From: VTA Board Secretary
Sent: Tuesday, August 11, 2020 5:42 PM
To: VTA Board of Directors
Subject: Correspondence from SPUR Re: BART to Silicon Valley Phase II - Downtown Station Entrances

VTA Board of Directors:

We are forwarding to you the following correspondence:

<table>
<thead>
<tr>
<th>From</th>
<th>Topic</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPUR</td>
<td>BART to Silicon Valley Phase II – Downtown Station Entrances</td>
</tr>
</tbody>
</table>

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927
Phone 408-321-5680

Conserve paper. Think before you print.
August 5, 2020

Valley Transportation Authority Board of Directors
3331 North First Street
San José CA 95134

Re: BART to Silicon Valley Phase II – Downtown Station Entrances

Dear Chair Chavez and Directors:

We commend you and VTA staff for your ongoing commitment and work to bring BART to Silicon Valley. We know you are anxious to submit the BART to Silicon Valley Phase II extension application to the Federal Transit Administration (FTA) as the first project in the nation selected to participate in the Expedited Project Delivery (EPD) Pilot Program. It is certainly a tremendous opportunity.

As you proceed with project planning, it is imperative that a Downtown San José station entrance on the south side of Santa Clara Street be included in the design and we formally call for this with this correspondence. In addition to the restaurants and other entertainment venues that make it a destination, major office and residential developments are currently being planned and moving forward south of Santa Clara Street and in the SoFA District and this must be taken into account in the planning process as we expect thousands of new workers, residents, and visitors in the area to drive increased pedestrian traffic and a high volume of customers at this station.

SPUR’s “Where to Put the Downtown San José BART Station: Go West” blog post from January 2017 and “Bringing BART to Downtown San José: Three Things to Consider” blog post from September of 2017 called for, among other issues addressed, a Downtown San José station that would maximize ridership through location selection, platform design, and ease of access. SJDA has also consistently advocated for station access that acknowledges future density growth downtown.

Since the project is currently at only 15 percent of design, this allows the current plan to be further improved so the design can accentuate its focus on customer service, experience and access. This should include access to the Downtown San José station from the south side of Santa Clara Street. Safe and convenient access to transit increases ridership and station entrances...
on both sides of Santa Clara Street are necessary to achieve these priorities. This is a common design for subway ingress and egress for systems across the country and we will see the wisdom of this approach over time as both the daytime and nighttime population of the downtown continues to increase significantly.

As we have written previously, we think of this BART extension as “a 100-year investment” and we need to get it right. While we understand the need for “value engineering” to identify cost savings, we must also insist that the value and convenience to riders and residents not be engineered out of the final project.

We have been and will continue to be strong advocates for the BART to Silicon Valley extension. However, VTA must deliver a quality project that keeps faith with and delivers value to our riders, taxpayers, and businesses that support and sustain it – a project we can be proud of and that will serve the community well for at least the next hundred years.

Thank you in advance for your attention to this correspondence and consideration of this request.

Sincerely,

Michael Lane
San José Director

Scott Knies
Executive Director

SPUR

San José Downtown Association
From: VTA Board Secretary  
Sent: Friday, August 14, 2020 5:14 PM  
To: VTA Board of Directors  
Subject: VTA Correspondence: Week ending August 14, 2020

VTA Board of Directors:

We are forwarding to you the following correspondence:

<table>
<thead>
<tr>
<th>From</th>
<th>Topic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roland Lebrun, Member of the Public</td>
<td>Comments pertaining to: 1) August 13, CHRSA Board meeting; 2) Real-time Vehicle and Platform Occupancy Info.; 3) Restoring Caltrain Ridership; and 4) July 2020, MTC Commission and Audit Committee meetings.</td>
</tr>
<tr>
<td>Blair Beekman, Member of the Public</td>
<td>Comments pertaining to the August 6, 2020, VTA Board of Directors meeting</td>
</tr>
</tbody>
</table>

Thank you.

Office of the Board Secretary  
Santa Clara Valley Transportation Authority  
3331 North First Street, Building B  
San Jose, CA 95134-1927  
Phone 408-321-5680

Conserve paper. Think before you print.
Good morning Vice chair Richards and board members,

This is Roland Lebrun in San Jose. Thank you for the opportunity. I would like to touch on a couple of items this morning:

First, I would like to inform you that a requirement for members of the public to pre-register to address this body constitutes a violation of Government code section 54953.3.

The second item is more serious and relates to the July 1st 2019 letter from the FRA to Governor Newson which granted NEPA assignment to the Authority, specifically section 4 which deals with “certifications and acceptance of jurisdictions” and in particular section 4.2.3 which concludes with the following:

“If the State is unable to obtain adequate organizational and staff capability, the State will inform FRA and the MOU will be amended to assign only the responsibilities that are commensurate with the available organizational and staff capability, as determined appropriate by FRA”

Assignment of NEPA Certain Environmental Review Responsibilities to the State of California - | FRA
DOT is committed to ensuring that information is available in appropriate alternative formats to meet the requirements of persons who have a disability.
In closing, here are a couple of examples of why this is a serious issue:

First, Network Rail have no high-speed rail expertise whatsoever other than the operations and maintenance contract for the Channel Tunnel Rail Link, now known as High Speed One (HS1) which, coincidentally, was designed, built and FINANCED by the same Bechtel/Arup/Systra consortium that the authority rejected at the June 2015 Board meeting (material no longer available on the Authority's web site) in favor of Parsons Brinckerhoff. You will be hearing more next month about emerging issues with Network Rail’s oversight of the Caltrain electrification and signaling issues at grade crossings in particular.

Last but not least, I once asked the gentleman who will be giving the Central Valley Wye presentation if he had any high-speed rail experience and his answer was “Yes, this one” which I knew to be the correct answer because I had invested a couple of minutes looking up Mr. Kennerley’s bio on LinkedIn before asking the question. 
https://www.linkedin.com/in/gary-kennerley-8ab30128

Thank You

Roland Lebrun

CC
Caltrain Board of Directors
MTC Commissioners
SFCTA Commissioners
VTA Board of Directors
TJPA Board of Directors
Caltrain CAC
TJPA CAC
SFCTA CAC
Dear Chair Pine and Board members,

Please consider distributing this information to assist returning riders in observing safe distancing protocols

Thank You

Roland Lebrun

CC
SFCTA Board of Directors
VTA Board of Directors
MTC Commissioners
SFCTA CAC
Caltrain CAC
Real-time Vehicle and Platform Occupancy Information

Transit agencies are looking to deploy solutions to safely guide returning ridership. A large piece of this is providing them with informative tools on where to go in order to observe social distancing guidelines. The key to this is incorporating vehicle and platform occupancy information that is displayed with departure tables and PSA's.

Teleste's Passenger Information and Content Management System manages all of these tools and can be rapidly deployed into existing systems. The information can be shared with mobile apps and other emerging technologies in order to enhance the rider's travel experience.

Agencies can also combine Teleste's PIS/CMS system with our Digital Signage products (Wayside, Stops and On-board) for a fully integrated passenger experience solution.

For more information on our Information Management Solutions, please contact us at solutions.usa@teleste.com
From: Roland Lebrun  
Sent: Monday, July 27, 2020 3:28 PM  
To: Caltrain Board <board@caltrain.com>  
Cc: VTA Board Secretary <Board.Secretary@vta.org>; SFCTA Board Secretary <clerk@sfcta.org>; MTC Info <info@bayareametro.gov>; Caltrain CAC Secretary <cacsecretary@caltrain.com>; SFCTA CAC <cac@sfcta.org>  
Subject: Re: Restoring Caltrain ridership

Dear Chair Davis,

Every question you asked about directioning and physical distancing onboard trains was addressed in my attached 5/11 letter to the Board, specifically:

- 6-foot distancing on Gallery car upper decks is physically impossible, making it mandatory to close off all Gallery car upper decks during the pandemic.
- 6-foot distancing is achievable on the remaining 2+2 seating by eliminating every isle seat and every other window seat for a 75% reduction in capacity (6 out of every 8 seats).
- **Stair access must be restricted to a single direction (either up or down).**
- Face masks must be worn at all times (no exceptions). Transit Police will carry spares for passengers needing assistance.
- **Standees will not be allowed on any train except in the Gallery bicycle storage areas** (maximum 8 standees per bicycle car: total 16 standees).

Sincerely,

Roland Lebrun

From: Roland Lebrun  
Sent: Monday, May 11, 2020 11:15 AM  
To: Caltrain Board <board@caltrain.com>  
Cc: VTA Board Secretary <board.secretary@vta.org>; SFCTA Board Secretary <clerk@sfcta.org>; MTC Info <info@bayareametro.gov>; Caltrain CAC Secretary <cacsecretary@caltrain.com>; SFCTA CAC <cac@sfcta.org>  
Subject: Restoring Caltrain ridership

Dear Chair Pine and Board members,

Further to SamTrans staff’s catastrophic decision to achieve physical distancing through the termination of the popular Baby Bullet service and the ensuing disappearance of 98% of the Caltrain ridership, the purpose of the attached letter is to:

1) Follow up on Director Collins’ request for the implementation of rigid physical distancing protocols on trains.
2) Propose a schedule focused on restoring ridership during the pandemic.

Thank you in advance for your consideration

Roland Lebrun

cc

SFCTA Commissioners
VTA Board of Directors
MTC Commissioners
Caltrain CAC
SFCTA CAC
VTA CAC
Dear Chair Pine and Board members,

Further to SamTrans staff’s catastrophic decision to achieve physical distancing through the termination of the popular Baby Bullet service and the ensuing disappearance of 98% of the Caltrain ridership, the purpose of this letter is to:

1) Follow up on Director Collins’ request for the implementation of **rigid physical distancing protocols** on trains.
2) Propose a schedule focused on restoring ridership during the pandemic.

**Background**

Caltrain currently operates two kinds of railcars:
“Gallery” cars with a single high entrance door and two single rows of seats on the upper deck.

“Bombardier” cars with dual door entrances at opposite ends and 2+2 seating on both the upper and lower decks.
Physical Distancing

- 6-foot distancing on Gallery car upper decks is physically impossible, making it mandatory to close off all Gallery car upper decks during the pandemic.
- 6-foot distancing is achievable on the remaining 2+2 seating by eliminating every isle seat and every other window seat for a 75% reduction in capacity (6 out of every 8 seats).
- Stair access must be restricted to a single direction (either up or down).
- Face masks must be worn at all times (no exceptions). Transit Police will carry spares for passengers needing assistance.
- Standees will not be allowed on any train except in the Gallery bicycle storage areas (maximum 8 standees per bicycle car: total 16 standees).
- Conductors will walk the trains between stations to ensure that all protocols are being adhered to and may request Transit Police assistance.

Revised Schedule

- Hourly local (all stops) Gallery trains will continue during hours of operations.
- Hourly Bombardier trains will make stops at San Jose, Sunnyvale, Mountain View, Palo Alto, Redwood City, San Mateo, Millbrae and San Francisco during all hours of operations.
- Buses will be timed to provide connections with Bullet trains.
- Bullet service frequency will be increased to match demand.
- Hourly local service will be terminated if it interferes with Bullet traffic.
- Two Bombardier trains will be on standby at Redwood Junction during peak to relieve overcrowding as necessary.

Respectfully submitted for your consideration.

Roland Lebrun
Dear Chair Haggerty,

Further to my letter of May 21st and my email of July 8th to the Programming and Allocation Committee, here is the timeline that led to the current state of this project:

**July 2017**: Commissioners Liccardo and Bruins join a tour of Dutch stations sponsored by SPUR and the Knight Foundation.

"Employees of Benthem Crouwel and Arcadis were on hand during the delegation’s visit—answering questions and providing insights. VTA officials welcomed the guidance and the conversation continued after the delegates returned home."

August 31st, 2017: VTA sign Benthem Crouwel and Arcadis to a $48,800 consultancy contract to “gain insight” from the Dutch firms about the station overhaul’s main objectives, each participating public agency’s responsibilities and the “current situation and status of the project.”


November 2, 2017 *Armed with the framework drafted by Benthem Crouwel and Arcadis*, VTA open the bid for the station redesign’s initial phase.

January 2018 VTA awards a $6.7M **two-phase** contract

June 2018 the VTA Board of Directors (BOD) authorize the General Manager to execute a contract *“marked by similar language crafted by the firm as part of their earlier agency work”* to Arcadis Benthem Crouwel (AKA "Team ABC") in the amount of $6,433,000.

**February 13th, 2020**, Sanjoseinside publish an article entitled "**VTA’s Contract Missteps Risk Derailing Diridon Station Project**"

Commissioner Liccardo, who learned of the allegations when San Jose Inside brought them to his attention last month, called the sequence of events “troubling.” But after numerous
discussions with transit officials, he says he’s assured that Arcadis and Benthem Crouwel gained no advantage over other bidders.

However, he says a change in policy may be in order.

“Certainly in hindsight I would hope everyone would agree that this is not the way the agency should be engaging with consultants and that there was certainly clear language that could have been used in contracts to establish clear walls and boundaries,” he said.

While Liccardo—a former criminal prosecutor—wouldn’t offer a legal opinion, he did say that as a member of the VTA board of directors, he’d like to see the project go back to bid when the contract expires in December 2020.


February 19, 2020 VTA staff provide a project update to the Administration & Finance (A&F) Committee as follows:

**Phase 1 was originally anticipated to cost $3,700,000.** However, due to unanticipated project needs including a longer than anticipated project duration, a higher level of public outreach than originally anticipated, and additional design coordination needs related to changes in related Downtown San Jose and Diridon specific Planning efforts, the actual cost of Phase 1 totaled **$5,154,000**.

The details of the S18156 contract and task orders are as follows:

<table>
<thead>
<tr>
<th>Vendor Name: Arcadis-Benthem Crouwel Architects</th>
<th>Original Contract Amount:</th>
<th>Prior Modifications:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Contract Number: S18156</strong></td>
<td><strong>$6,433,000</strong></td>
<td><strong>$0</strong></td>
</tr>
</tbody>
</table>
The meeting minutes reflect the following:

**Members of the Committee suggested issuing a new Request for Proposal (RFP) and hold a new bidding for the remaining scope of task orders on the project.**

Mr. Lebrun commented on the awarding of the Diridon Integrated Station Concept (DISC) Plan contract to Arcadis-Benthem Crouwel Architects (ABC).

**He suggested the City of San Jose assume leadership of the DISC project and the issuance of RFP for the Phase 2 contract of this project.**

June 4, 2020 Having appointed a new project manager (**the same individual responsible for the BART extension Phase I catastrophe**), VTA staff submit the following item for Board approval on consent:

*The participating agencies are preparing an amendment to the existing Cooperative Agreement to address this stage of the DISC Program, including cost sharing arrangements that are estimated to increase the total commitment by approximately $5.6 million*

<table>
<thead>
<tr>
<th>Participating Agency ($x1000)</th>
<th>Current</th>
<th>Prospective</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of San José</td>
<td>750</td>
<td>750</td>
<td>1,500</td>
</tr>
<tr>
<td>High Speed Rail</td>
<td>1,000</td>
<td>500</td>
<td>1,500</td>
</tr>
<tr>
<td>Caltrain</td>
<td>630</td>
<td>750</td>
<td>1,380</td>
</tr>
<tr>
<td>Grants (MTC)</td>
<td>1,300</td>
<td>2,000</td>
<td>3,300</td>
</tr>
<tr>
<td>VTA includes ($2.5 million from 2016 Measure B)</td>
<td>1,900</td>
<td>1,600</td>
<td>3,500</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>$ 5,580</strong></td>
<td><strong>$ 5,600</strong></td>
<td><strong>$ 11,180</strong></td>
</tr>
</tbody>
</table>

I hope that the above timeline substantiates my July 7th email recommending the Establishment of MTC as the lead agency for both projects, **including responsibility for awarding contracts and issuing task orders and/or work directives**, starting with the rebidding
of this contract as recommended by Commissioner Liccardo during the February 19, 2020 project update to the Administration & Finance (A&F) Committee.

Thank you in advance for your recommendation of this consideration

Roland Lebrun

---

From: Roland Lebrun  
Sent: Tuesday, July 7, 2020 4:49 PM  
To: MTC Info <info@bayareametro.gov>  
Cc: Kimberly Ward <KWard@bayareametro.gov>; Martha Silver <MSilver@bayareametro.gov>  
Subject: Programming and Allocations Item 3b Diridon Station Cooperative Agreement

Dear Chair Josefowitz and Commissioners,

Further to my letter of May 21 (attached) http://santaclaravta.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=3128&MediaPosition=&ID=7402&CssClass=, I would like to take this opportunity to introduce you to key points of a letter I will be writing to the full Commission prior to the July 22 Meeting.

- Strong support of MTC involvement including modeling the governance of the Diridon project after that of the Caltrain Downtown extension
- Improved project synergy through the merging of the Diridon and Caltrain Downtown Extension Executive Steering Committees (ESCs)
- Increased oversight through monthly ESC meetings
- Expansion of ESC membership to include BART and the Capitol Corridor
- Establishment of MTC as the lead agency for both projects, including responsibility for awarding contracts and issuing task orders and/or work directives

- Complete timeline of the project so far including a potentially illegal consultant contract award and how Phase I ended up delivering half a station one year late and 100% over budget

Sincerely,

Roland Lebrun
Dear MTC staff,

Please append the attached letter and the other 5 attachments to Item 2.a.

Thank You

Roland Lebrun

CC

VTA Board of Directors
VTA CAC
July 22nd Audit Committee
Item 2.a MTC Audit Service Plan

Dear Chair Haggerty and Commissioners,

Please allow me to start by congratulating MTC staff for the selection of Crowe, LLP for annual financial and compliance audit services.

The intent of this letter is to recommend that the Audit Committee consider expanding the scope of the audit service plan to include an external audit of the Santa Clara Valley Transit Authority (AKA “VTA”) focusing on the following aspects:

- **Reallocation of STIP funds to “other projects”**
- **Whereabouts of Gilroy-Morgan Hill Small Urbanized Area (AKA “UZA”)**
- **Extreme bias towards BART capital expenditures**, including ballooning finance charges at the detriment of bus, light rail and Caltrain operations

### Reallocation of STIP funds to “other projects”

“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.**


See Attachment 1 MEASURE A FUND EXCHANGE
APPENDIX B – 2000 MEASURE A FUND SWAPS

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

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Programmed by Board (000s)</th>
<th>Received to Date (000s)</th>
<th>Project Description</th>
<th>Status Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>VTA</td>
<td>$42,880</td>
<td>$42,880</td>
<td>Capitol Expressway LRT Extension</td>
<td>Phase 1 completed</td>
</tr>
<tr>
<td>VTA</td>
<td>$50,440</td>
<td>$50,440</td>
<td>BART Hayward Maintenance Complex</td>
<td>Construction</td>
</tr>
<tr>
<td>VTA</td>
<td>$29,530</td>
<td>0</td>
<td>VTA BART to Silicon Valley - Santa Clara Extension (Construction Phase)</td>
<td>PA/ED</td>
</tr>
</tbody>
</table>

TOTAL $122,850 $93,320

See Attachment 2 STIP Funds Incoming to Measure A projects


“*Includes $50.44 million in STIP Funds originally programmed for use by VTA, reprogrammed and allocated to BART.*”

See Attachment 3 $50.44M STIP Funds reprogrammed and allocated to BART

Whereabouts of Gilroy-Morgan Hill Small Urbanized Area (AKA “UZA”) Formula funds

It is unclear why none of the section 5307 funds earmarked for the Gilroy-Morgan Hill UZA were used to match VTA’s 2000 Measure A double-tracking and enhanced Caltrain service to Gilroy projects let alone if ANY of the $21.4M allocated by the FTA between 2003 and 2019 were expended within the Gilroy-Morgan Hill UZA.

As an example, the “Guadalupe Corridor LRT Platform” is located in the San Jose UZA.
<table>
<thead>
<tr>
<th>Year</th>
<th>Project Sponsor</th>
<th>TIP ID</th>
<th>Project</th>
<th>Section 5307</th>
<th>Section 5339</th>
<th>Total</th>
<th>MTC Resolution</th>
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</thead>
<tbody>
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<td>Gilroy-Morgan Hill Liaison</td>
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<tr>
<td>2003</td>
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<td>947,238</td>
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<td>OWP</td>
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<td>408</td>
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<td>2004</td>
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<td>Preventive Maintenance</td>
<td>947,238</td>
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<td>OWP</td>
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<td>102,291</td>
<td>102,291</td>
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<tr>
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<td>1,119,283</td>
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<td>1,084,601</td>
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<td>1,084,601</td>
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<tr>
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<td>SCL000046</td>
<td>ADA Operating Set-Aside</td>
<td>120,511</td>
<td>120,511</td>
<td>120,511</td>
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<tr>
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<td>Preventive Maintenance</td>
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See Attachment 4 Gilroy-Morgan Hill UZA FTA Formula Funds Programming 2003-Present
Extreme bias towards BART capital expenditures (and financial charges) at the detriment of bus, light rail and Caltrain operations

Please note that a ½ cent tax in Santa Clara county generated approximately $240M annually or $100M less than the “Program Total” pre-COVID

See Attachment 5 2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM

Thank you in advance for your consideration of this request

Roland Lebrun

Cc
VTA Board of Directors
VTA CAC

Attachments

Attachment 1 MEASURE A FUND EXCHANGE
Attachment 2 STIP Funds Incoming to Measure A projects
Attachment 3 $50.44M STIP Funds reprogrammed and allocated to BART
Attachment 4 Gilroy-Morgan Hill UZA FTA Formula Funds Programming 2003-Present
Attachment 5 2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM
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 have been closed.

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 twice each year.
APPENDIX B – 2000 MEASURE A FUND SWAPS

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

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Programmed by Board (000s)</th>
<th>Received to Date (000s)</th>
<th>Project</th>
<th>Status Phase</th>
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<tr>
<td>VTA</td>
<td>$42,880</td>
<td>$42,880</td>
<td>Capitol Expressway LRT Extension</td>
<td>Phase 1 completed</td>
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<tr>
<td>VTA</td>
<td>$50,440</td>
<td>$50,440</td>
<td>BART Hayward Maintenance Complex</td>
<td>Construction</td>
</tr>
<tr>
<td>VTA</td>
<td>$29,550</td>
<td>$0</td>
<td>VTA BART to Silicon Valley - Santa Clara Extension (Construction Phase)</td>
<td>PA/ED</td>
</tr>
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</table>

TOTAL $122,850 * $93,320

* includes $370,000 for interest payment as per Board memo dated November 2, 2017
## BART Silicon Valley

**VTA - BART Agreement/Implementation Letter Summary**

**Data Date: May 31, 2020**

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<th>Status</th>
<th>IL</th>
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<th>Total Committed</th>
<th>Total Invoiced</th>
<th>Period End Last Invoiced</th>
<th>Remaining Authorized Amount to be Invoiced</th>
<th>Remarks</th>
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<td>Open</td>
<td>CA1</td>
<td>IL-58, Total Cost Share Agmt on Hayward Maintenance Complex (Deis+Const)*</td>
<td>125,300,000</td>
<td>125,300,000</td>
<td>123,428,634</td>
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<td>CA1</td>
<td>Total Cost Share Agmt on Hayward Maintenance Complex (Right-of-Way)</td>
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<td>IL-20</td>
<td>Procurement of BART Supplied Systems Equipment and Software</td>
<td>4,173,850</td>
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<td>3,206,341</td>
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<td>967,509</td>
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<td>IL-23</td>
<td>Procurement of 21KV PSC Power Service Miltips &amp; Beryllia Stations through BART</td>
<td>1,650,000</td>
<td>1,450,000</td>
<td>1,178,315</td>
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<td>IL-24</td>
<td>Procurement of 115KV PSC Power Service for SVBX through BART</td>
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<td>IL-27</td>
<td>Integration of SVBX into the Clipper System</td>
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<td>175,000</td>
<td>137,861</td>
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<td>IL-28</td>
<td>System Connectivity Requirements</td>
<td>4,737,875</td>
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<td>4,200,812</td>
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<td>SVBX Public Address System Head End</td>
<td>(600,000)</td>
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<td>IL-33</td>
<td>SVBX Systems Testing and Integration Activities</td>
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<td>BART Support During the Project Development Phase (PD) - SVRT Ph II</td>
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**Subtotal Open**

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| Subtotal Closed     | 71,918,706 | 48,761,270 | 48,761,270 | 186,790,662 |

**GRAND TOTALS**

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*Includes $50.44 million in STIP Funds originally programmed for use by VTA, reprogrammed and allocated to BART.*
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FTA Formula Program Amounts to the Gilroy-Morgan Hill UZA | 2003-Present


Not yet available as of 4/16/2019
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<th>Project</th>
<th>Section 5307</th>
<th>Section 5339</th>
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Total 21,418,121 1,185,333 22,603,454
## 2000 MEASURE A Transit Improvement Program

### Expenditures as of December 2019

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<th>Total Estimated Cost (in $M)</th>
<th>Planned Funding (in $M)</th>
<th>Incurred through Dec 2019 (in $M)</th>
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### 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**
  - Cost: $435.9 M
- **1-2 BART SV Corridor Establishment and Maintenance (CEM)**
  - Cost: $470.6 M
- **1-3 BART Silicon Valley Berryessa Extension**
  - Cost: $2,421.3 M
- **1-4 BART Silicon Valley Santa Clara Extension**
  - Cost: $5,581.0 M
- **1-5 BART Care System Modifications (BCS)**
  - Cost: $264.8 M
- **1-6 BART Other Supporting Projects**
  - Cost: $100.1 M

**Total**: $9,273.6 M

### 2. Provide Connections From Mineta San Jose International Airport to BART, Caltrain and VTA Light Rail
- **Mineta San Jose Airport People Mover (APM)**
  - Cost: $600.0 M

**Total**: $615.0 M

### 3. Extend Light Rail From Downtown San Jose to the East Valley
- **Capitol Exp. Way Eastside Light Rail Ext (CELR) Environmental/Eng**
  - Cost: $67.4 M
- **CELIR Phase I - Pedestrian Improvements**
  - Cost: $19.0 M
- **CELIR Phase I - Eastside Transitway Modernization**
  - Cost: $60.6 M
- **Eastside to BART Regional Connector Project**
  - Cost: $468.0 M

**Total**: $615.0 M

### 4. Purchase Low-Floor Light Rail Vehicles
- **100 Low-Floor Light Rail Vehicles**
  - Cost: $200.6 M

**Total**: $200.6 M

### 5. Improve Caltrain: Double-Track to Gilroy and Electrify from Palo Alto to Gilroy
- **Caltrain South County Capacity Improvements**
  - Cost: $17.2 M
- **Caltrain Electrification (VTA Share)**
  - Cost: $109.1 M

**Total**: $126.3 M

### 6. Increase Caltrain Service
- **Caltrain Service Upgrades/Caltrain Improvement Plan**
  - Cost: $18.5 M
- **Caltrain Mountain View Parking Structure**
  - Cost: $1.6 M
- **Bissoon Hill Pedestrian Grade Separation**
  - Cost: $11.2 M
- **Caltrain Safety Enhancements**
  - Cost: $16.7 M
- **Santa Clara Station Pedestrian Underpass Extension**
  - Cost: $10.7 M
- **Santa Clara and San Jose Diridon Station Upgrade**
  - Cost: $12.5 M
- **Bike Sharing Pilot Project**
  - Cost: $0.8 M

**Total**: $71.1 M

### 7. Construct a New Palo Alto Intermodal Transit Center
- **Palo Alto Intermodal Transit Center**
  - Cost: $0.2 M

**Total**: $0.2 M

### 8. Improve Bus Service in Major Bus Corridors
- **BRT Alternative Analysis/ BRT Strategic Plan**
  - Cost: $2.2 M
- **Alum Rock - Santa Clara Rapid Transit**
  - Cost: $143.2 M
- **Stevens Creek Bus Rapid Transit**
  - Cost: $151.0 M
- **El Camino Real Rapid Bus Stop Improvements**
  - Cost: $24.1 M
- **Procurement of BRT Articulated Buses**
  - Cost: $33.8 M
- **Modifications to Chabot Bayshore and North Division for BRT Buses**
  - Cost: $14.6 M
- **Money Counting Facility Replacement**
  - Cost: $0.1 M
- **De Anza College Transit Center Improvement**
  - Cost: $0.3 M
- **Stevens Creek Rapid 523 Bus Stop Improvements**
  - Cost: $3.9 M
- **Stirling Road Bus Stop Improvement**
  - Cost: $1.9 M

**Total**: $375.3 M

### 9. Upgrade Altamont Commuter Express (ACE)
- **Upgrade ACE**
  - Cost: $-0.0 M

**Total**: $-0.0 M

### 10. Improve Highway 17 Express Bus Service
- **Highway 17 Bus Service Improvements**
  - Cost: $2.5 M

**Total**: $2.5 M

### 11. Connect Caltrain with Dumbarton Rail Corridor
- **Dumbarton Rail Corridor**
  - Cost: $2.3 M

**Total**: $2.3 M

### 12. Purchase Zero-Emission Buses and Construct Service Facilities
- **3 Zero Emission Buses (Pilot Program)**
  - Cost: $14.7 M
- **Zero Emission Buses Facility Improvements**
  - Cost: $4.8 M

**Total**: $19.4 M

### 13. Develop New Light Rail Corridors
- **New Rail Corridors Study**
  - Cost: $3.0 M
- **Light Rail Systems Analysis**
  - Cost: $1.7 M
- **Southern Light Rail Express**
  - Cost: $1.1 M
- **LRT Extension to Vasouna Junction**
  - Cost: $1.7 M
- **Winchester LR Double Track & Platform Ext**
  - Cost: $0.8 M
- **SR 85 Major Transit Investment Study**
  - Cost: $2.8 M

**Total**: $10.3 M

### 14. Fund Operating and Maintenance Cost for Increased Bus, Rail and Paratransit Service
- **Fund Operating and Maintenance Costs**
  - Cost: $1,465.8 M

**Total**: $1,465.8 M

### Other Expenditures
- **Debt Service on Current Bonds (includes principal, interest & other bond costs)**
  - Cost: $1,859.5 M
- **Fund Exchange Payments**
  - Cost: $122.5 M
- **Future Bond Financing Cost**
  - Cost: $425.0 M
- **Miscellaneous Operating Expenses**
  - Cost: $34.5 M

**Total**: $2,441.5 M

**GRAND TOTAL**: $15,403.1 M

---

1. Includes $26 M in Prop 1A CTC grant funds designated directly to Caltrain.
2. Completed conceptual design.
3. Includes 4 stations, 6 miles.
4. Includes preliminary design, ridership studies and conceptual estimates.
5. 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.
From: b. beekman  
Sent: Monday, August 10, 2020 8:30 AM  
To: VTA Board Secretary <Board.Secretary@vta.org>  
Subject: Blair Beekman. VTA.BoD. August 6, 2020.____ Item 4. Public Comment. 

Dear community & VTA,

From the initial protests, of the past few months, it feels people of local city government, are finding themselves. 

And what can be, their forward direction.

I think there is, a city of San Jose housing dept., public meeting, on Aug. 6, in how to work, new HUD ideas, with Santa Clara county homeless issues, in a now Covid-19 world.

The good ideas of mixed income housing, and it's ideas, of positive sustainability, are the same, pre and.post Covid-19.

Please don't let conservative fears over-control, already agreed upon, good mix income ideas.

With the return of charging bus fare, please consider over the next few months, how cutting the current fares in half, would offer the concepts of good faith, to the public mass transit community.

It can invite, new, creative ideas. of revenue. And can use good examples, of deflationary practices, of an economy.

To conclude, a simple reminder, good, public mass transit ideas, in some way, is probably why, most of us, are currently a part of, the public process.

sincerely,  
blair beekman
Dear community, and VTA,

To speak to a few items, on the approval of minutes, today.

As the final stop, of a Bart line, that will serving, all parts of the entire Bay area -

It seems, 5-15, shotspotters, at the new Berryessa/North San Jose Bart station, would accomplish, about the same thing, compared with,

the current, imposing fortress, of 60+ shotspotter speakers, that are spaced, at 5 feet apart, across the entire station.

I feel, good minimal use practices, offers a respectful logic.

And can still very well serve, the deterrence element, you are looking for.

We are beginning to open up questions, not just for govt.- but how all of us, can better consider, options of peace, sustainability, and equity,, in our local neighborhoods, at this time.

And how to address, the constant over-use, of surveillance & technology, in low-income communities.

And to ask, long-term questions, in how to help reduce, gun violence & gang activity, in the Bay area, in better terms, as well.

With some of the same logic, of San Jose Eastside schools, ending their SRO programs, at this time.

To lessen the wall of defense, from the prison/military-industrial complex,

And instead work toward, more open, shared, communiry practices and conversation - this can actually work towards, ideas of peace, and community harmony, you are looking for, as local governments.

This is how, to minimize the concepts of intimidation & fear, from all sides, in lower-income neighborhoods.

And that its civil rights and civil protection questions, should always be considered, as highly questionable.
I hope this letter, can begin, a more open discussion, around the VTA and everyday community, in the next few months

And that Shotspotter eavesdropper technology, should simply not be flouted as, a cure-all, defensive weapon, or used as ostentatious gimmickry.

As shotspotter technology, simply has, an important, secondary purpose, to record every single word, of every human being, in its presence

This is simply the future, to some. I hope someone can write back, to explain this logic, to myself. And its civil rights and civil protection ideas.

sincerely,
blair beekman

From: b. beekman
Sent: Monday, August 10, 2020 10:30 AM
To: VTA Board Secretary <Board.Secretary@vta.org>

Dear community, and VTA,

To speak to CHSR items.

I am still working, it what can be, open, sensitive, comfortable & intelligent, and how to talk about, remaining options, about the future, of the CHSR, in the Bay Area.

This includes, a CHSR rail line, and Bart, both going through Tracy.

Working through Alameda County, may offer, better, public mass transit options.

And not take away homes, from, San Jose & SF peninsula neighborhoods.

I hope my words today can bring, an open discussion, in the next few months.

In the always continuing questions, of how to bridge the digital divide. And to respect infrastructure, needed at this time,

How can local govts, better facilitate, and want to work together, with everyday community, to develop, open public policy practices.
It is a good way, to address, current federal govt. mandates, of more local broadband & vision zero surveillance projects, to now be placed, in local communities.

And important ways, how the local level, can thoughtfully question, the overall Covid-19 pandemic. And initial, international agencies & auspices.

sincerely,
blair beekman

From: b. beekman
Sent: Monday, August 10, 2020 10:30 AM
To: VTA Board Secretary <Board.Secretary@vta.org>

Dear community, and VTA,

How can local govt, and everyday community, together, better address the weight, of federal mandates.

With new 4G/5G broadband technology, and Vision Zero surveillance tech, having to be placed, in local neighborhoods, at this time.

Good minded, open public policy, with technology, surveillance, and data collection, simply has, a very good way, to work towards ideas, of equity, equality, and positive, local, community sustainability.

As I have felt, eavesdeopper tech, was being much more questioned, in the past few years.

If I write to the VTA, soon. I hope someone can explain, when Berryessa/North San Jose Bart, shotspotter tech, was on its public agendas.

A good luck, to the continuing good work, of how open public policies, at the local level, is how to define, the future of care, good democracy, long term, positive sustainability, and ideas of peace.

sincerely,
blair beekman.