

FY 2018 Benefits and Key Achievements

BUS SERVICE IMPROVEMENTS

Alum Rock Santa Clara Bus Rapid

Transit (BRT) had its first complete year of operation in FY 2018. Overall ridership for the BRT service (Line 522) increased compared to FY 2017. To enhance customer experience, new local bus shelters were installed adjacent to the Jackson BRT station. Similar new curb side shelters are being installed along Santa Clara Street and Alum Rock Avenue with completion planned for fall 2019.

Stevens Creek Rapid 523 will enhance service that will serve the Berryessa BART Station when it opens and will provide connection between Berryessa BART and De Anza College. Bus stop infrastructure construction was completed with new bus pads, passenger waiting areas, lighting and other bus stop improvements in March 2018. Work is underway for the installation of new bus shelters consistent with the new design used on the Santa Clara Alum Rock corridor and is expected to be completed by fall 2019. The Rapid 523 line will begin revenue service once BART is operational.

Additional information and the status of individual Measure A projects is contained in the FY 2018 CWC Annual Report available at: bit.ly/cwc-report-fy2018



CALTRAIN SERVICE

Electrifying the Caltrain system will increase speed, capacity and reliability while reducing emissions and noise. VTA partners with Caltrain on implementation and reimburses Caltrain for its share of the project-related costs. Work on this project is proceeding.

LIGHT RAIL PROJECT

Eastridge to BART Regional Connector-Capitol Expressway Light Rail Project will provide a direct connection from Eastridge to BART, allowing residents additional options for transportation throughout the region. During FY 2018, work continued for engineering, including the preparation of a Final Supplemental Environmental Impact Report-2 for the project. Preliminary engineering was completed and final engineering was advanced. The supplemental environmental report incorporating a continuous aerial light rail alignment and expressway geometry improvements was adopted in June 2019.



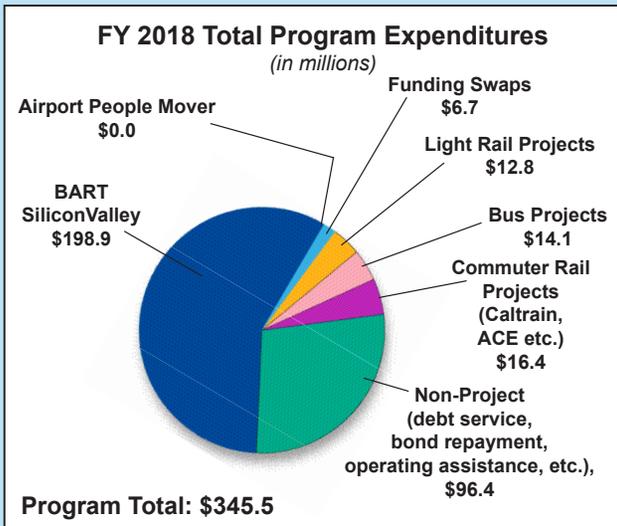
2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM

**Citizens Watchdog Committee
Report to the Public
Benefits and Key Achievements
Fiscal Year 2018**

2000 Measure A and the Citizens Watchdog Committee (CWC)

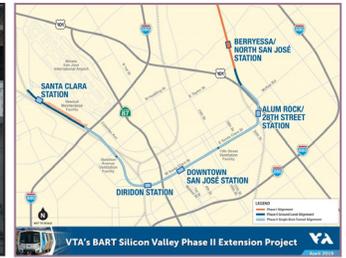
In November 2000, Santa Clara County voters approved Measure A, a 30-year half cent sales tax dedicated to enhancing the county's public transit system. Revenue collection began in 2006. Numerous accomplishments have occurred during the first 12 years of the 30-year Measure A program.

The voters entrusted the CWC, comprised of fellow community members, with overseeing Measure A expenditures to ensure sales tax dollars are spent as intended by the ballot. The CWC commissioned an independent compliance audit, reviewed the reports, and conducted a public hearing for expenditures during Fiscal Year 2018 (7/1/17 – 6/30/18).



CWC Conclusion

It is the conclusion of the CWC that, for the period of FY 2018, the 2000 Measure A tax dollars were spent in accordance with the intent of the Measure.



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VTA'S BART SILICON VALLEY EXTENSION

VTA's BART Silicon Valley Extension Program (BSV), the largest transportation infrastructure investment in Santa Clara County (county history), will extend the existing San Francisco Bay Area Rapid Transit District (BART) system into the county. It will bring frequent and reliable regional rail service to over 1.7 million county residents.

The first phase, the 10-mile, two station, Berryessa Extension Project, will provide an environmentally friendly transit alternative to the congested I-880/I-680 commute corridor, have a direct connection to VTA light rail, increase access to jobs and stimulate the economy. The project has already spurred transit-oriented development. Construction for the two stations and parking structures for the Berryessa Extension are complete. Station systems, functional and integration testing, field installation and field functional testing of mechanical, electrical, and communication systems continued through FY 2018.



Significant milestones were met in FY 2018 for the 6-mile, four station BART Silicon Valley Phase II project that extends through downtown San Jose to the City of Santa Clara. The VTA Board of Directors (Board) certified the Subsequent Environmental Impact Report (SEIR) for the project and approved a single-bore tunneling methodology for the 5-mile subway through downtown San Jose. Also approved during this period were two station options including Downtown San Jose West (between Market and Fourth Streets) and Diridon Station North (south side of West Santa Clara Street, between Autumn Street and the San Jose Diridon Caltrain Station).

In June 2018, Phase II received a Record of Decision (ROD) from the Federal Transit Administration (FTA). This is a required step to seek federal funding.

CITIZENS WATCHDOG COMMITTEE MEMBERS

<i>Martin Schulter</i>	<i>Herman Wadler</i>
<i>Aneliza Del Pinal</i>	<i>Noel Tebo</i>
<i>Aaron Morrow</i>	<i>Ray Hashimoto</i>
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<i>Connie Rogers</i>	<i>Matthew Quevedo</i>

Respectfully submitted,

*Martin Schulter, Chairperson
Citizens Watchdog Committee*