

April 2015

Proposed Budget

Fiscal Year 2016
and
Fiscal Year 2017

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VTA FY 2016 & FY 2017 PROPOSED BUDGET

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Introduction

This document presents the Santa Clara Valley Transportation Authority's (VTA) Proposed Biennial Budget for Fiscal Years 2016 and 2017. The FY 2016 and FY 2017 Budget represents the quantification of planned activities and initiatives over the next two-year period and lays the groundwork to support VTA's strategic path and priorities moving forward.

Several important milestones are anticipated in the next two fiscal years including commencement of Bus Rapid Transit (BRT) service on Santa Clara/Alum Rock, opening of the SR237 Express Lanes Phase II extension, and the adjustment of bus service to serve the new BART station at Warm Springs. In addition, preliminary enhancements are planned for various bus routes in preparation of the opening of VTA's BART Silicon Valley Extension in the fall of 2017. The Proposed Budget also includes service, maintenance, and security funding to ensure VTA continues to provide safe and excellent service to events at the SAP Center, Avaya Stadium and Levi's Stadium, including Super Bowl 50.

Earlier this year VTA opened a new Innovation Center, an interactive learning lab, where students, staff and technology partners can collaborate on a wide variety of innovative transportation projects. The center provides a space to focus on VTA's efforts to improve the transit customer experience, offer better transportation choices, and optimize vehicles, roadways and other mobility infrastructure. In order to further those efforts, the Proposed Budget includes funding for several new innovation initiatives including; technology innovation consulting services, installation of interactive customer message signs at transit centers, a connected vehicles technology platform, a subscription/demand responsive bus pilot project, and an electric bus pilot project.

A major initiative currently underway is Envision Silicon Valley. This effort takes a close look at Santa Clara County's transportation needs to prepare for a potential 2016 transportation sales tax ballot measure. VTA, using stakeholder and public input, will look at multiple potential revenue sources and projects representing all modes of transportation—transit, local roads, pavement, highways and active transportation. The Proposed Budget contains funding in support of this endeavor including professional and financial consultants and the cost to place a sales tax measure on the ballot.

Another component of the Proposed Budget is the continuation and advancement of VTA's capital programs. As mentioned earlier, VTA is set to open the county's first Bus Rapid Transit line in early 2016. In addition, the BART to Silicon Valley project continues to move forward. Planned expenditures in this project for the two-year period include line track stations systems, Hayward yard maintenance shop modifications, fare collection systems, and parking access/revenue collection systems. Efforts are also underway for environmental clearance and identification of funding strategies for the remaining six miles of the project. The Proposed Budget also includes funding for replacement of buses which have exceeded their useful life and the continuation of the mid-life overhaul of the light rail fleet.

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The following document is divided into sections which cover the seven separate Funds for which a budget is to be adopted:

- VTA Transit
- 2000 Measure A Transit Improvement Program
- Congestion Management Program
- VTP Highway Improvement Program
- Joint Development Program
- Silicon Valley Express Lanes Program
- BART Operating Sales Tax Program

Each section contains an overview of the program and various schedules and narratives which detail the specific budget proposal.

The table below summarizes the Proposed Budget amount for each program.

Fiscal Years 2016 and 2017 Proposed Budget Summary¹ ***(Dollars in Thousands)***

Fund	Fiscal Year 2016	Fiscal Year 2017
VTA Transit-Operating	419,579	423,647
VTA Transit-Capital	166,098	--- ²
2000 Measure A Transit Improvement Program-Operating	80,787	84,639
2000 Measure A Transit Improvement Program-Capital	421,889	--- ²
Congestion Management Program-Operating	5,991	5,818
VTP Highway Improvement Program-Capital	102,734	--- ²
Joint Development Program-Operating	230	230
Silicon Valley Express Lanes Program-Operating	1,028	1,071
BART Operating Sales Tax Program-Operating	201	256

¹ Includes transfers between funds

² Total Appropriation for FY 2016 and FY 2017 reflected in FY 2016

VTA TRANSIT

VTA FY 2016 & FY 2017 PROPOSED BUDGET



VTA Transit

Overview

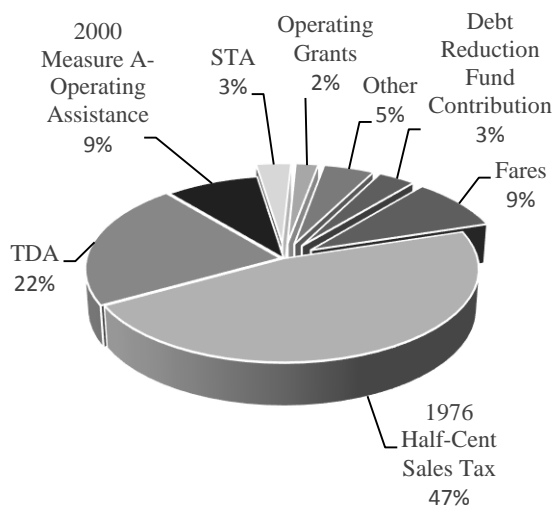
Countywide public transit service in Santa Clara County began on June 6, 1972, with the creation by state legislation, of the Santa Clara County Transit District. This organization initiated countywide bus service, expanded the bus fleet, and developed an initial light rail system. Following the merger in 1995 with the Santa Clara County Congestion Management Agency, the name of the organization was changed to the Santa Clara Valley Transportation Authority (VTA) effective January 1, 2000.

VTA is an independent public agency responsible for bus and light rail operation, regional commuter and inter-city rail service, Americans with Disabilities Act (ADA) paratransit service, congestion management, specific highway improvement projects, and countywide transportation planning. The VTA Transit Fund encompasses the operation and development of transit activities for VTA, which includes bus and light rail operation, regional commuter and inter-city rail service, and ADA paratransit service.

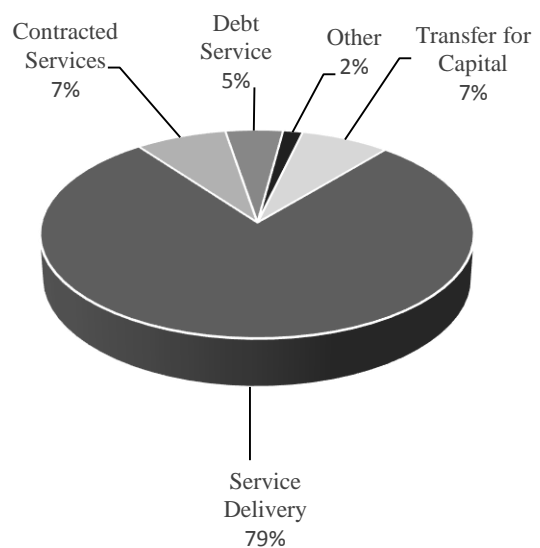
The VTA Transit Proposed Budget is a quantification of VTA's service and capital project delivery plan for the two-year period. As such, the budget incorporates the projected impact of service changes and improvements from the Annual Transit Plan as well as the impact of new programs and initiatives.

The charts below illustrate the sources and uses of funds for the VTA Transit Operating Budget for FY 2016 and FY 2017

Where the Dollars Come From



Where the Dollars Go



VTA Transit Major Budget Assumptions

Service Levels

In conjunction with the budget development, VTA also prepares a Transit Service Plan that outlines service levels and specific route improvements, reductions, and modifications that will be made over the two years. The service plan undergoes public review and comment, including community meetings, before being presented to the VTA Board of Directors for approval. The FY 2016 and FY 2017 service plan is scheduled to be approved by the VTA Board of Directors in May.

The Annual Transit Service Plan proposes significant bus service changes for both Fiscal Years 2016 and 2017. These changes are made on a quarterly basis in January, April, July and October. The major bus service changes to be implemented over the two years include:

- Introduction of a new route from San Jose Airport to Diridon Station via downtown San Jose.
- Introduction of a new route from Sunnyvale to Component Light Rail Station.
- Introduction of new limited-stop service between De Anza College and Lockheed Martin via Sunnyvale Transit Center.
- Transition of Rapid 522 to Bus Rapid Transit (BRT) and reallocation of service from Line 22 (15 minute weekday headways).
- Relocation of Express Line 180 to Warm Springs BART and reduction of midday headways.
- Improvement of midday and Sunday frequency of service on Express Line 181.
- Improvement of weekday and Sunday frequency and span of service on Line 323.
- Improvement of weekday frequency and span of service on Line 32.
- Reduction of weekday frequency and span of service on Lines 48 and 49.

Numerous other minor improvements, modifications, and reductions for bus are proposed as described in the Annual Transit Service Plan. Light rail service will have only minor modifications during the two year period.

The table on the following page shows a comparison of total service miles and hours for bus and light rail.

VTA FY 2016 & FY 2017 PROPOSED BUDGET

Service Levels
(In thousands)

	FY 2014 Actual	FY 2015 Projected Actual	FY 2016 Proposed Budget	FY 2017 Proposed Budget
<u>Service Miles</u>				
Bus	17,772	19,386	19,953	20,908
Light Rail Train	2,205	2,260	2,266	2,266
Total Service Miles	19,977	21,646	22,219	23,174
% change		8.4%	2.6%	4.3%
<u>Service Hours</u>				
Bus	1,363	1,480	1,523	1,596
Light Rail Train	150	154	154	155
Total Service Hours	1,512	1,634	1,678	1,751
% change		8.1%	2.7%	4.4%

Note: Totals and percentages may not be precise due to independent rounding

Ridership

VTA has seen steady increases in ridership over the last few years especially for light rail which increased an average of 3% per year from FY 2012 to FY 2014. Bus ridership increased an average of 1.1% per year over the same period. Projections for FY 2015 indicate a slight decrease in bus ridership of 1.2% offset by a 7.7% increase in light rail ridership due primarily to service for events at Levi's Stadium.

Ridership projections for this two year budget cycle are primarily driven by the enhancements to the bus service plan described above. The table below reflects the projected ridership for FY 2016 and FY 2017.

Ridership
(In thousands)

Category	FY 2014 Actual	FY 2015 Projected Actual	% Var	FY 2016 Proposed Budget	% Var	FY 2017 Proposed Budget	% Var
Bus	32,476	32,100	-1.2%	32,813	2.2%	34,429	4.9%
Light Rail	10,953	11,800	7.7%	11,809	0.1%	11,818	0.1%
Total	43,428	43,900	1.1%	44,622	1.6%	46,247	3.6%

Note: Totals and percentages may not be precise due to independent rounding

Revenues

Fares

There is no change in the current fare pricing structure. However, three fare policy adjustments are proposed.

BART Transfers

Current arrangements for riders transferring between VTA and neighboring transit systems are complex and inconsistent. Transfer procedures elsewhere in the Bay Area also vary widely. This complexity of transfer policies creates challenges for customers and staff and has been identified as a major cost driver for the regional Clipper® fare collection system.

To address this issue, transit operators throughout the region are transitioning to a coordinated policy providing a consistent \$0.50 fare credit for inter-operator transfers for adult single-ride fare only, and only when Clipper® is used. Staff is proposing this revision to VTA's current policy for transfers from BART to VTA in preparation for the scheduled extension of service to Warm Springs. Effective date for this change is proposed to coincide with implementation of VTA bus service changes to the Warm Springs and Fremont BART stations.

Day Pass Fare Media

Currently VTA riders can purchase a Day Pass with cash from bus fareboxes or at light rail ticket vending machines using cash or credit. Clipper® users with cash value on their card can also get the benefit of a Day Pass automatically through a daily fare cap or "accumulator". The current expense for the Day Pass ticket stock used on buses is approximately \$300,000 per year, and Day Pass ticket jams have proven to be a major cause of bus system road calls.

Staff is proposing that the Day Pass become a "Clipper® only" fare option, both on bus and light rail. However, Day Passes would continue to be issued for riders using Day Pass tokens distributed through public agencies and social services.

Special Event Express Bus Fare

Since the opening of Levi's Stadium in Santa Clara last August, VTA has provided excellent transit service to patrons attending events at this facility. Moving large numbers of people quickly and efficiently was a key element of the Stadium Transit Operations Plan. Equally important, is the sustainability of the services that VTA provides. The incremental cost of providing service to the stadium, net of sales taxes and fare revenues, has averaged approximately \$109,500 per event. This amount, given the projected 30 plus events per year that the stadium plans to host, is not sustainable without a mechanism to reimburse VTA for the incremental costs.

Staff is proposing the implementation of a Special Event Express Bus Fare to help recoup the incremental cost of providing dedicated express bus service to events.

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Sales Tax Based Revenues

Sales tax based revenues include 1976 half-cent local sales tax, a quarter-cent state sales tax (from Transportation Development Act or TDA), and 2000 Measure A Sales Tax-Operating Assistance which is derived from 18.5% of 2000 Measure A half-cent sales tax revenues. The majority of VTA's proposed operating revenues are generated from these sales tax measures, which are driven by the local economy.

During FY 2014, sales tax receipts from the 1976 half-cent sales tax increased 5.5%, following an increase of 6.1% in FY 2013. Year-to-date growth in FY 2015 has remained strong with year over year increases of 8.6% and 6.0% for the first and second quarters, respectively.

To determine the growth assumption for FY 2016 and FY 2017, staff reviewed various scenarios including "Optimistic", "Most Likely", and "Pessimistic". The Proposed Budget reflects the "Most Likely" scenario growth of 4.9% and 4.5% in FY 2016 and FY 2017, respectively.

2000 Measure A Sales Tax-Operating Assistance

The Proposed Budget assumes 18.5% of 2000 Measure A sales tax revenue to be used towards funding VTA Transit operations.

State Transit Assistance (STA)

Beginning in FY 2012, the state diesel sales tax rate was increased to 6.75% in conjunction with a corresponding drop in the per-gallon diesel fuel excise tax to ensure that consumers felt no impact at the pump. High-speed rail/transit bond debt service has first call on the revenues generated by the diesel sales tax. Any remaining revenues are split 75% to STA and 25% to intercity rail and other miscellaneous state transit programs. The intent is to ensure, at minimum, an annual STA Program of \$350 million. The FY 2016 and FY 2017 Proposed Budget assumes an annual state level at \$388 million based on the Governor's January budget of which VTA's share would be approximately \$14.8 million per year.

Federal Formula Grants

President Obama signed MAP-21, the Moving Ahead for Progress in the 21st Century Act into law on July 6, 2012. MAP-21 is the first long-term highway funding authorization enacted since 2005.

MAP-21 made the following changes to FTA funding programs:

- Combined the Job Access and Reverse Commute program (Section 5316) with the Urbanized Area Formula program (Section 5307) and the Non-urbanized Area Formula program (Section 5311);
- Replaced the Fixed Guideway Modernization program (Section 5309 FG) with a new State of Good Repair program and High Intensity Bus program (Section 5337); and
- Replaced the Bus and Bus Facilities discretionary program (Section 5309 Bus) with a new Bus and Bus Facilities formula program (Section 5339).

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The MAP-21 Federal funding programs and their primary uses are as follows:

- *Section 5307 - Urbanized Area Funds*: This is the largest and most flexible FTA formula fund. This fund encompasses eligible capital activities including preventive maintenance; the new “Transportation Alternatives” program, replacing the previous Transit Enhancement program; and the set aside for support of Americans with Disabilities Act of 1990 (ADA) paratransit services.
- *Section 5337 - State of Good Repair Funding*: This program replaces the old Section 5309 Fixed Guideway program and is restricted to rail system uses.
- *Section 5337 - High Intensity Bus, Section 5339 - Bus and Bus Facilities Funding, and Surface Transportation Program (STP)*: These funds are available for bus and bus facility projects. Only VTA’s Express Bus-related services are eligible for Section 5337 bus funding.

Although the Federal Transit Administration (FTA) Section 5307 grant program is designed primarily to fund capital acquisitions, funds can also be awarded for preventive maintenance activities in support of operations. In recent years VTA had used 100% of available Section 5307 funds for preventive maintenance to offset the loss of Sales Tax Revenues and STA funding. Starting in FY 2012, VTA began a reduction of this practice. This reduced level of capital funding for operating-related purposes is in accordance with the Ad Hoc Recovery Committee Key Financial Principle Number 2-“Limit Use of Capital Funding”. With the exception of \$8.0M of preventive maintenance in FY 2016 to be received as a funding swap in support of the Mountain View Double Track Project and the set-aside in support of ADA, the Proposed Budget assumes 100% of Federal Section 5307, 5337, and 5339 grants towards capital replacement in both FY 2016 and FY 2017.

Transfer for Capital/Debt Reduction Fund Contribution

The VTA Transit Fund does not have a dedicated local revenue source for capital expenditures. Any capital enhancements, improvements or state of good repair not covered by grants or other outside sources must be funded from the same sources as the Operating Budget, primarily sales tax based revenues. In previous years, VTA has relied on annual positive operating balances (which flow to the Debt Reduction Fund) to cover future year capital expenditures and was often forced to curtail the capital program during times of economic stress and delay maintenance needed to keep the system in a state of good repair.

In order to demonstrate VTA’s commitment to the capital program, maintaining assets in a state of good repair, and providing a more predictable and stable capital funding level, staff is proposing to revise the current practice. Beginning in FY 2016 one-half of the estimated local capital funding need for the subsequent two-year budget cycle will be deducted from the revenues available to the Operating Budget and set-aside for the Capital Budget. In this two-year transition period to the new funding methodology, the available balance in the Debt Reduction Fund is used to supplement the future local funding need for capital.

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Expenses

Labor Cost

All negotiated contracts are currently scheduled to expire before or during the next biennial budget cycle.

AFSCME-April 2016

TAEA-June 2016

SEIU-May 2015

ATU-February 2015

The Proposed Budget reflects the following assumptions related to labor costs:

- No wage increases or reduction in health insurance from potential full transition to CalPERS Medical are reflected pending the outcome of contract negotiations. Budgeting of additional costs, if any, for provisions of new contracts will be addressed upon contract ratification by the Board of Directors.
- Pre-payment of annual ATU Pension contribution and annual Retirees' Other Postemployment Benefits (OPEB) Trust contribution.
- Net addition of 116 positions. The vast majority (114) of these additional positions are in support of the service changes described on page 4 and overall system maintenance. The table below shows the approved positions by division for FY 2014 through FY 2017.

Positions by Division

Division	FY14¹	FY15²	FY16	FY17
Business Services	158	150	152	152
Engineering & Transp. Infrastructure Development	98	89	88	88
Finance & Budget	84	82	81	81
Government Affairs	3	3	3	3
Office of the Chief of Staff	68	62	61	61
Office of the General Counsel	13	13	15	15
Office of the General Manager	5	4	4	4
Operations	1,706	1,739	1,833	1,854
Planning & Program Development	54	47	47	46
System Safety & Security	36	34	35	35
Total³	2,225	2,223	2,319	2,339

¹ As of 6/30/14 adjusted for subsequent reorganizations

² Projected 6/30/15 net of budget related adjustments

³ Does not include Long-Term Leave, Student Intern or Extra-Help positions

Non-Labor Costs

In order to remain diligent in VTA's ongoing efforts to contain costs and ensure that recurring expenditures do not outpace recurring revenues, non-labor costs for the FY 2016 and FY 2017 Proposed Budget were developed using FY 2014 actual expenditures as the base. Under most

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circumstances the incremental requests only include contractual increases or those costs associated with new service, programs, initiatives or activities.

A schedule of the FY 2016 and FY 2017 expense variance from FY 2014 is included on page 13 with the major variances (in excess of 5% and \$500,000) explained on pages 14-15.

Fuel

The Proposed Budget assumes \$2.75 per gallon for diesel in FY 2016 and \$2.85 in FY 2017, including taxes and fees. Assumptions include an average usage rate of 4.4 miles per gallon for 20.0 million miles of service for FY 2016, and 4.8 miles per gallon for 20.9 million miles of service for FY 2017. Annual usage is estimated at approximately 4.5 million gallons in FY 2016 and 4.4 million gallons in FY 2017. Although the service miles are projected to increase by 4.8% from FY 2016 to FY 2017, the projected usage decreases due to better fuel efficiency from the diesel/electric hybrid buses which will represent a larger portion of the fleet as older buses are replaced. The actual average cost per gallon of diesel including taxes, was \$3.34 for FY 2014 and \$2.73 for FY 2015 through March.

Paratransit

No change in overall service parameters or fares. The Proposed Budget is based on an increase of 32,000 trips in FY 2016 (4.5%) and 23,000 trips in FY 2017 (3.0%).

Paratransit Trips & Costs ***(In thousands)***

Category	FY 2014 Actual	FY 2015 Adopted Budget	FY 2015 Projected Actual	FY 2016 Budget	% Var	FY 2017 Budget	% Var
Trips	728	818	722	754	4.5%	777	3.0%
Contracted Cost	\$16,931	\$20,800	\$17,600	\$19,817	12.6%	\$20,884	5.4%
Net Cost Per Trip	\$23.27	\$25.43	\$24.39	\$26.28	7.7%	\$26.89	2.3%

Caltrain

VTA's current contribution to Caltrain is approximately 41% of the net operating expenses, based on a ridership formula agreed to by the partner agencies. The Proposed Budget reflects no increase from the FY 2015 operating contribution for FY 2016 and FY 2017.

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VTA Transit
Comparison of Revenues and Expenses
(Dollars in Thousands)

Line	Category	FY14 Actual	FY15 Adopted Budget ¹	FY15 Projected Actual ²	FY16 Proposed Budget	Variance from FY15 Projection	% Var	FY17 Proposed Budget	Variance from FY16 Budget	% Var
1	Fares	38,372	39,905	39,905	40,618	713	1.8%	41,599	981	2.4%
2	1976 Half-Cent Sales Tax	186,431	190,845	197,738	207,439	9,701	4.9%	216,835	9,396	4.5%
3	TDA	89,518	89,697	92,889	97,496	4,607	5.0%	101,912	4,416	4.5%
4	Measure A Sales Tax-Oper. Asst.	34,386	35,171	36,496	38,287	1,791	4.9%	40,021	1,734	4.5%
5	STA	15,338	13,600	14,765	14,765	0	0.0%	14,765	0	0.0%
6	Federal Operating Grants	22,662	13,622	14,146	11,704	(2,442)	-17.3%	3,704	(8,000)	-68.4%
7	State Operating Grants	1,583	2,635	1,720	2,223	503	29.2%	1,420	(803)	-36.1%
8	Investment Earnings	841	1,412	1,412	1,425	13	0.9%	1,425	0	0.0%
9	Advertising Income	2,093	1,912	2,040	2,115	75	3.7%	2,258	143	6.8%
10	Measure A Repayment Obligation	10,290	11,108	9,687	15,306	5,618	58.0%	15,247	(59)	-0.4%
11	Other Income	2,863	2,253	2,725	2,446	(279)	-10.2%	2,556	110	4.5%
12	Transfer for Capital	0	0	0	(33,600)	(33,600)	N/A	(33,600)	0	0.0%
13	Debt Reduction Fund Contribution	0	0	0	19,965	19,965	N/A	11,693	(8,271)	-41.4%
14	Total Revenue	404,377	402,161	413,523	420,189	6,666	1.6%	419,836	(353)	-0.1%
15	Labor Cost	280,690	295,024	293,901	308,673	14,772	5.0%	319,134	10,462	3.4%
16	Materials & Supplies	17,267	16,491	18,708	19,408	700	3.7%	19,398	(10)	-0.1%
17	Security	8,383	9,072	9,329	12,473	3,144	33.7%	12,619	147	1.2%
18	Professional & Special Services	3,923	4,540	4,475	7,465	2,990	66.8%	6,615	(850)	-11.4%
19	Other Services	7,484	7,373	8,090	7,693	(398)	-4.9%	7,590	(103)	-1.3%
20	Fuel	14,311	17,622	12,750	12,573	(177)	-1.4%	12,517	(56)	-0.4%
21	Traction Power	3,437	3,539	4,235	3,819	(416)	-9.8%	3,898	79	2.1%
22	Tires	1,812	1,880	1,867	2,114	247	13.3%	2,266	151	7.1%
23	Utilities	2,895	2,727	3,449	2,895	(554)	-16.1%	2,895	0	0.0%
24	Insurance	13,813	5,537	5,628	5,716	89	1.6%	5,752	35	0.6%
25	Data Processing	2,787	3,477	3,390	4,779	1,389	41.0%	4,746	(34)	-0.7%
26	Office Expense	369	330	468	426	(42)	-9.0%	425	0	0.0%
27	Communications	1,250	1,312	1,345	1,606	261	19.4%	1,606	0	0.0%
28	Employee Related Expense	686	718	720	1,027	307	42.7%	1,023	(4)	-0.4%
29	Leases & Rents	748	669	783	776	(7)	-0.9%	791	15	1.9%
30	Miscellaneous	589	686	652	709	57	8.7%	713	4	0.6%
31	Reimbursements	(38,299)	(35,348)	(36,676)	(38,838)	(2,163)	5.9%	(38,769)	69	-0.2%
32	Subtotal Operating Expense	322,144	335,648	333,115	353,313	20,198	6.1%	363,218	9,905	2.8%
33	Paratransit	16,931	20,800	17,600	19,817	2,217	12.6%	20,884	1,067	5.4%
34	Caltrain	7,291	14,111	8,390	8,390	0	0.0%	8,390	0	0.0%
35	Light Rail Shuttles	0	25	0	0	0	N/A	0	0	N/A
36	Altamont Commuter Express	4,581	4,750	4,750	5,023	273	5.7%	5,323	300	6.0%
37	Highway 17 Express	339	259	259	366	107	41.3%	384	18	4.9%
38	Monterey-San Jose	35	35	35	35	0	0.0%	35	0	0.0%
39	Contribution to Other Agencies	883	740	840	8,967	8,127	967.7%	1,772	(7,195)	-80.2%
40	Debt Service	18,920	20,478	18,338	21,668	3,330	18.2%	21,641	(27)	-0.1%
41	Subtotal Other Expense	48,980	61,198	50,212	64,266	14,054	28.0%	58,429	(5,837)	-9.1%
42	Operating and Other Expense	371,124	396,846	383,327	417,579	34,252	8.9%	421,647	4,068	1.0%
43	Contingency	0	2,000	0	2,000	2,000	0.0%	2,000	0	0.0%
44	Total Expense & Contingency	371,124	398,846	383,327	419,579	36,252	9.5%	423,647	4,068	1.0%
45	Operating Balance	33,253	3,315	30,196	610			(3,811)		

¹ Reflects Adopted Budget approved by the Board on June 6, 2013

² Projection as of March 18, 2015

Note: Totals and percentages may not be precise due to independent rounding

VTA FY 2016 & FY 2017 PROPOSED BUDGET

VTA Transit
Sources and Uses of Funds Summary
(Dollars in Thousands)

<u>Line</u>	<u>Description</u>	<u>FY14 Actual</u>	<u>FY15 Projected Actual¹</u>	<u>FY16 Proposed Budget</u>	<u>FY17 Proposed Budget</u>
1	Total Revenues	404,377	413,523	420,189	419,836
2	Total Expenses	(371,124)	(383,327)	(419,579)	(423,647)
3	Operating Balance	33,253	30,196	610	(3,811)
4	Beginning Operating Reserve	57,024	59,827	62,937	63,547
5	Operating Balance (Line 3)	33,253	30,196	610	(3,811)
6	From/(To) Sales Tax Stabilization Fund	0	0	0	0
7	From/(To) Debt Reduction Fund for Capital	(30,450)	(27,087)	0	0
8	Ending Operating Reserves	59,827	62,937	63,547	59,736
9	Operating Reserve % ²	15.0%	15.0%	15.0%	13.8%

¹ Projection as of March 18, 2015

² Line 8 divided by Subsequent Fiscal Year Budgeted Line 2

Note: Totals may not be precise due to independent rounding

VTA FY 2016 & FY 2017 PROPOSED BUDGET

VTA Transit
Comparison of Budgeted Expenses to FY 2014 Actual
(Dollars in Thousands)

Line	Category	FY14 Actual	FY16 Proposed Budget	Variance from FY14	% Var	FY17 Proposed Budget	Variance from FY14	% Var
1	Labor Cost	280,690	308,673	27,983	10.0%	319,134	38,444	13.7%
2	Materials & Supplies	17,267	19,408	2,141	12.4%	19,398	2,131	12.3%
3	Security	8,383	12,473	4,090	48.8%	12,619	4,237	50.5%
4	Professional & Special Services	3,923	7,465	3,542	90.3%	6,615	2,692	68.6%
5	Other Services	7,484	7,693	209	2.8%	7,590	106	1.4%
6	Fuel	14,311	12,573	(1,738)	-12.1%	12,517	(1,794)	-12.5%
7	Traction Power	3,437	3,819	382	11.1%	3,898	461	13.4%
8	Tires	1,812	2,114	303	16.7%	2,266	454	25.1%
9	Utilities	2,895	2,895	0	0.0%	2,895	0	0.0%
10	Insurance	13,813	5,716	(8,097)	-58.6%	5,752	(8,061)	-58.4%
11	Data Processing	2,787	4,779	1,992	71.5%	4,746	1,959	70.3%
12	Office Expense	369	426	56	15.3%	425	56	15.2%
13	Communications	1,250	1,606	357	28.5%	1,606	357	28.5%
14	Employee Related Expense	686	1,027	342	49.8%	1,023	338	49.3%
15	Leases & Rents	748	776	28	3.7%	791	42	5.6%
16	Miscellaneous	589	709	120	20.4%	713	124	21.1%
17	Reimbursements	(38,299)	(38,838)	(540)	1.4%	(38,769)	(471)	1.2%
18	Subtotal Operating Expense	322,144	353,313	31,169	9.7%	363,218	41,074	12.8%
19	Paratransit	16,931	19,817	2,886	17.0%	20,884	3,953	23.3%
20	Caltrain	7,291	8,390	1,099	15.1%	8,390	1,099	15.1%
21	Altamont Commuter Express	4,581	5,023	442	9.6%	5,323	742	16.2%
22	Highway 17 Express	339	366	27	8.0%	384	45	13.3%
23	Monterey-San Jose	35	35	0	0.0%	35	0	0.0%
24	Contribution to Other Agencies	883	8,967	8,084	915.6%	1,772	889	100.7%
25	Debt Service	18,920	21,668	2,748	14.5%	21,641	2,721	14.4%
26	Subtotal Other Expense	48,980	64,266	15,285	31.2%	58,429	9,449	19.3%
27	Operating and Other Expense	371,124	417,579	46,454	12.5%	421,647	50,523	13.6%
28	Contingency	0	2,000	2,000	N/A	2,000	2,000	N/A
29	Total Expense & Contingency	371,124	419,579	48,454	13.1%	423,647	52,523	14.2%

Note: Totals and percentages may not be precise due to independent rounding

Major Expense Variances from FY 2014 Actual ***(Variance in excess of 5% and \$500,000)***

Labor Costs:

The FY 2016 and FY 2017 increases of \$28.0 million and \$38.4 million, respectively, are due primarily to additional staff in support of service changes described on page 4, higher benefits costs in the areas of health insurance and pension contributions, and wage increases previously negotiated. These increases are offset somewhat by lower Retirees' Other Postemployment Benefits (OPEB) Trust contributions.

Materials & Supplies:

Both budget years reflect an increase of \$2.1 million from FY 2014 due primarily to an increase in light rail parts from increased preventive maintenance and increased service for Levi's Stadium and other events.

Security:

The increases of \$4.1 million in FY 2016 and \$4.2 million in FY 2017 result from the combination of annual contractual rate increases, additional coverage and patrols from the private security firm, addition of a graveyard shift for the County Sheriff's contract, and security provided for events at Levi's Stadium.

Professional & Special Services:

The FY 2016 and FY 2017 increases of \$3.5 million and \$2.7 million, respectively, are due primarily to specialized consulting services for one-time activities and in support of new initiatives.

Fuel:

The FY 2016 and FY 2017 budgets reflect a \$1.7 million and \$1.8 million decrease, respectively, from FY 2014 due to lower projected rates for diesel and increased mileage efficiency from transition of a diesel to a diesel/electric hybrid fleet. This decrease is offset somewhat by increased service miles from FY 2014. The FY 2016 and FY 2017 budgets assume \$2.75 and \$2.85 per gallon, respectively, versus \$3.34 per gallon average price paid in FY 2014.

Insurance:

Both budget years reflect a decrease from FY 2014 of \$8.1 million due to a one-time expenditure recorded in FY 2014 offset somewhat by a slight premium increase from the addition of environmental and cyber insurance coverage.

Data Processing:

Both budget years reflect an increase of \$2.0 million from FY 2014 due primarily to software fees, equipment and licenses from completed projects and new initiatives.

Paratransit:

The FY 2016 and FY 2017 budgets reflect a \$2.9 million and \$4.0 million increase, respectively, from FY 2014 due to an anticipated increase in the number of trips provided and increased

VTA FY 2016 & FY 2017 PROPOSED BUDGET

provider costs primarily contractual CPI adjustments and an increase in the base wage to address the ability to attract and retain drivers in the current competitive environment.

Caltrain:

Both budget years reflect a \$1.1 million increase from FY 2014 due to higher required partner contributions approved in the Peninsula Corridor Joint Powers Board (PCJCB) FY 2015 Operating Budget. The FY 2016 and FY 2017 budgets assume no increase from FY 2015.

Altamont Commuter Express:

The FY 2017 budget reflects an increase of \$0.7 million from FY 2014 due to higher shuttle costs for larger vehicles to address demand and expected rate increase from new contract.

Contribution to Other Agencies:

The FY 2016 budget reflects an increase over FY 2014 of \$8.1 million due primarily to an \$8.0 million payment to 2000 Measure A for the Mountain View Double Track Project. This expenditure is offset by preventive maintenance grant funds received as a funding swap. The FY 2017 budget reflects a \$0.9 million increase over FY 2014 due primarily to the estimated cost of placing a sales tax measure on the November 2016 ballot.

Debt Service:

Both budget years reflect a \$2.7 million increase from FY 2014 due to higher bond principal payments offset somewhat by reduced liquidity fees.

5-Year Projection

In order to provide a broader picture beyond the two-year budget horizon, the table below shows projected Revenues, Expenses, and Operating Balance through FY 2020 (in millions).

	FY16	FY17	FY18	FY19	FY20
Revenues	\$420.19	\$419.84	\$424.65	\$441.53	\$459.18
Expenses	419.58	423.65	433.65	443.90	454.40
Operating Balance	\$0.61	(\$3.81)	(\$9.00)	(\$2.36)	\$4.78

Revenue growth during the 5-year projection period reflects sales tax related revenue growth using a “most likely” scenario and 2.5% inflation on most other sources. Expenditure growth is also based on an average inflation rate of 2.5%.

As with all forecasts, there is uncertainty regarding the revenue and expenditure estimates above. In particular sales tax based revenues may exceed or fall below expectations based on changes in economic or non-economic conditions. Additionally, actual expenditures could differ from projections based on final service levels implemented; volatility in fuel, pension, and healthcare costs; and impacts of negotiated contracts.

VTA Transit Capital Program Overview

The FY 2016 and FY 2017 Proposed VTA Transit Capital Program strives to maintain needed capital infrastructure and keep VTA assets in a state of good repair. Over 70 projects were submitted for consideration. Each project was reviewed and rated based upon the project's overall merit using a previously developed evaluation criteria scale. The projects were then ranked based on their overall score.

Once the projects are ranked, the Capital Improvement Program Oversight Committee (CIPOC), which is composed of the Division Chiefs and Directors, matches the VTA Transit requested projects with available levels of grant and local funding in order to develop the Proposed Capital Budget.

The FY 2016 and FY 2017 Proposed Budget creates 41 new VTA Transit Capital projects and augments 13 existing projects. The Proposed Budget also includes \$4.0 million to fund capital contingency. It utilizes \$98.1 million of grants or other outside funding and requires a total new VTA Transit Fund commitment of \$67.9 million. Any shortfall in anticipated grant funding could require either the use of additional VTA Transit funds if alternate sources are not available, or a reduction in project scope. The \$166.1 million VTA Transit Capital appropriation reflects the planned capital spending to be incurred or committed in the next two years. Project funding for the two-year period is appropriated in FY 2016 in order to facilitate administration of the program.

The table on the following pages lists each project by category and general funding source. The subsequent pages provide a brief description of each project, identified funding sources for the FY 2016 and FY 2017 requested appropriation, potential operating cost impacts, estimated total project cost, and anticipated completion date.

Capital project appropriations, with the exception of the VTA Transit Capital Contingency, do not expire at the end of the fiscal year and are carried forward until the project is completed. Appropriation for the VTA Transit Capital Contingency expires at the end of the two-year budget cycle. Capital carryover is defined as appropriation that is unspent at the end of the fiscal year. The local share of capital carryover is specifically earmarked for previously appropriated capital needs in VTA's Comprehensive Annual Financial Report. The table on pages 41-47 reflects the projected carryover at June 30, 2015 as well as the total available appropriation for the VTA Transit Capital Program after the FY 2016 appropriation, by project and funding source.

VTA FY 2016 & FY 2017 PROPOSED BUDGET

VTA Transit
Schedule of FY 2016 & FY 2017 Appropriation
(Dollars in Thousands)

Project	FY 2016 & FY 2017				
	Funding Source				Total
	Federal	State	Other	VTA Transit	
1. 3-Position Exterior Bike Racks for Buses	0	820	0	80	900
2. 40' Bus Procurement FY16	48,700	0	0	12,175	60,875
3. 60' Articulated Bus Procurement	0	5,528	0	3,005	8,533
4. Electric Bus Pilot Project	0	0	3,200	800	4,000
5. Kinkisharyo LRV Overhaul Program	0	0	0	9,307	9,307
6. Light Rail Vehicle CCTV Upgrade	0	5,225	0	275	5,500
7. Light Rail Vehicle CCTV Door Monitoring System	800	0	0	200	1,000
8. Wheelchair Ramp Replacement on 70 Buses	0	0	0	1,050	1,050
Revenue Vehicles & Equipment Total	49,500	11,573	3,200	26,892	91,166
9. Non-Revenue Vehicle Procurement FY16	0	0	0	863	863
Non-Revenue Vehicles Total	0	0	0	863	863
10. Automated Wheel Measurement System for LR Vehcls	0	0	0	879	879
11. Chaboya Yard Well Removal	196	0	0	49	245
12. Facilities and Equip Emergency Repair FY16	0	0	0	750	750
13. Facilities Maintenance Equipment Program FY16	0	0	0	949	949
14. Green Sustainability Facility Improvements	0	0	0	1,000	1,000
15. Guadalupe Train Wash Replacement	1,448	0	0	362	1,810
16. HVAC Replacement Program FY16	0	0	0	1,300	1,300
17. Light Rail Vehicle Body Shop-Dust Separation Wall	0	0	0	500	500
18. Light Rail Vehicle Maintenance Shop Hoist	0	0	0	450	450
19. Painting Management Program FY16	0	0	0	1,540	1,540
20. Pavement Management Program FY16	0	0	0	910	910
21. Roofing Management Program FY16	0	0	0	923	923
Operating Facilities & Equipment Total	1,644	0	0	9,612	11,256
22. Bridge and Structure Repairs FY16	560	0	0	140	700
23. Bridge Repairs & Hamilton Structure Stabilization	560	0	0	140	700
24. Downtown San Jose Speed Improvement-Phase 1	1,000	4,000	0	0	5,000
25. Light Rail Crossovers and Switches FY16	0	0	0	4,100	4,100
26. Rail Rehabilitation & Replacement FY16	3,600	0	0	900	4,500
27. Track Intrusion Abatement FY16	1,600	0	0	400	2,000
28. Traction Power Substation Power Monitoring System	0	0	0	235	235
29. Traction Power Substation Procurement FY16	7,200	0	0	1,800	9,000
Light Rail Way, Power & Signal Total	14,520	4,000	0	7,715	26,235
30. Bus Stop Pavement/Duckout Improvements FY16	770	0	0	192	962
31. Light Rail Facilities LED Lighting Retrofit	750	0	0	188	938
32. Light Rail Station Signage Replacement	0	0	1,040	960	2,000
33. Pedestrian Swing Gates Replacement	704	0	0	176	880
34. Security Improvement Projects FY16	0	1,775	0	93	1,868

VTA FY 2016 & FY 2017 PROPOSED BUDGET

Project	FY 2016 & FY 2017				
	Funding Source				Total
	Federal	State	Other	VTA Transit	
35. Ticket Vending Machines for Stadium Events	0	0	0	660	660
36. Transit Center Park & Ride Upgrades FY16	0	0	0	500	500
37. Vasona Corridor Pedestrian Back Gates	1,040	0	0	260	1,300
<i>Passenger Facilities Total</i>	<i>3,264</i>	<i>1,775</i>	<i>1,040</i>	<i>3,029</i>	<i>9,108</i>
38. Business Process Automation - Accounts Payable	0	0	0	202	202
39. Business Process Automation - Payroll	0	0	0	323	323
40. Cal Cloud Network and Server Upgrade	0	0	0	900	900
41. Connected Vehicles Technology Platform	800	0	0	200	1,000
42. Credit Card Authorization System Enhancement	0	0	0	180	180
43. Electronic Procurement & Contract Bidding Process	0	0	0	210	210
44. Emergency IT Infrastructure Replacement	0	0	0	300	300
45. GIS Program Development	0	0	0	250	250
46. Interactive Customer Message Signs	0	0	0	400	400
47. Network and Gigabit Fiber Upgrade	0	0	0	700	700
48. Radio System Upgrade	2,400	0	0	600	3,000
49. SCADA Programming	0	0	0	1,100	1,100
50. Server Refresh	0	0	0	500	500
51. Server Security Replcmnt and System Perf. Upgrade	0	0	0	1,050	1,050
52. Subscription/Demand Responsive Bus Pilot Project	667	0	667	667	2,000
53. Train to Wayside Comm. System Upgrade	1,085	0	0	271	1,356
<i>Information Systems & Technology Total</i>	<i>4,951</i>	<i>0</i>	<i>667</i>	<i>7,853</i>	<i>13,471</i>
54. Caltrain Capital - Annual Local Match	0	0	0	10,000	10,000
55. Capital Contingency	0	0	2,000	2,000	4,000
<i>Miscellaneous Total</i>	<i>0</i>	<i>0</i>	<i>2,000</i>	<i>12,000</i>	<i>14,000</i>
<i>Grand Total</i>	<i>73,879</i>	<i>17,348</i>	<i>6,907</i>	<i>67,964</i>	<i>166,098</i>

Note: Totals may not be precise due to independent rounding

VTA Transit Capital Program

Descriptions of FY 2016 & FY 2017 Appropriated Projects

Revenue Vehicles & Equipment

1. 3-Position Exterior Bike Racks for Buses

This project will expand bike storage capacity on buses to take advantage of new bus length allowance signed into law in September 2014. It will expand the capacity of the exterior bicycle racks from two bikes to three on each bus.

Funding Source	FY16 & FY17
State - TFCA	\$820,000
VTA Transit	\$80,000
Total	\$900,000

Operating Cost Impact: *There is no anticipated impact on operating costs.*

Estimated Total Project Cost: *\$900 thousand*

Anticipated Completion Date: *June 2016*

2. 40' Bus Procurement FY16

Purchase up to 80 forty-foot buses in order to retire existing buses which are significantly beyond their design life. Buses to be retired were purchased between 1998 and 2002 and were designed for a useful economic life of 12-14 years.

Funding Source	FY16 & FY17
Federal - Sec 5307	\$39,721,384
Federal - Sec 5339	6,198,616
VTA Transit	13,680,000
Total	\$59,600,000

Operating Cost Impact: *Operating savings estimated at \$25 thousand per bus, per year.*

Estimated Total Project Cost: *\$59.6 million*

Anticipated Completion Date: *June 2019*

3. 60' Articulated Bus Procurement

Procurement of additional 7 articulated sixty-foot buses for a total of 55 for this project to allow the retirement of older sixty-foot and 40-foot buses which are beyond their designed economic life, and to allow for increased passenger loads on certain routes.

VTA FY 2016 & FY 2017 PROPOSED BUDGET

Funding Source	FY16 & FY17
State - Prop 1B	\$5,528,031
VTA Transit	\$3,005,397
Total	\$8,533,428

Operating Cost Impact: *Reduced maintenance costs and fuel savings offset by additional costs of operating larger buses.*

Estimated Total Project Cost: \$60.7 million

Anticipated Completion Date: March 2019

4. Electric Bus Pilot Project

This is a next generation Zero Emission Vehicle demonstration project to meet California Air Resources Board (CARB) goals of progressing towards zero emissions transportation as rapidly as practical. A pilot transit bus project is planned, but project scope will initially stay flexible in order to best meet the final CARB regulations to be issued by 2016 and to also allow taking advantage of compatible grant funding opportunities.

Funding Source	FY16 & FY17
Other - TBD	\$3,200,000
VTA Transit	800,000
Total	\$4,000,000

Operating Cost Impact: *Intent will be for cost-neutral operation of the vehicles compared to current diesel and diesel/electric hybrid buses. Fuel savings will be partially offset by electricity costs.*

Estimated Total Project Cost: \$4.0 million

Anticipated Completion Date: September 2017

5. Kinkisharyo Light Rail Vehicle Overhaul Program

This ongoing project encompasses the manufacturer prescribed overhaul of key components for the Kinkisharyo Light Rail Vehicle fleet. These overhauls are necessary to maintain the vehicles in a state of good repair and will uphold the safety and reliability standards that VTA has set for the Light Rail system and its riders. The overhaul of pantographs and air conditioning units began in 2013. Activities beginning in 2016 include replacement or rebuilding of motor trucks, brake calipers, gear boxes, and journal bearings.

Funding Source	FY16 & FY17
VTA Transit	\$9,307,000

Operating Cost Impact: *Potential maintenance savings associated with lower emergency failures.*

Estimated Total Project Cost: \$27.9 million

Anticipated Completion Date: December 2020

VTA FY 2016 & FY 2017 PROPOSED BUDGET

6. Light Rail Vehicle CCTV Upgrade

This project will upgrade the old video equipment on the Light Rail vehicles with new cameras, recorders, and communication equipment provide high quality video that is accessible throughout the organization.

Funding Source	FY16 & FY17
State - Prop 1B	\$5,225,000
VTA Transit	275,000
Total	\$5,500,000

***Operating Cost Impact:** Estimated additional \$300 thousand per year for CCTV, data communication, and management software maintenance.*

***Estimated Total Project Cost:** \$5.5 million*

***Anticipated Completion Date:** December 2017*

7. Light Rail Vehicle CCTV Door Monitoring System

Replace existing door monitoring CCTV system on light rail vehicles. The current CCTV door monitoring view of the light rail vehicles are limited and do not provide clear images. New CCTV systems are available and will provide a better view of the LRV sides and platform making it easier for operators to determine when the passengers have cleared the LRV doors. Additionally, the operator can more easily see late passengers approaching and allow those passengers to board the train.

Funding Source	FY16 & FY17
Federal - Sec 5307	\$800,000
VTA Transit	200,000
Total	\$1,000,000

***Operating Cost Impact:** Potential increase in maintenance contracts once new equipment is off warranty.*

***Estimated Total Project Cost:** \$1.0 million*

***Anticipated Completion Date:** December 2016*

8. Wheelchair Ramp Replacement on 70 Buses

Improve mobility device access on 70 buses by replacing the current wheelchair ramp with a model that offers an easier and more familiar experience for users of manual and powered wheelchairs and scooters. Buses delivered to VTA in late 2010 were equipped with a new design wheelchair ramp. Mobility device users have encountered problems with the new design. To eliminate the issues, this project will retrofit the buses with an older, simpler model used for many years without significant problems.

Funding Source	FY16 & FY17
VTA Transit	\$1,050,000

VTA FY 2016 & FY 2017 PROPOSED BUDGET

Operating Cost Impact: *There is no anticipated impact on operating costs.*

Estimated Total Project Cost: *\$1.1 million*

Anticipated Completion Date: *March 2016*

Non-Revenue Vehicles

9. Non-Revenue Vehicle Procurement FY16

This ongoing program schedules the acquisition of Non-Revenue Vehicles to replace existing units that have high mileage, have had a history of mechanical failures, or have been decommissioned because of mechanical failures which were not cost-effective to repair. This plan also calls for the replacement of old vehicles with hybrid/electric vehicles, wherever possible.

Funding Source	FY16 & FY17
VTA Transit	\$836,200

Operating Cost Impact: *Projected maintenance savings for the first year vehicles are in service due to warranty.*

Estimated Total Project Cost: *\$836 thousand*

Anticipated Completion Date: *June 2017*

Operating Facilities & Equipment

10. Automated Wheel Measurement System for Light Rail Vehicles

This project will design, furnish and install an automated wheel measurement system at the Guadalupe light rail division. This system will help LRV maintenance shop to detect wheel defects and wheel wear and expedite the wheel inspection process.

Funding Source	FY16 & FY17
VTA Transit	\$878,750

Operating Cost Impact: *Potential maintenance savings from proactively addressing issues.*

Estimated Total Project Cost: *\$879 thousand*

Anticipated Completion Date: *June 2018*

11. Chaboya Yard Well Removal

This project is to obtain case closure and demolish the ground water remediation system and wells at the Chaboya Yard. Regional Water Quality Control Board staff has agreed to case closure with a deed restriction that is being executed. Once approval is obtained, well removal can begin. This project includes the abandonment (removal) of 50 monitoring wells, abandonment of 5 extraction wells, closure for 2 groundwater extraction trenches and closure of 1 recharge trench.

VTA FY 2016 & FY 2017 PROPOSED BUDGET

Funding Source	FY16 & FY17
Federal - Sec 5307	\$196,000
VTA Transit	49,000
Total	\$245,000

Operating Cost Impact: *There is no anticipated impact on operating costs.*

Estimated Total Project Cost: \$245 thousand

Anticipated Completion Date: June 2016

12. Facilities and Equipment Emergency Repair FY16

This project allows VTA to expedite unplanned repairs that may be required at facilities or to equipment that is essential to normal or safe operations. These funds are administered by the Chief Operating Officer and are not used for regular anticipated maintenance activities.

Funding Source	FY16 & FY17
VTA Transit	\$750,000

Operating Cost Impact: *Potential impact on operating cost is dependent on nature of repair or equipment replaced.*

Estimated Total Project Cost: \$750 thousand

Anticipated Completion Date: June 2017

13. Facility Maintenance Equipment Program FY16

This project allows for the scheduled replacement of equipment that has reached the end of its useful life. It allows VTA to proactively keep its equipment in a state of good repair, while reducing repair expenses and downtime. FY 2016 and FY 2017 scheduled replacements include parts carousel, engine dynamometer, bus lifts sets, floor scrubbers, pressure washers, lathe, and parts washers.

Funding Source	FY16 & FY17
VTA Transit	\$949,212

Operating Cost Impact: *Potential maintenance savings associated with keeping equipment in a state of good repair.*

Estimated Total Project Cost: \$949 thousand

Anticipated Completion Date: June 2017

14. Green Sustainability Facility Improvements

This appropriation supports the continuation of the VTA Board approved Sustainability Program which includes energy reduction, solid waste reduction, hazardous waste reduction, recycling programs, water conservation, and solar energy projects. Planned projects for the two-year period include lighting retrofits, electric vehicle charging stations, and wayside energy storage.

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Funding Source	FY16 & FY17
VTA Transit	\$1,000,000

Operating Cost Impact: *The wayside energy storage project is expected to generate \$80 thousand in annual savings from reduced electrical demand.*

Estimated Total Project Cost: \$6.6 million

Anticipated Completion Date: June 2017

15. Guadalupe Train Wash Replacement

This project will replace the Guadalupe Train Wash, including modifications to the concrete slab and trench drains, replacing the water supply and storage systems, and replacing all controls and mechanical equipment. Currently when the fronts and rears of the rolling stock get too dirty, shifts of maintenance workers are diverted to cleaning the cars periodically at the request of management. This work is generally done on overtime, raising the overall maintenance costs that would not occur if the wash system were properly washing the rolling stock.

Funding Source	FY16 & FY17
Federal - Sec 5337	\$1,448,000
VTA Transit	362,000
Total	\$1,810,000

Operating Cost Impact: *Anticipated reduction in overtime for maintenance workers.*

Estimated Total Project Cost: \$1.8 million

Anticipated Completion Date: June 2017

16. Heating, Ventilation and Air Conditioning (HVAC) Replacement Program FY16

The HVAC Replacement Program is a long-term plan intended to take advantage of technological advances in HVAC equipment and stay ahead of major system failures that impact operations. This 10-year plan identifies specific HVAC equipment replacements annually based on the end of useful life calculations. The FY 2016 and FY 2017 request provides for the redesign and replacement of the River Oaks Data Center cooling system and continuation of the heat pump replacement project started in FY 2014.

Funding Source	FY16 & FY17
VTA Transit	\$1,300,000

Operating Cost Impact: *Utility savings anticipated from replacing electric heat pumps with natural gas fueled heat pumps.*

Estimated Total Project Cost: \$1.3 million

Anticipated Completion Date: June 2017

17. Light Rail Vehicle Body Shop – Dust Separation Wall

Construct a dust separation wall between tracks 4 and 5 of the Guadalupe light rail vehicle shop building. This wall will mitigate dust migration due to body/collision repair and paint

VTA FY 2016 & FY 2017 PROPOSED BUDGET

prep work, such as sanding, that occurs along track four. Dust accumulation damages and shortens the life of the machine shop, wheel truing, and component rebuild equipment located on track 5. In addition to wall construction, the project scope includes modifications to existing electrical and mechanical systems impacted by placement of the new wall at the designated location. The requested budget augmentation will fund this project through completion.

Funding Source	FY16 & FY17
VTA Transit	\$500,000

Operating Cost Impact: *Some maintenance and replacement savings anticipated due to the reduction of dust accumulation in vital equipment.*

Estimated Total Project Cost: *\$1.0 million*

Anticipated Completion Date: *June 2016*

18. Light Rail Vehicle Maintenance Shop Hoist

This project will add one in-floor Light Rail Vehicle (LRV) hoist at the LRV Maintenance Shop. This additional lift will supplement the existing in-floor hoist and provide additional capability to quickly change trucks (three per LRV) associated with truck overhauls and repairs, wheel truing, and preventive maintenance inspections. The set of portable LRV lifts that were originally provided are time consuming to set up and move into place and they present a large number of cables that connect the eight units causing a tripping hazard and interfering with work on the LRV. The requested budget augmentation is required to construct the necessary building modifications to facilitate installation.

Funding Source	FY16 & FY17
VTA Transit	\$450,000

Operating Cost Impact: *Anticipate additional \$3 thousand per year for maintenance contract.*

Estimated Total Project Cost: *\$5.1 million*

Anticipated Completion Date: *June 2016*

19. Painting Management Program FY16

The Painting Management Program is an ongoing, comprehensive long-term preventive maintenance program that protects and extends the useful life of all facilities maintained by VTA. This program provides painting maintenance and repair to the exteriors and interiors of all VTA operational, administrative, and passenger facilities (excluding bus stops). Painting maintenance and repair includes repairs and repainting of worn areas as needed and includes scheduled repainting based on a 10-year plan.

Funding Source	FY16 & FY17
VTA Transit	\$1,540,000

Operating Cost Impact: *There is no anticipated impact on operating costs.*

Estimated Total Project Cost: *\$1.5 million*

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Anticipated Completion Date: June 2017

20. Pavement Management Program FY14

This ongoing program provides pavement maintenance and repair to all VTA operational, administrative, passenger, equipment, and Park and Ride facilities. Maintenance and repair includes slurry sealing on a five to eight-year cycle for light-duty lots and grinding with overlays for bus divisions and heavy vehicle roadways on a five-year schedule.

Funding Source	FY16 & FY17
VTA Transit	\$910,000

Operating Cost Impact: Potential maintenance savings associated with keeping pavement in a state of good repair.

Estimated Total Project Cost: \$910 thousand

Anticipated Completion Date: June 2017

21. Roofing Management Program FY16

This is an ongoing, comprehensive program to maximize the useful life and integrity of VTA facilities. This program includes the proactive scheduling of roofing rehabilitation prior to major failure, as well as unscheduled repairs, seasonal cleaning, annual roof inspections, and emergency leak response.

Funding Source	FY16 & FY17
VTA Transit	\$923,000

Operating Cost Impact: Potential maintenance savings associated with keeping roofing in a state of good repair.

Estimated Total Project Cost: \$923 thousand

Anticipated Completion Date: June 2017

Light Rail Way, Power & Signal

22. Bridge and Structure Repairs FY16

An inspection of the VTA Light Rail bridges and structures has been completed in accordance with California Public Utilities Commission (CPUC) requirements. The findings indicate that a number of structures are showing defects that either need further detailed investigation or require corrective actions. This project will provide the funding to take corrective actions to have items immediately addressed.

Funding Source	FY16 & FY17
Federal - Sec 5307	\$560,000
VTA Transit	140,000
Total	\$700,000

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Operating Cost Impact: Potential maintenance savings associated with keeping bridges and structures in a state of good repair.

Estimated Total Project Cost: \$700 thousand

Anticipated Completion Date: June 2017

23. Bridge Repairs & Hamilton Structure Stabilization

Implement corrective actions such as soil stabilization and drainage modifications to stabilize the Hamilton Bridge Structure. The requested budget augmentation will fund this project through completion.

Funding Source	FY16 & FY17
Federal - Sec 5307	\$560,000
VTA Transit	140,000
Total	\$700,000

Operating Cost Impact: Potential maintenance savings associated with keeping bridges and structures in a state of good repair.

Estimated Total Project Cost: \$2.4 million

Anticipated Completion Date: December 2016

24. Downtown San Jose Speed Improvement – Phase 1

This project will include final design and construction of improvements to Downtown San Jose which would allow Light Rail trains to increase maximum speeds through that area. It would require construction and enhancements to sidewalk and paving within Downtown San Jose, modifications at select intersections, and potential utility work. The enhancements are still to be determined but will likely include a combination of bollards, chains, and alternate technologies. This is Phase 1 of the overall Downtown San Jose speed improvement project. Phase 2 will commence when BART construction occurs in Downtown San Jose. Phase 2 is anticipated to be a much larger overhaul of the Light Rail system in downtown San Jose.

Funding Source	FY16 & FY17
Federal - TPI	\$1,000,000
State - Cap & Trade	4,000,000
Total	\$5,000,000

Operating Cost Impact: Ongoing maintenance costs related to new track and structures would be offset somewhat by reduced operating costs from improved speed and service reliability.

Estimated Total Project Cost: \$5.0 million

Anticipated Completion Date: December 2017

25. Light Rail Crossovers and Switches FY16

This project will procure and install track crossovers and power switches at several locations along the existing corridor to improve the ability to provide trackway maintenance and increase operational flexibility.

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Funding Source	FY16 & FY17
VTA Transit	\$4,100,000

Operating Cost Impact: *Potential cost savings due to improved operational flexibility.*

Estimated Total Project Cost: \$8.2 million

Anticipated Completion Date: May 2019

26. Rail Rehabilitation and Replacement FY16

This is part of an on-going program to ensure that the Light Rail track infrastructure remains safe, reliable and in an enhanced state of good repair. Previous projects have completed or are undertaking the rehabilitation and replacement of ties, rail, concrete panels, special trackwork, switches and embedded rail. Design is underway for another project that will replace the existing embedded half grand at the intersection of North 1st Street and Younger Avenue and install crossovers to facilitate construction. The scope for this request includes further rehabilitation and replacement of various track components at various locations including special trackwork switches, heel blocks, timber ties and defective/worn-out rail.

Funding Source	FY16 & FY17
Federal - Sec 5337	\$3,600,000
VTA Transit	900,000
Total	\$4,500,000

Operating Cost Impact: *Potential maintenance savings associated with keeping the assets in a state of good repair.*

Estimated Total Project Cost: \$4.5 million

Anticipated Completion Date: March 2019

27. Track Intrusion Abatement FY16

This project will take steps to prevent track intrusion into light rail trackway at intersections and locations currently subject to trespassing. Planned improvements include installation of fencing, barriers, signage, flashing signs, and pavement markings at locations identified and approved by VTA's Safety Committee.

Funding Source	FY16 & FY17
Federal - Sec 5337	\$1,600,000
VTA Transit	400,000
Total	\$2,000,000

Operating Cost Impact: *There is no anticipated impact on operating costs.*

Estimated Total Project Cost: \$2.0 million

Anticipated Completion Date: June 2018

28. Traction Power Substation Power Monitoring System

The project will add an Energy Demand Power Monitoring System (EPMS) to 10 traction power substations to better monitor power consumption and transit power harmonics fluctuations. This monitoring system will allow MTA to control consumption, verify billings, and support control costs. This system is fully compatible with the systems on the new Transit Power Substations.

Funding Source	FY16 & FY17
MTA Transit	\$234,542

***Operating Cost Impact:** Annual fees of \$6,500 offset by potential savings from identifying overbillings.*

***Estimated Total Project Cost:** \$235 thousand*

***Anticipated Completion Date:** June 2016*

29. Traction Power Substation Procurement FY16

This project is part of a continuing program that will replace the Traction Power Substations on the Guadalupe Light Rail Corridor. The previously approved projects allow for the replacement of 7 of the 14 substations and installation of one new substation in the Guadalupe corridor. This project will replace three more substations.

Funding Source	FY16 & FY17
Federal - Sec 5337	\$7,200,000
MTA Transit	1,800,000
Total	\$9,000,000

***Operating Cost Impact:** Potential maintenance savings associated with keeping assets in a state of good repair.*

***Estimated Total Project Cost:** \$9.0 million*

***Anticipated Completion Date:** December 2018*

Passenger Facilities

30. Bus Stop Pavement/Duckout Improvements FY16

MTA is committed to maintaining and improving safe bus stops, bus stop accessibility, and sound operating conditions for transit vehicles. This project will provide physical improvements at bus stops to ensure Americans with Disabilities Act (ADA) compliance and improve the overall passenger environment throughout Santa Clara County. The improvements typically include increasing passenger waiting pads, enhancing sidewalk access, providing additional lighting at bus stops, and repairing bus pavement at heavily used bus stops. In addition, accessibility improvements will be made to enable wheelchair use of the bus stops and to provide appropriate access clearances.

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Funding Source	FY16 & FY17
Federal - Sec 5307	\$769,677
VTA Transit	192,419
Total	\$962,096

Operating Cost Impact: *Potential maintenance savings associated with keeping bus stops in a state of good repair.*

Estimated Total Project Cost: \$962 thousand

Anticipated Completion Date: June 2018

31. Light Rail Facilities LED Lighting Retrofit

This project will retrofit existing light rail stations and facilities with energy efficient LED light fixture to improve lighting level and reduce energy consumption.

Funding Source	FY16 & FY17
Federal - Earmark	\$750,000
VTA Transit	187,500
Total	\$937,500

Operating Cost Impact: *Anticipated utility savings due to more efficient fixtures and maintenance/replacement savings due to longer lamp life.*

Estimated Total Project Cost: \$938 thousand

Anticipated Completion Date: June 2016

32. Light Rail Station Signage Replacement

This project will replace signage at all Light Rail Stations in support of a new service plan. VTA will have major changes to its Light Rail Service in response to the new BART connection at Milpitas as well as planned operations for additional express service. Project costs include labor and materials to replace decals and various signage at each Light Rail Station.

Funding Source	FY16 & FY17
VTA Transit	\$960,000
2000 Measure A	1,040,000
Total	\$2,000,000

Operating Cost Impact: *There is no anticipated impact on operating costs.*

Estimated Total Project Cost: \$2.0 million

Anticipated Completion Date: August 2017

33. Pedestrian Swing Gates Replacement

This project will replace spring-hinge pedestrian swing gates at various pedestrian crossing locations along VTA's light rail system. The existing swing gates will be replaced with new

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and improved gravity-hinged gates that are safer and more reliable. The requested budget augmentation will fund this project through completion.

Funding Source	FY16 & FY17
Federal - Sec 5307	\$704,000
VTA Transit	176,000
Total	\$880,000

Operating Cost Impact: *There is no anticipated impact on operating costs.*

Estimated Total Project Cost: *\$1.5 million*

Anticipated Completion Date: *December 2016*

34. Security Improvement Projects FY16

This project reserves appropriation for grant funding identified specifically for transit security projects from the California Transit Security Grant Program-California Transit Assistance Fund. The specific activities will be identified consistent with grant guidelines and assessments of projects.

Funding Source	FY16 & FY17
State - Prop 1B	\$1,775,000
VTA Transit	93,000
Total	\$1,868,000

Operating Cost Impact: *Potential impact on operating cost is dependent on nature of identified activities.*

Estimated Total Project Cost: *\$1.9 million*

Anticipated Completion Date: *June 2017*

35. Ticket Vending Machines for Stadium Events

This project will fund the procurement and installation of 7 Ticket Vending Machines (TVMs) to be installed at the Mountain View (3), Great Mall (2), and Montague (2) Light Rail stations. This enhanced availability of TVMs is intended to reduce or eliminate the need for VTA staff to sell tickets manually on Levi's Stadium event days.

Funding Source	FY16 & FY17
VTA Transit	\$660,000

Operating Cost Impact: *Lower staffing costs for fare sales at special events offset somewhat by marginal incremental maintenance costs.*

Estimated Total Project Cost: *\$660 thousand*

Anticipated Completion Date: *January 2016*

36. Transit Center Park and Ride Upgrades FY16

This project will provide for refurbishment and repair of maintenance issues at transit center and park and ride lots throughout the VTA service area. These include major concrete damage and pavement failures at transit centers, sidewalks and park and ride lots. It will also include pavement striping, signage, tree roots and tree removal, lighting and mitigating trip hazards in the pedestrian areas.

Funding Source	FY16 & FY17
VTA Transit	\$500,000

***Operating Cost Impact:** Potential maintenance savings associated with keeping assets in a state of good repair.*

***Estimated Total Project Cost:** \$500 thousand*

***Anticipated Completion Date:** June 2017*

37. Vasona Corridor Pedestrian Back Gates

This project will install pedestrian gates at several Vasona Light Rail corridor crossings. The scope will include the installation of automatic pedestrian gates, swing gates and railings, minor civil improvements and related signal modifications as necessary.

Funding Source	FY16 & FY17
Federal - Sec 5307	\$1,040,000
VTA Transit	260,000
Total	\$1,300,000

***Operating Cost Impact:** There is no anticipated impact on operating costs.*

***Estimated Total Project Cost:** \$1.3 million*

***Anticipated Completion Date:** June 2017*

Information Systems & Technology

38. Business Process Automation – Accounts Payable

This project addresses business processes in the Accounts Payable department to facilitate migration to a more electronic and automated process. The project will utilize automation tools such as interactive forms and work flow to streamline approval procedures, facilitate archiving and retrieval of invoices, and improve the overall efficiency in processing Accounts Payables documents. The requested budget augmentation will fund this project through completion.

Funding Source	FY16 & FY17
VTA Transit	\$202,000

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Operating Cost Impact: *There is no anticipated impact on operating costs.*

Estimated Total Project Cost: *\$657 thousand*

Anticipated Completion Date: *October 2016*

39. Business Process Automation - Payroll

This project addresses business processes in the Payroll department to facilitate migration to a more electronic and automated process. The project will utilize automation tools such as interactive forms and work flow to streamline timesheet submission and approval procedures, automate all employee initiated forms, and provide the ability to store all Federal and State tax reporting forms. The requested budget augmentation will fund this project through completion.

Funding Source	FY16 & FY17
VTA Transit	\$323,000

Operating Cost Impact: *Potential savings from reduced usage of paper forms.*

Estimated Total Project Cost: *\$663 thousand*

Anticipated Completion Date: *November 2016*

40. Cal Cloud Network and Server Upgrade

This project provides for the high speed connectivity, security and operation for Cal Cloud, a state sponsored Cloud services site which provides for fail over and connectivity to State of California computer resources in emergencies and for combined agency access. Utilizing the Cal Cloud services allows VTA to establish a redundant system and outside services in the cloud, duplicating the primary systems and data for VTA. Systems such SAP, Trapeze Ops, email, and other production systems and data will be replicated to the Cal Cloud.

Funding Source	FY16 & FY17
VTA Transit	\$900,000

Operating Cost Impact: *Up to \$20 thousand per year depending on type of connection required.*

Estimated Total Project Cost: *\$900 thousand*

Anticipated Completion Date: *June 2017*

41. Connected Vehicle Technology Platform

This project will develop a technology platform that could lead to the development of personal connected mobility and enhanced transit performance. The development builds upon the 4G network and devices that are being deployed on all of VTA's revenue vehicles. This development, leveraging a modern, flexible and scalable data communications protocol, is planned to lead to the creation of a smart personal connected mobility and transit performance application programming interface (API) that could be easily utilized by VTA's customers, application developers, and regional transportation agencies. This open architecture platform would be transferable, enabling others to easily deploy a similar system with limited implementation costs. Potential applications from this effort could include: on-

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demand public transit system, multi-modal trip planner, enhanced automatic passenger information system, rail worker safety system, and smart transit stop information system.

Funding Source	FY16 & FY17
Federal - TBD	\$800,000
VTA Transit	200,000
Total	\$1,000,000

Operating Cost Impact: Potential impact on operating cost is dependent on specifics of identified program.

Estimated Total Project Cost: \$1.0 million

Anticipated Completion Date: December 2016

42. Credit Card Authorization System Enhancement

This project will enhance the current credit card authorization system to provide for redundant servers, networking equipment, and applications to allow for failover capabilities.

Funding Source	FY16 & FY17
VTA Transit	\$180,000

Operating Cost Impact: Potential increase in fare revenues due to reduction in Ticket Vending Machine credit card system downtime.

Estimated Total Project Cost: \$180 thousand

Anticipated Completion Date: June 2017

43. Electronic Procurement & Contract Bidding Process

Evaluate a cloud-based software which can improve the sourcing functions for the Procurement and Contract Department. All documents will be captured electronically making them easier to access or audit in the future.

Funding Source	FY16 & FY17
VTA Transit	\$210,000

Operating Cost Impact: Software subscription fee estimated at \$50 thousand per year.

Estimated Total Project Cost: \$210 thousand

Anticipated Completion Date: July 2017

44. Emergency IT Infrastructure Replacement

This project allows VTA to address the need for replacement of critical technology infrastructure as they arise over the two-year timeframe. These funds are administered by the Chief Technology Officer and are not used for regular anticipated maintenance activities.

Funding Source	FY16 & FY17
VTA Transit	\$300,000

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Operating Cost Impact: Potential impact on operating cost is dependent on nature of item replaced.

Estimated Total Project Cost: \$300 thousand

Anticipated Completion Date: June 2017

45. Geographic Information System (GIS) Program Development

This project will procure data collection hardware (e.g. smart phones and data plans), procure and assess new software, test options for new cartographic look for VTA, and secure professional services to assist with database management in support of VTA's GIS program. GIS program development is a core component of the new VTA vision of using technology and innovation to improve services and workflow efficiencies.

Funding Source	FY16 & FY17
VTA Transit	\$250,000

Operating Cost Impact: Potential increased costs for software subscriptions and maintenance fees.

Estimated Total Project Cost: \$250 thousand

Anticipated Completion Date: June 2017

46. Interactive Customer Message Signs

This is the second phase of implementation of the Interactive Customer Message Boards project. The message boards will simplify way finding and communication for the VTA traveler. It will be designed to deliver relevant information to the traveling public. The message boards provide information such as a countdown to arrival, one-touch visual directions based on real-time train and bus status, neighborhood maps along with additional features such as context-relevant notification and/or advertising. This phase of the project is to deploy an additional 20 signs once the design and pilot phases have been completed.

Funding Source	FY16 & FY17
VTA Transit	\$400,000

Operating Cost Impact: Maintenance and operating costs offset by potential generation of advertising revenue.

Estimated Total Project Cost: \$690 thousand

Anticipated Completion Date: June 2017

47. Network and Gigabit Fiber Upgrade

This project will provide increased security, reliability and capacity for the VTA network. It provides additional security from Internet threats and improves reliability in accessing the Internet for both regular and emergency operations. The project will also provide optic fiber installation as well as minor equipment and materials in helping augment the existing fiber Wide Area Network infrastructure within VTA. It is intended to provide upgrades to the VTA fiber and network equipment to address additional capacity needs and bottleneck areas and work in conjunction with other projects to ensure full functionality system-wide.

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Funding Source	FY16 & FY17
VTA Transit	\$700,000

Operating Cost Impact: *Estimated annual maintenance costs of \$100 thousand offset by estimated annual telecommunication cost savings of \$50 thousand.*

Estimated Total Project Cost: *\$700 thousand*

Anticipated Completion Date: *June 2016*

48. Radio System Upgrade

This project will replace necessary portions of the land mobile radio system to meet the needs of increased talk groups and more importantly provide voice/data communication to the Bus and Light Rail systems. The requested budget augmentation insures that all portions of the radio system are upgraded with appropriate equipment once the migration to the new radio/communications platform is selected. The requested budget augmentation will fund this project through completion.

Funding Source	FY16 & FY17
Federal - Sec 5337	\$2,400,000
VTA Transit	600,000
Total	\$3,000,000

Operating Cost Impact: *There is no anticipated impact on operating costs.*

Estimated Total Project Cost: *\$4.9 million*

Anticipated Completion Date: *January 2017*

49. SCADA Programming

This project will modify the existing Supervisory Control and Data Acquisition (SCADA) system used to control and monitor the light rail operating system and related features to integrate new equipment installed with the SCADA controls.

Funding Source	FY16 & FY17
VTA Transit	\$1,100,000

Operating Cost Impact: *There is no anticipated impact on operating costs.*

Estimated Total Project Cost: *\$1.1 million*

Anticipated Completion Date: *December 2016*

50. Server Refresh

This project will provide updated server equipment, enhanced server tools, and improved server cabling/connectivity/data transfer speed. The project will install server equipment that will replace end of life, non-supported servers and will provide new central server management tools.

Funding Source	FY16 & FY17
VTA Transit	\$500,000

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Operating Cost Impact: *Some savings anticipated as new units are more power efficient.*

Estimated Total Project Cost: \$500 thousand

Anticipated Completion Date: June 2016

51. Server Security Replacement and System Performance Upgrade

This project will provide new security equipment, enhanced systems monitoring tools, and improved network filtering capabilities against spam, phishing and virus attacks. The project will install security and data storage equipment that will replace end of life, non-supported hardware and will provide new central server management tools. The requested budget includes procurements of new security gateway appliances, storage units, and installation and professional services.

Funding Source	FY16 & FY17
VTA Transit	\$1,050,000

Operating Cost Impact: *Some savings anticipated as new units are more power efficient.*

Estimated Total Project Cost: \$1.1 million

Anticipated Completion Date: June 2016

52. Subscription/Demand Responsive Bus Pilot Projects

This project will implement a pilot Subscription/Demand Responsive Shuttle Bus Service Program. The program will develop, implement and test new specialized transit service models for select markets. The pilot program would utilize leased vehicles for testing various technologies, applications and service strategies. The key service features may include, but not be limited to, web-based subscription, automated dispatch, intelligent routing, optimized vehicle assignment and scheduling, real-time vehicle tracking, and seat reservation. The service will be flexible, with potentially varying pickup or drop off locations depending on the rider needs. Riders will be able to request and reserve (with a payment) service in advance via multiple platforms, including smartphone apps, web or phone call. Vehicle arrival and travel times will be estimated based on the automatic vehicle locator (AVL) and communicated to the riders simultaneously. Long-term, the service may be subscribed to (fully funded) by employers or other institutions.

Funding Source	FY16 & FY17
Federal - TBD	\$666,666
Other - TBD	666,666
VTA Transit	666,668
Total	<u><u>\$2,000,000</u></u>

Operating Cost Impact: *Potential for service revenues to fully offset costs over a period of time. In addition, this service may replace fixed route service at certain locations thereby lowering overall service costs.*

Estimated Total Project Cost: \$2.0 million

Anticipated Completion Date: June 2017

53. Train to Wayside Communication System Upgrade

This project will upgrade the existing DOS based train-to-wayside (TWC) system to a Windows based system while keeping the original system operational at various wayside locations. The project requires revisions to the existing design drawings, furnishing new equipment, removal and or integration with the old equipment as needed, and installation of the new equipment. The requested budget augmentation will fund this project through completion.

Funding Source	FY16 & FY17
Federal - Sec 5307	\$356,437
Federal - Sec 5337	728,163
VTA Transit	271,150
Total	\$1,355,750

***Operating Cost Impact:** There is no anticipated impact on operating costs.*

***Estimated Total Project Cost:** \$1.6 million*

***Anticipated Completion Date:** June 2018*

Miscellaneous

54. Caltrain Capital - Annual Local Match

The local capital funds that Caltrain receives from VTA and the other two funding partners (San Mateo County Transit District and the City and County of San Francisco) are used to match state and federal grant funds that are provided to Caltrain. Most Caltrain capital projects are funded with a combination of federal and local funds, and the costs are split equally by the three member agencies.

Funding Source	FY16 & FY17
VTA Transit	\$10,000,000

***Operating Cost Impact:** There is no direct operating costs impact to VTA. Operating and maintenance costs for Caltrain service are incorporated in the Caltrain operating subsidy.*

***Estimated Total Project Cost:** \$10.0 million*

***Anticipated Completion Date:** June 2017*

55. Capital Contingency

This appropriation is a placeholder for projects that are not currently anticipated but may arise during the two-year budget cycle. These funds are administered by the Capital Improvement Program Oversight Committee, which is composed of VTA's Chief Officers, Directors and a representative of the General Manager. Unused Capital Contingency appropriation expires at the end of the two-year budget cycle.

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Funding Source	FY16 & FY17
VTA Transit	\$2,000,000
Other-TBD	2,000,000
Total	\$4,000,000

Operating Cost Impact: *Potential impact on operating cost is dependent on nature of identified activities.*

Estimated Total Project Cost: \$2.0 million

Anticipated Completion Date: June 2017

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VTA Transit Total Available Appropriation

Capital project appropriations, with the exception of the VTA Transit Capital Contingency, do not expire at the end of the fiscal year and are carried forward until the project is completed. Appropriation for the VTA Transit Capital Contingency expires at the end of the two-year budget cycle. Capital carryover is defined as appropriation that is unspent at the end of the fiscal year. The local share of capital carryover is specifically earmarked for previously appropriated capital needs in VTA's Comprehensive Annual Financial Report. The following table reflects the projected carryover at June 30, 2015 as well as the total available appropriation for the VTA Transit Capital Program after the FY 2016 appropriation, by project and funding source. Project funding for the two-year period is appropriated in FY 2016 in order to facilitate administration of the program.

(Dollars in Thousands)

Project #	Project Name	Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY15 ¹	C=(A-B) Projected FY15 Capital Carryover	D FY16 Proposed Appropriation	E=(C+D) Total Available Appropriation
P-0624	Bus Farebox Replacement	State	10,000	9,480	520	0	520
		VTA Transit	498	67	431	0	431
		Total	10,498	9,547	951	0	951
P-0687	Advanced ZEB Demo Project	Federal	392	291	101	0	101
		Other	98	60	38	0	38
		VTA Transit	8,984	8,984	0	0	0
		Total	9,474	9,335	139	0	139
P-0754	Kinkisharyo LRV Overhaul Program	Federal	1,670	112	1,557	0	1,557
		VTA Transit	930	28	902	9,307	10,209
		Total	2,599	140	2,459	9,307	11,766
P-0760	Express Bus Vehicle Procurement	State	14,227	14,074	153	0	153
		VTA Transit	1,893	545	1,348	0	1,348
		Total	16,120	14,619	1,501	0	1,501
P-0768	Community Bus Procurement	State	9,405	9,125	281	0	281
		VTA Transit	16,236	16,236	0	0	0
		Total	25,641	25,360	281	0	281
P-0823	Paratransit Vehicles and Equipment	State	3,476	255	3,221	0	3,221
P-0833	40' Bus Procurement	Federal	13,622	7,430	6,192	0	6,192
		State	3,171	1,475	1,696	0	1,696
		VTA Transit	28,340	1,362	26,978	0	26,978
		Total	45,133	10,267	34,866	0	34,866
P-0834	60' Articulated Bus Procurement	State	45,679	0	45,679	5,528	51,208
		VTA Transit	6,535	0	6,535	3,005	9,540
		Total	52,214	0	52,214	8,533	60,747
P-0884	Automatic Passenger Counters LR Vehicles	VTA Transit	1,450	1,450	0	0	0
NEW	3-Position Exterior Bike Racks for Buses	State	0	0	0	820	820
		VTA Transit	0	0	0	80	80
		Total	0	0	0	900	900

¹ Projection as of March 28, 2015

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Project #	Project Name	Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY15 ¹	C=(A-B) Projected FY15 Capital Carryover	D FY16 Proposed Appropriation	E=(C+D) Total Available Appropriation
NEW	40' Bus Procurement FY16	Federal	0	0	0	48,700	48,700
		MTA Transit	0	0	0	12,175	12,175
		Total	0	0	0	60,875	60,875
NEW	Electric Bus Pilot Project	Other	0	0	0	3,200	3,200
		MTA Transit	0	0	0	800	800
		Total	0	0	0	4,000	4,000
NEW	Light Rail CCTV Upgrade	State	0	0	0	5,225	5,225
		MTA Transit	0	0	0	275	275
		Total	0	0	0	5,500	5,500
NEW	LRV CCTV Door Monitoring System	Federal	0	0	0	800	800
		MTA Transit	0	0	0	200	200
		Total	0	0	0	1,000	1,000
NEW	Wheelchair Ramp Replacement on 70 Buses	MTA Transit	0	0	0	1,050	1,050
Revenue Vehicles & Equipment Total			166,605	70,973	95,632	91,166	186,798
P-0774	Non-Revenue Vehicle Procurement FY12	State	1,931	1,370	562	0	562
		MTA Transit	0	0	0	0	0
		Total	1,931	1,370	562	0	562
P-0857	Non-Revenue Vehicle Procurement FY14	MTA Transit	1,072	2	1,070	0	1,070
NEW	Non-Revenue Vehicle Procurement FY16	MTA Transit	0	0	0	863	863
		Non-Revenue Vehicles Total	3,003	1,371	1,632	863	2,495
P-0427	HazMat Removal / Fac. Design & Const	MTA Transit	264	226	39	0	39
P-0572	Bus Signal Priority	Federal	729	583	146	0	146
		MTA Transit	182	146	36	0	36
		Total	911	729	182	0	182
P-0633	HVAC Replacement Program FY08	MTA Transit	783	752	32	0	32
P-0646	Green Sustainability Facility Improvements	MTA Transit	5,200	4,322	878	1,000	1,878
P-0675	Pavement Management Program FY09	MTA Transit	717	385	332	0	332
P-0738	Facilities Programwide	MTA Transit	300	0	300	0	300
P-0741	SCADA System Hardening	Federal	755	755	0	0	0
		State	2,567	2,567	0	0	0
		Other	331	0	331	0	331
		MTA Transit	581	298	283	0	283
		Total	4,234	3,619	614	0	614
P-0750	GFCI (switchgear) Testing & Replacemnt	MTA Transit	312	4	308	0	308
P-0765	HVAC Replacement Program FY12	MTA Transit	1,177	114	1,062	0	1,062
P-0766	Roofing Management Program FY12	MTA Transit	1,509	1,497	12	0	12
P-0767	Facilities Maint. Equip Program FY12	MTA Transit	788	406	382	0	382
P-0776	LRV Body Shop-Dust Separation Wall	Federal	436	120	316	0	316
		MTA Transit	109	30	79	500	579
		Total	545	150	395	500	895
P-0777	LRV Maintenance Shop Hoist	Federal	3,681	269	3,412	0	3,412
		MTA Transit	920	67	853	450	1,303
		Total	4,601	337	4,265	450	4,715
P-0780	Auditorium Upgrade	MTA Transit	555	555	0	0	0
P-0815	Radio System Installation FY13	State	465	465	0	0	0
		MTA Transit	14	14	0	0	0
		Total	479	479	0	0	0
P-0828	Downtown Customer Service Center Move	Other	140	140	0	0	0
		MTA Transit	827	787	40	0	40
		Total	967	927	40	0	40
P-0839	Replace Wheel Truing Machine	MTA Transit	2,600	23	2,577	0	2,577
P-0840	LED Exterior Lighting Replacement	MTA Transit	900	95	805	0	805

MTA FY 2016 & FY 2017 PROPOSED BUDGET

Project #	Project Name	Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY15 ¹	C=(A-B) Projected FY15 Capital Carryover	D FY16 Proposed Appropriation	E=(C+D) Total Available Appropriation
P-0844	Cerone Propane Tank Replacement	MTA Transit	350	37	313	0	313
P-0846	Facilities Maint. Equip Program FY14	MTA Transit	1,126	0	1,126	0	1,126
P-0847	Pavement Management Program FY14	MTA Transit	2,316	719	1,597	0	1,597
P-0849	Cerone Boiler Replacement	MTA Transit	300	42	258	0	258
P-0852	Cerone Emergency Generator Replacement	MTA Transit	1,200	130	1,070	0	1,070
P-0854	HVAC Replacement Program FY14	MTA Transit	551	84	467	0	467
P-0855	Roofing Management Program FY14	MTA Transit	900	745	155	0	155
P-0856	Painting Management Program FY14	MTA Transit	1,000	144	856	0	856
P-0859	LR Signal Shop Modification	Federal	396	0	396	0	396
		MTA Transit	99	0	99	0	99
		Total	495	0	495	0	495
P-0883	Facilities & Equip Emergency Repair FY14	MTA Transit	406	0	406	0	406
P-0916	Cerone Fuel Island Modular Building	MTA Transit	54	0	54	0	54
NEW	Auto Wheel Measurmnt Sys for LR Vehicles	MTA Transit	0	0	0	879	879
NEW	Chaboya Yard Well Removal	Federal	0	0	0	196	196
		MTA Transit	0	0	0	49	49
		Total	0	0	0	245	245
NEW	Facilities & Equip Emergency Repair FY16	MTA Transit	0	0	0	750	750
NEW	Facilities Maint. Equipment Program FY16	MTA Transit	0	0	0	949	949
NEW	Guadalupe Train Wash Replacement	Federal	0	0	0	1,448	1,448
		MTA Transit	0	0	0	362	362
		Total	0	0	0	1,810	1,810
NEW	HVAC Replacement Program FY16	MTA Transit	0	0	0	1,300	1,300
NEW	Painting Management Program FY16	MTA Transit	0	0	0	1,540	1,540
NEW	Pavement Management Program FY16	MTA Transit	0	0	0	910	910
NEW	Roofing Management Program FY16	MTA Transit	0	0	0	923	923
Operating Facilities & Equipment Total			35,540	16,522	19,018	11,256	30,274
P-0643	Cooling Sys for LR Signal / Comm Cabinet	MTA Transit	314	92	222	0	222
P-0670	Rail Rehab and Replacement Program	Federal	16,029	7,189	8,840	0	8,840
		State	1,466	760	706	0	706
		MTA Transit	3,179	1,266	1,913	0	1,913
		Total	20,674	9,215	11,459	0	11,459
P-0689	Traction Power Substation Replacemnt Prog	Federal	13,551	9,711	3,840	0	3,840
		State	1,469	1,469	0	0	0
		MTA Transit	5,240	3,769	1,471	0	1,471
		Total	20,260	14,949	5,311	0	5,311
P-0707	OH Catenary Sys (OCS) Rehab Program	Federal	7,030	3,717	3,314	0	3,314
		State	1,150	817	333	0	333
		MTA Transit	895	112	783	0	783
		Total	9,076	4,646	4,430	0	4,430
P-0757	LR Crossovers and Switches	Federal	2,759	72	2,687	0	2,687
		MTA Transit	690	18	672	0	672
		Total	3,449	90	3,358	0	3,358
P-0761	Bridge Repairs & Structure Stabilization	Federal	1,360	1,360	0	560	560
		MTA Transit	340	340	0	140	140
		Total	1,700	1,700	0	700	700
P-0762	LR Signal Sys Assessment / SCADA Repl	Federal	2,800	106	2,694	0	2,694
		MTA Transit	700	26	674	0	674
		Total	3,500	132	3,368	0	3,368
P-0763	N 1st and DT SJ LR Speed Improvmt Desgn	Federal	400	0	400	0	400
		MTA Transit	762	12	750	0	750
		Total	1,162	12	1,150	0	1,150

MTA FY 2016 & FY 2017 PROPOSED BUDGET

Project #	Project Name	Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY15 ¹	C=(A-B) Projected FY15 Capital Carryover	D FY16 Proposed Appropriation	E=(C+D) Total Available Appropriation
P-0771	Update Santa Teresa Intlock Signal House	Federal	1,728	1,513	215	0	215
		VTA Transit	432	378	54	0	54
		Total	2,160	1,891	269	0	269
P-0797	Vasona Safety Improvements	VTA Transit	1,244	1,218	26	0	26
P-0821	LR Signal Priority Improvements	Federal	1,587	75	1,512	0	1,512
		VTA Transit	206	10	196	0	196
		Total	1,793	85	1,708	0	1,708
P-0842	LR Transit Performance Initiative Projects	Federal	3,200	0	3,200	0	3,200
		VTA Transit	800	0	800	0	800
		Total	4,000	0	4,000	0	4,000
P-0843	Upgrade Ohlone/Chynoweth Interlocking	Federal	960	0	960	0	960
		VTA Transit	240	0	240	0	240
		Total	1,200	0	1,200	0	1,200
P-0845	Track Intrusion Abatement FY14	Federal	1,600	0	1,600	0	1,600
		VTA Transit	400	0	400	0	400
		Total	2,000	0	2,000	0	2,000
P-0910	Traction Power Substation at Mtn View	VTA Transit	3,500	4	3,496	0	3,496
NEW	Bridge and Structure Repairs FY16	Federal	0	0	0	560	560
		VTA Transit	0	0	0	140	140
		Total	0	0	0	700	700
NEW	Downtown San Jose Speed Improv-Phase 1	Federal	0	0	0	1,000	1,000
		State	0	0	0	4,000	4,000
		Total	0	0	0	5,000	5,000
NEW	LR Crossovers and Switches FY16	VTA Transit	0	0	0	4,100	4,100
NEW	Rail Rehabilitation & Replacement FY16	Federal	0	0	0	3,600	3,600
		VTA Transit	0	0	0	900	900
		Total	0	0	0	4,500	4,500
NEW	Track Intrusion Abatement FY16	Federal	0	0	0	1,600	1,600
		VTA Transit	0	0	0	400	400
		Total	0	0	0	2,000	2,000
NEW	Traction Power Substation Monitoring Syst	VTA Transit	0	0	0	235	235
NEW	Traction Power Substation Procuremnt FY16	Federal	0	0	0	7,200	7,200
		VTA Transit	0	0	0	1,800	1,800
		Total	0	0	0	9,000	9,000
	Light Rail Way, Power & Signal Total		76,031	34,034	41,996	26,235	68,231
P-0522	Tamien Station Parking Structure	VTA Transit	225	225	0	0	0
P-0632	Security Improvement Projects FY08	VTA Transit	173	45	128	0	128
P-0688	ELocker Retrofit Program	State	23	22	1	0	1
		Other	153	30	123	0	123
		VTA Transit	23	18	4	0	4
		Total	198	70	128	0	128
P-0764	Transit Center Park & Ride Upgrades FY12	VTA Transit	990	708	282	0	282
P-0781	Bus Stop Pavement/Duckout Improv FY12	Federal	840	823	17	0	17
		VTA Transit	210	206	4	0	4
		Total	1,050	1,029	21	0	21
P-0802	Passenger Safety Improvements	State	1,730	1,231	499	0	499
P-0803	CCTV Surveillance Equipment FY12	State	1,614	1,605	8	0	8
P-0811	West San Carlos Infill Station	Other	1,000	0	1,000	0	1,000
P-0816	CCTV Surveillance Equipment FY13	State	2,289	2,289	0	0	0
P-0818	High Volume Bus Stop Improvement	Federal	600	0	600	0	600
		VTA Transit	1,300	134	1,166	0	1,166
		Total	1,900	134	1,766	0	1,766

MTA FY 2016 & FY 2017 PROPOSED BUDGET

Project #	Project Name	Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY15 ¹	C=(A-B) Projected FY15 Capital Carryover	D FY16 Proposed Appropriation	E=(C+D) Total Available Appropriation
P-0819	Pedestrian Swing Gates Replacement	Federal	0	0	0	704	704
		VTA Transit	570	352	218	176	394
		Total	570	352	218	880	1,098
P-0835	Bus Stop Pavement/Duckout Improv FY14	Federal	836	4	831	0	831
		VTA Transit	209	1	208	0	208
		Total	1,045	5	1,039	0	1,039
P-0836	Infrastructure for Addtl Fare Devices	VTA Transit	550	120	430	0	430
P-0858	Security Improvement Projects FY14	State	4,564	0	4,564	0	4,564
P-0882	Back-up Power Devices for Elevatd Stations	State	1,200	0	1,200	0	1,200
P-0892	CCTV Surveillance Equipment FY14	State	3,153	111	3,042	0	3,042
		Other	90	0	90	0	90
		Total	3,243	111	3,132	0	3,132
P-0893	Emergency Escalator Repairs	VTA Transit	190	158	32	0	32
P-0897	CCTV Equipment	State	3,270	0	3,270	0	3,270
		Other	66	0	66	0	66
		Total	3,336	0	3,336	0	3,336
P-0908	Tasman Station Repair	VTA Transit	300	2	298	0	298
P-0913	RTI Signs at Light Rail Stations	VTA Transit	870	0	870	0	870
NEW	Bus Stop Pavement/Duckout Improv FY16	Federal	0	0	0	770	770
		VTA Transit	0	0	0	192	192
		Total	0	0	0	962	962
NEW	LR Facilities LED Lighting Retrofit	Federal	0	0	0	750	750
		VTA Transit	0	0	0	188	188
		Total	0	0	0	938	938
NEW	LR Station Signage Replacement	2000 Measure A	0	0	0	1,040	1,040
		VTA Transit	0	0	0	960	960
		Total	0	0	0	2,000	2,000
NEW	Security Improvement Projects FY16	State	0	0	0	1,775	1,775
		VTA Transit	0	0	0	93	93
		Total	0	0	0	1,868	1,868
NEW	Ticket Vending Machines - Stadium Events	VTA Transit	0	0	0	660	660
NEW	Transit Center Park & Ride Upgrades FY16	VTA Transit	0	0	0	500	500
NEW	Vasona Corridor Pedestrian Back Gates	Federal	0	0	0	1,040	1,040
		VTA Transit	0	0	0	260	260
		Total	0	0	0	1,300	1,300
	Passenger Facilities Total		27,036	8,085	18,951	9,108	28,058
P-0329	Real Time Information (RTI)	Federal	2,152	2,152	0	0	0
		Other	2,731	2,516	216	0	216
		VTA Transit	1,656	1,351	305	0	305
		Total	6,539	6,018	520	0	520
P-0546	Clipper® TVM Integration	Federal	1,212	1,212	0	0	0
		State	2,611	2,611	0	0	0
		Other	1,868	1,868	0	0	0
		VTA Transit	562	562	0	0	0
		Total	6,253	6,253	0	0	0
P-0711	Emergency IT Infrastructure Replacement	VTA Transit	10	10	0	300	300
P-0769	SCADA GEisys Software Upgrade	VTA Transit	1,250	0	1,250	0	1,250
P-0778	SAP Grants Management Module	2000 Measure A	572	556	16	0	16
		VTA Transit	30	29	1	0	1
		Total	602	586	16	0	16
P-0779	Trapeze OPS Software Installation	VTA Transit	3,200	2,705	495	0	495
P-0782	Clipper® Gigabit Network Replacement	VTA Transit	1,425	519	906	0	906

VTA FY 2016 & FY 2017 PROPOSED BUDGET

Project #	Project Name	Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY15 ¹	C=(A-B) Projected FY15 Capital Carryover	D FY16 Proposed Appropriation	E=(C+D) Total Available Appropriation
P-0792	VTA.org Upgrade	2000 Measure A	193	187	5	0	5
		VTA Transit	193	187	5	0	5
		Total	385	374	11	0	11
P-0806	Record Management Program	VTA Transit	2,788	1,098	1,690	0	1,690
P-0817	CCTV Related Connectivity Infrastructure	State	615	600	15	0	15
		VTA Transit	14	14	0	0	0
		Total	629	614	15	0	15
P-0827	CMA Database & Web Server Expansion	Other	56	51	5	0	5
		VTA Transit	56	51	5	0	5
		Total	112	101	11	0	11
P-0841	Train to Wayside Comm. System Upgrade	Federal	200	0	200	1,085	1,285
		VTA Transit	50	0	50	271	321
		Total	250	0	250	1,356	1,606
P-0848	TERM Lite Deployment	VTA Transit	400	51	349	0	349
P-0850	SAP Plant Maintenance & Materials Mgmt	VTA Transit	300	0	300	0	300
P-0853	Business Process Automation-Accts Payable	VTA Transit	455	323	132	202	334
P-0869	Upgrade Countywide Travel Demand Model	Federal	445	0	445	0	445
		Other	205	140	65	0	65
		Total	650	140	510	0	510
P-0873	Network Enhancements-Guad & North Yard	VTA Transit	600	594	6	0	6
P-0874	Telecommunications System Updates	VTA Transit	375	12	363	0	363
P-0879	CAD-AVL Update	VTA Transit	7,000	249	6,751	0	6,751
P-0880	Upgrade LR Ring #1 Comm Equipment	Federal	1,760	0	1,760	0	1,760
		VTA Transit	440	0	440	0	440
		Total	2,200	0	2,200	0	2,200
P-0881	Radio System Upgrade	Federal	0	0	0	2,400	2,400
		VTA Transit	1,850	0	1,850	600	2,450
		Total	1,850	0	1,850	3,000	4,850
P-0887	CRM Implementation/CARE Replacement	VTA Transit	38	33	5	0	5
P-0891	Business Process Automation - Payroll	VTA Transit	340	340	0	323	323
P-0894	Emergency Interactive Voice Response Upg	VTA Transit	60	42	18	0	18
P-0895	Implement Talent Management Solution	VTA Transit	325	20	305	0	305
P-0896	Mobile Network-Full Fleet Wi-Fi	VTA Transit	650	3	647	0	647
P-0899	CCTV Emergency Storage Expansion	VTA Transit	175	175	0	0	0
P-0904	Interactive Customer Message Signs	VTA Transit	290	0	290	400	690
P-0905	Multimodal Trip Data Collectr/Planner APP	Other	63	0	63	0	63
		VTA Transit	63	0	63	0	63
		Total	125	0	125	0	125
P-0906	Integrated Land Use / Transportation Model	Other	75	0	75	0	75
P-0907	Virtual Transit Ride Visualization APP	VTA Transit	50	0	50	0	50
P-0909	Demand Response & Subscription Solution	VTA Transit	400	0	400	0	400
NEW	Cal Cloud Network and Server Upgrade	VTA Transit	0	0	0	900	900
NEW	Connected Vehicles Technology Platform	Federal	0	0	0	800	800
		VTA Transit	0	0	0	200	200
		Total	0	0	0	1,000	1,000
NEW	Credit Card Authorization Sys Enhancement	VTA Transit	0	0	0	180	180
NEW	Electronic Procurement & Contract Bidding	VTA Transit	0	0	0	210	210
NEW	GIS Program Development	VTA Transit	0	0	0	250	250
NEW	Network and Gigabit Fiber Upgrade	VTA Transit	0	0	0	700	700
NEW	SCADA Programming	VTA Transit	0	0	0	1,100	1,100
NEW	Server Refresh	VTA Transit	0	0	0	500	500
NEW	Server Security Replmnt and Sys Perf Upg	VTA Transit	0	0	0	1,050	1,050

VTA FY 2016 & FY 2017 PROPOSED BUDGET

Project #	Project Name	Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY15 ¹	C=(A-B) Projected FY15 Capital Carryover	D FY16 Proposed Appropriation	E=(C+D) Total Available Appropriation
NEW	Subsc/Demand Responsive Bus Pilot Project	Federal	0	0	0	667	667
		Other	0	0	0	667	667
		VTA Transit	0	0	0	667	667
		Total	0	0	0	2,000	2,000
	Information Sys & Technology Total		39,801	20,263	19,538	13,471	33,009
P-0471	Measure B Rail Projects Overhead	VTA Transit	8,681	8,666	14	0	14
P-0822	VETS Transp'tn & Community Living Initv	Federal	2,050	1,018	1,032	0	1,032
P-0914	Core Connectivity Study	Federal	200	0	200	0	200
		VTA Transit	120	0	120	0	120
		Total	320	0	320	0	320
P-0915	Slow Speed Zone Study	VTA Transit	300	0	300	0	300
NEW	Caltrain Capital - Annual Local Match	VTA Transit	0	0	0	10,000	10,000
NEW	Capital Contingency	Other	0	0	0	2,000	2,000
		VTA Transit	0	0	0	2,000	2,000
		Total	0	0	0	4,000	4,000
	Miscellaneous Total		11,351	9,684	1,666	14,000	15,666
	Grand Total		359,367	160,933	198,433	166,098	364,531

Note: Totals may not be precise due to independent rounding

VTA Transit Total Available by Funding Source
(Dollars in Thousands)

Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY15 ¹	C=(A-B) Projected FY15 Capital Carryover	D FY16 Proposed Appropriation	E=(C+D) Total Available Appropriation
Federal	84,978	38,512	46,466	73,879	120,345
State	116,075	50,325	65,750	17,348	83,098
Other	6,877	4,805	2,071	5,867	7,938
2000 Measure A	764	744	21	1,040	1,061
VTA Transit	150,674	66,548	84,126	67,964	152,090
Grand Total	359,367	160,933	198,433	166,098	364,531

¹ Projection as of March 28, 2015

Note: Totals may not be precise due to independent rounding

VTA FY 2016 & FY 2017 PROPOSED BUDGET



***2000 MEASURE A TRANSIT
IMPROVEMENT PROGRAM***

VTA FY 2016 & FY 2017 PROPOSED BUDGET



2000 Measure A Transit Improvement Program

Overview

The 2000 Measure A Transit Improvement Program, a 30-year plan of major transit improvement capital projects, was approved by Santa Clara County voters in November 2000. The 2000 Measure A Ordinance implemented a 30-year half-cent sales tax that became effective on April 1, 2006 and is scheduled to expire on March 31, 2036. Pursuant to the ballot measure, revenues from the Tax are limited to the following uses:

- Fund operating and maintenance costs for increased bus, rail and paratransit service.
- Extend BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station.
- Provide connections from Mineta San Jose International Airport to BART, Caltrain and VTA light rail.
- Extend Light Rail from Downtown San Jose to the East Valley.
- Purchase low-floor light rail vehicles.
- Improve Caltrain: double-track to Gilroy and electrify from Palo Alto to Gilroy.
- Increase Caltrain service.
- Construct a new Palo Alto Intermodal Transit Center.
- Improve bus service in major bus corridors.
- Upgrade Altamont Commuter Express (ACE).
- Improve Highway 17 Express bus service.
- Connect Caltrain with Dumbarton Rail Corridor.
- Purchase Zero Emission buses and construct service facilities.
- Develop new light rail corridors.

VTA periodically issues bonds in order to advance projects in anticipation of future sales tax receipts. In November 2010, VTA issued \$645.9 million of sales tax revenue bonds to fund a portion of Measure A capital project activities during the subsequent years. The bonds were issued as traditional fixed rate debt, with coupon payments that range from 3-5% and a final maturity of April 1, 2032. The 2010 Series A Bonds (\$469.7M) were issued as Taxable Build America Bonds (BABs) which provide a direct payment to VTA from the federal government equal to 35% of the interest costs. The BABs program was created by the American Recovery and Reinvestment Act of 2009 as a means to reduce borrowing costs for municipal entities such as VTA. Including the 35% direct federal subsidy, VTA's all in cost of borrowing for the full \$645.9 million bond issue was 3.55%. As of February 28, 2015 the balance in the 2010 Bonds Project Fund was \$88.7 million.

The 2000 Measure A Transit Improvement Program budget appropriation is broken into two major components. The operating budget includes appropriation for non-project specific expenditures such as professional services, debt service, and operating assistance to VTA Transit. The capital budget appropriation is comprised of the anticipated expenditures and commitments on capital projects for the two-year budget period.

VTA FY 2016 & FY 2017 PROPOSED BUDGET

***2000 Measure A Transit Improvement Program
Comparison of Revenues and Expenses
(Dollars in Thousands)***

Line	Category	FY14 Actual	FY15 Adopted Budget	FY15 Projected Actual¹	FY16 Proposed Budget	Variance from FY15 Projection	% Var	FY17 Proposed Budget	Variance from FY16 Budget	% Var
1	2000 Half-Cent Sales Tax	186,302	190,559	197,738	207,439	9,701	4.9%	216,835	9,396	4.5%
2	Federal BAB's Subsidy ²	8,755	9,399	8,715	8,722	7	0.1%	8,722	0	0.0%
3	Investment Earnings	3,247	2,490	5,230	5,170	(61)	-1.2%	4,531	(638)	-12.3%
4	Other Income	365	440	406	391	(15)	3.8%	404	13	3.4%
5	Total Revenue	198,669	202,888	212,089	221,721	9,633	4.5%	230,492	8,771	4.0%
6	VTA Operating Assistance	34,386	35,171	36,496	38,287	1,791	4.9%	40,021	1,734	4.5%
7	Professional & Special Services	654	534	717	691	(26)	-3.6%	723	32	4.6%
8	Miscellaneous	14	16	12	28	16	133.3%	28	0	0.0%
9	Contributions to Other Agencies	287	150	175	150	(25)	-14.3%	1,190	1,040	693.3%
10	Debt Service	41,917	45,844	33,301	26,326	(6,976)	-20.9%	27,431	1,105	4.2%
11	Repayment Obligation	10,290	11,108	9,687	15,306	5,618	58.0%	15,247	(59)	-0.4%
12	Other Expense	750	0	(250)	0	250	-100.0%	0	0	N/A
13	Total Expense	88,297	92,823	80,139	80,787	649	0.8%	84,639	3,852	4.8%
14	Revenues Over (Under) Expenses	110,372	110,064	131,950	140,934			145,853		

¹ Projection as of March 18, 2015

² Represents 35% of the interest cost for 2010 Sales Tax Revenue Bonds, 2010 Series A, Build America Bonds which were issued in November 2010

Note: Totals and percentages may not be precise due to independent rounding

***2000 Measure A Transit Improvement Program
Sources and Uses of Funds Summary
(Dollars in Thousands)***

<u>Line</u>	<u>Description</u>	<u>FY14 Actual</u>	<u>FY15 Projected Actual¹</u>	<u>FY16 Proposed Budget</u>	<u>FY17 Proposed Budget</u>
1	Total Revenues	198,669	212,089	221,721	230,492
2	Total Non-Project Expenses	<u>(88,297)</u>	<u>(80,139)</u>	<u>(80,787)</u>	<u>(84,639)</u>
3	Revenues Over (Under) Expenses	110,372	131,950	140,934	145,853
4	Project Expenditures	468,093	452,168	605,086	422,562
5	Less: Funding from Grants & Other Sources	<u>(175,646)</u>	<u>(189,885)</u>	<u>(234,726)</u>	<u>(130,861)</u>
6	2000 Measure A Share of Capital	292,447	262,283	370,360	291,701
7	Beginning Available for Projects ²	918,500	736,424	606,092	376,666
8	Revenues Over (Under) Expenses	110,372	131,950	140,934	145,853
9	2000 Measure A Share of Capital	<u>(292,447)</u>	<u>(262,283)</u>	<u>(370,360)</u>	<u>(291,701)</u>
10	Ending Available for Projects ²	736,424	606,092	376,666	230,818

¹ Projection as of March 18, 2015

² Undesignated Net Assets plus Remaining Bond Proceeds

Note: Totals may not be precise due to independent rounding

2000 Measure A Capital Program Overview

The Proposed FY 2016 & FY 2017 2000 Measure A Capital Program utilizes cash-on-hand (including 2010 bond proceeds) and projected cash receipts, and does not anticipate incurring additional debt in the two-year period. The total net additional appropriation for the identified projects for FY 2016 and FY 2017 is \$421.9 million which reflects the planned capital spending to be incurred or committed in the next two years. Project funding for the two-year period is appropriated in FY 2016 in order to facilitate administration of the program.

Funding for two projects is proposed for de-obligation in the FY 2016 and FY 2017 budget. These funds were previously appropriated but because of changed circumstances will not be spent. By de-obligating previously approved budget authorization, the resulting budget more accurately matches planned expenditures with budget authorization. An explanation for each project where funds have been de-obligated is provided in the project description.

The table on the following page lists each project by category and general funding source. The subsequent pages provide a brief description of each project, identified funding sources for the FY 2016 and FY 2017 requested appropriation, potential operating cost impacts, estimated total project cost, and anticipated completion date.

Capital project appropriations do not expire at the end of the fiscal year and are carried forward until the project is completed. Capital carryover is defined as appropriation that is unspent at the end of the fiscal year. The table on pages 61-63 reflects the projected carryover at June 30, 2015 as well as the total available appropriation for the 2000 Measure A Capital Program after the FY 2016 appropriation, by project and funding source.

***2000 Measure A Transit Improvement Program
Schedule of FY 2016 & FY 2017 Appropriation
(Dollars in Thousands)***

Project	FY 2016 & FY 2017			
	Funding Source			Total
	Federal	State	2000 Measure A	
1. BART Core System Modifications	0	0	16,750	16,750
2. Berryessa Extension Project - SVBX	65,595	0	104,209	169,804
3. SVRT Project Development After FY09	0	0	50,425	50,425
<i>SVRT Program Total</i>	<i>65,595</i>	<i>0</i>	<i>171,383</i>	<i>236,978</i>
4. N 1st St Speed Improvements & 1st/Tasman Modifications	1,000	5,108	892	7,000
5. Vasona Corridor Improvements Conceptual Engineering	0	0	2,000	2,000
<i>Light Rail Program Total</i>	<i>1,000</i>	<i>5,108</i>	<i>2,892</i>	<i>9,000</i>
6. Caltrain Safety Enhancements	0	0	4,485	4,485
<i>Commuter Rail Program Total</i>	<i>0</i>	<i>0</i>	<i>4,485</i>	<i>4,485</i>
7. BART Transit Integration Plan	0	0	600	600
8. De Anza College Transit Center Improvements	0	0	10,000	10,000
9. El Camino Bus Rapid Transit	0	0	26,650	26,650
10. Division Modifications for BRT Buses	0	0	10,536	10,536
11. Money Counting Facility Replacement	0	0	(4,041)	(4,041)
12. Peninsula Transit Connectivity Study	0	0	(200)	(200)
13. BRT Articulated Bus Procurement	0	0	17,000	17,000
14. Santa Clara-Alum Rock Rapid Transit	0	0	12,000	12,000
15. Stevens Creek Bus Rapid Transit	0	0	1,581	1,581
<i>Bus Program Total</i>	<i>0</i>	<i>0</i>	<i>74,126</i>	<i>74,126</i>
16. Capitalized Interest and Other Bond Costs	0	0	95,100	95,100
17. Programwide Expenses	0	0	2,200	2,200
<i>Measure A Programwide Total</i>	<i>0</i>	<i>0</i>	<i>97,300</i>	<i>97,300</i>
<i>Grand Total</i>	<i>66,595</i>	<i>5,108</i>	<i>350,186</i>	<i>421,889</i>

Note: Totals may not be precise due to independent rounding

2000 Measure A Transit Improvement Program

Descriptions of FY 2016 & FY 2017 Appropriated Projects

SVRT Program

1. BART Core System Modifications

BART's core system will require some modifications as a result of extending the system into Santa Clara County. For example, upgrades to BART's Operations Control Center (OCC) capabilities and the design of elements to address ridership impacts to stations is needed. As part of the Comprehensive Agreement between VTA and BART covering the extension to Santa Clara County, VTA committed to pay a proportional share of capital investments made by BART that are used by the SVRT extension as well as the cost of measures required as a result of projected ridership impacts on BART stations. The requested budget augmentation reflects the amount needed to meet the anticipated proportional share over the next two years.

Funding Source	FY16 & FY17
2000 Measure A	\$16,750,000

Operating Cost Impact: Any operating costs related to this project will be funded by an eighth-cent sales tax approved in November 2008. See BART Operating Sales Tax Program on page 93.

Estimated Total Project Cost: \$46.0 million

Anticipated Completion Date: December 2017

2. Berryessa Extension Project - SVBX

The Berryessa Extension Project consists of the design and construction of the approximate 10-mile extension of the BART system into Santa Clara County and related costs included in the FTA New Starts Candidate Project. The Berryessa Extension will connect to the track south of the planned BART Warm Springs Station in Southern Fremont to Las Plumas Avenue in San Jose, including two stations (Milpitas and Berryessa). Planned expenditures in this project for the two-year period include line track stations systems, Hayward yard maintenance shop modifications, fare collection systems, parking access/revenue collection systems, and other construction and project management efforts.

Funding Source	FY16 & FY17
Federal - FFGA	\$65,595,172
2000 Measure A	104,208,535
Total	\$169,803,707

Operating Cost Impact: Any operating costs related to this project will be funded by an eighth-cent sales tax approved in November 2008. See BART Operating Sales Tax Program on page 93.

Estimated Total Project Cost: \$2.2 billion

Anticipated Completion Date: June 2018

3. SVRT Project Development After FY09

This project captures program-level efforts to deliver the BART extension to San Jose/Santa Clara. Project delivery efforts are focused on future extensions beyond Berryessa. Planned expenditures in this project for the two-year period include efforts to clear the project environmentally, engineering, early right-of-way and utility relocation efforts, as well as management of these activities.

Funding Source	FY16 & FY17
2000 Measure A	\$50,424,642

Operating Cost Impact: Any operating costs related to this project will be funded by an eighth-cent sales tax approved in November 2008. See BART Operating Sales Tax Program on page 93.

Estimated Total Project Cost: \$4.7 billion

Anticipated Completion Date: December 2025

Light Rail Program

4. North 1st St Speed Improvements & 1st / Tasman Drive Modifications

This project will include final design and construction of the North 1st Street speed improvement project. The project would construct fencing, crossing gates, and other improvements along North 1st Street to allow Light Rail Trains to travel up to 45 mph. This project will also examine the 1st and Tasman intersection to determine if improvements will be required to better facilitate additional service with the introduction of a new operating plan concurrent with the opening of BART to Berryessa. The project area is a 4 mile stretch of North 1st Street from Tasman in the north to the I-880 overpass to the south.

Funding Source	FY16 & FY17
Federal - TPI	\$1,000,000
State - Cap & Trade	5,107,878
2000 Measure A	892,122
Total	\$7,000,000

Operating Cost Impact: Ongoing maintenance costs related to new track and structures would be offset somewhat by reduced operating costs from improved speed and service reliability.

Estimated Total Project Cost: \$7.0 million

Anticipated Completion Date: December 2017

5. Vasona Corridor Improvements Conceptual Engineering

This project will begin conceptual engineering for Vasona Corridor improvements including double tracking and platform expansions. The final project will double track Vasona either by constructing an additional track or by sharing trackage with Union Pacific Railroad.

VTA FY 2016 & FY 2017 PROPOSED BUDGET

Platform expansion to allow for three-car trains at stations currently limited to two-car trains will also be detailed as part of this project.

Funding Source	FY16 & FY17
2000 Measure A	\$2,000,000

Operating Cost Impact: No impact anticipated from the conceptual engineering phase.

Estimated Total Project Cost: \$2.0 million

Anticipated Completion Date: December 2017

Commuter Rail Program

6. Caltrain Safety Enhancements

This project provides for the construction of safety improvements such as pedestrian gates, sidewalk, signing and striping, warning bands, and channelization for pedestrians for 17 at-grade crossings along the UPRR and 8 Caltrain crossings. The requested budget augmentation will fund this project through completion.

Funding Source	FY16 & FY17
2000 Measure A	\$4,485,000

Operating Cost Impact: Caltrain is responsible for the direct operation of the system.

However, any operational cost impacts may impact future VTA operating contributions.

Estimated Total Project Cost: \$31.4 million

Anticipated Completion Date: June 2016

Bus Program

7. BART Transit Integration Plan

The BART Transit Integration Plan (BTIP) is a comprehensive operations analysis of the VTA transit network with the addition of the BART extension to Berryessa. The first task, existing conditions, is approaching completion. The next steps are to identify service alternatives, analyze them and vet them with the public. The remaining tasks are the creation of service alternatives, evaluation of those alternatives, creation of the implementation plan and finalizing the Plan's recommendation. The Study area encompasses most of VTA's core system. The requested budget augmentation will fund this project through completion.

Funding Source	FY16 & FY17
2000 Measure A	\$600,000

Operating Cost Impact: Future operating costs or savings will be dependent on service levels provided and operating efficiencies achieved.

Estimated Total Project Cost: \$832 thousand

Anticipated Completion Date: June 2017

VTA FY 2016 & FY 2017 PROPOSED BUDGET

8. De Anza College Transit Center Improvements

Expand the existing transit center at De Anza College to accommodate the Limited 323 and future Bus Rapid Transit (BRT) as well as current Line 23 service in the same location providing better service and transfer options for passengers between local, limited, and BRT.

Funding Source	FY16 & FY17
2000 Measure A	\$10,000,000

***Operating Cost Impact:** There may be marginal increased maintenance costs associated with the expanded transit center.*

***Estimated Total Project Cost:** \$10 million*

***Anticipated Completion Date:** November 2016*

9. El Camino Bus Rapid Transit

The El Camino Bus Rapid Transit project will upgrade existing Rapid 522 Bus Service to bus rapid transit status using the latest technology and enhanced infrastructure to decrease boarding times, bypass auto congestion, and experience fewer red lights. Improvements could include either dedicated lanes or mixed flow or a combination depending on the alternative selected. The requested budget augmentation will fund the project through final design.

Funding Source	FY16 & FY17
2000 Measure A	\$26,650,000

***Operating Cost Impact:** Future operating costs or savings will be dependent on service levels provided and operating efficiencies achieved.*

***Estimated Total Project Cost:** \$85.0-\$217.0 million depending on alternative selected*

***Anticipated Completion Date:** December 2018*

10. Division Modifications for BRT Buses

Modify Chaboya division to maintain up to 65 articulated buses. Chaboya maintenance facility has bus bays that are only 50' long and thus not able to handle the maintenance of 60' articulated buses. At the present time, all articulated buses are operated out of the North Yard division which has limited capacity. The addition of articulated buses to operate the 523 BRT service as well as additional articulated buses to operate service for BART will far exceed their capacity. VTA's plans indicate a need to operate 104 articulated buses of which 62 would be located at the Chaboya facility and 42 would be located at North Yard. Necessary modifications at North Yard were completed with earlier appropriations to this project. The requested budget augmentation will fund this project through completion.

Funding Source	FY16 & FY17
2000 Measure A	\$10,536,000

VTA FY 2016 & FY 2017 PROPOSED BUDGET

Operating Cost Impact: *Decreased operating costs of the BRT program due to shorter dead head conditions and more efficient maintenance of the buses offset by additional expenses to maintain the larger facility and associated additional equipment.*

Estimated Total Project Cost: \$14.4 million

Anticipated Completion Date: June 2017

11. Money Counting Facility Replacement

This project was originally appropriated to construct a new revenue processing facility to support the implementation of new Ticket Vending Machines (TVMs) for planned Bus Rapid Transit (BRT) service. However, the installation of TVMs for BRT off-board fare payment is not moving forward at this time and the project is proposed for de-obligation.

Funding Source	FY16 & FY17
2000 Measure A	(\$4,041,288)

Operating Cost Impact: *None*

Estimated Total Project Cost: *N/A*

Anticipated Completion Date: *N/A*

12. Peninsula Transit Connectivity Study

This project was originally included in the FY14 budget to study connectivity, bus routes, service levels, and service types serving core Bus Rapid Transit, Caltrain, and key high-ridership bus corridors in Sunnyvale, Mountain View, and Santa Clara. Subsequent to budget adoption, the decision was made to fund the study from the VTA Transit Fund Operating Budget instead of the 2000 Measure A Transit Improvement Program. The project is proposed for de-obligation.

Funding Source	FY16 & FY17
2000 Measure A	(\$200,000)

Operating Cost Impact: *None*

Estimated Total Project Cost: *N/A*

Anticipated Completion Date: *N/A*

13. BRT Articulated Bus Procurement

Purchase an additional 20 diesel/electric hybrid articulated 60' stylized BRT buses for use on the Santa Clara/Alum Rock, El Camino Real, and Stevens Creek corridors. The requested budget augmentation will fund this project through completion.

Funding Source	FY16 & FY17
2000 Measure A	\$17,000,000

Operating Cost Impact: *Fuel savings from replacement of service provided by diesel buses offset by higher labor and maintenance costs related to increased service levels.*

Estimated Total Project Cost: \$57.5 million

Anticipated Completion Date: December 2017

14. Santa Clara – Alum Rock Rapid Transit

This project will construct enhanced stations including shelters, dedicated bus lanes on Alum Rock Avenue, priority signals and electronic message signs to provide limited-stop bus rapid transit service from Eastridge Transit Center to the Arena Station in downtown San Jose through Capitol Expressway, Alum Rock Avenue and Santa Clara Street. The requested budget augmentation is anticipated to cover all remaining costs on the project.

<u>Funding Source</u>	<u>FY16 & FY17</u>
2000 Measure A	\$12,000,000

***Operating Cost Impact:** Future operating costs or savings will be dependent on service levels provided and operating efficiencies achieved.*

***Estimated Total Project Cost:** \$127.2 million*

***Anticipated Completion Date:** October 2016*

15. Stevens Creek Bus Rapid Transit

This project provides a bus connection between the Berryessa BART Station and passenger origin and destinations throughout Santa Clara County, particularly downtown San Jose. VTA will develop a Rapid 523, which would replace the current Limited 323 and be a first step towards future BRT in the corridor. This service will connect to the Berryessa BART station in fall 2017 when BART opens. The requested budget augmentation will fund the project through construction.

<u>Funding Source</u>	<u>FY16 & FY17</u>
2000 Measure A	\$1,580,836

***Operating Cost Impact:** When implemented, additional cost will be dependent on service level and hourly cost of operations and maintenance. The cost of the additional service will be offset by local bus service reductions for a planned cost neutral effect on overall operating costs.*

***Estimated Total Project Cost:** \$7.6 million*

***Anticipated Completion Date:** October 2017*

Measure A Programwide

16. Capitalized Interest and Other Bond Costs

This project represents the capitalized portion of interest and debt related ancillary charges that arise from the issuance of sales tax revenue bonds, the proceeds of which fund a portion of various 2000 Measure A capital projects.

<u>Funding Source</u>	<u>FY16 & FY17</u>
2000 Measure A	\$95,100,000

VTA FY 2016 & FY 2017 PROPOSED BUDGET

Operating Cost Impact: None

Estimated Total Project Cost: N/A

Anticipated Completion Date: March 2036

17. Programwide Expenses

This project facilitates the capture of costs related to managing the overall 2000 Measure A Transit Improvement Program. These costs are then reallocated to the individual 2000 Measure A projects on a quarterly basis.

Funding Source	FY16 & FY17
2000 Measure A	\$2,200,000

Operating Cost Impact: None

Estimated Total Project Cost: N/A

Anticipated Completion Date: March 2036

2000 Measure A Total Available Appropriation

Capital project appropriations do not expire at the end of the fiscal year and are carried forward until the project is completed. Capital carryover is defined as appropriation that is unspent at the end of the fiscal year. The following table reflects the projected carryover at June 30, 2015 as well as the total available appropriation for the 2000 Measure A Capital Program after the FY 2016 appropriation, by project and funding source. Project funding for the two-year period is appropriated in FY 2016 in order to facilitate administration of the program.

(Dollars in Thousands)

Project #	Project Name	Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY15 ¹	C=(A-B) Projected FY15 Capital Carryover	D FY16 Proposed Appropriation	E=(C+D) Total Available Appropriation
Various	BART Silicon Valley Extension	Federal	720,000	371,972	348,028	65,595	413,623
		State	438,768	387,614	51,154	0	51,154
		City	17,261	8,932	8,328	0	8,328
		Other	1,041	0	1,041	0	1,041
		2000 Measure A	958,145	421,091	537,054	120,959	658,013
		Total	2,135,214	1,189,608	945,606	186,554	1,132,159
Various	Corridor Establishment and Maintenance	Federal	5,755	4,128	1,627	0	1,627
		State	72,945	68,655	4,290	0	4,290
		City	23,170	23,170	0	0	0
		Other	49,820	24,406	25,413	0	25,413
		2000 Measure A	299,740	280,375	19,365	0	19,365
		Total	451,430	400,735	50,695	0	50,695
Various	BART Silicon Valley Project Development	Federal	246	246	0	0	0
		State	284,109	284,109	0	0	0
		2000 Measure A	156,224	140,645	15,579	50,425	66,004
		Total	440,579	425,000	15,579	50,425	66,004
	SVRT Program Total		3,027,223	2,015,343	1,011,880	236,978	1,248,859
P-0476	DTEV-CELR To Eastridge	State	159	157	2	0	2
		2000 Measure A	51,678	51,655	22	0	22
		Total	51,837	51,812	24	0	24
P-0552	New Rail Corridors Study	2000 Measure A	1,443	742	701	0	701
P-0587	Vasona Extension to Vasona Junction	Federal	12,005	0	12,005	0	12,005
		2000 Measure A	893	877	16	0	16
		Total	12,897	877	12,020	0	12,020
P-0744	CELR - Eastridge Transit Center	Federal	18,540	16,628	1,912	0	1,912
		State	8,340	8,289	51	0	51
		Other	2,120	0	2,120	0	2,120
		2000 Measure A	41,431	28,459	12,973	0	12,973
		Total	70,431	53,375	17,056	0	17,056
P-0784	Northern Light Rail Express	2000 Measure A	63,091	25,860	37,231	0	37,231
P-0787	Capitol Expwy LR to Eastridge Phase II	Federal	20,000	0	20,000	0	20,000
P-0860	Santa Clara Pocket Track	2000 Measure A	25,162	21,167	3,994	0	3,994
NEW	N 1st St Speed Impvmt & 1st/Tasman Mods	Federal	0	0	0	1,000	1,000
		State	0	0	0	5,108	5,108
		2000 Measure A	0	0	0	892	892
		Total	0	0	0	7,000	7,000

¹ Projection as of March 28, 2015

MTA FY 2016 & FY 2017 PROPOSED BUDGET

Project #	Project Name	Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY15 ¹	C=(A-B) Projected FY15 Capital Carryover	D FY16 Proposed Appropriation	E=(C+D) Total Available Appropriation
NEW	Vasona Corridor Improv Conceptual Eng.	2000 Measure A	0	0	0	2,000	2,000
	Light Rail Program Total		244,861	153,833	91,027	9,000	100,027
P-0511	Caltrain Service Upgrades	2000 Measure A	16,472	15,282	1,190	0	1,190
P-0529	Palo Alto Intermodal Transit Center	Federal	248	167	81	0	81
		City	62	42	20	0	20
		2000 Measure A	51	5	46	0	46
		Total	361	214	147	0	147
P-0595	Caltrain Electrification	2000 Measure A	1,311	512	799	0	799
P-0740	Bike Sharing Pilot Project	Federal	150	146	4	0	4
		Other	500	500	0	0	0
		2000 Measure A	261	189	72	0	72
		Total	911	835	76	0	76
P-0829	Caltrain Electrification - Early Invst Pgm	2000 Measure A	60,058	10,257	49,801	0	49,801
P-3201	Caltrain Mountain View Parking Structure	City	425	86	339	0	339
		2000 Measure A	577	239	338	0	338
		Total	1,002	325	677	0	677
P-3202	Caltrain/UPRR Blossom Hill Ped Grade Sep	Federal	2,470	2,185	285	0	285
		State	7,210	7,207	3	0	3
		City	250	250	0	0	0
		2000 Measure A	1,623	1,240	382	0	382
		Total	11,553	10,883	670	0	670
P-3203	Caltrain Safety Enhancements	City	90	90	0	0	0
		2000 Measure A	26,840	15,634	11,206	4,485	15,691
		Total	26,930	15,724	11,206	4,485	15,691
P-3204	SC Sta. Pedestrian Underpass Extension	Federal	2,719	1,368	1,351	0	1,351
		State	117	0	117	0	117
		Other	5,973	0	5,973	0	5,973
		1996 Measure B	4,231	0	4,231	0	4,231
		2000 Measure A	685	683	2	0	2
		Total	13,725	2,051	11,674	0	11,674
	Commuter Rail Program Total		132,322	56,082	76,240	4,485	80,725
P-0336	ZEB Bus Procurement	Federal	7,702	7,638	64	0	64
		State	1,000	1,000	0	0	0
		Other	2,805	2,805	0	0	0
		2000 Measure A	3,233	3,223	11	0	11
		Total	14,740	14,666	74	0	74
P-0475	Santa Clara-Alum Rock Rapid Transit	State	90,008	40,184	49,824	0	49,824
		City	643	374	269	0	269
		2000 Measure A	24,556	16,091	8,465	12,000	20,465
		Total	115,206	56,649	58,557	12,000	70,557
P-0551	Bus Rapid Transit Strategic Plan	2000 Measure A	1,533	1,278	255	0	255
P-0715	Stevens Creek Bus Rapid Transit	Federal	713	305	408	0	408
		2000 Measure A	5,307	2,530	2,777	1,581	4,358
		Total	6,020	2,835	3,185	1,581	4,766
P-0717	El Camino Bus Rapid Transit	2000 Measure A	19,536	9,595	9,941	26,650	36,591
P-0719	BRT Articulated Bus Procurement	State	19,186	19,186	0	0	0
		2000 Measure A	21,370	12,630	8,740	17,000	25,740
		Total	40,556	31,816	8,740	17,000	25,740
P-0783	Berryessa BART Connector Design	2000 Measure A	3,021	248	2,773	0	2,773
P-0785	Division Modifications for BRT Buses	2000 Measure A	3,836	2,192	1,644	10,536	12,180
P-0786	Money Counting Facility Replacement	2000 Measure A	4,171	129	4,041	(4,041)	0
P-0875	BART Transit Integration Plan	2000 Measure A	232	121	111	600	711

MTA FY 2016 & FY 2017 PROPOSED BUDGET

Project #	Project Name	Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY15 ¹	C=(A-B) Projected FY15 Capital Carryover	D FY16 Proposed Appropriation	E=(C+D) Total Available Appropriation
P-0885	Peninsula Transit Connectivity Study	2000 Measure A	200	0	200	(200)	0
NEW	De Anza College Transit Cntr Improvements	2000 Measure A	0	0	0	10,000	10,000
	Bus Program Total		209,052	119,530	89,522	74,126	163,647
P-0588	San Jose Mineta APM	2000 Measure A	4,026	2,046	1,981	0	1,981
	San Jose Mineta APM Total		4,026	2,046	1,981	0	1,981
P-0500	Capitalized Interest and Other Bond Costs	2000 Measure A	85,019	65,279	19,740	95,100	114,840
P-0510	Programwide Expenses	2000 Measure A	2,880	334	2,546	2,200	4,746
P-0712	Fund Exchange Payments	2000 Measure A	122,480	92,946	29,534	0	29,534
	Measure A Programwide Total		210,380	158,560	51,820	97,300	149,120
	Grand Total		3,827,863	2,505,394	1,322,470	421,889	1,744,358

Note: Totals may not be precise due to independent rounding

2000 Measure A Total Available by Funding Source
(Dollars in Thousands)

Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY15 ¹	C=(A-B) Projected FY15 Capital Carryover	D FY16 Proposed Appropriation	E=(C+D) Total Available Appropriation
Federal	790,547	404,783	385,764	66,595	452,359
State	921,842	816,401	105,441	5,108	110,549
City	41,900	32,943	8,957	0	8,957
Other	62,258	27,711	34,547	0	34,547
1996 Measure B	4,231	0	4,231	0	4,231
2000 Measure A	2,007,085	1,223,555	783,530	350,186	1,133,715
Grand Total	3,827,863	2,505,394	1,322,470	421,889	1,744,358

¹ Projection as of March 28, 2015

Note: Totals may not be precise due to independent rounding

VTA FY 2016 & FY 2017 PROPOSED BUDGET



***CONGESTION MANAGEMENT
PROGRAM***

VTA FY 2016 & FY 2017 PROPOSED BUDGET



Congestion Management Program

Overview

Congestion Management Agencies (CMAs) were created in 1990 by Proposition 111 and its accompanying legislation, which required that every county with an urbanized population of more than 50,000 establish a CMA. CMAs were designed to meet the goals of increasing the efficiency of existing transit and roadway systems, planning the best capital improvements to these systems, and improving the local land use decision-making process to support and compliment the transportation system investments.

In 1994, VTA was designated as the CMA for Santa Clara County through a Joint Powers Agreement entered into by the 15 cities and the County of Santa Clara. VTA's Congestion Management Program (CMP) serves as the CMA for Santa Clara County. The CMP, which is fiscally separate from VTA Transit, is funded through assessments to local jurisdictions (Member Agencies), federal and state planning grants, grant program manager administration fees, State Transportation Improvement Program (STIP) Planning Programming and Monitoring Funds, and fees for services provided.

The Proposed FY 2016 and FY 2017 CMP Budget is a result of a number of inputs including statutory requirements, Board initiated activities, and staff recommended initiatives reacting to federal, state and regional issues. Based on these inputs, the budget reflects more focus on tasks and activities related to coordination and advocacy of funding for local projects, capital project initiatives, state/regional advocacy, land use coordination due to new state mandates, and member agency assistance.

Member Agency Fees are proposed to remain unchanged from the FY 2015 fee structure for both FY 2016 and FY 2017.

MTA FY 2016 & FY 2017 PROPOSED BUDGET

***Congestion Management Program
Comparison of Revenues and Expenses
(Dollars in Thousands)***

Line	Category	FY14 Actual	FY15 Adopted Budget	FY15 Projected Actual¹	FY16 Proposed Budget	Variance from FY15 Projection	% Var	FY17 Proposed Budget	Variance from FY16 Budget	% Var
1	Federal Operating Grants	1,728	1,371	1,621	2,098	477	29.4%	1,765	(333)	-15.9%
2	State Operating Grants	808	738	758	1,010	252	33.2%	1,168	158	15.6%
3	Investment Earnings	23	38	12	12	0	0.0%	12	0	0.0%
4	Member Agency Fees	2,407	2,407	2,407	2,407	0	0.0%	2,407	0	0.0%
5	Other Income	279	182	213	235	22	10.3%	220	(15)	-6.4%
6	Total Revenue	5,245	4,736	5,011	5,762	751	15.0%	5,572	(190)	-3.3%
7	Professional & Special Services	358	1,096	1,502	1,545	43	2.9%	1,569	24	1.5%
8	Other Services	13	13	13	12	(1)	-7.7%	12	0	0.0%
9	Data Processing	13	21	21	13	(8)	-39.8%	13	0	0.0%
10	Miscellaneous	0	5	5	0	(5)	-93.2%	0	0	0.0%
11	Contribution to Other Agencies	68	17	253	214	(39)	-15.4%	86	(128)	-59.9%
12	VTA Staff Services	4,355	3,922	3,922	4,207	284	7.3%	4,138	(69)	-1.6%
13	Total Expense	4,807	5,074	5,716	5,991	275	4.8%	5,818	(173)	-2.9%
14	Revenues Over (Under) Expenses	438	(338)	(705)	(229)			(245)		

Note: Totals and percentages may not be precise due to independent rounding

***Congestion Management Program
Sources and Uses of Funds Summary
(Dollars in Thousands)***

Line	Description	<u>FY14 Actual</u>	<u>FY15 Projected Actual¹</u>	<u>FY16 Proposed Budget</u>	<u>FY17 Proposed Budget</u>
1	Total Revenues	5,245	5,011	5,762	5,572
2	Total Expenses	<u>(4,807)</u>	<u>(5,716)</u>	<u>(5,991)</u>	<u>(5,818)</u>
3	Revenues Over (Under) Expenses	438	(705)	(229)	(245)
4	Beginning Fund Balance	1,582	2,020	1,315	1,086
5	Revenues Over (Under) Expenses	<u>438</u>	<u>(705)</u>	<u>(229)</u>	<u>(245)</u>
6	Ending Fund Balance	2,020	1,315	1,086	841

¹ Projection as of March 18, 2015

Note: Totals may not be precise due to independent rounding

***Congestion Management Program
Member Assessments***

Member Agency	FY 2016	FY 2017
County of Santa Clara	\$271,738	\$271,738
Campbell	50,529	50,529
Cupertino	77,628	77,628
Gilroy	37,768	37,768
Los Altos	24,926	24,926
Los Altos Hills	6,647	6,647
Los Gatos	34,402	34,402
Milpitas	76,986	76,986
Monte Sereno	1,998	1,998
Morgan Hill	25,104	25,104
Mountain View	125,020	125,020
Palo Alto	141,471	141,471
San Jose	783,945	783,945
Santa Clara	207,074	207,074
Saratoga	21,691	21,691
Sunnyvale	248,609	248,609
Subtotal:	\$2,135,535	\$2,135,535
VTA - Managing Agency Contribution	271,738	271,738
TOTAL:	\$2,407,274	\$2,407,274

VTA FY 2016 & FY 2017 PROPOSED BUDGET



***VTP HIGHWAY IMPROVEMENT
PROGRAM***

VTA FY 2016 & FY 2017 PROPOSED BUDGET



VTP Highway Improvement Program

Overview

VTP 2040 is the current approved long-range county-wide transportation plan for Santa Clara County. Developed by the Congestion Management Program (CMP) and adopted in October 2014, projects must be included in the plan as a pre-requisite for eligibility to receive federal, state, regional, and local discretionary fund programming. VTA enters into construction agreements with cities in the County for various projects that are included in VTP 2040.

The total net additional appropriation for the identified VTP Highway Improvement Program Capital Projects for FY 2016 and FY 2017 is \$102.7 million. Project funding for the two-year period is appropriated in FY 2016 in order to facilitate administration of the program. One hundred percent of the VTP Highway Improvement Program expenditures will be funded by grants, through agreements with the appropriate city, financing, or a fund exchange (consisting of state funding sources swapped with other available funds).

Funding for three projects is proposed for de-obligation in the FY 2016 and FY 2017 budget. These funds were previously authorized but because of changed circumstances or project completion they will not be spent. By de-obligating previously approved budget authorization, the resulting budget more accurately matches planned expenditures with budget authorization. An explanation for each project where funds have been de-obligated is provided in the project descriptions.

The table on the following page lists each project and its general funding source category. The subsequent pages provide a brief description of each project, identified funding sources for the FY 2016 and FY 2017 requested appropriation, potential operating cost impacts, estimated total project cost, and anticipated completion date.

Capital project appropriations do not expire at the end of the fiscal year and are carried forward until the project is completed. Capital carryover is defined as appropriation that is unspent at the end of the fiscal year. The table on pages 81-84 reflects the projected carryover at June 30, 2015 as well as the total available appropriation for the VTP Highway Improvement Program after the FY 2016 appropriation, by project and funding source.

VTA FY 2016 & FY 2017 PROPOSED BUDGET

***VTP Highway Improvement Program
Schedule of FY 2016 & FY 2017 Appropriation
(Dollars in Thousands)***

Project	FY 2016 & FY 2017					
	Funding Source					Total
	Federal	State	City	Fund Exchange	Other	
1. Bascom Avenue Complete Street Corridor Study	874	0	0	0	114	988
2. Countywide Bicycle Plan Update	443	0	0	0	257	700
3. Countywide Traffic Signal Coordination Study	0	135	0	35	0	170
4. Freeway Performance Initiative	1,438	0	0	0	0	1,438
5. Freeway Performance Initiative Phase 2	2,000	0	0	0	0	2,000
6. I-280 Corridor Improvements-Initiation Doc Devpmnt	0	0	0	2,500	0	2,500
7. I-280/Foothill Expressway Ramp Improvements	0	0	0	500	0	500
8. I-280/Winchester Improvements-Initiation Doc Devpmnt	500	0	250	2,079	0	2,829
9. I-680 Corridor Improvements-Initiation Doc Devpmnt	0	0	0	2,500	0	2,500
10. I-680 Sound Walls	0	600	0	0	0	600
11. New Corridor Studies-SR87/SR237/I-880/SR17	0	0	0	2,000	0	2,000
12. Noise Reduction Program on SR85	0	0	0	2,000	0	2,000
13. Silicon Valley Express Lanes-Electronic Toll System	0	0	0	0	10,000	10,000
14. Silicon Valley Express Lanes-Future Phase-Project A	0	0	0	15,000	0	15,000
15. Silicon Valley Express Lanes-Future Phase-Project B	0	0	0	15,000	0	15,000
16. Silicon Valley Express Lanes-I880	0	0	0	2,000	0	2,000
17. Silicon Valley Express Lanes-US101/SR85 Phase 3	0	0	0	0	28,300	28,300
18. Silicon Valley Express Lanes-US101/SR85 Phase 4	0	0	0	0	8,400	8,400
19. SR 152 Realignment	0	6,600	0	0	0	6,600
20. SR 237 / I-880 Interchange Highway Planting	0	0	0	0	(2,110)	(2,110)
21. SR 237 / US 101 Mathilda Interchange	0	15,000	15,000	0	0	30,000
22. SR 237 Improvements - Lawrence Expressway to US 101	0	0	0	2,000	0	2,000
23. Tasman Drive Complete Street Corridor Study	1,026	0	0	0	133	1,159
24. US 101 / Buena Vista Avenue	0	0	3,000	0	0	3,000
25. US 101 Improvements I-280 to Yerba Buena	0	(549)	0	(356)	(36,690)	(37,595)
26. US 101 Widening & SR 25 / US 101 Interchange Improv	0	0	0	0	(5,244)	(5,244)
27. US 101/Zanker/Skyport/North 4th Interchange-Phase 1	0	0	8,000	0	0	8,000
Grand Total	6,280	21,786	26,250	45,258	3,160	102,734

Note: Totals may not be precise due to independent rounding

VTP Highway Improvement Program

Descriptions of FY 2016 & FY 2017 Appropriated Projects

1. Bascom Avenue Complete Street Corridor Study

This project is a multi-jurisdictional effort to identify and recommend multimodal improvements along the Bascom corridor (from Bascom/I-880 to Bascom/SR85). The planning and conceptual design study will examine existing conditions, identify transportation deficiencies and improvements for bicycle, pedestrian and transit riders, develop and analyze alternatives at a conceptual engineering level (10% design), and identify a preferred alternative and associated cost estimate. Improvements which may be considered include pedestrian and bicycle safety and connectivity, access to transit, transit rider amenities, and improved transit travel time through signal timing coordination and/or stop improvements.

Funding Source	FY16 & FY17
Federal	\$874,200
Other - 15% VRF	113,600
Total	\$987,800

Operating Cost Impact: None

Estimated Total Project Cost: \$1.7 million

Anticipated Completion Date: December 2018

2. Countywide Bicycle Plan Update

This planning effort will update the Santa Clara Countywide Bicycle Plan (adopted 2008). VTA will work with stakeholders and community members to identify priority bicycle transportation corridors from the 2008 plan, and develop conceptual designs for a subset of corridors that provide high-quality, all ages, 24/7 bicycle access. VTA will update the 2008 Countywide Bicycle Plan through two parallel and closely linked efforts. One effort will focus on disadvantaged communities in Central and South county, and the other will focus on the rest of the county.

Funding Source	FY16 & FY17
Federal - ATP	\$442,650
Other - CMP	257,350
Total	\$700,000

Operating Cost Impact: None

Estimated Total Project Cost: \$700 thousand

Anticipated Completion Date: December 2016

3. Countywide Traffic Signal Coordination Study

This study will develop a strategic plan for implementation of a cross-county traffic signal system(s). Through a collaborative effort with local, State and regional stakeholders, the study will identify a systematic approach and a list of projects for implementation of a coordinated traffic signal system(s) that safely, seamlessly and efficiently moves local and regional traffic (autos, commercial vehicles, bicycles, pedestrians and transit) within and through the county. The study supports both State and Federal transportation planning goals by maximizing efficiency of the existing traffic signal system infrastructure, improving multi-modal mobility for all users of the roadway, and enhancing the integration and connectivity of the roadway network between jurisdictions.

Funding Source	FY16 & FY17
State - Caltrans	\$135,000
Fund Exchange	35,000
Total	\$170,000

Operating Cost Impact: None

Estimated Total Project Cost: \$170 thousand

Anticipated Completion Date: June 2017

4. Freeway Performance Initiative

The purpose of this project was to design freeway Traffic Operations System (TOS) elements for five freeway corridors within Santa Clara County: SR 87, SR 17, I-880, I-280, and US 101. MTC requested VTA to act as the project manager for the corridors and VTA has completed the environmental documentation and Plans, Specification, and Estimates (PS&E) phases of work. VTA is current seeking funds to construct these improvements. The requested budget augmentation is needed to fully cover the construction costs for these improvements.

Funding Source	FY16 & FY17
Federal - CMAQ	\$1,437,500

Operating Cost Impact: The California Department of Transportation (Caltrans) assumes responsibility for maintenance and operations upon project completion. There is no operating cost impact to VTA.

Estimated Total Project Cost: \$7.0 million

Anticipated Completion Date: June 2016

5. Freeway Performance Initiative Phase 2

This project is for future phases of work on MTC's Freeway Performance Initiative program. The purpose of this project is to prepare plans and construct improvements to implement technologies that provide for better surveillance of traffic conditions and allow for a person or automated system to adjust operating parameters (i.e., adjusting ramp metering timing, etc.) to better manage traffic congestion. The project is not limited to implementation technology but also includes preparing plans and constructing improvements to close key freeway infrastructure gaps. Such improvements include completing the carpool lane system,

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including providing carpool bypass lanes on freeway on-ramps, and roadway improvements to address regional freight issues. These improvements would be implemented on through freeway systems in Santa Clara County.

Funding Source	FY16 & FY17
Federal - CMAQ	\$2,000,000

Operating Cost Impact: None

Estimated Total Project Cost: \$2.0 million

Anticipated Completion Date: June 2016

6. I-280 Corridor Improvements - Initiation Document Development

This project will develop Project Initiation Documents (PID) for improvement projects identified in the I-280 corridor study. The improvement projects along the corridor will promote mobility and connectivity, enhance safety, support economic vitality and sustainability, and are sensitive to the environment and community values.

Funding Source	FY16 & FY17
Fund Exchange	\$2,500,000

Operating Cost Impact: None

Estimated Total Project Cost: \$2.5 million

Anticipated Completion Date: June 2017

7. I-280 / Foothill Expressway Ramp Improvements

This project will construct one new off-ramp lane, retaining walls and new lighting and off-ramp improvements, and striping in the section of north bound I-280 between Foothill Expressway off-ramp and connector ramp from SR 85. The requested budget augmentation will fund this project through completion.

Funding Source	FY16 & FY17
Fund Exchange	\$500,000

Operating Cost Impact: The California Department of Transportation (Caltrans) assumes responsibility for maintenance and operations upon project completion. There is no operating cost impact to VTA.

Estimated Total Project Cost: \$3.2 million

Anticipated Completion Date: March 2017

8. I-280 / Winchester Improvements - Initiation Document Development

This project is part of a larger effort to improve I-280 traffic operation at the SR 17/I-280/I-880 intersection, adjacent to the Westfield Valley Fair mall area. The project includes evaluating roadways and development of alternatives for constructing a new off ramp from I-280 and I-880 and a Project Initiation Document (PID) to implement the alternatives. The requested budget augmentation will fund the completion of the initial document development.

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Funding Source	FY16 & FY17
Federal - CMAQ	\$500,000
City - San Jose	250,000
Fund Exchange	2,079,000
Total	\$2,829,000

Operating Cost Impact: None

Estimated Total Project Cost: \$3.5 million

Anticipated Completion Date: June 2017

9. I-680 Corridor Improvements - Initiation Document Development

This project will develop Project Initiation Documents (PID) for improvement projects identified in the I-680 corridor study. The improvement projects along the corridor will promote mobility and connectivity, enhance safety, support economic vitality and sustainability, and are sensitive to the environment and community values.

Funding Source	FY16 & FY17
Fund Exchange	\$2,500,000

Operating Cost Impact: None

Estimated Total Project Cost: \$2.5 million

Anticipated Completion Date: June 2017

10. I-680 Sound Walls

This project will construct sound walls on I-680 between Capitol Expressway and Mueller Avenue in San Jose. The requested budget augmentation will fund the project through final design.

Funding Source	FY16 & FY17
State - STIP/RIP	\$600,000

Operating Cost Impact: None

Estimated Total Project Cost: \$4.5 million

Anticipated Completion Date: December 2019

11. New Corridor Studies – SR 87 / SR 237 / I-880 / SR 17

The project will identify possible improvements along freeway corridors in Santa Clara County that promote mobility and connectivity, enhance safety and support economic vitality and sustainability.

Funding Source	FY16 & FY17
Fund Exchange	\$2,000,000

Operating Cost Impact: None

Estimated Total Project Cost: \$2.0 million

Anticipated Completion Date: June 2017

12. Noise Reduction Program on SR 85

The project will implement a noise reduction program along the SR 85 corridor which will include the following three phases: 1) noise reduction study, 2) noise reduction pilot project, and 3) corridor-wide noise reduction projects. Phase 1 is a study to determine recommended noise reduction strategies at viable locations to be included in a pilot test project. Phase 2 is the implementation of higher ranked locations identified in Phase 1 including noise measurement testing before and after the project. The requested budget augmentation will fund the project through Phase 2 final design.

Funding Source	FY16 & FY17
Fund Exchange	\$2,000,000

Operating Cost Impact: None

Estimated Total Project Cost: \$7.4 million

Anticipated Completion Date: August 2019

13. Silicon Valley Express Lanes - Electronic Toll System

The Electronic Toll System is part of the Express Lane Project (Project) which will convert the existing High Occupancy Vehicle (HOV) facility on US 101 and SR 85 in Santa Clara County to Express Lanes. The Project will develop and implement system-wide dynamic pricing software to integrate all field equipment. Electronic signs display the current toll for solo drivers. Tolls will vary based on the level of congestion and will be adjusted to maintain free-flowing traffic. Overhead antennas will read FasTrak transponders and automatically deduct the correct toll from FasTrak accounts. A Violation Enforcement System (VES) will capture license plate images and send a toll violation notice if the user did not have a toll transponder. The requested budget augmentation will fund the project through development and the initial phases of implementation.

Funding Source	FY16 & FY17
Other - TBD	\$10,000,000

Operating Cost Impact: The responsibility for maintenance and operations upon project completion is expected to be with the Silicon Valley Express Lanes Program (see page 89)

Estimated Total Project Cost: \$47.2 million

Anticipated Completion Date: June 2024

14. Silicon Valley Express Lanes - Future Phase - Project A

This project will construct a future phase of the Silicon Valley Express Lane Program on US 101 or SR 85 corridor. There are 5 possible segments than can be selected for this phase: 1) SR 85 from I-280 to SR 17; 2) SR 85 from SR 17 to SR 87; 3) US 101 from Fair Oaks Avenue to I-880; 4) US 101 from I-880 to SR 85; or 5) US 101 from SR 85 to Dunne Avenue. The requested budget will fund the final civil design for this project.

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Funding Source	FY16 & FY17
Fund Exchange	\$15,000,000

Operating Cost Impact: *The responsibility for maintenance and operations upon project completion is expected to be with the Silicon Valley Express Lanes Program (see page 89) for the electronic express lanes portions and Caltrans for the roadway elements.*

Estimated Total Project Cost: \$135.0 million

Anticipated Completion Date: June 2023

15. Silicon Valley Express Lanes - Future Phase - Project B

This project will construct a future phase of the Silicon Valley Express Lane Program on US 101 or SR 85 corridor. There are 5 possible segments than can be selected for this phase: 1) SR 85 from I-280 to SR 17; 2) SR 85 from SR 17 to SR 87; 3) US 101 from Fair Oaks Avenue to I-880; 4) US 101 from I-880 to SR 85; or 5) US 101 from SR 85 to Dunne Avenue. The requested budget will fund the final civil design for this project.

Funding Source	FY16 & FY17
Fund Exchange	\$15,000,000

Operating Cost Impact: *The responsibility for maintenance and operations upon project completion is expected to be with the Silicon Valley Express Lanes Program (see page 89) for the electronic express lanes portions and Caltrans for the roadway elements.*

Estimated Total Project Cost: \$135.0 million

Anticipated Completion Date: June 2023

16. Silicon Valley Express Lanes - I-880

The I-880 Express Lanes project will implement a roadway pricing system on I-880 by converting the one-lane carpool lane to Express Lane and adding a second Express Lane to provide 2-lane Express Lanes between SR 237 in Santa Clara County and Mission Boulevard in Alameda County. VTA will work with Alameda County Transportation Commission (ACTC) and Metropolitan Transportation Commission (MTC) on this project, the tolling authority for the I-880 segment between Mission Boulevard and Santa Clara County line. The requested budget augmentation will fund the Project Initiation Document (PID) and related preliminary engineering efforts, and the Project Approval/Environmental Document phases.

Funding Source	FY16 & FY17
Fund Exchange	\$2,000,000

Operating Cost Impact: *The responsibility for maintenance and operations upon project completion is expected to be with the Silicon Valley Express Lanes Program (see page 89) for the electronic express lanes portions and Caltrans for the roadway elements.*

Estimated Total Project Cost: \$35.0 million

Anticipated Completion Date: June 2022

17. Silicon Valley Express Lanes – US 101 / SR 85 Phase 3

This project will implement a roadway pricing system on US 101 and SR 85 by converting the existing carpool lanes to Express Lane on US 101 (between SR 237 to San Mateo County line), and on SR 85 (between I-280 to US 101), including the SR85/US101 HOV connector north in Mountain View. The requested budget augmentation will fund the construction phase (civil only) for this project.

Funding Source	FY16 & FY17
Other - TBD	\$28,300,000

***Operating Cost Impact:** The responsibility for maintenance and operations upon project completion is expected to be with the Silicon Valley Express Lanes Program (see page 89) for the electronic express lanes portions and Caltrans for the roadway elements.*

***Estimated Total Project Cost:** \$35.8 million*

***Anticipated Completion Date:** June 2019*

18. Silicon Valley Express Lanes – US 101 / SR 85 Phase 4

This project will implement a roadway pricing system on US 101 and SR 85 by converting the existing carpool lane to Express Lane on US 101 (between Bailey Road to SR 85 interchange south), and on SR 85 (between US101/SR5 interchange south to SR 87), including the SR 85/US 101 HOV connector south in San Jose. The requested budget augmentation will fund the construction phase (civil only) for this project.

Funding Source	FY16 & FY17
Other - TBD	\$8,400,000

***Operating Cost Impact:** The responsibility for maintenance and operations upon project completion is expected to be with the Silicon Valley Express Lanes Program (see page 89) for the electronic express lanes portions and Caltrans for the roadway elements.*

***Estimated Total Project Cost:** \$11.4 million*

***Anticipated Completion Date:** June 2019*

19. SR 152 Realignment

This project will initiate and complete the Project Approval/Environmental Document phase, including preliminary alignment engineering and environmental investigations, on new alignments for SR 152 between US 101 and SR 156 in Santa Clara and San Benito counties. The project will also develop and evaluate corridor management strategies, including potential roadway pricing for the 82 mile length of SR 152 between Santa Cruz and Madera Counties. The purpose of this project is to improve truck/freight movement, air quality, traffic operations, and safety between the Central Valley and the South Bay via an east-west connection between SR 99 and US 101. The requested budget augmentation will fund the project through environmental clearance.

Funding Source	FY16 & FY17
State - STIP/IIP	\$6,600,000

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Operating Cost Impact: *The California Department of Transportation (Caltrans) assumes responsibility for maintenance and operations upon project completion. There is no operating cost impact to VTA.*

Estimated Total Project Cost: *\$848.0 million*

Anticipated Completion Date: *September 2018*

20. SR 237 / I-880 Interchange Highway Planting

The project developed landscape improvement designs in the City of Milpitas at the SR 237/I-880 Interchange, including tree planting, a recycled-water automatic irrigation system, and plant establishment maintenance. The project has been completed and the remaining budget is proposed for de-obligation.

Funding Source	FY16 & FY17
Other - TBD	(\$2,100,000)

Operating Cost Impact: *None*

Estimated Total Project Cost: *N/A*

Anticipated Completion Date: *N/A*

21. SR 237 / US 101 Mathilda Interchange

This project includes construction of improvements on Mathilda Avenue between Almanor Avenue and Innovation Way, including interchange improvements at US 101 and SR 237 to reduce congestion and improve traffic operations on Mathilda Avenue. The scope also includes construction management and design support during construction services. The requested budget augmentation will fund the project through construction.

Funding Source	FY16 & FY17
State - STIP/RIP	\$15,000,000
City - Sunnyvale	15,000,000
Total	\$30,000,000

Operating Cost Impact: *None*

Estimated Total Project Cost: *\$35.8 million*

Anticipated Completion Date: *December 2018*

22. SR 237 Improvements – Lawrence Expressway to US 101

The SR 237 Improvement Project proposes to extend the existing HOV lanes on SR 237 between Lawrence Expressway to US 101 to provide traffic congestion relief. The project would provide three lanes in each direction, including a new HOV lane, within this segment of SR 237. The requested budget is for the project's Project Initiation Document (PID) and Project Approval/Environmental Document (PA/ED) phases.

Funding Source	FY16 & FY17
Fund Exchange	\$2,000,000

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Operating Cost Impact: The California Department of Transportation (Caltrans) assumes responsibility for maintenance and operations upon project completion. There is no operating cost impact to VTA.

Estimated Total Project Cost: \$22.0 million

Anticipated Completion Date: June 2022

23. Tasman Drive Complete Street Corridor Study

This project is a multi-jurisdictional effort to identify and recommend multimodal improvements along the Tasman corridor (from Tasman/Fair Oaks in Sunnyvale to Great Mall Parkway/Montague Expressway in Milpitas). The planning and conceptual design study will examine existing conditions, identify transportation deficiencies and improvements for bicycle, pedestrian and transit riders, develop and analyze alternatives at a conceptual engineering level (10% design), and identify a preferred alternative and associated cost estimate. Improvements which may be considered include pedestrian and bicycle safety and connectivity, access to transit, transit rider amenities, and improved transit travel time through signal timing coordination and/or stop improvements.

Funding Source	FY16 & FY17
Federal	\$1,025,800
Other - 15% VRF	133,200
Total	\$1,159,000

Operating Cost Impact: None

Estimated Total Project Cost: \$1.9 million

Anticipated Completion Date: December 2018

24. US 101 / Buena Vista Avenue

The project involves the construction of a new freeway interchange on US 101 at Buena Vista Avenue in South San Jose. The requested budget augmentation will fund the project's Project Initiation Document (PID), including related preliminary engineering efforts, through Project Approval/Environmental Documentation (PA/ED).

Funding Source	FY16 & FY17
City - San Jose	\$3,000,000

Operating Cost Impact: The California Department of Transportation (Caltrans) assumes responsibility for maintenance and operations upon project completion. There is no operating cost impact to VTA.

Estimated Total Project Cost: \$44.0 million

Anticipated Completion Date: December 2019

25. US 101 / Improvements I-280 to Yerba Buena

This project was initiated to improve operation on US 101 in east San Jose by adding a lane in the southbound direction from south of Story Rd to north of Capitol Expressway and reconfigure the US 101/Tully Road interchange from the existing full cloverleaf to a partial cloverleaf interchange. The project is completed. The original project budget assumed VTA

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would administer the construction contract. However, it was subsequently determined that Caltrans would administer the construction contract so the remaining unspent budget appropriation was not needed and is proposed for de-obligation.

Funding Source	FY16 & FY17
State - CMIA	(\$548,744)
Other - TBD	(36,689,868)
Fund Exchange	(\$356,404)
Total	(\$37,595,017)

Operating Cost Impact: None

Estimated Total Project Cost: N/A

Anticipated Completion Date: N/A

26. US 101 Widening & SR 25 / US 101 Interchange Improvement

This project provided for the widening of US 101 from four to six lanes in Santa Clara and San Benito counties, bridge widening and replacement, curve improvements, and construction of a new interchange at US 101 and SR 25. The project also included the extension of Santa Teresa Blvd to connect to SR 25 at the SR 25/US 101 interchange and the addition of ramp lanes at SR 129. The project has been completed and the remaining budget is proposed for de-obligation.

Funding Source	FY16 & FY17
Other - TBD	(\$5,244,350)

Operating Cost Impact: None

Estimated Total Project Cost: N/A

Anticipated Completion Date: N/A

27. US 101 / Zanker Road/ Skyport Blvd/ North 4th Street Interchange – Phase 1

This is phase 1 of the project to construct a new interchange at US 101 to connect Zanker Road and Old Bayshore Highway with North 4th Street and Skyport Drive. Phase 1 of the project will provide an overcrossing at US 101 to improve limited existing connectivity to the North San Jose employment centers. Phase 2 of the project will construct an interchange using the existing overcrossing structure to provide access to US 101. The requested budget will fund a project initiation study and environmental document for Phase 1.

Funding Source	FY16 & FY17
City - San Jose	\$8,000,000

Operating Cost Impact: The California Department of Transportation (Caltrans) assumes responsibility for maintenance and operations upon project completion. There is no operating cost impact to VTA.

Estimated Total Project Cost: \$125.0 million

Anticipated Completion Date: August 2021

VTP Highway Improvement Program Total Available Appropriation

Capital project appropriations do not expire at the end of the fiscal year and are carried forward until the project is completed. Capital carryover is defined as appropriation that is unspent at the end of the fiscal year. The following table reflects the projected carryover at June 30, 2015 as well as the total available appropriation for the VTP Highway Improvement Program after the FY 2016 appropriation, by project and funding source. Project funding for the two-year period is appropriated in FY 2016 in order to facilitate administration of the program.

(Dollars in Thousands)

Project #	Project Name	Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY15¹	C=(A-B) Projected FY15 Capital Carryover	D FY16 Proposed Appropriation	E=(C+D) Total Available Appropriation
P-0430	SR 152 / SR 156 Interchange	Federal	15,826	14,897	928	0	928
		State	11,204	11,092	112	0	112
		Fund Exchange	7,668	7,441	226	0	226
		Total	34,697	33,430	1,267	0	1,267
P-0455	I-880 / I-280 Improvements	Federal	19,022	16,808	2,214	0	2,214
		State	39,710	31,769	7,941	0	7,941
		City	1,550	1,539	11	0	11
		Fund Exchange	2,512	1,810	702	0	702
		Other	3,171	0	3,171	0	3,171
		Total	65,966	51,926	14,040	0	14,040
P-0519	US 101 Improvements I-280 to Yerba Buena	State	1,215	666	549	(549)	0
		City	6,626	6,626	0	0	0
		Fund Exchange	6,089	5,733	356	(356)	0
		Other	36,990	300	36,690	(36,690)	0
		Total	50,920	13,325	37,595	(37,595)	0
P-0535	Coyote Ridge Butterfly Habitat Mgmt	City	996	96	0	0	0
		Fund Exchange	245	135	109	0	109
		Total	1,241	1,131	109	0	109
P-0565	US 101 / De La Cruz Blvd / Trimble Road	City	850	840	10	0	10
		Fund Exchange	54	40	14	0	14
		Other	4,050	0	4,050	0	4,050
		Total	4,954	880	4,074	0	4,074
P-0606	US 101 Widening & 25 / 101 Intchg Improv	Fund Exchange	5,900	5,900	0	0	0
		Other	5,244	0	5,244	(5,244)	0
		Total	11,144	5,900	5,244	(5,244)	0
P-0617	SR 152 Realignment	Federal	2,862	75	2,787	0	2,787
		State	18,388	3,837	14,551	6,600	21,151
		Fund Exchange	5,000	3,841	1,159	0	1,159
		Other	150	144	6	0	6
		Total	26,400	7,897	18,503	6,600	25,103
P-0619	US 101 Aux. Lanes - Embarcadero to SR 85	State	1,721	1,472	249	0	249
		Fund Exchange	15,028	14,821	207	0	207
		Other	251	0	251	0	251
		Total	17,000	16,293	707	0	707

¹ Projection as of March 28, 2015

MTA FY 2016 & FY 2017 PROPOSED BUDGET

Project #	Project Name	Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY15 ¹	C=(A-B) Projected FY15 Capital Carryover	D FY16 Proposed Appropriation	E=(C+D) Total Available Appropriation
P-0620	I-880 Improvements - SR 237 to US 101	State	930	559	371	0	371
		Fund Exchange	18,185	17,687	498	0	498
		Other	385	0	385	0	385
		Total	19,500	18,246	1,254	0	1,254
P-0621	SR 237 / I-880 Interchng Highway Planting	City	675	675	0	0	0
		Other	2,110	0	2,110	(2,110)	0
		Total	2,785	675	2,110	(2,110)	0
P-0651	SR 87 Highway Planting	Federal	2,520	2,520	0	0	0
		State	250	250	0	0	0
		Fund Exchange	2,205	2,120	85	0	85
		Total	4,975	4,890	85	0	85
P-0653	I-680 Corridor Study	Federal	250	44	206	0	206
		Fund Exchange	250	44	206	0	206
		Total	500	88	412	0	412
P-0654	SR 87 / Narvaez Interchange	Other	800	0	800	0	800
P-0655	Ramp Metering Implementation	Federal	4,489	2,506	1,982	0	1,982
		Other	7,299	0	7,299	0	7,299
		Total	11,788	2,506	9,281	0	9,281
P-0678	SR 237 / US 101 Mathilda Interchange	State	0	0	0	15,000	15,000
		City	4,000	679	3,321	15,000	18,321
		Other	1,847	0	1,847	0	1,847
		Total	5,847	679	5,167	30,000	35,167
P-0694	SV Exp Lanes-SR 237 / I-880 Connectors	Federal	7,460	7,460	0	0	0
		Fund Exchange	4,300	4,260	40	0	40
		Total	11,760	11,720	40	0	40
P-0720	Silicon Valley Express Lanes - SR 85	Federal	4,790	4,790	0	0	0
		Fund Exchange	2,150	1,976	174	0	174
		Other	500	0	500	0	500
		Total	7,440	6,766	674	0	674
P-0721	Silicon Valley Express Lanes - US 101	Fund Exchange	8,480	7,543	937	0	937
		Other	500	0	500	0	500
		Total	8,980	7,543	1,437	0	1,437
P-0730	US 101 / Capitol Exp / Yerba Buena Intchg	Federal	1,100	1,100	0	0	0
		State	25,534	22,044	3,490	0	3,490
		City	1,574	1,574	0	0	0
		Fund Exchange	5,482	4,233	1,250	0	1,250
		Total	33,690	28,951	4,739	0	4,739
P-0737	VTP Highways Programwide	Fund Exchange	100	0	100	0	100
P-0749	Freeway Performance Initiative	Federal	5,563	1,560	4,002	1,438	5,440
P-0788	SR 237 Express Lanes-Phase II Extension	Federal	1,600	915	685	0	685
		State	10,900	0	10,900	0	10,900
		Fund Exchange	7,564	2,692	4,872	0	4,872
		Other	3	0	3	0	3
		Total	20,067	3,607	16,460	0	16,460
P-0812	I-280 / Foothill Expressway Ramp Improv	Fund Exchange	2,700	699	2,001	500	2,501
P-0826	Combined Landscaping & Maint Project	State	1,000	0	1,000	0	1,000
		City	624	202	423	0	423
		Fund Exchange	2,200	879	1,321	0	1,321
		Total	3,824	1,080	2,744	0	2,744
P-0862	101 Express Lanes - 101 San Mateo	Other	2,000	0	2,000	0	2,000
P-0863	Charcot Avenue Extension over I-880	Other	4,500	0	4,500	0	4,500
P-0864	Innovative Transportation Technology Prog	Other	2,000	0	2,000	0	2,000
P-0865	Intelligent Transportation System Projects	Federal	14,000	0	14,000	0	14,000

MTA FY 2016 & FY 2017 PROPOSED BUDGET

Project #	Project Name	Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY15 ¹	C=(A-B) Projected FY15 Capital Carryover	D FY16 Proposed Appropriation	E=(C+D) Total Available Appropriation
P-0866	Landscaping at I-280 / I-880	Federal	566	0	566	0	566
		City	2,793	0	2,793	0	2,793
		Fund Exchange	141	0	141	0	141
		Total	3,500	0	3,500	0	3,500
P-0867	US 101 / Buena Vista Avenue	City	1,000	0	1,000	3,000	4,000
P-0868	US 101 SB Ramp Improv-10th St-Gilroy	Other	3,600	0	3,600	0	3,600
P-0876	Silicon Valley Express Lanes - I-880	Fund Exchange	2,000	0	2,000	2,000	4,000
P-0877	US 101 San Ant./Charltn/Reng. Rmp Impv	Other	4,000	0	4,000	0	4,000
P-0878	US 101 / Old Oakland Road Improvements	Other	3,450	0	3,450	0	3,450
P-0898	Capitol Expy - Ped Connection to Eastridge	Federal	262	105	157	0	157
		State	55	22	33	0	33
		Other	1,230	0	1,230	0	1,230
		Total	1,547	128	1,420	0	1,420
P-0900	SV Exp Lanes - US101 / SR85 Phase 3	Fund Exchange	5,100	8	5,092	0	5,092
		Other	2,400	0	2,400	28,300	30,700
		Total	7,500	8	7,492	28,300	35,792
P-0901	SV Exp Lanes - US101 / SR85 Phase 4	Fund Exchange	2,200	10	2,190	0	2,190
		Other	800	0	800	8,400	9,200
		Total	3,000	10	2,990	8,400	11,390
P-0902	SV Exp Lanes - Electronic Toll System	Fund Exchange	3,700	8	3,692	0	3,692
		Other	1,121	0	1,121	10,000	11,121
		Total	4,821	8	4,813	10,000	14,813
P-0903	Noise Reduction Program on SR85	Fund Exchange	285	2	283	2,000	2,283
		Other	90	0	90	0	90
		Total	375	2	373	2,000	2,373
P-0911	I-280/Winchester Imprvmnts-Initiation Doc	City	0	0	0	250	250
		Fund Exchange	250	0	250	2,079	2,329
		Other	421	0	421	500	921
		Total	671	0	671	2,829	3,500
P-0912	I-280 Corridor Study	Fund Exchange	250	0	250	0	250
		Other	500	0	500	0	500
		Total	750	0	750	0	750
NEW	Bascom Ave Complete Street Corrdr Study	Federal	0	0	0	874	874
		Other	0	0	0	114	114
		Total	0	0	0	988	988
NEW	Countywide Bicycle Plan Update	Federal	0	0	0	443	443
		Other	0	0	0	257	257
		Total	0	0	0	700	700
NEW	Countywide Traffic Signal Coord. Study	State	0	0	0	135	135
		Fund Exchange	0	0	0	35	35
		Total	0	0	0	170	170
NEW	Freeway Performance Initiative Phase 2	Federal	0	0	0	2,000	2,000
NEW	I-280 Corridor Improvements-Initiation Doc	Fund Exchange	0	0	0	2,500	2,500
NEW	I-680 Corridor Improvements-Initiation Doc	Fund Exchange	0	0	0	2,500	2,500
NEW	I-680 Sound Walls	State	0	0	0	600	600
NEW	New Corrdr Studies-SR87/SR237/880/SR17	Fund Exchange	0	0	0	2,000	2,000
NEW	SV Exp Lanes - Future Phase - Project A	Fund Exchange	0	0	0	15,000	15,000
NEW	SV Exp Lanes - Future Phase - Project B	Fund Exchange	0	0	0	15,000	15,000
NEW	SR 237 Improv-Lawrence Expwy to US 101	Fund Exchange	0	0	0	2,000	2,000
NEW	Tasman Dr Complete Street Corridor Study	Federal	0	0	0	1,026	1,026
		Other	0	0	0	133	133
		Total	0	0	0	1,159	1,159

MTA FY 2016 & FY 2017 PROPOSED BUDGET

Project #	Project Name	Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY15 ¹	C=(A-B) Projected FY15 Capital Carryover	D FY16 Proposed Appropriation	E=(C+D) Total Available Appropriation
NEW	US 101/Zanker/Skyport/N 4th Intrchg-Ph 1	City	0	0	0	8,000	8,000
Grand Total			411,354	219,950	191,404	102,734	294,138

Note: Totals may not be precise due to independent rounding

***VTP Highway Improvement Program
Total Available by Funding Source
(Dollars in Thousands)***

Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY15 ¹	C=(A-B) Projected FY15 Capital Carryover	D FY16 Proposed Appropriation	E=(C+D) Total Available Appropriation
Federal	80,309	52,782	27,528	5,780	33,308
State	110,907	71,712	39,196	21,786	60,982
City	20,688	13,131	7,557	26,250	33,807
Fund Exchange	110,037	81,882	28,155	45,258	73,412
Other	89,412	444	88,968	3,660	92,628
Grand Total	411,354	219,950	191,404	102,734	294,138

¹ Projection as of March 28, 2015

Note: Totals may not be precise due to independent rounding

JOINT DEVELOPMENT PROGRAM

VTA FY 2016 & FY 2017 PROPOSED BUDGET



Joint Development Program

Overview

Through recent efforts by VTA staff and the VTA Board of Directors, VTA has established a deliberate and aggressive property management program aimed at generating revenue, promoting transit-oriented development, and enhancing transit operations.

VTA has identified 26 sites that may be appropriate for joint development (nine of which have been identified by the VTA Board as being the first priorities) and six sites as being “surplus property”, meaning they can be disposed of in the near term with no effect on current or future transit operations.

The Proposed Budget for the Joint Development Program represents current and anticipated leasing and sale revenues, as well as the level of effort (expenditures) required to generate the revenues. Prior to FY 2012, activities related to the Joint Development Program were captured solely in the VTA Transit Operating Budget. Based on the anticipated level of future activities, they are now being captured as a separately reported fund.

The Joint Development Program budget is broken into two major components. The operating budget includes appropriation for preliminary site analysis on four potential locations per year. The capital budget captures costs for the entitlement process for various properties. There is no additional capital appropriation in the FY 2016 and 2017 budget. However, capital project appropriations do not expire at the end of the fiscal year and are carried forward until the project is completed. The table on page 87 reflects the projected carryover at June 30, 2015 for the four active capital projects by project and funding source. Capital carryover is defined as appropriation that is unspent at the end of the fiscal year.

MTA FY 2016 & FY 2017 PROPOSED BUDGET

***Joint Development Program
Comparison of Revenues and Expenses
(Dollars in Thousands)***

Line	Category	FY14 Actual	FY15 Adopted Budget	FY15 Projected Actual¹	FY16 Proposed Budget	Variance from FY15 Projection	% Var	FY17 Proposed Budget	Variance from FY16 Budget	% Var
1	Investment Earnings	156	129	121	129	8	6.7%	156	27	21.2%
2	Property Rental	334	145	335	357	22	6.5%	371	13	3.8%
3	Total Revenue	491	274	456	486	30	6.6%	527	41	8.4%
4	Professional & Special Services	59	215	50	215	165	330.0%	215	0	0.0%
5	Miscellaneous	0	0	0	15	15	N/A	15	0	0.0%
6	Total Expense	59	215	50	230	180	360.0%	230	0	0.0%
7	Revenues Over (Under) Expenses	432	59	406	256			297		

Note: Totals and percentages may not be precise due to independent rounding

***Joint Development Program
Sources and Uses of Funds Summary
(Dollars in Thousands)***

<u>Line</u>	<u>Description</u>	<u>FY14 Actual</u>	<u>FY15 Projected Actual¹</u>	<u>FY16 Proposed Budget</u>	<u>FY17 Proposed Budget</u>
1	Total Revenues	491	456	486	527
2	Total Expenses	<u>(59)</u>	<u>(50)</u>	<u>(230)</u>	<u>(230)</u>
3	Revenues Over (Under) Expenses	432	406	256	297
4	Beginning Net Assets	11,950	12,382	12,788	13,044
5	Revenues Over (Under) Expenses	<u>432</u>	<u>406</u>	<u>256</u>	<u>297</u>
6	Ending Net Assets	12,382	12,788	13,044	13,341

¹ Projection as of March, 18 2015

Note: Totals may not be precise due to independent rounding

Joint Development Program Total Available Appropriation

Capital project appropriations do not expire at the end of the fiscal year and are carried forward until the project is completed. Capital carryover is defined as appropriation that is unspent at the end of the fiscal year. The following table reflects the projected carryover at June 30, 2015.

(Dollars in Thousands)

Project #	Project Name	Funding Source	A Current Adopted Budget	B Projected Expenditures Through FY15 ¹	C=(A-B) Projected FY15 Capital Carryover	D FY16 Proposed Appropriation	E=(C+D) Total Available Appropriation
P-0825	Tamien Joint Development	Joint Dev	500	304	196	0	196
P-0870	Cerone Joint Development	Joint Dev	500	0	500	0	500
P-0871	I-880 / Alder Joint Development	Joint Dev	500	0	500	0	500
P-0872	River Oaks Joint Development	Joint Dev	500	0	500	0	500
Grand Total			2,000	304	1,696	0	1,696

¹ Projection as of March, 28 2015

Note: Totals may not be precise due to independent rounding



***SILICON VALLEY EXPRESS LANES
PROGRAM***

VTA FY 2016 & FY 2017 PROPOSED BUDGET



Silicon Valley Express Lanes Program

Overview

In December 2008, the VTA Board of Directors approved the Silicon Valley Express Lanes Program (SVELP) which had been under development since 2003. The SVELP, as approved, was the result of 18 months of coordination, analysis, and outreach on both technical and policy areas related to implementing Express Lanes as a means to address congestion levels on highways while also looking towards new solutions to accommodate the future growth in travel demand.

The goal of the SVELP is to provide long-term mobility benefits and another funding stream for transportation improvements. Specifically, the primary objectives of the SVELP are to provide congestion relief through more effective use of existing roadways; provide commuters with a new mobility option; and provide a new funding source for transportation improvements including public transit.

As part of the SVELP, the Express Lanes projects implement a roadway pricing system to allow for the use of unused capacity in the carpool lanes to provide congestion relief and a new mobility option for some commuters. The roadway pricing system allows solo commuters to use the available capacity in the carpool lanes for a fee. The fee changes dynamically in response to existing congestion levels and available capacity in the carpool lanes. When solo commuters choose to use Express Lanes, this in turn also provides for traffic congestion relief in the general purpose lanes.

The SVELP is comprised of two corridors: the SR 237 corridor between I-880 and SR 85, and the US 101/SR 85 corridor within Santa Clara County up to the San Mateo County line. VTA has legislative authority to convert existing carpool lanes on two corridors within the county- based on Assembly Bill (AB) 2032 which passed in 2004 and the follow-up AB 574 which passed in 2007. Additionally, AB 1105 which passed in 2011 allows VTA to extend the two corridors into the adjacent counties subsequent to an agreement with the neighboring county's Congestion Management Agency (CMA).

The SR 237/I-880 Express Connectors project is the first phase of the SR 237 Express Lanes project that converted the carpool lane connector ramps at the SR 237/I-880 interchange to Express Lanes operations. The SR 237 Express Lanes opened for tolling on March 20, 2012. The second phase of the SR 237 Express Lanes will involve extending Express Lanes further to the west on SR 237 close to US 101, including conversion of the remaining lengths of carpool lanes to Express Lanes operations. Phase 2 is projected to open in the spring of 2017.

The Proposed FY 2016 and FY 2017 SVELP Operating Budget represents the anticipated revenues and expenditures for the program over the next two fiscal years. The primary revenue source for this program is tolls. The anticipated operating expenditures include toll processing fees, enforcement, electronic toll system maintenance, road maintenance, utilities, insurance, and VTA staff time.

VTa FY 2016 & FY 2017 PROPOSED BUDGET

***Silicon Valley Express Lanes Program
Comparison of Revenues and Expenses
(Dollars in Thousands)***

Line	Category	FY14 Actual	FY15 Adopted Budget	FY15 Projected Actual¹	FY16 Proposed Budget	Variance from FY15 Projection	% Var	FY17 Proposed Budget	Variance from FY16 Budget	% Var
1	Toll Revenues	1,222	1,000	1,062	1,100	38	3.6%	1,166	66	6.0%
2	Investment Earnings	19	10	16	17	1	5.2%	20	4	21.2%
3	Total Revenue	1,241	1,010	1,078	1,117	39	3.6%	1,186	70	6.2%
4	Professional & Special Services	463	572	572	875	303	52.9%	902	27	3.1%
5	Utilities	2	2	2	4	2	68.9%	4	0	7.5%
6	Insurance	0	2	0	2	2	N/A	2	0	0.0%
7	Communications	1	3	2	2	0	0.0%	8	6	300.0%
8	Miscellaneous	0	5	5	5	0	0.0%	5	0	0.0%
9	VTa Staff Services	270	400	222	140	(82)	-37.0%	150	10	7.1%
10	Total Expense	736	983	804	1,028	224	27.9%	1,071	43	4.2%
11	Revenues Over (Under) Expenses	505	27	274	89			115		

Note: Totals and percentages may not be precise due to independent rounding

***Silicon Valley Express Lanes Program
Sources and Uses of Funds Summary
(Dollars in Thousands)***

<u>Line</u>	<u>Description</u>	<u>FY14 Actual</u>	<u>FY15 Projected Actual¹</u>	<u>FY16 Proposed Budget</u>	<u>FY17 Proposed Budget</u>
1	Total Revenues	1,241	1,078	1,117	1,186
2	Total Expenses	<u>(736)</u>	<u>(804)</u>	<u>(1,028)</u>	<u>(1,071)</u>
3	Revenues Over (Under) Expenses	505	274	89	115
4	Beginning Net Assets	1,185	1,690	1,964	2,053
5	Revenues Over (Under) Expenses	<u>505</u>	<u>274</u>	<u>89</u>	<u>115</u>
6	Ending Net Assets	1,690	1,964	2,053	2,168

¹ Projection as of March 18, 2015

Note: Totals may not be precise due to independent rounding

VTA FY 2016 & FY 2017 PROPOSED BUDGET

Staff is proposing to set-aside a portion of the net assets of the SVELP as designated reserves. One million would be designated as a reserve for Express Lanes Operations representing approximately one year's operating and maintenance costs. In FY 2017, \$25,000 would be designated to fund an Equity Program to provide toll credits on transit passes to low income travelers within the corridor. An additional \$100,000 would be designated to fund VTA Transit Operations based on recommendations in the BART Transit Integration Plan. The remaining balance would be undesignated reserves.

Silicon Valley Express Lanes Program Designated Reserves (Dollars in Thousands)

	FY16	FY17
Projected Ending Net Assets	2,053	2,168
<u>Designated Reserves:</u>		
Operating & Maintenance Set-Aside	1,000	1,000
Equity Program		25
VTA Transit Operations		100
Total Designated Reserves	1,000	1,125
Projected Undesignated Reserves	1,053	1,043

VTA FY 2016 & FY 2017 PROPOSED BUDGET



***BART OPERATING SALES TAX
PROGRAM***

VTA FY 2016 & FY 2017 PROPOSED BUDGET



BART Operating Sales Tax Program

Overview

On November 4, 2008, the voters of Santa Clara County approved 2008 Measure B (Measure), a 30-year one-eighth cent sales and use tax dedicated solely to providing the operating and maintenance expenses and capital reserve contribution for VTA's BART Silicon Valley Extension. Per the Measure, the tax would only commence collection if sufficient state and federal funds were secured to match local construction dollars. Federal funds would be considered secured and matched when the Federal Transit Administration (FTA) executed a Full Funding Grant Agreement (FFGA), or its equivalent, in an amount of at least \$750 million. State funds would be considered secured and matched when the California Transportation Commission (CTC) approved an Allocation Request, or its equivalent, in an amount of at least \$240 million.

The FFGA for \$900 million was signed on March 12, 2012 and State funding has been secured and matched through state statute, administered by the CTC. The CTC has currently disbursed \$569 million of the \$649 million Traffic Congestion Relief Program (TCRP) funds guaranteed to the project. With both the federal and state funding requirements met, the tax commenced collection on July 1, 2012.

Payments to BART for the operation, maintenance and capital reserve contribution do not begin until the system opens.

***BART Operating Sales Tax Program
Comparison of Revenues and Expenses
(Dollars in Thousands)***

Line	Category	FY14 Actual	FY15 Adopted Budget	FY15 Projected Actual ¹	FY16 Proposed Budget	Variance from FY15 Projection	% Var	FY17 Proposed Budget	Variance from FY16 Budget	% Var
1	Sales Tax Revenues	44,753	47,711	47,193	49,506	2,312	4.9%	51,733	2,228	4.5%
2	Investment Earnings	732	1,241	836	1,216	379	45.4%	2,104	888	73.1%
3	Total Revenue	45,485	48,952	48,029	50,721	2,692	5.6%	53,837	3,116	6.1%
4	Professional & Special Services	60	134	105	201	96	91.2%	256	56	27.8%
5	Total Expense	60	134	105	201	96	91.2%	256	56	27.8%
6	Revenues Over (Under) Expenses	45,426	48,818	47,924	50,520			53,581		

Note: Totals and percentages may not be precise due to independent rounding

***BART Operating Sales Tax Program
Sources and Uses of Funds Summary
(Dollars in Thousands)***

Line	Description	FY14 Actual	FY15 Projected Actual ¹	FY16 Proposed Budget	FY17 Proposed Budget
1	Total Revenues	45,485	48,029	50,721	53,827
2	Total Expenses	(60)	(105)	(201)	(256)
3	Revenues Over (Under) Expenses	45,426	47,924	50,520	53,581
4	Beginning Net Assets	41,644	87,070	134,994	185,515
5	Revenues Over (Under) Expenses	45,426	47,924	50,520	53,581
6	Ending Net Assets	87,070	134,994	185,515	239,095

¹ Projection as of March 18, 2015

Note: Totals may not be precise due to independent rounding

APPENDICES

VTA FY 2016 & FY 2017 PROPOSED BUDGET



VTA Administrative Code requires that the Proposed Budget include a list of all employee position classifications and pay ranges. The table below lists the minimum and maximum annual salary for each VTA job classification as of March 6, 2015.

Job Classifications and Pay Range

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Accessible Services Program Manager	96,672	117,539
Accountant Assistant	54,807	66,238
Accountant I	58,251	70,463
Accountant II	64,358	77,871
Accountant III	75,778	92,061
Accounts Payable Support Supervisor	62,313	75,778
Administrative Services Assistant	48,429	63,926
Administrator of Social Media & Electronic Communications	101,520	123,415
Assistant Architect	78,024	94,879
Assistant Board Secretary	86,951	114,776
Assistant Cost & Schedule Coordinator	78,024	94,879
Assistant Counsel	100,651	132,860
Assistant General Counsel	156,118	206,076
Assistant Real Estate Agent	66,845	80,880
Assistant Supt, Service Management	92,061	111,927
Assistant Supt, Transit Communications	92,061	111,927
Assistant Systems Design Engineer	78,024	94,879
Assistant Transportation Engineer	78,024	94,879
Associate Architect	90,801	110,330
Associate Counsel	64,909	85,680
Associate Environmental Engineer	90,801	110,330
Associate Financial Analyst	65,423	79,545
Associate Financial Analyst - NR	64,909	85,680
Associate Human Resources Analyst	64,909	85,680
Associate Land Surveyor	79,545	96,672
Associate Management Analyst	65,423	79,545
Associate Mechanical Engineer	90,801	110,330
Associate Real Estate Agent	82,443	99,834

VTA FY 2016 & FY 2017 PROPOSED BUDGET

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Associate Systems Design Engineer	90,801	110,330
Associate Systems Engineer	90,801	110,330
Associate Transportation Engineer	90,801	110,330
Automotive Attendant	42,277	51,046
Board Assistant	58,801	71,157
Board Secretary	128,457	169,563
Bus Stop Maintenance Worker	46,908	56,659
Business Systems Analyst I	64,039	77,494
Business Systems Analyst II	77,494	93,816
Buyer Assistant	47,573	57,469
Buyer I	52,522	63,431
Buyer II	62,245	75,353
Buyer III	69,161	83,658
Chief Financial Officer	189,775	250,503
Chief Information Officer	156,118	206,076
Chief of Staff to the General Manager	148,704	196,288
Chief Operating Officer	172,135	227,219
Claims Analyst	75,134	99,176
Claims Program Manager	91,296	120,510
Communications Systems Analyst I	64,039	77,494
Communications Systems Analyst II	77,494	93,816
Communications Systems Manager	101,520	123,415
Community Outreach Supervisor	79,545	96,672
Construction Contracts Administrator I	64,039	77,494
Construction Contracts Administrator II	80,533	97,490
Construction Contracts Compliance Officer	92,061	111,927
Construction Inspector	68,495	82,848
Contracts Administrator I	64,039	77,494
Contracts Administrator II	80,533	97,490
Contracts Manager	101,520	123,415
Contracts Program Manager	96,672	117,539
Cost & Schedule Coordinator	90,801	110,330
Creative Services Manager	96,672	117,539
Customer Services Supervisor	75,778	92,061
Database Administrator I	64,039	77,494

VTA FY 2016 & FY 2017 PROPOSED BUDGET

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Database Administrator II	77,494	93,816
Deputy Director	141,607	186,921
Design Build Construction Administration Manager	116,495	153,773
Director of Business Services	156,118	206,076
Director of Engineering & Transportation Infrastructure Dev.	180,738	238,574
Director of Government Affairs & Executive Policy Advisor	128,457	169,563
Director of Planning & Program Development	172,135	227,219
Director of Public Affairs & Marketing	148,704	196,288
Director of System Safety & Security	141,607	186,921
Disadvantaged Business Enterprise Program Manager	92,061	111,927
Disbursements Manager	100,651	132,860
Dispatcher	51,314	73,299
Diversity & Inclusion Manager	105,662	139,474
Document Systems Supervisor	79,545	96,672
Electrician	72,199	87,332
Electro - Mechanic	72,134	81,973
Electronic Technician	72,134	81,973
Employee Relations Manager	105,662	139,474
Engineering Aide	51,046	61,666
Engineering Group Manager	128,457	169,563
Engineering Technician I	55,849	67,482
Engineering Technician II	62,852	76,077
Engineering Technician III	71,476	86,494
Environmental Health & Safety Specialist	83,253	100,818
Environmental Health & Safety Supervisor	87,687	106,605
Environmental Planner I	57,181	69,161
Environmental Planner II	68,495	82,848
Environmental Planner III	82,038	99,372
Executive Assistant to the General Manager	64,909	85,680
Executive Secretary	58,885	77,728
Facilities Maintenance Coordinator	92,061	111,927
Facilities Maintenance Manager	100,651	132,860
Facilities Maintenance Representative	62,852	76,077
Facilities Worker	39,187	55,994
Fare Inspector	46,322	66,186

VTA FY 2016 & FY 2017 PROPOSED BUDGET

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Financial Accounting Manager	100,651	132,860
Financial Analyst	75,778	92,061
Financial Analyst -NR	75,134	99,176
Fiscal Resources Manager	122,346	161,496
Foreperson - LRT	78,624	89,336
General Counsel	206,000	206,000
General Maintenance Mechanic	62,852	76,077
General Manager	307,661	307,661
Government Affairs Manager	122,346	161,496
Graphic Designer I	56,110	67,800
Graphic Designer II	64,936	78,623
Human Resources Administration Manager	105,662	139,474
Human Resources Administrator	68,153	89,962
Human Resources Analyst	75,134	99,176
Human Resources Assistant	50,861	67,137
Information Services Representative	40,997	58,573
Information Systems Analyst Assistant	55,849	67,482
Information Systems Analyst I	64,039	77,494
Information Systems Analyst II	77,494	93,816
Information Systems Supervisor	101,520	123,415
Investment Program Manager	101,520	123,415
Janitor	40,570	48,904
Junior Cost & Schedule Coordinator	71,772	87,193
Junior Real Estate Agent	59,669	72,199
Junior Systems Design Engineer	71,772	87,193
Junior Transportation Engineer	71,772	87,193
Labor Relations Program Manager	100,651	132,860
Lead Bus Stop Maintenance Worker	49,859	60,248
Lead Document Control Clerk	49,628	59,929
Lead Maint Worker - LRT	41,142	58,760
Lead Reprographics Services Specialist	51,538	62,245
Lead Storekeeper	53,014	64,039
Legal Secretary	61,810	81,589
Light Rail Equipment Superintendent	101,520	123,415
Light Rail Operator	45,261	64,667

VTA FY 2016 & FY 2017 PROPOSED BUDGET

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Light Rail Power Foreperson	91,416	103,875
Light Rail Power Supervisor	96,672	117,539
Light Rail Signal Maintainer	79,375	96,102
Light Rail Signal Supervisor	92,061	111,927
Light Rail Technical Trainer	83,498	101,520
Light Rail Technical Training Supervisor	92,061	111,927
Light Rail Track Maintenance Supervisor	83,498	101,520
Light Rail Way, Power & Signal Superintendent	101,520	123,415
Light Rail Way, Power & Signal Supervisor	96,672	117,539
Mail Messenger	42,914	51,799
Maintenance Worker - LRT	39,187	55,994
Maintenance Instructor	87,687	106,605
Maintenance Scheduler	59,929	72,517
Maintenance Superintendent	101,520	123,415
Management Aide	57,597	70,034
Management Aide -NR	58,885	77,728
Management Analyst	75,778	92,061
Management Analyst - NR	75,134	99,176
Management Secretary	53,411	70,502
Manager of Security Programs	105,662	139,474
Manager, Construction Inspection	105,023	127,657
Manager, Highway Construction Contracts	92,061	111,927
Manager, Market Development	106,605	129,580
Manager, Operations Analysis, Reporting & Systems	101,520	123,415
Manager, Public Affairs & Customer Information	101,520	123,415
Manager, Real Estate & Project Administration	122,346	161,496
Materials & Warranty Manager	101,520	123,415
Materials Resource Scheduler	52,522	63,431
Media Spokesperson	95,843	126,513
Network Analyst I	64,039	77,494
Network Analyst II	77,494	93,816
Office & Timekeeping Technician	49,165	59,380
Office Specialist I	41,699	50,322
Office Specialist II	46,705	56,370
Office Support Supervisor	62,313	75,778

MTA FY 2016 & FY 2017 PROPOSED BUDGET

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Operations Manager	122,346	161,496
Operations Systems Supervisor	87,687	106,605
Operator	38,792	64,667
Operator - Trainee	32,344	n/a
Overhaul & Repair Foreperson	78,624	89,336
Overhaul & Repair Mechanic	72,134	81,973
Overhead Line Worker	84,739	96,304
Paint & Body Foreperson	78,624	89,336
Paint & Body Worker	72,134	81,973
Paralegal	61,810	81,589
Parts Clerk	45,074	64,397
Parts Foreperson	70,158	79,726
Passenger Facilities & Wayside Maintenance Supervisor	75,778	92,061
Payroll Support Supervisor	62,313	75,778
Permit Technician	57,730	69,797
Policy & Administrative Manager - Operations	100,651	132,860
Policy & Community Relations Manager	105,662	139,474
Principal Construction Inspector	92,061	111,927
Principal Environmental Planner	106,605	129,580
Principal Transportation Planner	106,605	129,580
Procurement & Materials Manager	116,495	153,773
Programmer I	64,039	77,494
Programmer II	81,662	98,880
Project Controls Group Manager	128,457	169,563
Project Controls Specialist I	64,039	77,494
Project Controls Specialist II	77,494	93,816
Project Controls Supervisor	106,605	129,580
Public Communication Specialist I	64,039	77,494
Public Communication Specialist II	69,797	84,468
Public Relations Supervisor	87,687	106,605
Purchasing & Materials Manager	122,346	161,496
Purchasing Manager	101,520	123,415
Quality Assurance & Warranty Manager	96,672	117,539
Quality Assurance & Warranty Specialist	75,353	91,182
Reprographics Services Specialist I	42,914	51,799

VTA FY 2016 & FY 2017 PROPOSED BUDGET

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Reprographics Services Specialist II	48,442	58,540
Revenue Services Manager	101,520	123,415
Safety Manager	100,651	132,860
Sales & Promotions Supervisor	79,545	96,672
Secretary	51,046	61,666
Service Mechanic	45,822	65,458
Service Worker	44,138	63,045
Service Worker - Foreperson	47,528	67,891
Sr Accountant	87,687	106,605
Sr Advisor, Business Development	156,118	206,076
Sr Architect	106,197	129,071
Sr Assistant Counsel	122,346	161,496
Sr Associate Counsel	82,809	109,308
Sr Business Systems Analyst	90,256	109,413
Sr Communications Systems Analyst	90,256	109,413
Sr Construction Contracts Administrator	92,061	111,927
Sr Construction Inspector	74,977	90,719
Sr Construction Inspector - Lead	79,752	96,565
Sr Contracts Administrator	92,061	111,927
Sr Cost & Schedule Coordinator	106,197	129,071
Sr Database Administrator	90,256	109,413
Sr Environmental Engineer	106,197	129,071
Sr Environmental Planner	96,672	117,539
Sr Financial Analyst	87,687	106,605
Sr Financial Analyst (NR)	86,951	114,776
Sr Human Resources Analyst	86,951	114,776
Sr Information Representative	56,555	64,272
Sr Information Systems Analyst	90,256	109,413
Sr Land Surveyor	92,061	111,927
Sr Management Analyst	87,687	106,605
Sr Mechanical Engineer-Auto Systems	106,197	129,071
Sr Network Analyst	90,256	109,413
Sr Policy Analyst	95,843	126,513
Sr Programmer	90,256	109,413
Sr Real Estate Agent	96,672	117,539

VTA FY 2016 & FY 2017 PROPOSED BUDGET

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Sr Signal Maintainer	87,332	105,824
Sr Systems Administrator	90,256	109,413
Sr Systems Design Engineer	106,197	129,071
Sr Systems Engineer	106,197	129,071
Sr Track Worker	72,134	81,973
Sr Transportation Engineer	106,197	129,071
Sr Transportation Planner	96,672	117,539
Sr Web Developer	90,256	109,413
Storekeeper	49,859	60,248
Substation Maintainer	84,739	96,304
Supervising Maintenance Instructor	92,061	111,927
Support Mechanic	47,528	67,891
Survey & Mapping Manager	106,605	129,580
SVRT Project Controls Manager	122,346	161,496
Systems Administrator I	64,039	77,494
Systems Administrator II	77,494	93,816
Systems Design Manager	111,927	136,062
Technical Project Manager	90,256	109,413
Technical Trainer	83,498	101,520
Technical Training Supervisor	92,061	111,927
Technology Infrastructure Supervisor	101,520	123,415
Technology Manager	122,346	161,496
Track Worker	62,046	70,512
Transit Center Maintenance Worker	46,908	56,659
Transit Division Supervisor	83,498	101,520
Transit Foreperson	78,624	89,336
Transit Maintenance Supervisor	92,061	111,927
Transit Mechanic	72,134	81,973
Transit Mechanic - G	62,046	70,512
Transit Radio Dispatcher	51,314	73,299
Transit Safety Officer	83,498	101,520
Transit Service Development Aide	49,628	59,929
Transit Service Development Specialist I	54,547	65,919
Transit Service Development Specialist II	63,431	76,800
Transit Service Development Supervisor	83,498	101,520

VTA FY 2016 & FY 2017 PROPOSED BUDGET

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Transit Systems Safety Supervisor	87,687	106,605
Transportation Engineering Manager	111,927	136,062
Transportation Planner I	57,181	69,161
Transportation Planner II	68,495	82,848
Transportation Planner III	82,038	99,372
Transportation Planning Aide	47,573	57,469
Transportation Planning Manager	110,963	146,471
Transportation Superintendent	101,520	123,415
Transportation Supervisor	83,498	101,520
Upholsterer	72,134	81,973
Upholstery Foreperson	78,624	89,336
Utilities Coordination Manager	92,061	111,927
Utility Coordinator	74,977	90,719
Utility Worker	44,535	53,766
Vault Room Worker	44,998	54,286
Vehicle Parts Supervisor	83,498	101,520
Warranty Coordinator	92,061	111,927
Web Developer I	64,039	77,494
Web Developer II	77,494	93,816

VTA Transit Fund Unrestricted Net Assets/Reserves

Because of the recognized volatility of VTA's primary revenue source (i.e., sales tax receipts) it is prudent to maintain reserves that enable VTA to survive periodic swings in the economy without impacting service levels to the public and agency employment/compensation levels. It is also prudent to ensure that funds are available to sustain a capital program that maintains VTA's infrastructure and keeps assets in a state of good repair. The VTA Board of Directors has been proactive in managing VTA's finances in a manner that protects the interests of the public and helps provide a level of security for VTA's personnel by designating funds for specific purposes. VTA's reserves are largely static with adjustments approved by the Board either directly, or through the budget process. Any changes to the policies governing these reserves or the appropriate level of reserves are subject to Board policy decisions.

Reserve Accounts

The VTA Transit Fund currently maintains three reserve accounts as described below:

Operating Reserve

It is the policy of VTA to accumulate a prudent level of reserves by building and maintaining an Operating Reserve equal to 15 percent (15%) of the annual operating budget for the VTA Transit Fund. The purpose of this reserve is to ensure that sufficient funds are always available in the event of either unavoidable expenditure needs or unanticipated revenue shortfalls from sources other than sales tax based revenues. The Board formalized this long-standing practice with adoption of the VTA Transit Fund Operating Reserve Policy on April 5, 2012.

Sales Tax Stabilization Fund

The Sales Tax Stabilization Fund reserve was created by the Board as part of the FY 2012 and FY 2013 Biennial Budget adoption on June 2, 2011 to mitigate the impact of the volatility of sales tax based revenues on service levels and the operating budget. Per the Board policy adopted on April 5, 2012, this reserve may be utilized during development of the biennial budget if sales tax based revenues are projected to decline. This can supplement projected revenues to address any resulting shortfall between revenues and expenditures. In the event sales tax based revenues received for a fiscal year are in excess of the amount budgeted, the excess shall be transferred to the VTA Transit Sales Tax Stabilization Fund up to a maximum balance of \$35 million.

Debt Reduction Fund

The Debt Reduction Fund reserve was established by the Board on February 7, 2008. Per the Board policy also approved on February 7, 2008, this fund may be used to reduce long-term liabilities or provide funding for approved transit-related capital improvements and replacement of capital assets. This reserve is used primarily to fund the local portion of the VTA Transit capital program in order to keep assets in a state of good repair.

Other Designated Funds

In addition to the reserve accounts listed above, there are three other components to the Unrestricted Net Assets that have been restricted by board resolution, contractual requirements, or other practical reasons.

Irrevocable Transfer to OPEB (Other Postemployment Benefits) Trust

As part of the FY 2012 and FY 2013 Biennial Budget adoption on June 2, 2011, \$20.65M was set aside specifically to address unfunded OPEB liabilities. In FY 2013, VTA made a one-time irrevocable transfer of these funds to the OPEB Trust. These funds are dedicated to providing benefits to retirees and their beneficiaries. Per Governmental Accounting Standards Board Statement No. 45 (GASB 45), these funds continue to be reported as Net Assets of VTA.

Local Share of Capital Projects

This designation represents funds previously appropriated for and committed to capital projects. Per VTA Budget Resolution, “Capital appropriations, which are not expended during the fiscal year, shall carry over to successive fiscal years until the projects are completed or otherwise terminated.” The Local Share of Capital Projects designation represents the locally funded portion of this carryover. The Budget Resolution also states that “The locally funded portion of the VTA Transit Fund capital appropriation carry over shall be set-aside as a designation of Unrestricted Net Assets in the Comprehensive Annual Financial Report.” Detail of the total FY 2015 projected carryover including the local share can be found on pages 41-47.

Inventory and Prepaid Expenses

This component of net assets represents the value of parts inventory and the prepayment of expenses which are not liquid or otherwise unavailable for use.

Unrestricted Net Assets Status

The table on the following page shows the Unrestricted Net Assets as reported in the FY 2014 Comprehensive Annual Financial Report as well as the projected balances for FY 2015 through FY 2017.

VTA FY 2016 & FY 2017 PROPOSED BUDGET

Unrestricted Net Assets
(Dollars in Thousands)

Fund	FY14	FY15¹ Projected	FY16¹ Projected	FY17¹ Projected
<u>Reserves:</u>				
Operating Reserve	59,827	62,937	63,547	59,736
Sales Tax Stabilization Fund	35,000	35,000	35,000	35,000
Debt Reduction Fund	101,948	126,607	24,354	12,661
Total Reserves	196,775	224,544	122,901	107,397
<u>Other Designated Funds:</u>				
Irrevocable Transfer to OPEB Trust	20,650	20,650	20,650	20,650
Local Share of Capital Projects	111,831	84,126	138,823	104,696
Inventory and Prepaid Expenses ²	21,288	21,288	21,288	21,288
Total Other Designated Funds	153,769	126,064	180,761	146,634
Total Unrestricted Net Assets	350,544	350,608	303,662	254,031

¹ Projection as of March 28, 2015

² Balance projected to remain stable over time

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