

## 8 Bus Rapid Transit

**Estimated Cost:** \$615.8 million

**Secured Funding:** \$264.5 million\*

**Year of Completion:** TBD

**Project Description:**

Bus Rapid Transit (BRT) is an enhanced bus transit service that offers many of the same service attributes as rail transit, such as specialized vehicles, large stations, real-time information, and more frequent and reliable operations.

**Project Status:**

**Alum Rock Santa Clara Bus Rapid Transit (BRT)** All major construction work has been completed and BRT revenue service along the corridor commenced in May 2017. Completion of

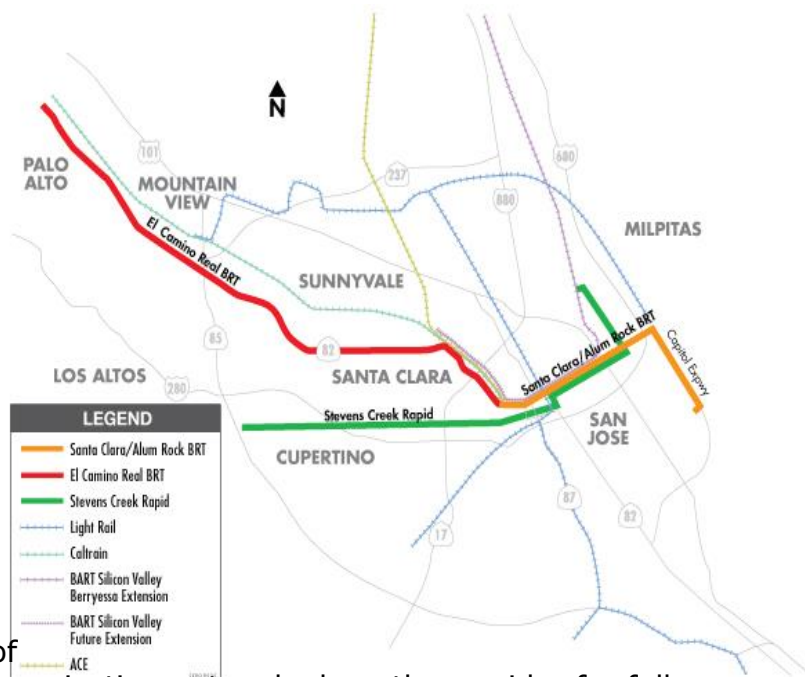
remaining electrical items and the communication network along the corridor for full connectivity and functionality, final inspection and punch list work are in progress.

The **El Camino Real Rapid Transit** Policy Advisory Board of VTA is exploring new project alternatives in an effort to identify a project design that will attract widespread support from the corridor cities.

Construction contract for new shelters, seating, lighting and other associated bus stop improvements for the **Stevens Creek Rapid 523** was re-advertised in January 2017 and was awarded at the April VTA Board meeting. Construction is planned for completion by November 2017. While planning activities for an improved transit center at De Anza College are in its early stages, the Stelling Road bus stop improvement will serve as a solution to speed up travel time and accommodate increased transportation needs in the De Anza College area that will effectively result from implementation of the Rapid 523 line. Construction contract for the Stelling Road bus stop improvements was advertised for bids in April 2017 and awarded in June 2017. Construction will be completed by November 2017.

**Modifications at Chaboya/North Divisions** Phase I (North Yard) were completed in March 2015. RFP for design services for Phase II involving modifications to the Chaboya Yard is planned for early 2018. **Articulated Buses** (29 units) have been accepted by VTA and are operational. An option for 20 additional buses to operate on the Stevens Creek corridor is also available and is being considered.

**Project Cost:**



Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2017 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
BRT Strategic Plan	\$ 1.3	\$ -	\$ 1.3	\$ -	\$ -	\$ 1.3	\$ 1.3	Completed
Highway-Based BRT Alternative Analysis	\$ 0.9	\$ 0.7	\$ 0.2	\$ -	\$ 0.7	\$ 0.2	\$ 0.9	Completed
Alum Rock - Santa Clara Bus Rapid Transit	\$ 148.2	\$ 110.3	\$ 37.8	\$ -	\$ 91.0	\$ 37.8	\$ 128.8	Ongoing
Stevens Creek Bus Rapid Transit	\$ 151.0	\$ 0.8	\$ 3.6	\$ 146.6	\$ 0.6	\$ 3.0	\$ 3.6	Contingent on funding
El Camino Real Bus Rapid Transit	\$ 229.0	\$ -	\$ 15.0	\$ 214.0	\$ -	\$ 10.5	\$ 10.5	Ongoing; Est. depends on LPA
Procurement of BRT Articulated Buses	\$ 57.7	\$ 19.5	\$ 38.1	\$ -	\$ 19.2	\$ 13.3	\$ 32.5	Ongoing
Modifications to Chaboya and North Division for B	\$ 14.4	\$ -	\$ 14.4	\$ -	\$ -	\$ 2.2	\$ 2.2	Ongoing
Money Counting Facility Replacement	\$ 0.1	\$ -	\$ 0.1	\$ -	\$ -	\$ 0.1	\$ 0.1	Closed
De Anza College Transit Center Improvement	\$ 7.4	\$ -	\$ 7.4	\$ -	\$ -	\$ 0.3	\$ 0.3	Ongoing
Rapid 523 Bus Stop Improvements	\$ 3.9	\$ 0.7	\$ 3.2	\$ -	\$ -	\$ 0.6	\$ 0.6	Ongoing
Stelling Road Bus Stop Improvement	\$ 1.9	\$ 0.1	\$ 1.8	\$ -	\$ -	\$ 0.2	\$ 0.2	Ongoing
<b>Total</b>	<b>\$ 615.8</b>	<b>\$ 132.2</b>	<b>\$ 123.0</b>	<b>\$ 360.6</b>	<b>\$ 111.5</b>	<b>\$ 69.5</b>	<b>\$ 181.0</b>	

\* P-0551,P-0725, P-0475, P-0715, P-0717, P-0719, P-0785, P-0786, P-0967, P-0998, P-1008