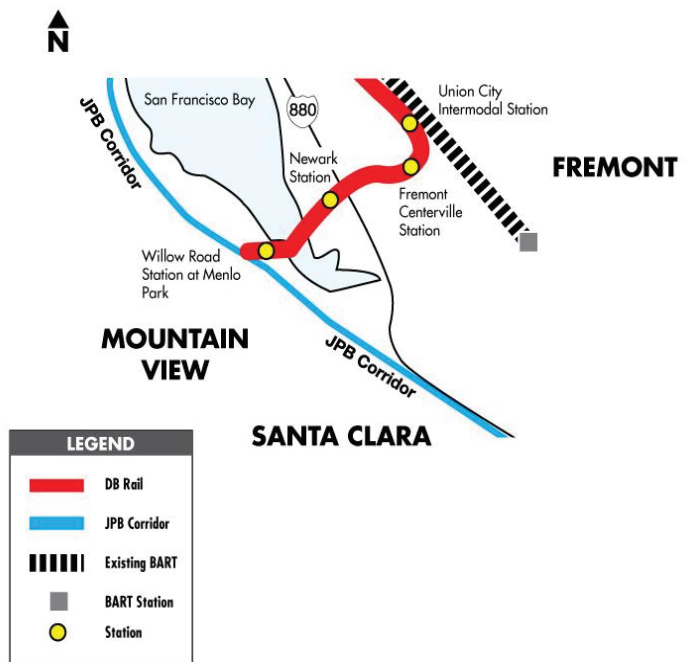
The original project was to rehabilitate rail bridges and tracks that span the bay between Redwood City and Newark and make improvements to existing tracks in Union City and Fremont. The project will involve the construction of two new rail stations at Menlo Park and Newark, as well as upgrades to the Fremont Centerville Station and a new intermodal station at the Union City BART station.

Project Status:

Environmental information was prepared in 2013 but due to funding constraints, an Environmental Impact Report (EIR) was not completed. VTA continued to participate 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 would include options for transit service across the Dumbarton Bridge as well as rehabilitation and repurposing of the rail bridge. The project was on hold due to funding constraints until Facebook funded a \$1.2 million SamTrans-led feasibility study. However, in 2020 the project was put on hold due to the pandemic. SamTrans is progressing with the project separately from VTA’s earlier efforts. Currently, no additional VTA funding is expected to be contributed to this effort.

Activity This Fiscal Year:

No activity.



Aerial view of the existing alignment

Commuter Rail Program

Palo Alto Intermodal Transit Center

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2024	\$0.21
FY2025	0.00
Total Expenditures through FY2025	\$0.21

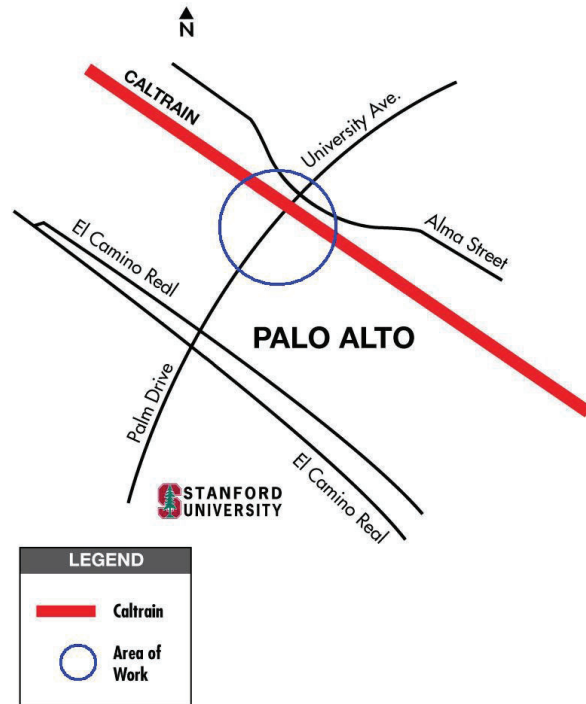
Project Description:

This project will create an intermodal facility for trains, buses, bicycles, autos and pedestrians, and act as a gateway for the City of Palo Alto, Stanford University, and the regional transit network.

Project Status:

Planning efforts are expected to restart in late 2025, shortly followed by RFP advertisement for the Palo Alto Mobility Hub Plan in early 2026. This effort will produce a conceptual design that identifies station and area improvements that will create a gateway for the City of Palo Alto, Stanford University, and the regional transit network.

Activity This Fiscal Year: None.



Architectural Model of One Proposed Scheme for the 4-Track Crossing of University Avenue

Bus Program

Bus Rapid Transit

Project Expenditures (In millions)

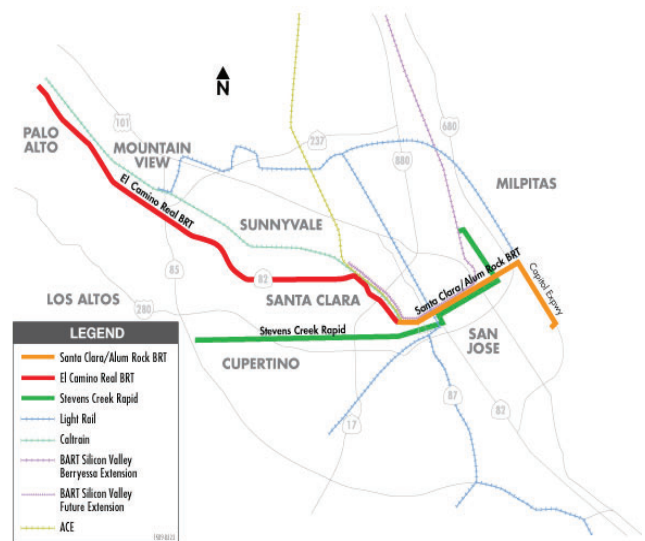
Period	Amount
Inception-to-FY2024	\$ 51.89
FY2025	0.28
Total Expenditures through FY2025	\$52.17

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. VTA intends to develop an integrated BRT network throughout the county, providing high quality service to areas not served by light rail transit.

Project Status:

Stevens Creek Rapid 523 bus stop improvements was completed in April 2018. A separate contractor installed shelters along the corridor in early 2019 and will be completed by October 2019. The Stelling Road bus stop improvements was completed by February 2018.



VTA, City of San Jose, City of Santa Clara, City of Cupertino, and the County of Santa Clara began work on a study in Spring 2023 to create multi-modal vision of the Stevens Creek Corridor. The visioning stage of the study was completed at the end of June 2024 and the study concluded in December 2024. A future complete street study will identify initial drawings for the proposed vision improvements. VTA is working with the other local agencies to discuss the next steps.

The **De Anza Transit Center** project is inactive currently. The Stelling Road Bus Stop Improvements meets VTA’s current needs. Project is closed.

Modifications at Chaboya/North Divisions Phase I (North Yard) was completed in March 2015. Design for Phase II (Chaboya Yard) was completed in July 2021. Construction contract was advertised in May 2022. However, in Fall 2022, it was determined the project should be put on hold until ZEB master planning work is complete to avoid site changes that are incompatible with the long-term master plan at Chaboya. It was subsequently decided that it is best to close the project until scope is defined. Project has been closed.

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

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

Activity This Fiscal Year:

Multi-modal vision study of the Stevens Creek Corridor was completed.



Specialized BRT Vehicle

Bus Program

Alum Rock – Santa Clara Rapid Transit

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2024	\$141.76
FY2025	0.00
Total Expenditures through FY2025	\$141.76

Project Description:

This project introduced Bus Rapid Transit (BRT) in the corridor with dedicated lanes on the eastern half of the corridor and mixed flow operations in the western segment. This BRT project was designed in an alignment consistent with light rail stations, enabling a conversion to light rail in the future, if desired.

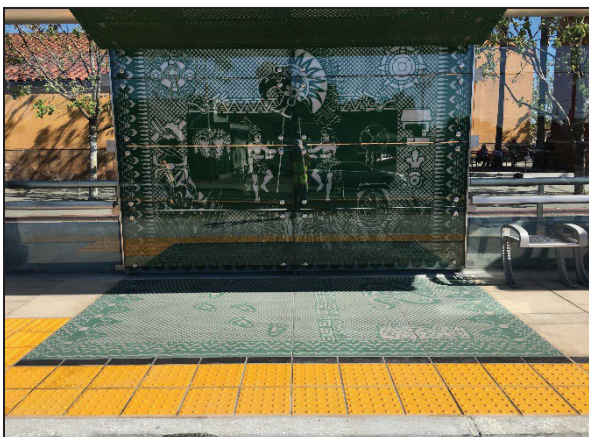


Project Status:

Alum Rock Santa Clara Bus Rapid Transit (BRT) revenue service along the corridor commenced in May 2017. Curb side shelters along Santa Clara St. were installed under a separate contract that was completed in October 2019. Three year watering requirement for trees was completed in June 2020. VTA paid the City of San Jose for traffic signal equipment upgrades in early 2022. Project was closed in March 2023.

Activity This Fiscal Year:

None.



King Street East Bound BRT Station Shelter



Jackson Street Eastbound BRT Station Shelter

Bus Program

El Camino Real BRT

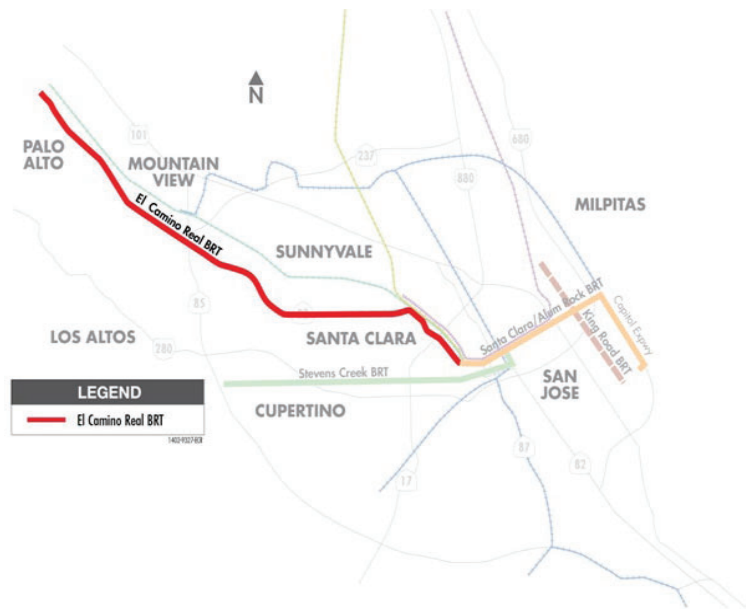
Project Expenditures (In millions)

Period	Amount
Inception-to-FY2024	\$10.54
FY2025	0.13
Total Expenditures through FY2025	\$10.67

Project Description:

The original proposed alignment planned to extend 16.6 miles from HP Pavilion in downtown San Jose to the Palo Alto Transit Center as an extension of the Valley Rapid –Alum Rock/Santa Clara project.

Bus Rapid Transit (BRT) improvements were envisioned to consist of new exclusive bus lanes, bulb outs, distinct shelters, branded hybrid vehicles, off-board fare collection and other improvements along the corridor. The project was to include 16 new BRT stations.



Project Status:

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. VTA audit of existing transit signal priority along the corridor to determine necessary technology upgrades and policy changes was completed in May 2025 and next steps for implementing cloud-based, centralized transit signal priority are in progress. Draft scope is in development for a pilot study to evaluate in-lane Transit Boarding Island (TBI) designs adjacent to protected bikeways along the corridor and identify the safest, most navigable experience for all users.



Research for Pilot Transit Boarding Islands

Activity This Fiscal Year:

VTA audit of existing transit signal priority along the corridor to determine necessary technology upgrades and policy changes was completed in May 2025.

Bus Program

ZEB: Demonstration and Facility Improvements

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2024	\$19.45
FY2025	0.00
Total Expenditures through FY2025	\$19.45

Project Description:

VTA, in a joint program with the San Mateo County Transit District (SamTrans), implemented a demonstration program to test the viability of zero-emission fuel-cell bus (ZEB) technology.

VTA procured three 40-foot low-floor ZEBs, modified facilities, installed a hydrogen fueling station, and provided training for staff, emergency responders and others. The three ZEBs started revenue service in February 2005.

Project Status:

The three ZEBs started revenue service in February 2005. However, the three ZEB buses were decommissioned in 2016 and facilities repurposed.

Activity This Fiscal Year:

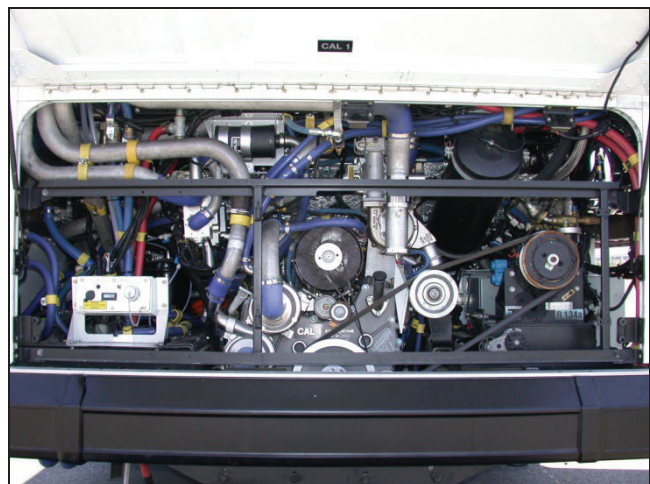
None.

Project Disposition:

The three ZEBs started revenue service in February 2005 and the project was closed. However, the three ZEB buses were decommissioned in 2016 and facilities repurposed.



ZEB at Fueling Station



ZEB Engine

Bus Program

Highway 17 Bus Service Improvements

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2024	\$2.53
FY2025	0.00
Total Expenditures through FY2025	\$2.53

Project Description:

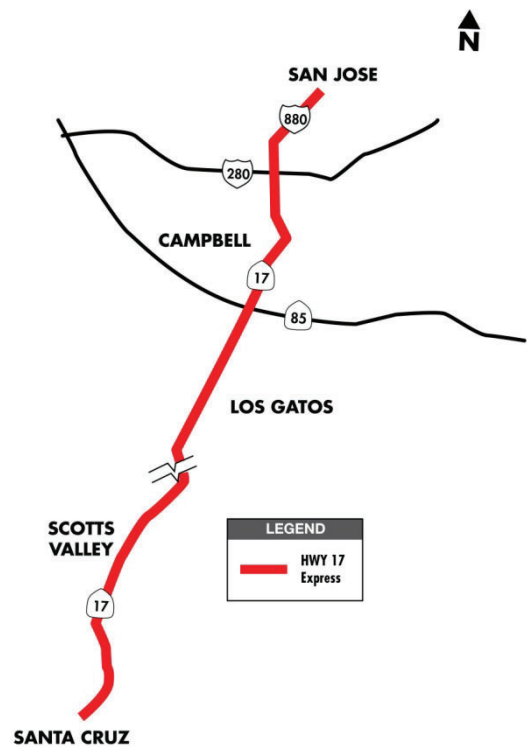
Santa Cruz Metro procured five buses necessary to operate service between Santa Cruz, Scotts Valley, and Downtown San Jose. These buses replaced existing buses that were 20 years old, with an average mileage of 950,000 each.

Project Status:

Completed. The five buses went into service in March/April 2011.

Activity This Fiscal Year:

None.



Highway 17 Express Bus



Highway 17 Express Bus

Mineta San Jose Airport

Mineta San Jose Airport People Mover

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2024	\$3.27
FY2025	0.38
Total Expenditures through FY2025	\$3.65

Project Description:

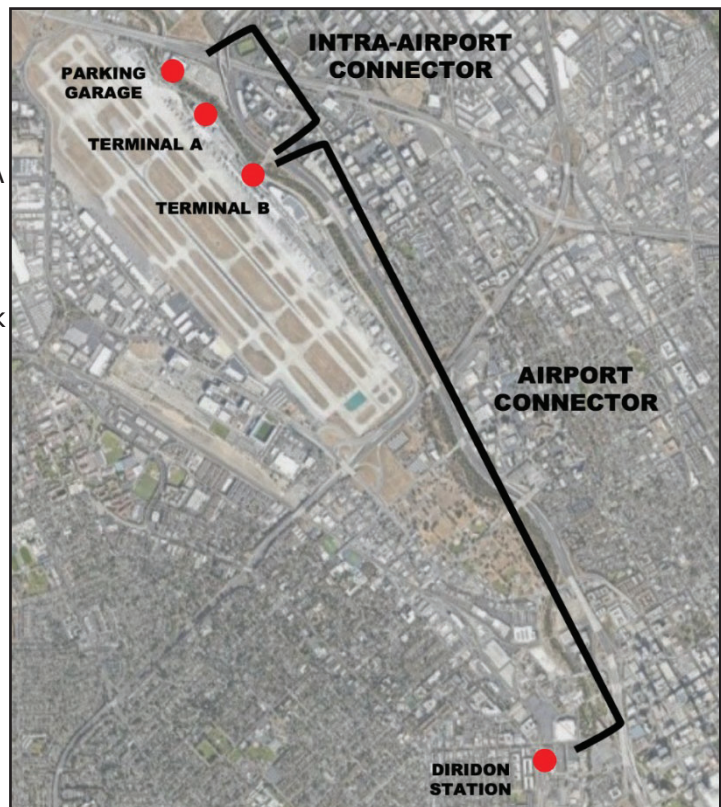
The Airport People Mover Project will provide a dedicated guideway connection from Mineta San Jose International Airport to the Caltrain and future BART stations at the Santa Clara Transit Center, and the VTA Light Rail on North First Street.

The City of San Jose Department of Transportation currently leads this effort. They envision an automated transit network - similar to a Personal Rapid Transit system - of lightweight, automated computer-controlled vehicles operated on or suspended below an elevated guideway, similar to a horizontal elevator.

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. 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, and likely the private sector in order to develop and fund a fixed rail connection to the airport. The City of San Jose issued a Request for Proposal (RFP) for the development of this connector. City of San Jose has evaluated proposals and have entered into a project development agreement with San Jose Connection Partners in April 2023. The resulting project feasibility validation report was completed and presented to San Jose City Council in March 2025. City of San Jose is negotiating next steps with the technology vendor who will build, operate, maintain, and finance a people mover system.



Activity This Fiscal Year:

A project feasibility validation report was completed and presented to San Jose City Council in March 2025.

Programwide

Measure A Programwide

Project Expenditures (In millions)

Period	Amount
Inception-to-FY2024	\$0.00
FY2025	0.00
Total Expenditures through FY2025	\$0.00

Project Description:

This project captures costs related to managing the overall 2000 Measure A Transit Improvement Program. Activities include preparation of progress and cost reports, financial forecasting, and other general tasks that are not attributable to individual projects. It also includes costs incurred by the 2000 Measure A Citizens Watchdog Committee (CWC) in fulfillment of its ballot-mandated responsibilities including: annual compliance audit; conducting public hearings; issuing and printing reports; and publishing in local newspapers public notices, announcements, the results of the compliance audit, and the availability of the CWC's annual report.

Project Status: Active.

Activity This Fiscal Year:

VTA continued producing cost and progress reports for the 2000 Measure A Transit Improvement Program. Additionally, the CWC incurred costs on ballot-mandated activities including public notices and announcements, preparation and publication of reports to inform the public, independent compliance auditor services, and public hearings.

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 the 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 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 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 Section 100250 et seq. of the Public Utilities Code and Sections 7251 et seq. of the Revenue and Taxation Code.

This page is left intentionally blank.