

2000 Measure A Transit Improvement Program

Citizens Watchdog Committee Annual Report on Fiscal Year 2012



OVERVIEW

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. Measure A specified 14 projects, including the extension of BART (the Bay Area Rapid Transit system) to Silicon Valley and the electrification of the Caltrain system. By approving Measure A, county residents both established the 2000 Measure A Citizen Watchdog Committee (CWC) and entrusted it with oversight of the tax collected under Measure A, to ensure that those revenues are expended solely to improve transit in the county in accordance with the intent of the ballot.

This annual report from the CWC provides the public with an update on project progress over the life of the 2000 Measure A tax, and presents findings from the CWC's independent review of expenditures incurred during Fiscal Year 2012 (**July 1, 2011 – June 30, 2012**).

Measure A Program Status

Although Measure A was passed in 2000, revenues have only been collected for six years, starting in April 2006 when the prior sales tax expired. During this brief period, there have been a number of significant accomplishments and milestones in the Measure A Program, including:

- Acquisition of property required for the BART to Silicon Valley project;
- Relocating the existing freight railroad line and utilities in support of the extension of BART to Silicon Valley;
- Purchase of 70 low-floor light rail vehicles;
- Implementation of VTA's Rapid Bus 522 express service;
- Completed fiber optic cable relocation in the northerly five mile segment for the South County Caltrain double-tracking project;
- Purchase of five buses necessary for Santa Cruz Metro to operate enhanced Highway 17 Express service between Santa Cruz, Scotts Valley, and Downtown San Jose. These buses replaced existing units that were 20 years old, with an average of 950,000 miles each.
- Completion of the Zero-Emissions Bus Program Phase I, including acquisition and operation of three hydrogen fuel cell buses on VTA bus lines.
- Completed construction of Caltrain Safety Enhancements for the northern portion covering eight at-grade railroad crossings within Sunnyvale, Mountain View and Palo Alto.
- Completed construction of the first phase of the Capitol Expressway Light Rail Project, which includes pedestrian safety and access improvements on the expressway between Capitol Avenue and Tully Road.

It should be noted that several projects in the Measure A Program, including the highly anticipated BART to Silicon Valley extension and Caltrain electrification, require years of planning, engineering, environmental and construction work before they are operational. Additional information on the status of individual Measure A projects is provided later in this report.

Economy

In 2008, a severe financial crisis gripped many economies worldwide. It struck the U.S. especially hard, to an extent not experienced in over a half-century, and thus was dubbed the “Great Recession” due to being the longest, deepest contraction of the U.S. economy since the Great Depression. The Great Recession crippled U.S. national and local economies in 2009 and 2010 and was marked by rising unemployment, drastically declining home values, unprecedented investment losses, and crushed consumer confidence.

The Great Recession impacted the California and Bay Area economies far greater than the rest of the U.S. in terms of job loss, unemployment and consumer spending. The drastic decline in consumer confidence caused individuals to defer major taxable purchases, resulting in a precipitous decline in local sales tax revenue, including 2000 Measure A receipts. For example, Measure A receipts for FY 2010 were 13.7% below those received during FY 2007. Although jobs were lost throughout the country, the loss was particularly deep in Santa Clara County, where the unemployment rate peaked at 12.1% in January 2010. A significant portion was attributable to losses in the construction industry.

During this challenging time, VTA remained firm in its commitment to deliver Measure A projects. VTA explored alternative project delivery models to ensure projects would continue to advance despite reduced funding levels. It also aggressively pursued additional sources of funding, alternative grant opportunities, joint development and cost-sharing opportunities with local municipalities and other governmental agencies, and public-private partnerships. It also adopted innovative business models and practices to continue moving Measure A projects forward. As a result, planning, development, construction and implementation of Measure A projects continued moving forward.

The good news is that key economic indicators for the past few years, especially during 2013, indicate that the economies of California, the Bay Area, and especially Santa Clara County, are recovering. The labor market in the Bay Area, and Santa Clara County in particular, is improving rapidly. The unemployment rate has dropped substantially during the last year, wage rates are increasing, home prices are rebounding, the office vacancy rate is declining, and total taxable sales and consumer confidence are rising.



One key economic indicator is the unemployment rate. According to the State of California Economic Development Department (EDD), from the peak of 12.1% in January 2010 the unemployment rate for Santa Clara County had by June of that year declined slightly to 10.4% (for comparison, the state’s was 12.4% at that time). By June 2011 (one year later), it had declined slightly but still remained high at 10.3%. Continuing the very slow downward trend, in February 2012 it had dropped significantly to 8.8%, the first time below double-digits since

early 2009. By February 2013, the latest figure available, it had dropped further to 7.4%. Since early 2012, the unemployment rate for Santa Clara County has remained lower than that of the state.

Of primary importance to the 2000 Measure A Program are taxable sales, since local sales taxes receipts are the Program's primary funding source. Taxable sales activities showed positive signs beginning in FY 2011, especially in the business-to-business, transportation, and general retail sectors. 2000 Measure A sales tax receipts grew approximately 10% in FY 2011, after less than 2% growth in the prior fiscal year. Compared to the respective previous fiscal year, sales tax receipts grew approximately 8.8% for FY 2012 and 5.5% for FY 2013. Continuing that positive trend, they are projected to continue increasing by 3.8% and 4.6% for FY 2014 and FY 2015, respectively.

Although experts predict that the recovery will continue to be slow, the economies of both California and Santa Clara County are projected to outpace the national economy for the next several years.

Although the worst of the financial storm appears over and due to strong leadership the Measure A Program has weathered it relatively well, VTA, with the Citizens Watchdog Committee's participation, will remain vigilant in its stewardship of Measure A resources in order to deliver the projects identified in the ballot. The Citizens Watchdog Committee commends VTA staff for their continued efforts to identify additional and innovative funding to augment that of Measure A, and to advance projects notwithstanding the previous significant decline in local sales tax revenues.

The Citizens Watchdog Committee continues to be involved in ongoing budget discussions, including those contained in the FY2014 and FY2015 Budgets adopted by the VTA Board in June 2013, and will continue to monitor expenditures to ensure alignment with Measure A provisions. (The adopted FY2014 and FY2015 Biennial Budget can be viewed at: http://www.vta.org/inside/budget/fy14_and_fy15_budget_book.pdf.)

In closing, VTA successfully delivered all projects in the 1996 Measure B Program, and is committed to finding additional resources to advance the Measure A projects as well. Over the next few years, VTA will complete environmental work on several projects, including the Vasona and Capital Expressway Light Rail projects as well as several Bus Rapid Transit corridors, to position them to compete for future funding availability and will explore financing and cost-sharing options, including potential public-private partnerships (P3's), as appropriate.





BART will be coming to Silicon Valley



Airport Flyer connecting to Caltrain and VTA Light Rail



Zero-Emission Bus (ZEB) at hydrogen fueling station



Highway 17 Express bus service

BACKGROUND:

The Measure A ballot specified that the Citizens Watchdog Committee (CWC), comprised of the members of VTA's Citizens Advisory Committee, must:

- Review all 2000 Measure A expenditures
- Conduct an independent audit of Measure A financial statements and records on an annual basis
- Hold public hearings and issue reports to inform residents how funds are being spent
- Publish the results of the independent audit and the annual report in local newspapers and make them available to the public



2000 Measure A Citizens Watchdog Committee

The VTA Board of Directors is responsible for implementation of the 2000 Measure A Program and for all policy-related decisions including the composition, implementation schedule and funding level of projects. The Citizens Watchdog Committee is responsible for reviewing 2000 Measure A expenditures to ensure funds are being spent in accordance with the intent of the ballot and for informing Santa Clara County residents on how the funds are being spent.

Among the projects specified in the Measure A ballot are:

- Extending BART to Silicon Valley
- Providing connections from Mineta San Jose International Airport to BART, Caltrain and VTA light rail
- Extending light rail from downtown San Jose to the East Valley
- Constructing a new Palo Alto Intermodal Transit Center
- Increasing Caltrain service and electrifying the system from Palo Alto to Gilroy
- Improving bus service in major bus corridors
- Purchasing zero-emission buses and constructing service facilities
- Purchasing low-floor light rail vehicles
- Upgrading Altamont Commuter Express (ACE) service
- Improving Highway 17 Express bus service
- Developing new light rail corridors

In November 2008, Santa Clara County voters reaffirmed their strong commitment to bringing BART to Silicon Valley by passing Measure B, a 1/8th cent sales tax to cover operating expenses. Collection of the tax was contingent on VTA receiving a commitment of \$750 million from the federal government to support construction of the extension, which has since been received. Passage of this tax signaled the public's strong support for BART, despite the then-occurring economic downturn, and the need to prioritize this project high in VTA's capital program. This dedicated source of funding was integral in the project's competitiveness for federal funding in the New Starts Program.



Milpitas BART Station rendering



Berryessa BART Station rendering



Full Funding Grant Agreement



SVBX Groundbreaking

MEASURE A PROJECTS MILESTONES & ACHIEVEMENTS

This report provides a snapshot on the status and significant changes to 2000 Measure A Program projects during FY 2012 (July 1, 2011 – June 30, 2012). In addition, major events and milestones achieved since then are also summarized. (For the most current detailed status report on each project, please see: www.vta.org/2000_measure_a/program_reports.html.)

FY 2012

During FY 2012, approximately \$282 million was expended on Measure A projects, with significant progress being made on the following:

- **BART Extension to Silicon Valley**
 - o In March 2012, VTA received the requested **\$900 million grant commitment** from the Federal Transit Administration (FTA) for the BART Silicon Valley Berryessa Extension Project (SVBX), the 10-mile, two station first phase of the overall 16.1 mile extension of the BART system to Santa Clara County. Execution of a Full Funding Grant Agreement (FFGA) with the U.S. Department of Transportation (DOT) was the final step before active construction could begin on the project. In recognition, a ceremony was held at the San Jose City Hall Rotunda to commemorate this milestone.
 - o In December 2011, the VTA Board of Directors awarded the C700 **Design-Build Contract for the SVBX Project** to Skanska-Shimmick-Herzog, a Joint Venture, with a contract price of \$772 million. The C700 Design-Build contract is the largest single contract for the SVBX Project and provides the final design and construction of the Line, Track, Stations, and Systems elements for the 10-mile Berryessa Extension.
 - o In April 2012, VTA **broke ground on the much anticipated SVBX Project**. Full Notice-to-Proceed was granted to the design-build contractor on April 30, 2012. The contractor developed designs and began UPRR track and signal removal. The contractor also began building demolition, excavation work at Upper Penitencia Creek, utility relocation, and preparing the future station areas for construction. Other current and near-term work includes construction at major intersections that the BART system will cross. Track installation will be one of the last construction activities. Construction of the SVBX project is planned for 2012-2016.
 - o In October 2011, VTA and the BART District entered an agreement for the purchase of property and the design and construction work for the Hayward Maintenance Complex Project. Maintenance facilities to ultimately serve the BART Silicon Valley Project's 60 vehicles and rail line are planned for Newhall Yard, located in the city of San Jose near the end of the 16-mile extension. However, because the project will be completed in two phases, there is a need for maintenance facilities to support the rolling stock for the first phase, the 10-mile SVBX project. BART and VTA staff agreed that with modifications, existing BART maintenance and storage facilities at Hayward could suit both organizations' needs. Using the Hayward Yard would allow VTA to service and store the vehicles operating along the SVBX portion while the rest of the line is built.
 - o Acquisition of **right-of-way** for the SVBX project continues to progress. Through June 2012, about 20 percent of the approximately 75 private parcels have been acquired.



BART to Silicon Valley construction



Construction of new road at the Kato Road Grade Separation Project



Capitol Expressway Light Rail to Eastridge rendering



Pedestrian path along the expressway between Capitol Ave. and Tully Rd.

- o For **Freight Railroad Relocation and other SVRT Corridor establishment activities**:
 - In September 2011, VTA awarded a contract for construction of the **Kato Road Grade Separation (KRGS) Project** and work commenced. The KRGS project includes construction of the BART bridge structure, which is essential to allow the BART SVBX contractor access along the corridor over the depressed Kato Road. Installation of the UPRR steel bridge occurred in June 2012, with project completion forecast for Spring 2013.
 - Work continued on the **Agua Fria, Toroges and Agua Caliente Creek Improvements** combined project. This construction accomplishes creek and other improvements preparing the corridor for the SVBX project.
 - The **Mission Boulevard/Warren Avenue UPRR Relocation** contract was awarded in June 2012. Depressing Warren Avenue underneath both UPRR and future BART tracks is required to deliver a fully grade separated BART extension. This project is a joint effort by the City of Fremont, Alameda County Transportation Commission, Caltrans and VTA.
 - The **Alum Rock Fish Passage Improvements Package** construction contract, which mitigates impacts from the SVBX project and makes other drainage improvements, was awarded in March 2012. Project completion is estimated for early 2013.
- **Capitol Expressway Light Rail to Eastridge Project**
 - o Construction nears completion on **pedestrian safety and access improvements** along Capitol Expressway for the future VTA rapid transit and light rail corridor. This work, which is part of the first phase of the Capitol Expressway Light Rail Project, created a pedestrian multiuse path with landscape buffer and street lighting along the expressway between Capitol Avenue and Tully Road. VTA secured grant funds through the 2010 State Improvement Program process that fully funds these pedestrian improvements.
 - o For the **transit center and bus stops**, final design is complete and property acquisition is underway. These improvements reconfigure and expand the Eastridge Transit Center as well as support future bus shelters and amenities at several bus stops along Capitol Expressway as part of the future Santa Clara/ Alum Rock BRT service. Construction is anticipated to begin in May 2013 with completion expected in approximately two years.
 - o In April 2012, the California Transportation Commission (CTC) approved an **\$18.3 million allocation to fund construction of the bus improvements portion** of the first phase of the Capitol Expressway Light Rail Project.
- **Light Rail Program**
 - o Efforts continued on the Environmental Impact Studies/Preliminary Project Work project that prepares environmental impact statements and other analyses for the Light Rail Extension to Vasona Junction, Capitol Expressway Light Rail to Eastridge, and other Measure A projects so VTA can qualify these projects for new federal or state funding should it become available.
 - o Since 2000, environmental and design conditions have changed and therefore the **Light Rail Extension to Vasona Junction** project is being re-evaluated and is undergoing additional environmental review. A Draft Supplemental Environmental Impact Report/Environmental Assessment (SEIR/EA) has been reviewed by the FTA. It will be finalized in and released for public review in late 2012. The final document is anticipated to be complete in late spring/early summer 2013.



Breaking ground on the Blossom Hill Pedestrian Overcrossing



Construction of Blossom Hill Pedestrian Overcrossing



Upgrading Diridon Station



Caltrain

- o The **Light Rail Systems Analysis**, adopted by the VTA Board in May 2010, evaluated the infrastructure and operational shortcomings of the existing light rail system and provided a three-phase improvement plan for immediate action. The Planning/ Preliminary Engineering consultant has been selected. The initial projects recommended from the Systems Analysis began planning, design and construction in fall 2011.
- **Caltrain Service Improvements**
 - o Construction continues on the **Blossom Hill Pedestrian Overcrossing Bridge**. This project, begun in March 2011 and estimated for completion in fall 2012, constructs a bridge spanning the Union Pacific Railroad (UPRR) corridor and Monterey Highway in south San Jose to enhance bicyclist and pedestrian safety. Funding for this project was provided by the City of San Jose, the Federal Highway Administration, state transportation bonds, and 2000 Measure A funds.
 - o Development continues on the **Caltrain Safety Enhancements** project. The current phase includes engineering and construction for at-grade crossings, with improvements such as pedestrian gates, sidewalks, signing and striping, warning bands, advanced signal preemption and channelization for pedestrians. Construction along the northern portion has been completed and design for approximately 15 crossings along the UPRR segment (Tamien Station south to Gilroy) started in January 2012 with completion projected for later that year.
 - o Preliminary engineering was completed on the **Santa Clara Station Pedestrian Underpass Extension**, which provides an extended pedestrian tunnel under the existing railroad tracks as part of the Santa Clara Station Upgrade Project. UPRR approval of the preliminary design was received. Final design has been initiated with completion projected for fall 2013.
 - o In January 2009, the VTA Board approved an \$11.6 million Measure A contribution to the **Santa Clara and Diridon Station Upgrades** project, which have been combined into one project being implemented by Caltrain. This combined project was completed in January 2012.
 - o VTA and its regional partners have selected a vendor for the **Bike Share Pilot Program** and are negotiating an agreement to provide equipment and services by early 2013. This program would initially provide approximately 100 bikes and 10 to 12 bike share stations at one or more Caltrain stations and supporting pod locations. It is envisioned that users would be able to transition between transit and bikes seamlessly, connecting to major activity centers without the need to drive or walk long distances between transit stops.
- **Caltrain Double-Track Improvements in South County**
 - o Fiber optic cable relocation in the northerly 5-mile segment is complete. The grading contract for Phase 1 (8.3 miles) has been placed on temporary suspension while the scope was being reviewed in consideration of the uncertainties in the Caltrain Program and the California High Speed Rail Project (HSR).
- **Caltrain Electrification**
 - o The HSR opened the opportunity for a joint engineering and environmental effort that will cover both Caltrain and HSR in the corridor. The HSR Authority (HSRA) has entered into a Memorandum of Understanding that will construct HSR and an upgraded electrified Caltrain system as one project. HSRA and the Caltrain Joint Powers Board (JPB) began a planning and engineering effort that will identify a phased implementation approach.



ACE Train service



Santa Clara/Alum Rock Bus Rapid Transit station design



Rendering of future BRT vehicle

- o In December 2012, the VTA Board of Directors amended the 2000 Measure A Transit Improvement Program Fund Capital Budget to add \$3.08 million for the Caltrain/High Speed Rail Early Investment Strategy.
- **Commuter Rail**
 - o In January 2012, construction of the improvements to the Santa Clara and Diridon Stations was completed. These improvements increase the train capacity at these locations. The completed pedestrian tunnel at the Santa Clara Station also allows safer passenger access to the station platform.
- **Palo Alto Intermodal Transit Center**
 - o This project was made inactive. Significant issues related to the High Speed Rail project will need to be resolved before further planning work can.
- **Improved Bus Service**
 - o Continued providing the very successful **522 Rapid Bus service**.
 - o Preliminary Engineering on the **Santa Clara/Alum Rock Bus Rapid Transit (BRT)** project was completed in December 2011. Final design was initiated in January 2012, with completion projected for spring 2013. Right-of-way acquisition began in October 2010 and is scheduled to run through 2013. Utility relocations will begin in mid 2013 with bus stop improvements scheduled for early 2015. This project is being designed to light rail standards, enabling a conversion to light rail in the future if desired.
 - o Conceptual engineering efforts on the **El Camino Real BRT Improvements Project** continued, with a project environmental review, the Caltrans process, and FTA Small Starts review planned to commence in late 2012. Different cross-sections have been analyzed and preliminary ridership and traffic projections have been developed. The environmental scoping process will take place in February and March 2013 with five alternatives being studied ranging from No-Build to an alternative with a 10-mile dedicated bus lane. The Caltrans review process will also begin in February 2013 and VTA will request to enter the project development phase of FTA's Small Starts review to compete for a discretionary grant.
 - o Conceptual engineering, environmental and other work continued on the **Stevens Creek Boulevard BRT project**.
 - o Procurement of **articulated buses** required for 2015 service on the Santa Clara/Alum Rock and El Camino corridors was initiated during FY 2012. A contract to purchase 29 buses was being evaluated.
- **San Jose Mineta Airport People Mover (APM)**
 - o City of San Jose Department of Transportation (DOT) staff currently lead this effort. They envisioned 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. It should be noted that Measure A funds are specific to a connection between the airport terminal and Caltrain/BART and VTA light rail, and not any pre-determined technology. San Jose DOT has engaged a team of consultants, including ARUP, to lead planning, and a federally funded research center firm, Aerospace, to assess the viability of Personal Rapid Transit (PRT) technology for Mineta San Jose International Airport. The study found that PRT is not ready for a public application of this scale.

SINCE FY 2012

Since the close of FY 2012 (June 30, 2012), significant additional progress or accomplishments have occurred:



Completed Blossom Hill Pedestrian Overcrossing



Kato Road Grade Separation Rendering



Completed Kato Road Grade Separation

- In August 2012, the **BART Silicon Valley Project** was allocated \$40 million in Traffic Congestion Relief Program (TCRP) funds by the California Transportation Commission (CTC). This is the fourth of six installments totaling \$239 million that BART Silicon Valley Project will receive under the TCRP Allocation Plan adopted by the CTC in 2008.
- In December 2012, the CTC allocated \$50 million in State Transportation Improvement Program (STIP) funding to help expand and improve BART's Hayward Maintenance Complex to accommodate the operation of the SVBX extension.
- In September 2012, construction was completed and the Blossom Hill Pedestrian Overcrossing Bridge was opened for public use. This project, begun in March 2011, constructed a bridge spanning the Union Pacific Railroad corridor and Monterey Highway in south San Jose to enhance bicyclist and pedestrian safety.
- In April 2013, VTA and the City of Fremont opened Kato Road between Warm Springs Boulevard and Milmont Drive in southern Fremont to automobile and pedestrian traffic, culminating several months of Kato Road closure. The Kato Road Grade Separation (KRGS) Project is the first of 11 grade separations needed to complete the SVBX Project. Complete roadway opening is expected by spring 2013 with project completion expected later that year.
- By December 2012, 31 of the approximately 79 private parcels required for the SVBX project had been acquired.
- In fall 2012, right-of-way was secured, an encroachment permit obtained from the City of Milpitas, and work begun on Piper Drive early utility relocation work, a critical SVBX corridor establishment project.
- In December 2012, the SVBX project completed environmental mitigation work at Upper Penitencia Creek. This restoration effort lessens the environmental impact of construction and improves the condition of the banks of this creek.
- By January 2013, substantial completion was achieved on several SVBX corridor establishment projects, including the Agua Fria, Toroges and Agua Caliente Creek Improvements Combined Projects and the Alum Rock Fish Passage Improvements Project.
- In October 2012, substantial completion was achieved on pedestrian safety and access improvements along Capitol Expressway for the future VTA rapid transit and light rail corridor. This work, which is part of the first phase of the Capitol Expressway Light Rail Project, created a pedestrian multiuse path with landscape buffer and street lighting along the expressway between Capitol Avenue and Tully Road.
- A Draft Supplemental Environmental Impact Report/Environmental Assessment (SEIR/EA) for the Light Rail Extension to Vasona Junction project was released for public review in November 2012. The final document is anticipated to be complete in mid 2013.
- In January 2013, the VTA Board approved the contract to purchase **29 sixty-foot articulated hybrid diesel-electric BRT buses** along with the option to purchase an additional 20 buses for future BRT fleet requirements. The purchase of up to 49 buses was done in two phases so that buses will arrive at the appropriate time. Phase 1 for 29 buses replaces the buses presently serving the Rapid 522 operation, and will cover the Santa Clara Alum Rock (SCAR) segment and the El Camino Real (ECR) segment of the BRT program. Phase 2 of the procurement would be to purchase the buses necessary for future BRT services, such as the proposed Stevens Creek BRT corridor.

INDEPENDENT AUDIT:

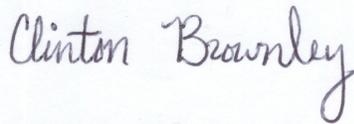
The Citizens Watchdog Committee retained the firm of Macias, Gini & O'Connell (MGO) to perform the compliance audit of Fiscal Year 2012 (FY12) 2000 Measure A revenues and expenditures. MGO conducted their compliance audit in accordance with attestation standards established by the American Institute of Certified Public Accountants (AICPA). Accordingly, their audit included examining, on a test basis, evidence of VTA's compliance with those requirements and performing such other procedures as they deemed appropriate. After planning and conducting their audit, MGO issued an unqualified report, indicating that, in their expert opinion, for the subject period VTA complied in all material respects with the requirements that are applicable to the 2000 Measure A Program. This means that in their professional opinion, Measure A funds during the period were expended in accordance with the intent of the ballot. Included in MGO's report was a review of current Measure A fund swaps, which the CWC continues to monitor to ensure full and timely repayment and no negative impact to Measure A project schedules. This report was presented to the CWC in April 2013, and is available to the public on the VTA website, at: http://www.vta.org/2000_measure_a/pdf/measure_a_compliance_audit_report_fy12.pdf.

CONCLUSION:

The CWC reviewed expenditures for the reporting period, evaluated the results of an independent audit that it commissioned to review VTA records, and conducted a public hearing on May 8, 2013 to obtain input from the community on the Measure A Program. After thorough review and careful consideration of all information and input received,

It is the conclusion of the Citizens Watchdog Committee that, for the period of FY 2012, 2000 Measure A tax dollars were spent in accordance with the intent of the measure.

We, the members of the Citizens Watchdog Committee, appreciate the importance of the role entrusted to us by voters in Santa Clara County of providing oversight for the tax collected under Measure A. We do not take this responsibility lightly, and are committed to ensuring that revenues are expended to improve transit in the county as specified in the Measure A ballot. We hope the information in this report has been useful and welcome your suggestions for how we can improve our reporting on this important program.



Clinton W. Brownley
Chairperson, Citizens Watchdog Committee

Citizens Watchdog Committee members:

MEMBER	REPRESENTS
Noel Tebo	City of San Jose
Charlotte B. Powers	City of San Jose
<i>(vacant)</i>	North County Cities
Clinton W. Brownley	West Valley Cities
Connie Rogers	South County Cities
Roberta H. Hughan	County of Santa Clara
Martin B. Schulter	Disabled Persons
Chris C. Elias	Environmentalists
Stephen C. Blaylock	Mass Transit Users
Mike Torres	Senior Citizens
Herman H. Wadler	Bicyclists and Pedestrians
Aaron S. Morrow	Disabled Community
Bena Chang	Silicon Valley Leadership Group
Ray Hashimoto	Home Builders Association of Northern California
Sharon Fredlund	Building Owners and Managers Association – Silicon Valley
Jeremy Barousse	South Bay AFL-CIO Labor Council
William Hadaya	Santa Clara County Chamber of Commerce Coalition

CWC members and VTA staff are available to meet with community and civic groups to provide information on Measure A, the CWC's responsibilities, findings and Annual Report, and to receive input on Measure A. Please contact VTA's Speakers Bureau at (408) 321-5742.

Availability of CWC Annual Report and Related Information:

This report and related information is available to the public at VTA's website, www.vta.org. In addition, printed copies of this report are available at libraries, government facilities and other public buildings throughout the county, and at the Valley Transportation Authority offices at 3331 North First Street, San Jose, CA, in the Building B Lobby.