

CONGESTION MANAGEMENT PROGRAM & PLANNING COMMITTEE

Thursday, September 20, 2018

10:00 AM

VTa Conference Room B-106

3331 North First Street

San Jose, CA

AGENDA

CALL TO ORDER

1. ROLL CALL

2. PUBLIC PRESENTATIONS:

This portion of the agenda is reserved for persons desiring to address the Committee on any matter not on the agenda. Speakers are **limited to 2 minutes**. The law does not permit Committee action or extended discussion on any item not on the agenda except under special circumstances. If Committee action is requested, the matter can be placed on a subsequent agenda. All statements that require a response will be referred to staff for reply in writing.

3. ORDERS OF THE DAY

CONSENT AGENDA

- 4. ACTION ITEM** - Approve the Regular Meeting Minutes of August 16, 2018.
- 5. INFORMATION ITEM** - Receive the FY 2018 Transportation Systems Monitoring Program (TSMP) Report.
- 6. INFORMATION ITEM** - Receive the Valley Transportation Plan (VTP) Highway Program Semi-Annual Report Ending June 30, 2018.
- 7. INFORMATION ITEM** - Receive the 2000 Measure A Transit Improvement Program Semi-Annual Report Ending June 30, 2018.
- 8. INFORMATION ITEM** - Receive the Programmed Projects Quarterly Monitoring Report for January - March 2018

REGULAR AGENDA

9. ACTION ITEM - Recommend that the Santa Clara Valley Transportation Authority (VTA) Board of Directors adopt a sponsoring agency resolution for the BART Phase 2 Extension project and authorize the General Manager to enter into a Master Agreement and program supplemental agreements with the California State Transportation Agency (CalSTA) in order to gain access to \$750 million in grant funding from the Transit and Intercity Rail Capital Program (TIRCP).
10. INFORMATION ITEM - Receive Fiscal Year 2018 SR 237 Express Lanes Operational Report.
11. INFORMATION ITEM - Receive information on the proposed Silicon Valley Express Lanes Toll Ordinance.
12. INFORMATION ITEM - Receive an update on the North First Street Light Rail Improvements.

OTHER ITEMS

13. Items of Concern and Referral to Administration.
14. Review Committee Work Plan. (Augenstein)
15. Committee Staff Report. (Augenstein)
16. Chairperson's Report. (Khamis)
17. Determine Consent Agenda for the October 4, 2018, Board of Directors Meeting.
18. ANNOUNCEMENTS
19. ADJOURN

In accordance with the Americans with Disabilities Act (ADA) and Title VI of the Civil Rights Act of 1964, VTA will make reasonable arrangements to ensure meaningful access to its meetings for persons who have disabilities and for persons with limited English proficiency who need translation and interpretation services. Individuals requiring ADA accommodations should notify the Board Secretary's Office at least 48-hours prior to the meeting. Individuals requiring language assistance should notify the Board Secretary's Office at least 72-hours prior to the meeting. The Board Secretary may be contacted at ☎ (408) 321-5680 or ✉ board.secretary@vta.org or ☎ (408) 321-2330 (TTY only). VTA's home page is www.vta.org or visit us on www.facebook.com/scvta. ☎ (408) 321-2300: 中文 / Español / 日本語 / 한국어 / tiếng Việt / Tagalog.

Disclosure of Campaign Contributions to Board Members (Government Code Section 84308) In accordance with Government Code Section 84308, no VTA Board Member shall accept, solicit, or direct a contribution of more than \$250 from any party, or his or her agent, or from any participant, or his or her agent, while a proceeding involving a license, permit, or other entitlement for use is pending before the agency. Any Board Member who has received a contribution within the preceding 12 months in an amount of more than \$250 from a party or from any agent or participant shall disclose that fact on the record of the proceeding and shall not make, participate in making, or in any way attempt to use his or her official position to influence the decision. A party to a proceeding before VTA shall disclose on the record of the proceeding any contribution in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any Board Member. No party, or his or her agent, shall make a contribution of more than \$250 to any Board Member during the proceeding and for three months following the date a final decision is rendered by the agency in the proceeding. The foregoing statements are limited in their entirety by the provisions of Section 84308 and parties are urged to consult with their own legal counsel regarding the requirements of the law.

All reports for items on the open meeting agenda are available for review in the Board Secretary's Office, 3331 North First Street, San Jose, California, (408) 321-5680, the Monday, Tuesday, and Wednesday prior to the meeting. This information is available on VTA's website at <http://www.vta.org/> and also at the meeting.

**NOTE: THE BOARD OF DIRECTORS MAY ACCEPT, REJECT OR MODIFY
ANY ACTION RECOMMENDED ON THIS AGENDA.**



Congestion Management Program & Planning Committee

Thursday, August 16, 2018

MINUTES

CALL TO ORDER

The Regular Meeting of the Congestion Management Program & Planning Committee (CMPP) was called to order at 10:01 a.m. by Chairperson Khamis in Conference Room B-106, 3331 North First Street, San Jose, California.

1. ROLL CALL

Attendee Name	Title	Status
Dev Davis	Alternate Member	N/A
Johnny Khamis	Chairperson	Present
John McAlister	Member	Present
Raul Peralez	Vice Chairperson	Present
Rob Rennie	Alternate Member	N/A
Savita Vaidhyanathan	Member	Present

A quorum was present.

2. PUBLIC PRESENTATIONS

There were no Public Presentations.

3. ORDERS OF THE DAY

Member McAlister requested **Agenda Item #5: 2018/19 Transportation Fund for Clean Air (TFCA) Program Manager Fund**, be removed from the Consent Agenda and placed on the Regular Agenda.

M/S/C (McAlister/Vaidhyanathan) to accept the Orders of the Day.

RESULT:	ACCEPTED [UNANIMOUS] – Agenda Item #3
MOVER:	John McAlister, Member
SECONDER:	Savita Vaidhyanathan, Member
AYES:	Khamis, McAlister, Vaidhyanathan
NOES:	None
ABSENT:	Peralez

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.

CONSENT AGENDA

4. Regular Meeting Minutes of May 17, 2018

M/S/C (Vaidhyanathan/McAlister) to approve the Regular Meeting Minutes of May 17, 2018.

5. (Removed from the Consent Agenda and placed on the Regular Agenda)

Recommend that the VTA Board of Directors approve the programming of FY 2018/19 Transportation Fund for Clean Air County Program Manager (TFCA 40%) funds to projects.

6. Bay Area Bike Share Revenue Return

M/S/C (Vaidhyanathan/McAlister) to recommend that the VTA Board of Directors: 1) Direct staff to return \$59,520 in Bay Area Bike Share revenue return to 2000 Measure A; and 2) Provide \$113,088, \$54,659, and \$20,733 in Bay Area Bike Share revenue return to the cities of San Jose, Mountain View and Palo Alto, respectively, to support their local bicycle programs.

RESULT:	APPROVED [UNANIMOUS] – Agenda Items #4 and 6
MOVER:	Savita Vaidhyanathan, Member
SECONDER:	John McAlister, Member
AYES:	Khamis, McAlister, Vaidhyanathan
NOES:	None
ABSENT:	Peralez

The Agenda was taken out of order.

Member Peralez arrived at the meeting and took his seat at 10:05 a.m.

REGULAR AGENDA

5. 2018/19 TFCA Program Manager Fund

Committee Members discussed the following: 1) criteria for projects to be eligible for funding; 2) VTA can initiate dialogue with the Bay Area Air Quality Management District to determine their receptivity to changing the TFCA Cost/Ton thereby allowing more bicycle projects to qualify; 3) signal timing projects; and 4) importance of spelling out acronyms.

M/S/C (McAlister/Vaidhyanathan) to recommend that the VTA Board of Directors approve the programming of FY 2018/19 Transportation Fund for Clean Air County Program Manager (TFCA 40%) funds to projects.

RESULT:	APPROVED [UNANIMOUS] – Agenda Item #5
MOVER:	John McAlister, Member
SECONDER:	Savita Vaidhyanathan, Member
AYES:	Khamis, McAlister, Peralez, Vaidhyanathan
NOES:	None
ABSENT:	None

7. **Story-Keyes Complete Streets Study**

Brent Pearce, Transportation Planner, provided an overview of the staff report and a presentation entitled “Story Keyes Complete Streets Study,” highlighting: 1) Study Background; 2) Study Background – Complete Streets; 3) Objectives and Community Outreach; 4) Community Design Process; 5) Outreach Impact; 6) Design Vision – Willow Street/Graham Street; 7) Design Vision – Keyes Street; 8) Design Vision – Story Road, and; 9) Next Steps.

Members of the Committee and staff discussed the following: 1) expressed support for the study; 2) responsibility for on-going maintenance of streetscape; 3) community concern about relocation or loss of bus stops; 4) narrowing of lanes; 5) parking; 6) protected bike lanes; 7) community opposition to lane reduction; 8) signal priority, and; 9) future phases of the study will return to the Committee before any lane narrowing projects commence.

Committee Members requested additional information on Metropolitan Transportation Commission’s (MTC) list of Communities of Concern and examples of how narrowing lanes reduced traffic speeds.

Public Comment

Blair Beekman, Interested Citizen, commented on the following: 1) expressed support for the project; 2) consider lessons learned from the Alum Rock project; 3) environmental concerns with regard to cushioned bike lanes, and; 4) importance of accountability with regard to technology and surveillance.

M/S/C (Peralez/Vaidhyanathan) to recommend that the VTA Board of Directors adopt the Story-Keyes Complete Streets Study and 10% Concept Design.

RESULT:	APPROVED [UNANIMOUS] – Agenda Item #7
MOVER:	Raul Peralez, Member
SECONDER:	Savita Vaidhyanathan, Member
AYES:	Khamis, McAlister, Peralez, Vaidhyanathan
NOES:	None
ABSENT:	None

8. BART Silicon Valley Phase II Relocation Plan

Ron Golem, Deputy Director of Real Estate, introduced Kathy Bradley, Manager, Real Estate & Project Administrator, and Karen Eddleman, Associate Right of Way Service (AR/WS). Ms. Bradley and Ms. Eddleman provided an overview of the staff report and a presentation entitled “Relocation Planning - BART Silicon Valley Phase II Extension Project,” highlighting: 1) Relocation Planning; 2) Real Estate Planning Process; 3) Phase II Project Alignment; 4) Legal Framework for Relocation Planning; 5) Relocation Plan Process; 6) VTA’s Relocation Assistance Program; 7) Phase II Extension Project: Single-Bore Alignment map; 8) Summary of Potential Impacts; 9) Draft Relocation Plan Public Review and Comment Period, and; 10) Phase II Extension Project Schedule.

Members of the Committee and staff discussed the following: 1) threshold for requiring relocation assistance and services; 2) outreach to businesses potentially impacted by the project, and; 3) look for relocation sites in the immediate area.

Public Comment

Mr. Beekman noted the importance of implementing lessons learned from prior VTA capital projects.

On order of Chairperson Khamis and there being no objection, the Committee received information on the BART Silicon Valley Phase II Relocation Plan.

9. Transportation Technology Strategic Plan Development and Final Report

David Kobayashi, Senior Transportation Engineer, provided an overview of the staff report and presentation entitled “Santa Clara County Transportation Technology Strategic Plan (TTSP),” highlighting the following: 1) TTSP Vision & Goal; 2) Connection to VTA Strategic Plan; 3) TTSP Framework; 4) Collaborative Effort; 5) Recommendations, and 6) What’s next?

Public Comment

Mr. Beekman commented on the importance of government accountability and protecting citizens from invasive technology and surveillance.

Members of the Committee and staff discussed the following: 1) commended staff on the plan and recommended staff seek ways to accelerate the plan implementation; 2) integration and collaboration with all stakeholders, and 3) requested staff spell out words rather than use acronyms.

On order of Chairperson Khamis and there being no objection, the Committee received the Transportation Technology Strategic Plan Development and Final Report.

OTHER ITEMS

10. Items of Concern and Referral to Administration

Member McAlister noted the following Items of Concern and Referral to Administration:
1) consider the possibility of VTA leasing express buses for school transportation, noting it may be a possible income source as well as helping reduce congestion, and;
2) suggested VTA consider a more flexible Eco Pass for new high density housing units.

11. Committee Work Plan

On order of Chairperson Khamis and there being no objection, the Committee reviewed the Committee Work Plan.

12. Committee Staff Report

Chris Augenstein, Director of Planning & Programming and Committee Staff Liaison, provided a written report to the Committee.

13. Chairperson's Report

There was no Chairperson's Report.

14. Determine Consent Agenda for the September 6, 2018, Board of Directors Meeting

CONSENT:

Agenda Item #5. Recommend that the VTA Board of Directors approve the programming of FY 2018/19 Transportation Fund for Clean Air County Program Manager (TFCA 40%) funds to projects.

Agenda Item #6. Recommend that the VTA Board of Directors: 1) Direct staff to return \$59,520 in Bay Area Bike Share revenue return to 2000 Measure A; and 2) Provide \$113,088, \$54,659, and \$20,733 in Bay Area Bike Share revenue return to the cities of San Jose, Mountain View and Palo Alto, respectively, to support their local bicycle programs.

Agenda Item #8. Receive information on the BART Silicon Valley Phase II Relocation Plan.

Agenda Item #9. Receive the Transportation Technology Strategic Plan Development and Final Report.

REGULAR:

Agenda Item #7. Recommend that the VTA Board of Directors adopt the Story-Keyes Complete Streets Study and 10% Concept Design.

15. **ANNOUNCEMENTS**

There were no Announcements.

16. **ADJOURN**

On order of Chairperson Khamis, and there being no objection, the meeting was adjourned at 11:29 a.m.

Respectfully submitted,

Anita McGraw, Board Assistant
VTA Office of the Board Secretary



Date: September 13, 2018
 Current Meeting: September 20, 2018
 Board Meeting: October 4, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Congestion Management Program & Planning Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Engineering & Program Delivery Officer, Carolyn M. Gonot

SUBJECT: FY 2018 Transportation Systems Monitoring Program Report

FOR INFORMATION ONLY

BACKGROUND:

The Transportation Systems Monitoring Program (TSMP) was initiated by the Santa Clara Valley Transportation Authority (VTA) Technical Advisory Committee (TAC) and approved by the Board of Directors in September 2008 to monitor the conditions and performance of selected transportation system assets in Santa Clara County. The TSMP and annual reports were developed in response to concerns raised by local jurisdictions on the ability and resources needed to maintain the County's transportation infrastructure to acceptable standards.

This program follows the principles initially established by the Moving Ahead for Progress in the 21st Century Act (MAP-21), the federal reauthorization transportation funding program that emphasized performance-based management of transportation infrastructure assets at the state and local levels, and extended under the Fixing America's Surface Transportation (FAST) Act.

The primary purpose of this report is to serve as an asset management tool by providing information on the inventory and general health of selected key transportation systems in a single, public friendly report that leverages existing data already available. Where data was unavailable, a survey was used to fill in the gaps of the information being sought from the local jurisdictions such as condition of traffic signal controllers, roadway striping and street light poles.

The TSMP report also has secondary beneficial uses such as communicating to residents and external stakeholders on the performance of the County's transportation systems and effectiveness of transportation investments, progress towards stated transportation systems goals and objectives, and providing additional context for future funding and policy decisions on future transportation system performance.

The fiscal year (FY) 2018 TSMP Report is the eighth annual edition since this monitoring program was initiated. Each new report released has highlighted different aspects of Santa Clara

County's transportation network building upon previous editions. Below are a few examples from past reports:

- 2010 TSMP Report (1st Edition) - Introduced 13 initial components to monitor using 18 performance measures.
- 2013 (3rd Edition) - Added a new section on inventory of traffic signal controllers, performance of express lanes, and comparisons of transportation systems with peer counties in the Bay Area.
- 2016 (6th Edition) - Expanded information on freeway litter, landscape and graffiti maintenance and conditions of roadside assets.

The FY 2018 TSMP Report (8th Edition) was renamed to better reflect the reporting period and introduces a new section on Commute and Time Spent in Congestion to track the performance of major transportation routes in the County. In addition, new performance metrics for monitoring the amount of litter picked-up and graffiti removed along the freeways have become available and are included in this report.

DISCUSSION:

Attached is a copy of the FY 2018 TSMP Final Draft Report that includes a summary of the tracked key performance indicators. The findings in the report cover the period from June 2017 to July 2018. Below are highlights from this year's report:

Pavement Conditions

There are approximately 10,000 lane-miles of roadway pavement in Santa Clara County maintained by local jurisdictions. The average Pavement Condition Index (PCI) for Santa Clara County improved by two points over the previous reporting period from 68 (Fair Condition - asphalt showing significant levels of distress and need of minor rehabilitation) to 70 (Good Condition - asphalt showing low levels of distress such as minor cracks). This is a positive trend. The overall average PCI for the Bay Area was 67 compared with the region-wide goal of 75. Roadways that are not maintained to a PCI score of 70 or higher cost more to repair in the future if rehabilitation maintenance is deferred over time.

Local Bridge/Overcrossing Conditions

The average Sufficiency Rating (SR) for the 491 bridges and overcrossings in Santa Clara County remained nearly unchanged at SR 79 (based on a scale of 0 to 100). This is border line between "Fair" and "Good" conditions. Although the SR for last year was 81, there were changes in the addition and reassignment of bridges between the State (Caltrans) and local agencies that lowered the average SR score by two points for this reporting cycle so that this lowering of the SR score does not necessarily reflect changes in bridge conditions. Local bridges are defined by the Federal Highway Administration (FHWA) as bridge structures that are at least 20 feet in length and designed specifically for automobile traffic loads (not including bicycle/ pedestrian and railroad/light rail overcrossings). For most bridges and overcrossings in Santa Clara County, the bridge sufficiency inspections are conducted by Caltrans staff, who later input the data into the Federal Highway Administration's National Bridge Inventory (NBI) database.

Freeway Roadside Litter, Landscape and Graffiti Conditions

Caltrans maintains approximately 310 roadside miles (miles of freeway shoulders) including 128 interchanges and nearly 1,200 acres of landscaping in Santa Clara County. To assess the litter, landscape and graffiti conditions along the freeways, three methodologies were used: 1) drive-by visual assessments conducted by VTA staff using video monitoring, 2) spot-check field assessments made by Caltrans staff, and 3) amount of litter picked-up and graffiti removed. The visual assessments were made based on single-day observations, and the litter and graffiti conditions were made based on pounds of trash and square footage of graffiti removed.

The segments with the most amounts of litter observed at the time of monitoring for this cycle were along US 101/Oakland Road to McKee Road, and SR 85/US 101 to Central Expressway.

The locations with the most noticeable untrimmed landscaping were observed along sections of I-880/The Alameda to N. Bascom Road, SR 237/N. First Street to SR 85, and US 101/Moffett Boulevard to N. Mathilda Avenue.

The locations with the most noticeable incidents of graffiti were observed along the segments of US 101/Oakland Road to McKee Road, SR 87/Capitol Expressway to SR 85, and I-280/Bird Avenue to SR 87.

In general, the overall conditions for all of the freeway corridors in Santa Clara County were moderate littered, had moderately neglected landscaping, and had slight amounts of graffiti compared with previous years. Photos of the observed conditions for each of the five major freeway corridors (I-680, I-280, I-880, US 101, and US 237) and twelve monitored interchanges are included in the main report.

Based on Caltrans FY 2017 Maintenance Level of Service (LOS) Report for Santa Clara County, the Roadside LOS score that includes a combined assessment of vegetation, fences, tree/brush encroachment, litter/debris, graffiti and ramp conditions, dropped from “good condition” (71 points) in FY 2012 to “poor condition” (35 points) in FY 2016 and (26 points) in FY 2017 (based on a scale of 0 to 100 points). The trend for this measure has varied over the past several reporting periods. It should be noted that the annual LOS evaluations are subjective based on a few random single-day samples and are not necessarily representative of freeway conditions for the whole reporting cycle year.

New data collected by Caltrans reports that in FY 2017, an estimated 16,050 cubic yards of litter (approximately 112,350 trash bags) were picked-up and 1,141,300 square feet of graffiti (approximately 20 football fields) were removed along the nearly 310 freeway shoulder miles in Santa Clara County. Compared to FY 2016, the amount of litter picked-up increased by approximately 35% or 4,180 cubic yards (29,260 trash bags) and nearly 16% or 154,000 square feet of graffiti (2 football fields).

Local Agency Roadside Assets Conditions (e.g. Traffic Controllers, Pavement Markings, Signage, Curb and Gutter)

In order to gain a perspective on the conditions of roadside assets maintained by local jurisdictions and their ability to maintain the assets, a self-assessment survey was used to obtain this information. Based on responses from Santa Clara County’s local jurisdictions to the TSMP Roadside Asset Self-Assessment Survey, an average of 78% of local assets are in “good condition” and the ability to maintain these assets is “medium” (on a scale from low to high). This is a positive trend that represents a 1% improvement over last year and a 2% improvement

compared to the assessment made in 2016.

Maintaining traffic signs were identified by the local cities as difficult to upkeep, due to the large inventory of signs. Sixty-nine percent of the approximate 209,000 signs in Santa Clara County were assessed to be in “good condition.”

The top three maintenance requests made by local residents were related to Pavement, Trees/Landscaping, and Signals/Detection. In addition, issues related to Speeding and Traffic Calming were also reported as a major concern. The most frequent means of reporting is by phone as opposed to via an on-line form or mobile app.

Roadway Safety (Collisions)

The monitoring of automobile collisions on Santa Clara County’s roadways is a new measure that was recently added to this report. The monitoring of these collisions, specifically those involving pedestrians and bicyclists, can serve as a measure for evaluating the effectiveness of the county’s Complete Streets programs and Vision Zero initiatives in reducing vehicle collision related fatalities and severe injuries.

The collision records are processed, maintained and made available to the public on the California Highway Patrol’s Statewide Integrated Traffic Records System (SWITRS). These records are released on an annual basis but is typically two years behind the current year. Provisional data for 2016 shows that there were 17,534 total collisions in Santa Clara County. Of these collisions, 7,796 collisions involved injuries, 9,632 involved property damages, and 106 collisions involved fatalities.

Compared to the previous year, the percentage of fatal collisions decreased by nearly 17% (-23 reported incidents), as well as the percentage of bicycle and pedestrian collisions involvement with vehicles at 43% (-6 incidents) and 23% (-9 incidents) respectively. The reduction in fatal collisions could be attributed to a combination of factors, such as implementation of complete streets practices and policies. However, the percentage of total collisions increased by nearly 7% (+1,214) collisions, injury collisions increased by 5% (+363), and property collisions increased by 10% (+872) collisions.

The Primary Collision Factors for these collisions were identified as Driving/Bicycling Under the Influence, Unsafe Speed and Improper Turning. To address these types of collisions, local jurisdictions like the cities of Cupertino, Morgan Hill, Palo Alto, San Jose, and Sunnyvale have adopted or are currently pursuing Vision Zero initiatives to eliminate all deaths and severe injuries on their roadways.

Additional Information

Additional information on other areas such as congestion, inventory of roadway and transit assets are provided in the report.

Prepared By: Eugene Maeda - Sr Transportation Planner
Memo No. 6641



ROADSIDE
ASSETS



BIKEWAYS



CONGESTION



TRANSIT



SAFETY



ANNUAL FY 2018 TRANSPORTATION SYSTEMS MONITORING PROGRAM (TSMP) DRAFT REPORT

September 2018

BRIDGES | CURB & GUTTER



LITTER | LANDSCAPE | GRAFFITI



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Why Monitor?

Santa Clara County residents and businesses have made significant investments in its transportation infrastructures. To maintain the functionality of these assets, local agencies raised concerns about the current conditions of the assets and their ability to maintain them. To address this issue, VTA's Technical Advisory Committee initiated an effort to develop a countywide Transportation System Monitoring Program (TSMP), which was adopted by the VTA Board of Directors in September 2008.

The primary purpose of this report is to serve as an asset management tool by providing an inventory and general assessment on the conditions and performance of selected key transportation systems on an annual basis in a single report.

Other benefits include:

- Enable the County and external stakeholders to better understand the performance of the County's transportation system and effectiveness of the investments;
- Communicate progress towards stated transportation system goals and objectives;
- Provide additional context for future funding and policy decisions.

In addition, the TSMP follows the goals of Moving Ahead for Progress in the 21st Century

(MAP-21), the federal reauthorization transportation funding program that emphasizes performance-based management of transportation infrastructure assets at the state and local levels.

Introduction

The FY 2018 TSMP Report is the 8th edition of this report since the Program was first released in 2010. Each report highlighted additional areas of Santa Clara County's transportation network as new information became available:

- 2011 (2nd ed.) introduced monitoring of litter and landscape conditions on the highways.
- 2013 (3rd ed.) featured an inventory of traffic signal systems and introduced monitoring of express lanes.
- 2014 (4th ed.) featured a new dashboard report format, key performance measures table, pavement, bridge, and litter and landscape monitoring sections, new safety section and revised air quality section.
- 2015 (5th ed.) featured expanded litter and landscape section.
- 2016 (6th ed.) added ramp metering inventory and featured green bike lanes materials and applications.
- 2017 (7th ed.) added a section to track the most frequently reported problems from local jurisdictions.
- FY 2018 (8th ed.) was renamed to better reflect the reporting period, introduces a *Commute and Time Spent in Congestion* section to track performance of major corridors in the County, and new performance metrics for monitoring litter and graffiti along the freeways.

ABOUT THE DATA

The data presented in the TSMP Reports are extracted from a variety of transportation resources such as local, state, regional, and federal agencies. The performance measures and sources used for this report are listed in the Notes Section.

2017 Highlights

TABLE 1 - PERFORMANCE INDICATORS AND TRENDS

Indicators	Previous Period	Current Period	Goal	Goal Met ✓ Yes X No	Trend (Yearly)
Pavement					
Local Pavement Conditions (Avg. Pavement Condition Index (PCI) scale 0 – 100)	68 (2016)	70 (2017)	75	X	
Bridges/Overcrossings					
Local Bridge Conditions (Avg. Sufficiency Rating (SR) scale 0 – 100)	80.9 (2016)	78.9 (2017)	80	X	
Maintenance Areas					
Litter collected by Caltrans clean-ups (Cubic yards (yd³))	11,867 (2016)	16,036 (2017)	-	-	
Graffiti removed by Caltrans clean-ups (Square feet (ft²))	987,300 (2016)	1,141,267 (2017)	-	-	
Roadside LOS Landscape and Graffiti (Scale 0 – 100)	42 (2016)	35 (2017)	87	X	
Litter/Debris LOS	40 (2016)	23 (2017)	80	X	

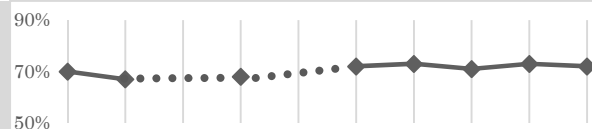
Highlights

Roadside Assets

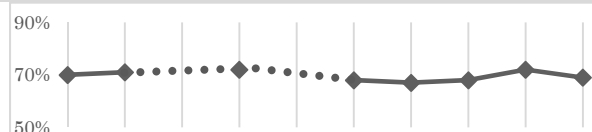
Traffic Signals

77
(2017) 83
(2018)

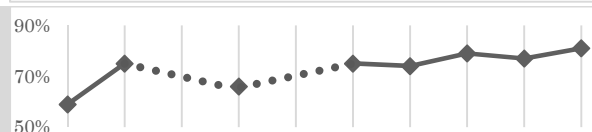
Pavement Markings

73
(2017) 72
(2018)

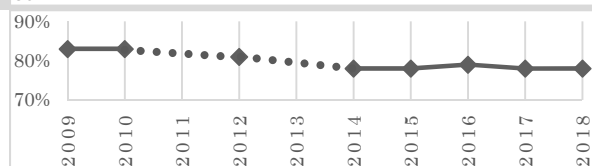
Traffic Signs

72
(2017) 69
(2018)

Light Poles

77
(2017) 81
(2018)

Curb & Gutter

78
(2017) 78
(2018)

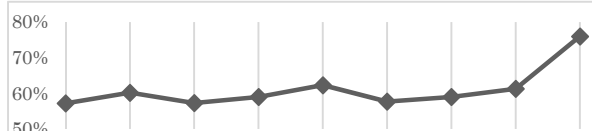
Congestion

CMP Freeway –

General Purpose

Segments

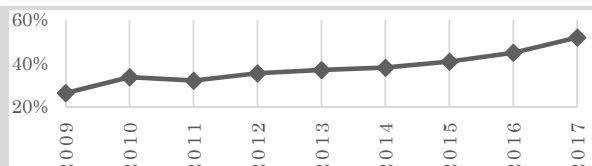
(% at LOS D or below)

61%
(2016) 76%
(2017)

CMP Freeway –

Carpool Segments

(% at LOS D or below)

45%
(2016) 52%
(2017)

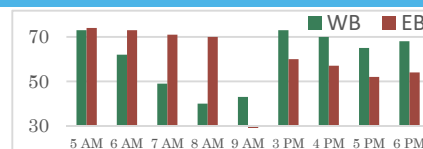
Express Lanes (SR 237/I-880 Connector)

Speed Monitoring

(lowest speed in mph,
averaged over 1 hr. period by
direction)43
WB 8AM
(2017) 40
WB 8AM
(2018)

>45

X



HOV Only Mode

Operation

(in hours)

96
(2017) 28
(2018)

-

-



Number of Tolled

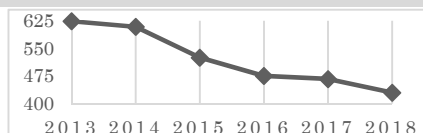
Vehicles

(in thousands)

467
(2017) 430
(2018)

-

-



Highlights

Transit

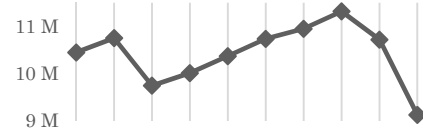
Light Rail Annual
Ridership
(in Millions)

10.72
(2016)

9.13
(2017)

11.60

X



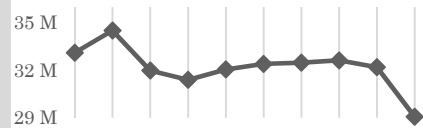
Bus Annual Ridership
(in Millions)

32.20
(2016)

29.06
(2017)

33.32

X



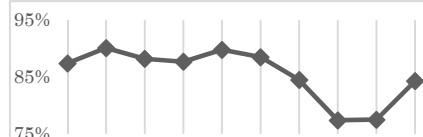
Light Rail Annual On-
time Performance

77.5%
(2016)

84.3%
(2017)

95%

X



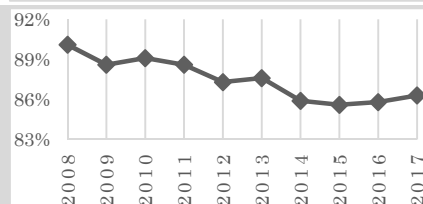
Bus Annual On-time
Performance

85.8%
(2016)

86.3%
(2017)

92.5%

X



County Census Information

Population
(millions)

1.92
(2016)

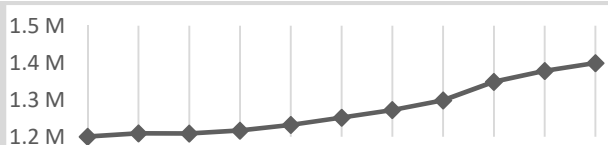
1.94
(2017)



Registered Drivers
(millions)

1.38
(2016)

1.40
(2017)



Registered Vehicles
(millions)

1.69
(2016)

1.69
(2017)

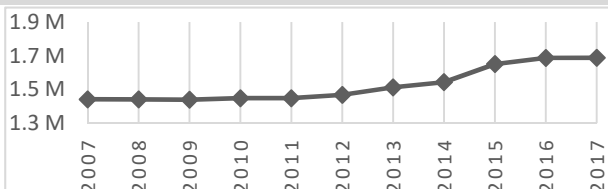


TABLE 2 - INVENTORY OF ASSETS

Assets	Quantity	Year Collected
Bikeways		
Across Barrier Connections	50 Connections	2016
Cross County Bicycle Corridors	57 Corridors	2016
Miles of On-Street Facilities	340 mi	2016
Miles of Off-Street Facilities (Bike Paths)	110 mi	2016
Bridges (Local)	491 NBI Bridges	2017
Bus		
Fleet Age (avg.)	10.07 Years	2017
Fleet Size	470	2017
Route Mileage	1,265 mi	2017
Routes	74	2017
Stops	3,861	2017
Light Rail		
Fleet Size	99	2017
Miles of Track	81.6 mi	2017
Route Mileage	42.2 mi	2017
Stations	61	2017
Freeway – Ramp Meter Signals	250 Operational	2017
	28 Non-operational	
	60 Planned	
	13 Part construction	
Pavement (Local)	10,000 Lane Miles	2017
Traffic Signal Controllers	1,821 Local	2017
	160 State	

NOTES:

Table 1 - Not all Performance Indicators have established goals. In those instances, a dashed line is used to indicate that goals have not been set yet



Pavement

Overview

Inventory: 10,000 lane miles

Condition: 70 PCI [Good]

Needs: \$2.5B (to eliminate back-log and attain PCI of 80 in 10 years for Local and State pavement)

Sources: MTC Vital Signs 2017 PCI Scores, 2017 California Statewide Local Streets and Roads Needs Assessment Report

CONDITION

PCI Definition

PCI is based on the number and severity of pavement distresses observed during a visual inspection of a roadway and is expressed in numerical index between 0 and 100. Zero is the worst or failed condition and 100 represents a roadway that is in excellent or new condition.

Visual examples of the PCI index scale are shown below.

INVENTORY

There are approximately **10,000 lane miles** of pavement in Santa Clara County maintained by local agencies. The term “lane miles” is a measure of road length which represents the number of miles of every driving lane. For example, 5 miles of a 2-lane road (2 lanes in each direction) is equal to 20 lane miles (5 miles x 2 directions x 2 lanes = 20 miles). This measure is used to better reflect the total amount of pavement that needs to be maintained.

Changes in inventory from year to year can be caused by construction of new or removal of old roads, such as widening of existing roadways, lane extensions, or removal of existing lanes (road diet projects). It can also be attributed to inconsistencies in reporting methods.

Pavement Surface	PCI
	100
	60
	5

Figure 1
*Examples of
Pavement
Surfaces &
PCI*

To determine PCI of a road segment, inspector bases his/her evaluation on the PCI Conditions Description Guideline, shown below.

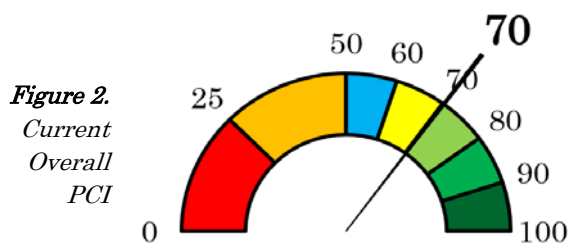
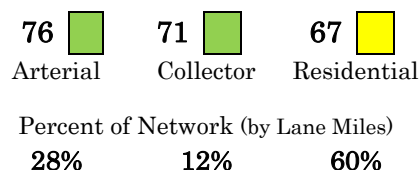
Table 1. PCI Conditions Description Guideline

Condition (PCI)	Description
Excellent (100 – 90)	Newly constructed or resurfaced and almost no signs of distress.
Very Good (89 – 80)	Newly constructed or resurfaced and have few if any signs of distress.
Good (79 – 70)	Show only low levels of distress, such as minor cracks or surface damage because of water permeation.
Fair (69 – 60)	The low end of this range exhibit significant levels of distress and may require a combination of rehabilitation and other preventive maintenance to keep them from deteriorating rapidly.
At risk (59 – 50)	Pavements are deteriorated and require immediate attention and possibly rehabilitative work. Ride quality is significantly inferior to better pavement categories.
Poor (49 – 25)	Pavements have extensive amounts of distress and require major rehabilitation or reconstruction. Pavements in this category affect the speed and flow of traffic significantly.
Failed (24 – 0)	Pavements need reconstruction and are extremely rough and difficult to drive on.

Pavement Condition Index (PCI)

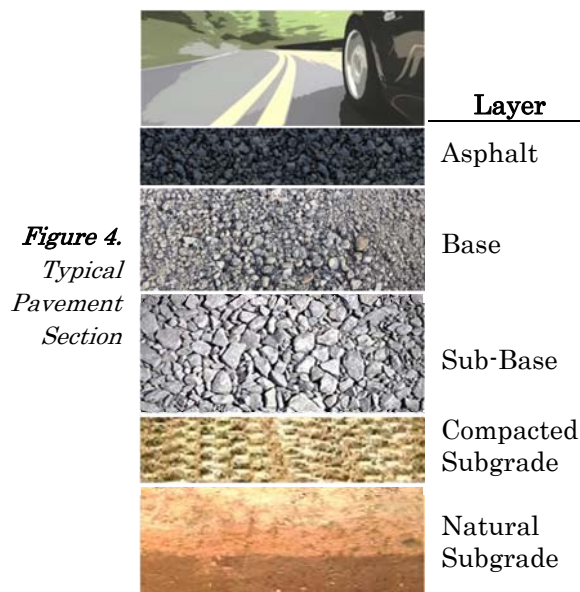
The average PCI score for Santa Clara County's roadways is **70 (Good)**, compared with the Bay Area's regional goal of 75 (Good).

The PCI score represents a weighted average based on a percentage of the roadway network by category (e.g. arterial, collector and residential). This measurement accounts for incremental wear of roadways over time.

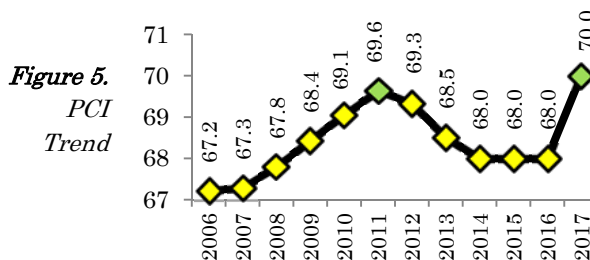
**Figure 3.**
PCI by Road Type & % of Network**Condition and Pavement Evaluation**

PCI is based on visual inspection of the top surface of pavement. Distresses originated below the surface are not typically noticed until they “makes their way up”, causing cracks or depressions on the surface. These distressed conditions can originate from deteriorating underlying pavement, base, sub-base, and subgrade layers.

In addition to PCI, there are other methods of determining pavement conditions. However, many of these methods are too detailed and expensive for frequent reporting purposes.

**PCI Trend**

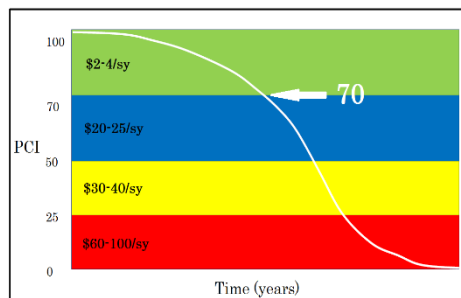
An annual overall PCI trend is shown below.



Life Cycle

Pavement tends to deteriorate at an increasing rate over time. The current PCI is at the borderline of “Good” to “Fair” conditions with a relatively low need for rehabilitation. However, it is also close to the area on the curve where the need for rehabilitation and repair costs significantly increases. Preventative measures should be implemented to minimize the decline in PCI below 70.

Figure 6.
Pavement
Life Cycle
and
Estimated
Repair
Costs



PCI Distribution

The pavement condition is not uniform throughout the County. The percentages of PCI distribution are shown below:

Figure 7.
PCI
Distribution

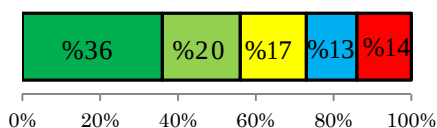


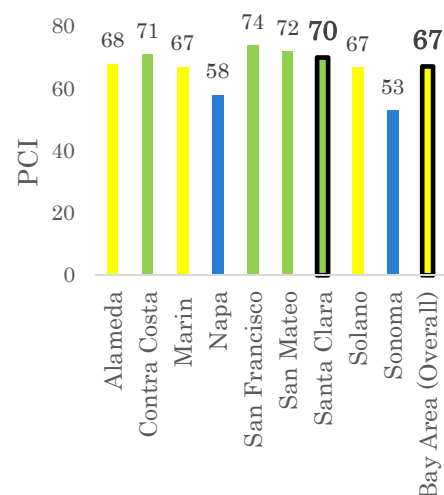
Table 2.
Current &
Historical
PCI
Distribution

	2015	2016	2017
■ Excellent/ Very Good	23.42%	26.69%	36.00%
■ Good	27.96%	26.55%	20.00%
■ Fair	18.90%	17.95%	17.00%
■ At risk	12.67%	12.28%	13.00%
■ Poor/Failed	16.97%	16.46%	14.00%
■ No Data	0.10%	0.07%	0.00%

Peer County Comparison

The PCI goal established for the Bay Area’s local roadways is 75. Santa Clara County has a PCI score of 70, which is slightly better than the Bay Area’s PCI average of 67 (Fair).

Figure 8.
Bay Area
2017 AVG
PCI



NEEDS

Based on the 2016 California Statewide Local Streets and Roads Needs Assessment, a bi-annual report, **Santa Clara County’s needs is \$2.5B** to eliminate accumulated pavement maintenance back-log and achieve a PCI in the low 80’s (Very Good) within about 10 years. This cost is estimated based on number of lane miles within a PCI range and cost of rehabilitation.

California Crude Oil Price Index

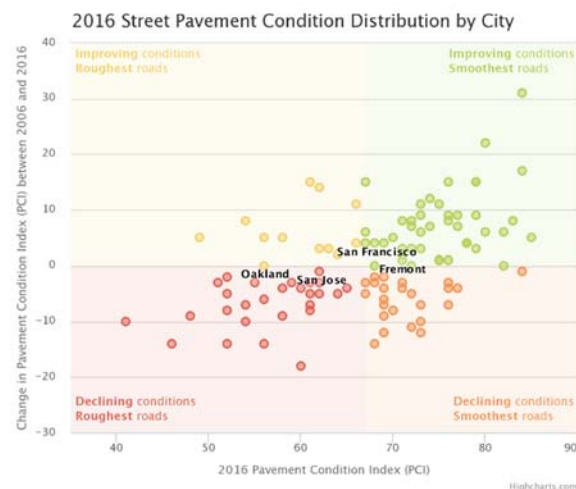
Asphalt is a petroleum-based product that is mixed with cement, aggregate or crushed rock, and sand that is used for constructing the top layer of roadways. The cost of paving asphalt can vary from year to year. One key indicator is the price of crude oil; if crude oil prices increase, so does price of paving asphalt. As of March 2015, Caltrans has stopped creating their own asphalt price index in favor of using the California crude oil price index. This information helps estimate construction costs for projects.

The graph below shows the California crude oil price index along with the previous Caltrans paving asphalt price index. The graph helps illustrate the fluctuations in cost of over the last 15 years.

Figure 9. Caltrans Asphalt Price Index and California State Wide Crude Oil Price Index



Figure 10. Vital Signs PCI Change Over Time



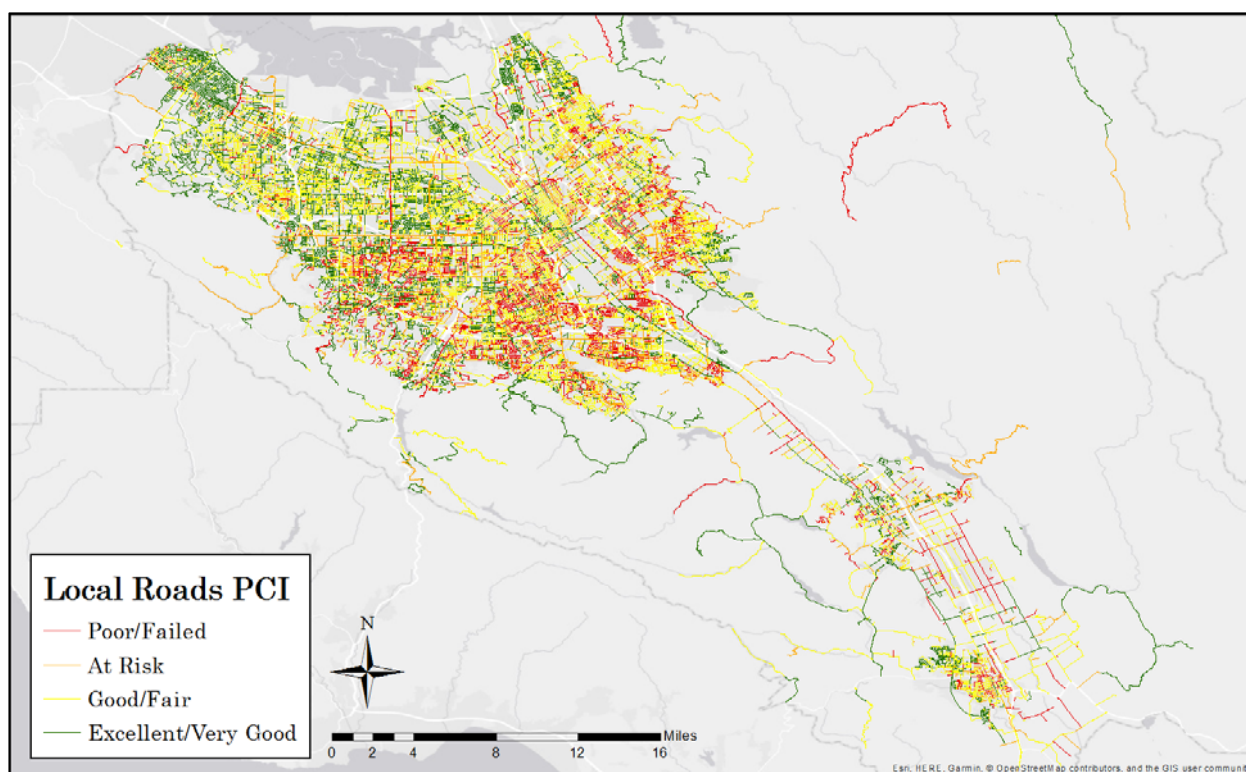
INDUSTRY NEWS

VITAL SIGNS

“Vital Signs”, website by MTC, provides interactive and extensive access to historical local pavement data. As an example of available information, below is the graph of street PCI for each of the Bay Area plotted over time.

In addition to pre-generated graphs, MTC’s “Vital Signs” allows access to raw data for personal analysis and visualization. Based on such data, a **Santa Clara County 2017 Street Pavement Condition Index (PCI) map (NEW)** was generated. The map displays assigned level of PCI for each local road link within the County.

Figure 11. Santa Clara County 2017 Street PCI map





Bridges/Overcrossings

Overview

Inventory: **491 local NBI bridges**

Condition: **79 SR [Fair]**

Needs: **\$120M** (to maintain SR for 10 years)

Source: 2018 Caltrans Local Bridge List,
2016 California Statewide Local Streets and
Roads Needs Assessment

Federal Highway Administration (FHWA). “Local” bridges are the bridges maintained by local agencies (not Caltrans). FHWA defines NBI bridges as “*structures that carry or directly support automobile traffic which span 20 feet or longer in length*”. By this definition, creek culvert structures can also be considered NBI Bridges.

To be eligible for federal funding for bridge improvements, the structure is required to meet the NBI definition of a bridge. Caltrans manages NBIs for all Santa Clara County agencies and publishes an inventory list of local bridges every year. Changes to the local NBI bridge inventory are shown in Table 1 and 4.

INVENTORY

There are **491 local bridges** (bridges, overcrossings, and culverts) reported for Santa Clara County based on the **National Bridge Inventory (NBI)**, a database compiled by the

Table 1. Added Bridges - Local Agency NBI Bridge List by Caltrans for Santa Clara County, 2018.

Status	Comment	Agency	Bridge No.	Facility Carried	Feature Intersected	SR	Year Built
Added	Existing	Los Altos	37C0440	PURISSIMA CREEK	DEER CREEK	91.1	2002
Added	Changed to NBI	Los Altos	37C0441	PURISSIMA CREEK	SAMUEL LANE	85.0	1996

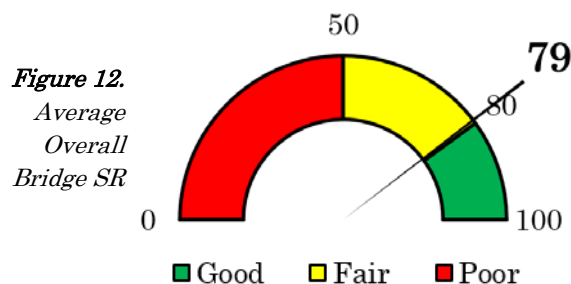
Table 4. Reassigned Bridges - Local Agency NBI Bridge List by Caltrans for Santa Clara County, 2018.

2016 Agency	2017 Agency	Bridge No.
San Jose	County of Santa Clara	37C0019, 37C0028, 37C0041, 37C0042, 37C0069, 37C0074, 37C0075L, 37C0075R, 37C0099, 37C0101, 37C0102, 37C0185, 37C0190, 37C0288, 37C0509
Palo Alto	County of Santa Clara	37C0151, 37C0179
County of Santa Clara	Gilroy	37C0580
County of Santa Clara	Morgan Hill	37C0549
San Jose	City of Santa Clara	37C0808

CONDITION

Current Sufficiency Rating

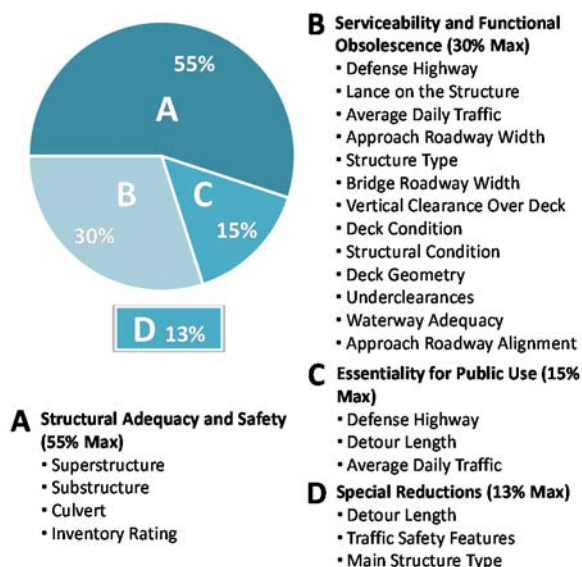
Santa Clara County has a current average Sufficiency Rating (SR) of 79.0 (Fair).



Sufficiency Rating (SR) Description

Similar to the Pavement Condition Index (PCI), SR ranges from 0 to 100 (worst to best condition). Figure 13 below depicts four weighted categories of SR, one of which is “structural adequacy and safety”, which represents only 55% of the overall SR score. Therefore SR, should not be solely relied upon as a measure of structural condition.

Figure 13. Details of Sufficiency Rating



SR is a federal standard of bridge condition assessment, set by the National Bridge Inspection Standards (NBIS), and developed mainly as a tool for evaluating eligibility for federal funding.

Inspections are typically performed every two years. The SR for each bridge is updated in the NBI, which contains the national bridge database.

% in Good Condition

Since there are two federal funding categories for bridges (rehabilitation for $80 \leq SR < 50$ and replacement for $SR \leq 50$), a “good,” “fair” and “poor” metric can be developed by using SR. Using this measure **57% of bridges are in Santa Clara County are in “Good” condition.**

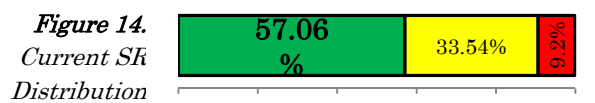
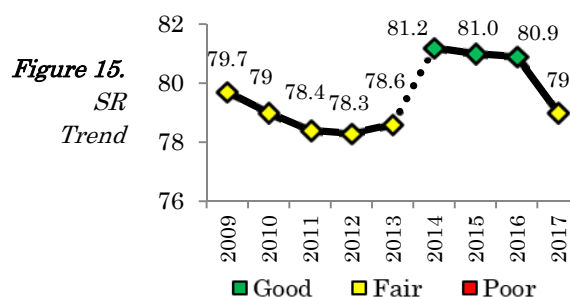


Table 5.
Historical SR Distribution

	2015	2016	2017
■ Good	62.17%	62.45%	57.06%
■ Fair	31.08%	30.20%	33.54%
■ Poor	6.75%	7.35%	9.20%

Historical SR

The overall average SR has been declining since 2014 with a noticeable change in the past year. The last significant increase in average SR (78.6 to 81.2) was recorded in 2014 and can be attributed to the update of Caltrans reporting methods, bridge condition improvement programs and addition of new local bridges.



The 2014 Caltrans update of the reporting method consisted of distinguishing NBI versus non-NBI bridges, eliminating duplicate bridges, and adding bridges that were previously recorded as a single bridge are now recorded as two separate bridge structures. These changes more accurately reflect the

number of crossings and can affect the average sufficiency ratings.

Other Condition Ratings

“Structurally Deficient” (SD) is a term that is related to the SR rating and implies that one of the categories in “Structural Adequacy and Safety” is rated below average and indicates that the bridge structure needs maintenance or repairs.

“Functionally Obsolete” (FO) is another term related to SR that indicates how the bridge functionality compares to current design standards for attributes such as traffic load, vertical clearances, alignment, and lane widths. In many cases, the only way to fix a FO rated bridge is to replace the entire bridge.

Bridge Health Index (BHI) is a number from 0 to 100 used to reflect the structural condition of an individual bridge. BHI is based on a detailed structural inspection and analysis of all bridge structural elements and combines level of severity and extent of any defects found. Caltrans developed BHI to better determine

the structural condition of a single bridge or a network of bridges.

Caltrans has recently begun publishing BHI for local bridges and it is anticipated that this method will attract more attention as more data becomes available.

NEEDS

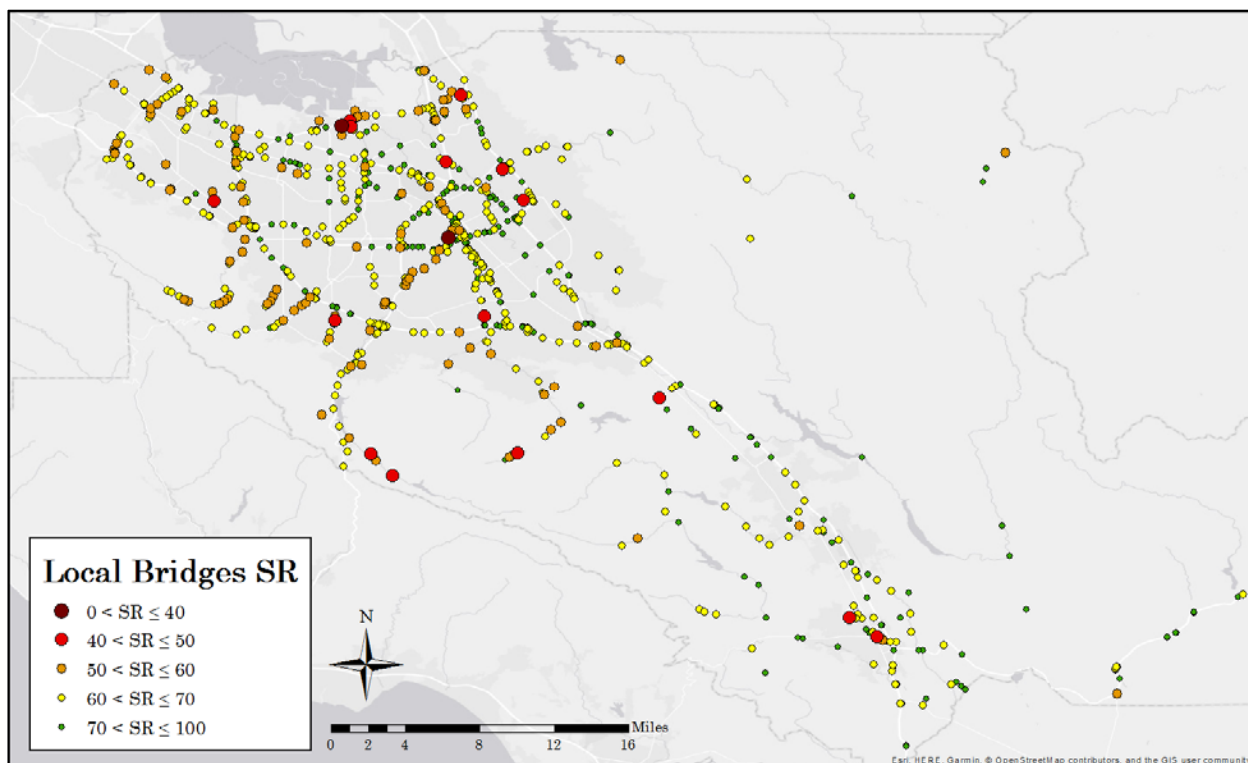
Based upon the 2016 California Statewide Local Streets and Roads Needs Assessment, a bi-annual report, **Santa Clara County needs \$120M** to maintain current bridge conditions for the next 10 years. This cost is based upon estimated maintenance and construction costs, and generalized condition reports which describe the condition of different substructures of each bridge.

INDUSTRY NEWS

VITAL SIGNS

MTC Vital Signs data portal provides conditions records for each bridge structure in the nine Bay Area counties. Below is **Santa Clara County 2017 Bridges SR map (New)** that shows the ratings assigned in 2017 by color.

Figure 16. Santa Clara County 2017 Bridges SR map.





Freeway/Expressway Litter, Landscape and Graffiti Maintenance

Overview

Inventory: **307 Freeway Roadside Miles**

128 Interchanges

1,193 acres of landscape area

Needs: **\$11.2M** (to maintain “slightly littered” condition per year)

Source: 2008 Litter Control Pilot Program, VTA.

BACKGROUND

VTA Technical Advisory Committee has identified freeway litter, landscape, and graffiti maintenance as a major roadway maintenance issue. The accumulation of litter and poorly maintained landscaping on freeways and expressways is viewed as driver distraction and potential hazardous, as well as aesthetic and environmental problem. The cleanliness of freeways and groomed landscaping also shows community civic pride to local and regional travelers.

INVENTORY

There are approximately **307 roadside miles (shoulder length miles)**, **128 interchanges**, and **1,193 acres of landscaped area** on the state highway system in Santa Clara County requiring regular maintenance.

MAINTENANCE

Depending on available resources allocated from the State’s annual budget, which varies from year to year, Caltrans may have up to 13 maintenance crews at any given time that cover several counties. The crews consist of the following teams: 1 bridge crew, 1 vegetation spray crew, 1 special programs crew, 5 road maintenance crews, and 5 landscape maintenance crews. In addition to Caltrans crews, the non-profit Adopt-a-Highway (AAH) is utilized in many locations for litter removal.



ADOPT-A-HIGHWAY

The crews rotate between Santa Clara, San Mateo, and San Francisco Counties, and each running on variable schedules. The AAH crew typically picks-up litter from freeways 1 or 2 pick-ups per month. There are also special programs that supplement freeway litter maintenance; these crews typically consist of 3 teams and work 4 days per week. Road sweeping is performed on daily basis, in theory covering the same location every 6 weeks. Road sweeping has recently been made a higher priority.

Caltrans, in partnership with volunteer organizations like Beautiful Day and San Jose Downtown



Freeway/Expressway Litter, Landscape, Graffiti Maintenance



Street Team sponsors multiple clean-up day events each year. The California Highway Patrol (CHP) also participates in freeway clean-up by sponsoring 4 litter clean-up days per year.

Another group that Caltrans has **ZERO LITTER INITIATIVE** recently partnered with is Santa Clara Valley Zero Litter Initiative (ZLI). ZLI is a voluntary group comprised of cities, water agencies, and conservation organizations, including VTA in Santa Clara County, that are currently working on development and implementation of a comprehensive, multi-year anti-litter program.

CONDITION

Caltrans Maintenance LOS

Caltrans monitors the overall maintenance quality of their facilities by visually inspecting random samples of roads (generally 20%) to correspond the general conditions to maintenance activities needed to improve these conditions. They assign the overall condition a “Maintenance LOS” value which ranges from 0-100. The LOS made up of 4 weighted categories:

- Travelway (40%)
- Drainage (15%)
- Roadside (15%)
- Traffic Guidance (30%)

For the purposed of this report, the following scale is used to assign an overall condition to all Maintenance LOS scores:

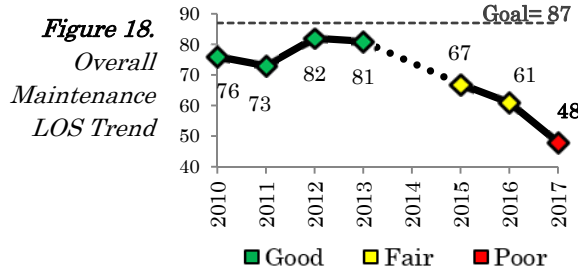
Figure 17. LOS Rating System

Condition	Good	Fair	Poor
LOS	100-71	70-51	50-0

Overall Maintenance LOS Trend

Although no LOS scores were received last year, according this year's Caltrans

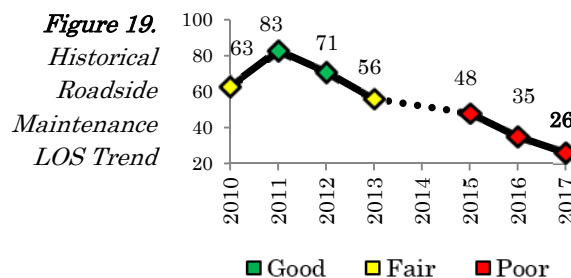
Maintenance LOS, the overall LOS has continued to decrease.



Roadside Maintenance LOS Trend

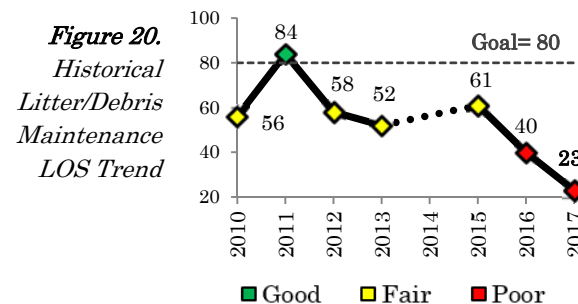
Roadside Maintenance – subset of the overall LOS – had a steady downward trend with this year being a new low of 26 out of 100. Items evaluated as part of this group are:

- Roadside Vegetation
- Fences
- Tree/Brush Encroachment
- Litter/Debris
- Graffiti
- Ramps



Litter/Debris Maintenance LOS Trend

Looking in further detail, “Litter/Debris” LOS – a subset of “Roadside” LOS – has been experiencing a significant decline since 2015. The current Litter/Debris LOS is 23 out of 100, which is much less than the statewide goal of 80.

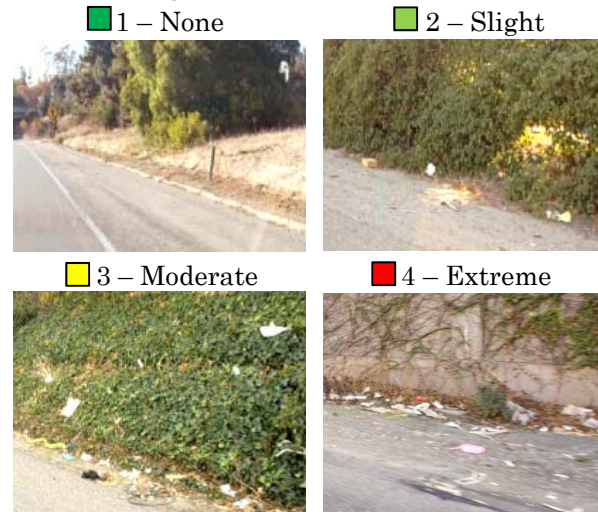


Freeway/Expressway Litter, Landscape, Graffiti Maintenance

Drive-by Visual Assessment Survey

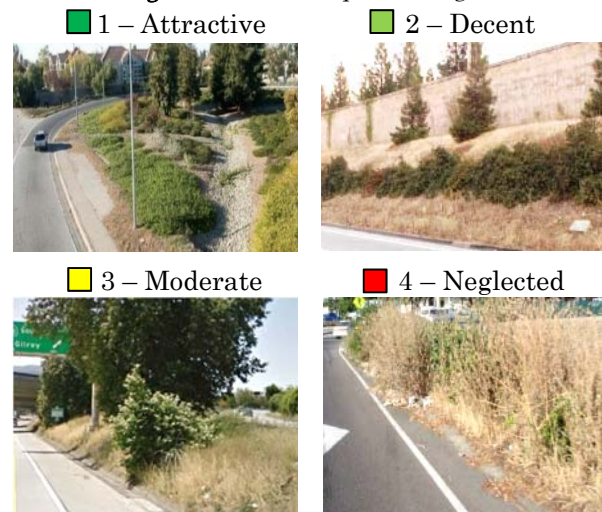
To provide additional perspective, drive-by video surveys were used to assess the levels of litter and grooming of vegetation on the county's freeways and expressways. This methodology provides a visual "snapshot" of current roadside maintenance conditions. The videos were then analyzed for assessing the following three areas: litter, landscape, and graffiti. The following grading scales were used for each category:

Figure 21. Litter Grading Scale.



Condition	Description
Low (1)	Virtually no litter can be observed along the freeway. The observer has to look hard to see any litter, with perhaps a few occasional litter items in a 1/4-mile. Any litter seen could be quickly collected by one individual. The freeway has a generally neat and tidy appearance; nothing grabs the eye as being littered or messy.
Slight (2)	A small amount of litter is obvious to the observer. The litter along the freeway could be collected by one or two individuals in a short period of time. While the freeway has a small amount of litter, the eye is not continually grabbed by litter items.
Moderate (3)	Visible litter can readily be seen along the freeway or ramp, likely requiring an organized effort for removal. This area is "littered" and clearly needs to be addressed.
Extreme (4)	Continuous litter is one of the first things noticed about the freeway. Major illegal dumpsites might be seen, requiring equipment and/or extra manpower for removal. There is a strong impression of a lack of concern about litter on the freeway.

Figure 22. Landscape Grading Scale.



Condition	Description
Attractive (1)	No noticeable weeds. Landscaped areas are well maintained with healthy, thriving, and or attractive landscaping. Areas likely to have attractive ground cover, such as ivy, tan bark, or gravel. No vegetation encroaches or impairs road users.
Decent (2)	Some noticeable weeds less than 2 ft high. Landscaped areas are well maintained with generally healthy landscaping. Non-landscaped areas are mowed or cleared in such that no overgrown brush is present. Areas may or may not have ground cover. No vegetation encroaches or impairs road users. May include roads with only roadside barriers with only minor weeds.
Moderate (3)	Weeds are apparent which may be close to 2ft high and will need to be abated soon. Landscape may be encroaching the edge of pavement, bicycle lane, or sidewalk and may begin to impair road users or partially obscure road signs. Tree saplings or hardy brush is beginning to grow in or in front of traffic safety devices.
Neglected (4)	Weeds are pervasive and may be 2ft high or greater. Landscape is overgrown and may be encroaching the edge of traveled way of streets, bicycle lanes, or sidewalks and impairing road users or obscuring road signs. Dead or dying plants or trees may be observed.

Freeway/Expressway Litter, Landscape, Graffiti Maintenance

Figure 23. Graffiti Grading Scale.

Condition	Description
Low (1)	Very low amount of graffiti currently present.
Slight (2)	Some graffiti is present and likely small in size and may not be clearly visible. Not likely to be distracting to most drivers. Entire location has less than 36 square feet (6'x6') of graffiti.
Moderate (3)	Graffiti is present and likely medium in size and clearly visible. Distracting to most drivers and may hold driver's attention for a second. May constitute many clusters of small instances of graffiti or one to two medium sized instances. Entire location has less than 240 square feet (6'x40') of graffiti.
Extreme (4)	Either large solitary instance or large areas of smaller instances of graffiti and are visible and obtrusive. Solitary instances are very distracting to drivers and may hold driver's attention for more than a second. May illicit concerns of neighborhood safety. Entire location has more than 240 square feet (6'x40') of graffiti.

For the purpose of this report, freeway and expressway segments are defined by VTA's Congestion Management Program. Field surveys were conducted from July to August in 2018.

Results

The assessments are categorized in the following areas:

- "Overall Conditions", page 17
- "Freeway Conditions", page 17
- "Expressway Conditions", page 17
- "Litter, Landscape, and Graffiti Assessment maps", pages 18-20
- "Selected Interchange Conditions", page 21

During the survey observations, some segments had recently been cleaned of litter by AAH or another group, and some of the regular graffiti hot spots were painted over. It was also observed that many usual graffiti hot spots that had been recently abated were vandalized, including two rail road bridges over Hwy 101 near Oakland Road in San Jose. In addition, it was observed that various locations with sound walls had weeds growing out of construction joints between the pavement and the wall or in accumulated sediment. These observations serve as reminders that maintenance conditions are constantly in flux.

NEEDS

According to a follow-up report to the initial Litter and Landscape study, "Litter Control Pilot Program, US 101 between I-880 and Blossom Hill Road, 2008," **\$11.2 million a year** was the estimated cost needed (using probationers through the Special Persons Program) to attain acceptable levels highway litter (slightly littered) for all of Santa Clara County. In 2017 Caltrans has spent approximately **\$3.1 million on litter abatement, \$0.5 million on street sweeping, and \$0.8 million on cleanup of illegal encampments** along the freeways in Santa Clara County.

Freeway/Expressway Litter, Landscape, Graffiti Maintenance

Overall Conditions

Below are the overall results of the drive-by survey assessment for Santa Clara County freeway.

Figure 24. Overall Freeway Conditions.

LITTER	LANDSCAPE	GRAFFITI
2.00  [Slight]	2.24  [Decent]	1.26  [Low Graffiti]

Figure 26. Overall Expressway Conditions.

LITTER	LANDSCAPE	GRAFFITI
1.79  [Slight]	1.89  [Decent]	1.01  [Low Graffiti]

Figure 25. Overall Interchange Conditions.

LITTER	LANDSCAPE	GRAFFITI
2.5  [Moderate]	2.75  [Moderate]	1.1  [Low Graffiti]

Freeway Conditions

The following is a list of Santa Clara County freeway segments with Extreme Litter, Landscape, and Graffiti conditions. The results were obtained through the drive-by survey assessments.

Litter

- US 101 NB – McKee Rd. to Oakland Rd.
- US 101 NB – Oakland Rd. to I-880
- SR 85 SB – US 101 to Central Expwy.
- US 101 SB – SR 85 to Moffett Blvd.

- SR 237 WB – US 101 to Maude Ave.
- SR 237 WB – SR 85 to El Camino Real

Graffiti

- US 101 NB – McKee Rd. to Oakland Rd.
- US 101 SB – I-880 to Oakland Rd.
- US 101 NB – Oakland Rd. to I-880
- SR 87 SB – Capitol Expwy. to SR 85
- I-280 EB – Bird Ave. to SR 87
- US 101 SB – Santa Clara St. to I-280
- I-280 WB – De Anza Blvd. to SR 85

Landscape

- I-880 NB – Alameda to N. Bascom Ave.
- SR 237 EB – North First St. to Zanker Rd.
- US 101 SB – SR 237 to North Mathilda Ave.
- US 101 SB – Moffett Blvd. to SR 237
- SR 237 EB – Zanker Rd. to McCarthy Blvd.
- SR 237 EB – McCarthy Blvd. to I-880
- SR 237 WB – I-880 to McCarthy Blvd.
- SR 237 WB – Zanker Rd. to North First St.
- SR 237 WB – Great America Pkwy. to Lawrence Expwy.

WORST OVERALL FREEWAY SEGMENTS

- **US 101 NB – McKee Rd. to Oakland Rd.**
- **US 101 NB – Oakland Rd. to I-880**

Expressway Conditions

The following is a list of Santa Clara County freeway segments with Extreme Litter, Landscape, and Graffiti conditions. The results were obtained through the drive-by survey assessments.

Litter (Moderate)

- G8 Almaden – Capitol to Branham
- G21 Capitol – Silver Creek to US 101
- G21 Capitol – Senter to Monterey
- G2 Lawrence – Central to Monroe
- G2 Lawrence – Monroe to El Camino
- G2 Lawrence – Pruneridge to Stevens Creek
- G2 Lawrence – Stevens Creek to Moorpark

Graffiti

No significant graffiti observed

WORST OVERALL FREEWAY SEGMENTS

- **G3 Page Mill – Foothill to I-280**
- **G8 Almaden – Capitol to Branham**
- **G2 Lawrence – Central to Monroe**
- **G2 Lawrence – Pruneridge to Stevens Creek**

Landscape

- G3 Page Mill – Foothill to I-280

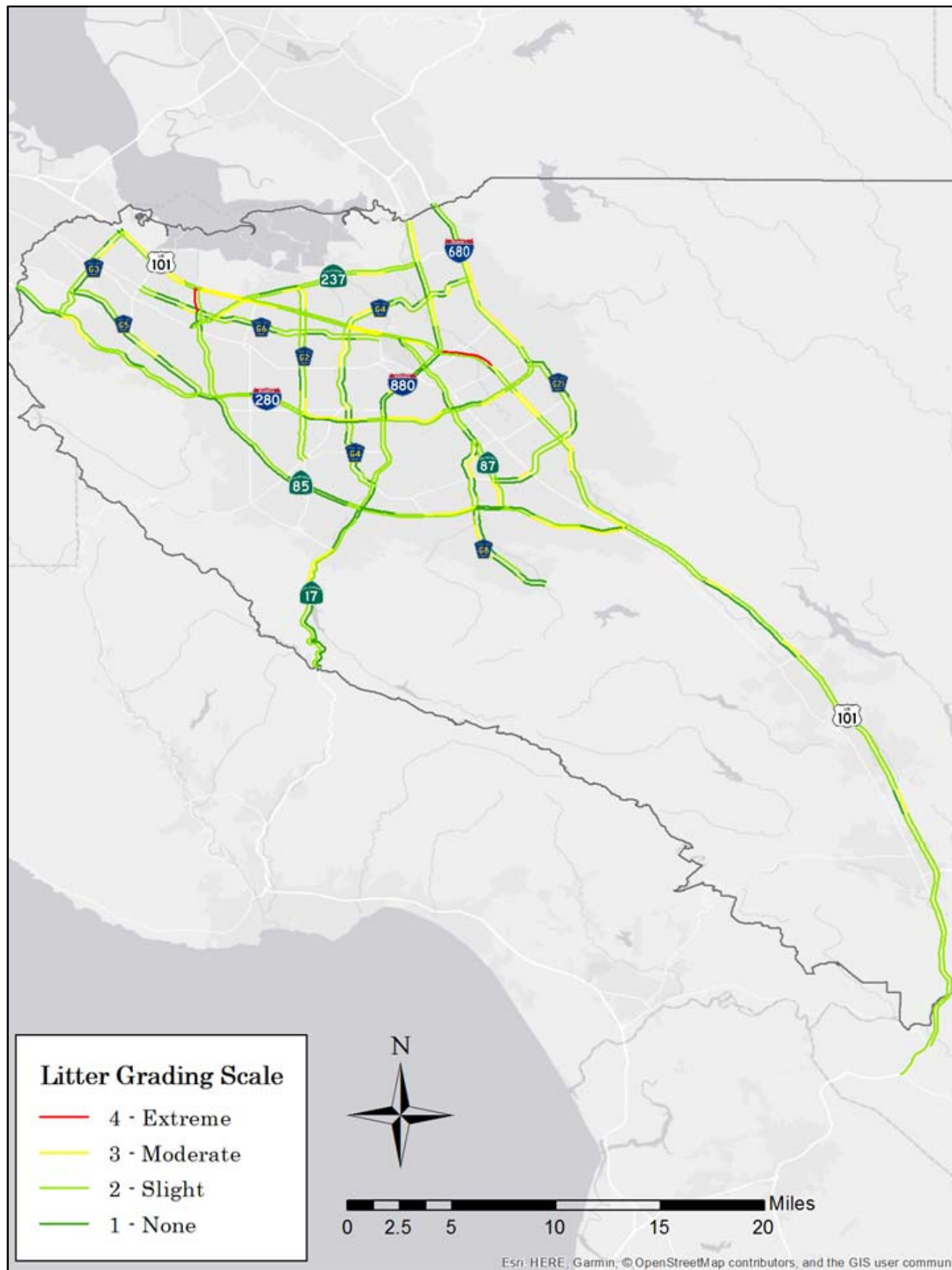
Figure 27. *Litter Conditions Assessment Map.*

Figure 28. Landscape Conditions Assessment Map.

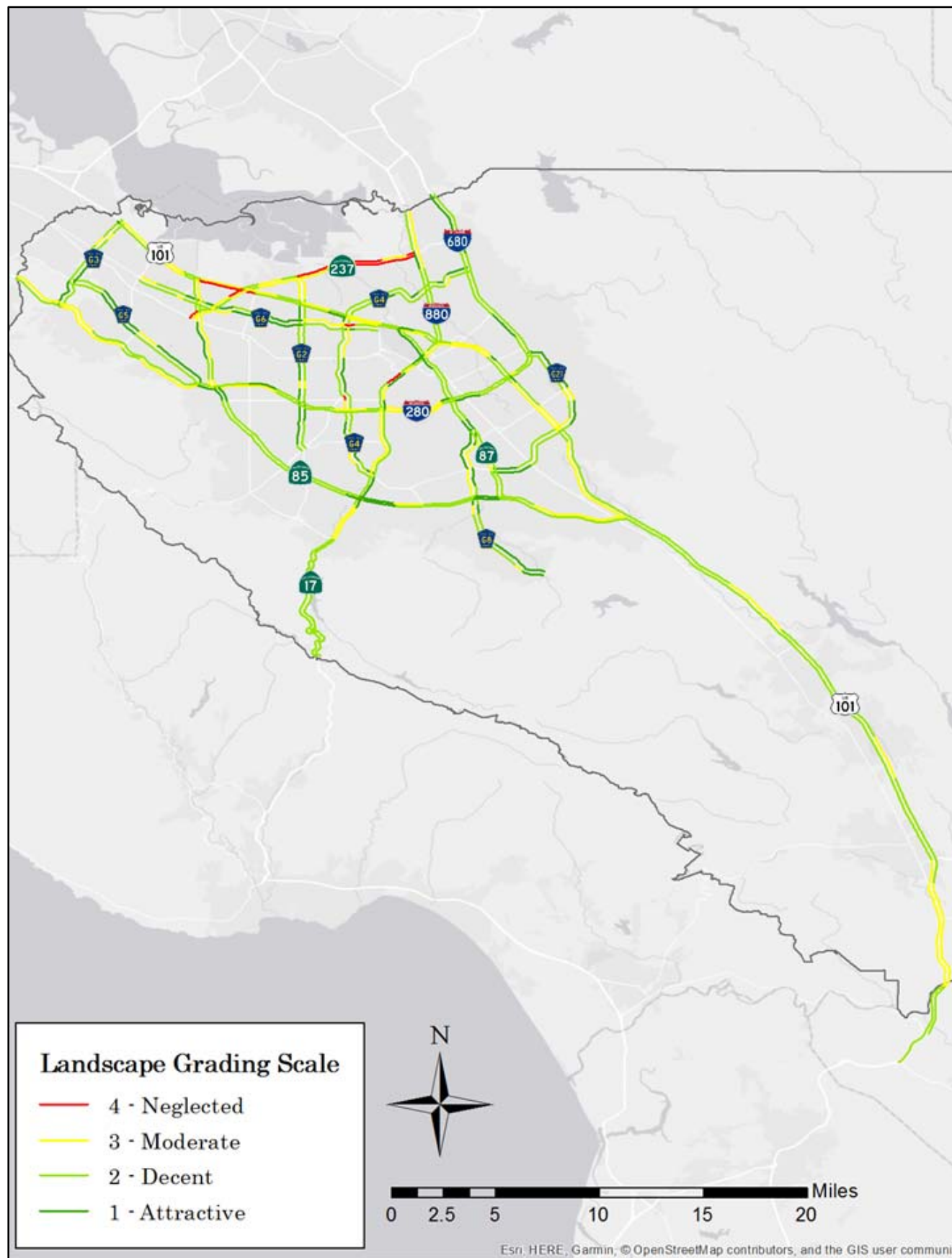
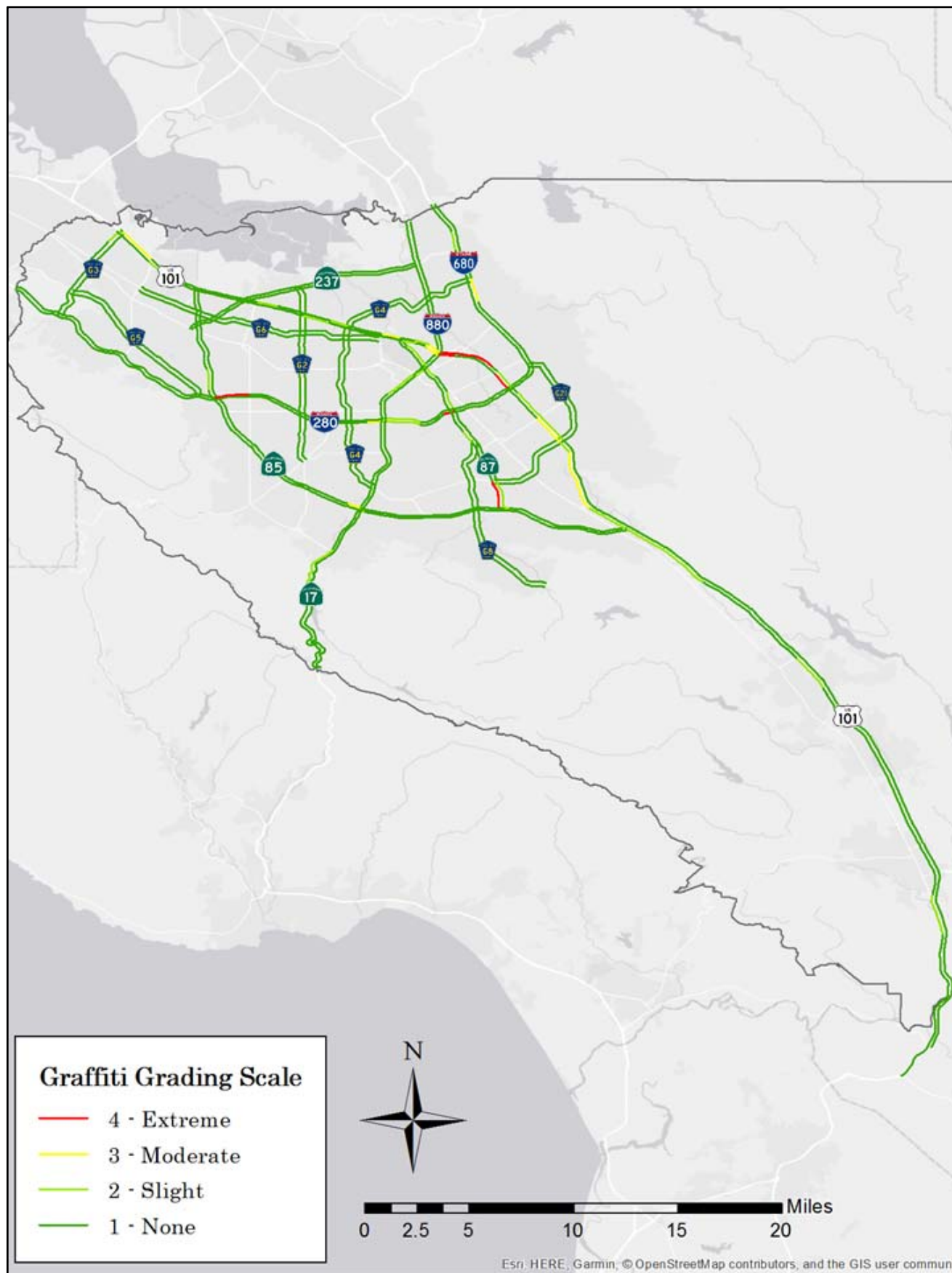


Figure 29. Graffiti Conditions Assessment Map.



Selected Interchange Conditions***Table 6. Interchange Conditions.***

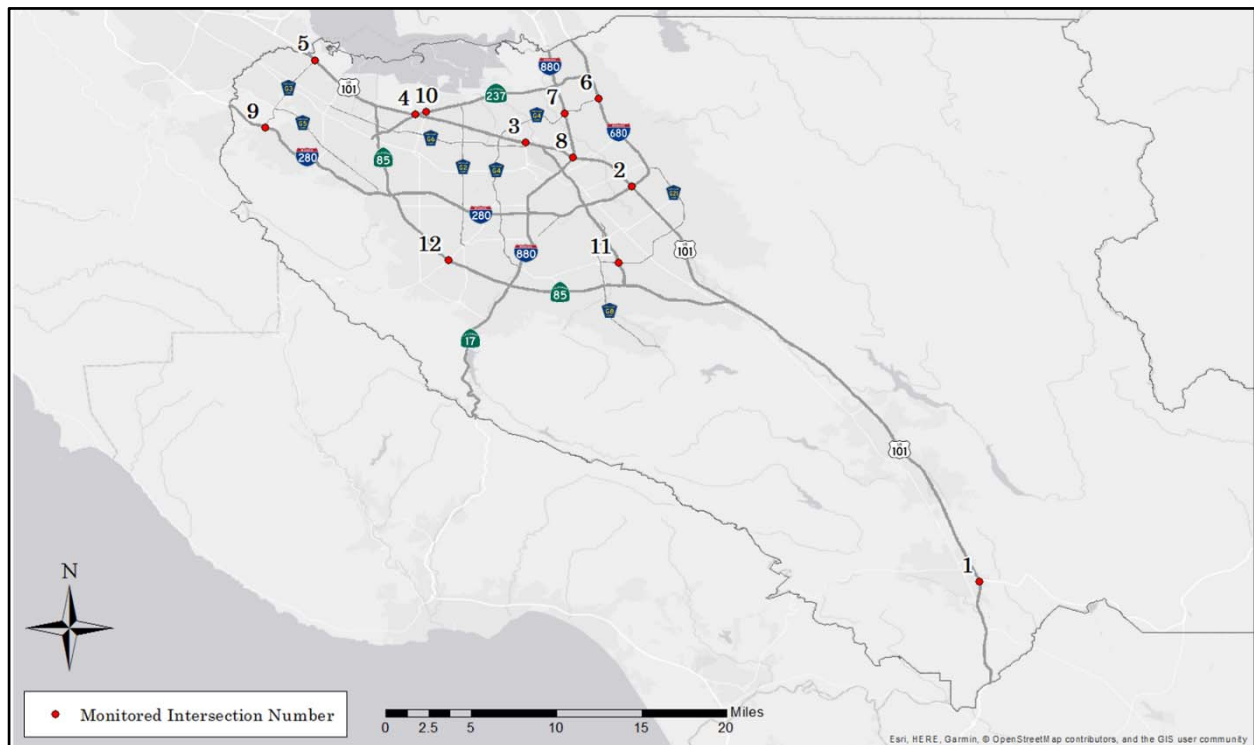
NO	RTE	CROSSING	LITTER	LANDSCAPE	GRAFFITI
1	101	SR 152 East	3	3	1
2	101	Story Rd	3	3	1
3	101	Trimble Rd	3	3	1
4	101	SR 237	3	4	1
5	101	Oregon Expwy	2	2	1
6	680	Montague Expwy	3	3	1
7	880	Montague Expwy	3	3	1
8	880	US 101	3	2	2
9	280	Page Mill Rd	2	3	1
10	237	N Mathilda Ave	3	3	1
11	87	Capitol Expwy	1	2	1
12	85	Saratoga Ave	1	2	1

Worst Litter/Landscape/Graffiti conditions intersections:

- Litter – I-680/Montague Expwy.
- Landscape – US 101/SR 237
- Graffiti – I-880/US 101

Best Litter/Landscape/Graffiti conditions intersections:

- Litter – SR 87/Capitol Expwy. and SR 85/Saratoga Ave.
- Landscape – SR 87/Capitol Expwy.
- Graffiti – no graffiti except I-880/US 101, I-880/Montague Expwy. and US 101/Trimble

Figure 30. Map of Interchange Monitoring Locations.

Freeway/Expressway Litter, Landscape, Graffiti Maintenance

Amount of Litter Picked-Up and Graffiti Removed (New Performance Metric)

New data collected by Caltrans shows that in FY 2017, an estimated 16,050 cubic yards of litter was picked-up and 1,141,300 square feet of graffiti was removed along the nearly 310 freeway shoulder miles in Santa Clara County. To provide some visual perspective, this equates to approximately 112,350 trash bags (1 cubic yard = 7 of 30-gallon sized trash bags, measure used in Caltrans District 4) and approximately 20 football fields (300 ft. length x 160 ft. width).

Compared to FY 2016, the amount of litter picked-up increased by approximately 35% or 4,180 cubic yards (29,260 trash bags) and nearly 16% or 154,000 square feet of graffiti; and compared to FY 2015 litter increased by approximately 160% and graffiti increased by approximately 23%.

The data in the tables below show the changes over a 3-year period by highway and freeway routes.

Table 7. Amount of Litter Picked-up and Graffiti Removed (FY 2015 to FY 2017)

LITTER			
ROUTES	CUBIC YARDS PICKED-UP		
	FY 2015	FY 2016	FY 2107
9	6	30	21
17	401	317	1,348
25	0	4	6
35	295	127	0
82	1	2	7
85	629	1033	1,257
87	360	1464	1,628
101	1,866	3894	3,773
130	13	59	24
152	328	72	68
237	223	395	760
280	989	2102	2,341
680	342	1037	2,035
880	358	906	1,848
TOTAL	5,811	11,442	15,116

GRAFFITI			
ROUTES	SQUARE FEET REMOVED		
	FY 2015	FY 2016	FY 2107
9	100	0	0
17	19,405	35,485	30,838
25	1,290	0	600
35	1,200	1,025	0
82	1,750	0	0
85	171,682	108,525	321,220
87	161,544	102,615	89,330
101	293,440	371,478	414,378
130	100	0	0
152	1,125	0	530
237	23,571	38,060	19,550
280	128,517	208,617	153,181
680	100,185	83,436	65,535
880	22,940	37,730	45,155
TOTAL	926,849	986,971	1,140,317

For monitoring purposes, the use of cubic yards and square footage are more reliable and objective metrics for measuring the amount of litter picked-up and graffiti removed than the annual subjective visual assessments. These metrics will be used as primary performance measures for assessing the freeway litter and graffiti conditions in future reports, and visual assessments will be used for identifying “hot spots” or problematic locations and providing “snap-shot” conditions.



Roadside Assets

Overview

- Responses:* 16 out of 17 agencies
- Conditions:* 78% of all roadside assets in good condition
- Maintenance:* 2.3 (scale of 1 (low) to 3 (high)) average ability to maintain the roadside assets in current condition

- Traffic Signs: 208,928
- Street Lights: 117,328
- Sidewalks: 8010.5 miles

CONDITION

Because asset condition could be easier to approximate than obtain the exact number of assets, the survey is focused mostly on conditions rather than inventory of assets.

The combined average for asset conditions of the responded local agencies per asset type are listed below. It is apparent that the agencies estimate their **signal equipment and litter management** as the strongest assets with **83% average in good condition**, when **signage** was given a significantly lower average ranking of **69% in good condition**.

Table 8. Average Local Asset Conditions.

Local Assets	% in Good Condition
Signal Equipment	83%
Pavement Marking	72%
Signage	69%
Light Poles	81%
Curb & Gutter	78%
Litter Management	83%
Sidewalks	78%

BACKGROUND

To gain a perspective on local transportation infrastructure and roadside assets, an annual self-assessment survey is conducted with local agencies. The survey asks for data related to inventories of selected assets within their respective jurisdictions, estimates on the conditions of their assets, and the ability to maintain them in “good” condition.

The information received from this self-assessment survey is mainly substantiated on general assessments and not detailed inspections. The results should also be treated as “snap-shots” in time.

INVENTORY

The survey asked agencies to provide total inventory of the selected assets to the best of their ability. The total number of items is as following:

Condition Distribution

For a detailed breakdown of the number of responses falling into different percentage tiers, below are frequency charts for the condition portion of the self-assessment survey.

Figure 31.
Signal Equipment

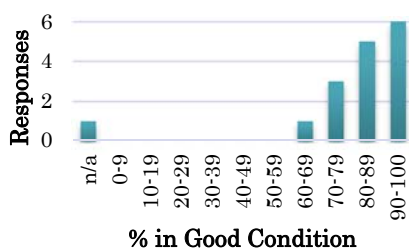


Figure 32.
Pavement Markings

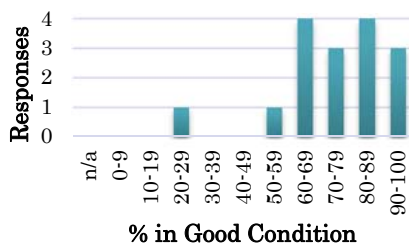


Figure 33.
Signage

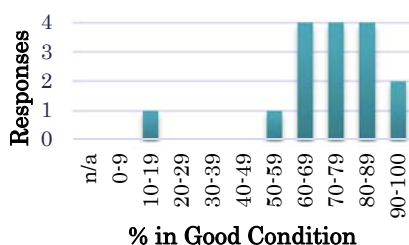


Figure 34.
Light Poles

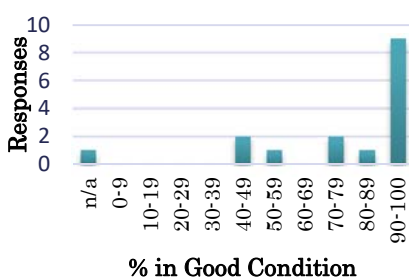


Figure 35.
Curb & Gutter

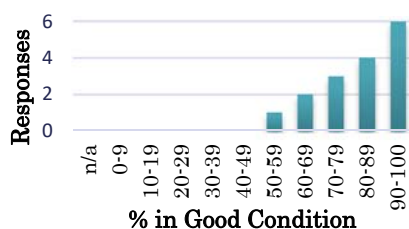


Figure 36.
Litter Control

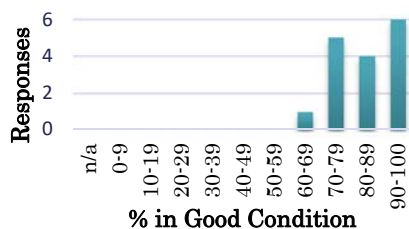
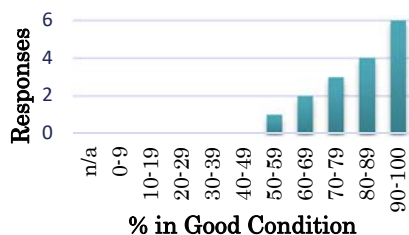


Figure 37.
Sidewalks



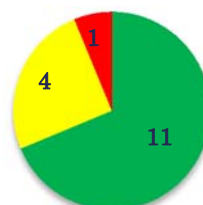
ABILITY TO MAINTAIN

“Ability to maintain” metric helps communicate the effort needed to maintain a transportation asset. A “Low” ability generally indicates that current funding is insufficient to maintain a network of assets at a desired condition. The following pie charts represent the number of responses received for each category of assets.

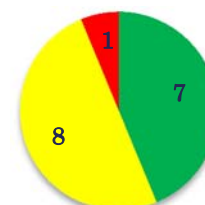
Figure 38. *Ability to Maintain Responses.*

Legend: High (Green) Medium (Yellow) Low (Red) n/a (Grey)

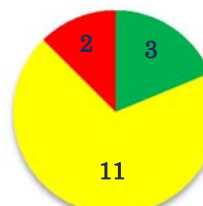
Signal Equipment



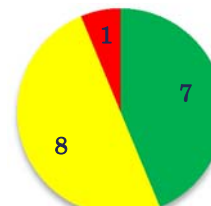
Traffic Signal Timing



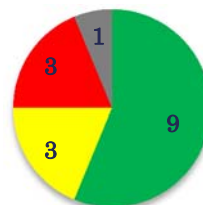
Pavement Markings



Traffic Signs



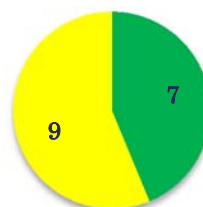
Light Poles



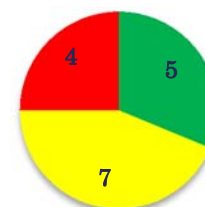
Curb & Gutter



Litter Control



Sidewalks



FREQUENCY OF MAINTENANCE

It is vital to consistently monitor roadside assets to keep them in good condition. In addition to the ‘ability to maintain’ metric, the agencies were asked to the frequency at which they conduct the maintenance. The number of responses per frequency are shown below:

Figure 39.
*Traffic
Signals*

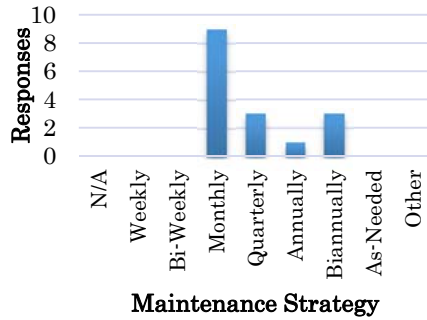


Figure 40.
*Traffic
Signals*

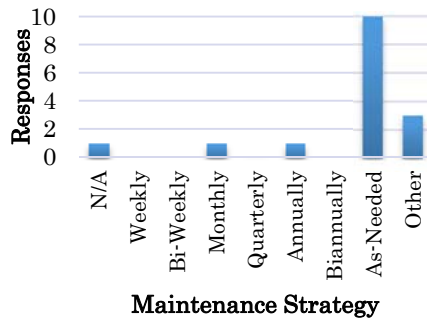


Figure 41.
*Pavement
Markings*

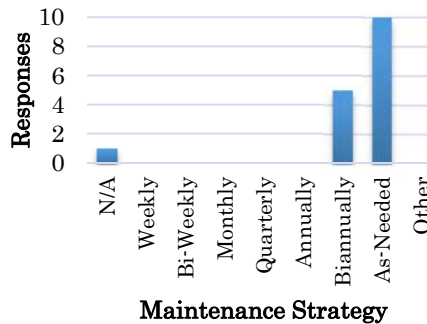


Figure 42.
*Traffic
Signs*

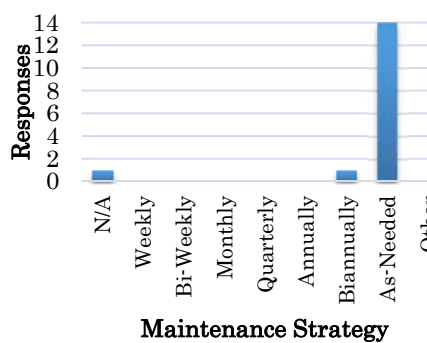


Figure 43.
*Light
Poles*

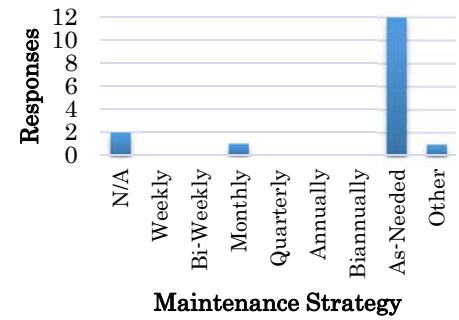


Figure 44.
*Curb &
Gutter*

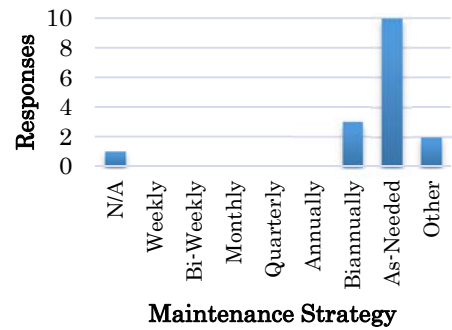


Figure 45.
*Litter
Control*

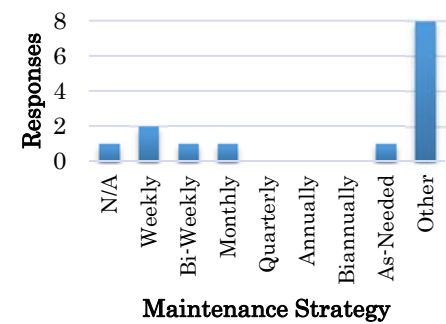
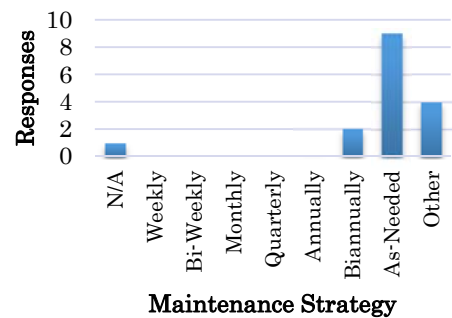


Figure 46.
*Litter
Control*



LOCAL NEWS

Recent Asset Management Projects

Campbell: Trafficware dropped its distributor WPS. This change is influencing whether cities will be looking at alternate central system software solutions. In turn, new controller purchases may be affected.

Palo Alto: 1) - Upgrade Downtown – gas line and intersection update, including APS and pedestrian facilities. 2) - Charleston-Arastradero Streetscape project (Complete Streets and Adaptive timing project). 3) - Ross Road Neighborhood Traffic Safety and Bicycle Boulevard project. 4) - Middlefield Road – North Neighborhood Traffic Safety Project.

Santa Clara County: County was able to replace signal controllers on County expressway intersections with grants from the VRF program.

Sunnyvale: 1) - Completion of project to retrofit 5,749 cobra heads and 835 post tops HPS to LEDs and implementation of an Adaptive Streetlighting Control System that will allow us to dim all LED cobra heads. 2) - Completion of project to install 50 CCTV cameras at various locations throughout the City.

Recognition from Professional Organizations

Gilroy: Wren and Welburn signalize Intersection.

Sunnyvale: Presentation of paper "Addressing Practical Challenges in the Day-to-Day Transportation Operations with Advanced Adaptive Traffic Management System (AATMS)" at ITS America 2018 Annual Meeting.

Current Challenges

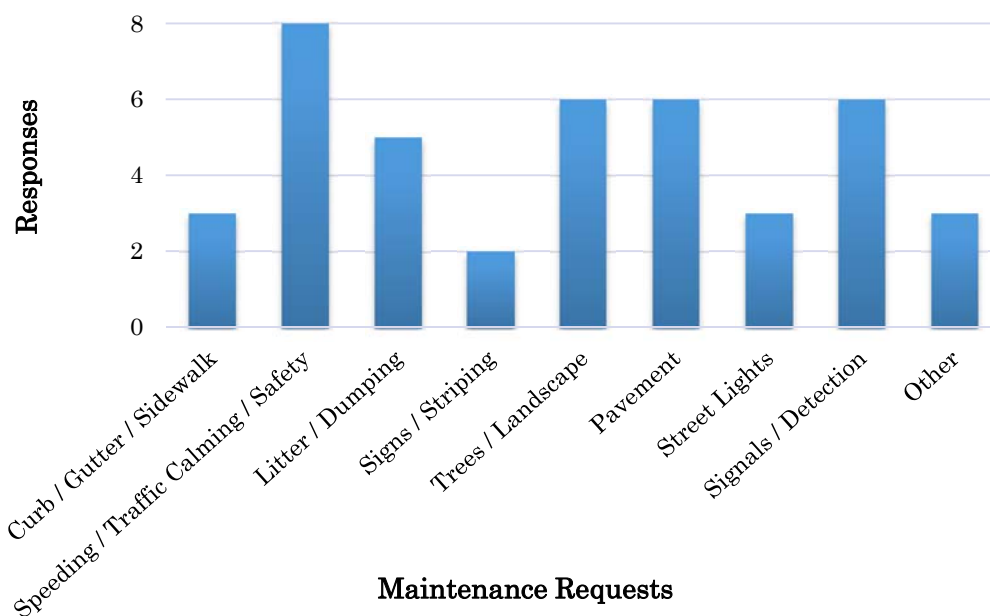
On-going Projects

Santa Clara County: 1) - City started implementation of 6-inch striping at various locations through paving and CIP projects. 2) - Installation of green bike lanes at 13 locations citywide with 4 more to be completed by the end of 2018.

Inadequate Resources

Campbell: City purchased its first Emtrac emergency vehicle preemption systems to accommodate County Fire. City will migrate to a hybrid Emtrac optical/GPS system as funds allow.

Figure 47.
*Top 3 Public
Maintenance
Requests*





Freeway Ramp Meters

Overview

Ramp meters: **250 Operational**
28 Non-operational
60 Planned
13 Under construction

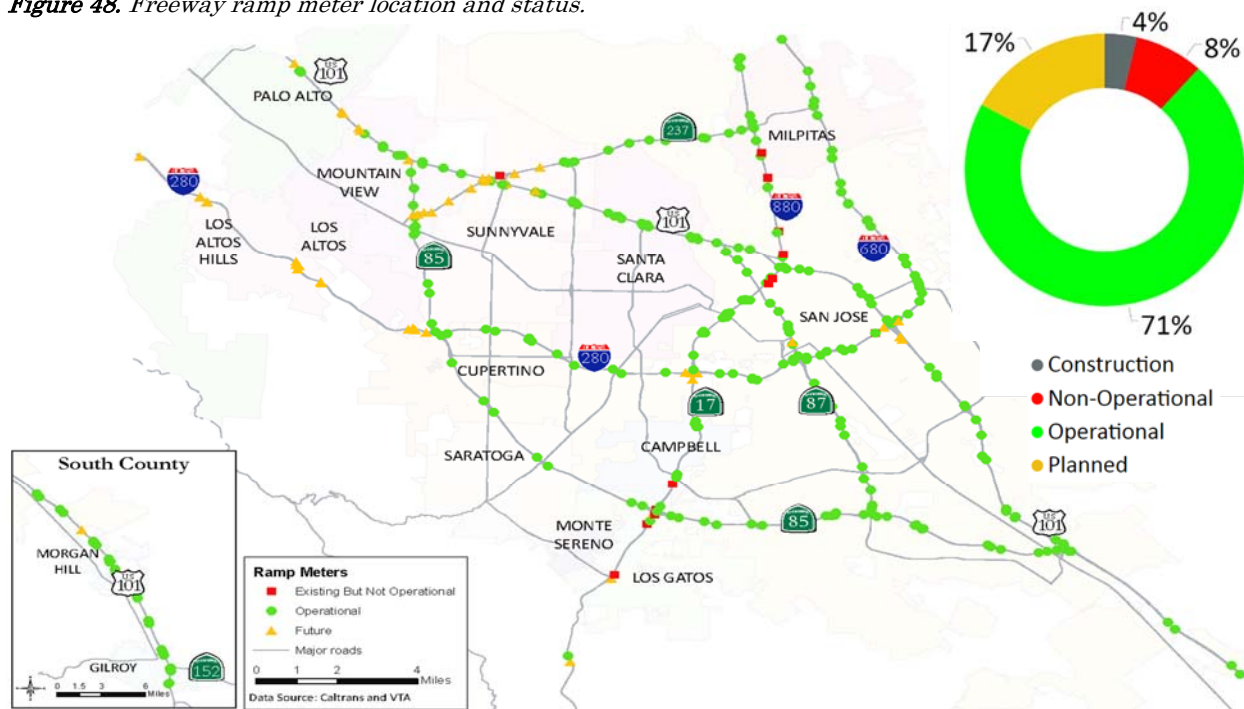
Use of Intelligent Transportation Systems technology, like adaptive traffic signals, sensors and ramp meters, are used to manage the flow of traffic. Since 2008, Santa Clara County in partnership with Caltrans and Metropolitan Transportation Commission have

been implementing freeway ramp meters throughout Santa Clara County. About 71% of the originally planned meter system is installed and operational. Travel time savings have been observed between 2% and 26%.

Table 9.
*Ramp
 Meters
 Inventory*

Highway	Oper.	Non-Oper.	Plan	Const.	Total
SR17	8	6	6	2	22
SR85	50	0	5	0	55
SR87	20	0	4	0	24
US101	84	11	12	3	110
SR 237	12	1	11	2	26
I-280	30	1	20	2	53
I-680	20	1	1	0	22
I-880	26	8	1	4	39

Figure 48. Freeway ramp meter location and status.





Roadway Safety

Transportation has a significant effect on public health and safety, creating accident-prone environment for all roadway users. To achieve Vision Zero goal of eliminating all transportation-related fatalities and severe injuries, while increasing safe, healthy and equitable mobility for all, it is vital to monitor current accident rates.



ACCIDENT COLLISIONS

Roadway safety is a primary concern of community leaders, transportation professionals and all users of the roadway. There are many causes of collisions such as driver's characteristics, weather conditions, and physical layout of the roadway.

Figure 49.
*Historical
Total
Collisions*

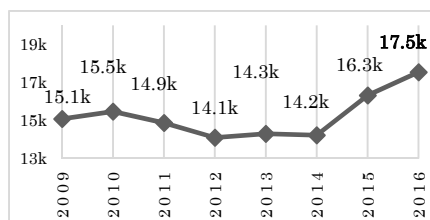
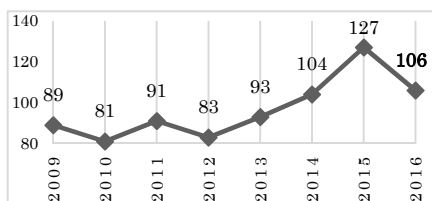


Figure 50.
*Historical
Fatal
Collisions*



The California Highway Patrol (CHP) collects and maintains a collision database called the Statewide Integrated Traffic Records System (SWITRS). This database is used in monitoring collision types and their severities throughout the state. Because of the nature of collision reporting, full year datasets are typically released 2 years later. As a result, 2015 data was recently released and made available to the public in late 2017.

Provisional 2016 SWITRS report is used as a source for the following statistics. There were **17,534 total collisions**, which included **106 fatal collisions**, **7,796 injury collisions**, and **9,632 property damage only collisions**. The total number of collisions **increased** in 2016 by **7.4%**, while number of fatal collisions **decreased** by **16.5%**, a significant improvement.

Figure 51.
*Historical
Injury
Collisions*

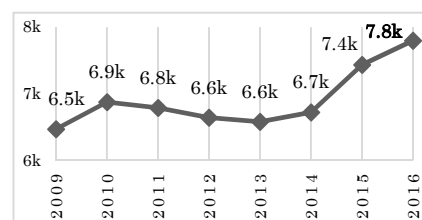
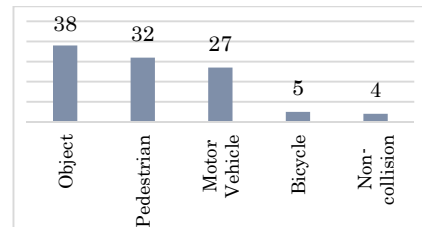


Figure 52.
*2016 Fatal
Collisions
Involvement
Type*



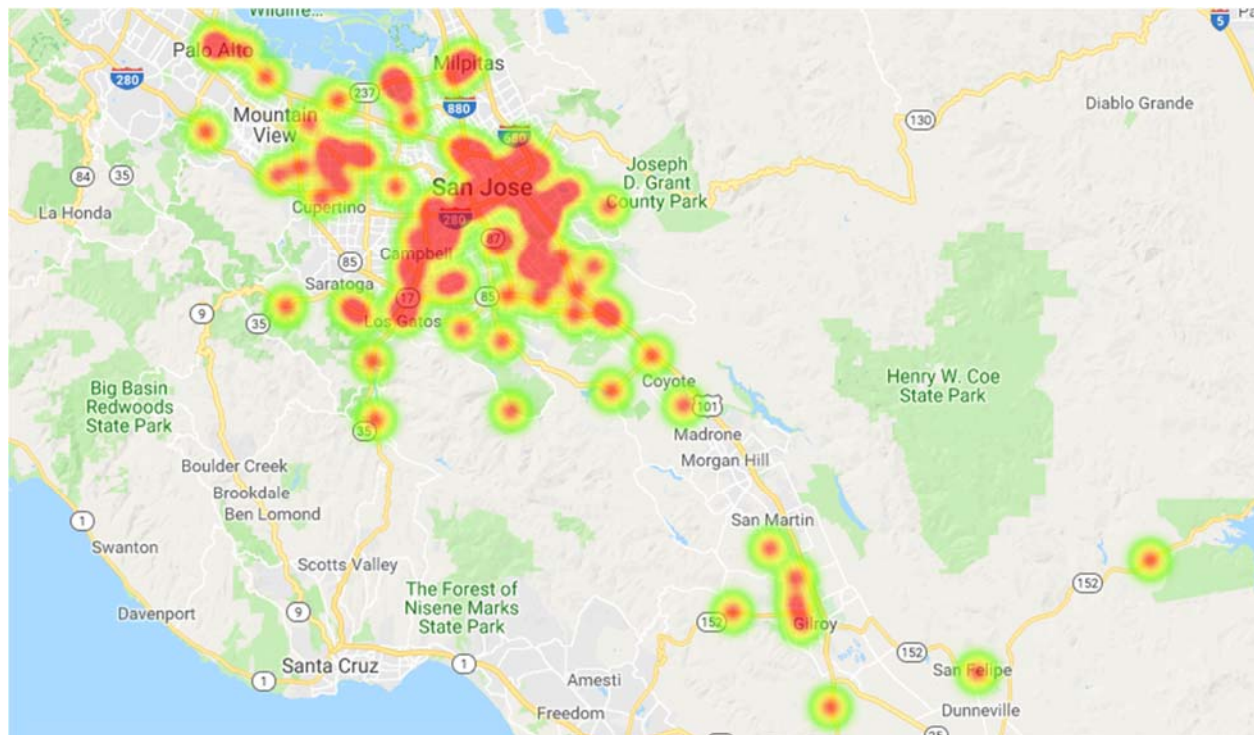
Data Source: CHP, Provisional 2016 SWITRS, Section 8 or Online Report 1 – Collisions and Victims by Motor Vehicle Involved.

Fatal and Severe Injury Collisions

Below are the heat maps of fatal and severe injury collision locations. The red areas represent areas with the highest density of the collisions. For the fatal collision maps all **106** accidents are displayed, while for the severe injury map only **293 of 336** collisions (87.2%) are shown.

In addition to locations of the collisions, below listed the numbers and percentages of Primary Collision Factor (PCF) – main causes, and number of collisions per type. The data was collected from UC Berkeley's Transportation Injury Mapping System (TIMS) and SWITRS CHP web resources.

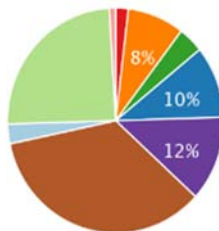
Figure 53. 2016 Fatal Collisions Heat Map.



Source: Safe Transportation Research and Education Center (SafeTREC), University of California Berkeley, TIMS.

Primary Collision Factor (PCF) Violation	#	%
Driving or Bicycling Under the Influence	25	23.58%
Unsafe Speed	16	15.09%
Wrong Side of Road	2	1.89%
Improper Passing	2	1.89%
Unsafe Lane Change	4	3.77%
Improper Turning	20	18.87%
Automobile Right of Way	5	4.72%

Vehicle Involvement	#	%
Pedestrian Collision	31	29.2%
Motorcycle Collision	13	12.3%
Bicycle Collision	8	7.5%
Truck Collision	4	3.8%



Pedestrian Right of Way

Pedestrian Violation	#	%
Pedestrian Violation	16	15.09%
Traffic Signals and Signs	5	4.72%
Other Than Driver (or Pedestrian)	2	1.89%
Unsafe Starting or Backing	3	2.83%
Other Improper Driving	1	0.94%
Unknown	4	3.77%

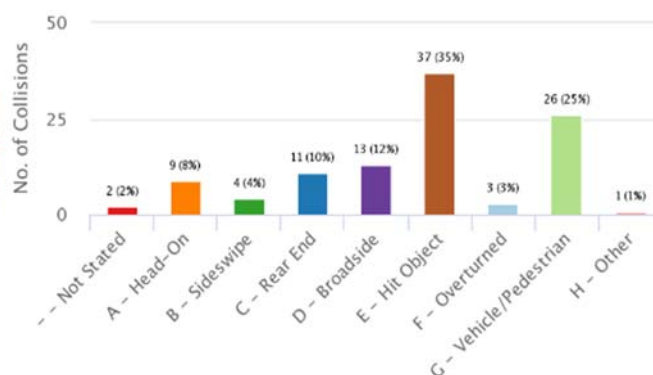
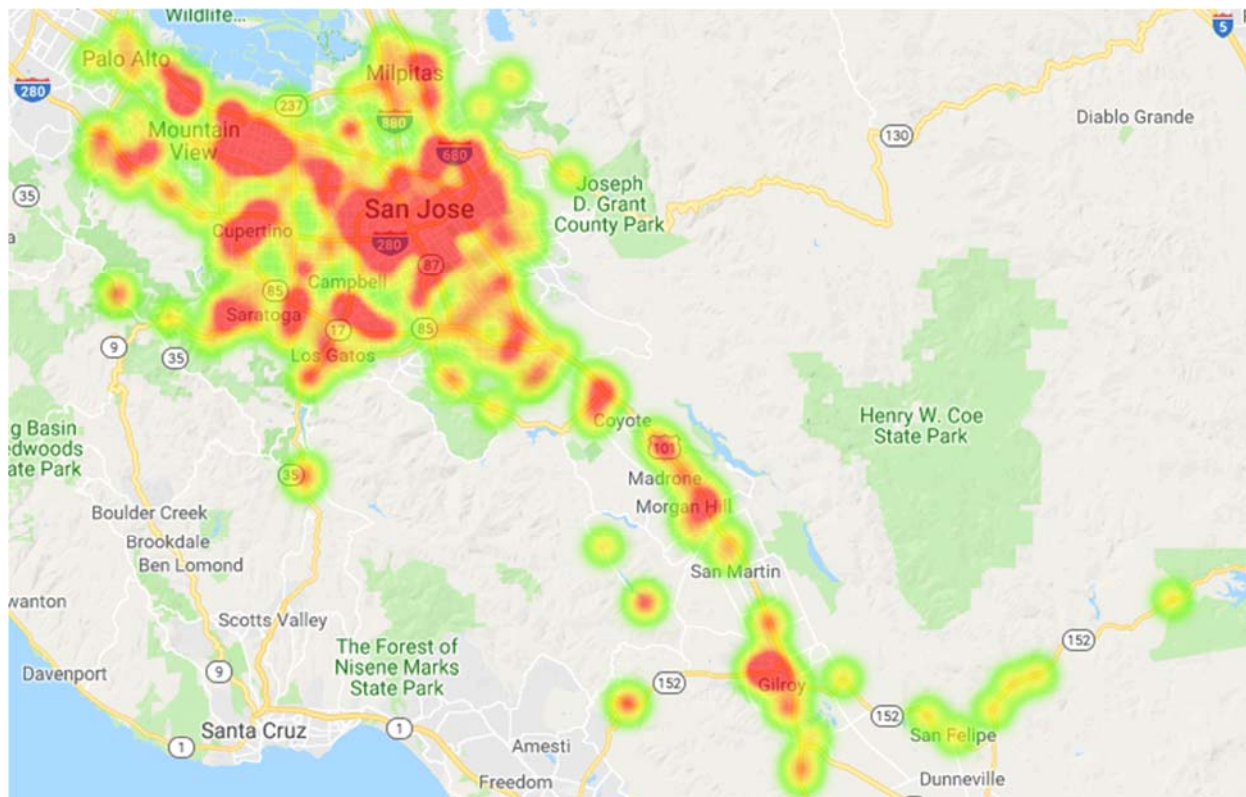


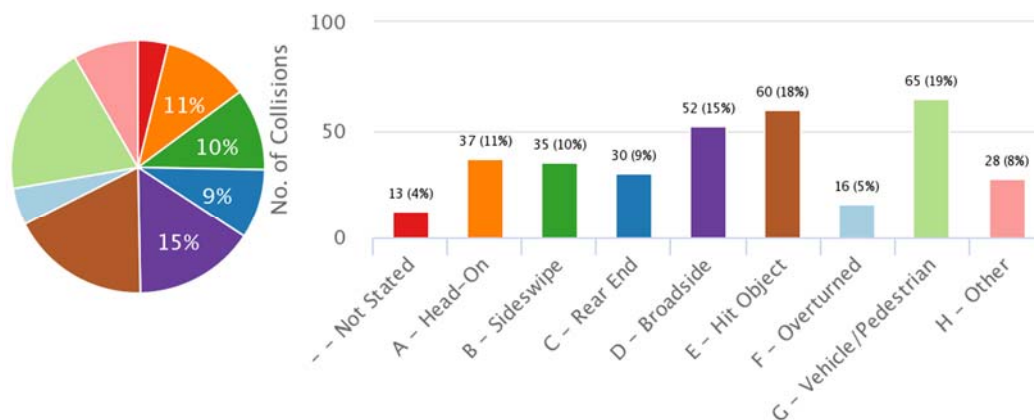
Figure 54. 2016 Severe Injury Collision Heat Map.

Source: Safe Transportation Research and Education Center (SafeTrec), University of California Berkeley, TIMS.

Primary Collision Factor (PCF) Violation	#	%
01 - Driving or Bicycling Under the Influence	49	14.58%
03 - Unsafe Speed	62	18.45%
04 - Following Too Closely	1	0.30%
05 - Wrong Side of Road	12	3.57%
06 - Improper Passing	3	0.89%
07 - Unsafe Lane Change	15	4.46%
08 - Improper Turning	55	16.37%
09 - Automobile Right of Way	29	8.63%

10 - Pedestrian Right of Way	17	5.06%
11 - Pedestrian Violation	32	9.52%
12 - Traffic Signals and Signs	19	5.65%
17 - Other Hazardous Violation	3	0.89%
18 - Other Than Driver (or Pedestrian)	5	1.49%
21 - Unsafe Starting or Backing	2	0.60%
22 - Other Improper Driving	5	1.49%
00 - Unknown	18	5.36%
-- Not Stated	9	2.68%

Vehicle Involvement	#	%
Pedestrian Collision	73	21.7%
Motorcycle Collision	53	15.8%
Bicycle Collision	46	13.7%
Truck Collision	7	2.1%



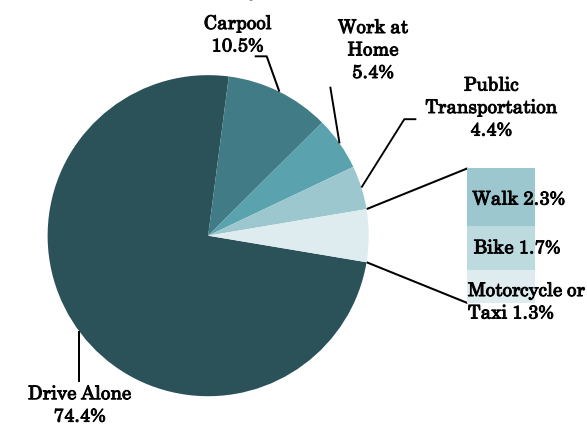


Mode Share

Providing a balanced network and encouraging the use of alternate modes to single occupant auto driving are strategies for managing congestion, promoting healthy communities, and achieving an efficient transportation system. Examples include making accommodations for bicyclists, designing safe, attractive facilities for pedestrians, improving transit service reliability and connections to transit facilities, and promoting transportation demand measures like carpooling, ridesharing, and telecommuting.

To measure the effectiveness of these efforts,

Figure 55. 2016 Means of Transportation to Work in Santa Clara County

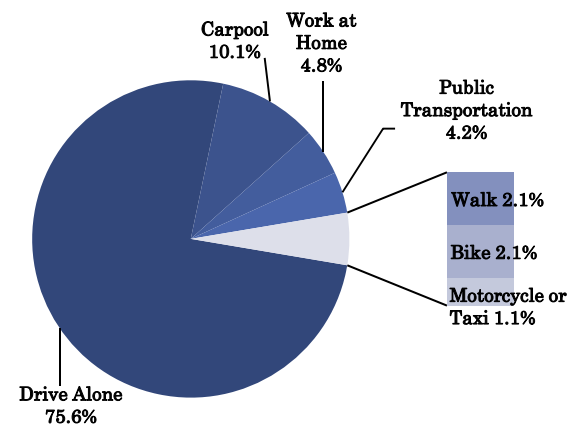


Data Source: Census Bureau, 2016 American Community Survey 1-Year Estimate

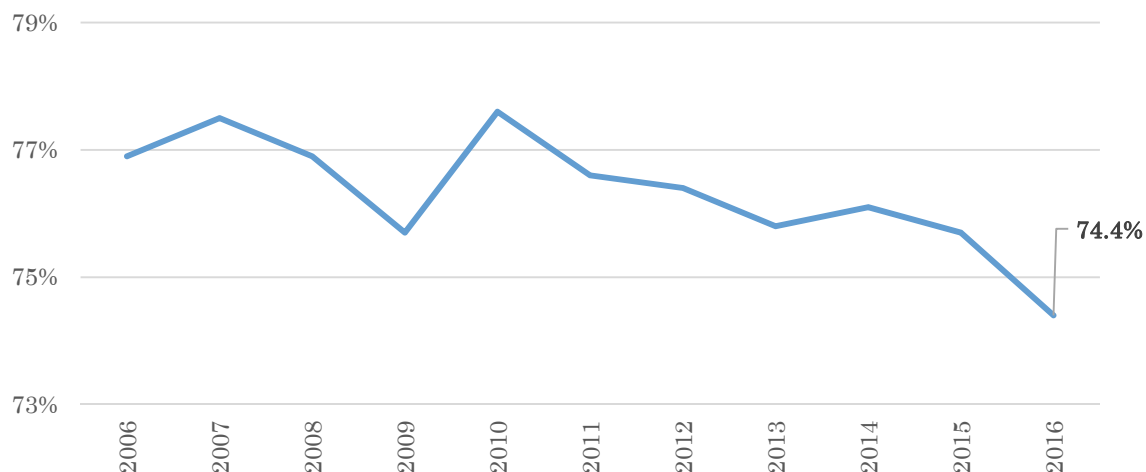
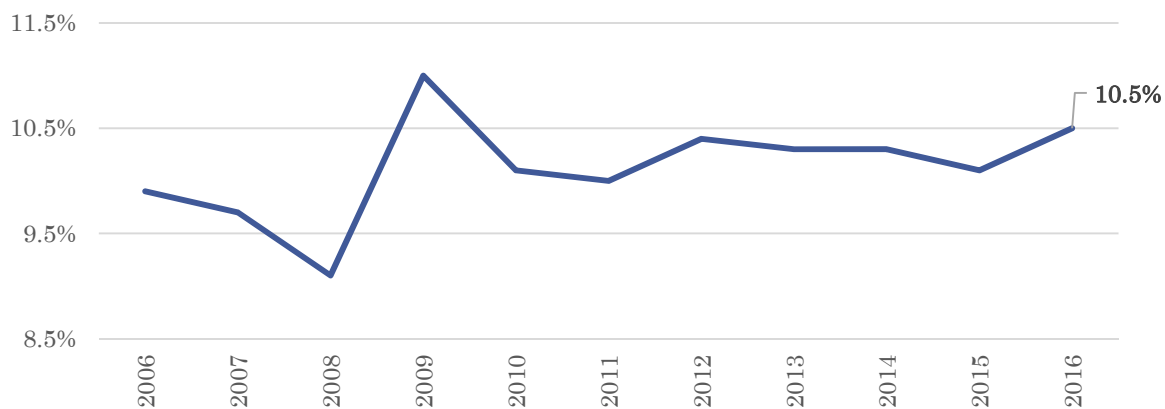
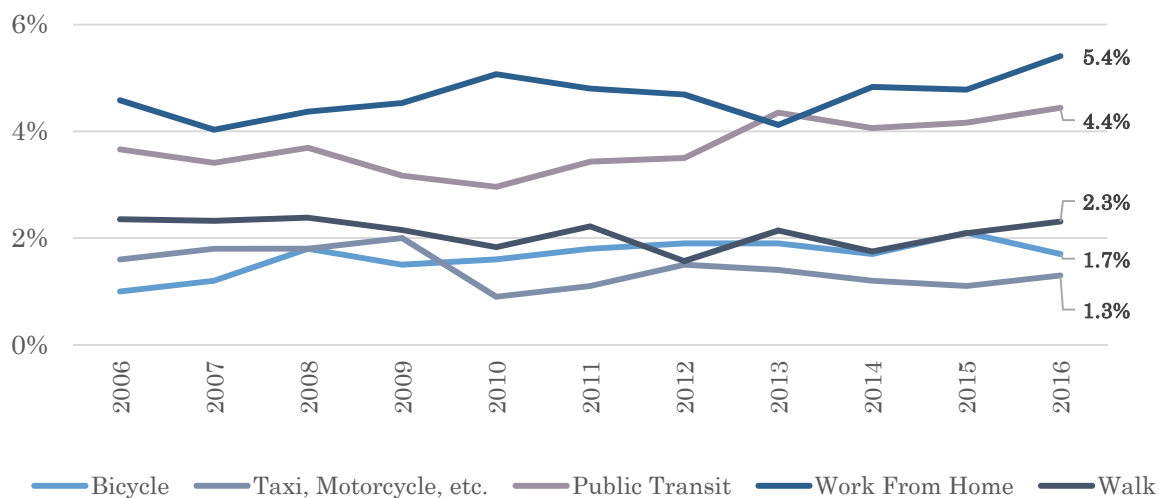
the TSMP monitors the journey to work statistics collected by the US Census Bureau.

Each year, the US Census Bureau surveys residents who are working general questions about their commute to work, including “Means of Transportation to Work.” The data for 2016 shows 25.6% of workers took alternate modes of transportation to driving alone (75.6%) commuting to their jobs. This is a 1.2% increase over workers surveyed in 2015, and a positive trend to increasing mode share and efficiency of the existing transportation networks.

Figure 56. 2015 Means of Transportation to Work in Santa Clara County



Data Source: Census Bureau, 2015 American Community Survey 1-Year Estimate

Figure 57. Auto Mode Share 2006-2016, Santa Clara County**Figure 58. Carpool Mode Share 2006-2016, Santa Clara County****Figure 59. Non-auto Mode Share 2006-2016, Santa Clara County**

Data Source: Census Bureau, 2016 and 2015 American Community Survey 1-Year Estimate



Time Spent in Congestion (New)

This section was added to provide a perspective on the mobility and effectiveness of Santa Clara County's transportation networks and planning efforts.

In 2014, the Bay Area ranked second-worst in total freeway traffic delay among major metro areas in the nation, surpassed only by Los Angeles and followed by Boston. Using big data, collected from Bluetooth readers and vehicle detectors, MTC Vital Signs calculated an **average total highway delay of 8.6 minutes per person** in the Bay Area (using data collected on Tuesdays, Wednesdays, and Thursdays, during the Peak AM and PM periods).

According to data shown on MTC Vital Signs, two of the most congested corridors in the Bay Area in 2016 were located in Santa Clara County. The two corridors, ranked third and sixth, were US 101 southbound from Mountain View to Downtown San Jose, and I-280

southbound from Foothill Expressway in Los Altos Hills to Downtown San Jose.

The visualizations of lost time on the sections highway corridors in Santa Clara County with recurring delay of 15+ minutes are shown in Figure 62 and Figure 63.

The unit of measure Vehicle Hours of Delay (VHD) represents a total daily time lost in traffic by all vehicles traveling with speed below 35 mph. A large VHD number reflects a low average speed and high vehicle throughput of a corridor. According to the visualizations, the two highways corridors with the highest number of hours lost in congestion are **US 101** and **I-280**.

The data collected to measure the delays are from multiple mobile sources such as GPS units and cellular phones. MTC uses data gathered by INRIX, a transportation data analytics company.

Figure 60. Metro Comparison for 2014 Time Spent in Congestion

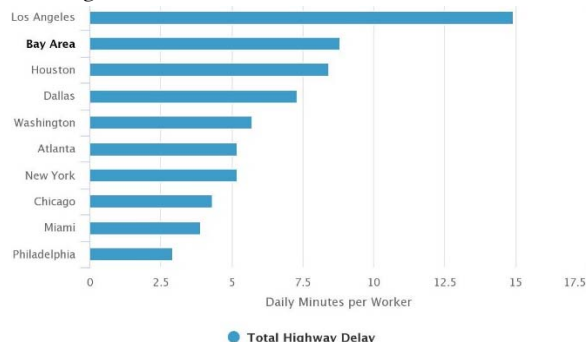
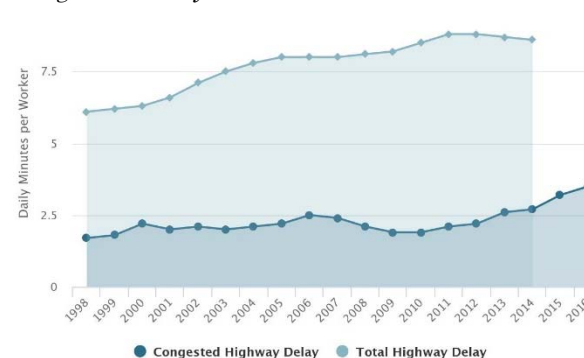


Figure 61. Historical Trend for Time Spent in Congestion – Bay Area



Commute and Time Spent in Congestion

Figure 62. Map of Santa Clara County congested corridors Vehicle Hours of Delay per segment – Northbound and Eastbound

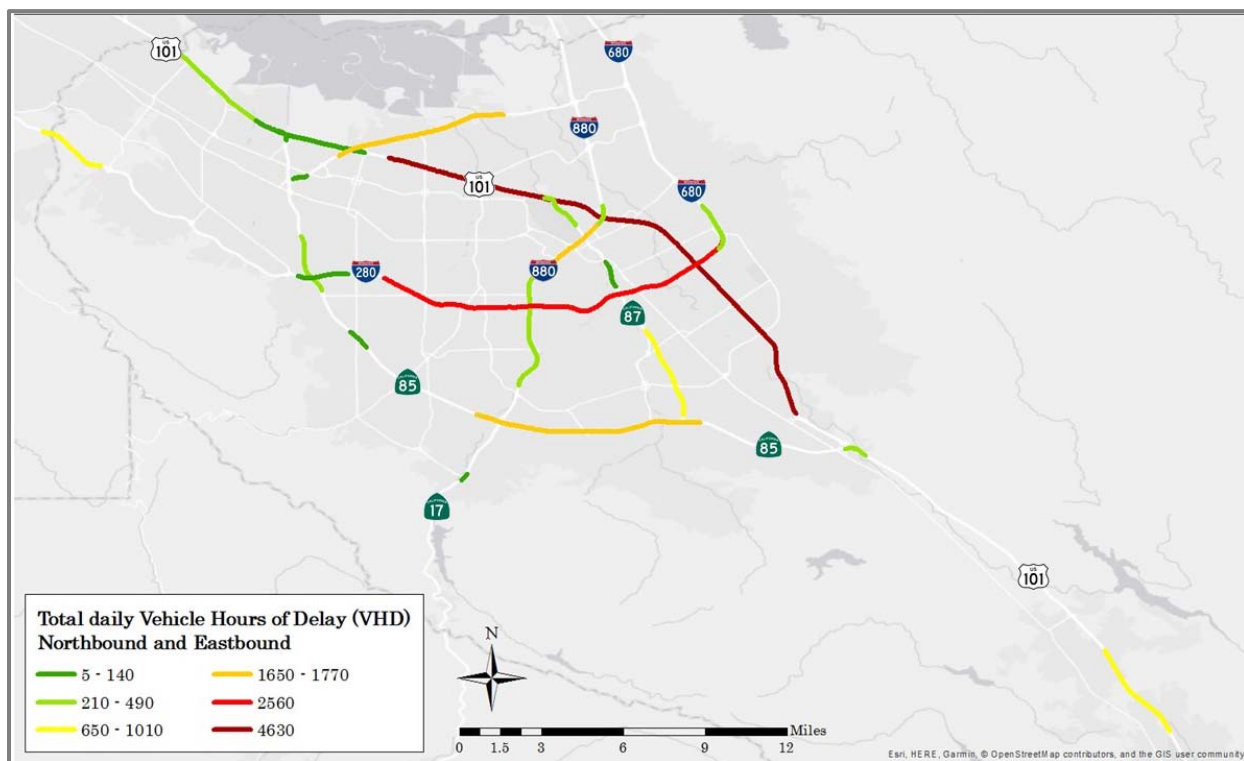
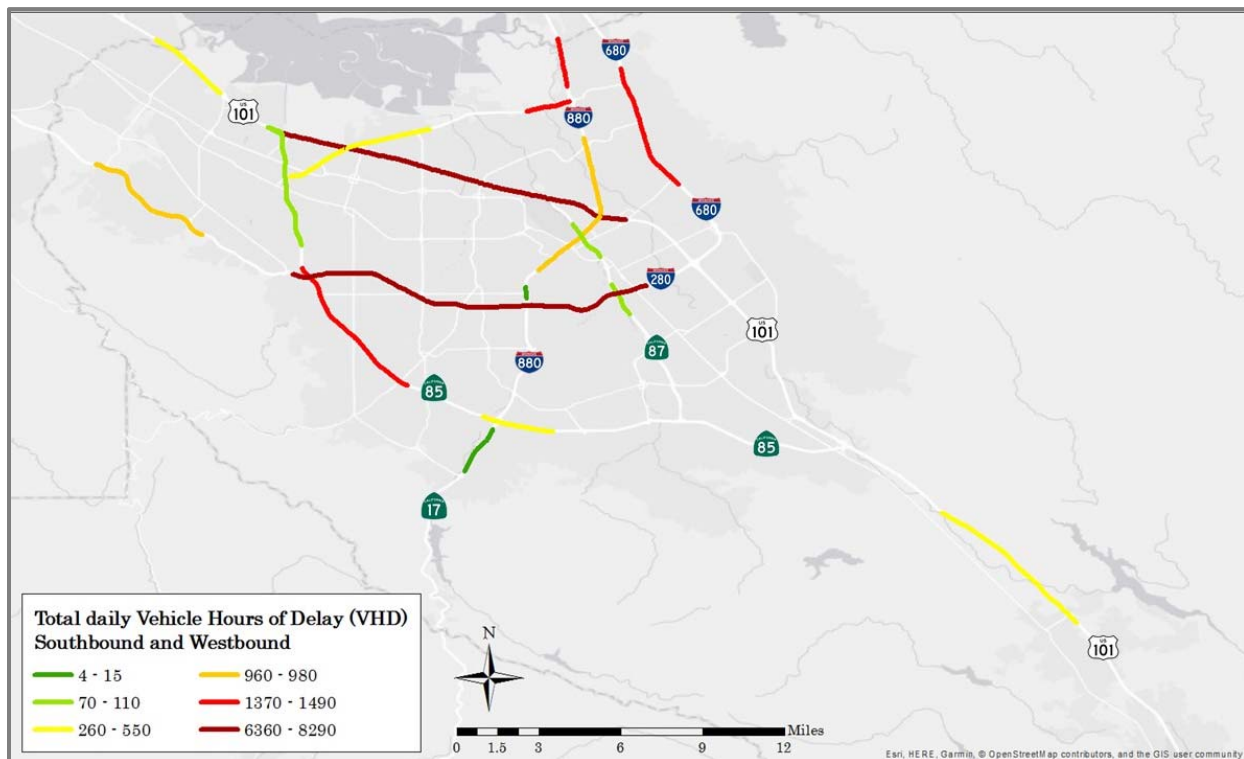


Figure 63. Map of Santa Clara County congested corridors Vehicle Hours of Delay per segment – Southbound and Westbound





Bikeways

The Countywide Bicycle Plan adopted in 2008 was recently updated in May 2018. This plan provides a vision, goals, and policies for the planning, designing, and building of a countywide bicycle network. The 2018 Santa Clara County Bicycle Plan identifies three major improvement areas: Cross County Bicycle Corridor (CCBC), Across Barrier Connections (ABCs), and Education and Encouragement Programs.

The first two elements of the Plan focus on making improvements to the existing bicycle network and identifying routes that cross multiple jurisdictions. The third element focuses on bicycle education and encouraging the use of the bicycle network.

Table 10. CCBCs current construction progress

Cross-County Bicycle Corridors	2016
Total CCBC length planned (2008)	950
Completed miles (on-street)	340
Completed miles (off-street)	110
Overall percent complete	47%
Overall percent to complete	53%

The CCBCs serve as major arterials and freeways for bicyclists, allowing them to travel throughout and outside of Santa Clara County. ABCs enable bicyclists and pedestrians to conveniently and safely cross freeways, waterways and railroad tracks rather than make circuitous detours to existing roadway crossings.

For monitoring purposes, the TSMP tracks the progress on number of miles CCBCs and ABCs completed each year against the plan towards achieving the vision for cross-county bike mobility. The tables and maps below present the areas measured and the progress made through 2016 on the planned bike improvements identified in the 2008 Countywide Bicycle Plan.

Table 11. ABCs current construction progress

Across Barrier Connections	2016
Total potential ABC's (2008)	330
Under construction	32
Completed ABCs	50
Unbuilt	248
Overall percent complete	15%
Overall percent to complete	85%

Bicycles are permitted on all expressways. However, due to high motor vehicle volumes and speeds, expressways do not currently provide an environment that is comfortable for most riders. The County recommends that bicyclists exercise caution, and recommends that only advanced bicyclists use expressways.

Map Source: Santa Clara County Data, VTA, Data, May 2019

[illegible]

Report Notes

2018 SUMMARY

Key Performance Indicators

Pavement

See Pavement section.

Bridges

See Bridges/Overcrossings section.

Maintenance

See Roadside Maintenance section.

Congestion

Current freeway LOS data retrieved from VTA 2016 Congestion Monitoring Program (CMP) Monitoring and Conformance Report and the current intersection LOS data was also retrieved from the 2017 report both of which are available at <http://www.vta.org/cmp/monitoring-report>. For the sake of this report, AM and PM freeway lane miles of LOS were combined. Freeway LOS is normally analyzed every year, but intersection LOS is only analyzed every 2 years; therefore 2017 CMP Report does not include intersection analysis.

Express Lanes Program

Current information was taken from the SR 237 Express Lanes FY (fiscal year) 2018 Report which will be reported to the VTA board of directors in October 2018, and will be available on VTA website: <http://www.vta.org/get-involved/board-of-directors>. Previous data was taken from prior annual reports.

Transit

<http://www.vta.org/transparency/performance-indicators/light-rail-system-performance>.
<http://www.vta.org/transparency/performance-indicators/bus-performance>. Statistics on transit ridership were obtained from Santa Clara Valley Transportation Authority's FY2017 Comprehensive Annual Financial Report and found in Table 21 Operating Information – Operating Indicators near the end of the report. This and previous reports can be accessed at: <http://www.vta.org/about-us/financial-and-investor-information-accepted>.

Population

Population data from United States Census Bureau provided on their website at State & County Quick Facts page <https://www.census.gov/quickfacts/fact/table/US/PST045216> and by searching Santa Clara County, CA.

Vehicle and Driver

Registered drivers and vehicles statistics can be found on California DMV Statistics Page here https://www.dmv.ca.gov/portal/dmv/detail/pubs/media_center/statistics or by searching “Licenses Outstanding” and “Vehicles Registered by County” at <https://www.dmv.ca.gov/>. Historical registered drivers and registered vehicles by county can also be found on SWITRS report on Table 8B.

Recent Inventory

Bikeways

See bikeways section.

Bridges (Local)

See bridges/overcrossings section.

Bus

Current bus data was retrieved from internal VTA report called “VTA Facts, Current Bus System Data, April 2018”. Bus fleet includes all the following bus types: articulated (58), standard (195), hybrid 40-ft (119), hybrid 30-ft (38), and Hybrid Express (50). Bus route mileage is reported as the total round trip. Although this report is not published on the website, much of this information can be found in other reports such as the Annual Service Transit Plan (fleet size, number of routes & stops, and weekly ridership) which can be found on VTA’s website here: <http://www.vta.org/reports-and-studies>. Additionally, a Bus System Overview fact sheet is provided periodically on VTA’s website here: <http://www.vta.org/news-and-media/resources/vta-newsroom-fact-sheets-vta-information>.

Light Rail

Current light rail data was retrieved from internal VTA report called “VTA Facts, Current Light Rail System Data, April 2018”. In addition to the fleet of 99 standard vehicles, there are also 4 historic trollies that operate during the Christmas holiday season. Route miles define the extent of the operational network and represent the total extent of routes available for trains to operate. Track miles takes into account multiple track routes (e.g. for each route mile where there is double track, there are two track miles; where there are four tracks, there are four track miles). Although this report is not published on the website, much of this information can be retrieved from other reports such as the Annual Service Transit Plan (fleet size, number of routes & stops, and total ridership), which can be found on VTA’s website here: <http://www.vta.org/reports-and-studies>.

Freeway – Ramp Meter Signals

See freeway ramp meters section.

Signal Controllers

See 2013 Transportation Systems Monitoring Report <http://www.vta.org/tsmp>.

PAVEMENT

Current (2017) pavement conditions were downloaded from a MTC website called “Vital Signs”, which can be found here: <http://www.vitalsigns.mtc.ca.gov/street-pavement-condition>. MTC no longer provides summarized information on percent of network by road type; therefore, TSMP staff makes special request to MTC and they provide the raw data form TSMP staff to make the calculations.

To more precisely present the change in pavement conditions, this year report moves away from 3-year rolling average and display annual PCIs. It is worth repeating that PCI starts with human observation and interpretation; therefore, it is possible to receive different results year to year for the same condition.

Caltrans has replaced its historical Paving Asphalt price index with the Crude Oil Index and can be accessed from Caltrans’ website: <http://www.dot.ca.gov/hq/construc/crudeoilindex/>. Caltrans uses this index to adjust compensation according to the projects special provisions section called “Adjustments for Price Index Fluctuations.” The index is used to illustrate how paving costs have changed over time; however, TSMP staff is not yet able to equate a change in this price index with a dollar cost for street asphalt pavement projects.

BRIDGES

The primary data source used for local bridges and overcrossings is a PDF spreadsheet provided by Caltrans called Local Agency Bridge Inventory on the website here: <http://www.dot.ca.gov/hq/structur/strmaint/local/localbrlist.pdf>. FHWA NBI does provide a county-wide count of local bridges (without State bridges) along with a count of structurally deficient and

functionally obsolete bridges; however, this county-wide SR includes both local and state-owned bridges, and because of the nature of this report, a count of local assets and SR is preferred at this time. These sources are mainly used to obtain the SR of a particular bridge, which as stated in the report, is a combined structural/functional metric and is therefore not solely a measure of bridge structural integrity. This information is usually updated at least once a year. Unfortunately, as this list is updated, records from previous years are removed from website, which makes it difficult to observe long-term trends. TSMP staff must rely on previously downloaded records.

Other data sources used to verify this list are ASCII Files that can be found at <https://www.fhwa.dot.gov/bridge/nbi/ascii.cfm> and NationalBridges.com.

The main challenge to TSMP staff is that no county-wide SR for local bridges is provided by Caltrans; therefore, TSMP staff must calculate an average SR for the entire county.

As Caltrans continues to publish BHI (bridge health index) data for local bridges, SR may eventually be replaced with BHI as TSMP's measure of bridge condition.

FREEWAY LITTER, LANDSCAPING AND GRAFFITI MAINTENANCE

Caltrans did not provide TSMP staff with FY2014 LOS score reports for Santa Clara County; therefore, there is a gap in our data trend in this report. Caltrans Maintenance LOS is not distributed to the public but is provided on a request only basis. Through yearly requests, TSMP has received enough data to begin showing trend graphs. Litter LOS goal is found in Caltrans' FY 2011 Statewide LOS Report. Overall Roadway Maintenance LOS goal is 87 per the June 2-15 issue of "the Mile Marker" performance report by Caltrans Headquarters' (<http://www.dot.ca.gov/milemarker/>). Information on current highway maintenance crews and their schedules is based on prior TSMP communication with Caltrans District 4 regional manager in 2012. To find more information or volunteer with Beautiful Day visit BeautifulDay.org.

Initial identification of haul routes, gateways, and landfills/disposal sites, and definition of litter and landscape scales are referenced from: Litter Control and Landscape Maintenance Study for Freeways in Santa Clara County, T. Y. Lin International, Final Report, December 20, 2005. Monitoring locations were then selected by proximity to gateways, landfill/disposal site, and having a history of litter problems.

Litter and landscape scales are also based upon concepts from Keep America Beautiful community appearance index rating scales.

Graffiti scale was created by TSMP staff based initially from Western Australia's graffiti management toolkit, Appendix D Graffiti Grading System, provided on their website here: <http://www.goodbyegraffiti.wa.gov.au/local-councils/graffiti-management-toolkit>

Estimate of \$11.2 million (using probationers) for annual freeway roadside maintenance for Santa Clara County is referenced from: Litter Control Pilot Program, US 101 between I-880 and Blossom Hill Road, Santa Clara Valley Transportation Authority, California Department of Transportation, August 2008. This estimate was created by applying the actual annual costs incurred during the pilot study. Estimate of Caltrans FY2014 maintenance costs were provided by Deputy Chief to TSMP staff; these estimates may or may not include outstanding invoices.

In addition to data and drive-by video analysis used in previous years, 2018 TSMP includes information on volume of trash and area of graffiti removed annually for the past three years, provided by Caltrans cleaning crews. The future report will also include more detailed information on amount of trash and graffiti removed per freeway.

ROADSIDE ASSETS

A brief survey was designed by TSMP staff and sent to 17 local agencies of which 1 did not respond. Some questions did not apply to some agencies and there for some agencies answered with “n/a”. For instance, some agencies do not own their own streetlights, instead local utility companies, such as PG&E, own and operate them. Some amount of local news was provided so this section includes of the feedback provided by the respondents.

FREEWAY RAMP METERS

Ramp meter information was taken from Caltrans 2017 Ramp Meters Development Plan <http://www.dot.ca.gov/trafficops/tech/docs/RampMeteringDevelopmentPlan.pdf>, published in February 2018.

ROADWAY SAFETY

Provisional 2015 collision data was taken from the iSWITRS system:

<http://iswitrs.chp.ca.gov/Reports/jsp/CollisionReports.jsp>. The collision data shown in the TSMP report are taken from iSWITRS system Report 1 – Collisions and Victims By Motor Vehicle Involved and is limited to Santa Clara County. Most of this information can be obtained from the Annual Report from Table 8F – Injury Collisions by County and Table 8D – Injury Collisions by County. The iSWITRS system is continuously updated, while the SWITRS Annual Reports are not retroactively corrected. To be more precise, some of the categories shown in Figure are combined crash types as defined by CHP. The following combined TSMP categories are correlated to CHP categories by (TSMP: CHP), Object: Fixed Object + Parked Motor Vehicle + Other Object, Motor Vehicle: Other Motor Vehicle + Motor Vehicle on Other RDWY, Other: Non-Collision + Animal + Not Stated.

Heat mapping and preliminary table data are provided by Safe Transportation Research and Education Center, University of California Berkeley, Transportation Injury Mapping System (TIMS) <http://tims.berkeley.edu/>. TIMS updated the provisional 2016 data from the CHP on March 16th, 2018. For the TSMP report, TIMS data is used along with the heat maps but is not used to report the overall number of collisions by severity. Because of the limited reports available (from the CHP SWITRS system) that are limited on a county basis, there are currently no SWITR reports for “Type of Collision” on a county basis. According to CHP’s SWITR Glossary (<http://www.chp.ca.gov/switrs/pdf/2012-glossary.pdf>) a collision resulting in a “severe wound” is defined as an injury which prevents the injured party from walking, driving, or performing activities he/she was normally capable of before the collision.

MODE SHARE

2016 1-year estimates journey to work mode data was taken from US Census Bureau’s website: <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml> using their “FactFinder” search tool.

TIME SPENT IN CONGESTION

Data used for this section was obtained from MTC Vital Signs <http://www.vitalsigns.mtc.ca.gov/time-spent-congestion> webpage. To create Vehicle Hours of Delay GIS map, source shapefile was downloaded from <http://www.vitalsigns.mtc.ca.gov/data/97> webpage.

BIKEWAYS

Historical information was researched by VTA planning staff by contacting local agencies and reviewing existing information. The information provided helps illustrate the progress being made to complete the goals set forth in the 2008 county bicycle plan. Over time, the goals and projects planned in the 2008 plan have changed and therefore a shifting target is experienced which could result in a decrease in percent complete calculations.

Acknowledgements

PARTICIPATING AGENCIES:

California Department of Transportation (Caltrans District 4)*

City of Campbell

City of Cupertino

City of Gilroy

City of Los Altos

Town of Los Altos Hills

Town of Los Gatos

City of Milpitas

City of Monte Sereno

City of Morgan Hill

City of Palo Alto

City of San Jose

City of Santa Clara

City of Saratoga

City of Sunnyvale

County of Santa Clara Roads & Airports

* A special acknowledgement to Caltrans staff Earl Sherman III, Maintenance Manager, and Nick Saleh, District Division Chief, for their cooperation and support for the litter, landscape, and graffiti maintenance and monitoring efforts in Santa Clara County.

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Date: September 13, 2018
 Current Meeting: September 20, 2018
 Board Meeting: October 4, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Congestion Management Program & Planning Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Engineering & Program Delivery Officer, Carolyn M. Gonot
 Director - Planning & Programming, Chris Augenstein

SUBJECT: VTP Highway Program Semi-Annual Report Ending June 30, 2018

FOR INFORMATION ONLY

BACKGROUND

The VTP Highway Program includes projects from the approved long range countywide transportation plan, Valley Transportation Plan 2040 (VTP), for Santa Clara County. The VTP feeds projects into the Regional Transportation Plan (RTP), and projects must be included in the RTP as a prerequisite for eligibility to receive Federal, State, regional and local discretionary fund programming. One hundred percent of VTP Highway Program expenditures are funded by grants (Federal, State, regional or local) or other local funding. No VTA Transit funds are used for these projects.

DISCUSSION

The Semi-Annual Report for the VTP Highway Program for the period ending June 30, 2018 is provided as Attachment A. A few highlights for this reporting period include the following accomplishments:

- Final report for **I-280 corridor study** was completed in October 2017 and was presented at the January 2018 VTA Board meeting.
- Draft **Countywide Bicycle Plan Update** was issued in March 2018, and the VTA Board of Directors adopted the final plan in June 2018.
- Draft **Transportation Technology Strategic Plan (TTSP)** was presented to stakeholders in April 2018, and the final plan will be presented to VTA Board by September 2018.
- Morgan Hill and Campbell Local **Priority Development Areas (PDA) plans** were completed. Mountain View extended its contract to work on plan until June 2019.

- The final report for the **Story - Keyes Corridor Complete Streets Study** was issued in March 2018. The final report and 10% design concept is expected to be adopted at the September 2018 VTA Board meeting.
- Public outreach for **Tasman Corridor Complete Streets Study** was completed in April 2018. The consultant team developed design concepts and meetings were held to review the concept by project partners. The final report will be completed by December 2018.
- Second round of public forums for the **Bascom Corridor Complete Streets Study** were held in April 2018 where design concepts were presented to the public. Currently, the project team is working on the preferred design alternative. A third round of public forums will be held in early fall 2018.
- The Draft SR 87 Corridor Study will be circulated to stakeholders in fall 2018. Final report is scheduled to be presented at the VTA Board in November 2018.
- Project Initiation Document (PID) phase including alternative analysis for the **US101/Zanker Rd/Skyport Dr/N 4th St Interchange** started in April 2016 and was completed in July 2017. The Project Approval/Environmental Document (PA/ED) phase is scheduled to be completed by late 2020 but is dependent on securing Measure B funds.
- Work on the PA/ED phase of the **I-680 Soundwalls** project is on-going and is planned for completion in early 2019.
- The PID phase including alternative analysis and the preparation of the Project Study Report-Project Development Support (PSR-PDS) document for the **I-280/Wolfe Rd Interchange Improvement** project started in June 2016 and was completed in June 2017. The PA/ED phase is in progress.
- The PA/ED phase including alternatives analysis for the **I-280/Winchester Boulevard Improvements** Project started in July 2016 and is planned for completion in early 2020.
- Final design for the **Mathilda Avenue Improvements at SR 237 and US 101** is complete and the construction contract will be advertised for bids in fall 2018.
- The construction contract for the **Landscaping at I-280/I-880/Stevens Creek Boulevard** Project was advertised for bids in February 2018. The contract was awarded to the lowest bidder in May 2018. Construction is planned for completion in early 2019. The plant establishment period (PEP) will continue until early 2022.
- The construction contract for the **SR 237/ McCarthy Blvd. Medians Landscaping** project was advertised for bids in March 2017. The contract was awarded in April 2017 and field work started in July 2017. Planting and plant establishment was completed in December 2017.
- The construction contract for the **Pedestrian Connection at Eastridge Transit Center** was awarded at the August 2017 VTA Board meeting. Construction started in September 2017 and was completed in March 2018.
- The final design for the **US 101-SR 85 Express Lanes Phase 3** Project is complete. Advertisement for construction bids is scheduled for fall 2018. Construction funding allocation was approved by the California Transportation Commission (CTC) in August 2018.

- The construction contract for the **SR 237 Express Lanes Phase 2** Project was advertised for bids in October 2017 and awarded at the December 2017 VTA Board meeting. Construction is ongoing and revenue service is targeted for fall 2019.

Prepared By: Suja Prasad, Sr. Cost & Schedule Coordinator
Memo No. 6273

ATTACHMENT A

Semi-Annual Report

June 2018

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SECTION 1

EXECUTIVE SUMMARY

SECTION 1 – EXECUTIVE SUMMARY

A. BACKGROUND

The VTP Highway Program includes projects from the currently approved long range countywide transportation plan, Valley Transportation Plan 2040 (VTP), for Santa Clara County. The VTP feeds projects into the Regional Transportation Plan (RTP), and projects must be included in the RTP as a prerequisite for eligibility to receive Federal, State, regional and local discretionary fund programming. One hundred percent of VTP Highway Program expenditures are funded by grants (Federal, State, regional or local) or other local funding. No VTA Transit funds are used for these projects. VTP Highway Program Semi Annual Reports were previously issued to cover six months from April to October, and November to March. A decision was made to align the reporting period with fiscal years. Hence from this report, the two semi-annual reports will cover January to June and July to December respectively. Hence this report covers nine months from November 2017 to June 2018.

B. EXECUTIVE SUMMARY

The Valley Transportation Plan (VTP) Highway Program consists of potentially over \$1 billion of highway improvement projects in various phases from conceptual study to construction. The projects are located throughout Santa Clara County (and adjoining areas) and seek to improve key elements of the highway transportation system, utilizing a variety of funding sources.

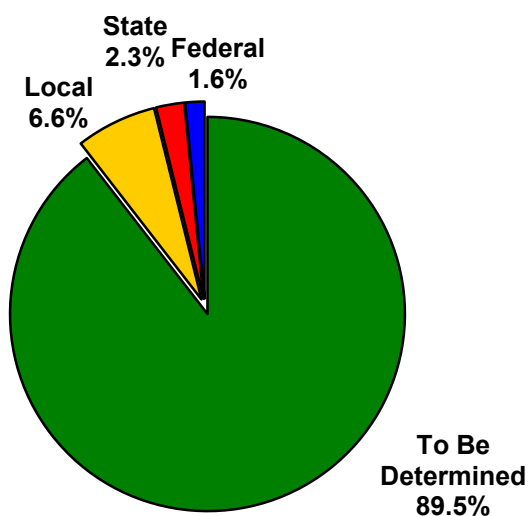
Funding is a key issue for many of the highway projects. VTA, as the congestion management agency (CMA) for Santa Clara County, assembles funding from a variety of sources as needed in order to advance each project through its various phases to completion. As a consequence, in this report there are references to several terms associated with a project's funding level. These terms, arranged in order of increasing certainty of funding availability, are as follows:

1. Estimated Cost – An estimate of the total cost of a project given the currently known scope and configuration of the project. For early stage projects, this estimate may be based on very conceptual information and, therefore, has associated with it a high level of uncertainty and a correspondingly low level of accuracy. In the individual project information sheets, we have included the “Estimate Class” in order to give an idea of the level of uncertainty associated with the estimated cost. A more detailed discussion of this topic is included in the appendix.
2. Identified Funding – Funding identified as being ultimately available from project funding agencies to complete the work, as of the writing of this report. Depending on the stage of the project, the identified funding may be less than the estimated cost of a project. In such cases, we use the term “To Be Determined” (TBD) funding to describe the difference between the estimated cost and identified funding.
3. Appropriation - The most recent Adopted Budget includes appropriations, based on an estimate of expenditures during fiscal years 2018 and 2019, for various VTP Highway Program projects. Since these projects can run beyond FY19, the appropriation amount is only a time-constrained slice of total estimated expenditures.
4. Secured Funding – Funding that has been committed by funding agencies and is now available to VTA for project expenditures. In many cases, secured funding is at a lower level than the appropriation in the Adopted Budget. For these projects, it is anticipated that additional funding may be secured during the FY18/19 period. It is important to note that, regardless of the level of appropriation, actual expenditures will not exceed secured funding at any time.

Figure 1.1 shows the total estimated cost of all projects contained in this report, broken down by the currently identified funding sources.

Figure 1.1

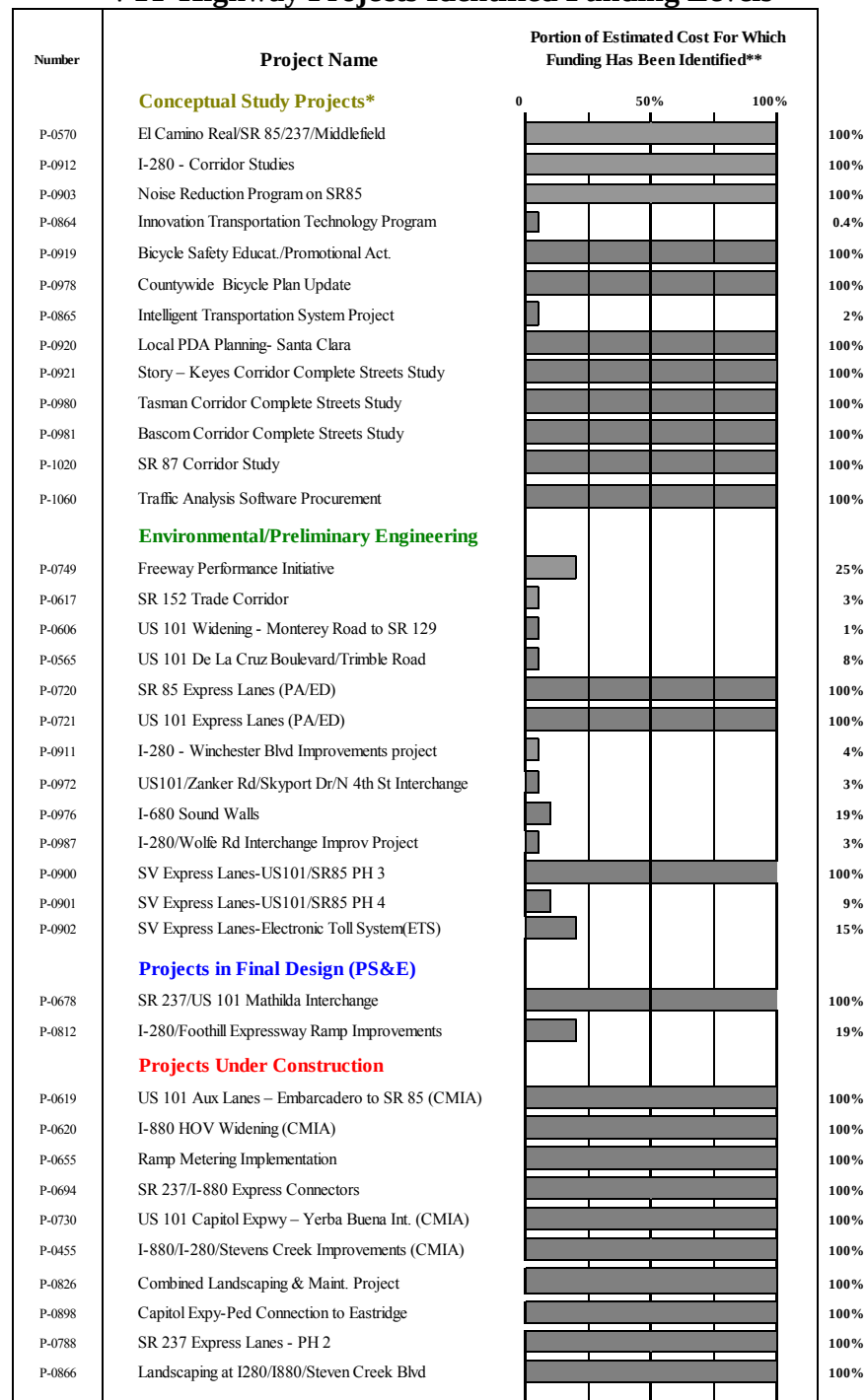
VTP Highway Program Identified Funding Sources



Note the large proportion of funding shown in Figure 1.1 that is designated as “To Be Determined.” Clearly, significant sources of federal, state, and/or local funding will be required to complete many of these projects. VTA’s strategy continues to be to advance a number of projects through the early (and relatively low-cost) stages of project development so that they will be ready to take advantage of funding that may become available in the future.

Figure 1.2, on the next page, shows the projects categorized by phase of development, and shows what portion of the estimated cost has been identified for each project.

Figure 1.2
VTP Highway Projects Identified Funding Levels



*Estimated cost for projects in the Conceptual Study category includes only the conceptual study.

** (Identified Funding) / (Estimated Cost) x 100%

See page 1-3 for definitions of Identified Funding and Estimated Cost

The following are activities took place during the nine-month period from November 2017 to June 2018 covered by this report:

- a. Final report for **I-280 corridor study** was completed in October 2017 and was presented at the January 2018 VTA Board meeting.
- b. Draft **Countywide Bicycle Plan Update** was issued in March 2018, and the VTA Board of Directors adopted the plan in June 2018.
- c. Draft **Transportation Technology Strategic Plan (TTSP)** was presented to the stakeholders in April 2018, and the final plan expected to be presented to Board by September 2018.
- d. Morgan Hill and Campbell Local **Priority Development Areas (PDA) plans** were completed. Mountain View extended its contract to work on the PDA plan until June 2019.
- e. The final report for the **Story – Keyes Corridor Complete Streets Study** was issued in March 2018. The final report and 10% design concept is expected to be adopted at the September 2018 VTA Board meeting.
- f. Public outreach for **Tasman Corridor Complete Streets Study** was completed in April 2018. The consultant team developed design concepts and meetings were held to review the concept by project partners. The final report will be completed by December 2018.
- g. Second round of public forums for the **Bascom Corridor Complete Streets Study** were held in April 2018 where design concepts were presented to the public. Currently, the project team is working on the preferred design alternative. Third round of public forums will be held in early fall 2018.
- h. Draft SR 87 Corridor Study will be circulated to the stakeholders in fall 2018. Final report will be presented at the VTA Board in November 2018.
- i. Project Initiation Document (PID) phase including alternative analysis, for the **US101/Zanker Rd/Skyport Dr/N 4th St Interchange** started in April 2016 and was completed in July 2017. PA/ED phase is in progress and is scheduled to be completed by late 2020 but is dependent on securing Measure B funds.
- j. Work on the PA/ED phase of the **I-680 Soundwalls** project is on-going and is planned for completion in early 2019.
- k. Project Initiation Document (PID) phase including alternative analysis and Project Study Report-Project Development Support (PSR-PDS) for **I-280/Wolfe Rd Interchange Improvement** project started in June 2016 and was completed in June 2017. PA/ED phase is in progress.
- l. Project Approval/Environmental Document (PA/ED) phase, including alternatives analysis, for the **I-280/Winchester Boulevard Improvements** Project started in July 2016 and is planned for completion in early 2020.
- m. Final design for the **Mathilda Avenue Improvements at SR 237 and US 101** is complete and construction contract will be advertised for bids in fall 2018.

- n. Construction contract for **landscaping at I-280/I-880/Stevens Creek Blvd** project was advertised for bids in February 2018. Contract was awarded to the lowest bidder in May 2018. Construction is planned for completion in early 2019. Plan Establishment Period (PEP) will continue till early 2022.
- o. Construction contract for the **SR 237/ McCarthy Blvd. Medians Landscaping** contract was advertised for bids in March 2017. Contract was awarded in April 2017 and field work started in July 2017. Planting and plant establishment was completed in December 2017.
- p. Construction contract for the **Pedestrian Connection at Eastridge Transit Center** was awarded at the August 2017 VTA Board meeting. Construction started in September 2017 and was completed in March 2018.
- q. Final design for **SR 85 Express Lanes** Phase 3 is nearing completion. Advertisement for construction bids is scheduled for fall 2018. Funding has been approved and is expected to be allocated in August 2018.
- r. Construction contract for **SR 237 Express Lanes Phase 2** was advertised for bids in October 2017 and awarded at the December 2017 VTA Board meeting. Construction is ongoing and revenue service is targeted for fall 2019.

C. SECURED FUNDING

Figure 1.3 shows the prior and current period funding for the VTP Highway projects. Secured funding increased by a net \$28.8 million to \$269.6 million during this reporting period, as discussed below:

Changes in Secured Funding**1. Conceptual Study Projects**

Secured funding remained at \$6.8 million.

2. Projects in the Environmental/Preliminary Engineering Phase

Secured funding increased by \$8.2 million to a total of \$34.9 million for projects in the Environmental/Preliminary Engineering phase. This was primarily due to securing funding for:

Freeway Performance Initiative - \$0.2 mil LPR funds allocated

US101 De La Cruz Blvd/Trimble Rd - \$3.0 mil City of San Jose funds

US101/Zanker Rd/Skyport Dr/N 4th St Interchange - \$2.6 mil City of San Jose funds

I-680 Sound Walls - \$.17 mil Vehicle Registration Fees (VRF) funds

I-280/Wolfe Rd Interchange Improvement project - \$0.3 mil from City of Cupertino

I-280/Winchester Boulevard Improvement Project - \$2.0 mil from City of San Jose

3. Projects in Final Design (PS&E)

Secured funding remained at \$8.7 million.

4. Projects Under Construction

Secured funding reduced by \$3.2 mil from \$138 mil to \$134.8 mil. This was primarily due to closing of projects/grants as follows:

US 101 Auxiliary Lanes - Embarcadero to SR 85 – project closed; \$0.1 mil reduction

I-880 HOV Widening – project closed; \$0.4 mil reduction

I-880/I-280/Stevens Creek Improvements – CMIA grant closed; \$3 mil reduction

Landscaping at I-280/I-880/Stevens Creek Blvd – FHWA funds secured; CSJ funds reduced - net \$0.3 mil increase

5. Silicon Valley Express Lanes

Secured funding increased by \$24 million from \$60.3 mil to \$84.3 million. This was due to \$24 million (Western Alliance loan) increase in secured budget for SR 237 Express Lanes Phase II Extension project

Figure 1.3
VTP Highway Program Secured Funding

in millions

Project/Category	a Previous Secured Funding Oct-17	b Current Secured Funding Jun-18	c = (b - a) Changes This Period	d Text Reference
<u>Conceptual Study Projects</u>				
El Camino Real/SR 85/SR 237/Middlefield	\$0.8	\$0.8	\$0.0	
I-280 Corridor Study	\$0.8	\$0.8	\$0.0	
Innovative Transportation Technology Program	\$0.1	\$0.1	\$0.0	
Bicycle Related Projects	\$0.8	\$0.8	\$0.0	
Intelligent Transportation System Project	\$0.3	\$0.3	\$0.0	
Local PDA Planning- Santa Clara	\$1.0	\$1.0	\$0.0	
Story – Keyes Corridor Complete Streets Study	\$0.5	\$0.5	\$0.0	
Tasman Corridor Complete Streets Study	\$1.1	\$1.1	\$0.0	
Bascom Corridor Complete Streets Study	\$1.1	\$1.1	\$0.0	
SR 87 Corridor Study	\$0.2	\$0.2	\$0.0	
Traffic Analysis Software Procurement	\$0.1	\$0.1	\$0.0	
Total	\$6.8	\$6.8	\$0.0	1
<u>Projects in the Environmental/Preliminary Engineering Phase</u>				
Freeway Performance Initiative	\$1.6	\$1.8	\$0.2	
SR 152 Trade Corridor	\$13.0	\$13.0	\$0.0	
US 101 Widening - Monterey Rd to SR 129	\$5.9	\$5.9	\$0.0	
US101 De La Cruz Blvd/Trimble Rd	\$0.9	\$3.9	\$3.0	
I-280/Winchester Blvd Improvements Project	\$1.0	\$3.0	\$2.0	
US101/Zanker Rd/Skyport Dr/N 4th St Interchange	\$1.5	\$4.1	\$2.6	
I-680 Sound Walls	\$1.1	\$1.3	\$0.2	
I-280/Wolfe Rd Interchange Improvement Project	\$1.7	\$2.0	\$0.3	
Total	\$26.7	\$34.9	\$8.2	2
<u>Projects In Final Design (PS&E)</u>				
I-280/Foothill Expressway Ramp Improvements	\$0.7	\$0.7	\$0.0	
SR 237/US 101/ Mathilda Interchange	\$8.0	\$8.0	\$0.0	
Total	\$8.7	\$8.7	\$0.0	3
<u>Projects Under Construction</u>				
US 101 Auxiliary Lanes - Embarcadero to SR 85	\$16.9	\$16.8	(\$0.1)	
I-880 HOV Widening	\$18.9	\$18.4	(\$0.4)	
Ramp Metering Implementation	\$2.5	\$2.5	\$0.0	
US 101 Capitol Expressway-Yerba Buena Interchange	\$29.5	\$29.5	\$0.0	
Combined Landscaping & Maint. Project	\$3.8	\$3.8	\$0.0	
Capitol Expy-Ped Connection to Eastridge	\$1.5	\$1.5	\$0.0	
I-880/I-280/Stevens Creek Improvements	\$61.6	\$58.6	(\$3.0)	
Landscaping at I-280/I-880/StevensCrk Blvd	\$3.3	\$3.6	\$0.3	
Total	\$138.0	\$134.8	(\$3.2)	4
<u>Silicon Valley Express Lanes Program</u>				
SVEL Program Development	\$2.93	\$2.93	\$0.0	
SR 237/I-880 Express Connectors PH1	\$11.7	\$11.7	\$0.0	
SR 85 Express Lanes Environmental	\$6.9	\$6.9	\$0.0	
US 101 Express Lanes Environmental	\$8.2	\$8.2	\$0.0	
SR 237 Express Lanes-PH 2	\$18.6	\$42.6	\$24.0	
SV Express Lanes-US101/SR85 PH 3	\$5.1	\$5.1	\$0.0	
SV Express Lanes-US101/SR85 PH 4	\$2.9	\$2.9	\$0.0	
SV Express Lanes-Electronic Toll System (ETS)	\$3.7	\$3.7	\$0.0	
Noise Reduction Program on SR85	\$0.3	\$0.3	\$0.0	
Total	\$60.3	\$84.3	\$24.0	5
GRAND TOTAL	\$240.6	\$269.6	\$29.0	

D. INCURRED COSTS

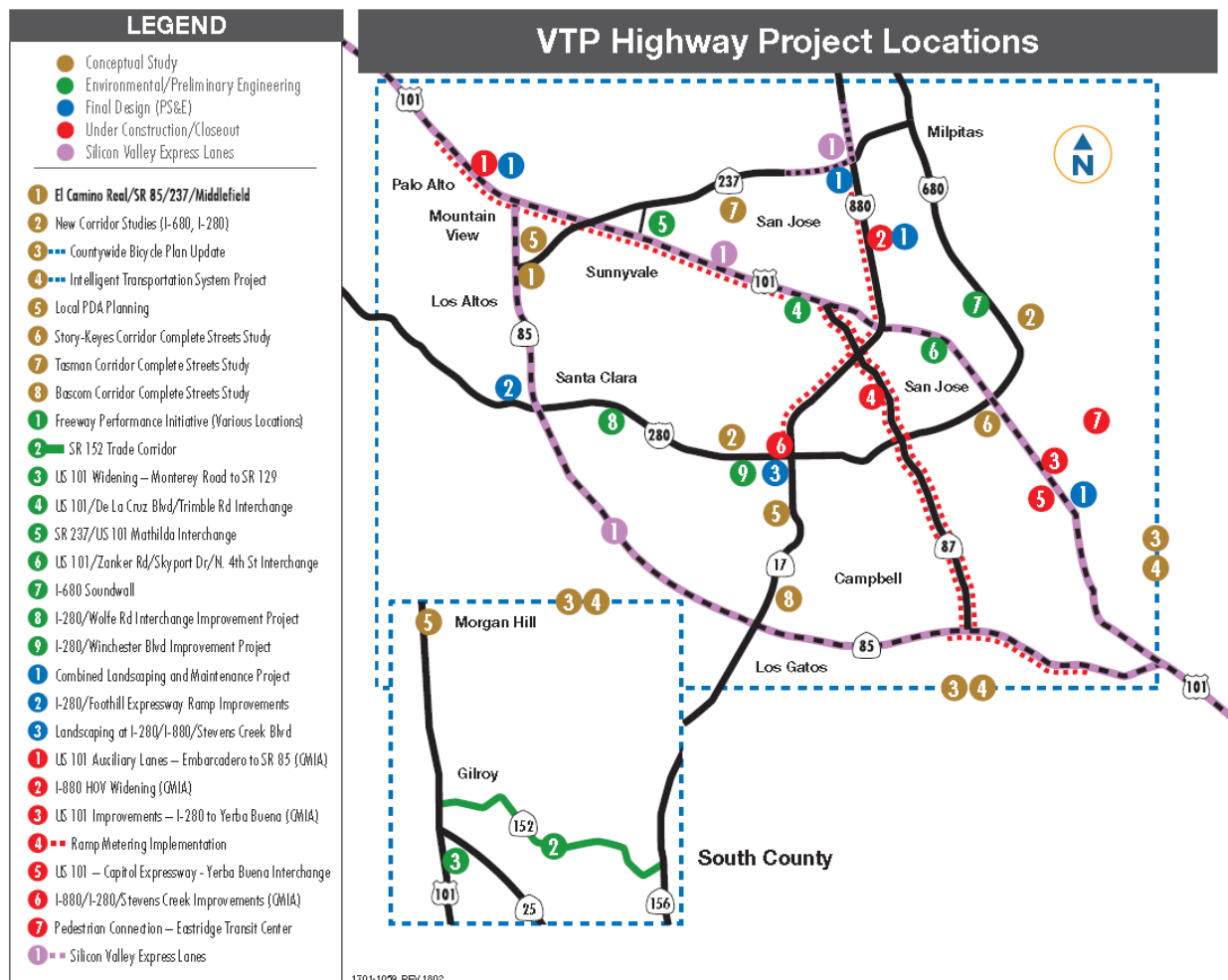
Figure 1.4 below shows the incurred costs for the VTP Highway Program at the beginning and end of the period as well as the percent of the secured funding incurred as of June 2018.

Figure 1.4
VTP Highway Program Incurred Costs

in millions

Project/Category	a Incurred Costs Through Oct-17	b Incurred Costs Through Jun-18	c = (b - a) Incurred Costs This Period	d Percent of Secured Funding Incurred Jun-18
<u>Conceptual Study Projects</u>				
El Camino Real/SR 85/SR 237/Middlefield	\$0.8	\$0.8	\$0.0	100.0%
I-280 Corridor Study	\$0.7	\$0.7	\$0.0	99.8%
Innovative Transportation Technology Program	\$0.1	\$0.1	\$0.0	89.0%
Bicycle Related Projects	\$0.7	\$0.8	\$0.1	89.2%
Intelligent Transportation System Project	\$0.1	\$0.3	\$0.1	89.0%
Local PDA Planning- Santa Clara	\$0.7	\$0.7	\$0.1	73.9%
Story – Keyes Corridor Complete Streets Study	\$0.3	\$0.4	\$0.1	98.4%
Tasman Corridor Complete Streets Study	\$0.3	\$0.5	\$0.2	47.1%
Bascom Corridor Complete Streets Study	\$0.2	\$0.5	\$0.2	40.9%
SR 87 Corridor Study	\$0.0	\$0.1	\$0.1	50.6%
Traffic Analysis Software Procurement	\$0.0	\$0.0	\$0.0	6.2%
Total	\$3.9	\$4.9	\$1.1	72.0%
<u>Projects in the Environmental/Preliminary Engineering Phase</u>				
Freeway Performance Initiative	\$1.6	\$1.6	\$0.0	88.8%
SR 152 Trade Corridor	\$8.2	\$8.3	\$0.1	63.8%
US 101 Widening - Monterey Rd to SR 129	\$5.9	\$5.9	\$0.0	100.0%
US101 De La Cruz Blvd/Trimble Rd	\$0.9	\$1.1	\$0.2	26.9%
I-280/Winchester Blvd Improvements Project	\$0.8	\$1.5	\$0.3	49.2%
US101/Zanker Rd/Skyport Dr/N 4th St Interchange	\$1.3	\$1.7	\$0.5	42.0%
I-680 Sound Walls	\$0.6	\$0.9	\$0.3	68.3%
I-280/Wolfie Rd Interchange Improvement Project	\$1.1	\$1.7	\$0.6	86.1%
Total	\$20.2	\$22.6	\$1.9	64.7%
<u>Projects In Final Design (PS&E)</u>				
I-280/Foothill Expressway Ramp Improvements	\$0.7	\$0.7	\$0.0	100.0%
SR 237/US 101 Mathilda Interchange	\$5.8	\$7.4	\$1.6	92.0%
Total	\$6.5	\$8.1	\$1.6	92.7%
<u>Projects Under Construction</u>				
US 101 Auxiliary Lanes - Embarcadero to SR 85	\$16.8	\$16.8	\$0.0	100.0%
I-880 HOV Widening (CMIA)	\$18.4	\$18.4	\$0.0	100.0%
Ramp Metering Implementation	\$2.5	\$2.5	\$0.0	100.0%
US 101 Capitol Expressway - Yerba Buena Int. (CMIA)	\$29.1	\$29.1	\$0.0	98.5%
Combined Landscaping & Maint. Project	\$3.1	\$3.6	\$0.5	94.4%
Capitol Expy-Ped Connection to Eastridge	\$0.6	\$1.5	\$1.0	98.6%
I-880/I-280/Stevens Creek Improvements (CMIA)	\$58.2	\$58.3	\$0.0	99.4%
Landscaping at I-280/I-880/StevensCrk Blvd	\$0.8	\$0.9	\$0.1	26.2%
Total	\$129.6	\$131.2	\$1.7	97.3%
<u>Silicon Valley Express Lanes Program</u>				
SVEL Program Development	\$2.9	\$2.9	\$0.0	100.0%
SR 237/I-880 Express Connectors PH 1	\$11.7	\$11.7	\$0.0	100.0%
SR 85 Express Lanes	\$6.9	\$6.9	\$0.0	100.0%
US 101 Express Lanes	\$8.2	\$8.2	\$0.0	100.0%
SR 237 Express Lanes PH 2	\$9.6	\$12.5	\$2.9	29.3%
SV Express Lanes-US101/SR85 PH 3	\$2.4	\$4.8	\$2.4	94.8%
SV Express Lanes-US101/SR85 PH 4	\$0.1	\$0.3	\$0.2	12.1%
SV Exp.Lanes-Electronic Toll System(ETS)	\$0.8	\$1.1	\$0.3	29.9%
Noise Reduction Program on SR85	\$0.3	\$0.3	\$0.1	99.7%
Total	\$43.0	\$48.8	\$5.9	57.9%
GRAND TOTAL	\$203.0	\$215.6	\$12.0	80.0%

* Does not include projects completed and closed out.

Figure 1.5 - VTP Highway Program Overview Map


SECTION 2

PROJECT SUMMARY REPORTS

VTP HIGHWAY PROJECT SUMMARY REPORTS

A. CONCEPTUAL STUDY PROJECTS

1. El Camino Real/SR 85/SR 237/Middlefield
2. I-280 Corridor Study
3. Innovation Transportation Technology Program
4. Bicycle Related Projects
5. Intelligent Transportation System Project
6. Local PDA Planning- Santa Clara
7. Story – Keyes Corridor Complete Streets Study
8. Tasman Corridor Complete Streets Study
9. Bascom Corridor Complete Streets Study
10. SR 87 Corridor Study
11. Traffic Analysis Software Procurement

B. PROJECTS IN THE ENVIRONMENTAL/PRELIMINARY ENGINEERING PHASE

1. Freeway Performance Initiative
2. SR 152 Trade Corridor
3. US 101 Widening - Monterey Road to Route 129
4. US 101/De La Cruz Boulevard/ Trimble Road Interchange
5. US101/Zanker Road/ Skyport Dr /N. 4th St Intersection
6. I-680 Sound Walls
7. I-280/Wolfe Rd Interchange Improvement Project
8. I-280/Winchester Blvd Improvements Project

C. PROJECTS IN FINAL DESIGN (PS&E)

1. Mathilda Avenue Improvements at SR237 and US101
2. I-280/Foothill Expressway Ramp Improvements

D. PROJECTS UNDER CONSTRUCTION

1. US 101 Auxiliary Lanes – Embarcadero to SR 85 (CMIA)
2. I-880 HOV Widening (CMIA)
3. Ramp Metering Implementation
4. US 101 Capitol Expressway – Yerba Buena Interchange (CMIA)
5. I-880/I-280/Stevens Creek Improvements (CMIA)
6. Combined Landscaping & Maintenance Project
7. Pedestrian Connection – Eastridge Transit Center
8. Landscaping @I-280/I-880/Stevens Creek Blvd

E. SILICON VALLEY EXPRESS LANES PROGRAM

1. Program Overview
2. SR 237/I-880 Express Connectors
3. SR 85 Express Lanes (PA/ED)
4. US 101 Express Lanes (PA/ED)
5. SR 237 Express Lanes – PH 2
6. SV Express Lanes – US101/SR85, PH 3
7. SV Express Lanes – US101/SR85, PH 4
8. SV Express Lanes – Electronic Toll System (ETS)
9. Noise Reduction Program on SR 85

El Camino Real/SR 85/SR 237/Middlefield

Estimated Cost: 0.80 million
(study only)

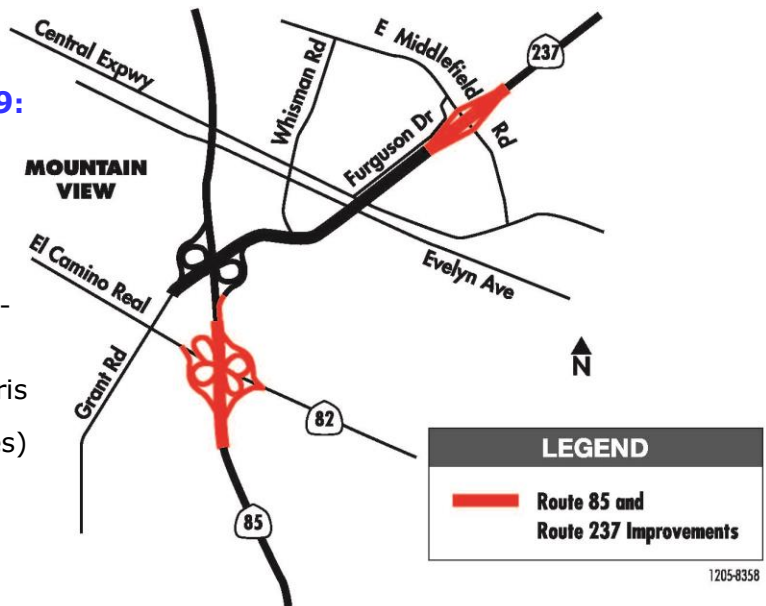
Appropriation through FY 19:
\$0.8 million

Secured Funding to Date:
\$0.8 million

Year of Completion: TBD
(Project Initiation Document (PSR-PDS) completed 2013)

Project Manager: Metzger, Chris

Designer: NV5 (Nolte Associates)



Project Description:

Project alternatives include operational improvements to the El Camino Real/SR 85 Interchange, auxiliary lanes on SR 85 from El Camino Real to the SR 85 / SR 237 Interchange, and operational improvements at the Middlefield Road / SR 237 Interchange. The approved funding was solely for the production of a Project Study Report – Project Development Support (PSR-PDS) for the Project Initiation Document (PID) phase.

Project Status:

VTA and City of Mountain View prepared a PSR-PDS. Caltrans approved the PSR-PDS in early 2013.

Preparation of environmental document and preliminary engineering are dependent upon funding.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
El Camino Real/SR 85/SR 237/Middlefield	\$ 0.8	\$ -	\$ -	\$ 0.8	\$ 0.8	\$ -	\$ -	\$ 0.8	\$ 0.8

Project Schedule:

Schedule is dependent upon funding.

I-280 Corridor Studies

Estimated Cost: \$0.75 million
(study only)

Appropriation through FY 19:
\$0.75 million

Secured Funding to Date:
\$0.75 million

Year of Completion: 2018

Project Manager: Chatradhi,
Shanthi

Designer/Consultant: Kimley
Horn & Associates



Project Description:

The I-280 Corridor Study will develop a strategic plan for the for the 22 mile I-280 corridor from the US 101/I-680 interchange in San Jose to Page Mill Road in Palo Alto in Santa Clara County. Through a collaborative effort with local, State and regional stakeholders, the study will identify transportation improvement projects along the corridor that relieve congestion, improve operations and enhance safety, for programming and implementation.

Project Status:

Cooperative agreement with the City of Cupertino was executed in May 2015. Request for proposal for consulting services to conduct the study was issued in July 2015 and Contract was awarded to Kimley Horn and Associates. Study started in January 2016. Public meetings in City of San Jose and City of Cupertino were held in September 2016. Final report was completed in October 2017 and was presented at the January 2018 VTA Board.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
I-280 Corridor Study	\$ 0.8	\$ -	\$ -	\$ 0.8	\$ 0.8	\$ -	\$ -	\$ 0.7	\$ 0.7

Project Schedule:

Activity	Start	End	2015	2016	2017	2018
Consultant Procurement	Mid 2015	Late 2015	■			
Existing Condition Evaluation	Early 2016	Early 2016		■		
Concept Plan Analysis	Early 2016	Late 2016		■		
Study Report	Late 2016	Early 2018			■	■

Innovation Transportation Technology Program

Estimated Cost: \$2.0 million (study only)

Appropriation through FY 19: \$2.0 million

Secured Funding to Date: \$0.09 million

Year of Completion: 2017

Project Manager: Ramanujam, Murali

Consultant: Texas Transportation Institute

Project Description:

This program will provide Intelligent Transportation System (ITS)/technology related improvements through projects to involve advanced express lanes enforcement technology, demand responsive/adaptive ramp metering, remote ramp metering control system, credit-based congestion pricing, mobile/web apps to report graffiti/pothole.

As part of this program, an effort was undertaken to do a paper and workshop on anticipating how future technologies could impact the Silicon Valley Express Lanes. VTA hosted a workshop on October 9, 2015 to assess how the Silicon Valley Express Lanes could be impacted by emerging technologies. The attendees for the workshop formed an expert panel that provided guidance for VTA staff. The panel consisted of a variety of individuals representing small and large technology companies, government agencies, enforcement personnel, and financial service organizations.

Project Status:

Workshop was completed in October 2015, presented information at Transportation Research Board via committee meeting and poster board session. Final report was completed in spring 2017. Future efforts will depend on securing funds.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
Innovative Transportation Technology Program	\$ 2.0	\$ -	\$ -	\$ 0.1	\$ 0.1	\$ -	\$ -	\$ 0.1	\$ 0.7

Project Schedule:

Final report was completed in spring 2017. Future efforts are dependent on funding.

Bicycle Related Projects

P-0919,P-0978

Intelligent Transportation System Project

Estimated Cost: \$14.0 million

Appropriation through FY 19: \$14.0 million

Secured Funding to Date: \$0.3 million

Year of Completion: 2018 (Strategic Plan only)

Project Manager: Kobayashi, David

Designer/Consultant: DKS Associates

Project Description:

MTA developed a strategic Intelligent Transportation System (ITS) Plan in 2008. This plan has been used as a roadmap to deploy ITS

in Santa Clara County for both roadways and public transportation. A new effort to update this plan began in late 2016 called "Transportation Technology Strategic Plan" (TTSP) and is expected to be completed by mid-2018. The TTSP will focus on the contributions that modern and evolving technology can make to improving transportation throughout the county. The goals of the TTSP are as follows:

- The TTSP will update the current ITS Strategic Plan to a county-wide smart region plan.
- The TTSP will provide a common vision of the future of transportation technology for local agencies and other stakeholders throughout the county and, in doing so, will assist agencies in securing and allocating future funding.

Subsequent work on this project will depend on the scope adopted by the Board and securing funding.

Project Status:

Request for Proposal (RFP) was issued in July 2016 and the Contract was awarded to DKS Associates in November 2016. Since the award, five stakeholder workshops on the topic areas of the plan (arterial management, freeway management, transit management, smart mobility, share and use of information, and interfacing with 21st Century traveler) were held to develop the plan. A draft plan was presented to the stakeholders in April 2018, and the final plan expected to be presented to Board by September 2018

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
Intelligent Transportation System Project	\$ 14.00	\$ -	\$ -	\$ 0.30	\$ 0.30	\$ -	\$ -	\$ 0.27	\$ 0.27

Project Schedule:

Activity	Start	End	2016	2017	2018
Consultant Procurement	Jul-16	Dec-16			
Stake Holder Outreach	Jan-17	Jun-17			
Develop Draft Plan/review	May-17	Mar-18			
Final Report and Plan Adoption	Apr-18	Aug-18			

Local PDA Planning – Santa Clara

Estimated Cost: \$1.0 million

Appropriation through FY 19: \$1.0 million

Secured Funding to Date: \$1.0 million

Year of Completion: 2018

Project Manager: Sighamony, John

Designer: CD+A



Project Description:

This project supports transportation investments to improve performance in Priority Development Areas (PDA) in:

City of Morgan Hill for Downtown Specific Plan Advanced Planning Activities, City of Mountain View for East Whisman Precise Plan and, City of Campbell for Transportation Improvement Plan

PDAs are areas that communities identified as possible areas to grow, nominated by the city or town council via resolution. They are generally areas of at least 100 acres where there is local commitment to developing more housing along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit. It is envisioned that these grants will help local jurisdictions enhance their planning activities to enable developments in the planned or potential PDAs. The objective of this work effort is to assist VTA Member Agencies in preparing the deliverables of the Grant program.

Project Status:

Morgan Hill and Campbell Plans are complete. Mountain View extended its contract to work on the PDA plan until June 2019.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
Local PDA Planning- Santa Clara	\$ 1.01	\$ 0.89	\$ -	\$ 0.12	\$ 1.01	\$ 0.66	\$ -	\$ 0.09	\$ 0.75

Project Schedule:

Activity	Start	End	2015	2016	2017	2018	2019
Consultant Procurement	Sep-15	Feb-16					
Public Outreach	Mar-16	Dec-16					
City of Campbell Transportation Improvement Plan	Mar-16	Mar-18					
City Mountain View Precise Plan (E. Whisman)	Apr-16	Jun-19					
City of Morgan Hill Downtown Specific Plan	Apr-16	Mar-18					
Project Closeout	Jul-18	Dec-19					

Story – Keyes Corridor Complete Streets Study

Estimated Cost: \$0.5 million
(study only)

Appropriation through FY 19:
\$0.5 million (study only)

Secured Funding to Date:
\$0.5 million (study only)

Year of Completion: 2018

Project Manager: Pearse, Brent

Designer: Fehr & Peers

Project Description:

Prepare comprehensive complete streets study that will examine existing conditions, identify multi-modal priorities for bicycle/pedestrian/transit riders, analyze conceptual design alternatives & provide recommendations for funding & project implementation. Story Road and Keyes Street is an important commercial and transportation corridor connecting multiple low income and minority neighborhood in Central San Jose. The goal is to transform Story-Keyes into a high quality multimodal corridor that provides safe and comfortable accommodation for bicyclists, pedestrians and transit riders while still serving motorists.

Project Status:

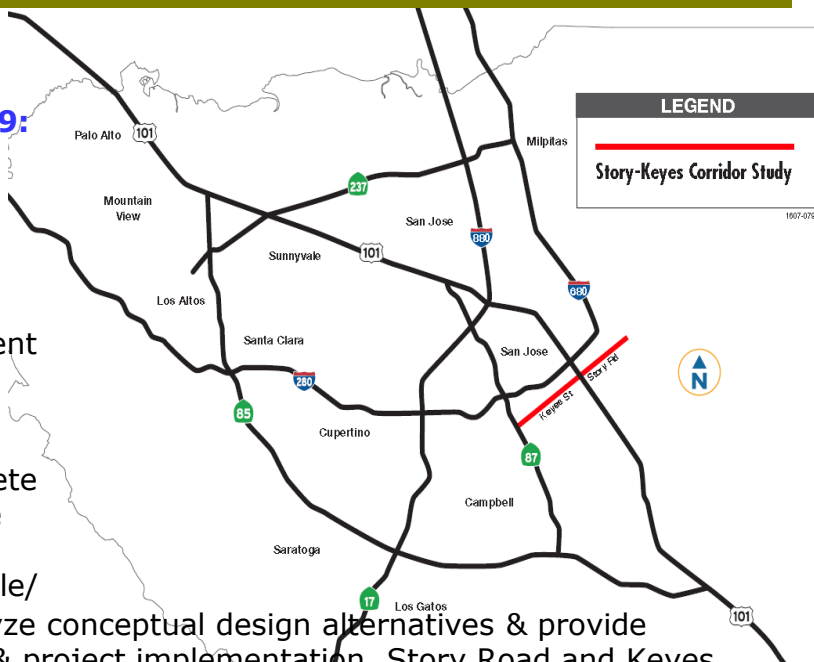
Contract was awarded to Fehr and Peers in July 2016. First round of outreach was held in November 2016; second round of public meetings was held in May 2017. The final report was issued in March 2018. The final report and 10% design concept is expected to be adopted at the September 2018 VTA Board meeting. The City of San Jose recently applied for a \$19.1 million dollar grant to finish design, environmental clearance and construction for the Willow segment (.75 miles) of the Story-Keyes plan.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
Story – Keyes Corridor Complete Streets Study	\$ 0.45	\$ -	\$ 0.40	\$ 0.05	\$ 0.45	\$ -	\$ 0.39	\$ 0.05	\$ 0.44

Project Schedule:

Activity	Start	End	2016	2017	2018
Consultant Procurement	Apr-16	Aug-16	■		
Existing Condition Evaluation	Sep-16	Oct-16	■		
Public Outreach	Oct-16	Jul-17		■	
Develop Plan Alternatives	Nov-16	Sep-17		■	
Draft Plan Issue and Review	Oct-17	Dec-17			■
Final Report	Dec-17	Feb-18			■
Project Closeout	Mar-18	Apr-18			■



VTP Highway Projects

June 2018

Tasman Corridor Complete Streets Study

Estimated Cost: \$1.1 million (study only)

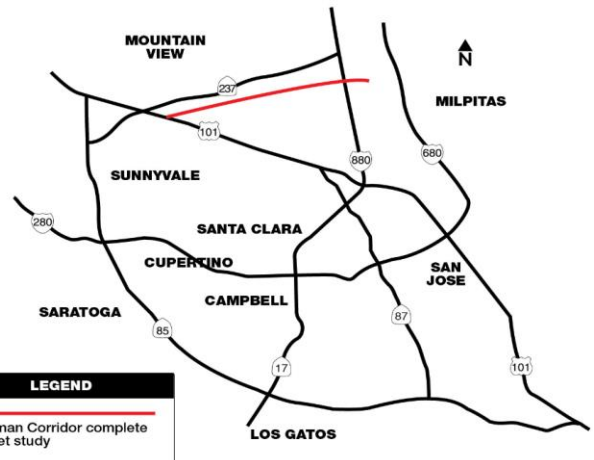
Appropriation through FY 19: \$1.1 million (study only)

Secured Funding to Date: \$1.1 million (study only)

Year of Completion: 2018

Project Manager: Sighamony, John

Designer: Kimley Horn & Associates



Project Description:

The Tasman Drive Corridor Complete Streets Study is one of the three individual "Great Streets" corridor studies that VTA initiated in partnership with member Agencies. The purpose of these multi-jurisdictional planning studies is to evaluate opportunities along selected transportation corridors in Santa Clara County to demonstrate and advance Complete Streets improvements and to transform these roadways into high-quality, multimodal corridors that prioritize improvements for bicyclists, pedestrians and transit riders while still serving motorists. The key objective of this study is to identify multi modal access needs and improvements, safety, and connectivity. The study will develop and analyze conceptual design alternatives and provide recommendations for funding & project implementation. Following the completion of this study, VTA anticipates that individual Complete Streets projects may be pursued by local agencies to advance all or portions of the corridors through the environmental process, final design and implementation.

Project Status:

Public outreach was completed in April 2018. The consultant team developed design concepts and meetings were held to review the concept by project partners. Currently, the consultant team is finalizing the design concepts before October 2018. The final report will be completed by December 2018.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
Tasman Corridor Complete Streets Study	\$ 1.13	\$ 1.00	\$ -	\$ 0.13	\$ 1.13	\$ 0.47	\$ -	\$ 0.06	\$ 0.53

Project Schedule:

Activity	Start	End	2016	2017	2018
Consultant Procurement	Jun-16	Nov-16			
Existing Condition Evaluation	Dec-16	Mar-17			
Public Outreach	Feb-17	Nov-18			
Develop Plan Alternatives	Jun-17	Jun-18			
Draft Plan Issue and Review	Jun-18	Sep-18			
Final Report	Sep-18	Nov-18			
Project Closeout	Nov-18	Dec-18			

VTP Highway Projects

June 2018

Bascom Corridor Complete Streets Study

Estimated Cost: \$1.1 million (study only)

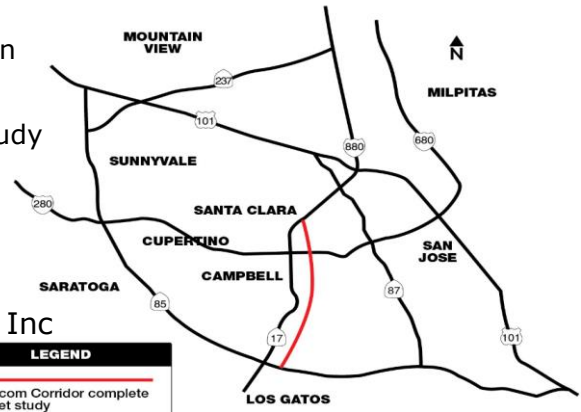
Appropriation through FY 19: \$1.5 million (study only)

Secured Funding to Date: \$1.1 million (study only)

Year of Completion: 2018

Project Manager: Owrang, Malahat

Designer: Moore Iacofano Goltsman (MIG) Inc



Project Description:

VTA has initiated a "Great Streets" Corridor Study effort to evaluate opportunities along select transportation corridors in Santa Clara County to demonstrate and advance Complete Streets improvements. The Bascom Corridor Complete Streets Study is one of three individual studies currently being developed under the overall "Great Streets" Corridor Study effort. This multi-jurisdictional complete streets study will examine existing conditions, identify priorities for bicyclists, pedestrians, transit riders while still serving motorists. The study will develop and analyze conceptual design alternatives and provide recommendations for funding & project implementation. Following the completion of this study, VTA anticipates that individual Complete Streets projects may be pursued by local agencies to advance all or portions of the corridors through the environmental process, final design and implementation.

Project Status:

The project started in December 2016. After segment-by-segment needs assessment and two public forums in summer 2017, the project consultant developed design alternatives for each segment. Second round of public forums were held in April 2018 where design concepts were presented to the public. Currently, the project team is working on the Preferred design alternative. Third round of public forums will be held in early fall 2018.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
Bascom Corridor Complete Streets Study	\$ 1.1	\$ 1.0	\$ -	\$ 0.1	\$ 1.1	\$ 0.4	\$ -	\$ 0.1	\$ 0.5

Project Schedule:

Activity	Start	End	2016	2017	2018
Consultant Procurement	Jun-16	Nov-16	■		
Existing Condition Evaluation	Dec-16	Mar-17		■	
Public Outreach	Dec-16	Nov-18		■	■
Develop Plan Alternatives	Jun-17	Jun-18		■	
Draft Plan Issue and Review	Jun-18	Sep-18			■
Final Report	Sep-18	Nov-18			■
Project Closeout	Nov-18	Dec-18			■

VTP Highway Projects

June 2018

SR 87 Corridor Study

Estimated Cost: \$0.2 million

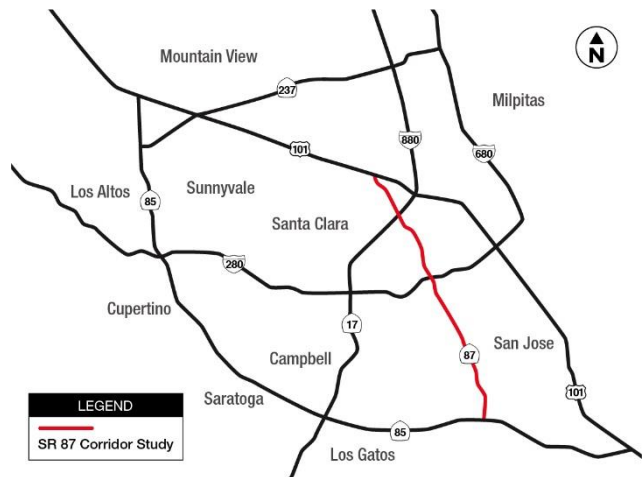
Appropriation through FY 19:
\$0.2 million

Secured Funding to Date: \$0.2 million

Year of Completion: 2018

Project Manager: Chatradhi, Shanthi

Designer: NA



Project Description:

The scope of work includes assessment of existing and future conditions, development of a study framework and evaluation matrix of improvement alternatives, and identifying strategies and projects for improving mobility in 10 miles of SR 87 Corridor from SR 87/SR 85 interchange to SR 87/US 101. This study is to enhance SR 87 corridor that will focus on operational treatments, assessment of all modes of travel and programs that could be implemented to encourage commuters to consider modes other than driving solo.

Project Status:

Draft report is currently being reviewed by VTA staff. Potential improvements matrix was also reviewed by VTA and City of San Jose staff. Draft report will be circulated to the stakeholders for review. Final report will be presented at the VTA Board in November 2018.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
SR 87 Corridor Study	\$ 0.2	\$ -	\$ -	\$ 0.2	\$ 0.2	\$ -	\$ -	\$ 0.1	\$ 0.1

Project Schedule:

Activity	Start	End	2017	2018	2019
Existing Condition Evaluation	Mid 2017	Early 2018			
Concept Plan Analysis	End 2017	Early 2018			
Study Report	Early 2018	Late 2018			

VTP Highway Projects

June 2018

Traffic Analysis Software Procurement

Estimated Cost: \$0.15 million

Appropriation through FY 19:
\$0.15 million

Secured Funding to Date: \$0.15 million

Year of Completion: 2019

Project Manager: Maeda, Eugene

Designer: NA

Project Description:

The traffic analysis software procurement will replace an outdated software that is used by all member agencies and consultants in Santa Clara County to analyze transportation impacts from land use developments at signalized intersections. A consultant will be hired to assist with the technical analysis.

Project Status:

The Systems Operations & Management Working Group and VTA staff are currently evaluating potential software to replace the legacy traffic analysis software.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
Traffic Analysis Software Procurement	\$ 0.15	\$ -	\$ -	\$ 0.15	\$ 0.15	\$ -	\$ -	\$ 0.01	\$ 0.01

Project Schedule:

Activity	Start	End	2018	2019	2020
Evaluate Software Options	Early 2018	Mid 2018			
Procure Software	Mid 2018	Late 2018			
Customize Software	Early 2019	Early 2019			
Train and Install Software	Early 2019	Mid 2019			

Freeway Performance Initiative

Estimated Cost: \$7.0 million

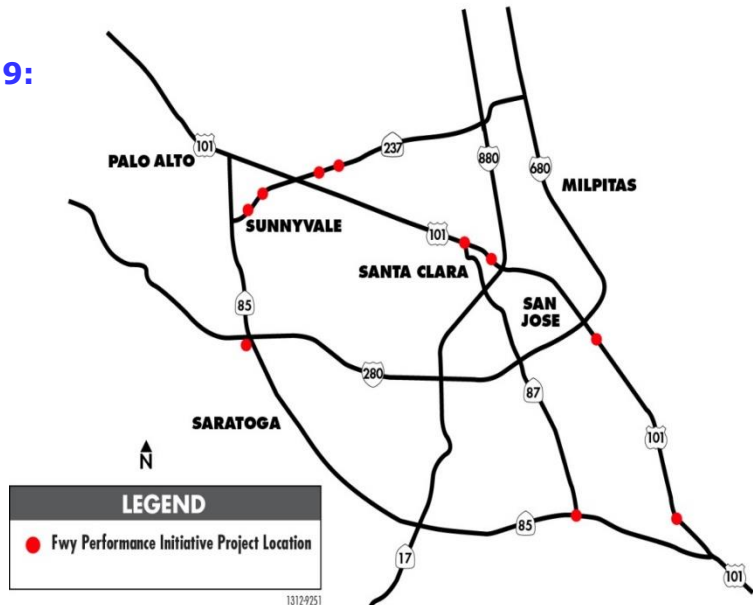
Appropriation through FY 19:
\$7.0 million

Secured Funding to Date:
\$1.8 million

Year of Completion:
TBD

Project Manager:
Le, Peter

Designers:
AECOM Corporation
BKF Engineers



Project Description:

As part of MTC's Freeway Performance Initiative, this program will include a variety of projects to improve highway operations along six freeway corridors within Santa Clara County: SR 87, 17, 237, I-280, I-880, and US 101.

VTa, at the request of MTC and Caltrans, will act as the project manager for the design of proposed freeway improvements including on- and off-ramp widening, additional on- and off-ramp metering, and other Intelligent Transportation Systems (ITS) that are intended to gain additional throughput on the existing freeway systems.

Project Status:

The project is funded through the environmental and design phases, with construction funding to be identified in the future.

AECOM Corporation and BKF Engineers teams completed environmental, data collection, and final design early 2015. Supporting environmental studies and final design packages have been approved by Caltrans. Final design package will need to be updated to latest standards once Measure B funds are secured. Construction for the SB US101 to SB SR87 connector ramp is dependent on securing 2016 Measure B funds.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
Freeway Performance Initiative	\$ 7.0	\$ 1.6	\$ -	\$ 0.2	\$ 1.8	\$ 1.6	\$ -	\$ 0.0	\$ 1.6

Project Schedule:

Activity	Start	End	2011	2012	2013	2014	2015	2016	2017
Environmental	Mid 2011	End 2013							
Design (PS&E)	Early 2012	Early 2015							
Construction	TBD								
Open to Traffic	TBD								
Closeout	TBD								

SR 152 Trade Corridor

Estimated Cost: \$1,120 million
Estimate Class 5 (see appendix)

Appropriation through FY 19:
\$31.4 million

Secured Funding to Date:
\$13 million

Year of Completion: TBD
(Project Initiation Document
(PSR- PDS) completed 2015)

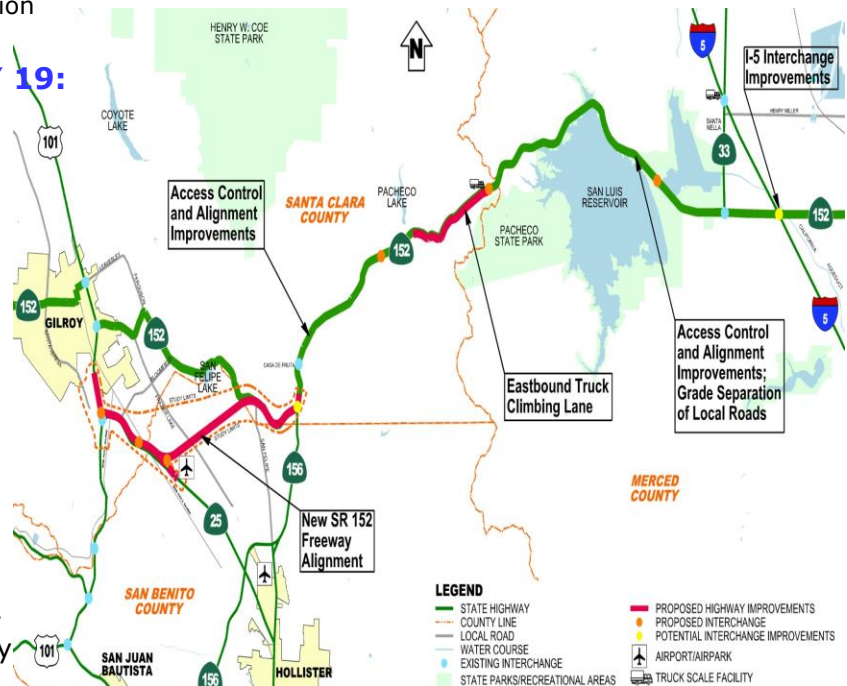
Project Manager:

Metzger, Chris

Designer: HDR

Project Description:

VTA is studying the development of an east-west trade and mobility corridor on SR 152 between US 101 and I-5. This study was requested by CTC. The study will evaluate highway improvements and financing strategies that could benefit the movement of goods and the mobility of commuters throughout the corridor. It includes evaluation of SR 152 realignment alternatives between US 101 and SR 156 to enhance travel safety and improve travel times while upgrading to expressway standards. Major improvements within Santa Clara County include: New Alignment of SR 152 from US 101 to SR 156, including the SR 25/US 101 interchange, safety and operational improvements from SR 156 to Pacheco Pass, and new Eastbound Pacheco Pass climbing lanes. Major improvements outside Santa Clara County may include: improvements to the SR 152/I-5 interchange and other safety and operational improvements along the corridor.



Project Status:

Major accomplishments to date include:

- Completed Preliminary Traffic and Revenue (T&R) Study
- Completed Trade Corridor Summary Report
- Completed Project Study Report/Project Development Support (PSR-PDS)
- Initiated environmental and engineering technical studies
- Developed a range of corridor improvements
- Prepared preliminary financial model
- PSR-PDS was approved by Caltrans in March 2015

The **Next Steps** are to:

- Secure funding to continue engineering and environmental studies and complete Project Approval/Environmental Document(PA/ED)
- Develop and execute necessary agreements

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
SR 152 Trade Corridor	\$ 1,120.0	\$ 2.9	\$ 5.0	\$ 5.2	\$ 13.0	\$ 0.1	\$ 4.0	\$ 4.2	\$ 8.3

Project Schedule:

Additional funds are required to complete PA/ED. Schedule is dependent upon funding.

US 101 Widening - Monterey Road to SR 129

Estimated Cost: \$450 million

Estimate Class 4 (see appendix)

Appropriation through FY 19: \$5.9 million

Secured Funding to Date: \$5.9 million

Year of Completion: TBD

(Environmental documents approved 2013)

Project Manager: Metzger, Chris

Designer: AECOM Corporation

Project Description:

The project proposes to widen US 101 from four to six lanes in Santa Clara and San Benito Counties to meet future traffic demands and to provide access control. The project also includes constructing a new interchange at the intersection of US 101 and SR 25, extending Santa Teresa Boulevard to connect to SR 25 at the US 101/SR 25 Interchange, and improvements on SR 25 that are required for efficient traffic operations at the US 101/SR 25 interchange.

The project proposes approximately 4.1 miles of freeway improvements on US 101 into Santa Clara County and approximately 2.6 miles of improvements on US 101 in San Benito County. VTA is in partnership with San Benito Council of Government, Caltrans District 4, Caltrans District 5, local agencies and developers to deliver the project.

The project is contemplated to be delivered in two segments. The first segment extends from the northern limit of the project to the US 101/SR 25 interchange. The second segment extends from just south of the US 101/SR 25 interchange to the US 101/SR 129 interchange.

The US 101/SR 25 Interchange reconstruction is a central element to both the US 101 Widening Project and the SR 152 Trade Corridor Project. The interchange construction is included in the description of both VTP Highway Project Descriptions as it is crucial to improve operations of both of the proposed projects. Budget for the northern limit segment is also included in the SR 152 Trade Corridor Project estimated cost in the amount of \$300 million.

Project Status:

Environmental/Preliminary Engineering:

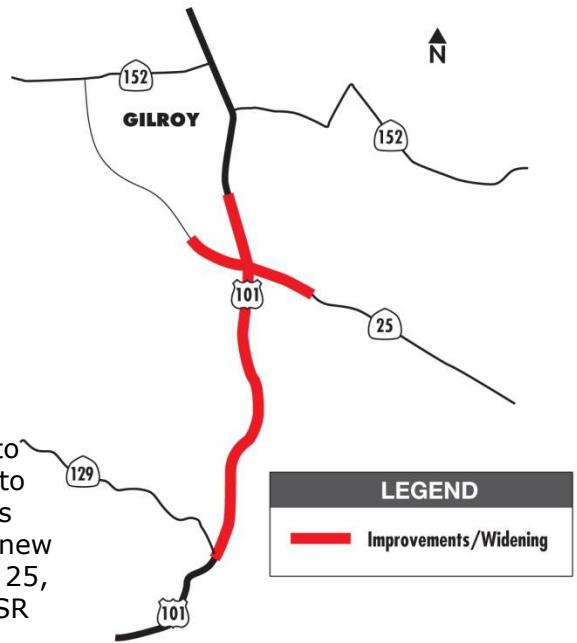
The Final Environmental Impact Report (FEIR) was approved at the June 2013 Board Meeting. Project report was approved by Caltrans in November 2013. Design and construction is dependent upon funding.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
US 101 Widening - Monterey Rd to SR 129	\$ 450.0	\$ -	\$ -	\$ 5.9	\$ 5.9	\$ -	\$ -	\$ 5.9	\$ 5.9

Project Schedule:

Schedule is dependent upon funding.



US 101 De La Cruz Boulevard/Trimble Road Interchange Improvements

Estimated Cost: \$50 million

Estimate Class 4 (see appendix)

Appropriation through FY 19:

\$4.9 million

Secured Funding to Date:

\$3.9 million

Year of Completion: 2023

Project Manager: Le, Peter

Designer: Rajappan & Meyer Consulting

Engineers, Inc. (PA/ED); TBD (PS&E)



Project Description:

The project evaluates improvements to the US 101- De La Cruz Boulevard/Trimble Road interchange in San Jose, including:

- Replacing the existing US 101 overcrossing
- Widening De La Cruz Blvd/Trimble Road to six travel lanes through the interchange limits
- Reconstructing the southbound exit loop to a partial cloverleaf design and incorporating a new intersection on De La Cruz Boulevard
- Configuring interchange and surface street improvements for multi-modal uses, including pedestrian and bicycle users.

Project Status:

A Cooperative Agreement was executed with Caltrans in February 2012 to facilitate the completion of the Project Initiation Document. A Draft Project Study Report/Project Development Support PSR/PDS was submitted to Caltrans in Spring 2012 and final PSR/PDS was completed in November 2012.

With VTA as the Environmental Lead Agency, the Project Report and Environmental Document (State-CEQA only) for the interchange improvements was approved in March 2016. Additional funding from City of San Jose was secured to begin final design. Design contract will be awarded at the August 2018 VTA Board meeting. Additional Measure B funds will be required to complete the design phase. Construction is dependent upon securing Measure B funding.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
US101 De La Cruz Blvd/Trimble Rd	\$ 50.0	\$ -	\$ -	\$ 3.9	\$ 3.9	\$ -	\$ -	\$ 1.1	\$ 1.1

Project Schedule:

Activity	Start	End	2008-2016			2017	2018	2019	2020	2021	2022	2023
Environmental/PE	2008	2016										
Design PS&E	Late 2018	Late 2020										
Construction	Early 2021	Late 2022										
Closeout	Early 2023	Late 2023										

Funding to be secured, schedule is tentative

VTP Highway Projects

June 2018

US101/Zanker Rd/Skyport Dr/N 4th St Interchange

Estimated Cost: \$150 million

Appropriation through FY 19:

\$10.0 million

Secured Funding to Date:

\$4.1 million

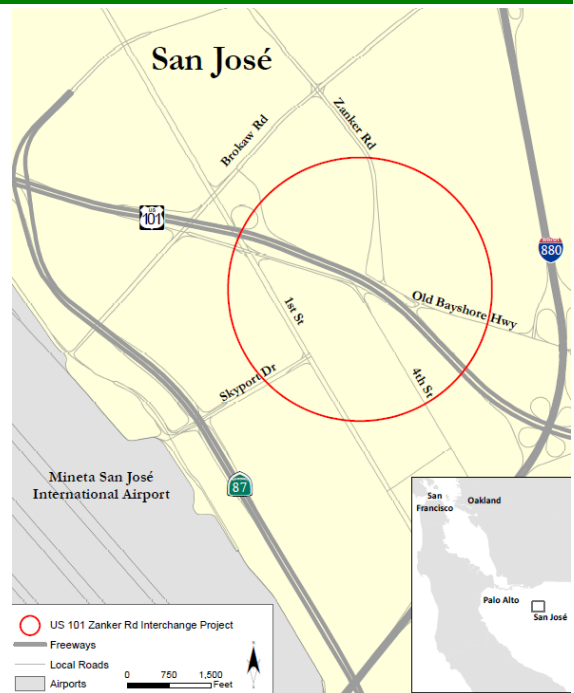
Year of Completion: 2025

Project Manager: Ayupan, Marilou

Designer: AECOM

Project Description:

VTA, City of San Jose and California Department of Transportation (Caltrans), proposes to construct a new bridge overcrossing connecting Zanker Road to Skyport Dr. and N.Fourth St. over US 101, modify US 101 on- and off-ramps and implement Complete Streets to improve /provide access for pedestrian and bicyclist.



This project will improve traffic operations, local network circulation, accommodate all modes and improve access to and from Mineta San Jose International Airport (SJIA).

Project Status:

Project Initiation Document (PID) phase was completed in July 2017. Project Approval/ Environmental Document (PA/ED) started is ongoing and is scheduled to be completed by late 2020 but is dependent on securing Measure B funds.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
US101/Zanker Rd/Skyport Dr/N 4th St Interchange	\$ 150.0	\$ -	\$ -	\$ 4.1	\$ 4.1	\$ -	\$ -	\$ 1.7	\$ 1.7

Project Schedule:

Activity	Start	End	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
PID Phase	Mid 2016	Mid 2017										
PAED Phase	Mid 2017	Late 2020										
Design (PS&E)	Mid 2020	Late 2022										
Right-of-Way	Early 2021	Late 2022										
Construction	Early 2023	Mid 2025										
Closeout	Mid 2025	Late 2025										

Funding not Identified, schedule is tentative

VTP Highway Projects

June 2018

I-680 Sound Walls

Estimated Cost: \$ 7.0 million

Appropriation through FY 19:

\$6.0 million

Secured Funding to Date:

\$1.3 million

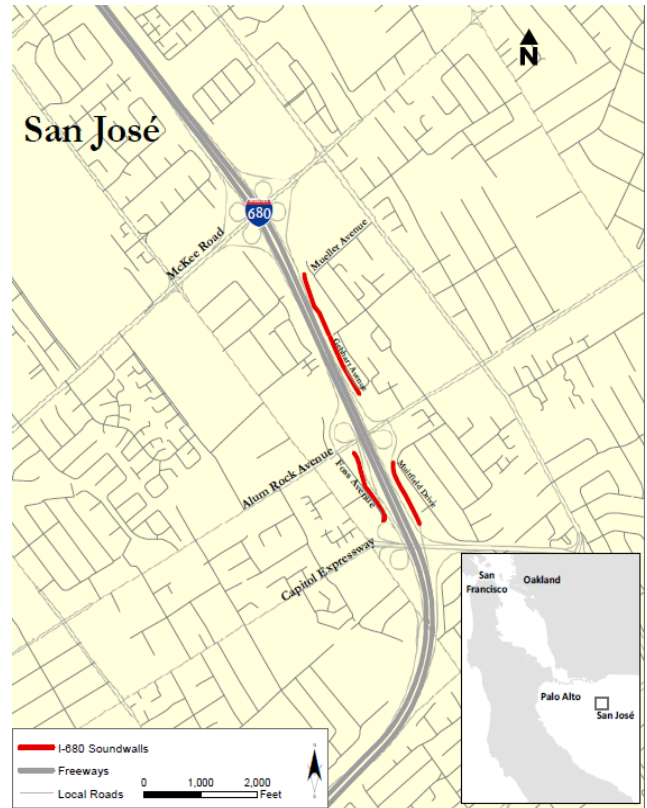
Year of Completion: 2021

Project Manager: Brian Pantaleon

Designer: BKF Engineers

Project Description:

VTa and California Department of Transportation (Caltrans), proposes to construct new soundwalls along I-680 between Capitol Expressway and Mueller Avenue in San Jose. The purpose of this project is to reduce noise by constructing soundwalls as an effective noise abatement measure.



Project Status:

Request for Proposal (RFP) was issued in February 2016 for selection of designer to complete Project Approval/Environmental (PA/ED) phase. Contract was awarded to BKF Engineers in August 2016. Work on the PA/ED phase started in September 2016 and is targeted for completion by early 2019. Design and construction phases are dependent on securing funding.

Project Cost :

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
I-680 Sound Walls	\$ 7.0	\$ -	\$ 0.1	\$ 1.2	\$ 1.3	\$ -	\$ 0.1	\$ 0.8	\$ 0.9

Project Schedule:

Activity	Start	End	2016	2017	2018	2019	2020	2021
PAED Phase	Mid 2016	Early 2019						
Design (PS&E)	Early 2019	Mid 2020						
Construction	Mid 2020	Mid 2021						
Closeout	Mid 2021	Late 2021						

 Funding not Identified, schedule is tentative

VTP Highway Projects

June 2018

I-280/Wolfe Rd Interchange Improvement Project

Estimated Cost: \$ 70 million

Appropriation through FY 19:

\$6.4 million

Secured Funding to Date:

\$1.96 million

Year of Completion: 2024

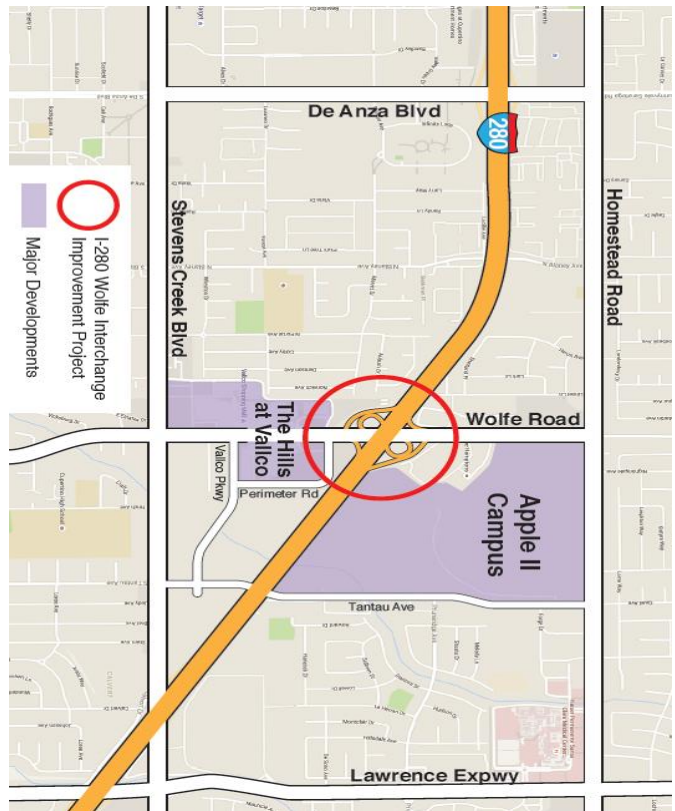
Project Manager: Lam Trinh

Designer: HMH Engineers

Project Description:

VTA, City of Cupertino and California Department of Transportation (Caltrans), proposes to modify the Wolfe Road interchange on I-280 in the City of Cupertino.

The purpose of this project is to improve traffic operations, and facilities for multimodal forms of transportation including bicycle, pedestrian and high occupancy vehicles at the I-280 and Wolfe Road interchange in the City of Cupertino.



Project Status:

Project Initiation Document (PID) phase including alternative analysis and Project Study Report-Project Development Support (PSR-PDS) started June 2016 and was completed in June 2017. Project Approval/Environmental Document phase is in progress.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
I-280/Wolfe Rd Interchange Improvement Project	\$ 70.0	\$ -	\$ -	\$ 2.0	\$ 2.0	\$ -	\$ -	\$ 1.7	\$ 1.7

Project Schedule:

Activity	Start	End	2016	2017	2018	2019	2020	2021	2022	2023	2024
PID Phase	Mid 2016	Mid 2017									
PAED Phase	Mid 2017	Late 2019									
Design (PS&E)	Early 2020	End 2021									
Right-of-Way	Early 2020	End 2021									
Construction	Early 2022	Mid 2024									
Closeout	Mid 2024	Late 2024									

Funding not Identified, schedule is tentative

I-280/Winchester Boulevard Improvements Project

Estimated Cost: \$75.0 million

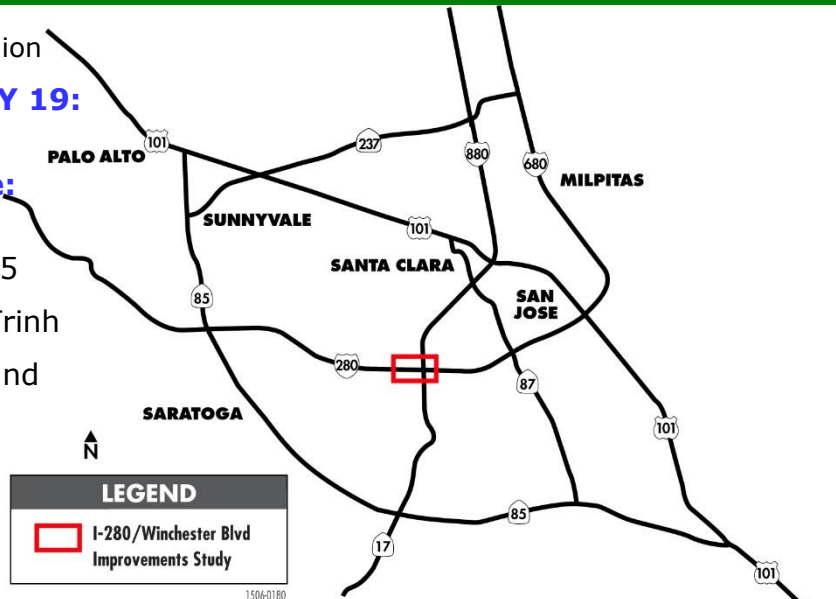
Appropriation through FY 19:
\$5.0 million

Secured Funding to Date:
\$3.0 million

Year of Completion: 2025

Project Manager: : Lam Trinh

Designer: Mark Thomas and Company



Project Description:

The I-280/Winchester Boulevard Improvements Project proposes to construct improvements in the vicinity of the Interstate 280 (I-280)/Winchester Boulevard Interchange to relieve congestion, improve traffic operations on the freeways and local roadway, provide new access from northbound I-280 to Winchester Boulevard, and improve bicycle, pedestrian, and transit accessibility and connectivity.

Project Status:

Project Approval/Environmental Document (PA/ED) phase including alternatives analysis started July 2016 and is planned for completion in early 2020.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
I-280/Winchester Blvd Improvements Project	\$ 75.0	\$ 0.5	\$ -	\$ 2.5	\$ 3.0	\$ 0.5	\$ -	\$ 1.0	\$ 1.5

Project Schedule:

Activity	Start	End	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Alternative Analysis	8/8/2016	Mid 2017										
PAED Phase	Mid 2017	Early 2020										
Design (PS&E)	Early 2020	Early 2022										
Right-of-Way	Early 2020	Early 2022										
Construction	Early 2022	Early 2025										
Closeout	Early 2025	Late 2025										

Funding not Identified, schedule is tentative

Mathilda Avenue Improvements at SR 237 and US 101

Estimated Cost: \$42.0 million
Estimate Class 5 (see appendix)

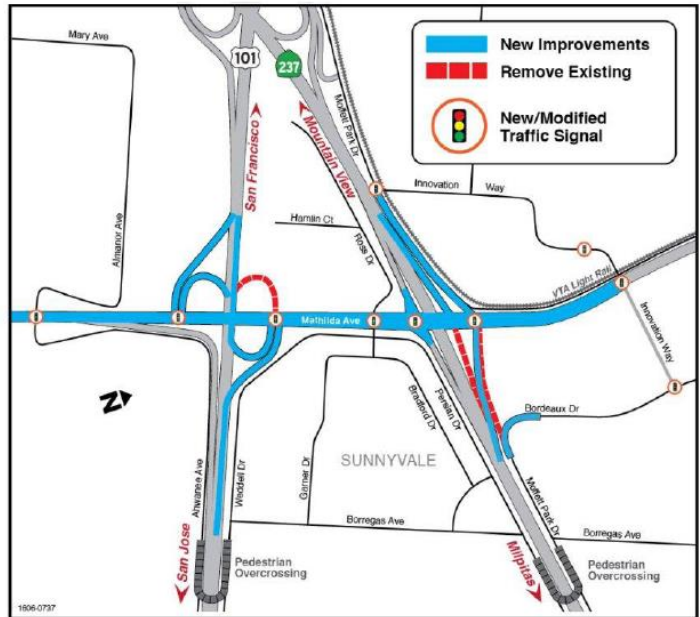
Appropriation through FY 19:
\$42.0 million

Secured Funding to Date:
\$8.0 million

Year of Completion: 2020

Project Manager: Ayupan, Marilou

Designer: WMH Corporation



Project Description:

The project proposes to reduce congestion and improve traffic operations on Mathilda Avenue at SR 237 and US 101 in Sunnyvale and enhance bicycle and pedestrian movements through both interchange areas.

Project Status:

Environmental/ Preliminary Engineering: The preparation of the Project Study Report – Project Development Support (PSR-PDS) for the Project Initiation Document (PID) phase was completed in February 2015. Project Approval and Environmental Document (PA/ED) was completed in January 2017. Final design has been completed and construction contract will be advertised for bids in fall 2018.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
SR 237/US 101/ Mathilda Interchange	\$ 42.0	\$ -	\$ -	\$ 8.0	\$ 8.0	\$ 0.1	\$ -	\$ 7.4	\$ 7.4

Project Schedule:

			FY14	FY15	FY16	FY17	FY18	FY19	FY20	
Activity	Start	End	2013	2014	2015	2016	2017	2018	2019	2020
Environmental/PE	Mid 2013	Early 2017								
Design (PS&E)	Late 2016	Late 2018								
Right-of-Way	Early 2017	Mid 2018								
Construction	Early 2019	Mid 2020								
Closeout	Mid 2020	Late 2020								

Funding identified, not secured

I-280/Foothill Expressway Ramp Improvements

Estimated Cost: \$3.7 million

Estimate Class 1 confirm (see appendix)

Appropriation through FY 19:

\$3.2 million

Secured Funding to Date:

\$0.7 million

Year of Completion: TBD

Project Manager: Michelle Jiang

Designer:

Transportation Infrastructure Group



Project Description:

The I-280/Foothill Expressway Ramp Improvements scope includes widening the existing northbound I-280 exit ramp to Foothill Expressway from one lane to two lanes and constructing a 4ft-wide shoulder with retaining wall and concrete barrier. The project area extends from the SR 85 connector ramp to NB I-280 and to Foothill Expressway.

Project Status:

Environmental studies and final design have been completed. The project is currently on hold; design revalidation and construction is contingent on funding.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
I-280/Foothill Expressway Ramp Improvements	\$ 3.7	\$ -	\$ -	\$ 0.7	\$ 0.7	\$ -	\$ -	\$ 0.7	\$ 0.7

Project Schedule:

Activity	Start	End	2012	2013	2014	2015
Design (PS&E)	Early 2012	Mid 2014				
Design Revalidation and Construction is contingent upon funding						

VTP Highway Projects

June 2018

US 101 Auxiliary Lanes – Embarcadero Road to SR 85

Estimated Cost: \$71 million
(includes \$54.2M construction cost administered by Caltrans. Estimate Class 1 - see appendix)

Appropriation through FY 19:
\$16.8 million

Secured Funding to Date:
\$16.8 million

Year of Completion: 2018

Project Manager: Lam Trinh

Designer: URS Corporation

Contractor: O.C. Jones Sons, Inc.

Project Description:
Construct auxiliary lanes and extended dual HOV lanes in each direction of a 3.2 mile segment of US 101 between SR 85 in Mountain View and Embarcadero Road in Palo Alto.

This project has been selected by the California Transportation Commission (CTC) for construction funding through the Corridor Mobility Improvement Account (CMIA) Proposition 1B Funding Program.

Project Status:

Environmental/Preliminary Engineering: The Environmental Document and Project Study Report/Project Report were approved in July 2009.

Final Design: The final engineering design – Plans, Specifications, and Estimate (PS&E) – work was completed in July 2011.

Construction and Right-of-Way: Right-of-way certification was completed in April 2011. Utility relocations were completed in late 2011.

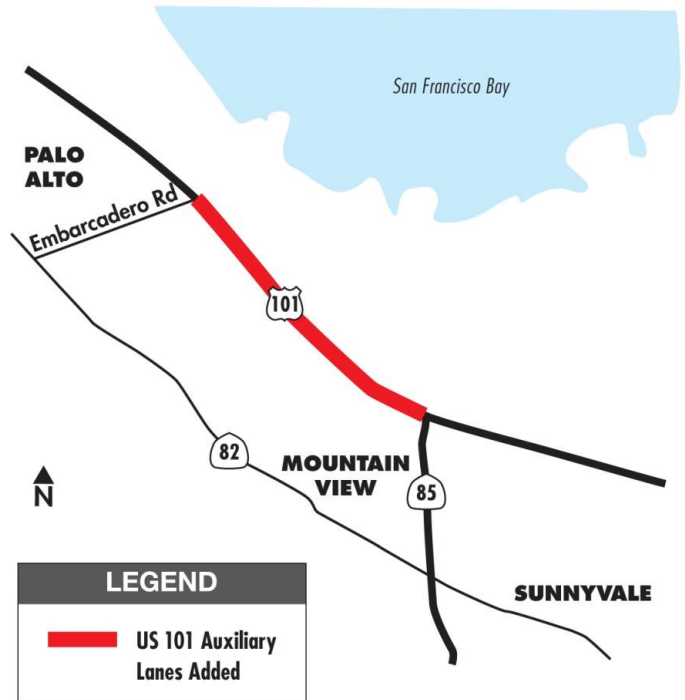
Construction began on February 27, 2012. New lanes were opened to traffic in August 2014. First year of plant establishment period (PEP) was completed by Caltrans in July 2015. Year 2 and year 3 PEP was completed by VTA in summer 2017 (P-0826). Project closeout was completed in May 2018.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
US 101 Auxiliary Lanes - Embarcadero to SR 85	\$ 16.8	\$ -	\$ 1.6	\$ 15.1	\$ 16.8	\$ -	\$ 1.6	\$ 15.1	\$ 16.8

Project Schedule:

Activity	Start	End	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Environmental/PE	Mid 2007	Mid 2009										
Design (PS&E)	Mid 2009	Mid 2011										
Right-of-Way	Mid 2009	Early 2011										
Right-of-Way Certification	4/19/2011											
Caltrans Bidding Process	Mid 2011	Early 2012										
Construction	Early 2012	Early 2015										
Open to Traffic	Mid 2014											
Plant Establishment Period	Mid 2014	Mid 2017										
Closeout	Early 2015	Mid 2018										



I-880 HOV Widening

Estimated Cost: \$63.8 million
(includes \$45M construction cost administered by Caltrans. Estimate Class 1 - see appendix)

Appropriation through FY 19: \$19.3 million

Secured Funding to Date: \$18.8 million

Year of Completion: 2017

Project Manager: Lam Trinh

Designer: Mark Thomas & Company, Inc.

Contractor: Bay City Paving and Grading

Project Description:

This project adds a High Occupancy Vehicle (HOV) lane in each direction of 4.6 miles of Interstate 880 between US 101 in San Jose and SR 237 in the City of Milpitas.

This project has been selected by the California Transportation Commission (CTC) for construction funding through the Corridor Mobility Improvement Account (CMIA) Proposition 1B Funding Program.

Project Status:

Environmental/Preliminary Engineering: The Environmental Document and Project Study Report/Project Report were approved in June 2009.

Final Design: The final engineering design –Plans, Specifications, and Estimate (PS&E) – work was completed in July 2011.

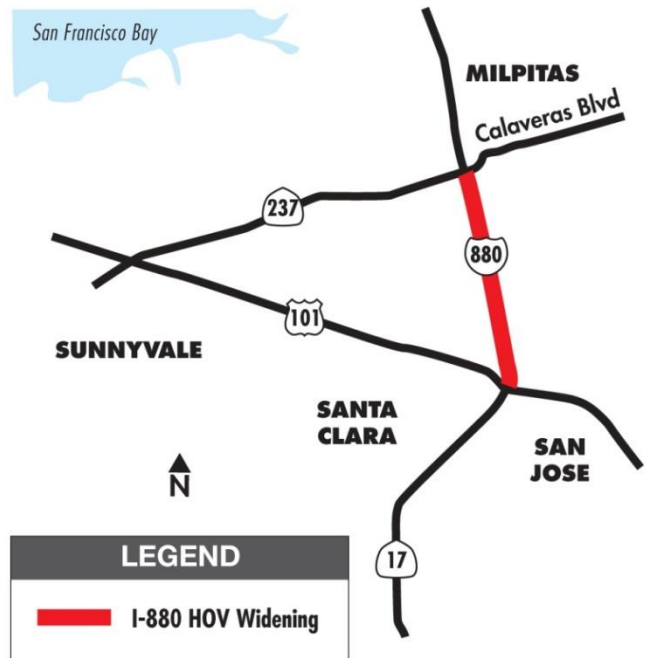
Construction and Right-of-Way: Right-of-way certification was completed in May 2011. VTA completed early utility relocation in October 2012, and construction began in April 2012. Civil construction was completed and opened to traffic in June 2013. One year Plant Establishment Period (PEP) was completed by Caltrans and project was accepted in April 2014. Year 2 and year 3 PEP was completed by VTA in April 2016 (P-0826). Right of way transfers to Caltrans was completed. Project closeout was completed in January 2018.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
I-880 HOV Widening	\$ 18.4	\$ -	\$ 0.6	\$ 17.9	\$ 18.4	\$ -	\$ 0.6	\$ 17.9	\$ 18.4

Project Schedule:

Activity	Start	End	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Environmental/PE Design (PS&E)	Mid 2007	Mid 2009										
Right-of-Way	Mid 2009	Mid 2011										
Right-of-Way Certification	5/4/2011											
Caltrans Bidding Process	Mid 2011	Early 2012										
Construction	Early 2012	Mid 2013										
Open to Traffic	6/22/2013											
Plant Establishment Period	Early 2013	Early 2016										
Closeout	Early 2016	Early 2018										



Ramp Metering Implementation

Estimated Cost: \$2.5 million

Estimate Class 1 (see appendix)

Appropriation

through FY 19:

\$11.8 million

Secured Funding to Date:

\$2.5 million

Year of Completion:

2016

Project Manager:

David Kobayashi

Designer:

Mark Thomas & Company

Project Description:

Implement ramp metering along Southbound US 101 between Embarcadero Road and De La Cruz Boulevard, the entire length of SR 87, and southbound Route 85 between Almaden Expressway and Cottle Road during the AM and PM peak periods. Ramp metering improvements to the I-880 corridor between SR 237 and SR 280 were subsequently added and implemented. Caltrans has recently requested assistance with similar ramp metering improvements on the I-280 corridor between US 101 and I-880.

The goals of the project are to minimize overall corridor delay by managing access at on-ramps during peak commute periods, and to minimize the impact on local street traffic resulting from the implementation of ramp metering.

Project Status:

Ramp metering plans have been developed for southbound I-280 corridor and a public informational meeting was held in late April 2012. Metering on southbound I-280 corridor was implemented in late May 2012 and north bound in early 2013. Evaluation of the metering effectiveness was completed and reported to VTA Board in October 2014. The finding was that further monitoring of the corridor is required due to change in traffic volumes after the economic recovery.

VTA worked in conjunction with MTC to implement metering on SR85 (De Anza Blvd to US 101 North) and I-680 Corridor (US101 to Alameda County line). VTA will continue to work with MTC on the US101 (SR85 South to San Benito County line). All tasks have been completed including supporting MTC on the last few corridor implementations. Project will be closed soon.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
Ramp Metering Implementation	\$ 2.5	\$ 2.5	\$ -	\$ 0.1	\$ 2.5	\$ 2.5	\$ -	\$ 0.1	\$ 2.5

Project Schedule:

Activity	Start	End	2008	2009	2010	2011	2012	2013	2014	2015	2016
US 101, Route 87, I-880, and Route 85											
Design	Early 2008	Late 2010									
Construction	Late 2008	Early 2011									
Evaluation	Mid 2010	Late 2011									
I-280 Corridor											
Design	Mid 2011	Late 2011									
Construction	Early 2012	Mid 2013									
Evaluation	Mid 2013	Late 2013									
Closeout	Late 2013	Late 2014									
VTA Support SR85/I-680/US-101											

US 101 Capitol Expwy – Yerba Buena Interchange

Estimated Cost: \$29.1 million
Estimate Class 1 (see appendix)

This is Phase 2 of a US 101 Improvements Effort; see page 2-23 for Phase 1.

Appropriation through FY 19:
\$33.2 million

Secured Funding to Date: \$30.5 million

Year of Completion: 2018

Project Manager: Ven Prasad

Designer: HMM Engineers

Contractor: Granite Rock dba Pavex

Project Description:

This project complements the US 101 Improvements – I-280 to Yerba Buena Road project (see page 2-23), and its environmental clearance was approved in the same environmental document as US 101 Improvements – I-280 to Yerba Buena Road. This project will improve highway operations along US 101 by reducing congestion at the Capitol Expressway and Yerba Buena Road Interchanges. The improvements include:

- Modifying the Capitol Expressway Interchange from full cloverleaf to partial cloverleaf
- Extending the fifth southbound lane on US 101 from north of Capitol Expressway to Yerba Buena Road
- Modifying the northbound US 101 on-ramp from Yerba Buena Road
- Constructing a northbound US 101 slip on-ramp from the northbound collector distributor road
- Adding a southbound US 101 auxiliary lane between Capitol Expressway and Yerba Buena Road
- Constructing a two-lane southbound US 101 off-ramp to Yerba Buena Road
- Landscaping extending from Tully Road to Yerba Buena Road

Project Status:

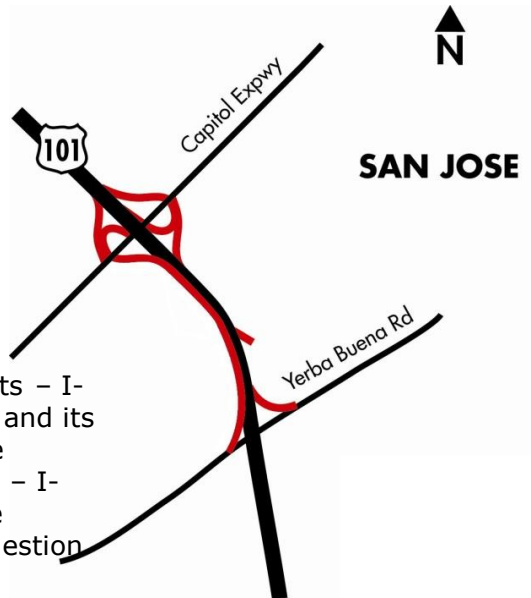
The construction contract was awarded in August 2012, construction began in September 2012. Construction was completed in March 2014 and 1-year plant establishment was completed in April 2015. Construction contract has been closed. Project closeout is currently ongoing and is expected by late 2018.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
US 101 Capitol Expressway-Yerba Buena Intercha	\$ 29.1	\$ 1.1	\$ 21.3	\$ 7.1	\$ 29.5	\$ 1.1	\$ 21.3	\$ 6.6	\$ 29.1

Project Schedule:

Activity	Start	End	2010	2011	2012	2013	2014	2015	2016	2017	2018
Environmental	Early 2010	Early 2011									
Design PS&E	Early 2011	Early 2012									
Right-of-Way	Early 2011	Mid 2012									
Construction	Mid 2012	Early 2014									
Open to Traffic	Early 2014										
Plant Establish	Early 2014	Early 2015									
Closeout	Early 2015	Late 2018									



I-880/I-280/Stevens Creek Improvements

Estimated Cost: \$58.3million

Estimate Class 1 (see appendix)

Appropriation through FY 19: \$62.5 million

Secured Funding to Date: \$61.6 million

Year of Completion: 2018

Project Manager: Ven Prasad

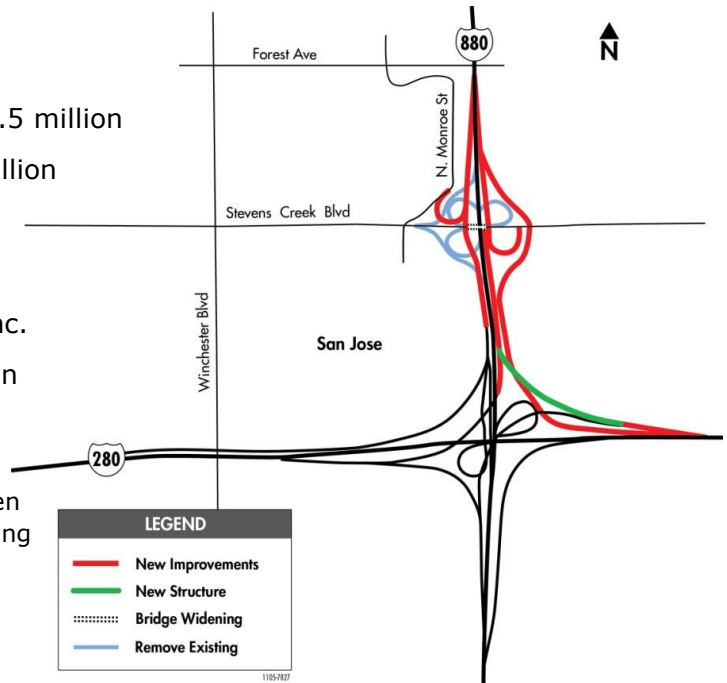
Designer: Mark Thomas & Company, Inc.

Contractor: DeSilva Gates Construction

Project Description:

The project improves traffic operations, enhances safety, and improves access between the I-880 and I-280 freeway corridors, including modifications to the SR 17/I-280/I-880 freeway-to-freeway interchange itself, as well as to the two adjacent interchanges at I-880/Stevens Creek Boulevard. Specific improvements include:

- Reconfiguring the existing full cloverleaf I-880/Stevens Creek Boulevard Interchange to improve traffic flow in the interchange area by widening and realigning ramps, widening the overcrossing structure at Stevens Creek Boulevard over I-880, improving intersections, and providing enhanced access to pedestrians and bicyclists.
- Separating freeway-to-freeway traffic from local traffic by constructing a new direct connector from northbound I-280 to northbound I-880.
- Constructing direct off-ramp to Monroe Street from southbound I-880.



Project Status:

The construction contract was awarded in September 2012. Construction began in October 2012 and was completed in September 2015. Project was selected by the American Public Work Association (APWA) Silicon Valley Chapter for the 2016 Project of the Year Award. Project also earned a national recognition award in the American Council of Engineering Companies (ACEC) 2016 Engineering Excellence Award competition. Right-of-Way closeout is the only remaining work in the project and is expected to be completed by fall 2018.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
I-880/I-280/Stevens Creek Improvements	\$ 58.3	\$ 18.2	\$ 36.3	\$ 4.1	\$ 58.6	\$ 18.0	\$ 36.3	\$ 4.0	\$ 58.3

Project Schedule:

Activity	Start	End	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Environmental/PE	Early 2007	Mid 2011										
Design PS&E	Early 2009	Mid 2012										
Right-of-Way	Early 2011	Mid 2012										
Construction	Oct-12	Sep-15										
Open to Traffic	Sep-15											
Closeout	Mid 2015	Late 2018										

Combined Landscaping and Maintenance Project

Estimated Cost: \$3.8 million
Estimate Class 1 (see appendix)

Appropriation through FY 19:
\$3.8 million

Secured Funding to Date:
\$3.8 million

Year of Completion: 2018

Project Manager:

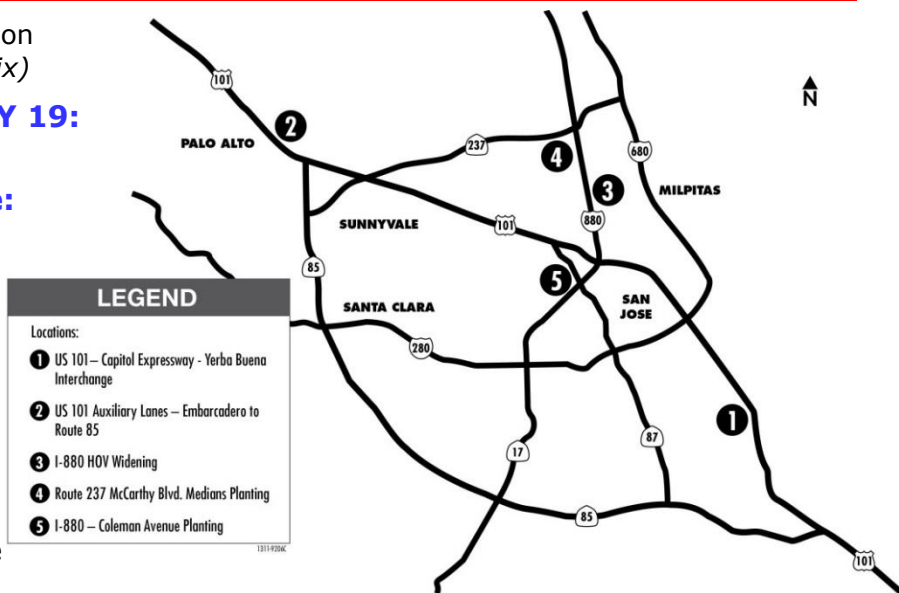
Michelle Jiang

Designers:

HMH Engineers

Contractor:

Habitat Restoration Sciences;
JJ Nguyen; Marina Landscape



LEGEND

Locations:

- 1 US 101 - Capital Expressway - Yerba Buena Interchange
- 2 US 101 Auxiliary Lanes - Embarcadero to Route 85
- 3 I-880 HOV Widening
- 4 Route 237 McCarthy Blvd. Medians Planting
- 5 I-880 - Coleman Avenue Planting

Project Description:

The project consists of landscape planting, irrigation installation and Plant Establishment Period (PEP)/ landscape maintenance for five separate locations, under three contracts, as follows:

- Contract 1 **I-880/ Coleman Ave. Landscaping**; A follow-on replacement planting project to the highway interchange improvements project that was completed in 2007. The project provides landscape planting and irrigation installation at Coleman Avenue and slope planting within adjacent Caltrans right-of-way.
- Contract 2 **I-880 HOV Widening**; a follow-on 2-year Plant Establishment Period (PEP)/ landscape maintenance contract to complete the 3-year PEP requirements by Caltrans.
US 101/ Aux Lanes; a follow-on 2-year Plant Establishment Period (PEP)/ landscape maintenance contract to complete the required Caltrans 3-year PEP.
US 101/ Yerba Buena Rd - Tully Rd; a follow-on 2-year Plant Establishment Period (PEP)/ landscape maintenance contract to complete the required Caltrans 3-year PEP.
- Contract 3 **SR 237/ McCarthy Blvd. Medians Landscaping**; The project provides landscape planting and irrigation installation at McCarthy Blvd. in Milpitas.

Project Status:

Contract 1: Advertisement for bids was issued in February 2015 and was awarded to the lowest bidder in May 2015. Construction started in June 2015 and was completed in October 2015. PEP will be completed in Oct 2018.

Contract 2: PEP/maintenance contract was awarded at the October 2014 Board meeting. Work was completed in July 2017.

Contract 3: Final design was completed and construction contract was advertised for bids in March 2017. Contract was awarded in April 2017. Construction started in July 2017 and PEP will be completed by December 2017.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
Combined Landscaping & Maint. Project	\$ 3.8	\$ -	\$ 1.0	\$ 2.8	\$ 3.8	\$ -	\$ 1.0	\$ 2.6	\$ 3.6

Project Schedule:

Activity	Start	End	2013	2014	2015	2016	2017	2018
Design	April 2013	Feb 2017						
Planting	Apr 2015	Aug 2017						
Plant Establishment	Sept 2014	Oct 2018						

VTP Highway Projects

June 2018

Pedestrian Connection - Eastridge Transit Center

Estimated Cost: \$1.5 million

Estimate Class 1 (See appendix)

Appropriation through FY 19:

\$1.5 million

Secured Funding to Date:

\$1.5 million

Year of Completion: 2018

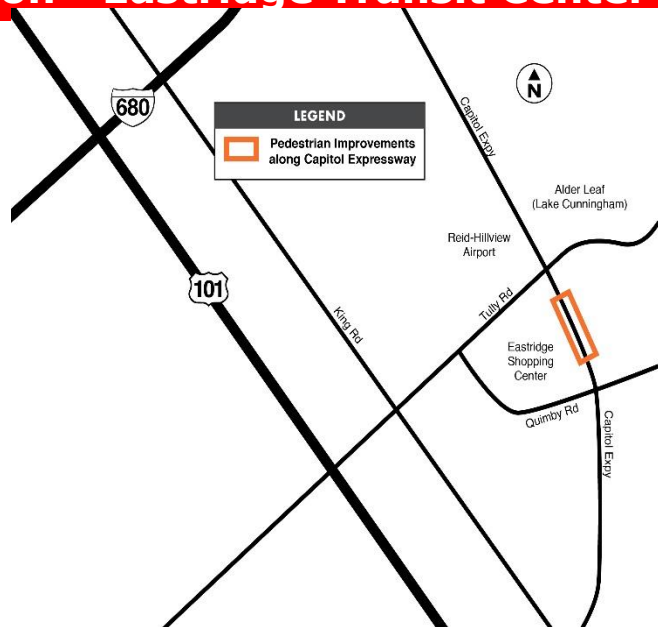
Project Manager: Michelle Jiang

Designer: Rajappan & Meyer

Contractor: St. Francis Electric

Project Description:

The project will construct pedestrian improvements along Capitol Expressway in San Jose near Eastridge Transit Center. Improvements include:



- Upgrading the signal at the intersection of Capitol Expressway/Eastridge Loop Drive to include a pedestrian phase.
- Installing a pedestrian crosswalk at the intersection of Capitol Expressway and Eastridge Loop Drive.
- Installing a median fence on Capitol Expressway between Tully Road and Eastridge Loop.
- Coordinate work with adjacent City of San Jose recreational trail project.
- Installing street lighting along East side of Capitol Expressway between shopping center and Eastridge Loop Drive.

Project Status:

Design is complete and contract was advertised for bids in April 2017. Bid opening occurred on May 1, 2017 with only one bid received. The bid was deemed non-responsive and decision was made to rebid the contract. Bid advertisement for the rebid package occurred on May 15, 2017. Contract was awarded at the August 2017 VTA Board meeting. Construction started in September 2017 and was completed in March 2018. Project will be closed in August 2018.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
Capitol Expy-Ped Connection to Eastridge	\$ 1.5	\$ 1.0	\$ 0.5	\$ -	\$ 1.5	\$ 1.0	\$ 0.5	\$ -	\$ 1.5

Project Schedule:

Activity	Start	End	FY15 FY16 FY17 FY18				
			2014	2015	2016	2017	2018
Environmental/PE	Late 2014	Mid 2015					
Design (PS&E/Bid)	Mid 2015	Early 2017					
Construction	Late 2017	Early 2018					
Closeout	Early 2018	Mid 2018					

Landscaping at I-280/I-880/Stevens Creek Blvd

Estimated Cost: \$3.6 million

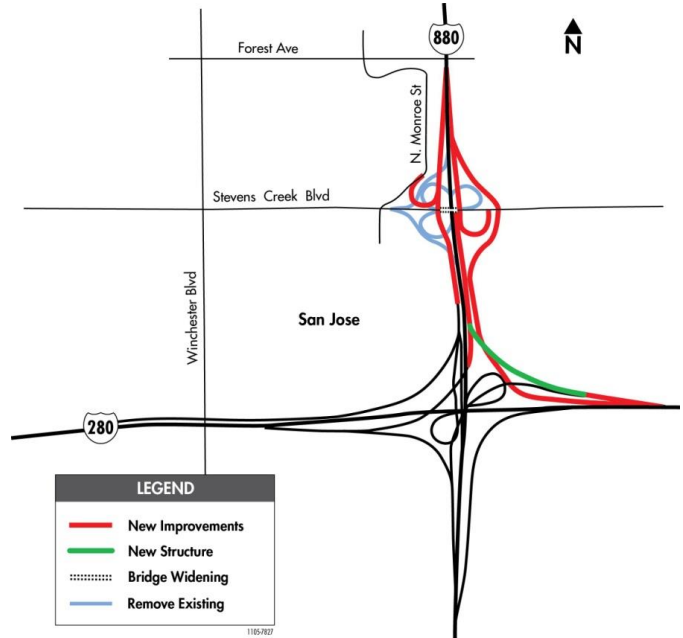
Appropriation through FY 19:
\$3.6 million

Secured Funding to Date:
\$3.6 million

Year of Completion: 2022

Project Manager: Michelle Jiang

Designer: HMM Engineers



Project Description:

This project includes landscape planting, irrigation and plant establishment period and is follow-on project to civil construction of the I-280/I-880/Stevens Creek Boulevard Improvements Interchange project that was completed in 2015.

Project Status:

Cooperative agreement with Caltrans was executed in May 2015. Design started in July 2015 and construction contract was advertised for bids in February 2018. Contract was awarded to the lowest bidder in May 2018. Construction is planned for completion in early 2019. Plant Establishment Period (PEP) will continue till early 2022.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
Landscaping at I-280/I-880/StevensCrk Blvd	\$ 3.6	\$ 1.9	\$ -	\$ 1.7	\$ 3.6	\$ 0.6	\$ -	\$ 0.4	\$ 0.9

Project Schedule:

Activity	Start	End	FY16	FY17	FY18	FY19	FY20	FY 21	FY 22
			2015	2016	2017	2018	2019	2020	2021
Design (PS&E/Bid)	Mid 2015	Late 2017							
Construction and PEP	Mid 2018	Early 2022							
Closeout	Early 2022	Mid 2022							

Program Overview

Estimated Cost: \$763.5 mil

Initial Study/SR 85/US 101PAED - \$18.1 million,
Estimate Class 1

SR 237/I-880 Express Connector Phase 1 \$11.8 million,
Estimate Class 1

SR 237 Express Lanes Extension Phase 2 - \$42.56
million, Estimate Class 1

SR 85/101 Civil Ph 3 Express Lanes- \$39.1 million,
Estimate Class 5

SR 85/101 Civil Ph 4 Express Lanes - \$33.4 million,
Estimate Class 5

SR 85/101 ETS Ph 3 & 4 Express Lanes - \$25.1 million
Estimate Class 5

Noise Reduction Study SR85 - \$29 million

See appendix for description of estimate classes

Appropriation through FY 19: \$163.7 million

Secured Funding to Date: \$84.3 million

Year of Completion (Target Opening Year):

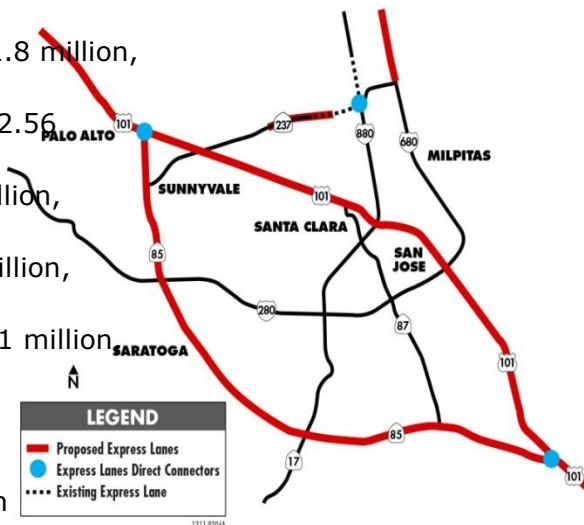
Phase 1 SR237 – Open to Traffic 2012; Phase 2 SR 237–
2019; Phase 3/4 – 2021; Future Phases – TBD; dependent
on funding

Program Overview:

The benefits of the Silicon Valley Express Lanes program include:

- Increased efficiency of existing roadway - Carpool lanes are underutilized and have the capacity to accommodate more vehicles. Encouraging transit and carpools, and allowing solo drivers to pay a fee to access the lanes, will result in more efficient use of existing roadways.
- Option for reliable travel - Through the use of dynamic pricing, VTA can manage the amount of traffic in the express lanes and maintain free-flowing speeds even when the general purpose lanes are congested. Motorists who choose to use the Express Lanes can count on reliable travel times.
- Revenue reinvested in the corridor - Tolls collected will be used to operate the lanes and for other transportation improvements in the Express Lanes corridors including transit.

Tolls for solo drivers will vary based on the level of congestion in the lanes. When traffic is light, toll prices are low. When congestion increases, toll prices go up to regulate the number of drivers entering the express lanes. The California Highway Patrol (CHP) will provide enforcement of express lanes using a combination of new technologies and visual checks for occupancy (as with HOV lanes).



SR 237/I-880 Express Connectors - Phase 1

Estimated Cost: \$11.7 Million,
Estimate Class 1

Appropriation through FY 19:

\$11.7 Million

Secured Funding to Date:

\$11.7 Million

Year of Completion: 2017

(Open to Traffic: 2012)

Project Manager: Jane Yu

Designer: PB Americas

System Integrator: Transcore



Project Description:

The SR 237/I-880 Express Connectors project converts the direct carpool lane to carpool lane connector ramps at the SR 237/I-880 interchange to Express Lanes operation. This project is funded through local and federal funds, including the American Recovery and Reinvestment Act (ARRA) and the Value Pricing Pilot Program.

Project Status:

Construction was completed and opened to traffic in March 2012.

The SR 237 Express Lanes have served over 3.05 million toll paying customers (about 18 percent of the just over 17 million users that have used the express lanes since inception). It is estimated that about 250,000 vehicle hours of travel time savings have been gained in the corridor since the express lanes opened for tolling in March 2012. VTA continues to monitor usage and revenue of the Express Connector.

Construction of the new Express Lane Operations Center was completed in June 2016 and project was closed in March 2017.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
SR 237/I-880 Express Connectors PH1	\$ 11.7	\$ 7.5	\$ -	\$ 4.3	\$ 11.7	\$ 7.5	\$ -	\$ 4.3	\$ 11.7

Project Schedule:

Activity	Start	End	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Preliminary Engineering	Early 2007	Late 2008											
Design	Early 2009	Mid 2011											
Construction	Mid 2011	Early 2012											
Tolling Operational	Early 2012												
Warrant Maintenance	Early 2012	Early 2013											
Maintenance Contract	Early 2013	Early 2017											
Project Closeout	Early 2017	Early 2017											

SR 85 Express Lanes (PA/ED)- Closed

Estimated Cost: \$6.9 Million

Estimate Class 1

Appropriation through FY 19:

\$6.9 Million

Secured Funding to Date:

\$6.9 Million

Year of Completion: 2016

Project Manager: Maren Schram

Designer: URS Corporation



Project Description:

This project covers the PA/ED phase only and includes conversion of 24 miles of the existing high-occupancy vehicle (HOV) lanes along SR 85 to combination HOV/Express Lanes. The proposed facility will allow single occupancy vehicles to gain access to the combination HOV/express lanes by paying a toll. A second Express Lane will also be added to create a double Express Lane between I-280 and SR 87 to provide added congestion relief and operational benefits to users.

Project Status:

Environmental/Preliminary Engineering: The draft Environmental Document was circulated for public review/comments in December 2013. The circulation period ended in February 2014. Project Approval & Environmental Document (PA/ED) was completed in April 2015. Project close-out is in progress and will be completed by May 2016. Final design and construction phases will be done under separate projects (P-0900, P-0901 and P-0902).

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
SR 85 Express Lanes Environmental	\$ 6.9	\$ 4.8	\$ -	\$ 2.1	\$ 6.9	\$ 4.8	\$ -	\$ 2.1	\$ 6.9

Project Schedule:

			FY11	FY12	FY13	FY14	FY15	FY16	
Activity	Start	End	2010	2011	2012	2013	2014	2015	2016
Environmental/PE	Late 2010	Mid 2015							
Closeout	Late 2015	Mid 2016	Refer to 2--38 to 2-40 for subsequent phases						

US 101 Express Lanes (PA/ED) - Closed

Estimated Cost: \$8.2 Million

Estimate Class 1

Appropriation through FY 19:

\$8.2 Million

Secured Funding to Date:

\$8.2 Million

Year of Completion: 2016

Project Manager: Lam Trinh

Designer: AECOM Corporation



Project Description:

The project covers the PA/ED phase only and involves converting 36 miles of the existing high-occupancy vehicle (HOV) lanes along US 101 between Dunne Avenue in Morgan Hill and the San Mateo County line to combined HOV/Express Lanes. The proposed facility will allow single occupancy vehicles to gain access to the combination HOV/Express Lanes by paying a toll. The current recommendation is to implement a combination of single and dual Express Lanes where feasible to provide added congestion relief and operational benefits to users.

Project Status:

Environmental/Preliminary Engineering: Project Study Report-Preliminary Development Study (PSR-PDS) was approved by Caltrans in August 2012. Draft Initial Study/Environmental Assessment was completed and circulated for public review in January and February 2015. Project Approval & Environmental Documentation (PA/ED) phase was completed on August 11, 2015. Project for the PA/ED phase (P-0721) was closed in April 2016. Final design and construction phases will be done under separate projects (P-0900, P-0901 and P-0902).

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
US 101 Express Lanes Environmental	\$ 8.2	\$ -	\$ -	\$ 8.2	\$ 8.2	\$ -	\$ -	\$ 8.2	\$ 8.2

Project Schedule:

			FY11	FY12	FY13	FY14	FY15	FY16	
Activity	Start	End	2010	2011	2012	2013	2014	2015	2016
Environmental/PE	Late 2010	Mid 2015							
Closeout	Late 2015	Early 2016		Refer to 2--38 to 2-40 for subsequent phases					

Refer to 2-38 to 2-40 for subsequent phases

State Route 237 Express Lanes - Phase 2

Estimated Cost: \$42.6 Million

Estimate Class 2

Appropriation through FY 19:

\$42.6 Million

Secured Funding to Date:

\$42.6 Million

Year of Completion: 2020

Project Manager: Lam Trinh

Designer: Mark Thomas & Company, Inc.



Project Description:

The SR 237 Express Lanes Phase 2 project is an extension of the SR 237/I-880 Express Connectors (Phase 1) project. The project proposes to extend express lanes operations by converting the remaining HOV lanes to express lanes, beginning at the current phase 1 project limits and extending to approximately Mathilda Avenue in Sunnyvale. The Project will implement a roadway pricing system to allow for the use of unused capacity in the High Occupancy Vehicle (HOV) lanes to provide congestion relief. Access to the available capacity in the HOV lanes would be made available to commuters meeting the carpool requirement and to solo commuters for a fee.

Project Status:

Environmental/Preliminary Engineering: Project Study Report/ Project Report (PSR/PR) and Environmental Document were completed in June 2015.

Final Design, Construction, and Electronic Tolling System (ETS) Development:

Final Engineering was completed and the civil construction contract was advertised for bids in October 2017. Contract was awarded in December 2017. Field construction began in April 2018. ETS development is on-going and expected to be completed in late 2017. Revenue service is targeted for fall 2019.

Project Cost :

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
SR 237 Express Lanes-PH 2	\$ 42.6	\$ 1.6	\$ -	\$ 41.0	\$ 42.6	\$ 1.6	\$ -	\$ 10.9	\$ 12.5

Project Schedule :

Activity	Start	End	2012	2013	2014	2015	2016	2017	2018	2019	2020
Environmental/PE	Late 2012	Mid 2015									
Design (PS&E)	Mid 2014	Late 2017									
ETS ⁽¹⁾	Mid 2015	Late 2019									
Right-of-Way	Mid 2014	Late 2017									
Construction ⁽²⁾	Late 2017	Late 2019									
Revenue Service	Late 2019										
Closeout	Late 2019	Early 2020									

SV Express Lanes – US 101/SR 85 PH 3

Estimated Cost: \$39.1 Million**Appropriation through FY 19:**

\$45.0 Million

Secured Funding to Date:

\$5.1 Million

Year of Completion: 2021**Project Manager:** Charmaine Zamora**Designer:** HNTB**Project Description:**

This project converts existing carpool/ High Occupancy Vehicles (HOV) lanes to Express Lanes on US 101 (from San Mateo /Santa Clara County line to near SR 237) and on SR 85 (from US 101 in Mountain View to SR 237) including conversion of the US 101/SR 85 HOV connector north in Mountain View.

Project Status:

Work began in December 2015 with express lane access analysis. Final design is nearly completion. Advertisement for construction bids is scheduled for fall 2018. Funding has been approved and is expected to be allocated in August 2018.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
SV Express Lanes-US101/SR85 PH 3	\$ 39.1	\$ -	\$ -	\$ 5.1	\$ 5.1	\$ -	\$ -	\$ 4.8	\$ 4.8

Project Schedule:

Activity	Start	End	2016	2017	2018	2019	2020	2021
Design (PS&E)*	Late 2015	Late 2018						
ETS ** (P-0902)	Mid 2017	Mid 2021						
Right-of-Way	Mid 2016	Late 2018						
Construction	Early 2019	Mid 2021						
Revenue Service	Mid 2021							
Closeout	Mid 2021	Late 2021						

SV Express Lanes – US 101/SR 85 PH 4

Estimated Cost: \$33.4 Million

Appropriation through FY 19:

\$24.0 Million

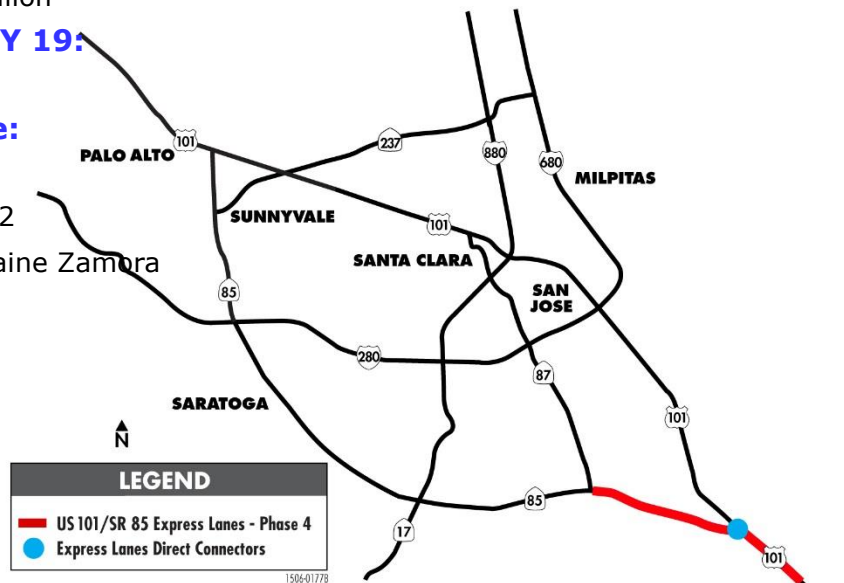
Secured Funding to Date:

\$2.9 Million

Year of Completion: 2022

Project Manager: Charmaine Zamora

Designer: HNTB



Project Description:

The project converts exiting carpool /High Occupancy Vehicles (HOV) lanes to Express Lanes on SR 85 (from US 101 in South San Jose to SR 87), including SR 85/US 101 direct connector ramps and the approaches to/from US 101.

Project Status:

Final design work began in January 2018 with concept plans and express lanes access analysis. Construction is planned for early 2020 but is contingent on securing funding.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
SV Express Lanes-US101/SR85 PH 4	\$ 33.4	\$ -	\$ -	\$ 2.9	\$ 2.9	\$ -	\$ -	\$ 0.3	\$ 0.3

Project Schedule:

Activity	Start	End	2016	2017	2018	2019	2020	2021	2022
Design (PS&E)*	Late 2015	Late 2019							
ETS ** (P-0902)	Mid 2018	Late 2021							
Right-of-Way	Early 2018	Late 2019							
Construction	Early 2020	End 2021							
Revenue Service	Late 2021								
Closeout	Early 2022	Mid 2022							



Funding not fully Identified, schedule is tentative

*

Includes construction bid and award

**

ETS includes development and implementation

SV Express Lanes-Electronic Toll System (ETS)

Estimated Cost: \$25.1 Million

Appropriation through FY 19:

\$20.0 Million

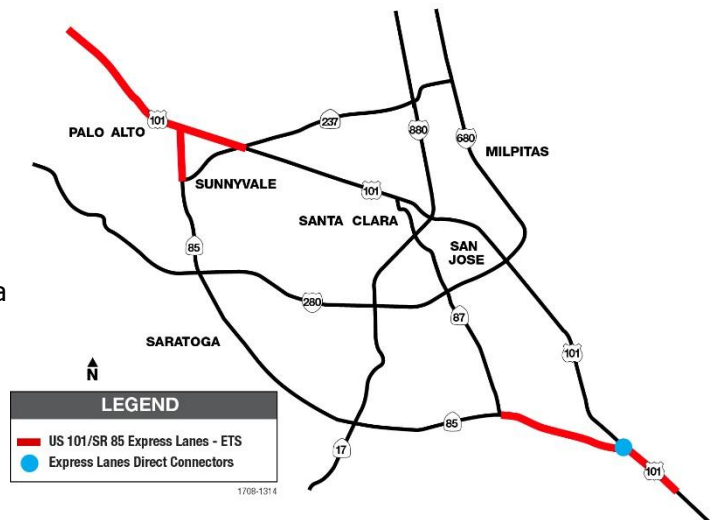
Secured Funding to Date:

\$3.7 Million

Year of Completion: 2024

Project Manager: Charmaine Zamora

Designer: TransCore



Project Description:

This project will develop and implement an Electronic Toll System (ETS) for the SR 85/US 101 corridor. Current authorized scope covers **Phase 3** - US 101 (from San Mateo/Santa Clara County line to near SR 237) and on SR 85 (from US 101 in Mountain View to SR 237), and **Phase 4** - SR 85 (between US 101/SR 85 Interchange South to SR 87) and approaches to/from US 101. The estimated cost of \$25.1 million is for Phase 3 and Phase 4. Future phases are dependent on securing funding.

Project Status:

Request for Proposal (RFP) was issued in October 2016. Contract was awarded to TransCore. First task order was issued in August 2017. Phase 3 collaboration with civil design is ongoing and design development for Phase 3 will begin in 2018.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
SV Express Lanes-Electronic Toll System (ETS)	\$ 25.1	\$ -	\$ -	\$ 3.7	\$ 3.7	\$ -	\$ -	\$ 1.1	\$ 1.1

Project Schedule:

Activity	Start	End	2015	2016	2017	2018	2019	2020	2021	2022
Develop RFP, Bid and Award	Early 2015	Mid 2017								
ETS Development	Mid 2017	Mid 2020								
ETS Implementation	Mid 2020	Late 2021								
Revenue Service	Late 2021									
Closeout	Early 2022	Mid 2022								

 Funding not fully identified, schedule is tentative

Noise Reduction Program on SR85

Estimated Cost: \$0.3 Million (Study only) \$29 Million (All Phases)

Appropriation through FY 19:

\$2.4 Million

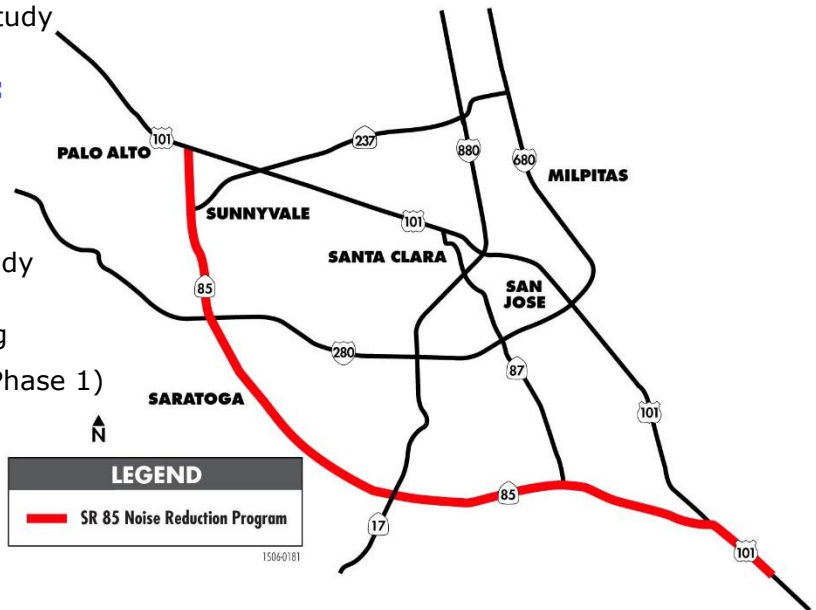
Secured Funding to Date:

\$0.3 Million

Year of Completion: 2016 (Study only)

Project Manager: Michelle Jiang

Designer: CSDA Design Group (Phase 1)



Project Description:

During the environmental circulation period for the SR 85 Express Lanes project, residents expressed their concerns toward the existing noise from the SR 85 corridor and added noise from the proposed express lanes, in particular, the double express lanes between SR 87 and I-280 within the cities of San Jose, Campbell, Los Gatos, Saratoga and Cupertino. To address noise concerns on SR 85, VTA will implement a three-phase noise reduction program along SR 85. **Phase 1** (noise reduction study) will review existing noise conditions, establish the ambient noise conditions along SR 85, and provide available types of noise reduction strategies that could be implemented with Caltrans approval. **Phase 2** (noise reduction pilot project) will implement noise reduction treatments identified in Phase 1 as pilot project at specified test location(s). Noise measurements before and after the implementation of the noise reduction treatment will be performed. With revenue generated from the SR 85 express lanes and based on Phase 2 results, **Phase 3** (noise reduction projects) will implement noise reduction treatments at other locations within SR 85.

Project Status:

Draft report was issued for comments to stakeholders in May 2016. Final report was completed in September 2016. Request for Proposal for Phase 2 (Pilot project) is dependent on securing funding.

Project Cost:

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
Noise Reduction Program on SR85	\$ 29.0	\$ -	\$ -	\$ 0.3	\$ 0.3	\$ -	\$ -	\$ 0.3	\$ 0.3

Project Schedule:

Future phases to implement recommendations of the study are dependent on securing funding.

APPENDIX – COST ESTIMATE CLASSES

Figure 1.6 – Cost Estimate Classification Matrix
(Adapted from *AACE Skills & Knowledge of Cost Engineering*, 4th ed., Chapter 1)

Estimate Class	Level of Project Definition Expressed as engineering percent completion at time of estimate	Expected Accuracy Range Typical variation in low and high ranges
Class 5	0% to 5%	-50% to +100%
Class 4	5% to 25%	-30% to +50%
Class 3	35%	-20% to +30%
Class 2	65%	-15% to +20%
Class 1	90% to 100%	-10% to +15%

Figure 1.5 shows a mapping of Estimate Class to Level of Project Definition. Intuitively, estimates become more accurate and have less uncertainty as project definition increases. This table provides a rough framework to describe the accuracy of project estimated costs in this report. A discussion of cost estimate classes, in order of increasing accuracy, is presented below:

- **Class 5** (Order-of-Magnitude Estimates) – Order-of-magnitude estimates are sometimes referred to as “conceptual” or “ballpark” estimates. These estimates are made without detailed engineering data using only basic criteria such as area or distance. An estimate of this type would normally be expected to be accurate within +100 percent to -50 percent. Order-of-magnitude estimates are used to quickly screen several types of alternative designs.
- **Classes 4 and 3** (Preliminary Estimates) – Preliminary estimates are prepared once enough preliminary engineering has taken place to further define the project scope. An estimate of this type is normally expected to be accurate within +50 percent to -30 percent. Since the preliminary estimate is more definitive than the order-of-magnitude estimate, it is better suited for determining project feasibility.
- **Classes 2 and 1** (Final Estimates) – Final estimates are prepared from very defined engineering data. This data includes, as a minimum, fairly complete plans and specifications. An estimate of this type is usually expected to be accurate within +15 percent to -15 percent. The final estimate has a level of accuracy that is appropriate for setting project budgets.

ATTACHMENT B

VTP HIGHWAY PROGRAM - SEMI ANNUAL REPORT

Expenditures as of June 30, 2018

in millions

Project	Total Estimate	Secured Funding (in \$M)				Incurred through Jun 2018 (in \$M)			
		Federal	State	Local	Total	Federal	State	Local	Total
1- Projects in Conceptual Study Phase									
El Camino Real/SR 85/SR 237/Middlefield	\$ 0.8	\$ -	\$ -	\$ 0.8	\$ 0.8	\$ -	\$ -	\$ 0.8	\$ 0.8
I-280 Corridor Study	\$ 0.7	\$ -	\$ -	\$ 0.7	\$ 0.7	\$ -	\$ -	\$ 0.7	\$ 0.7
Innovative Transportation Technology Program	\$ 2.0	\$ -	\$ -	\$ 0.1	\$ 0.1	\$ -	\$ -	\$ 0.1	\$ 0.1
Countywide Bicycle Plan Update	\$ 0.7	\$ -	\$ 0.4	\$ 0.3	\$ 0.7	\$ -	\$ 0.4	\$ 0.3	\$ 0.7
Bicycle Safety Educat./Promotional Act.	\$ 0.1	\$ -	\$ -	\$ 0.1	\$ 0.1	\$ -	\$ -	\$ 0.1	\$ 0.1
Intelligent Transportation System Project	\$ 14.0	\$ -	\$ -	\$ 0.3	\$ 0.3	\$ -	\$ -	\$ 0.3	\$ 0.3
Local PDA Planning- Santa Clara	\$ 1.0	\$ 0.9	\$ -	\$ 0.1	\$ 1.0	\$ 0.7	\$ -	\$ 0.1	\$ 0.7
Story – Keyes Corridor Complete Streets Study	\$ 0.5	\$ -	\$ 0.4	\$ 0.1	\$ 0.5	\$ -	\$ 0.4	\$ 0.1	\$ 0.4
Tasman Corridor Complete Streets Study	\$ 1.1	\$ 1.0	\$ -	\$ 0.1	\$ 1.1	\$ 0.5	\$ -	\$ 0.1	\$ 0.5
Bascom Corridor Complete Streets Study	\$ 1.1	\$ 1.0	\$ -	\$ 0.1	\$ 1.1	\$ 0.4	\$ -	\$ 0.1	\$ 0.5
SR 87 Corridor Study	\$ 0.2	\$ -	\$ -	\$ 0.2	\$ 0.2	\$ -	\$ -	\$ 0.1	\$ 0.1
Traffic Analysis Software Procurement	\$ 0.15	\$ -	\$ -	\$ 0.15	\$ 0.15	\$ -	\$ -	\$ 0.01	\$ 0.01
Total	\$ 22.5	\$ 2.9	\$ 0.8	\$ 3.1	\$ 6.8	\$ 1.5	\$ 0.8	\$ 2.6	\$ 4.9
2 - Projects in the Environmental/Preliminary Engineering Phase									
Freeway Performance Initiative	\$ 7.0	\$ 1.6	\$ -	\$ 0.2	\$ 1.8	\$ 1.6	\$ -	\$ 0.0	\$ 1.6
SR 152 Trade Corridor	\$ 1,120.0	\$ 2.9	\$ 5.0	\$ 5.2	\$ 13.0	\$ 0.1	\$ 4.0	\$ 4.2	\$ 8.3
US 101 Widening - Monterey Rd to SR 129	\$ 450.0	\$ -	\$ -	\$ 5.9	\$ 5.9	\$ -	\$ -	\$ 5.9	\$ 5.9
US101 De La Cruz Blvd/Trimble Rd	\$ 50.0	\$ -	\$ -	\$ 3.9	\$ 3.9	\$ -	\$ -	\$ 1.1	\$ 1.1
I-280/Winchester Blvd Improvements Project	\$ 75.0	\$ 0.5	\$ -	\$ 2.5	\$ 3.0	\$ 0.5	\$ -	\$ 1.0	\$ 1.5
US101/Zanker Rd/Skyport Dr/N 4th St Interchange	\$ 150.0	\$ -	\$ -	\$ 4.1	\$ 4.1	\$ -	\$ -	\$ 1.7	\$ 1.7
I-680 Sound Walls	\$ 7.0	\$ -	\$ 0.1	\$ 1.2	\$ 1.3	\$ -	\$ 0.1	\$ 0.8	\$ 0.9
I-280/Wolfe Rd Interchange Improvement Project	\$ 70.0	\$ -	\$ -	\$ 2.0	\$ 2.0	\$ -	\$ -	\$ 1.7	\$ 1.7
Total	\$ 1,929.0	\$ 4.9	\$ 5.1	\$ 24.9	\$ 34.9	\$ 2.1	\$ 4.1	\$ 16.3	\$ 22.6
3 - Projects in Final Design									
I-280/Foothill Expressway Ramp Improvements	\$ 3.7	\$ -	\$ -	\$ 0.7	\$ 0.7	\$ -	\$ -	\$ 0.7	\$ 0.7
SR 237/US 101/ Mathilda Interchange	\$ 42.0	\$ -	\$ -	\$ 8.0	\$ 8.0	\$ 0.1	\$ -	\$ 7.4	\$ 7.4
Total	\$ 45.7	\$ -	\$ -	\$ 8.7	\$ 8.7	\$ 0.1	\$ -	\$ 8.1	\$ 8.1
4 - Projects in Construction									
US 101 Auxiliary Lanes - Embarcadero to SR 85	\$ 16.8	\$ -	\$ 1.6	\$ 15.1	\$ 16.8	\$ -	\$ 1.6	\$ 15.1	\$ 16.8
I-880 HOV Widening	\$ 18.4	\$ -	\$ 0.6	\$ 17.9	\$ 18.4	\$ -	\$ 0.6	\$ 17.9	\$ 18.4
Ramp Metering Implementation	\$ 2.5	\$ 2.5	\$ -	\$ 0.1	\$ 2.5	\$ 2.5	\$ -	\$ 0.1	\$ 2.5
US 101 Capitol Expressway-Yerba Buena Interchange	\$ 29.1	\$ 1.1	\$ 21.3	\$ 7.1	\$ 29.5	\$ 1.1	\$ 21.3	\$ 6.6	\$ 29.1
Combined Landscaping & Maint. Project	\$ 3.8	\$ -	\$ 1.0	\$ 2.8	\$ 3.8	\$ -	\$ 1.0	\$ 2.6	\$ 3.6
Capitol Expy-Ped Connection to Eastridge	\$ 1.5	\$ 1.0	\$ 0.5	\$ -	\$ 1.5	\$ 1.0	\$ 0.5	\$ -	\$ 1.5
I-880/I-280/Stevens Creek Improvements	\$ 58.7	\$ 18.2	\$ 36.3	\$ 4.1	\$ 58.6	\$ 18.0	\$ 36.3	\$ 4.0	\$ 58.3
Landscaping at I-280/I-880/StevensCrk Blvd	\$ 3.6	\$ 1.9	\$ -	\$ 1.7	\$ 3.6	\$ 0.6	\$ -	\$ 0.4	\$ 0.9
Total	\$ 134.4	\$ 24.7	\$ 61.3	\$ 48.7	\$ 134.8	\$ 23.1	\$ 61.3	\$ 46.7	\$ 131.1
5- Silicon Valley Express Lane Program									
SVEL Program Development	\$ 2.9	\$ -	\$ -	\$ 2.9	\$ 2.9	\$ -	\$ -	\$ 2.9	\$ 2.9
SR 237/I-880 Express Connectors PH1	\$ 11.7	\$ 7.5	\$ -	\$ 4.3	\$ 11.7	\$ 7.5	\$ -	\$ 4.3	\$ 11.7
SR 85 Express Lanes Environmental	\$ 6.9	\$ 4.8	\$ -	\$ 2.1	\$ 6.9	\$ 4.8	\$ -	\$ 2.1	\$ 6.9
US 101 Express Lanes Environmental	\$ 8.2	\$ -	\$ -	\$ 8.2	\$ 8.2	\$ -	\$ -	\$ 8.2	\$ 8.2
SR 237 Express Lanes-PH 2	\$ 42.6	\$ 1.6	\$ -	\$ 41.0	\$ 42.6	\$ 1.6	\$ -	\$ 10.9	\$ 12.5
SV Express Lanes-US101/SR85 PH 3	\$ 39.1		\$ -	\$ 5.1	\$ 5.1	\$ -	\$ -	\$ 4.8	\$ 4.8
SV Express Lanes-US101/SR85 PH 4	\$ 33.4	\$ -	\$ -	\$ 2.9	\$ 2.9	\$ -	\$ -	\$ 0.3	\$ 0.3
SV Express.Lanes-Electronic Toll System (ETS)	\$ 25.1	\$ -	\$ -	\$ 3.7	\$ 3.7	\$ -	\$ -	\$ 1.1	\$ 1.1
Noise Reduction Program on SR85	\$ 29.0	\$ -	\$ -	\$ 0.3	\$ 0.3	\$ -	\$ -	\$ 0.3	\$ 0.3
SV Express Lanes- US101/SR85 PH 5	\$ 564.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 763.5	\$ 13.9	\$ -	\$ 70.5	\$ 84.3	\$ 13.9	\$ -	\$ 35.0	\$ 48.8
GRAND TOTAL	\$ 2,895.1	\$ 46.4	\$ 67.3	\$ 155.9	\$ 269.6	\$ 40.7	\$ 66.3	\$ 108.6	\$ 215.6



Date: September 5, 2018
 Current Meeting: September 20, 2018
 Board Meeting: October 4, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Congestion Management Program & Planning Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Engineering & Program Delivery Officer, Carolyn M. Gonot

SUBJECT: 2000 Measure A Semi-Annual Report Ending June 30, 2018

FOR INFORMATION ONLY

Please find attached the Semi-Annual Report for the 2000 Measure A Program for the period January 1, 2018 to June 30, 2018 (Attachment A). Also attached is the Cost Summary (Attachment B) and Status Summary (Attachment C). Highlights for this reporting period include the following:

Extend BART from Fremont through Milpitas to Downtown San José and the Santa Clara Caltrain Station

Phase I extension to Berryessa/North San José:

- At both the Milpitas and Berryessa stations contractors continued field installation testing and field functional testing of mechanical, electrical, and communications systems.
- Dynamic testing for the Berryessa Extension Project has been largely completed. Review of test results is underway and final documentation of these results is being compiled as part of the safety certification process.
- Communications systems testing continued, but encountered delays in March. The focus of efforts during this period has been on verifying the equipment installed in preparation for the transfer of control from the Extension's Project Test Center to BART's Operations Control Center. BART system integration testing will begin after the transfer of control is completed.
- All SVBX planting and landscaping, including tree installations, were completed.

- The VTA Board authorized the installation of solar panels on the Milpitas parking garage.
- On the Hayward Maintenance Complex (HMC), for the new Component Repair Shop (CRS), mechanical, electrical, finish painting, and plumbing installations are nearing completion, and testing and training are now in progress for the many different components and specialty equipment. Work continues on the Hayward Main Shop north yard area, and work on the remainder of the Hayward Shop south yard and Back Shop has been re-sequenced to allow BART to utilize the Shop for vehicle maintenance during construction activities. Work has begun for the first re-sequenced segment
- BART vehicle production continues at the carbody manufacturing facility. As of May 2018, production cars 1-20 are in revenue service. Qualification testing on production cars 21-25 has been completed. BART received production cars 26-31, which are currently going through qualification testing at BART's test track.
- In March the project team encountered delays to completing the communications network systems. This network included Radio, CCTV, Access Control, Supervisory Control and Data Acquisition (SCADA), Telephone, Fire Alarm, Equipment Controls, Public Address. These delays caused the forecast project completion to extend past the Full Funding Grant Agreement Deadline of June 29, 2018.

FTA was notified of the delay and recommended a detailed risk-based analysis to form the basis of VTA's request for an extension to the FFGA completion date. That analysis was conducted in April and May and included participation by FTA, BART, VTA, and their relevant technical experts.

The risk-based analysis resulted in a set of statistical probabilities that indicated a range of probable project completion dates. Standard industry practice suggests that a date with an 80% probability (P80) would be a reasonable date to use as the basis of VTA's request. The P80 date in this analysis is indicated to be September 30, 2019.

Through June 2018, the project team continued to work with FTA to formulate a formal request for an extension to the FFGA project completion date. Although the project team continues to work to bring the project into revenue service as soon as possible, the request for an extension to the FFGA must necessarily be long enough to accommodate a wide range of events that may extend the project completion. The project team believes it may be able to forecast project completion more reliably after the communication network systems are completed sometime in Q1 of 2019.

Phase II Extension Activities

- On June 4, 2018, the Federal Transit Administration (FTA) issued a Record of Decision (ROD) for the Phase II Extension. Receiving the ROD is a requirement for projects seeking federal funding, and indicates that extensive environmental analysis and public review has

been completed. The Final Supplemental Environmental Impact Statement (FSEIS) assessed project alternatives considered, responded to public comments submitted during the draft environmental document phase, and provides the basis for the project description and measures required to mitigate potentially adverse effects.

- Since meeting with FTA in May regarding the Expedited Project Delivery (EPD) Pilot Program, staff has continued efforts to develop a strategic approach to meet the program's main requirement of demonstrating innovative public-private partnership opportunities aimed at improving project efficiencies, implementation, and encouraging new revenue streams.
- VTA intends to submit to FTA an application for a Full Funding Grant Agreement in late 2019, after development of a successful EPD approach, and the availability of updated design documents, technical and financial plans, cost and schedule estimates, and project justification. Under the Fixing America's Surface Transportation Act (FAST) statute (the statute which includes EPD), VTA is to be notified of FTA's decision on a FFGA within 120 days of an application submittal.
- VTA hosted an information forum on May 15, 2018 at the San Jose Convention Center prior to publication of the July 2, 2018 Request for Proposals (RFP) for selection of a General Engineering Consultant to move engineering forward. Technical proposals are due to VTA by August 13, 2018, with the selection process anticipated to be completed by fall 2018. The selected firm will be responsible for developing design and integrating contracts in accordance with final contracting plans to prepare project engineering for award of construction contracts.

Extend Light Rail from Downtown San Jose to the East Valley

- Phase I including pedestrian and bus improvements along Capitol Expressway from Capitol Avenue to Quimby Road was completed in 2012 and reconstruction of the Eastridge Transit Center was completed in May 2015.
- Phase II will extend light rail to the Eastridge Transit Center. A public scoping meeting to discuss the environmental document was held in June 2018. An updated CEQA (California Environmental Quality Act) document is expected to be approved by VTA Board in late 2018. Final design and utility relocation is ongoing and is expected to be completed by late 2019. Construction is planned to begin early 2020. CTC allocated \$9.4 million in SB1 Local partnership Program (LPP) formula funds in June 2018. Voters approved the Regional Measure (RM3) in June 2018 and allocation is expected in early 2019.

Improve Caltrain: Double Track to Gilroy & Electrify from Palo Alto to Gilroy

- Work on the Caltrain electrification project is proceeding, Balfour Beatty is installing foundations for electrical system, working on final cost estimates. Stadler is producing vehicle mock-ups, and proceeding with construction at their U.S. production facility in Utah. VTA continues to reimburse Caltrain for our share of project related costs.

Improve Bus Service in Major Corridors

- Alum Rock Santa Clara Bus Rapid Transit (BRT) revenue service along the corridor commenced in May 2017. Construction was completed in December 2017. City of San Jose electrical punchlist work was completed in May 2018. Administrative closeout of contracts and agreements is in progress. Curb side shelters along Santa Clara Street will be installed under a separate contract that will be advertised for bids in September 2018.
- Construction of new seating, lighting and other associated bus stop improvements for the Stevens Creek Rapid 523 and all civil work was completed in March 2018. Contract for installation of Shelters is expected to be advertised in September 2018. Construction contract for the Stelling Road bus stop improvements project was awarded in June 2017 and construction was completed in February 2018.

Develop New Light Rail Corridor

- In June 2016, VTA Board approved funding to advance final design and right of way acquisition for the Vasona Light Rail Extension/Double Track project. A Request for Proposal (RFP) was issued in August 2017 for conceptual design services. Contract was awarded at the May 2018 VTA Board meeting.
- The SR 85 Transit Guideway Study will analyze the feasibility and implementation of mass transit alternatives for the SR 85 corridor from San Jose to Mountain View, including bus and rail options. An RFP was issued in December 2016, and a contract was awarded at the May 2017 VTA Board meeting. Transit Market Analysis was completed in June 2018. Further transit planning including concept development is dependent on securing funding. As VTA awaits resolution of Measure B litigation, we are working with MTC to secure federal funding for the project.

Prepared By: Suja Prasad, Sr. Cost & Schedule Coordinator
Memo No. 6272

Attachment A

2000 Measure A Program Semi-Annual Report June 2018

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SECTION 1.0

EXECUTIVE SUMMARY AND PROJECT COSTS

SECTION 1.0

EXECUTIVE SUMMARY AND PROJECT COSTS

A. EXECUTIVE SUMMARY

The Semi-Annual Report is a periodic update of the 2000 Measure A Transit Improvement Program prepared by VTA staff and provided to the 2000 Measure A Citizens Watchdog Committee and the VTA Board of Directors.

In the same manner VTA was committed to and completed all projects in the 1996 Measure B Program, VTA is committed to completing all the projects in the 2000 Measure A Program. During FY2016, VTA will advance projects to a ready state and advocate for outside fund sources and matched funds to advance projects including potential public-private partnerships.

This report shows a snapshot of the 2000 Measure A Program at the time of writing. However, it is important to understand that the timing and prioritization of projects in the program remains fluid. The report is based on the Program's budgeted, forecast, and incurred costs as of June 30, 2018.

Key activities that occurred in the six months leading up to June 30, 2018 are described below:

Extend BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station

- On June 5, 2018, Federal Transit Administration (FTA) notified VTA that a Record of Decision (ROD) was issued for the Phase II project. Receiving the ROD is a required next step for projects seeking federal funding. It signifies that VTA satisfied the requirements of the National Environmental Policy Act (NEPA) for the project.
- Staff continued efforts to develop deliverables necessary for the pursuit of federal funding through the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) Program. These efforts included continued interaction with FTA on participation in the CIG Expedited Project Delivery (EPD) Pilot Program. Participation in this program would enable VTA to secure a Full Funding Grant Agreement (FFGA) with FTA through an alternate process that includes a Public Private Partnership component. Staff is developing an EPD proposal which will demonstrate the project's justification, funding plan, public-private partnerships opportunities, and areas where VTA can self-certify capabilities to carry out an award of federal assistance.
- VTA hosted an information forum on May 15, 2018 at the San Jose Convention Center prior to publication of the July 2, 2018 Request for Proposals (RFP) for selection of a General Engineering Consultant to move engineering forward. Staff anticipates the General Engineering Consultant selection process to be completed by fall 2018.

- BART vehicle production continues at the carbody manufacturing facility. As of May 2018, production cars 1-20 are in revenue service. Qualification testing on production cars 21-25 has been completed. BART received production cars 26-31, which are currently going through qualification testing at BART's test track.
- The Systems portion of SVBX Line, Track Stations and Systems contract (C700), performed by Aldridge Rosendin, was assigned to be managed directly by VTA in early 2018. Automatic Train Operation (ATO) dynamic train control testing along the entire SVBX alignment including the Warm Springs (WSX) to SVBX interface was physically completed this quarter. System-wide testing of the Traction Power System was also completed, and stations systems functional and integration testing continues. On SVBX stations, mechanical, electrical, and plumbing systems were largely completed, and testing is underway at both the Milpitas and Berryessa stations.
- At both the Milpitas and Berryessa stations the contractors continued Field Installation Testing and Field Functional Testing of mechanical, electrical, and communications systems.
- All SVBX planting and landscaping, including tree installations, were completed.
- The VTA Board authorized the installation of solar panels on the Milpitas parking garage.
- On the Hayward Maintenance Complex (HMC), for the new Component Repair Shop (CRS), mechanical, electrical, finish painting, and plumbing installations are nearing completion, and testing and training are now in progress for the many different components and specialty equipment. Work continues on the Hayward Main Shop north yard area, and work on the remainder of the Hayward Shop south yard and Back Shop has been re-sequenced to allow BART to utilize the Shop for vehicle maintenance during construction activities. Work has begun for the first re-sequenced segment.
- Construction of the Santa Clara Pocket Track Phase 1 interlocking from Reamwood Station to Old Ironsides Station was completed in March 2018.

Extend Light Rail from Downtown San Jose to the East Valley

Phase I included pedestrian and bus improvements along Capitol Expressway from Capitol Avenue to Quimby Road (completed in 2012) and reconstruction of the Eastridge Transit Center (completed in May 2015). Phase II will extend light rail to the Eastridge Transit Center. A public scoping meeting to discuss the environmental document was held in June 2018. An updated CEQA (California Environmental Quality Act) document is expected to be approved by the VTA Board late 2018. Final design and utility relocation is ongoing and is expected to be completed by late 2019. Construction is expected to begin early 2020. CTC allocated \$9.4 million SB1 Local partnership Program (LPP) formula funds in June 2018. Voters approved the Regional Measure (RM3) in June 2018 and allocation is expected in early 2019.

Improve Caltrain: Double Track to Gilroy & Electrify from Palo Alto to Gilroy

- Work on the Caltrain electrification project is proceeding, Balfour Beatty is installing foundations for electrical system, working on final cost estimates. Stadler is producing vehicle mock-ups, and proceeding with construction of their U.S. production facility in Utah. VTA continues to reimburse Caltrain for our share of project related costs.

Improve Bus Service in Major Corridors

- Alum Rock Santa Clara Bus Rapid Transit (BRT) revenue service along the corridor commenced in May 2017. Construction was completed in December 2017. City of San Jose electrical punchlist work was completed in May 2018. Administrative closeout of contracts and agreements is in progress. Curb side shelters along Santa Clara Street will be installed under a separate contract that is planned to be advertised for bids in September 2018.
- Construction for new seating, lighting and other associated bus stop improvements for the Stevens Creek Rapid 523 and all civil work was completed in March 2018. Contract for installation of Shelters is expected to be advertised in September 2018. Construction contract for the Stelling Road bus stop improvements project was awarded in June 2017 and construction was completed in February 2018.

Develop New Light Rail Corridor

- In June 2016, VTA Board approved funding to advance final design and right of way acquisition for the Vasona Light Rail Extension/Double Track project. A Request for Proposal (RFP) was issued in August 2017 for conceptual design services. Contract was awarded at the May 2018 VTA Board meeting.
- The SR 85 Major Transit Investment Study will analyze implementation of a Light Rail System (LRT) on SR 85 from San Jose to Mountain View along with other transit guideway alternatives such as Bus Rapid Transit (BRT). RFP was issued in December 2016 and awarded at the May 2017 VTA Board meeting. Transit Market Analysis was completed in June 2018. Further transit planning including concept development is dependent on securing funding. As we await resolution on Measure B litigation, VTA is working with MTC on securing federal funding for this project.

B. PROJECT COSTS

Figure 1.1, on page 1-7, shows the incurred costs for each of the 14 transit projects/program areas as identified in the 2000 Measure A sales tax.

2000 Measure A Programwide

Programwide costs are incurred when activities are performed that provide either an indirect benefit to multiple projects or provide benefit to the overall 2000 Measure A Program. There are five programwide cost components to the 2000 Measure A Program:

- Capitalized Interest and Bond Costs
- Non-Capitalized Interest and Bond Costs
- Programwide Expenses
- VTA Operating Assistance
- Miscellaneous Operating Expenses

Interest and Bond Costs

Interest and Bond Costs represent interest and other bond charges (net of interest earned on bond proceeds) related to 2000 Measure A Sales Tax Revenue Bonds. Other bond charges include periodic fees related to variable rate bonds, including liquidity, remarketing, trustee and rating fees.

Capitalized interest/bond charges need to be associated with the assets that were funded by the bond proceeds. In accordance with Financial Accounting Standards Board (FASB) 62, capitalized interest related to restricted assets should be net of the interest income earned by the reinvested bond proceeds. Costs are allocated directly to specific projects based on the prorata share of bond proceeds used to fund expenditures on a quarterly basis. These costs will continue to be allocated directly to project expenditures until the bonds are repaid in full or until such projects are completed, whichever comes first.

Non-Capitalized interest/bond charges represent the bond costs allocated to projects that have been completed as well as the costs associated with Taxable Build America Bonds proceeds that have not yet been drawn down.

Bonds were initially issued beginning in 2003, prior to the start of the 2000 Measure A Sales Tax, in order to advance the SVRT, Commuter Rail, and Light Rail programs prior to sales tax revenue collections. Currently there are approximately \$848.6 million in 2000 Measure A Sales Tax Revenue Bonds outstanding.

Programwide Expenses

Programwide expenses include preparation of progress and cost reports and other general project related tasks that are not attributable to individual projects. On a quarterly basis, the programwide expenses are allocated to individual projects based on the incremental costs of the projects during the quarter. The allocation is necessary to associate the costs to the individual projects that were benefited by the incurrence of the programwide costs.

VTA Operating Assistance

20.75% of the Measure A Sales Tax revenue is used in support of VTA operations. Through June 30, 2018, a cumulative total of \$400.5 million has been expended for this purpose.

Miscellaneous Operating Expenses

Miscellaneous Operating Expenses represent expenditures related to the ongoing costs of administering the overall Measure A program. These expenses include financial forecasting, investment consultants, annual financial audit preparation, election fees, publication of annual financial audits and public hearings conducted by the 2000 Measure A Citizen's Watchdog Committee, and other general tasks.

Figure 1.1 – Incurred Cost

\$ in millions

Project	Incurred Cost Through Dec 2017 A	Incurred Cost Through Jun 2018 B	Incurred Cost This Period C = A-B
1-Extend BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station			
1-1 BART SV Program Development, Implementation & Warm Springs	\$ 415.1	\$ 421.0	\$ 5.9
1-2 BART SV Corridor Establishment and Maintenance (CEM)	\$ 442.0	\$ 444.7	\$ 2.7
1-3 BART Silicon Valley Berryessa Extension	\$ 1,881.9	\$ 1,949.9	\$ 68.0
1-4 BART Silicon Valley Santa Clara Extension	\$ 180.8	\$ 200.2	\$ 19.4
1-5 BART Core System Modifications (BCS)	\$ 153.1	\$ 156.4	\$ 3.3
1-6 BART Other Supporting Projects	\$ 90.2	\$ 92.3	\$ 2.1
Total	\$ 3,163.1	\$ 3,264.6	\$ 101.4
2 - Provide Connections from Mineta San Jose International Airport to BART, Caltrain and VTA Light Rail			
Mineta San Jose Airport People Mover (APM)	\$ 2.1	\$ 2.1	\$ 0.0
3- Extend Light Rail From Downtown San Jose to the East Valley			
DTEV Planning & Conceptual Engg/DTEV Environmental & 90% CELR	\$ 66.2	\$ 66.2	\$ -
CELR Phase I - Pedestrian Improvements	\$ 19.0	\$ 19.0	\$ -
CELR Phase I - Eastridge Transit Center	\$ 59.5	\$ 59.9	\$ 0.4
Eastridge to BART Regional Connector Project	\$ 1.4	\$ 5.4	\$ 4.0
Total	\$ 146.0	\$ 150.4	\$ 4.4
4 - Purchase Low-Floor Light Rail Vehicles			
70 Low-Floor Light Rail Vehicles	\$ 200.6	\$ 200.6	\$ 0.0
5 - Improve Caltrain: Double Track to Gilroy and Electrify from Palo Alto to Gilroy			
Caltrain South County Capacity Improvements	\$ 17.2	\$ 17.2	\$ -
Caltrain Electrification (VTA Share)	\$ 61.4	\$ 74.1	\$ 12.7
Total	\$ 78.6	\$ 91.4	\$ 12.7
6- Increase Caltrain Service			
Caltrain Improvement Plan/Caltrain Service Upgrades	\$ 16.7	\$ 16.9	\$ 0.2
Caltrain Mountain View Parking Structure	\$ 0.3	\$ 0.3	\$ 0.0
Blossom Hill Pedestrian Grade Separation	\$ 11.2	\$ 11.2	\$ -
Caltrain Safety Enhancements	\$ 15.7	\$ 15.8	\$ 0.0
Santa Clara Station Pedestrian Underpass Extension	\$ 10.2	\$ 10.5	\$ 0.3
Santa Clara and San Jose Diridon Station Upgrade	\$ 12.2	\$ 12.2	\$ -
Bike Sharing Pilot Project	\$ 0.8	\$ 0.8	\$ 0.0
Total	\$ 67.2	\$ 67.7	\$ 0.5
7 - Construct a New Palo Alto Intermodal Transit Center			
Palo Alto Intermodal Transit Center	\$ 0.2	\$ 0.2	\$ 0.0
8 - Improve Bus Service in Major Bus Corridors			
BRT Alternative Analysis/ BRT Strategic Plan	\$ 2.2	\$ 2.2	\$ -
Alum Rock - Santa Clara Bus Rapid Transit	\$ 136.5	\$ 139.2	\$ 2.7
Stevens Creek Bus Rapid Transit	\$ 3.6	\$ 3.6	\$ 0.0
El Camino Real Bus Rapid Transit	\$ 10.5	\$ 10.5	\$ 0.0
Procurement of BRT Articulated Buses	\$ 32.5	\$ 32.6	\$ 0.1
Modifications to Chaboya and North Division for BRT Buses	\$ 2.2	\$ 2.2	\$ 0.0
Money Counting Facility Replacement	\$ 0.1	\$ 0.1	\$ -
De Anza College Transit Center Improvement	\$ 0.3	\$ 0.3	\$ (0.0)
Rapid 523 Bus Stop Improvements	\$ 2.1	\$ 2.5	\$ 0.3
Stelling Road Bus Stop Improvement	\$ 1.3	\$ 1.8	\$ 0.5
Total	\$ 191.4	\$ 195.0	\$ 3.6
9 - Upgrade Altamont Commuter Express (ACE)			
Included in Santa Clara and San Jose Diridon Station Upgrade	\$ -	\$ -	\$ -
10 - Improve Highway 17 Express Bus Service			
Highway 17 Bus Service Improvements	\$ 2.5	\$ 2.5	\$ 0.0
11 - Connect Caltrain with Dumbarton Rail Corridor			
Dumbarton Rail Corridor	\$ 2.3	\$ 2.3	\$ 0.0
12 - Purchase Zero-Emission Buses and Construct Service Facilities			
3 Zero Emission Buses (Pilot Program)	\$ 14.7	\$ 14.7	\$ 0.0
Zero Emission Buses Facility Improvements	\$ 4.8	\$ 4.8	\$ 0.0
Total	\$ 19.4	\$ 19.4	\$ 0.0
13 - Develop New Light Rail Corridors			
New Rail Corridors Study	\$ 1.2	\$ 1.2	\$ 0.0
Light Rail Systems Analysis	\$ 1.7	\$ 1.7	\$ -
Southern Light Rail Express	\$ 1.1	\$ 1.1	\$ -
LRT Extension to Vasona Junction	\$ 1.0	\$ 1.1	\$ 0.1
Winchester LR Double Track & Platform Extension	\$ 0.1	\$ 0.2	\$ 0.1
SR 85 Major Transit Investment Study	\$ 0.3	\$ 0.5	\$ 0.2
Total	\$ 5.4	\$ 5.8	\$ 0.4
14 - Fund Operating and Maintenance Cost for Increased Bus, Rail and Paratransit Service			
Fund Operating and Maintenance Costs	\$ 379.5	\$ 400.5	\$ 21.0
Other Expenditures			
Debt Service on Current Bonds (incl principal, interest & other bond costs)	\$ 327.8	\$ 344.6	\$ 16.8
Fund Exchange Payments	\$ 107.4	\$ 110.5	\$ 3.0
Miscellaneous Operating Expenses	\$ 10.3	\$ 10.7	\$ 0.4
Total	\$ 445.5	\$ 465.8	\$ 20.3
GRAND TOTAL	\$ 4,703.9	\$ 4,868.3	\$ 164.4

C. MEASURE A FUND EXCHANGE

State law guarantees Santa Clara County a formula share of the State Transportation Improvement Program (STIP) over a six-year period. State law and regional policy make the VTA Board of Directors responsible for determining which eligible transportation projects will receive those funds.

The VTA Board of Directors, at its June 7, 2007, and December 13, 2007 meetings approved the exchange of STIP grant funds for Measure A funds and programmed STIP funds to Measure A projects in exchange for an equivalent amount of 2000 Measure A Sales Tax funds. The exchange of funds creates the Local Program Reserve (LPR) which allows the Board of Directors to use those funds to program to other transportation projects. The Board approved the fund exchange because it:

- *Accelerates Project Delivery and Reduces Administrative Costs* - STIP funds come with substantial state requirements that impact schedule and cost of project delivery. The exchange of funds allows the Board to free the projects from costly administrative burdens.
- *Enables the VTA Board to Manage Valley Transportation Plan (VTP) Expenditures* - By exchanging STIP funds, the VTA Board eliminates the need for Metropolitan Transportation Commission (MTC) and the California Transportation Commission (CTC) to approve all STIP programming decisions after they are approved by the VTA Board. Further, it eliminates the CTC's approval of all subsequent STIP fund allocations for all STIP funded projects.

A portion of the exchange funds will be used to pay interest to the Measure A Program for fund advances. The initial amount is paid back when the CTC allocates STIP funds to the Measure A projects and VTA draws the cash from the State. The interest will be calculated, and paid from the LPR account when (1) all STIP funds are drawn by the project and (2) all associated LPR funds are actually paid to projects. Interest will be calculated at that time as well, based on VTA's rates of return on its pooled investment accounts at the time the advances occurred.

Of note, the first three projects in the "Local Program Reserve Projects" table (Appendix B) qualified for CMIA funds only because we were able to use exchange funds to advance these projects. These CMIA projects are under project closeout phase.

These and other VTP Highway projects that utilize Measure A exchange funds are the subject of the VTP Highway Semi-Annual Report that goes as an information item to the VTA Board in twice each year.

D. FUNDING

Funding is a key issue for many of the 2000 Measure A projects. As a consequence, in this report we refer to several terms associated with a project's funding level. These terms, arranged in order of increasing certainty of funding availability, are as follows:

1. Estimated Cost – An estimate of the total cost of a project given the currently known scope and configuration of the project. In the case of projects where there is little or no scope definition, “TBD” (To be Determined) is shown. As the project is better defined, estimated cost figures will be included for these projects. In the individual project information sheets, we have included the “Estimate Class” in order to give an idea of the level of uncertainty associated with the estimated cost. A more detailed discussion of this topic is included in Appendix A.
2. Secured Funding – Funding that has been committed by funding agencies and is now available to VTA for project expenditures. In many cases, secured funding is at a lower level than the appropriation in the Adopted Budget. For these projects, it is anticipated that additional funding may be secured during the FY18/FY19 period. It is important to note that, regardless of the level of appropriation, actual expenditures will not exceed secured funding at any time.

SECTION 2

PROJECT SUMMARY REPORTS

1-1 BART SV Program Development & Warm Springs

Estimated Cost: \$423.1 million**

Secured Funding: \$423.1 million**

Year of Completion: TBD

Project Description:

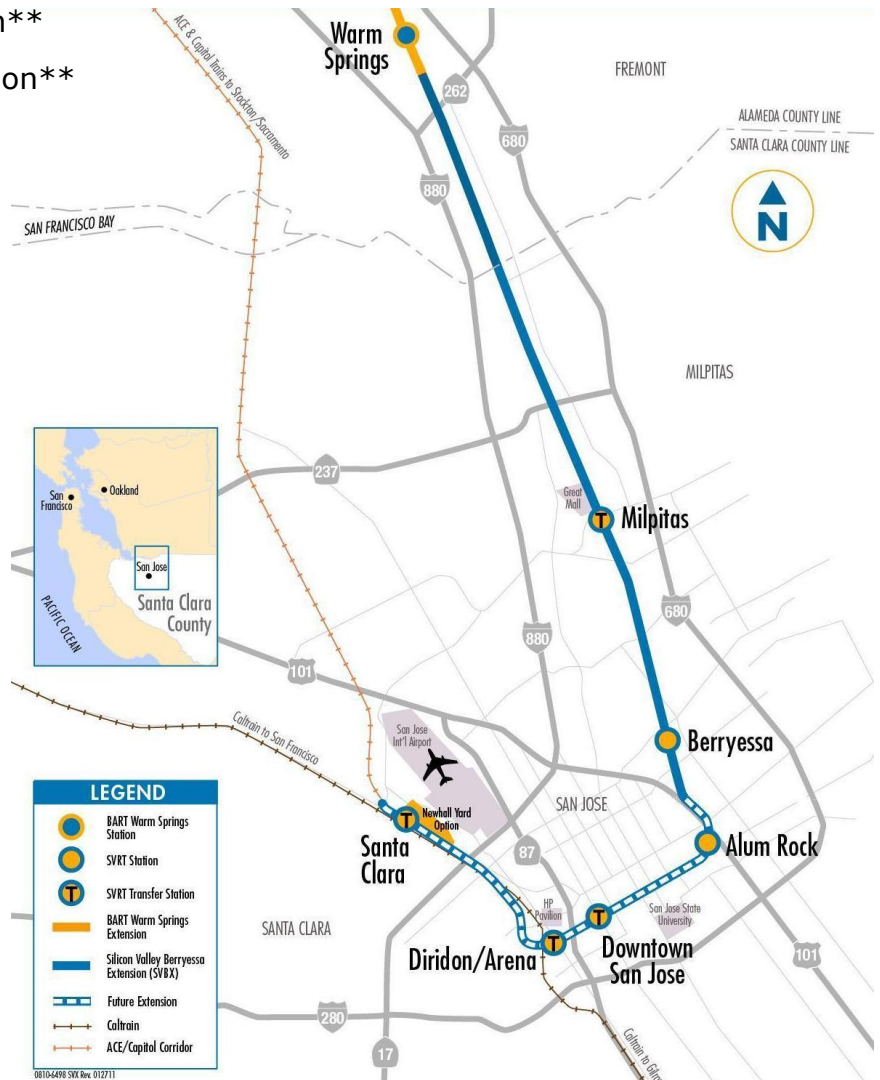
Project Development Through FY09:

When work began on VTA's Silicon Valley Rapid Transit (SVRT) extension, environmental clearance and preliminary engineering was performed for the entire 16-mile extension. However, in 2009 this approach was changed to focus on the first 10 miles of the extension (SVBX), leading to the execution of a Full Funding Grant Agreement in 2012.

Initial project development costs not transferred to the SVBX project as well as costs associated with previously allocated Measure A program-wide and bond costs still reside in this account.

Project Development after FY09: SVRT program management, early Measure A program-wide allocations, and ongoing bond cost allocations are included here.

Warm Springs Extension: VTA has assigned \$8 million in State Local Partnership Program (SLPP) funds and \$111.4 million in TCRP funds directly to BART for the project, and has provided an additional \$8 million of Measure A funds to match the SLPP grant as well as \$1.6 million of financing costs.



Project Status:

Measure A matching funds attributable to the Warm Springs Extension have been paid. At this point, SVRT program management and allocations of Measure A bond costs are the only ongoing efforts.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2018 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
BART SV Program Dev. and Implementation	\$ 294.1	\$ 126.0	\$ 168.1	\$ -	\$ 125.0	\$ 167.0	\$ 292.0	Ongoing
Warm Springs Extension (WSX) (VTA Share)	\$ 129.0	\$ 119.4	\$ 9.6	\$ -	\$ 119.4	\$ 9.6	\$ 129.0	Completed
Total	\$ 423.1	\$ 245.4	\$ 177.7	\$ -	\$ 244.4	\$ 176.6	\$ 421.0	

Project Schedule:

Activity	Start	End	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Proj Dev. Through FY09	Early 2003	Mid 2009														
Proj Dev. After FY09	Mid 2009	TBD														
Warm Springs Extension	Mid 2009	Early 2017														

*P-0501 (portion) P-0502, P-0509 (portion), P-3101, P-0732

**Warm Springs Extension cost includes \$8M in SLPP and \$111.4M in TCRP grant funds designated directly to BART.

1-2 BART SV Corridor Establishment and Maintenance

Estimated Cost: \$470.5 million

Secured Funding: \$470.5 million

Year of Completion: 2018

Project Description:

- Relocate freight railroad from VTA-purchased right-of-way to existing UPRR right-of-way, between Warm Springs Yard and Calaveras Blvd.
- Build a new railroad overcrossing structure at Mission Boulevard and a new roadway underpass at Warren Avenue and Kato Road, and sever shipper freight service south of Montague Expressway.
- Construct flood control improvements at Berryessa Creek, Wrigley Creek, Scott Creek, Line B, and Agua Caliente.
- Widen Montague Expressway and construct flood control improvements near the intersection of South Milpitas Blvd.
- Environmental clearance and final design of a pedestrian overcrossing (POC) that spans Montague Expressway and connects to the new Milpitas BART Station.
- Construct a shared-use trail, a new traffic signal, and intersection improvements to connect to the Upper Penitencia Creek Trail.
- Install a solar photovoltaic system on the roof of the Berryessa Station parking garage, adjacent to the future BART station.

Project Status:

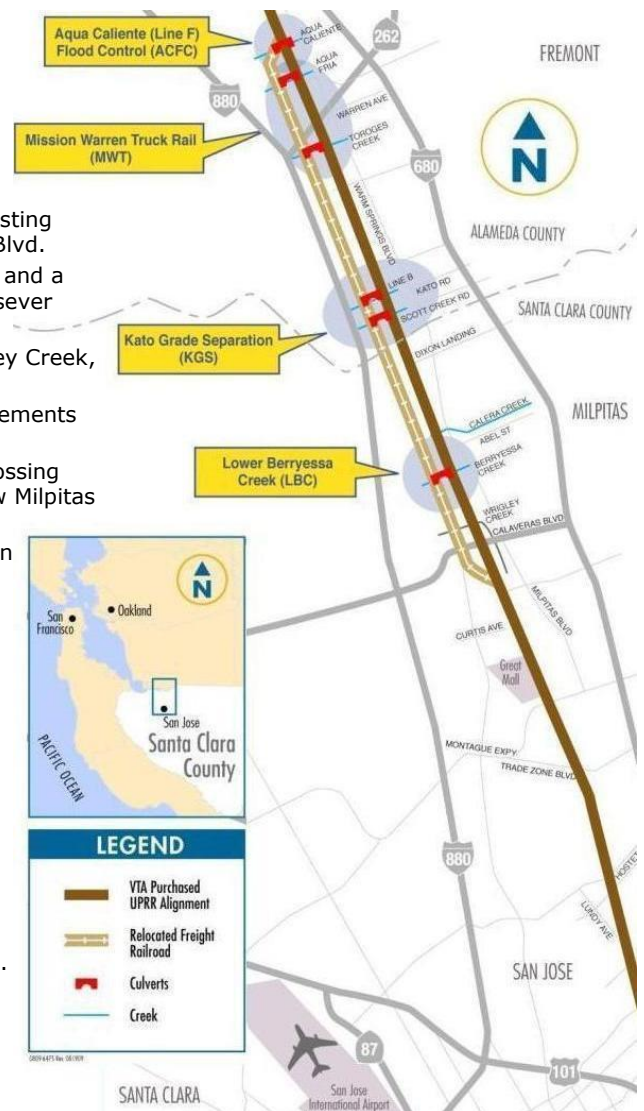
- The Chevron petroleum pipelines relocation, SFPP/Kinder-Morgan petroleum pipeline relocation, and Verizon/MCI fiber optic relocation have been completed.
- The Berryessa Creek crossing, Abel Street Seismic Retrofit, and Railroad Relocation contract has been completed.
- On the Mission Boulevard/Warren Avenue/Union Pacific Railroad Relocation Construction contract, Warren Avenue was opened to traffic in August 2014. Mission Boulevard was fully opened to traffic in Spring 2015. Creek work was completed in 2011/2012.
- The Kato Grade Separation was opened to traffic in April 2013.
- The Montague Expressway Reconstruction Project is underway with Montague Expressway roadway and median construction in progress and punch list work on the new South Milpitas Boulevard extension. PG&E Delays and water line testing issues have impacted the schedule.
- The Montague POC design contract is late in the design stage. Cost sharing arrangements have been finalized with the City of Milpitas.
- Major construction elements of the Upper Penitencia Creek Trail have been completed, with only final punch list items and closeout remaining.
- The Berryessa Station photo-voltaic (solar) power system has been installed.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2018 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
BART SV Corridor Establishment and Maintenance	\$ 470.5	\$ 160.1	\$ 310.4	\$ -	\$ 149.8	\$ 294.9	\$ 444.7	Ongoing
Total	\$ 470.5	\$ 160.1	\$ 310.4	\$ -	\$ 149.8	\$ 294.9	\$ 444.7	

Project Schedule:

Activity	Start	End	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Design	Early 2008	Late 2018											
Utility Relocations	Mid 2008	Mid 2017											
Construction	Early 2009	Mid 2018											



1-3 Berryessa Extension Project SVBX – Phase 1

Estimated Cost: \$2,421.3 million

Secured Funding: \$2,421.3 million

Year of Completion: TBD

Project Description:

The first phase of VTA's 16.1-mile Silicon Valley Rapid Transit (SVRT) extension of BART, the Berryessa Extension (SVBX) is an approximately ten-mile extension of BART service.

SVBX extends from the Warm Springs Station in the City of Fremont, proceeds on the former Union Pacific Railroad (UPRR) right-of-way, and ends near Las Plumas Avenue in the City of San Jose.

The SVBX Project includes one station in retained-cut (Milpitas Station) and one above-grade station (Berryessa Station).

The project also includes facility additions to BART's existing Hayward Yard (located in the City of Hayward, approximately 14 miles north of Santa Clara County) to provide fleet management operations for the revenue vehicles procured by BART for the extension, as well as the purchase of 40 BART vehicles.

Project Status:

Systems:

The Systems portion of Line, Track Stations and Systems contract (C700), performed by Aldridge Rosendin, was assigned to be managed directly by VTA in early 2018.

Automatic Train Operation (ATO) dynamic train control testing along the entire SVBX alignment including the Warm Springs (WSX) to SVBX interface was physically completed this quarter.

System-wide testing of the Traction Power System was also completed, and stations systems functional and integration testing continues.

Stations:

At both the Milpitas and Berryessa stations the contractors continued Field Installation Testing and Field Functional Testing of mechanical, electrical, and communications systems. All planting and landscaping, including tree installations, were completed, and the VTA Board authorized the installation of solar panels on the Milpitas parking garage.

BART Revenue Vehicles:

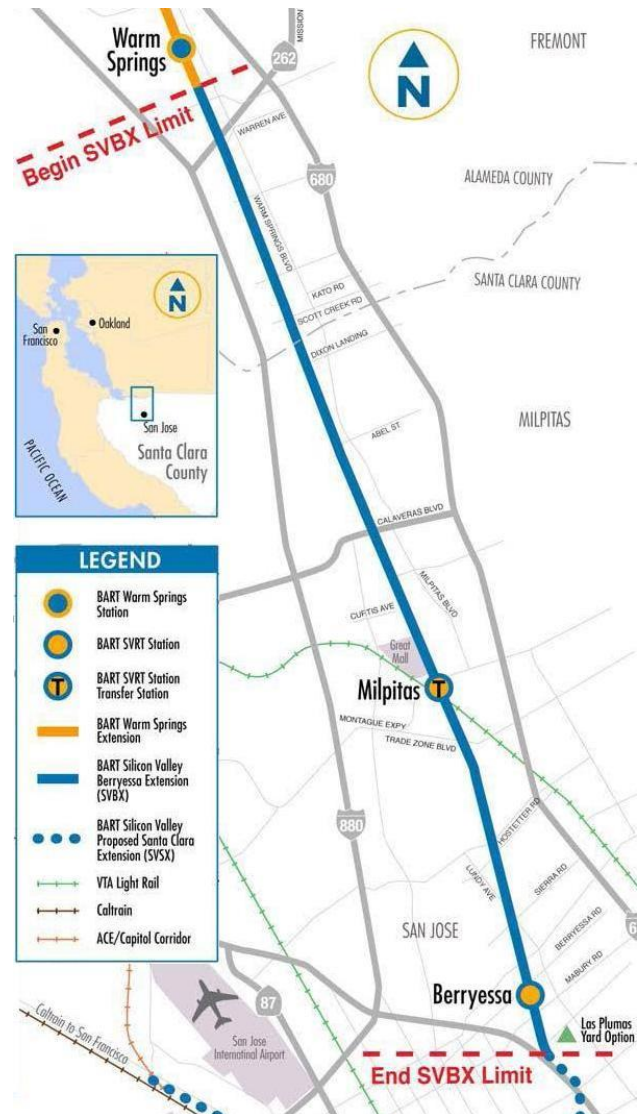
BART vehicle production continues at the carbody manufacturing facility. As of May 2018, production cars 1-20 are in revenue service. Qualification testing on production cars 21-25 has been completed. BART received production cars 26-31, which are currently going through qualification testing at BART's test track.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2018 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Berryessa Extension Project (SVBX - Ph I)	\$ 2,421.3	\$ 1,343.6	\$ 1,077.7	\$ -	\$ 1,096.5	\$ 853.4	\$ 1,949.9	Construction
Total	\$ 2,421.3	\$ 1,343.6	\$ 1,077.7	\$ -	\$ 1,096.5	\$ 853.4	\$ 1,949.9	

Project Schedule:

Activity	Start	End	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Environmental	Early 2004	Early 2011											
Design	Early 2004	Mid 2015											
Right-of-Way	Mid 2007	Mid 2015											
Construction	Mid 2012	Mid 2018											
Testing and Commissioning	Mid 2017	Late 2018											
Revenue Service	TBD	N/A											TBD
Closeout	2019	TBD											



1-4 Future Extension to Santa Clara – Phase II and NMF

Estimated Cost: \$4,779.9 million

Secured Funding: \$439.7 million

Year of Completion: 2026

Project Description:

The second phase of VTA's 16.1-mile Silicon Valley Rapid Transit (SVRT) extension of BART, the Santa Clara Extension is an approximately six-mile extension of BART service.

Phase II of the project will include four stations and will extend from the Phase I terminus for approximately six miles, with a five-mile-long subway tunnel through downtown San Jose. The extension will end at-grade in Santa Clara, near the Caltrain Station.

The project also includes the construction of a maintenance facility at the current Newhall Yard, the Newhall Maintenance Facility (NMF), as well as the purchase of 48 BART vehicles.



Project Status:

On June 5, 2018, Federal Transit Administration (FTA) notified VTA that a Record of Decision (ROD) was issued for the Phase II project. Receiving the ROD is a required next step for projects seeking federal funding. It signifies that VTA satisfied the requirements of the National Environmental Policy Act (NEPA) for the project.

Staff continued efforts to develop deliverables necessary for the pursuit of federal funding through the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) Program. These efforts included continued interaction with FTA on participation in the CIG Expedited Project Delivery (EPD) Pilot Program. Participation in this program would enable VTA to secure a Full Funding Grant Agreement (FFGA) with FTA through an alternate process that includes a Public Private Partnership component. Staff is developing an EPD proposal which will demonstrate the project's justification, funding plan, public-private partnerships opportunities, and areas where VTA can self-certify capabilities to carry out an award of federal assistance.

VTA hosted an information forum on May 15, 2018 at the San Jose Convention Center prior to publication of the July 2, 2018 Request for Proposals (RFP) for selection of a General Engineering Consultant to move engineering forward. Staff anticipates the General Engineering Consultant selection process to be completed by fall 2018.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2018 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Future Extension to Santa Clara (BSV Ph II)	\$ 4,391.6	\$ 135.1	\$ 1,424.5	\$ 2,832.0	\$ 135.1	\$ 39.2	\$ 174.3	Under Development
Newhall Maintenance Facility (NMF)	\$ 388.3	\$ 25.4	\$ 0.5	\$ 362.4	\$ 25.4	\$ 0.5	\$ 25.9	Under Development
Total	\$ 4,779.9	\$ 160.5	\$ 1,425.0	\$ 3,194.4	\$ 160.5	\$ 39.7	\$ 200.2	

Project Schedule:

Activity	Start	End	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Environmental	Early 2015	Mid 2018											
Design	Late 2018	Mid 2020											
Right-of-Way	Mid 2018	Late 2021											
Construction	Mid 2019	Early 2026											
Testing and Commissioning	Mid 2025	Late 2026											
Revenue Service	Late 2026	N/A											
Closeout	2027	TBD											

** P-0501 (portion), P-0503 through P-0507, P-0509 (portion)

1-5 BART Core Systems Modifications (BCS)

Estimated Cost: \$264.7 million

Secured Funding: \$264.7 million

Year of Completion: 2022

Project Description:

Some modifications to the BART **Hayward Maintenance Complex (HMC)** are required due to greater demands arising from the Berryessa Extension. This project includes property acquisition and construction of several shop buildings.

60 BART rail cars are required for SVBX, of which 40 of these vehicles are included in SVBX. This project covers the purchase of the additional **20 railcars** required to integrate into BART.

Under the Comprehensive Agreement between VTA and BART covering the extension to Santa Clara County, VTA committed to pay a proportional share of BART Core System capital investments made by BART that are used by the SVRT extension. A key element of this effort is the new **BART Operations Control Center (OCC)**, to which VTA is contributing funds.



New BART Vehicle



Hayward Maintenance Complex (HMC) Site Plan

Project Status:

On the **Hayward Maintenance Complex (HMC)**, for the new Component Repair Shop (CRS), mechanical, electrical, finish painting, and plumbing installations are nearing completion, and testing and training are now in progress for the many different components and specialty equipment. Work continues on the Hayward Main Shop north yard area, and work on the remainder of the Hayward Shop south yard and Back Shop has been re-sequenced to allow BART to utilize the Shop for vehicle maintenance during construction activities. Work has begun for the first re-sequenced segment.

On the **20 Non-New Starts BART Vehicles**, production cars 1-20 are in revenue service. Qualification testing on production cars 21-25 has been completed. BART received production cars 26-31, which are currently going through qualification testing at BART's test track.

VTA and BART have finalized an agreement for a new **BART Operations Control Center (OCC)**. VTA and BART will execute the agreement after BART completes the environmental review for OCC project.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2018 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
BART Core System Modifications (BCS)	\$ 264.7	\$ 69.8	\$ 194.9	\$ -	\$ 57.8	\$ 98.6	\$ 156.4	Construction
Total	\$ 264.7	\$ 69.8	\$ 194.9	\$ -	\$ 57.8	\$ 98.6	\$ 156.4	

Project Schedule:

Activity	Start	End	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Hayward Maintenance Complex (HMC)												
Design	Mid 2011	Late 2014										
Right-of-Way	Mid 2013	Mid 2015										
Construction	Early 2015	Early 2019										
20 Non-New Starts BART Vehicles												
Design	Mid 2012	Late 2014										
Pilot Vehicle Delivery	Early 2016	Late 2016										
Production Vehicle Delivery	Late 2017	Late 2022										
BART Core Systems Mod's Incl OCC												
Schedule TBD	TBD	TBD										

** P-0800, P-0801, P-0861

Extend BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station

1-6 Other Supporting Projects

Estimated Cost: \$97.0 million

Secured Funding: \$103.6 million

Year of Completion: 2019

Project Description:

The **Santa Clara Pocket Track** project installed additional track and supporting infrastructure so one track can be used as a pocket track to store additional cars on Tasman, near Old Ironsides Station, in the City of Santa Clara.

Northern Light Rail Express implemented a series of improvements including double-tracking in Mountain View to establish a new line from Mountain View

to Alum Rock to connect with Caltrain and the new Milpitas BART Station, commensurate with the opening of the BART Silicon Valley Berryessa extension.

The **N. First St. Improvement & Tasman Modification** project will construct improvements to increase Light Rail Transit (LRT) speeds along the North First Street corridor, improve transit signal priority, and on-time performance.

Project Status:

The **Santa Clara Pocket Track** construction started in February 2014 and was completed in early 2015. Phase 1 interlocking from Reamwood Station to Old Ironsides Station was completed in March 2018. Project closeout is ongoing.

The two construction contracts under the **Northern Light Rail Express** project was completed in December 2015. Project closeout is ongoing.

VTa local bus network service plan for BART Extension is complete. Express Bus Service Plan will be developed in 2019 under the **BART Transit Integration Analysis** project.

Final Design for the **N. First St. Improvement & Tasman Modification** project will be completed in fall of 2018. Construction will begin in early 2019.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2018 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
King Road BRT	\$ 3.0	\$ -	\$ 3.0	\$ -	\$ -	\$ 0.4	\$ 0.4	Ongoing
Northern Light Rail Express	\$ 59.8	\$ 8.0	\$ 51.8	\$ -	\$ 8.0	\$ 51.1	\$ 59.1	Closeout
Santa Clara Pocket Track	\$ 32.5	\$ -	\$ 32.5	\$ -	\$ -	\$ 32.2	\$ 32.2	Closeout
BART Transit Integration Plan	\$ 0.8	\$ -	\$ 0.8	\$ -	\$ -	\$ 0.6	\$ 0.6	Ongoing
N.1st Speed Imp & 1st/Tasman Mods	\$ 0.9	\$ -	\$ 0.9	\$ -	\$ -	\$ 0.0	\$ 0.0	Ongoing
Total	\$ 97.0	\$ 8.0	\$ 89.0	\$ -	\$ 8.0	\$ 84.3	\$ 92.3	

Project Schedule:

Activity	Start	End	2012	2013	2014	2015	2016	2017	2018	2019
Santa Clara Pocket Track	Late 2012	Early 2018						Interlocking		
Mountain View Phase I	Early 2013	End 2015								
Mountain View Phase II	Mid 2013	End 2015								
N First St Improvements & Tasman Mods	Late 2015	Late 2019								

Environmental Design/BD Construction

Mineta San Jose Airport

June 2018

2 Mineta San Jose Airport People Mover

Estimated Cost: \$800 million

Secured Funding: \$5.0 million

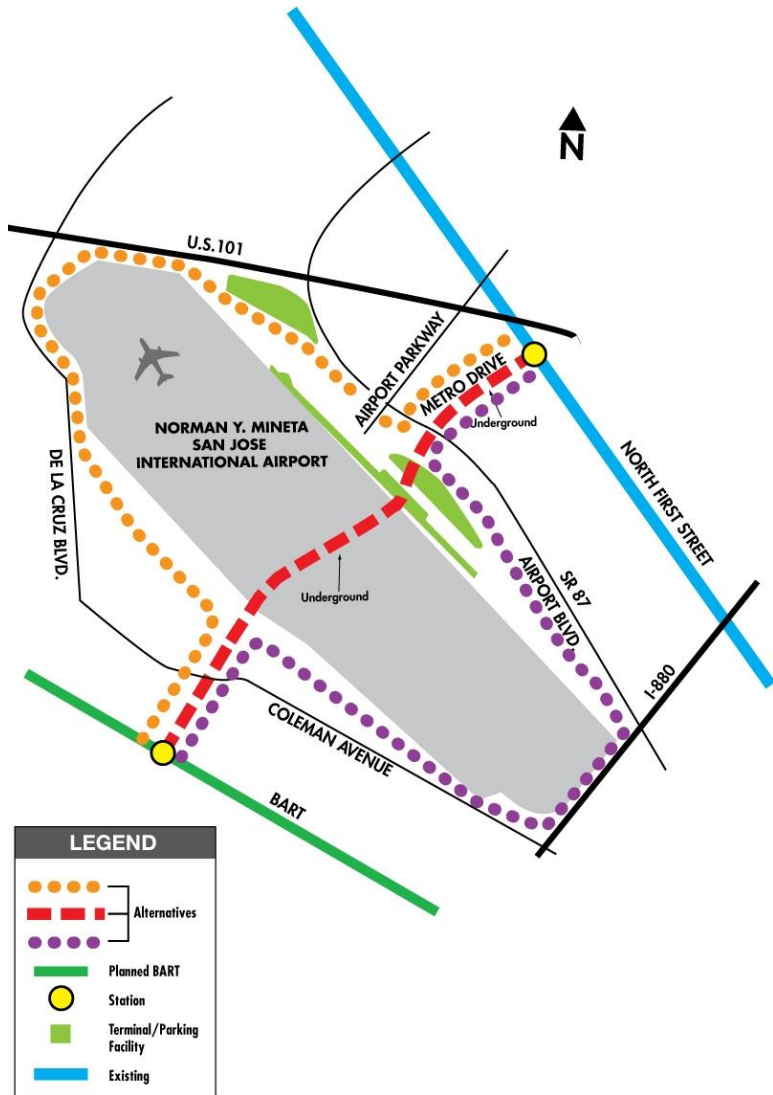
Year of Completion: TBD

Project Description:

The Airport People Mover Project will provide a guideway connection from the San Jose International Airport to Caltrain, Light Rail, and a future BART station.

Project Status:

The Airport People Mover project has completed a conceptual vehicle technology level analysis. VTA Board approved, in June 2016, additional funds for Conceptual Alternatives Analysis phase in order to further define the route options, type of vehicle technology and to develop a funding/ business plan. The Conceptual Alternative Analysis would also include evaluation of a link between Diridon Station and airport facilities. Staff believes that this project will require a partnership between several



agencies including the City of San Jose, City of Santa Clara, San Jose Airport, High Speed Rail and likely the private sector in order to develop and fund a fixed rail connection to the airport.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2018 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Mineta San Jose Airport People Mover (APM)	\$ 800.0	\$ -	\$ 5.0	\$ 795.0	\$ -	\$ 2.1	\$ 2.1	Ongoing
Total	\$ 800.0	\$ -	\$ 5.0	\$ 795.0	\$ -	\$ 2.1	\$ 2.1	

Project cost is very preliminary and will be better defined once scope is established.

Project Schedule:

This project is being reviewed in light of the development of the Diridon Intermodal Station Plan and how to connect this area with the airport.

June 2018

3 Capitol Expressway Light Rail to Eastridge

Estimated Cost: \$598.8 million*

Secured Funding: \$324.1 million

Year of Completion: Phase 1: 2015, Phase 2: 2024

Project Description:

This project will transform Capitol Expressway into a multi-modal boulevard offering bus and light rail transit, and safe pedestrian pathways with connections to the regional trail system.

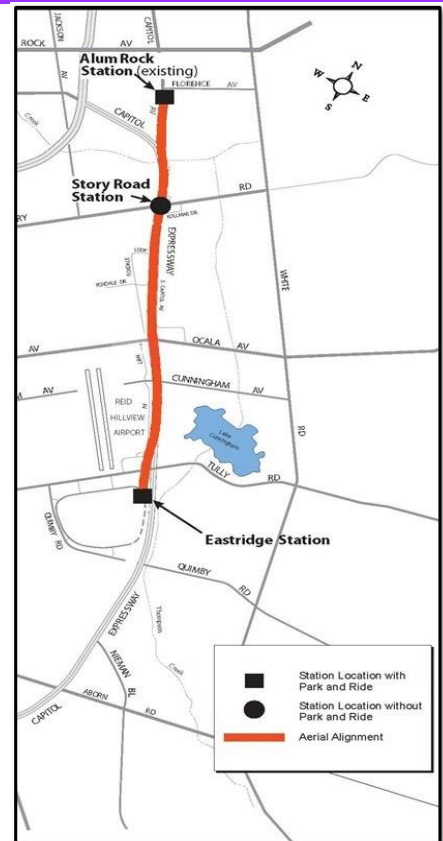
Phase I includes pedestrian and bus improvements along Capitol Expressway to improve pedestrian access by adding sidewalks, street lights, and landscaping from Capitol Avenue to Quimby Road. This phase also includes reconstruction of the Eastridge Transit Center.

Phase II will extend light rail from Alum Rock Station to the Eastridge Transit Center with elevated structures at Capitol Avenue, Story Road, and Tully Road. The Eastridge extension will include LRT station at Story Road (aerial) and Eastridge (at-grade).

Project Status:

Phase I - The pedestrian improvements were completed in the spring of 2013. Eastridge Transit Center was completed in May 2015.

Phase II -Phase II will extend light rail to the Eastridge Transit Center. A public scoping meeting to discuss the environmental document was held in June 2018.



An updated CEQA (California Environmental Quality Act) document is expected to be approved by the VTA Board late 2018. Final design and utility relocation is ongoing and is expected to be completed by late 2019. Construction is expected to begin early 2020. CTC allocated \$9.4 million SB1 Local partnership Program (LPP) formula funds in June 2018. Voters approved the Regional Measure (RM3) in June 2018 and allocation is expected in early 2019.

Project Cost:

P No.	Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2018 (in \$M)			Status
			Others	Measure A	TBD	Others	Measure A	Total	
P-0375	DTEV Planning & Conceptual Engg	\$ 11.1	\$ 5.7	\$ 5.3	\$ -	\$ 5.7	\$ 5.3	\$ 11.1	Completed
P-0476	DTEV Environmental & 90% CELR	\$ 55.6	\$ 0.2	\$ 55.5	\$ -	\$ 0.2	\$ 55.4	\$ 55.6	Completed
P-0743	CELR Phase I - Pedestrian Improvements	\$ 19.0	\$ 16.0	\$ 3.0	\$ -	\$ 16.0	\$ 3.0	\$ 19.0	Completed
P-0744	CELR Phase I - Eastridge Transit Center	\$ 60.2	\$ 26.9	\$ 33.3	\$ -	\$ 26.9	\$ 33.0	\$ 59.9	Closeout
P-0787	Eastridge to BART Regional Connector Project	\$ 453.0	\$ 139.4	\$ 247.0	\$ 66.6	\$ -	\$ 5.4	\$ 5.4	Ongoing
Total		\$ 598.8	\$ 188.2	\$ 344.1	\$ 66.6	\$ 48.8	\$ 102.2	\$ 151.0	

Project Schedule:

Activity	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Environmental															
Env. Impact Stmt.															
Sidewalk and Landscaping															
Eastridge Transit Center (Phase I)															
CELR LR Extn (Phase II)															

Environmental RFP/Design/Bid ROW Construction Closeout

4 Low Floor Light Rail Vehicles

Estimated Cost: \$200.6 million*

Secured Funding: \$200.6 million

Year of Completion: 2004

Project Description: VTA purchased 70 low floor light rail vehicles to serve the entire VTA Light Rail system. Low floor vehicles provide enhanced ADA accessibility and improved service by minimizing boarding and exit times for all riders. Low floor light rail vehicles eliminate the need for wheelchair lifts and enhance access for all VTA riders, as well as providing additional space for bicycles.

Project Status: Project was completed and closed.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2018 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
70 Low-Floor Light Rail Vehicles	\$ 200.6	\$ 200.6	\$ -	\$ -	\$ 200.6	\$ -	\$ 200.6	Completed
Total	\$ 200.6	\$ 200.6	\$ -	\$ -	\$ 200.6	\$ -	\$ 200.6	

Project funded through a Board approved fund exchange between Santa Clara County, VTA and Measure A. Measure A costs incurred for this item reflected as a portion of Debt Service.

5 Caltrain – Capacity Improvements & Electrification

Estimated Cost: \$1.5 billion (Total)

\$125.3 million (VTA) *

Secured Funding: \$125.3 million ** (VTA)

Year of Completion: 2022

Project Description:

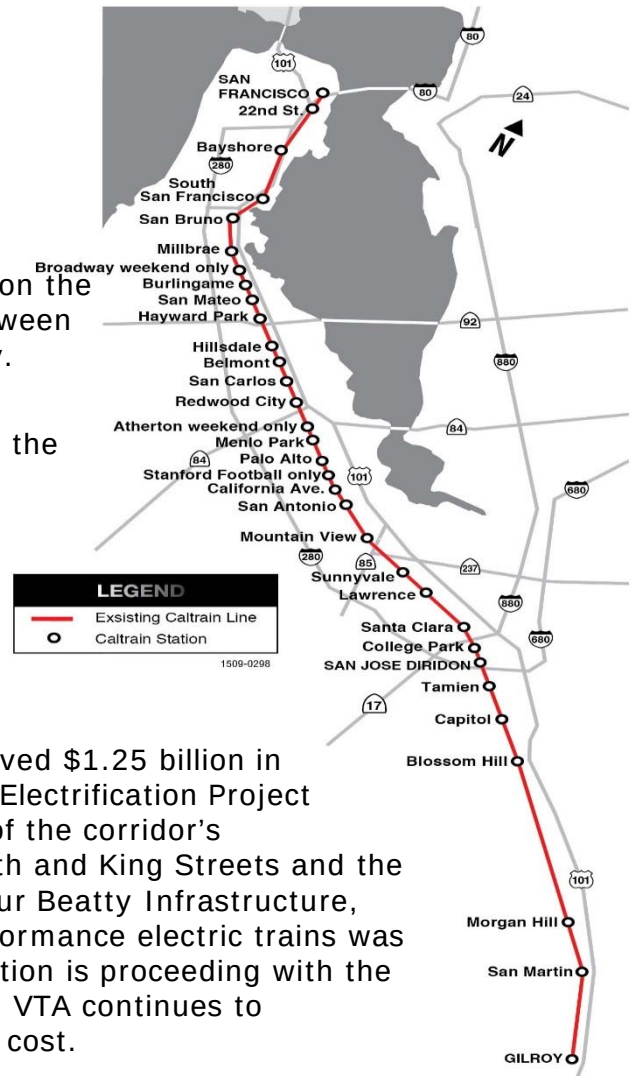
Original scope included 8 miles of double tracking on the existing Union Pacific Railroad (UPRR) corridor between San Jose and Gilroy to increase **Caltrain capacity**.

Caltrain from San Jose to San Francisco will be upgraded to an electric system in conjunction with the California High Speed Rail (CHSRA) Project.

Project Status:

Fiber optic cable relocation of the northern segment (\$5.3 miles) required for double tracking was completed. Remaining scope is pending Cal Mod to San Jose and High Speed Rail project.

On July 7, 2016, Caltrain Board of Directors approved \$1.25 billion in contracts to begin work on the Peninsula Corridor Electrification Project (PCEP). The contract for design and construction of the corridor's electrification, between San Francisco station at 4th and King Streets and the Tamien Station in San Jose, was awarded to Balfour Beatty Infrastructure, Inc. The contract for the manufacture of high-performance electric trains was awarded to Stadler U.S., Inc. Design and construction is proceeding with the forecast Revenue Service Date of December 2021. VTA continues to reimburse Caltrain for our share of project related cost.



Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2018 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Caltrain South County Capacity Improvements	\$ 17.2	\$ 14.9	\$ 2.3	\$ -	\$ 14.9	\$ 2.3	\$ 17.2	Inactive
Caltrain Electrification/ HS Rail	\$ 1.3	\$ -	\$ 1.3	\$ -	\$ -	\$ 0.6	\$ 0.6	Ongoing
Caltrain Electrification Early Investment Program	\$ 106.8	\$ 26.4	\$ 80.4	\$ -	\$ 26.4	\$ 47.1	\$ 73.5	Ongoing
Total	\$ 125.3	\$ 41.3	\$ 84.0	\$ -	\$ 41.3	\$ 50.1	\$ 91.4	

Project Schedule:

Activity	2014	2015	2016	2017	2018	2019	2020	2021	2022
Environmental	■								
Design		■	■	■	■				
Construction				■	■	■	■	■	
Testing & Commissioning						■	■	■	■
Revenue Service									◆

*P-0550, P-0595, P-0829

**Caltrain Electrification includes \$26.4M in Prop 1A CTC grant funds designated directly to Caltrain

6 Caltrain Service Upgrades

Estimated Cost: \$70.5 million

Secured Funding: \$88.5 million

Year of Completion: 2018

Project Description:

Capital improvement projects to the Caltrain system with the goals of improving service, ridership and passenger accessibility.

Project Status:

▪ **Caltrain Service Upgrades** project is currently studying rescheduling the service to Gilroy and possible addition of fourth train.

▪ **Mountain View Parking** – Project is inactive until right-of-way needs of High Speed Rail project are known, and the plan for future Caltrain capital and operating improvements is determined.

▪ **Blossom Hill Pedestrian Grade Separation** – The bridge was opened to the public in September 2012.

▪ **Safety Enhancements** Construction along the JPB segment is completed and design for approximately 15 crossings along the UPRR segment started in January 2012. Design for the next phase is complete, construction is pending High Speed Rail project. Modifications to pedestrian access at the Mountain View Caltrain station using funds from this project is expected to be completed in 2018.

▪ **Santa Clara Caltrain Station Pedestrian Underpass Extension** - This project provides an extended pedestrian tunnel under the UPRR tracks to Brokaw Road at the Santa Clara Station. Construction contract was awarded to Shimmick Construction in June 2016 and was completed in June 2017. The underpass was opened to the public on June 30, 2017. Project closeout is ongoing.

▪ **Santa Clara and Diridon Station Upgrades** was administered by Caltrain and is now complete.

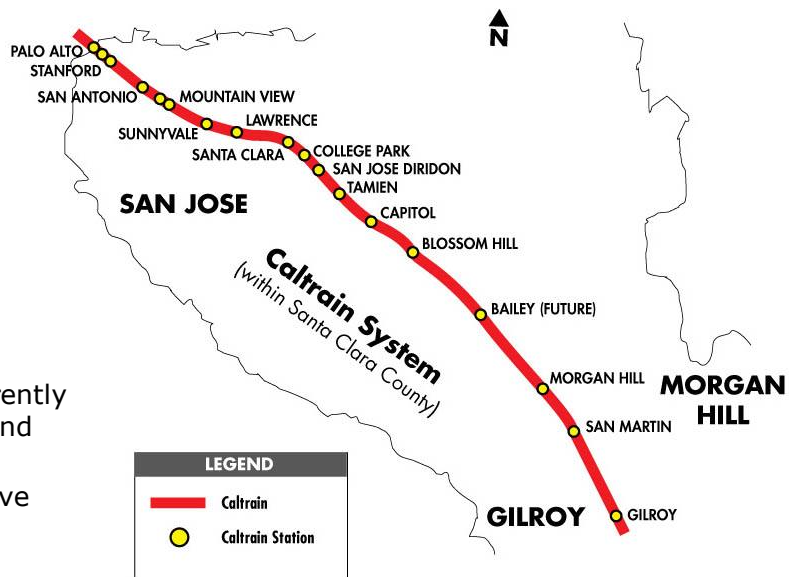
▪ **The Bike Share Pilot Program** opened on August 29, 2013 with 280 bicycles and 28 bike share stations at Caltrain stations and downtown areas in the cities of San Jose, Mountain View, and Palo Alto. The grant-funded pilot concluded in June 2016. Post-pilot expansion will occur in select cities, including San Jose, and will be funded by a private company.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2018 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Caltrain Service Upgrades	\$ 17.7	\$ -	\$ 17.7	\$ -	\$ -	\$ 16.5	\$ 16.5	Ongoing
Caltrain Improvement Plan	\$ 0.3	\$ -	\$ 0.3	\$ -	\$ -	\$ 0.3	\$ 0.3	Completed
Caltrain Mountain View Parking Structure	\$ 1.0	\$ 0.4	\$ 0.6	\$ -	\$ 0.1	\$ 0.2	\$ 0.3	Inactive; on hold
Blossom Hill Pedestrian Grade Separation	\$ 11.2	\$ 10.0	\$ 1.2	\$ -	\$ 10.0	\$ 1.2	\$ 11.2	Completed
Caltrain Safety Enhancements	\$ 16.1	\$ 0.1	\$ 16.0	\$ -	\$ 0.1	\$ 15.7	\$ 15.8	Pending CA High Speed Rail (CAHSR)
Santa Clara Station Pedestrian Underpass Extens	\$ 11.1	\$ 10.4	\$ 0.7	\$ -	\$ 9.8	\$ 0.7	\$ 10.5	Closeout
Santa Clara and San Jose Diridon Station Upgrad	\$ 12.2	\$ -	\$ 12.2	\$ -	\$ -	\$ 12.2	\$ 12.2	Completed
Bike Sharing Pilot Project	\$ 0.8	\$ 0.6	\$ 0.2	\$ -	\$ 0.6	\$ 0.2	\$ 0.8	Completed
Total	\$ 70.5	\$ 21.6	\$ 48.9	\$ -	\$ 20.6	\$ 47.1	\$ 67.7	

Project Schedule:

Activity	Start	End	2010	2011	2012	2013	2014	2015	2016	2017	2018
Santa Clara Station Ped UC Design/Bid/Award	Mid 2010	Mid 2016									
Santa Clara Station Ped UC Construction/Closeout	Mid 2016	Early 2018									



7 Palo Alto Intermodal Transit Center

Estimated Cost: \$TBD*

Secured Funding: \$0.2 million

Year of Completion: TBD; Studies completed: 2004

Project Description: This project will create an intermodal facility for trains, buses, bicycles, autos and pedestrians, and act as a gateway to both Downtown Palo Alto and Stanford University. This project is inactive, as significant issues related to the High Speed Rail project will need to be resolved before further planning work can proceed for this project.

Project Status: Project is inactive/ on hold.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2018 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Palo Alto Intermodal Transit Center	\$ 0.2	\$ 0.2	\$ 0.0	\$ -	\$ 0.2	\$ 0.0	\$ 0.2	Inactive; on hold
Total	\$ 0.2	\$ 0.2	\$ 0.0	\$ -	\$ 0.2	\$ 0.0	\$ 0.2	

Project on hold. Completed project studies.

Project Schedule: Project on hold

8 Bus Rapid Transit

Estimated Cost: \$398.9 million

Secured Funding: \$264.4 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) revenue service along the corridor commenced in May 2017. CSJ electrical punchlist work was completed in May 2018. Administrative closeout of contracts and agreements is in progress.

Curb side shelters along Santa Clara St. will be installed under a separate contract that is planned to be advertised for bids in September 2018.

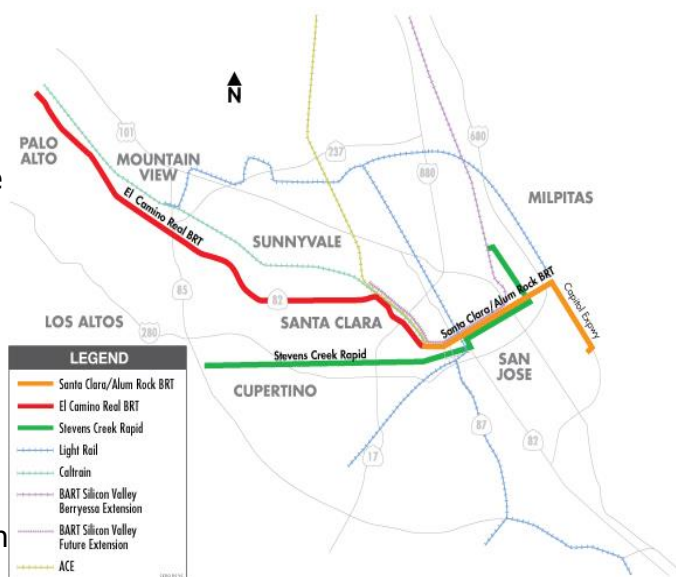
The **El Camino Real Rapid Transit** Policy Advisory Board decided not to pursue BRT dedicated lane options. They recommended that VTA pursue transit speed and passenger amenity improvements in the corridor. This is currently being scoped.

Civil construction for new shelters, seating, lighting and associated bus stop improvements for the **Stevens Creek Rapid 523** was completed in April 2018.

Contract for installation of shelters will be advertised for bids in September 2018. The Stelling Road bus stop improvements was completed by February 2018. The DeAnza Transit Center project is inactive/on hold at this time. A dozen potential designs for a transit center on the DeAnza campus have been prepared and presented to the college administration over many meetings with no acceptance of the project. The Stelling Road Bus Stop Improvements meets VTA's current needs and any additional study of an on-campus transit center would only be undertaken within the context of a larger BRT or transit corridor study on Stevens Creek.

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 summer 2018 after completion of a needs study in July. **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 2018 (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	\$ 143.2	\$ 94.2	\$ 49.0	\$ -	\$ 94.2	\$ 45.0	\$ 139.2	Closeout
Stevens Creek Bus Rapid Transit	\$ 151.0	\$ 0.5	\$ 3.9	\$ 146.6	\$ 0.5	\$ 3.1	\$ 3.6	Ongoing
El Camino Real Bus Rapid Transit	\$ 24.1	\$ -	\$ 24.1	\$ -	\$ -	\$ 10.5	\$ 10.5	Ongoing
Procurement of BRT Articulated Buses	\$ 57.7	\$ 19.2	\$ 38.5	\$ -	\$ 19.2	\$ 13.4	\$ 32.6	Ongoing
Modifications to Chaboya and North Division for BRT Buses	\$ 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	\$ 0.3	\$ -	\$ 0.3	\$ -	\$ -	\$ 0.3	\$ 0.3	Inactive; on hold
Rapid 523 Bus Stop Improvements	\$ 3.9	\$ 0.7	\$ 3.2	\$ -	\$ 0.1	\$ 2.3	\$ 2.5	Ongoing
Stelling Road Bus Stop Improvement	\$ 1.9	\$ 0.1	\$ 1.8	\$ -	\$ 0.1	\$ 1.7	\$ 1.8	Closeout
Total	\$ 398.9	\$ 115.4	\$ 136.8	\$ 146.6	\$ 114.9	\$ 80.1	\$ 195.0	

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

9 Upgrade Altamont Commuter Express (ACE)

Estimated Cost: \$10.0 million*

Secured Funding: \$0.0 million

Year of Completion: 2013

Project Description: ACE provides weekday commute service between Stockton and San Jose to three stations in Santa Clara County: Great America, Santa Clara, and Downtown San Jose. Work was completed in 2012.

Project Status: Closed.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2018 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Upgrade ACE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Included in SC/SJ Station Upgrade
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

* A \$10 million Measure A contribution to the \$26 million Santa Clara Station project was approved and included in the Caltrain Service Upgrades project for improvements to the Santa Clara Station to allow ACE trains to stop at the station.

Project Schedule: Project completed in 2013.

10 Highway 17 Bus Service Improvements

Estimated Cost: \$2.5 million*

Secured Funding: \$2.5 million

Year of Completion: 2011

Project Description: VTA reimbursed Santa Cruz Metro \$2.5 million for the procurement of five buses necessary to operate service between Santa Cruz, Scott Valley, and Downtown San Jose. These buses replaced existing buses that are 20 years old, with an average of 950,000 miles each. The five buses went into service in March/April 2011.

Project Status: Project closed.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2018 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Highway 17 Bus Service Improvements	\$ 2.5	\$ -	\$ 2.5	\$ -	\$ -	\$ 2.5	\$ 2.5	Completed
Total	\$ 2.5	\$ -	\$ 2.5	\$ -	\$ -	\$ 2.5	\$ 2.5	

Project Schedule: Project completed in 2011.

Commuter Rail Program

June 2018

11 Dumbarton Rail Corridor

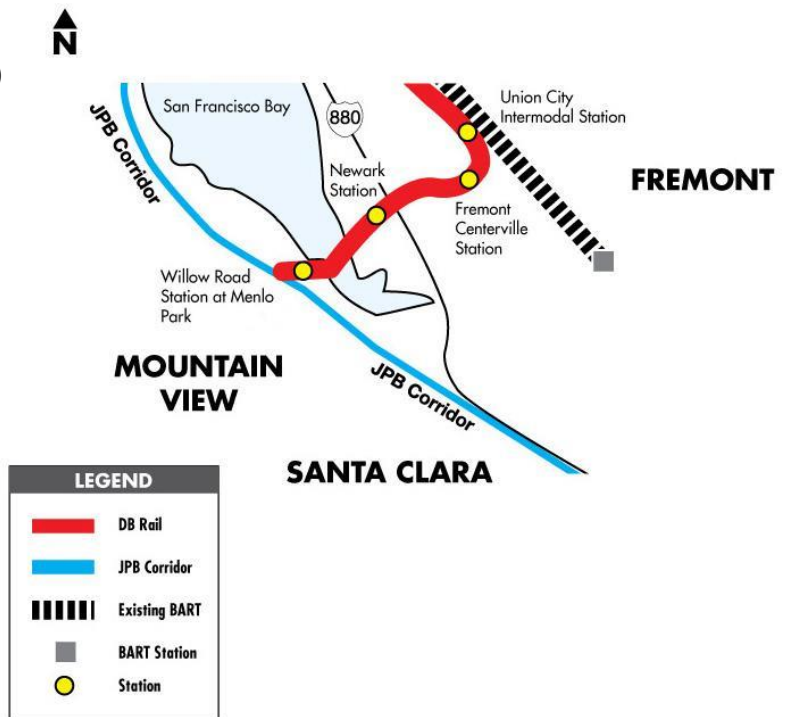
Estimated Cost: TBD

Secured Funding: \$2.3 million (VTA)

Year of Completion: TBD

Project Description:

The original project was established to rehabilitate rail bridges and tracks that span the bay between Redwood City and Newark and make improvements to existing tracks in Union City and Fremont and involved the construction of two new rail stations at Menlo Park and Newark, as well as upgrades to the Fremont Centerville Station and a new intermodal station at the Union City BART station. The project was on hold due to funding constraints until recently when Facebook-funded \$1.2 million for a SamTrans-led feasibility study.



Project Status:

Environmental information was prepared in 2013 but due to funding constraints, an Environmental Impact Report (EIR) was not completed.

VTA is currently participating in a feasibility study being led by SamTrans to evaluate short- and long-term strategies to improve mobility across the Dumbarton corridor. Strategies will include options for transit service across the Dumbarton Bridge as well as rehabilitation and repurposing of the rail bridge.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2018 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Dumbarton Rail Corridor	\$ 2.3	\$ -	\$ 2.3	\$ -	\$ -	\$ 2.3	\$ 2.3	Inactive; on hold
Total	\$ 2.3	\$ -	\$ 2.3	\$ -	\$ -	\$ 2.3	\$ 2.3	

Project Schedule:

Activity	Start	End	2006	2007	2008	2009	2010	2011	2012	2013
Environmental	Late 2006	Mid 2013								
			Project development will proceed based recommendations adopted from the feasibility study							

12 ZEB Demonstration and Facility Improvements

Estimated Cost: \$19.5 million*

Secured Funding: \$19.5 million

Year of Completion: 2005

Project Description: VTA procured three 40-foot low-floor zero-emission fuel-cell bus (ZEB) to comply with California Air Resources Board's (CARB) regulation to reduce nitrogen oxide and particulate matter emitted by public transit buses. Facilities were modified, a hydrogen fueling station was installed, and training was provided for staff, emergency responders, and others. The three ZEBs started revenue service in February 2005. Project is closed.

Project Status: Closed.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2018 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
3 Zero Emission Buses (Pilot Program)	\$ 14.7	\$ 11.5	\$ 3.2	\$ -	\$ 11.4	\$ 3.2	\$ 14.7	Completed
Zero Emission Buses Facility Improvements	\$ 4.8	\$ 2.4	\$ 2.4	\$ -	\$ 2.4	\$ 2.4	\$ 4.8	Completed
Total	\$ 19.5	\$ 13.9	\$ 5.6	\$ -	\$ 13.9	\$ 5.6	\$ 19.4	

Project Schedule: Project completed in 2005

Light Rail Program

June 2018

13 Develop New Light Rail Corridors

Estimated Cost: \$354.7 million*

Secured Funding: \$50.7 million

Year of Completion: Varies

Description:

The VTA Board adopted the **Light Rail Systems Analysis** in May 2010. The Systems Analysis provides an evaluation of infrastructure and operational shortcomings of the existing light rail system along with a three-phase improvement plan for immediate action.



Southern Light Rail Express project developed alternatives for more efficient operation of the light rail system.

The **Vasona LRT Extension** project will provide a 1.6 mile extension from existing Winchester Station to a new Vasona Junction Station in Los Gatos.

The **Winchester Light Rail Double Track & Platform Extension** will extend six platforms to accommodate three car trains and double track the segments of the existing single tracks.

The SR 85 Major Transit Investment Study will analyze implementation of a Light Rail System (LRT) on SR 85 from San Jose to Mountain View and other transit guideway alternatives such as Bus Rapid Transit (BRT) that would be a precursor to eventual implementation of LRT.

Status:

The **Light Rail Systems Analysis** was adopted by the VTA Board in May 2010. The initial projects recommended from the Systems Analysis began planning, design and construction in Fall 2011.

Southern Light Rail Express project has been closed out. Findings from this study will be used for future operating plan analysis. This study did not result in a capital construction project.

In June 2016, VTA Board of Directors approved funding to complete design, acquire right of way and relocate utilities for **Vasona LRT extension/ Winchester Light Rail Double Track & Platform Extension**. A Request for Proposal (RFP) was issued in August 2017. VTA Board awarded conceptual study contract in May 2018 and work is underway.

RFP for the **SR 85 Major Transit Investment Study** was issued in December 2016 and awarded at the May 2017 VTA Board meeting. Transit Market Analysis was completed in June 2018. Further transit planning including concept development is dependent on securing funding. As we await resolution on Measure B litigation, VTA is working with MTC on securing federal funding for this project.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in \$M)			Incurred through Jun 2018 (in \$M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
New Rail Corridors Study	\$ 3.0	\$ -	\$ 3.0	\$ -	\$ -	\$ 1.2	\$ 1.2	Ongoing
Light Rail Systems Analysis	\$ 1.7	\$ -	\$ 1.7	\$ -	\$ -	\$ 1.7	\$ 1.7	Completed
Southern Light Rail Express	\$ 1.1	\$ -	\$ 1.1	\$ -	\$ -	\$ 1.1	\$ 1.1	Completed
LRT Extension to Vasona Junction	\$ 174.1	\$ -	\$ 20.9	\$ 153.2	\$ -	\$ 1.1	\$ 1.1	Ongoing
Winchester LR Double Track & Platform Extn	\$ 172.8	\$ -	\$ 22.0	\$ 150.8	\$ -	\$ 0.2	\$ 0.2	Ongoing
SR 85 Major Transit Investment Study	\$ 2.0	\$ 1.4	\$ 0.6	\$ -	\$ -	\$ 0.5	\$ 0.5	Ongoing
Total	\$ 354.7	\$ 1.4	\$ 49.3	\$ 304.0	\$ -	\$ 5.8	\$ 5.8	

Project Schedule:

Activity	Start	End	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Vasona LRT Extn	Late 2009	TBD											Conceptual
Winchester LR Double Track & Platform Extension	Late 2016	TBD											Conceptual

Construction schedule dependent on funding

Environmental Design Bid Construction

OFFICIAL BALLOT
COUNTY OF SANTA CLARA

GENERAL ELECTION
November 7, 2000

DISTRICT
SANTA CLARA VALLY TRANSPORTATION AUTHORITY

A ½ CENT TRANSIT SALES TAX

To:

- Connect BART to Milpitas, San Jose, Santa Clara;
- Build rail connection from San Jose International Airport to BART, Caltrain, light rail;
- Purchase vehicles for disabled access, senior safety, clean air buses;
- Provide light rail throughout Santa Clara County;
- Expand, electrify Caltrain;
- Increase rail, bus service.

Shall Santa Clara Valley Transportation Authority enact a ½ cent sales tax for 30 years beginning 4/1/06 when current tax expires, with annual audits published in local newspapers and an independent citizens watchdog committee?

COMPLETE TEXT OF MEASURE A

Shall the Board of Directors of the Santa Clara Valley Transportation Authority (VTA) be authorized to enact a retail transactions and use tax ordinance imposing (a) a tax for the privilege of selling tangible personal property at retail upon every retailer in Santa Clara County, the territory of VTA; such tax to be at the rate of one-half of one percent of the gross receipts of the retailer from the sale of all tangible personal property sold by him at retail in the territory of VTA, and (b) a complimentary tax upon the storage, use, or other consumption in Santa Clara County, the territory of VTA; such tax to be at the rate of one-half of one percent of the sales price of the property whose storage, use, or other consumption is subject to the tax, such taxes to be imposed for a period not to exceed 30 years, and to take effect only upon the expiration of the current County of Santa Clara 1996 Measure B ½ cent sales tax in April, 2006, and to be used only to:

- **Extend BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station, specifically,**

To build a BART Extension from Fremont to Milpitas, San Jose and Santa Clara with a major connection to the Tasman Light Rail line at the Milpitas BART Station. In San Jose to include a BART subway section with stations at San Jose State University, the new San Jose City Hall, Downtown San Jose at Market Street, San Jose Arena and the Diridon Multimodal Station connecting to Caltrain, ACE, Amtrak, the Vasona Light Rail line and VTA bus service. In Santa Clara, to serve Santa Clara University, and the Caltrain Station with a

people mover connection to San Jose International Airport.

- **Provide Connections from San Jose International Airport to BART, Caltrain and the VTA Light Rail, specifically,**

To build a people mover rail line connecting the airport passenger terminals directly with BART, Caltrain and the VTA Light Rail line.

- **Extend Light Rail from Downtown San Jose to the East Valley by**

Building a Downtown/East Valley Light Rail line from downtown San Jose serving the new San Jose City Hall and San Jose State University, out Santa Clara Street to Capitol Avenue to join the Capitol Light Rail line then south to Eastridge Shopping Center.

- **Purchase Low Floor Light Rail Vehicles, specifically**

To better serve disabled, seniors and others; purchase an additional 20 low floor light rail vehicles to join the 30 low floor vehicles now being constructed for the new Tasman, Capitol and Vasona Light Rail lines and 50 new low floor vehicles to replace VTA's existing 50 light rail vehicles.

- **Improve Caltrain: Double Track to Gilroy and Electrify from Palo Alto to Gilroy**

Extend the Caltrain double track from the San Jose Tamien Station through Morgan Hill to Gilroy. Provide VTA's funds for the partnership with San Francisco and San Mateo counties to electrify Caltrain from San Francisco to Gilroy.

- **Increase Caltrain Service, specifically**

Purchase new locomotive train sets for increased Caltrain service in Santa Clara County from Gilroy to Palo Alto and provide additional facilities to support the increased service.

- **Construct a New Palo Alto Intermodal Transit Center**

In partnership with the City of Palo Alto and Stanford University, design and construct a new parkway and underpass for University Avenue from the campus to downtown Palo Alto to improve bicycle, pedestrian and transit access to the campus, Palo Alto Caltrain station and downtown Palo Alto. Upgrade passenger facilities at the historic Palo Alto Caltrain station, upgrade transit facilities for VTA, SAMTRANS, Dumbarton Express and the Stanford Marguerita and Palo Alto shuttle services.

- **Improve Bus Service in Major Bus Corridors**

For VTA Line 22 (Palo Alto to Eastridge Center) and the Stevens Creek Boulevard Corridor, purchase new low floor articulated buses. Improve bus stops and major passenger transfer points and provide bus queue jumping lanes at intersections to permit buses quick access along the corridors.

- **Upgrade Altamont Commuter Express (ACE)**

Provide VTA's matching funds for additional train sets, passenger facilities and service upgrades for the ACE Commuter Service from San Joaquin and Alameda Counties.

- **Improve Highway 17 Express Bus Service**

Provide VTA's share of funds for the partnership with the Santa Cruz County Transit District for additional buses and service upgrades for the Highway 17 Express Bus Service.

- **Connect Caltrain with Dumbarton Rail Corridor**

Provide VTA's share of matching funds for a partnership with Alameda and San Mateo counties for the rebuilding of the Dumbarton Rail Corridor to connect to Caltrain and train sets for this new service conditioned on Alameda and San Mateo County's funding.

- **Purchase Zero Emission Buses and Construct Service Facilities**

Provide funds to supplement federal funds to expand and replace existing VTA diesel bus fleet from current size of just over 500 vehicles to 750 vehicles with the new zero emission buses and to provide maintenance facilities for this new, clean vehicle propulsion system. All new buses to be low floor for easier boarding by seniors and the disabled.

- **Develop New Light Rail Corridors**

Provide capital funds for at least two new future light rail corridors to be determined by Major Investment Studies (MIS). Potential corridors include: Sunnyvale/Cupertino; Santa Teresa/Coyote Valley; Downtown/East Valley Connection to Guadalupe Line; Stevens Creek Boulevard; North County/Palo Alto; Winchester/Vasona Junction; and, initial study of BART connection from Santa Clara through Palo Alto to San Mateo County.

- **Fund Operating and Maintenance Costs for Increased Bus, Rail and Paratransit Service**

Provide revenue to ensure funding, to at least 2014, and possibly longer, of the following: the new Tasman East, Capitol and Vasona Light Rail lines, the commuter rail connection to BART, expanded paratransit services, expanded bus fleet of 750 vehicles, the Downtown/East Valley Light Rail line operations, which can commence in 2008, and the BART extension to San Jose which can commence operations by 2010;

All subject to the following mandatory requirements:

- The Tax Must Expire 30 Years After Implementation.

If approved by the voters, this half-cent sales tax must expire 30 years after implementation. The tax will be imposed for the period commencing April 1, 2006 when current tax expires and terminate on March 31, 2036. The length of this tax cannot be extended without a vote – and the approval – of the residents of Santa Clara County.

- An Independent Citizen's Watchdog Committee Must Review all Expenditures.

The Independent Citizen's Watchdog Committee will consist of private citizens, not elected officials, who comprise the VTA's Citizen's Advisory Committee. Responsibilities of the Citizen's Watchdog Committee are:

- Public Hearings and Reports: The Committee will hold public hearings and issue reports on at least an annual basis to inform Santa Clara County residents how the

funds are being spent. The hearings will be held in full compliance with the Brown Act, California's open meeting law with information announcing the hearings well-publicized and posted in advance.

- Annual Independent Audits: An annual audit conducted by an independent Auditor will be done each fiscal year to ensure tax dollars are being spent in accordance with the intent of this measure.
- Publish results of Audits and Annual Reports: The Committee must publish the results of the Independent Auditor and the Annual Report in local newspapers. In addition, copies of these documents must be made available to the public at large.

such authorization being pursuant to the provisions of Sections 100250 et seq. of the public Utilities Code and Sections 7251 et seq. of the Revenue and Taxation Code.

APPENDIX B – 2000 MEASURE A FUND SWAPS

Figure 1.2
Funds Outgoing From Measure A:
Local Program Reserve Projects Receiving Measure A Funds

Sponsor	Project	Total LPR Allocated to by Board (000s)	Expended as of Jun 2018	Status Phase
VTA	I-880 HOV Widening: SR-237 to US-101	\$17,864	\$17,864	<i>Closed</i>
VTA	VTP PW	\$0	\$0	<i>Closed</i>
VTA	US 101 Improvements (280/680 to Yerba Buena)	\$5,633	\$5,633	<i>Closed</i>
VTA	US 101/Capitol Expwy and Yerba Buena Int. Imp.	\$5,088	\$5,041	<i>Completed</i>
VTA	US 101 Improvements (85 to Embarcadero)	\$15,140	\$15,140	<i>Closed</i>
VTA	I-880/I-280/Stevens Creek Interchange	\$1,050	\$1,033	<i>Completed</i>
VTA	US 101/SR-25 Interchange	\$4,900	\$4,900	<i>Env./PA/ED</i>
VTA/ACCMA	I-680 Sunol Grade HOV/HOT Lane	\$8,000	\$8,000	<i>Completed</i>
VTA	SR-87 HOV North & South - Cost Increase	\$2,497	\$2,497	<i>Completed</i>
VTA	SR-152/SR-156 Interchange - Cost Increase	\$420	\$420	<i>Completed</i>
Gilroy	Gilroy/Arroyo Circle/Arroyo Camino Improvements	\$6,725	\$6,725	<i>Completed</i>
Morgan Hill	Butterfield Blvd Extension Project	\$2,510	\$2,510	<i>Completed</i>
San Jose	Julian/St. James Downtown Couplet Conversion	\$5,076	\$5,076	<i>Completed</i>
Saratoga	Citywide Signal Upgrade Project Phase 2	\$400	\$0	<i>Not initiated yet</i>
SCCounty	ITS Enhancements on Bascom Ave	\$333	\$333	<i>Completed</i>
SCCounty	Santa Teresa/Fitzgerald Ave Intersection Signals	\$275	\$268	<i>Completed</i>
SCCounty	Alam Rock School District Area Traffic Calming	\$315	\$315	<i>Completed</i>
Sunnyvale	Mathilda Ave Caltrain Bridge Construction	\$524	\$524	<i>PE Completed</i>
Sunnyvale	Mary Ave Extn PS&E; moved to MB	\$0	\$0	<i>Completed</i>
Sunnyvale/VTA	US101/Mathilda Ave/SR237 IC	\$2,900	\$2,000	<i>Final Design</i>
VTA	SR 237 Express Lanes-Phase II Extension	\$9,011	\$6,775	<i>Construction</i>
VTA	Route 85 Express Lanes - Environmental	\$972	\$972	<i>Environmental Completed</i>
VTA	US 101 Express Lanes - Environmental	\$7,878	\$7,878	<i>Environmental Completed</i>
VTA/SBCOG	SR-152 New Alignment	\$5,000	\$4,043	<i>Pre-PA/ED</i>
Milpitas	Tasman East LRT Landscaping	\$1,800	\$1,800	<i>Completed</i>
VTA	Caltrans PID Work - US 101/De La Cruz/ Trimble	\$54	\$53	<i>Final Design</i>
VTA	Caltrans PID Work - El Camino Real/SR237	\$46	\$46	<i>Completed</i>
VTA	SR87 South Landscaping	\$27	\$27	<i>Completed</i>
VTA	US 101 SB Off-Ramp to SR-87	\$200	\$3	<i>Final Design</i>
VTA	I-280/Foothill Expressway Ramp Impr.	\$700	\$700	<i>Final Design</i>
Palo Alto	California Ave Transit Hub	\$1,175	\$1,175	<i>Completed</i>
VTA/Caltrans	Combined Landscape Maintenance	\$2,175	\$1,992	<i>PEP</i>
VTA	I-680 Corridor Study (Calaveras to US 101)	\$250	\$250	<i>Study Completed</i>
VTA	I-280 Corridor Study (US101/I680 IC to Page Mill)	\$250	\$248	<i>Study</i>
VTA	I-280/Winchester Off Ramp Environmental Phase	\$250	\$250	<i>Env./PA/ED</i>
VTA	SV Express Lanes - US101/SR85 - PH 3	\$5,500	\$4,832	<i>Final Design</i>
VTA	SV Express Lanes - US101/SR85 - PH 3			
VTA	SV Express Lanes - US101/SR85 - PH 4	\$2,855	\$344	<i>Final Design</i>
VTA	SV Express Lanes - Electronic Toll System (ETS)	\$3,728	\$1,106	<i>Final Design</i>
VTA	Noise Reduction Program on SR85	\$285	\$284	<i>Study</i>
VTA	Innovative Transportation Technology Program	\$85	\$76	<i>Study</i>
VTA	SR87 Corridor Study	\$150	\$0	<i>Study</i>
N/A	Unprogrammed LPR - TBD	\$42	\$0	<i>Unprogrammed</i>
		\$395	\$0	
		\$0	\$0	
TOTALS		\$122,480	\$111,135	

APPENDIX B – 2000 MEASURE A FUND SWAPS

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

Sponsor	Programmed by Board (000s)	Received to Date (000s)	Project	Status Phase
VTA	\$57,540	\$24,340	Capitol Expressway LRT Extension	Phase 1 completed
VTA	\$50,440	\$50,440	BART Hayward Maintenance Complex	Construction
VTA	\$14,500	\$0	VTA BART to Silicon Valley - Santa Clara Extension	PA/ED
TOTAL	\$122,480	\$74,780		

ATTACHMENT B

2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM

Expenditures as of June 30, 2018

Project	Total Estimate ¹	Planned Funding (in \$M)			Incurred through Jun 2018 (in \$M)		
		Others	Measure A	TBD	Others	Measure A	Total
1 - Extend BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station							
1-1 BART SV Program Development, Implementation & Warm Springs	\$ 423.1	\$ 245.4 ²	\$ 177.7	\$ -	\$ 244.4 ²	\$ 176.6	\$ 421.0
1-2 BART SV Corridor Establishment and Maintenance (CEM)	\$ 470.5	\$ 160.1	\$ 310.4	\$ -	\$ 149.8	\$ 294.9	\$ 444.7
1-3 BART Silicon Valley Berryessa Extension	\$ 2,421.3	\$ 1,343.6	\$ 1,077.7	\$ -	\$ 1,096.5	\$ 853.4	\$ 1,949.9
1-4 BART Silicon Valley Santa Clara Extension ³	\$ 4,779.9	\$ 160.5	\$ 1,425.0 ⁴	\$ 3,194.4	\$ 160.5	\$ 39.7	\$ 200.2
1-5 BART Core System Modifications (BCS)	\$ 264.7	\$ 69.8	\$ 194.9	\$ -	\$ 57.8	\$ 98.6	\$ 156.4
1-6 BART Other Supporting Projects	\$ 97.0	\$ 8.0	\$ 89.0	\$ -	\$ 8.0	\$ 84.3	\$ 92.3
Total	\$ 8,456.5	\$ 1,987.4	\$ 3,274.7	\$ 3,194.4	\$ 1,717.0	\$ 1,547.5	\$ 3,264.6
2 - Provide Connections from Mineta San Jose International Airport to BART, Caltrain and VTA Light Rail							
Mineta San Jose Airport People Mover (APM) ⁵	\$ 800.0	\$ -	\$ 5.0	\$ 795.0	\$ -	\$ 2.1	\$ 2.1
3 - Extend Light Rail From Downtown San Jose to the East Valley							
Capitol Exp. Way Eastridge Light Rail Extn (CELR) Environmental/Eng	\$ 66.7	\$ 5.9	\$ 60.8	\$ -	\$ 5.9	\$ 60.8	\$ 66.7
CELR Phase I - Pedestrian Improvements	\$ 19.0	\$ 16.0	\$ 3.0	\$ -	\$ 16.0	\$ 3.0	\$ 19.0
CELR Phase I - Eastridge Transit Center	\$ 60.2	\$ 26.9	\$ 33.3	\$ -	\$ 26.9	\$ 33.0	\$ 59.9
Eastridge to BART Regional Connector Project ⁶	\$ 453.0	\$ 139.4	\$ 247.0	\$ 66.6	\$ -	\$ 5.4	\$ 5.4
Total	\$ 598.8	\$ 188.2	\$ 344.1	\$ 66.6	\$ 48.8	\$ 102.2	\$ 151.0
4 - Purchase Low-Floor Light Rail Vehicles							
70 Low-Floor Light Rail Vehicles	\$ 200.6	\$ 200.6	\$ - ⁷	\$ -	\$ 200.6	\$ - ⁷	\$ 200.6
5 - Improve Caltrain: Double Track to Gilroy and Electrify from Palo Alto to Gilroy							
Caltrain South County Capacity Improvements ⁸	\$ 17.2	\$ 14.9	\$ 2.3	\$ -	\$ 14.9	\$ 2.3	\$ 17.2
Caltrain Electrification (VTA Share)	\$ 108.1	\$ 26.4 ⁹	\$ 81.7	\$ -	\$ 26.4	\$ 47.7	\$ 74.1
Total	\$ 125.3	\$ 41.3	\$ 84.0	\$ -	\$ 41.3	\$ 50.1	\$ 91.4
6 - Increase Caltrain Service							
Caltrain Service Upgrades/Caltrain Improvement Plan	\$ 18.0	\$ -	\$ 18.0	\$ -	\$ -	\$ 16.9	\$ 16.9
Caltrain Mountain View Parking Structure ¹⁰	\$ 1.0	\$ 0.4	\$ 0.6	\$ -	\$ 0.1	\$ 0.2	\$ 0.3
Blossom Hill Pedestrian Grade Separation	\$ 11.2	\$ 10.0	\$ 1.2	\$ -	\$ 10.0	\$ 1.2	\$ 11.2
Caltrain Safety Enhancements	\$ 16.1	\$ 0.1	\$ 16.0	\$ -	\$ 0.1	\$ 15.7	\$ 15.8
Santa Clara Station Pedestrian Underpass Extension	\$ 11.1	\$ 10.4	\$ 0.7	\$ -	\$ 9.8	\$ 0.7	\$ 10.5
Santa Clara and San Jose Diridon Station Upgrade	\$ 12.2	\$ -	\$ 12.2	\$ -	\$ -	\$ 12.2	\$ 12.2
Bike Sharing Pilot Project	\$ 0.8	\$ 0.6	\$ 0.2	\$ -	\$ 0.6	\$ 0.2	\$ 0.8
Total	\$ 70.5	\$ 21.6	\$ 48.9	\$ -	\$ 20.6	\$ 47.1	\$ 67.7
7 - Construct a New Palo Alto Intermodal Transit Center							
Palo Alto Intermodal Transit Center ¹¹	\$ 0.2	\$ 0.2	\$ 0.0	\$ -	\$ 0.2	\$ 0.0	\$ 0.2
8 - Improve Bus Service in Major Bus Corridors							
BRT Alternative Analysis/ BRT Strategic Plan	\$ 2.2	\$ 0.7	\$ 1.5	\$ -	\$ 0.7	\$ 1.5	\$ 2.2
Alum Rock - Santa Clara Bus Rapid Transit	\$ 143.2	\$ 94.2	\$ 49.0	\$ -	\$ 94.2	\$ 45.0	\$ 139.2
Stevens Creek Bus Rapid Transit	\$ 151.0	\$ 0.5	\$ 3.9	\$ 146.6	\$ 0.5	\$ 3.1	\$ 3.6
El Camino Real Bus Rapid Transit ¹²	\$ 24.1	\$ -	\$ 24.1	\$ -	\$ -	\$ 10.5	\$ 10.5
Procurement of BRT Articulated Buses	\$ 57.7	\$ 19.2	\$ 38.5	\$ -	\$ 19.2	\$ 13.4	\$ 32.6
Modifications to Chaboya and North Division for BRT Buses	\$ 14.4	\$ -	\$ 14.4	\$ -	\$ -	\$ 2.2	\$ 2.2
Money Counting Facility Replacement	\$ 0.1	\$ -	\$ 0.1	\$ -	\$ -	\$ 0.1	\$ 0.1
De Anza College Transit Center Improvement	\$ 0.3	\$ -	\$ 0.3	\$ -	\$ -	\$ 0.3	\$ 0.3
Rapid 523 Bus Stop Improvements	\$ 3.9	\$ 0.7	\$ 3.2	\$ -	\$ 0.1	\$ 2.3	\$ 2.5
Stelling Road Bus Stop Improvement	\$ 1.9	\$ 0.1	\$ 1.8	\$ -	\$ 0.1	\$ 1.7	\$ 1.8
Total	\$ 398.9	\$ 115.4	\$ 136.8	\$ 146.6	\$ 114.9	\$ 80.1	\$ 195.0
9 - Upgrade Altamont Commuter Express (ACE)							
Upgrade ACE	\$ -	\$ -	\$ - ¹³	\$ -	\$ -	\$ - ¹³	\$ -
10 - Improve Highway 17 Express Bus Service							
Highway 17 Bus Service Improvements	\$ 2.5	\$ -	\$ 2.5	\$ -	\$ -	\$ 2.5	\$ 2.5
11 - Connect Caltrain with Dumbarton Rail Corridor							
Dumbarton Rail Corridor ¹⁴	\$ 2.3	\$ -	\$ 2.3	\$ -	\$ -	\$ 2.3	\$ 2.3
12 - Purchase Zero-Emission Buses and Construct Service Facilities							
3 Zero Emission Buses (Pilot Program)	\$ 14.7	\$ 11.5	\$ 3.2	\$ -	\$ 11.4	\$ 3.2	\$ 14.7
Zero Emission Buses Facility Improvements	\$ 4.8	\$ 2.4	\$ 2.4	\$ -	\$ 2.4	\$ 2.4	\$ 4.8
Total	\$ 19.5	\$ 13.9	\$ 5.6	\$ -	\$ 13.9	\$ 5.6	\$ 19.4
13 - Develop New Light Rail Corridors							
New Rail Corridors Study	\$ 3.0	\$ -	\$ 3.0	\$ -	\$ -	\$ 1.2	\$ 1.2
Light Rail Systems Analysis	\$ 1.7	\$ -	\$ 1.7	\$ -	\$ -	\$ 1.7	\$ 1.7
Southern Light Rail Express	\$ 1.1	\$ -	\$ 1.1	\$ -	\$ -	\$ 1.1	\$ 1.1
LRT Extension to Vasona Junction	\$ 174.1	\$ -	\$ 20.9	\$ 153.2	\$ -	\$ 1.1	\$ 1.1
Winchester LR Double Track & Platform Extn	\$ 172.8	\$ -	\$ 22.0	\$ 150.8	\$ -	\$ 0.2	\$ 0.2
SR 85 Major Transit Investment Study	\$ 2.0	\$ 1.4	\$ 0.6	\$ -	\$ -	\$ 0.5	\$ 0.5
Total	\$ 354.7	\$ 1.4	\$ 49.3	\$ 304.0	\$ -	\$ 5.8	\$ 5.8
14 - Fund Operating and Maintenance Cost for Increased Bus, Rail and Paratransit Service							
Fund Operating and Maintenance Costs	\$ 1,465.8	\$ -	\$ 1,465.8	\$ -	\$ -	\$ 400.5	\$ 400.5
Other Expenditures							
Debt Service on Current Bonds (includes principal, interest & other bond costs)	\$ 1,859.5	\$ -	\$ 1,859.5	\$ -	\$ -	\$ 344.6	\$ 344.6
Fund Exchange Payments ¹⁵	\$ 122.5	\$ -	\$ 122.5	\$ -	\$ -	\$ 110.5	\$ 110.5
Miscellaneous Operating Expenses	\$ 34.5	\$ -	\$ 34.5	\$ -	\$ -	\$ 10.7	\$ 10.7
Total	\$ 2,016.5	\$ -	\$ 2,016.5	\$ -	\$ -	\$ 465.8	\$ 465.8
GRAND TOTAL	\$ 14,512.2	\$ 2,570.1	\$ 7,435.6	\$ 4,506.5	\$ 2,157.3	\$ 2,711.5	\$ 4,868.8

¹ Current estimate as of Jun 2018.² Includes \$8M in State-Local Partnership Program (SLPP) and \$111.4M in Traffic Congestion Relief Program (TCRP) grant funds designated directly to BART.³ Estimated costs includes a 4-station, 6 mile project.⁴ Includes \$1.0B of projected debt issuance.⁵ Completed studies of Automated Transit Guideway system.⁶ Construction Phase Cost Estimate.⁷ Project funded through a Board approved fund exchange between Santa Clara County, VTA and Measure A. Measure A costs incurred for this item reflected as a portion of Debt Service.⁸ Completed fiber optic cable relocation of the northern segment (5.3 miles).⁹ Includes \$26.4M in Prop 1A CTC grant funds designated directly to Caltrain.¹⁰ Completed conceptual design.¹¹ Completed project studies.¹² Planned funding reflects current project definition and scope which is subject to policy decisions.¹³ Included in Santa Clara and San Jose Diridon Station Upgrade.¹⁴ Completed preliminary design, ridership studies and conceptual estimates.¹⁵ Payments related to exchange of State Transportation Improvement Program (STIP) and Measure A funding approved by the Board in June 2007, December 2007 and November 2013.

ATTACHMENT C	
2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM	STATUS
Extend BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station	
BART - Silicon Valley Program Development & Implementation	
● BART - Silicon Valley Program Development & Implementation	Ongoing
✓ Warm Springs Extension (WSX) - VTA Share	Completed
BART - Silicon Valley Corridor Establishment and Maintenance	
● Silicon Valley Corridor Establishment and Maintenance	Ongoing
BART - Silicon Valley Extension	
● Berryessa Extension Project (SVBX Phase I)	Construction
● Future Extension to Santa Clara (SVSX Phase II)	Under Development -Awaiting Funding
● Newhall Maintenance Facility	Under Development
● BART Core Systems Modifications	Construction
BART - Other Supporting Projects	
● King Road Bus Rapid Transit	Ongoing
✓ Northern Light Rail Express	Completed
✓ Santa Clara Pocket Track	Completed
● BART Transit Integration Analysis & Improvements	Ongoing
● N. First St. Speed Improvements & First St./Tasman Ave. Modidifications	Ongoing
Provide Connection from Mineta San Jose International Airport to BART, Caltrain and VTA Light Rail	
● Mineta San Jose Airport People Mover	Ongoing
Extend Light Rail from Downtown San Jose to The East Valley	
✓ Downtown East Valley Planning & Conceptual Engineering	Completed
● Downtown East Valley Environmental & 90% CELR	Ongoing
✓ Capitol Expressway Light Rail - Pedestrian Improvements	Completed
✓ Capitol Expressway Light Rail - Eastridge Transit Center	Completed
● Capitol Expressway Light Rail Phase II: Light Rail to Eastridge	Ongoing
Low Floor Light Rail Vehicles	
✓ Low Floor Light Rail Vehicles	Completed
Improve Caltrain: Double Track to Gilroy & Electrify from Palo Alto to Gilroy	
● Caltrain South County Capacity Improvements	Pending CA High Speed Rail (CAHSR)
● Caltrain Electrification/High Speed Rail	Ongoing
● Caltrain Electrification Early Investment Program (VTA Share)	Ongoing
Caltrain Service Upgrades	
● Caltrain Service Upgrades	Ongoing
✓ Caltrain Improvement Plan	Completed
● Bike Sharing Pilot Project	Completed
● Caltrain Mountain View Parking Structure	Pending CAHSR
✓ Caltrain/Union Pacific Blossom Hill Pedestrian Grade Separation	Completed
✓ Caltrain Safety Enhancements	Design Complete; Pending CAHSR
✓ Santa Clara Station Pedestrian Underpass Extension	Completed
✓ Santa Clara & San Jose Diridon Station Upgrades	Completed
Palo Alto Intermodal Transit Center	
● Palo Alto Intermodal Transit Center	Pending CA High Speed Rail
Improve Bus Service in Major Corridors	
● Bus Rapid Transit Strategic Plan	Ongoing
✓ Highway-Based Bus Rapid Transit Alternatives Analysis	Completed
● Alum Rock/Santa Clara Bus Rapid Transit	Completed; Closeout Ongoing
● Stevens Creek Bus Rapid Transit	Planning - Awaiting Funding
● El Camino Real Bus Rapid Transit	Ongoing
● Procurement of 40 Bus Rapid Transit Buses	Ongoing
● Bus Rapid Transit Modifications - Chaboya & North Divisions	Ongoing
● Money Counting Facility Replacement	Closed - Not needed
● DeAnza College Transit Center Improvements	Inactive
● Rapid 523 Bus Stop Improvements	Ongoing
✓ Stelling Road Bus Stop Improvement	Completed
Upgrade Altamont Commuter Express (ACE)	
✓ Included in Santa Clara and San Jose Diridon Station Upgrade	Completed
Improve Highway 17 Express Bus Service	
✓ Improve Highway 17 Express Bus Service	Completed
Connect Caltrain with Dumbarton Rail Corridor	
● Dumbarton Rail Corridor	Inactive
Purchase Zero-Emission Buses & Construct Service Facilities	
✓ 3 Zero-Emission Bus Procurement	Completed
✓ Zero-Emission Bus Facility Improvements	Completed
Develop New LR Corridors	
● New Rail Corridors Study	Ongoing
✓ Light Rail System Analysis	Completed
✓ Southern Light Rail Express	Completed
● Light Rail Transit Extension to Vasona Junction	Ongoing
● Winchester Light Rail Double Track & Platform Extension	Ongoing
● SR 85 Major Transit Investment Study	Ongoing
Fund Operating & Maintenance Costs for Increased Bus, Rail & Paratransit Service - Ongoing	



Date: August 17, 2018
 Current Meeting: September 20, 2018
 Board Meeting: October 4, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Congestion Management Program & Planning Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director - Planning & Programming, Chris Augenstein

SUBJECT: Programmed Project Monitoring - Quarterly Report

FOR INFORMATION ONLY

The Programmed Projects Quarterly Monitoring Report is presented every quarter to the Technical Advisory Committee (TAC), Policy Advisory Committee (PAC) and the VTA Board of Directors. The purpose of the report is to assist the VTA Board, committees, staff and project sponsors in tracking the progress of Federal or State-funded projects that are sponsored by VTA Member Agencies and funded through programming actions of the VTA Board. Additionally, the report helps to ensure implementing agencies comply with Metropolitan Transportation Commission's (MTC) Regional Project Funding Delivery Policy, and do not lose any funds by missing a federal or state funding deadline.

The Programmed Projects Quarterly Monitoring Report for April - June 2018 is attached for review. This report provides the latest status on discretionary funded projects. The report consists of a project summary sheet highlighting status of projects with funds expiring in FY2017/18 (Attachment A), a detailed listing for each project (Attachment B) and a list of acronyms (Attachment C).

The project summary sheet identifies projects in three categories:

- Red: Projects at the risk of losing funds due to delivery difficulties.
- Yellow: Projects that need extra attention, and are at risk running into difficulties.
- Green: Projects are progressing smoothly.

This quarter, one of San Jose's FY2017/18 projects is labeled "yellow:"

- The Meridian Bike/Pedestrian Improvements project encountered unsolvable right-of-way difficulties, and the funding has been moved to the "Better Bikeways" project at San Jose's request. The new project is in the 2018/19 Obligation Plan.

The next Programmed Projects Quarterly Monitoring Report will cover the period for July - September 2018.

Prepared By: Bill Hough
 Memo No. 6656

Attachment A: Status summary of FY2017/18 Projects

Red = Project at risk of losing funds due to delivery difficulties.
 Yellow = Project may need extra attention or will risk running into difficulties.
 Green = Project is progressing smoothly.

Sponsor	Project Title	Project #	Federal/State Funds for 2017/18	Status			Comments
				Green	Yellow	Red	
Palo Alto	Arastradero Road Schoolscape/Multiuse Trail	SCL130034	\$1,000,000	●			Obligated 12/21/2017.
San Jose	Almaden Ave & Vine St Safety Improvements	SCL090004	\$1,035,000	●			Obligated 7/04/2018.
San Jose	San Jose - Better Bikeways	SCL130004	\$1,150,000		●		Funds moved to the 2018/19 Obligation Plan.
San Jose	East San Jose Bikeways	SCL130016	\$2,000,000	●			Obligated 8/10/2018.
SC County	Capitol Expressway ITS and Bike/Ped Improvements	SCL130037	\$794,776	●			Obligated 2/20/2017.
Saratoga	Saratoga Village Sidewalk Rehabilitation	SCL130027	\$162,000	●			Obligated 1/10/2018.
Sunnyvale	Sunnyvale/Saratoga Traffic Signal, Bike/Ped Safety	SCL130028	\$524,000	●			Obligated 10/18/2017.
Sunnyvale	Fair Oaks Avenue Bikeway and Street Enhancements	SCL130029	\$812,300	●			Obligated 2/28/2018.
Sunnyvale	Maude Avenue Bikeway and Streetscape	SCL130030	\$918,065	●			Obligated 12/05/2017.



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		City of Campbell	Project Title:		Harriet/McCoy/San Tomas Aquino Signalization				
1 of 3	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL110138	On Harriet Ave from Westmont Ave to the northern city limit at Keith Dr; Install HAWK signal, install speed humps, construct curb, gutter, sidewalk, and curb ramps; install traffic signs, stripes and pavement markings.			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source							NEPA redvalidation issued on 5/11/2018.	
	HSIP \$477 Local \$57		Field Review					In design phase.	
			ENV	\$66	2014		complete		
	Design	\$0		6/2018	10/2018				
Manager Name		Matthew Jue	ROW	\$0					
Phone/Fax		(408) 866-2154	Construction	\$462	2019	7/2019	12/2019	Funding Deadline	3/31/2019
E-Mail		matthewj@cityofcampbell.com	Total	\$528	E-76 Const (sub/app)	11/2018		Last Updated	7/26/2018
				Last Invoice (sub/app)					

Sponsor:		City of Campbell	Project Title:		Winchester Boulevard Overlay Project				
2 of 3	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170035	Install asphalt concrete overlay on Winchester Boulevard from northern city limit near Rosemary Lane to south city limit near Pollard Road..			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source		Field Review				In design.		
	Local: \$5,725 Sales tax: \$1,594 STP: \$554		ENV	\$5	2019			complete	
			Design	\$220		09/2018		12/2018	
			Manager Name	Fred Ho	ROW	\$0			
Phone/Fax	(408) 866-2156	Construction	\$6,054	2020	07/2019	12/2019	Funding Deadline	11/01/2019	
E-Mail	fredh@cityofcampbell.com	Total	\$6,279	E-76 Const (sub/app)	11/2018		Last Updated	8/6/2018	
				Last Invoice (sub/app)					



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		City of Campbell	Project Title:		Eden Avenue Sidewalk Improvements					
3 of 3	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL170036				Programmed Year	Start mm/yyyy	End mm/yyyy			
	Fund Source			Field Review					NEPA clearance issued/signed on 5/29/2018.	
CMAQ \$555 Local \$147		On Eden Avenue between Hamilton Avenue and north city limits: Install sidewalk, curb, gutter, curb ramps, flashing beacon system, storm drain inlet, pipes, striping, signs and other improvements.	ENV	\$5	2018		complete	In design.		
			Design	\$115	2018	6/2018	10/2018			
Manager Name			Fred Ho	ROW	\$0					
Phone/Fax		408-866-2156	Construction	\$582	2020	6/2019	12/2019	Funding Deadline	11/1/2019	
E-Mail		fredh@citfofcampbell.com	Total	\$702	E-76 Const (sub/app)	1/2019		Last Updated	7/26/2018	
					Last Invoice (sub/app)					



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		City of Cupertino	Project Title:		Cupertino Pavement Maintenance Phase 2				
1 of 1	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170037	On Bollinger Rd (Lawrence to Miller) and on Wolfe Rd (I-280 bridge to 350' N of I-280 bridge) - asphalt overlay, On portions of S Stelling Rd, Prospect Rd and McClellan Rd - rubberized asphalt chip seal.			Programmed Year	Start mm/yyyy	End mm/yyyy	End ENV October 2018.	
	Fund Source		Field Review						
	Local \$110 STP \$769		ENV	\$0	2018	7/2018	10/2018		
			Design	\$5	2018	11/2018	3/2019		
Manager Name		Jo Anne Johnson	ROW	\$0		4/2018	10/2018		
Phone/Fax		408-777-3245	Construction	\$869	2020	6/2019	12/2019	Funding Deadline	11/1/2019
E-Mail		joannej@cupertino.org	Total	\$874	E-76 Const (sub/app)			Last Updated	7/20/2018
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		City of Gilroy	Project Title:		Downtown Monterey Road Rehabilitation			
1 of 1	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL170058	Rehabilitate Monterey Road between 1st street and 8th Street segment. The improvements may consist of pavement rehabilitation, resurfacing, roadway reconstruction, and/or spot reconstruction.			Programmed Year	Start mm/yyyy	End mm/yyyy	Working on ENV and initial design and will plan to have the E76 by November 1.
	Fund Source		Field Review					
	Local \$308 STP \$1,028		ENV	\$175	2018	6/2018	9/2018	
			Design	\$0		9/2018	3/2019	
Manager Name		Gary Heap	ROW	\$0				
Phone/Fax		(408) 846-0413	Construction	\$1,028	2019	6/2019	11/2019	Funding Deadline 11/1/2018
E-Mail		Gary.Heap@ci.gilroy.ca.us	Total	\$1,203	E-76 Const (sub/app)			Last Updated 7/16/2018
					Last Invoice (sub/app)			



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		City of Los Altos	Project Title:		Miramonte Ave Bike Ped Access Improvements						
1 of 2	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments			
	SCL170034	Install new sidewalk and buffered Class II bike lanes, along with improving crosswalks and rechannelize traffic for an improved bicycle and pedestrian access to three schools and a public park within the project vicinity.			Programmed Year	Start mm/yyyy	End mm/yyyy				
	Fund Source				CMAQ \$1,000 Local \$581	Field Review				CMAQ funds moved to 2019.	
						ENV	\$331	2017	11/2017		03/2018
						Design	\$0		04/2016		11/2017
Manager Name			Aruna Bodduna	ROW	\$0		06/2018	07/2018			
Phone/Fax		650-947-2626	Construction	\$1,250	2019	9/2018	12/2018	Funding Deadline	11/1/2018		
E-Mail		ABodduna@losaltosca.gov	Total	\$1,581	E-76 Const (sub/app)			Last Updated	8/16/2018		
					Last Invoice (sub/app)						

Sponsor:		City of Los Altos	Project Title:		Fremont Avenue Preservation					
2 of 2	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL170038	Rehabilitate roadway along Fremont Avenue, between Grant Road and Stevens Creek (City Limit).			Programmed Year	Start mm/yyyy	End mm/yyyy			
Fund Source			Field Review				In design.			
Local \$179 STP \$336			ENV	\$60	2018	05/2018		06/2018		
			Design	\$0		04/2018		09/2019		
			Manager Name	Aruna Bodduna	ROW	\$0			10/2018	
Phone/Fax		650-947-2626	Construction	\$455	2020	06/2019	10/2019	Funding Deadline	11/1/2018	
E-Mail		ABodduna@losaltosca.gov	Total	\$515	E-76 Const (sub/app)			Last Updated	8/16/2018	
Last Invoice (sub/app)										



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		City of Milpitas	Project Title:		Milpitas Street Resurfacing				
1 of 1	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170039	In Milpitas, rehabilitation of roadway and upgrade ADA facilities on various city streets.			Programmed Year	Start mm/yyyy	End mm/yyyy	Begin ENV February 2019.	
	Fund Source		Field Review						
	Local \$358 STP \$1,609		ENV	\$100	2019	02/2019	09/2019		
			Design	\$0					
Manager Name		Steve Chan	ROW	\$0					
Phone/Fax		(408) 586-3324	Construction	\$1,819	2020	05/2019	05/2020	Funding Deadline	11/1/2019
E-Mail		schan@ci.milpitas.ca.gov	Total	\$1,919	E-76 Const (sub/app)			Last Updated	7/20/2018
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		City of Morgan Hill		Project Title:		Dunne Avenue Pavement Rehabilitation Project			
1 of 1	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170063	Pavement Rehabilitation on Dunne Avenue.			Programmed Year	Start mm/yyyy	End mm/yyyy	Begin ENV January 2019.	
	Fund Source		Field Review						
	Local \$395 STP \$857		ENV	\$30	2018	01/2019	11/2019		
			Design	\$65	2019	01/2019	10/2019		
Manager Name		David Gittleston	ROW	\$0					
Phone/Fax		(408) 776-4642	Construction	\$1,088	2022	04/20	09/2020	Funding Deadline	11/1/2019
E-Mail		david.gittleston@morganhill.ca.gov	Total	\$1,183	E-76 Const (sub/app)			Last Updated	8/6/2018
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		City of Mountain View	Project Title:		Intersection improvements to Shoreline and Villa					
1 of 2	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL170016	Upgrade existing traffic signal; add protected left turn phase on minor street approaches; install new pedestrian crosswalk; remove existing channelized free right turn and "pork chop" island; construct curb, gutter, sidewalk.			Programmed Year	Start mm/yyyy	End mm/yyyy			
	Fund Source		Field Review			complete				
	HSIP \$400 Local \$208		ENV	\$208	2017	10/2017	10/2018			
			Design	\$0						
			Manager Name	Sayed Fakhry	ROW	\$0				
Phone/Fax	650-903-6511	Construction	\$400	2020			Funding Deadline	12/31/2019		
E-Mail	sayed.fakhry@mountainview.gov	Total	\$608	E-76 Const (sub/app)			Last Updated	6/6/2018		
				Last Invoice (sub/app)						

Sponsor:		City of Mountain View	Project Title:		West Middlefield Road Improvements				
2 of 2	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170040	Resurface W. Middlefield Road and reconstruct the median island between Rengstorff Avenue and N. Shoreline Boulevard.			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source		Field Review				Begin ENV in December 2018.		
	CMAQ \$1,136 Local \$414		ENV	\$414	2019	12/2018		06/2019	
			Design	\$0					
Manager Name		Quan Tran	ROW	\$0					
Phone/Fax		650-903-6311	Construction	\$1,136	2020	04/2020	08/2020	Funding Deadline	11/1/2019
E-Mail		quan.tran@mountainview.gov	Total	\$1,550	E-76 Const (sub/app)			Last Updated	8/6/2018
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		City of Palo Alto	Project Title:		Page Mill Road Safety Project			
1 of 6	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL170013	On Page Mill Road between mile markers 0.0 and 4.5; Rehabilitate roadway pavement using high friction pavement, increasing turn radius and installation of guardrails.			Programmed Year	Start mm/yyyy	End mm/yyyy	
	Fund Source		Field Review			10/2018		
	HSIP \$946		ENV	\$0		11/2018	2/2019	
			Design	\$0		10/2018	6/2019	
	Manager Name	Holly Boyd	ROW	\$0		4/2019		
Phone/Fax		650-329-2612	Construction	\$946	2020	3/2020	12/2020	Funding Deadline 12/31/2019
E-Mail		holly.boyd@cityofpaloalto.org	Total	\$946	E-76 Const (sub/app)			Last Updated 8/9/2018
					Last Invoice (sub/app)			

Sponsor:		City of Palo Alto	Project Title:		Adobe Creek / Highway 101 Bicycle Pedestrian Bridge			
2 of 6	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL130041	In Palo Alto, provide a year round ped crossing of Highway 101 to replace the existing Lefkowitz tunnel, which is a seasonal underpass subject to repeated and unanticipated closures that limit its use to less than half the year.			Programmed Year	Start mm/yyyy	End mm/yyyy	
	Fund Source		Field Review					
	Local \$6,500 OBAG2 4,350 RTP-LRP \$3,150		ENV	\$750	2014		complete	
			Design	\$1,750	2014	6/2015	11/2018	
	Manager Name	Elizabeth Ames	ROW	\$0	2016	2/2018	9/2018	
Phone/Fax		650-329-2502	Construction	\$11,500	2021	1/2019	4/2020	Funding Deadline 11/1/2021
E-Mail		elizabeth.ames@cityofpaloalto.org	Total	\$14,000	E-76 Const (sub/app)	9/2018	11/2018	Last Updated 8/6/2018
					Last Invoice (sub/app)			



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		City of Palo Alto	Project Title:		North Ventura Coordinated Area Plan				
3 of 6	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170021	Develop a comprehensive planning document similar to a specific plan for a mixed-use neighborhood in proximity to the California Avenue Caltrain station, the California Avenue business district, the El Camino Real corridor, and the Stanford Research Park.			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source		Field Review						
	Local \$112 STP \$638		ENV	\$112	2019	07/2018	07/2020		
			Design	\$638	2019	07/2018	07/2020		
			Manager Name	Elana Lee	ROW	\$0			
Phone/Fax	650-617-3196	Construction	\$0				Funding Deadline	11/1/2018	
E-Mail	elana.lee@cityofpaloalto.org	Total	\$750	E-76 Const (sub/app)			Last Updated	8/1/2018	
				Last Invoice (sub/app)					

Sponsor:		City of Palo Alto	Project Title:		Palo Alto Street Resurfacing				
4 of 6	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170041	Street resurfacing various streets.			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source		Field Review					Begin ENV in October. Arastradero Rd requires functional classification change.	
	Local \$170 STP \$1,009		ENV	\$30	2019	10/2018	01/2019		
			Design	\$0		01/2019	06/2019		
			Manager Name	Holly Boyd	ROW	\$0			04/2019
Phone/Fax	650-329-2612	Construction	\$1,149	2020	03/2020	12/2020	Funding Deadline		11/1/2019
E-Mail	holly.boyd@cityofpaloalto.org	Total	\$1,179	E-76 Const (sub/app)			Last Updated	8/9/2018	
				Last Invoice (sub/app)					



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		City of Palo Alto	Project Title:		El Camino Real Pedestrian Safety and Streetscape				
5 of 6	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170051	Install complete streets improvements focused on pedestrian safety, enhanced bus operations, and new urban design amenities on El Camino Real between Stanford Avenue and Grant Avenue.			Programmed Year	Start mm/yyyy	End mm/yyyy	Begin ENV in March 2019.	
	Fund Source		Field Review						
	CMAQ \$4655 Local \$709		ENV	\$10	2019	03/2019	08/2019		
			Design	\$635	2019	05/2019			
Manager Name		Jarrett Mullen	ROW	\$0					
Phone/Fax		650-329-2218	Construction	\$4,655	2021	05/2020	05/2021	Funding Deadline	11/1/2019
E-Mail		jarrett.mullen@cityofpaloalto.org	Total	\$5,300	E-76 Const (sub/app)			Last Updated	6/18/2018
					Last Invoice (sub/app)				

Sponsor:		City of Palo Alto	Project Title:		Waverley, E. Meadow & Fabian Enhanced Bikeways				
6 of 6	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170053	Upgrades on Waverley Path, protected bicycle facility on East Meadow Drive, protected bicycle facility on Fabian Way.			Programmed Year	Start mm/yyyy	End mm/yyyy	In design phase.	
	Fund Source		Field Review						
	CMAQ \$919 Local \$480		ENV	\$295	2019	01/2019	03/2019		
			Design	\$185	2019	07/2019	09/2019		
Manager Name		Jarrett Mullen	ROW	\$0					
Phone/Fax		650-329-2218	Construction	\$919	2021	01/2020	08/2020	Funding Deadline	11/1/2019
E-Mail		jarrett.mullen@cityofpaloalto.org	Total	\$1,399	E-76 Const (sub/app)			Last Updated	7/20/2018
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		City of San Jose	Project Title:		McLaughlin Ave Safety Elements			
1 of 20	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL110141	On McLaughlin Ave between Interstate 280 and Capitol Expressway: implement safety elements.			Programmed Year	Start mm/yyyy	End mm/yyyy	
	Fund Source		Field Review			8/2018		
	HSIP \$2,513 Local \$549		ENV	\$30				
			Design	\$0	2016			
Manager Name		Carla Suryamega	ROW	\$0				
Phone/Fax		408- 535-8395	Construction	\$3,033	2020			Funding Deadline 12/31/2019
E-Mail		carla.suryamega@sanjoseca.gov	Total	\$3,063	E-76 Const (sub/app)			Last Updated 8/13/2018
					Last Invoice (sub/app)			

Sponsor:		City of San Jose	Project Title:		Bay Trail Reach 9 & 9B			
2 of 20	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL050082	Preparation of CON and ENV documents for 1.2 miles of trail, a pedestrian bridge, and underpass with safety and enhancement improvements.			Programmed Year	Start mm/yyyy	End mm/yyyy	
	Fund Source		Field Review					
	Earmark \$675 Local \$7,863		ENV	\$815	06/07		complete	
			Design	\$0	08/09	3/2008	12/2020	
Manager Name		Yves Zsutty	ROW	\$63	08/09			
Phone/Fax		(408) 793-5561	Construction	\$7,660	not determined			Funding Deadline no expiration
E-Mail		yves.zsutty@sanjoseca.gov	Total	\$8,538	E-76 Const (sub/app)			Last Updated 8/14/2018
					Last Invoice (sub/app)			



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		City of San Jose	Project Title:		Coyote Creek Trail (Hwy 237-Story Rd)				
3 of 20	Project No	Project Description Master Plan, design of 9.8 miles transportation trail, including safety and improvements between SR 237 and Story Rd.	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL050083				Plan Set and document package prepared and signed by DPW Director. Submitted week of August 6 to Caltrans for issuance of E-76 to construction Story-Selma Olinder As part of 2019 TIP Update, seek to divide Coyote Creek Trail line items for the multiple projects underway.				
	Fund Source		Programmed Year	Start mm/yyyy		End mm/yyyy			
	Earmark \$3,674 Local \$5,095 RTP-LRP \$6,000		Field Review						
	ENV		\$572	08/09			complete		
	Design		\$1,077	08/09		9/2018	12/2020		
Manager Name	Yves Zsutty	ROW	\$0						
Phone/Fax	(408) 793-5561	Construction	\$13,120	13/14			Funding Deadline	No expiration	
E-Mail	yves.zsutty@sanjoseca.gov	Total	\$14,769	E-76 Const (sub/app)			Last Updated	8/14/2018	
				Last Invoice (sub/app)					

Sponsor:		City of San Jose	Project Title:		Almaden Ave & Vine St Safety Improvements				
4 of 20	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL090004	In San Jose: Construct pedestrian safety improvements along Almaden Ave and Vine Street.			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source		Field Review					E-76 approved on 07/04/2018. Begin CON in October.	
	CMAQ \$1,500 Local \$315		ENV	\$0			complete		
			Design	\$562	2016		complete		
Manager Name		Carla Suryamega	ROW	\$0					
Phone/Fax		408-535-8395	Construction	\$1,252	2018	10/2018	8/2019	Funding Deadline	obligated
E-Mail		carla.suryamega@sanjoseca.gov	Total	\$1,814	E-76 Const (sub/app)	3/2018	7/2018	Last Updated	8/13/2018
					Last Invoice (sub/app)	5/2018			



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		City of San Jose	Project Title:		Los Gatos Creek Reach 5 Underpass			
5 of 20	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL110029	Develop construction drawings for trail improvements			Programmed Year	Start mm/yyyy	End mm/yyyy	Plans prepared to the 65% stage. \$1,000,000 in funds secured as part of F18/19 Budget. Negotiation with Jacobs Engineering underway for preparation of 95% design package and completion of NEPA.
	Fund Source		Field Review					
	CMAQ \$1,200 Local \$1,350 RTP-LRP \$2,500		ENV	\$1,450	2011	3/2011	6/2013	
			Design	\$0			12/2019	
Manager Name		Yves Zsutty	ROW	\$100	2013		TBD	
Phone/Fax		408-793-5561	Construction	\$2,500	not yet determined		TBD	Funding Deadline CMAQ PE obligated
E-Mail		yves.zsutty@sanjoseca.gov	Total	\$4,050	E-76 Const (sub/app)		2/23/2012	Last Updated 8/14/2018
					Last Invoice (sub/app)			

Sponsor:		City of San Jose	Project Title:		Better Bikeways			
6 of 20	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL130004	San José will build the foundation of a better bikeway network in and around the city center over the next two years, using tools already available to us: protected bike lanes and calm streets.			Programmed Year	Start mm/yyyy	End mm/yyyy	Resolution of local support summited July 16,2018. City is requesting funds to be moved from FY19 to FY20. City may request AC in summer 2019.
	Fund Source		Field Review				complete	
	CMAQ \$1,150 Local \$524		ENV	\$375	2014			
			Design	\$0	2014	10/2018	05/2019	
Manager Name		John Brazil	ROW	\$0	2014			
Phone/Fax		408-975-3206	Construction	\$1,299	2019	8/2019	12/2019	Funding Deadline 11/1/2019
E-Mail		john.brazil@sanjoseca.gov	Total	\$1,674	E-76 Const (sub/app)			Last Updated 8/13/2018
					Last Invoice (sub/app)			



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		City of San Jose	Project Title:		San Jose Citywide SRTS Program				
7 of 20	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130006	Implement walking route improvements around schools.			Programmed Year	Start mm/yyyy	End mm/yyyy	Obligated. Project advertised 8/1/2018. Planning to award in Sept/Oct timeframe.	
	Fund Source		Field Review						
	CMAQ \$1,150 Local \$157		ENV	\$173	2014		complete		
			Design	\$0			complete		
Manager Name		Sam Koosha	ROW	\$0					
Phone/Fax		408-794-1950	Construction	\$1,133	2018	3/2017	9/2018	Funding Deadline	obligated
E-Mail		sam.koosha@sanjoseca.gov	Total	\$1,306	E-76 Const (sub/app)	3/31/2017	5/17/2017	Last Updated	8/14/2018
					Last Invoice (sub/app)	8/2018			

Sponsor:		City of San Jose	Project Title:		San Jose Pedestrian Oriented Traffic Safety Signals				
8 of 20	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130010	Traffic signal controlled crossings will be implemented at 6 key intersections.			Programmed Year	Start mm/yyyy	End mm/yyyy	Construction completion for 4 of 5 intersections. Henry Stevens Creek under construction. Beneficial use 8/2018.	
	Fund Source		Field Review						
	CMAQ \$3,000 Local \$798		ENV	\$1,899	2014		complete		
			Design	\$0	2014		complete		
Manager Name		Ken Jung	ROW	\$0					
Phone/Fax		408-975-3262	Construction	\$1,899	2015/17	1/2015	12/2018	Funding Deadline	awarded
E-Mail		ken.jung@sanjoseca.gov	Total	\$3,798	E-76 Const (sub/app)	11/2016	2/2017	Last Updated	8/14/2018
					Last Invoice (sub/app)	6/2018			



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		City of San Jose	Project Title:		East San Jose Bikeways				
9 of 20	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130016	Make improvements to the bikeway network including the installation of new bikeways, traffic calming features, public bike racks, bike-friendly signal detection and pavement markings.			Programmed Year	Start mm/yyyy	End mm/yyyy	Obligated 8/10/2018.	
	Fund Source		Field Review				complete		
	CMAQ \$2,000 Local \$532		ENV	\$75	2014				
			Design	\$382	2014		complete		
	Manager Name	John Brazil	ROW	\$75	2014				
	Phone/Fax	408-975-3206	Construction	\$2,000	2019	6/2019	6/2021	Funding Deadline	obligated
	E-Mail	john.brazil@sanjoseca.gov	Total	\$2,532	E-76 Const (sub/app)	4/2018		Last Updated	8/15/2018
					Last Invoice (sub/app)	7/2017			

Sponsor:		City of San Jose	Project Title:		San Jose Smart Intersections Program				
10 of 20	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130036	Upgrade traffic signal controls at 35 intersections along six miles of Tully Road and Saratoga Avenue.			Programmed Year	Start mm/yyyy	End mm/yyyy	Tully Road- adaptive equipment is installed and running. Saratoga Avenue- adaptive equipment will be installed by end of Aug and then software testing starts.	
	Fund Source		Field Review				complete		
	CMAQ \$1,150 Local \$157		ENV	\$0					
			Design	\$410	2015		complete		
	Manager Name	Ho Nguyen	ROW	\$0					
	Phone/Fax	408-975-3254	Construction	\$897	2016	10/2017	6/2018	Funding Deadline	awarded
	E-Mail	ho.nguyen@sanjoseca.gov	Total	\$1,307	E-76 Const (sub/app)	11/1/2015	12/1/2015	Last Updated	8/14/2018
					Last Invoice (sub/app)	6/2018			



Programmed Projects Quarterly Monitoring Report

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Sponsor:		City of San Jose	Project Title:		San Jose Transportation Demand Management					
11 of 20	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL150012	Encourage the use of transit, bike, walking and other alternative transportation modes in San Jose, beginning with the Downtown and Central City.			Programmed Year	Start mm/yyyy	End mm/yyyy			
	Fund Source		Field Review							
	CMAQ \$1,500 Local \$194		ENV	\$0						
			Design	\$0						
Manager Name		Laura Stuchinsky	ROW	\$0				The City has contracted with a data aggregation and analysis firm to gather data on traffic patterns in the greater downtown area, specifically neighborhoods where the City's grid of protected bikeways (Better Bikeway) are being installed. The team will augment this data with a survey to understand the barriers residents see to biking. The City's program will be designed in response to those findings. Implementation is planned for early fall, once the bike lanes have been installed.		
Phone/Fax		408-975-3226	Construction	\$1,694	2016	6/2016			Funding Deadline	awarded
E-Mail		laura.stuchinsky@sanjoseca.gov	Total	\$1,694	E-76 Const (sub/app)	9/29/2015			Last Updated	8/14/2018
					Last Invoice (sub/app)					

Sponsor:		City of San Jose	Project Title:		Senter Road Safety Elements				
12 of 20	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170014	On Senter Road between Story Road/Keyes Street and Singleton Road; Implement Safety elements including , new sidewalk, median island and pedestrian fencing in the median.			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source		Field Review		5/2012				
	HSIP \$3,638 Local \$404		ENV	\$750	2018				
			Design	\$0		4/2018			
			Manager Name	Beza Kedida	ROW	\$4	2019		
	Phone/Fax		(408) 535-3534	Construction	\$3,287	2020			Funding Deadline
E-Mail	beza.kedida@sanjoseca.gov	Total	\$4,041	E-76 Const (sub/app)			Last Updated	8/14/2018	
				Last Invoice (sub/app)					



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Sponsor:		City of San Jose	Project Title:		White Road Safety Elements			
13 of 20	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL170015	On White Road between Penitencia Creek Rd and Rose Avenue; implement safety elements.			Programmed Year	Start mm/yyyy	End mm/yyyy	
	Fund Source		Field Review			5/2017		
	HSIP \$1,223 Local \$136		ENV	\$242	2018		complete	
			Design	\$0		4/2018	11/2018	
Manager Name		Carla Suryamega	ROW	\$0				
Phone/Fax		(408) 535-8395	Construction	\$1,116	2020	5/2019	6/2019	Funding Deadline 12/31/2019
E-Mail		carla.suryamega@sanjoseca.gov	Total	\$1,358	E-76 Const (sub/app)			Last Updated 8/14/2018
					Last Invoice (sub/app)			

Sponsor:		City of San Jose	Project Title:		Tully Road Safety Improvements			
14 of 20	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL170029	Implement safety elements on Tully Road between Monterey Road and Capital Expressway.			Programmed Year	Start mm/yyyy	End mm/yyyy	
	Fund Source		Field Review			8/2018		
	CMAQ \$7,599 Local \$8,112 STP \$1,000		ENV	\$3,614	2020	10/2018	09/2019	
			Design	\$0		08/2018	05/2020	
Manager Name		Lam Cruz	ROW	\$0				
Phone/Fax		408-794-1962	Construction	\$7,336	2021	05/2022	05/2023	Funding Deadline 11/1/2018
E-Mail		lam.cruz@sanjoseca.gov	Total	\$10,950	E-76 Const (sub/app)			Last Updated 8/14/2018
					Last Invoice (sub/app)			



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Sponsor:		City of San Jose	Project Title:		McKee Road Safety Improvements			
15 of 20	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL170030	Implement safety elements On McKee Road between Route 101 and Toyon Ave.			Programmed Year	Start mm/yyyy	End mm/yyyy	
	Fund Source		Field Review			8/2018		
	Local \$8,134 STP \$8,623		ENV	\$3,624	2019	10/2018	9/2019	
			Design	\$0		8/2018	5/2020	
Manager Name		Carla Suryamega	ROW	\$0				
Phone/Fax		408-535-8395	Construction	\$7,356	2022	5/2022	5/2023	Funding Deadline 11/1/2018
E-Mail		Carla.Suryamega@sanjoseca.gov	Total	\$10,980	E-76 Const (sub/app)			Last Updated 8/13/2018
					Last Invoice (sub/app)			

Sponsor:		City of San Jose	Project Title:		Mt Pleasant Ped & Bike Traffic Safety Improvements			
16 of 20	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL170031	On Mount Pleasant Area, traffic safety improvements to serve students population of seven schools.			Programmed Year	Start mm/yyyy	End mm/yyyy	
	Fund Source		Field Review			8/2018		
	CMAQ \$1,000 Local \$260		ENV	\$500	2019	10/2018	9/2019	
			Design	\$0		2/2019	10/2019	
Manager Name		Beza Keddida	ROW	\$0				
Phone/Fax		408-535-3534	Construction	\$760	2021	05/2020	05/2021	Funding Deadline 11/1/2018
E-Mail		beza.keddida@sanjoseca.gov	Total	\$1,260	E-76 Const (sub/app)			Last Updated 8/13/2018
					Last Invoice (sub/app)			



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Sponsor:		City of San Jose	Project Title:		San Jose Pavement Maintenance			
17 of 20	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL170044	Pavement maintenance and rehabilitation for various streets in City of San Jose.			Programmed Year	Start mm/yyyy	End mm/yyyy	
	Fund Source		Field Review					
	Local \$3,804 STP \$16,642		ENV	\$1,648	2018	12/2017	10/2018	
			Design	\$0				
Manager Name		Rick Scott	ROW	\$0				
Phone/Fax		408-794-1925	Construction	\$18,797	2020	04/2019	09/2020	Funding Deadline 11/1/2019
E-Mail		rick.scott@sanjoseca.gov	Total	\$20,445	E-76 Const (sub/app)			Last Updated 8/14/2018
					Last Invoice (sub/app)			

Sponsor:		City of San Jose	Project Title:		DTSJ Mobility Streetscape and Public Life Plan			
18 of 20	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL170060	Develop PDA implementation plan			Programmed Year	Start mm/yyyy	End mm/yyyy	
	Fund Source		Field Review					
	CMAQ \$813 Local \$144		ENV	\$957	2019	8/2018		
			Design	\$0				
Manager Name		Doug Moody	ROW	\$0				
Phone/Fax		(408) 794-1962	Construction	\$0				Funding Deadline obligated
E-Mail		doug.moody@sanjoseca.gov	Total	\$957	E-76 Const (sub/app)			Last Updated 8/14/2018
					Last Invoice (sub/app)			



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		City of San Jose	Project Title:		West San Carlos Urban Village Streets Improvements				
19 of 20	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170061	Implement safety elements on West San Carlos Street between I-880 and McEvoy Street.			Programmed Year	Start mm/yyyy	End mm/yyyy	Begin ENV November 2020.	
	Fund Source		Field Review						
	CMAQ \$3,582 Local \$2,168 STIP \$4,350		ENV	\$3,333	2021	11/2020	05/2021		
			Design	\$0		1/2020			
Manager Name		Beza Kedida	ROW	\$0					
Phone/Fax		(408) 535-3534	Construction	\$6,767	2022	06/2022	06/2023	Funding Deadline	11/1/2020
E-Mail		beza.kedida@sanjoseca.gov	Total	\$10,100	E-76 Const (sub/app)			Last Updated	8/14/2018
					Last Invoice (sub/app)				

Sponsor:		City of San Jose	Project Title:		East Side Alum Rock (east of 680) Urban Village				
20 of 20	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170062	PDA planning on Alum Rock between I-680 and King Road.			Programmed Year	Start mm/yyyy	End mm/yyyy	Currently working on the RFA package to submit E76. RFP process to begin afterwards.	
	Fund Source		Field Review						
	Local \$46 STP \$400		ENV	\$446	2019	08/2018	04/2020		
			Design	\$0					
Manager Name		Kieulan Pham	ROW	\$0					
Phone/Fax			Construction	\$0				Funding Deadline	11/1/2018
E-Mail		kieulan.pham@sanjoseca.gov	Total	\$446	E-76 Const (sub/app)			Last Updated	8/14/2018
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		City of Santa Clara	Project Title:		Santa Clara Streets and Roads Preservation				
1 of 5	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170042	Rehabilitate and reconstruct portions of Homestead Road, Scott Boulevard, and Newhall Street.			Programmed Year	Start mm/yyyy	End mm/yyyy	Begin ENV October 2018.	
	Fund Source		Field Review						
	Local \$1,057 STP \$2,356		ENV	\$0					
			Design	\$200	2018	10/2018	10/2019		
Manager Name		Falguni Amin	ROW	\$0					
Phone/Fax		(408) 615-3015	Construction	\$3,213	2020	04/2020	09/2020	Funding Deadline	11/1/2019
E-Mail		famin@santaclaraca.gov	Total	\$3,413	E-76 Const (sub/app)			Last Updated	6/6/2018
					Last Invoice (sub/app)				

Sponsor:		City of Santa Clara	Project Title:		Saratoga Creek Trail Phase 1				
2 of 5	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170045	Build class I bicycle and pedestrian trail between Homeridge Park and Central Park.			Programmed Year	Start mm/yyyy	End mm/yyyy	End ENV in April 2019	
	Fund Source		Field Review						
	CMAQ \$3,735 Local \$1,591		ENV	\$120	2018	11/2015	04/2019		
			Design	\$450	2018	11/2015	08/2019		
Manager Name		Vincent Luchessi	ROW	\$0					
Phone/Fax		408-615-3048	Construction	\$4,756	2020	11/2019	11/2020	Funding Deadline	11/1/2019
E-Mail		vluchessi@santaclaraca.gov	Total	\$5,326	E-76 Const (sub/app)			Last Updated	8/15/2018
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		City of Santa Clara	Project Title:		San Tomas Aquino Creek Trail Underpass				
3 of 5	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170052	San Tomas Aquino Creek Trail underpass between Tasman Drive and 1/4 mile south of Tasman Drive.			Programmed Year	Start mm/yyyy	End mm/yyyy	Begin ENV January 2019.	
	Fund Source		Field Review						
	CMAQ \$2,449 Local \$1,271		ENV	\$155	2019	01/2019	12/2019		
			Design	\$465	2020	02/2020	09/2020		
Manager Name		Carol Shariat	ROW	\$0					
Phone/Fax		408-615-3024	Construction	\$3,100	2022	02/2022	09/2023	Funding Deadline	11/1/2021
E-Mail		cshariat@santaclaraca.gov	Total	\$3,720	E-76 Const (sub/app)			Last Updated	8/15/2018
					Last Invoice (sub/app)				

Sponsor:		City of Santa Clara	Project Title:		Hetch-Hetchy Trail Phase 1				
4 of 5	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170055	Build Class I bicycle and pedestrian facility along 1/3 miles of Hetch-Hetchy right-of-way and along .6 miles of east bank of San Tomas Aquino Creek Trail.			Programmed Year	Start mm/yyyy	End mm/yyyy	Begin ENV January 2019.	
	Fund Source		Field Review						
	Local \$460 TFCA		ENV	\$100	2019	01/2019	08/2019		
			Design	\$150	2019	06/2019	09/2019		
Manager Name		Carol Shariat	ROW	\$0					
Phone/Fax		408-615-3024	Construction	\$1,000	2021	03/2021	09/2022	Funding Deadline	11/1/2020
E-Mail		cshariat@santaclaraca.gov	Total	\$1,250	E-76 Const (sub/app)			Last Updated	8/15/2018
					Last Invoice (sub/app)				



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April - June 2018

Sponsor:		City of Santa Clara		Project Title:		Santa Clara School Access Improvements			
5 of 5	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170056	Improve bicycle and pedestrian access to multiple Santa Clara Schools.			Programmed Year	Start mm/yyyy	End mm/yyyy	Design beginnd 1/2019.	
	Fund Source		Field Review						
	CMAQ \$1,146 Local \$504		ENV	\$0					
			Design	\$200	2019	1/2019	10/2019		
Manager Name		Carol Shariat	ROW	\$0					
Phone/Fax		408-615-3024	Construction	\$1,450	2021	02/2020	11/2020	Funding Deadline	11/1/2019
E-Mail		cshariat@santaclaraca.gov	Total	\$1,650	E-76 Const (sub/app)			Last Updated	8/14/2018
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		City of Saratoga	Project Title:		Prospect Road Complete Streets				
1 of 2	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130026	Traffic calming on Prospect Road between Saratoga/Sunnyvale Rd and Lawrence Expressway and on Saratoga Ave between Highway 85 to the City Limits to the north.			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source		Field Review			complete			
	CMAQ \$4,205 Local \$560			ENV	\$260	2014		complete	
				Design	\$0			complete	
	Manager Name		Macedonio Nunez	ROW	\$5	2014		complete	Funding Deadline
Phone/Fax	408-868-1218	Construction	\$4,500	2017	11/2017	2/2019			
E-Mail	mnunez@saratoga.ca.us	Total	\$4,765	E-76 Const (sub/app)	2/2016	4/2016	Last Updated	8/6/2018	
				Last Invoice (sub/app)	8/2018	8/2018			

Sponsor:		City of Saratoga	Project Title:		Saratoga Village Crosswalks and Sidewalk Rehab					
2 of 2	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL170054	Along Big Basin Way between 6th street and Hwy 9: Install curb bulbouts and crosswalk and rehabilitate sidewalk.			Programmed Year	Start mm/yyyy	End mm/yyyy			
	Fund Source		Field Review				End ENV October 2018.			
	Local \$84 STP \$338		ENV	\$10	2019	03/2018		10/2018		
			Design	\$30	2019	09/2018		05/2019		
Manager Name		Macedonio Nunez	ROW	\$0						
Phone/Fax		(408) 868-1218	Construction	\$382	2022	05/2020	04/2021	Funding Deadline	11/1/2019	
E-Mail		mnunez@saratoga.ca.us	Total	\$422	E-76 Const (sub/app)			Last Updated	8/6/2018	
					Last Invoice (sub/app)					



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		City of Sunnyvale	Project Title:		Intersection of Mathilda Ave and Indio Way				
1 of 12	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL110139	Mathilda Ave. and Indio Way: Modify traffic signals to convert existing pedestal mounted traffic signals to mast arm, install countdown pedestrian signals, and a left turn lane/phase.			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source		Field Review						
	HSIP \$450 Local \$50		ENV	\$65	2016		complete		
			Design	\$0			complete		
Manager Name		Shahid Abbas	ROW	\$0			complete		
Phone/Fax		408-730-7330	Construction	\$435	2019	12/2018	1/2019	Funding Deadline	12/31/2018
E-Mail		sabbas@sunnyvale.ca.gov	Total	\$500	E-76 Const (sub/app)			Last Updated	8/6/2018
					Last Invoice (sub/app)				

Sponsor:		City of Sunnyvale	Project Title:		Intersection of W. Remington and Michelangelo Dr.				
2 of 12	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL110140	W. Remington and Michelangelo Dr: Install pedestrian crossing with enhanced safety features (like Inroad Warning Lights Pedestrian System), upgrade warning and regulatory signs, and install/upgrade intersection lighting.			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source		Field Review				complete		
	HISP \$214		ENV	\$38	2016		complete		
			Design	\$0			complete		
Manager Name		Shais Abbas	ROW	\$0			complete		
Phone/Fax		408-730-7330	Construction	\$176	2019	1/2019	6/2019	Funding Deadline	12/31/2018
E-Mail		sabbas@sunnyvale.ca.gov	Total	\$214	E-76 Const (sub/app)			Last Updated	8/6/2018
					Last Invoice (sub/app)				



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April - June 2018

Sponsor:		City of Sunnyvale	Project Title:		Advance Dilemma Zone Detection Various Locations				
3 of 12	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL110149	The project will provide advance dilemma zone detection at signalized intersections that showed a very heavy concentration of collisions.			Programmed Year	Start mm/yyyy	End mm/yyyy	Design kickoff meeting held on 7/25/2019.	
	Fund Source		Field Review			9/2018	9/2018		
	HSIP \$844		ENV	\$129	2017	10/2018	11/2018		
			Design	\$0		9/2018	5/2019		
Manager Name		Shahis Abbas	ROW	\$0					
Phone/Fax		408-730-7330	Construction	\$715	2020	1/2020	2/2020	Funding Deadline	12/31/2019
E-Mail		sabbas@sunnyvale.ca.gov	Total	\$844	E-76 Const (sub/app)			Last Updated	8/6/2018
					Last Invoice (sub/app)				

Sponsor:		City of Sunnyvale	Project Title:		Bernardo Avenue Bicycle Underpass				
4 of 12	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170020	In Sunnyvale: The project will fund the Bernardo Avenue Bicycle Underpass environmental analysis and preparation of the Environmental Impact Report (EIR).			Programmed Year	Start mm/yyyy	End mm/yyyy	end ENV January 2020.	
	Fund Source		Field Review						
	3 CMAQ \$500		ENV	\$633	2019	04/2017	1/2020		
			Design	\$500	2020	02/2020	09/2020		
Manager Name		Shahid Abbas	ROW	\$0					
Phone/Fax		408-730-7330	Construction	\$0	2023	03/2023	03/2024	Funding Deadline	11/1/2019 [PE]
E-Mail		sabbas@sunnyvale.ca.gov	Total	\$1,133	E-76 Const (sub/app)			Last Updated	8/8/2018
					Last Invoice (sub/app)				



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April - June 2018

Sponsor:		City of Sunnyvale	Project Title:		Java Dr Road Diet and Bike Lanes			
5 of 12	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL170022	construct approximately 5,000 linear feet of Class II bike lanes each side via a road diet on Java Dr.			Programmed Year	Start mm/yyyy	End mm/yyyy	Begin ENV in October.
	Fund Source		Field Review					
	CMAQ 500 Local \$133		ENV	\$272	2019	10/2018	02/2019	
			Design	\$0		03/2019	12/2019	
Manager Name		Shahid Abbas	ROW	\$0				
Phone/Fax		408-730-7330	Construction	\$362	2020	03/2020	06/2021	Funding Deadline 11/1/2018
E-Mail		sabbas@sunnyvale.ca.gov	Total	\$634	E-76 Const (sub/app)			Last Updated 8/6/2018
					Last Invoice (sub/app)			

Sponsor:		City of Sunnyvale	Project Title:		Peery Park "Sense of Place" Improvements			
6 of 12	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL170023	The project will include bike, pedestrian, and transit improvements throughout in Peery Park are in the City of Sunnyvale.			Programmed Year	Start mm/yyyy	End mm/yyyy	PE E76 package submitted to Caltrans for approval.
	Fund Source		Field Review					
	CMAQ \$2,686 Local \$714		ENV	\$1,457	2019	11/2019	12/2020	
			Design	\$0				
Manager Name		Shahid Abbas	ROW	\$0				
Phone/Fax		408-730-7330	Construction	\$1,943	2020	11/2021	12/2022	Funding Deadline 11/1/2018 [PE]
E-Mail		sabbas@sunnyvale.ca.gov	Total	\$3,400	E-76 Const (sub/app)			Last Updated 8/6/2018
					Last Invoice (sub/app)			



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April - June 2018

Sponsor:		City of Sunnyvale	Project Title:		East Sunnyvale Area "Sense of Place"			
7 of 12	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL170024	The East Sunnyvale Area Sense of Place Plan was developed through a collaboration of the community and the City. This project will provide improved bike, pedestrians and transit facilities identified in the plan..			Programmed Year	Start mm/yyyy	End mm/yyyy	Working on design. Project Scoping in process.
	Fund Source		Field Review					
	CMAQ \$3,047 Local \$810		ENV	\$1,653	2019	11/2019	12/2020	
			Design	\$0		9/2018	12/2019	
	Manager Name	Shahid Abbas	ROW	\$0		03/2019	07/2019	
	Phone/Fax	408-730-7330	Construction	\$2,203	2020	11/2021	12/2022	Funding Deadline 11/1/2018 [PE]
E-Mail		sabbas@sunnyvale.ca.gov	Total	\$3,856	E-76 Const (sub/app)			Last Updated 8/6/2018
					Last Invoice (sub/app)			

Sponsor:		City of Sunnyvale	Project Title:		Fair Oaks Avenue Bikeway - Phase 2			
8 of 12	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL170025	The project will reconfigure Fair Oaks Avenue to install Bikeway/routes enhancements and will close the bike way gaps throughout along Fair Oaks Avenue.			Programmed Year	Start mm/yyyy	End mm/yyyy	PE E76 package submitted to Caltrans for approval.
	Fund Source		Field Review					
	CMAQ \$783 Local \$208		ENV	\$425	2019	11/2019	8/2020	
			Design	\$0				
	Manager Name	Shahid Abbas	ROW	\$0				
	Phone/Fax	408-730-7330	Construction	\$566	2021	11/2021	12/2022	Funding Deadline 11/1/2018
E-Mail		sabbas@sunnyvale.ca.gov	Total	\$991	E-76 Const (sub/app)			Last Updated 8/6/2018
					Last Invoice (sub/app)			



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		City of Sunnyvale	Project Title:		Lawrence Station Area Sidewalks & Bike Facilities					
9 of 12	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL170026	In Sunnyvale at Lawrence Caltrain Station. The project incorporates multiple complete street design elements. Sidewalks and Bike lanes with buffers and colored pavements at conflict areas will be installed.			Programmed Year	Start mm/yyyy	End mm/yyyy			
	Fund Source									
	CMAQ \$500 Local \$133		Field Review							
			ENV	\$272	2019	11/2018	02/2019			
	Design	\$0	2019	06/2019	01/2020					
Manager Name		Shahid Abbas	ROW	\$0		03/2019	06/2019			
Phone/Fax		408-730-7337	Construction	\$362	2021	11/2021	12/2022	Funding Deadline	11/1/2018	
E-Mail		sabbas@sunnyvale.ca.gov	Total	\$634	E-76 Const (sub/app)			Last Updated	8/6/2018	
					Last Invoice (sub/app)					

Sponsor:		City of Sunnyvale	Project Title:		Sunnyvale Traffic Signal Upgrades/Replacements					
10 of 12	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments		
	SCL170027	The traffic signals and intersections will be upgraded to have pedestrian-friendly designs and improved bicycle detection for the traffic signals.			Programmed Year	Start mm/yyyy	End mm/yyyy			
	Fund Source		CMAQ \$2,566 Local \$333	Field Review				Project scoping in progress. Begin PE in November.		
	ENV			\$533	2019	11/2018	05/2019			
	Design			\$0		11/2018	12/2019			
Manager Name	Shahid Abbas	ROW	\$0							
Phone/Fax	408-730-7330	Construction	\$2,366	2021	11/2021	12/2022	Funding Deadline		11/1/2018 [PE]	
E-Mail	sabbas@sunnyvale.ca.gov	Total	\$2,899	E-76 Const (sub/app)			Last Updated	7/13/2018		
				Last Invoice (sub/app)						



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		City of Sunnyvale	Project Title:		Homestead Rd at Homestead High School Improvements				
11 of 12	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170043	The project will install improvements at Homestead and Mary, and Homestead and Kennewick Dr. intersections. The traffic signals will be upgraded to improve pedestrian and bike crossings.			Programmed Year	Start mm/yyyy	End mm/yyyy	Project scoping in progress.	
	Fund Source		Field Review						
	CMAQ \$1,000 Local \$265		ENV	\$265	2019	11/2018	04/2019		
			Design	\$0		02/2019	12/2019		
Manager Name		Shahid Abbas	ROW	\$0		06/2019	12/2019		
Phone/Fax		408-730-7330	Construction	\$1,000	2020	04/2020	12/2021	Funding Deadline	11/1/2019
E-Mail		sabbas@sunnyvale.ca.gov	Total	\$1,265	E-76 Const (sub/app)			Last Updated	8/6/2018
					Last Invoice (sub/app)				

Sponsor:		City of Sunnyvale	Project Title:		Pedestrian and Bike Infrastructure Improvements				
12 of 12	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170057	Enhance and/or install signs, striping, and ADA compliant curb ramps at 34 locations. The project will also install Rectangular Rapid Flashing Beacons at five locations.			Programmed Year	Start mm/yyyy	End mm/yyyy	Begin ENV in November 2018.	
	Fund Source		Field Review			10/2018	11/2018		
	CMAQ \$919 Local \$244		ENV	\$244	2019	11/2018	04/2019		
			Design	\$0					
Manager Name		Shahid Abbas	ROW	\$0					
Phone/Fax		408-730-7330	Construction	\$919	2021	04/2020	12/2021	Funding Deadline	11/1/2020
E-Mail		sabbas@sunnyvale.ca.gov	Total	\$1,163	E-76 Const (sub/app)			Last Updated	8/6/2018
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		County of Santa Clara	Project Title:		Capitol Expressway ITS and Bike/Ped Improvements				
1 of 4	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL130037	In San Jose: Install Intelligent Transportation System infrastructure, fill in sidewalk gaps, install pedestrian sensors and bike detection at all intersections and implement traffic responsive and adaptive signal timing.			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source							Under construction.	
	CMAQ \$6,085 Local \$1,899		Field Review				complete		
			ENV	\$0			complete		
		Design	\$1,434	2014		complete			
Manager Name		Jamil Salas	ROW	\$0			complete		
Phone/Fax		408-494-1375	Construction	\$8,200	2017	6/2018	6/2019	Funding Deadline	awarded
E-Mail		jamil.salas@rda.sccgov.org	Total	\$9,634	E-76 Const (sub/app)	11/2016	12/2017	Last Updated	8/14/2018
					Last Invoice (sub/app)	1/2018			

Sponsor:		County of Santa Clara	Project Title:		Uvas Road Pavement Rehabilitation				
2 of 4	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170019	Pavement rehabilitation on Uvas Rd (entire County maintained limit, approximately 5.8 miles).			Programmed Year	Start mm/yyyy	End mm/yyyy		
	Fund Source		Field Review						
	Local \$220 STP \$1,701		ENV	\$158	2019	10/2019	12/2019		
			Design	\$0	2019	12/2019	04/2020		
Manager Name		Khoa Vo	ROW	\$0					
Phone/Fax		(408) 573-2492	Construction	\$1,763	2020	08/2020	10/2020	Funding Deadline	11/01/2018 [PE]
E-Mail		khoa.vo@rda.sccgov.org	Total	\$1,921	E-76 Const (sub/app)			Last Updated	7/13/2018
Last Invoice (sub/app)									



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		County of Santa Clara	Project Title:		McKean Rd Pavement Rehabilitation			
3 of 4	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL170032	Pavement rehabilitation on McKean Road (entire County maintained limits, approximately 4.1 miles).			Programmed Year	Start mm/yyyy	End mm/yyyy	
	Fund Source		Field Review					
	Local \$149 STP \$1,151		ENV	\$147	2019	10/2019	12/2019	
Manager Name		Khoa Vo	ROW	\$0				
Phone/Fax		(408) 573-2492	Construction	\$1,153	2021	08/2020	10/2020	Funding Deadline 11/1/2018
E-Mail		khoa.vo@rda.sccgov.org	Total	\$1,300	E-76 Const (sub/app)			Last Updated 7/20/2018
					Last Invoice (sub/app)			

Sponsor:		County of Santa Clara	Project Title:		Capitol Expressway Pavement Rehabilitation			
4 of 4	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL170033	Capitol Expressway pavement rehabilitation between Capitol Auto Mall Parkway to McLaughlin Avenue.			Programmed Year	Start mm/yyyy	End mm/yyyy	
	Fund Source		Field Review					
	Local \$648 STP \$5,000		ENV	\$226	2019	10/2019	12/2019	
Manager Name		Khoa Vo	ROW	\$0				
Phone/Fax		(408) 573-2492	Construction	\$5,422	2021	05/2021	10/2021	Funding Deadline 11/1/2018
E-Mail		khoa.vo@rda.sccgov.org	Total	\$5,648	E-76 Const (sub/app)			Last Updated 7/13/2018
					Last Invoice (sub/app)			



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		Town of Los Gatos		Project Title:		Los Gatos Creek Trail to Hwy 9 Trailhead Connector			
1 of 1	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170028	This will fund the design of a bike and pedestrian connector to the Los Gatos Creek Trail at Highway 9.			Programmed Year	Start mm/yyyy	End mm/yyyy	In ENV phase. Town working to complete PES form required by Caltrans to schedule field review.	
	Fund Source		Field Review						
	CMAQ \$343 Local \$44 RTP-LRP \$4,000		ENV	\$387	2019	5/2018	1/2019		
			Design	\$0	2019	5/2018	11/2019		
Manager Name		Bobby Gonzales	ROW	\$0	2019	5/2018	11/2019		
Phone/Fax		408-399-5776	Construction	\$4,000	2023	12/2019	3/2020	Funding Deadline	11/1/2018
E-Mail		bgonzalez@losgatosca.gov	Total	\$4,387	E-76 Const (sub/app)			Last Updated	7/10/2018
					Last Invoice (sub/app)				



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		VTA	Project Title:		Route 152 New Alignment Study			
1 of 5	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL090016	Route 152 new alignment from Rte 101 to Rte 156. Realign highway and evaluate route management strategies, including potential roadway pricing. Also includes SR152 "trade corridor" study from 101 to I-5.			Programmed Year	Start mm/yyyy	End mm/yyyy	
	Fund Source		Field Review					
	IIP \$5 Local \$5 STP \$2.86		ENV	\$10	2008/09	2008	6/2024	
			Design	\$0				
Manager Name		Gene Gonzalo	ROW	\$0				
Phone/Fax		408-952-4236	Construction	\$0				Funding Deadline
E-Mail		gene.gonzalo@vta.org	Total	\$10	E-76 Const (sub/app)			Last Updated
					Last Invoice (sub/app)			7/31/2017

Sponsor:		VTA	Project Title:		I-680 Soundwalls - Capitol Expwy to Mueller Ave			
2 of 5	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL150001	Construct sound walls on I-680 between Capitol Expressway and Mueller Avenue.			Programmed Year	Start mm/yyyy	End mm/yyyy	
	Fund Source		Field Review					
	Local \$1002 STIP \$4,456		ENV	\$721	2016	8/2016	3/2019	
			Design	\$831	2018	2/2019	1/2020	
Manager Name		Brian Pantaleon	ROW	\$631	2019	2/2019	1/2020	
Phone/Fax		408-952-4283	Construction	\$3,275	2020	6/2020	5/2021	Funding Deadline
E-Mail		brian.pantaleon@vta.org	Total	\$5,458	E-76 Const (sub/app)			Last Updated
					Last Invoice (sub/app)			11/01/2018
								8/8/2018



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		VTA	Project Title:		I-280/Winchester Study			
3 of 5	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL150014	Conduct environmental studies and prepare environmental document for improvements in the vicinity of the I-280/Winchester Boulevard interchange.			Programmed Year	Start mm/yyyy	End mm/yyyy	
	Fund Source		Field Review					
	Local \$250 San Jose \$2,250 STP \$500		ENV	\$3,000	2015	12/2015	12/2019	
			Design	\$0				
Manager Name		Lam Trinh	ROW	\$0				
Phone/Fax		408-952-4217	Construction	\$0				Funding Deadline obligated
E-Mail		lam.trinh@vta.org	Total	\$3,000	E-76 Const (sub/app)			Last Updated 7/31/2018
					Last Invoice (sub/app)			

Sponsor:		VTA	Project Title:		Regional Planning Activities and PPM - Santa Clara			
4 of 5	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments
	SCL170001	Santa Clara: Regional Planning Activities and Planning, Programming and Monitoring			Programmed Year	Start mm/yyyy	End mm/yyyy	
	Fund Source		Field Review					
	Local \$787 STIP \$1,836 STP \$6,078		ENV	\$2,620	2017-19			
			Design	\$6,865	2018			
Manager Name		Amin Surani	ROW	\$0				
Phone/Fax		408-546-7989	Construction	\$0				Funding Deadline
E-Mail		amin.surani@vta.org	Total	\$9,485	E-76 Const (sub/app)			Last Updated 4/24/2013
					Last Invoice (sub/app)			



Programmed Projects Quarterly Monitoring Report

April - June 2018

Sponsor:		VTA	Project Title:		I-280 Soundwalls - Bird Avenue to Los Gatos Creek				
5 of 5	Project No	Project Description	Project Milestone	Funds (\$000)	Schedule			Comments	
	SCL170064	Construct new soundwalls along I-280 on both sides between SR87 and Los Gatos Creek Bridge.			Programmed Year	Start mm/yyyy	End mm/yyyy	Begin ENV in August 2021.	
	Fund Source		Field Review						
	STIP \$7,000		ENV	\$833	2020	08/2021	04/2023		
			Design	\$929	2021	04/2023	05/2024		
Manager Name		Gene Gonzalo	ROW	\$456	2022	07/2023	05/2024		
Phone/Fax		408-952-4236	Construction	\$4,782	2023	09/2024	09/2025	Funding Deadline	11/1/2019
E-Mail		gene.gonzalo@vta.org	Total	\$7,000	E-76 Const (sub/app)			Last Updated	7/31/2018
					Last Invoice (sub/app)				

Programmed Projects Quarterly Monitoring Report

Attachment C

List of Acronyms

ABAG-Association of Bay Area Governments	NOI-Notice of Intent
ABC-Across Barrier Connections	NOP-Notice of Preparation
AC-Asphalt Concrete	NPDES-National Pollution Discharge Elimination System
ACE-Altamont Commuter Express	PCC-Portland Concrete Cement
ADA-Americans with Disabilities Act	PDR-Planned Development Rezoning
ARRA-American Recovery and Reinvestment Act	PE-Preliminary Engineering
BART-Bay Area Rapid Transit	PES- Preliminary Environmental Study
BEP-Bicycle Expenditure Program	PTG-VTA Pedestrian Technical Guidelines
BRT-Bus Rapid Transit	PUC-Public Utilities Commission
BTG-VTA Bicycle Technical Guidelines	PUD-Planned Urban Development
CDT-Community Design & Transportation	R&D-Research & Development
CEQA-California Environmental Quality Act	RFA-Request for Assistance
CIP-Capital Improvement Program	RFP-Request for Proposals
CMAQ-Congestion Mitigation and Air Quality Improvement Program	ROW-Right-Of-Way
CMIA-Corridor Mobility Improvement Account	RTP/LRP-Long Range Undefined Funds
CMP-Congestion Management Program	SCVWD-Santa Clara Valley Water District
CON-Construction	SF-Square Foot
CTC-California Transportation Commission	SHOPP-State Highway Operation and Protection Program
CUP-Conditional Use Permit	SPA-Specific Plan Amendment
CWC-Citizen Watchdog Committee	STIP-State Transportation Improvement Program
DEIR-Draft Environmental Impact Report	STP-Surface Transportation Program
DU/AC-Dwelling Units per Acre	SVRT-Silicon Valley Rapid Transit (BART extension to San Jose)
E76-Formally called "Authorization to Proceed"	SWPPP-Storm Water Pollution Prevention Program
EIR-Environmental Impact Report	TDM-Transportation Demand Management
EIS-Environmental Impact Statement	TE-Transportation Enhancements
ENV-Environmental	TFCA-Transportation Fund for Clean Air
ER-Environmental Review	TIA-Transportation Impact Analysis
ETS-Electronic Toll System	TOD-Transit-Oriented Development
FAR-Floor Area Ratio	UPRR-Union Pacific Railroad
FEIR-Final Environmental Impact Report	VPPP-Value Pricing Pilot Program
GPA-General Plan Amendment	
HBRR-Highway Bridge Replacement and Rehabilitation	
HOV-High-Occupancy Vehicle	
HPP-High Priority Project	
HSR-High-Speed Rail	
IS-Initial Study	
ITS-Intelligent Transportation System	
LPR-Local Program Reserve	
LRT-Light Rail Transit	
LU/TD-Land Use/Transportation Diagram	
MND-Mitigated Negative Declaration	
MTC-Metropolitan Transportation Commission	
ND-Negative Declaration	
NEPA-National Environmental Policy Act	



Date: September 13, 2018
 Current Meeting: September 20, 2018
 Board Meeting: October 4, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Congestion Management Program & Planning Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director - Planning & Programming, Chris Augenstein

SUBJECT: Sponsoring Agency Resolution for Transit and Intercity Rail Capital Program (TIRCP) Grant Master Agreement

Policy-Related Action: No

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Recommend that the Santa Clara Valley Transportation Authority (VTA) Board of Directors adopt a sponsoring agency resolution for the BART Phase 2 Extension project and authorize the General Manager to enter into a Master Agreement and program supplemental agreements with the California State Transportation Agency (CalSTA) in order to gain access to \$750 million in grant funding from the Transit and Intercity Rail Capital Program (TIRCP).

BACKGROUND:

VTA applied for and was granted \$730,000,000 in Cap and Trade Program Transit and Intercity Rail Capital Program (TIRCP) funds through the 2018 CalSTA call for projects for BART to Silicon Valley Phase 2 Extension project. VTA was previously awarded \$20 million for the project in the 2016 round.

These grants are contingent on the receipt of a Full Funding Grant Agreement (FFGA) from the Federal Transit Administration (FTA) New Starts Capital Improvement Program.

DISCUSSION:

In addition to securing the FFGA, VTA must complete additional administrative steps to gain access to the funds:

- (1) Adopt a resolution authorizing the General Manager/CEO to enter into a Master Agreement

and subsequent program supplement agreements with Caltrans.

(2) Execute a Master Agreement for funding with Caltrans for the BART Phase 2 Extension project. This Master Agreement covers the basic terms and conditions for VTA's TIRCP grant.

(3) Execute program supplemental agreements with Caltrans at such time as the FFGA is secured, and VTA makes requests to the California Transportation Commission (CTC) for fund allocation. VTA staff anticipates receiving the FFGA in late 2019. The CTC allocates TIRCP funds on behalf of CalSTA and Caltrans. The CTC allocates funds for specific scope elements and project phases. The program supplemental agreements cover these allocations.

ALTERNATIVES:

If the Board does not take these actions, VTA will forfeit this grant.

FISCAL IMPACT:

This action will facilitate receipt of \$750 million in Transit and Intercity Rail Capital Program (TIRCP) grant funds for the BART Phase 2 Extension project contingent upon receipt of a Full Funding Grant Agreement (FFGA) from the Federal Transit Administration (FTA) New Starts Capital Improvement Program.

Prepared by: Bruce Abanathie
Memo No. 6664

ATTACHMENTS:

- TIRCP_BODRes_Mstr_Agmt_word (DOC)
- TIRCP_BODRes_Mstr_Agmt (PDF)

ATTACHMENT I**RESOLUTION # _____****AUTHORIZATION FOR THE EXECUTION OF A MASTER AGREEMENT,
BASELINE AGREEMENT AND
PROGRAM SUPPLEMENTS FOR STATE-FUNDED TRANSIT PROJECTS**

WHEREAS, the Santa Clara Valley Transportation Authority (VTA) may receive state funding from the California Department of Transportation (Department) now or sometime in the future for transit projects; and

WHEREAS, substantial revisions were made to the programming and funding process for the transportation projects programmed in the Transit and Intercity Rail Capital Program, by Chapter 36 (SB 862) of the Statutes of 2014; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to execute an agreement with the Department before it can be reimbursed for project expenditures; and

WHEREAS, the Department utilizes Master Agreements for State-Funded Transit Projects, along with associated Baseline Agreements and Program Supplements, for the purpose of administering and reimbursing state transit funds to local agencies; and

WHEREAS, the VTA wishes to delegate authorization to execute these agreements and any amendments thereto to the General Manager/Chief Executive Officer.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the VTA that the fund recipient agrees to comply with all conditions and requirements set forth in this agreement and applicable statutes, regulations and guidelines for all state-funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that the General Manager/Chief Executive Officer be authorized to execute the Master Agreement, all Award Agreements, and all Program Supplements for State-Funded Transit Projects and any Amendments thereto with the California Department of Transportation.

PASSED AND ADOPTED by the Santa Clara Valley Transportation Authority
Board of Directors on _____ by the following vote:

AYES:

NOES:

ABSENT

Sam Liccardo, Chairperson
Board of Directors

I HEREBY CERTIFY AND ATTEST that the foregoing resolution was duly and regularly introduced, passed and adopted by the vote of the Board of Directors of the Santa Clara Valley Transportation Authority, California, at a meeting of said Board of Directors on the date indicated, as set forth above.

Date: _____

Elaine Baltao, Board Secretary

APPROVE AS TO FORM:

Evelynn Tran, General Counsel



Date: August 15, 2018
 Current Meeting: September 20, 2018
 Board Meeting: October 4, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Congestion Management Program & Planning Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Engineering & Program Delivery Officer, Carolyn M. Gonot

SUBJECT: FY 2018 SR 237 Express Lanes Operational Report

FOR INFORMATION ONLY

BACKGROUND:

At its December 2008 meeting, the Santa Clara Valley Transportation Authority (VTA) Board of Directors approved the Silicon Valley Express Lanes Program (Program). The purpose of the Program is to provide congestion relief through the implementation of a roadway pricing system that allows for the use of unused capacity in carpool lanes. This is accomplished by allowing 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 the available capacity in the lanes. The result of these changes is the implementation of express lanes from what formerly were carpool lanes.

Specifically, the primary objectives of the Program are:

1. Provide congestion relief through more effective use of existing roadways;
2. Provide commuters with a new mobility option; and
3. Provide a new funding source for transportation improvements including public transit.

DISCUSSION:

This memorandum summarizes the sixth full fiscal year (7/1/17 to 6/30/18) of operation for the SR 237 Express Lanes. The SR 237 Express Lanes have served over 3.2 million toll paying customers (that represents about 18 percent of the just over 18.6 million total users that have used the express lanes since their inception).

Attached to this memorandum is the SR 237 Express Lanes Fiscal Year 2018 (FY 2018) Operational Report with key observations as highlighted below.

Express Lanes Operations

In FY 2018, the SR 237 Express Lanes maintained toll operations 99 percent of the express lanes operating hours, with the system in high occupancy vehicle (HOV) ONLY operations the remaining one percent of time. HOV ONLY operations allows only HOVs (i.e., carpoolers) and HOV lane qualified vehicles such as clean air vehicles (CAVs) in the express lanes.

The one percent of time with HOV ONLY operations amounted to a total of about 27 hours (25 hours for the westbound AM commute period and 2 hours for the eastbound PM commute period) that equates to an average of 6 minutes per day. HOV ONLY operations occurs due to downstream congestion beyond the SR 237 Express Lanes project limits affecting the express lane speed. The westbound traffic operations is affected by queues formed by SR 237 traffic merging onto northbound US 101 near Mathilda Avenue in the AM and PM peak periods. Similarly, the eastbound traffic operations is affected by congestion on I-880 that occurs north of the Santa Clara County limits (north of Dixon Landing Road) in the PM peak periods.

In FY 2018, there was a decrease of about eight percent (37,000 vehicles) in toll paying customers compared to FY 2017. The reduction in tolled vehicles is mainly attributable to the growth in CAVs in the express lanes. Monthly spot counts by VTA staff within the SR 237 Express Lanes limits indicate that up to 34 percent of the westbound traffic volume consists of CAVs and 31 percent of the eastbound traffic volume consists of CAVs. The State existing legislation qualifying CAVs as carpool lane eligible vehicles has been extended to September 30, 2025.

In FY 2018, the SR 237 Express Lanes continued to provide travel time savings in the corridor of up to twelve minutes for those choosing to use the express lanes. The travel time savings were affected by the downstream congestion beyond the SR 237 Express Lanes limits as previously described in this memorandum.

Enforcement

About 1,700 citations were issued in FY 2018 by the California Highway Patrol (CHP). The most common enforcement action was solo drivers using express lanes without a transponder resulting in a carpool violation (54 percent of all citations). In the future, as part of the SR 237 Express Lanes extension project, VTA plans to have a toll ordinance in place where toll violation penalties could be collected from violators. Other citations included enforcement actions against motorists crossing the double white lines (18 percent of all citations). The majority of the double white line crossings occurred between McCarthy Boulevard and Zanker Road during the morning peak commute period in the westbound direction of SR 237.

Toll Rates

The minimum and maximum toll rates for SR 237 Express Lanes for FY 2018 were \$0.30 and \$8.00, respectively. The average toll rate for FY 2018 was \$3.00 compared to \$2.70 for FY 2017.

Toll Revenues and Expenses

The SR 237 Express Lanes have been well used, have provided travel time savings for motorists, and have generated toll revenues that have exceeded projections. The average toll revenue per

month for FY 2018 was about \$109,000. This translates to an average revenue of about \$5,000 per tolling day. The month of December was the lowest revenue generating month at about \$88,000, while May was the highest at about \$126,000. Overall, the SR 237 Express Lanes resulted in positive net revenues over expenses of about \$403,000, with gross toll revenues including investment earnings of about \$1,330,000 and total expenses of about \$927,000. These are the preliminary unaudited numbers as of August 1, 2018. Final audited number may vary.

Contribution to SR 237 Express Lanes (Phase 2) Capital Cost

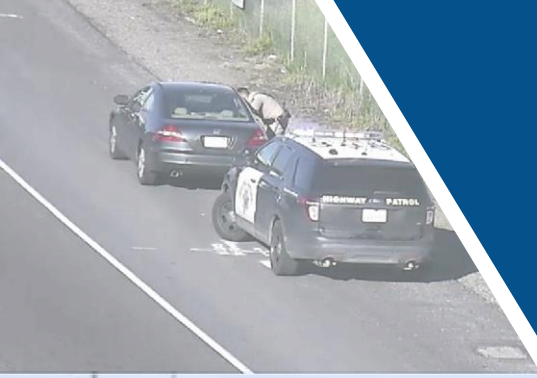
A total of \$820,000 of SR 237 Express Lanes (Phase 1) operational funds that have been accumulated since their opening are being used to support the expenditures related to the second phase of the SR 237 Express Lanes. SR 237 Express Lanes (Phase 2) will extend the existing express lanes further to the west on SR 237 close to US 101, including conversion of the remaining lengths of carpool lanes to Express Lanes operations. A total of \$320,000 was allocated for work needed for signage upgrades needed within the SR 237 Express Lanes (Phase 1) segment to be consistent with the new SR 237 Express Lanes (Phase 2) project while another sum of \$500,000 is being used to support the construction costs of SR 237 Express Lanes (Phase 2).

Prepared By: Jane Yu - Sr Transportation Engineer
Memo No. 6618

SR 237 EXPRESS LANES

Operations Report

Fiscal Year 2018



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SR 237 Express Lanes

Fiscal Year 2018 (July 2018 – June 2018)

Traffic Operations Summary

During the Fiscal Year (FY) 2018, the SR 237 Express Lane (EL) served a total of about 3,029,000 vehicles, including 430,000 Single Occupant Vehicles (SOV) /tolled and 2,564,000 High Occupancy Vehicles (HOV) /non-tolled. The total lane utilization for the FY 2018 compared to FY 2017 decreased by about 2,200 vehicles (0.1%), the total non-tolled vehicles increased by about 34,700 vehicles (1.4%), and the tolled vehicles decreased by about 37,000 vehicles (8%). The estimated toll revenue collected for the FY 2018 was approximately \$1.3 million compared to \$1.2 million for FY 2017, an increase of about \$36,000 (3%).

Overall, about 56% of the total tolled vehicles were in the westbound direction (from southbound I-880 to westbound SR 237) and 44% in the eastbound direction (from eastbound SR 237 to northbound I-880). Both morning and afternoon tolled vehicles were about 50% each.

Toll Rates

The average toll rate for FY 2018 was approximately \$3.00 compared to \$2.70 for FY 2017. The minimum toll rate is \$0.30 and the maximum toll rate is \$8.00.

Clean Air Vehicles

Clean Air Vehicle (CAV) along the SR 237 EL continues to increase over the past four years, since 2014. CAV counts observed in the EL during the FY 2018 shows about 36% vehicles in the westbound direction during the morning peak hour (8 a.m. - 9 a.m.); and about 31% in the eastbound direction during the afternoon peak hour (5 p.m. – 6 p.m.).

HOV Only Operation

The HOV Only operation is activated when the EL corridor experiences low speeds due to downstream congestion beyond the EL project limits. During FY 2018, the EL was restricted to HOV Only operation for a total of about 27 hours and 45 minutes, HOV Only for the westbound direction was about 25 hours and 30 minutes while the eastbound direction was about 2 hours and 15 minutes. The total HOV Only operation equates to an average of about 6 minutes /day.

Enforcement (California Highway Patrol)

During FY 2018 California Highway Patrol (CHP) issued a total of 1,688 citations, compared to 1,560 citations issued during FY 2017. CHP enforcement hours for FY 2018 totaled approximately 925 hours while FY 2017 were about 875 hours.

Incidents /Traffic collision

During the FY 2018 there were approximately 175 reported traffic collisions along the SR 237 express lanes corridor between Dixon Landing Road on I-880 and Lawrence Expressway on SR 237, compared to 1,560 citations issued during FY 2017.

SR 237 Express Lanes Maintenance Activity Summary

- August 14, 2017 – Westbound VTMS malfunctioned during the morning tolling period. As a result the EL were not tolling for the morning period, and normal tolling resumed for the evening tolling period.
- October 12-13, 2017 - EL maintenance staff performed semi-annual maintenance on the electronic toll system (ETS). This semi-annual maintenance was a two-night preventive maintenance activity, in addition to the weekly and monthly preventive maintenance.
- April 5, 2018 – The SR 237 Express Lanes vehicle detector repeater located along SR237 near Zanker Road in the eastbound direction was replaced due to failed unit. This did not impact tolling operations.
- June 14, 2018 – The SR 237 Express Lanes CCTV camera located at SR237 near Zanker Road failed.

Table 1: FY 2018, SR 237 Express Lanes Traffic Volumes & Revenue Performance

Reporting Period	Express Lanes Traffic Volumes				Estimated Revenue
	Total Vehicles	Non-Tolled Vehicles	Tolled Vehicles	% Tolled Vehicles	
FY2018	3,029,180	2,598,716	430,464	14.2%	\$ 1,304,595
FY2017	3,031,424	2,564,040	467,384	15.4%	\$ 1,268,298
Net Difference	↓ (2,244) ↓ (0.1%)	↑ 34,676 ↑ 1.4%	↓ (36,920) ↓ (7.9%)	↓ (1.21%)	↑ \$36,297 ↑ 2.9%

Table 2: SR 237 Express Lanes Annual Traffic Volumes & Revenue by Year (Since Opening)

Reporting Period	Express Lanes Traffic Volumes				Estimated Revenue
	Total Vehicles	Non-Tolled Vehicles	Tolled Vehicles	% Tolled Vehicles	
*FY 2012	700,316	559,490	140,826	20.1%	\$ 219,175
FY 2013	2,766,320	2,141,038	625,282	22.6%	\$ 1,049,897
FY 2014	2,999,905	2,391,159	608,746	20.3%	\$ 1,225,320
FY 2015	3,056,354	2,531,175	525,179	17.2%	\$ 1,196,099
FY 2016	3,091,906	2,616,386	475,520	15.4%	\$ 1,249,885
FY 2017	3,031,424	2,564,040	467,384	15.4%	\$ 1,268,298
FY 2018	3,029,180	2,598,716	430,464	14.2%	\$ 1,304,595
TOTAL	18,675,405	15,402,004	3,273,401	17.5%	\$ 7,513,269

*FY 2012 includes only one quarter.

Table 3: FY 2018, SR 237 Express Lanes Traffic Volumes & Revenue by Quarter

Reporting Period	Express Lanes Traffic Volumes				Estimated Revenue
	Total Vehicles	Non-Tolled Vehicles	Tolled Vehicles	% Tolled Vehicles	
Q1	755,143	647,168	107,975	14.3%	\$ 325,615
Q2	717,490	617,602	99,888	13.9%	\$ 305,006
Q3	764,251	655,591	108,660	14.2%	\$ 319,636
Q4	792,296	678,355	113,941	14.4%	\$ 354,338
TOTAL	3,029,180	2,598,716	430,464	14.2%	\$ 1,304,595

Table 4: FY 2018, SR 237 Express Lanes Traffic Volumes & Revenue by Month

Reporting Period	Express Lanes Traffic Volumes				Estimated Revenue
	Total Vehicles	Non-Tolled Vehicles	Tolled Vehicles	% Tolled Vehicles	
July	233,728	199,506	34,222	14.6%	\$ 99,859
August	275,748	235,892	39,856	14.5%	\$ 124,785
September	245,667	211,770	33,897	13.8%	\$ 100,972
October	265,179	228,958	36,221	13.7%	\$ 114,897
November	240,963	207,627	33,336	13.8%	\$ 102,072
December	211,348	181,017	30,331	14.4%	\$ 88,037
January	256,257	220,340	35,917	14.0%	\$ 101,680
February	239,393	205,300	34,093	14.2%	\$ 103,063
March	268,601	229,951	38,650	14.4%	\$ 114,894
April	254,144	217,004	37,140	14.6%	\$ 113,298
May	280,668	240,377	40,291	14.4%	\$ 126,223
June	257,484	220,974	36,510	14.2%	\$ 114,816
TOTAL	3,029,180	2,598,716	430,464	14.2%	\$1,304,595

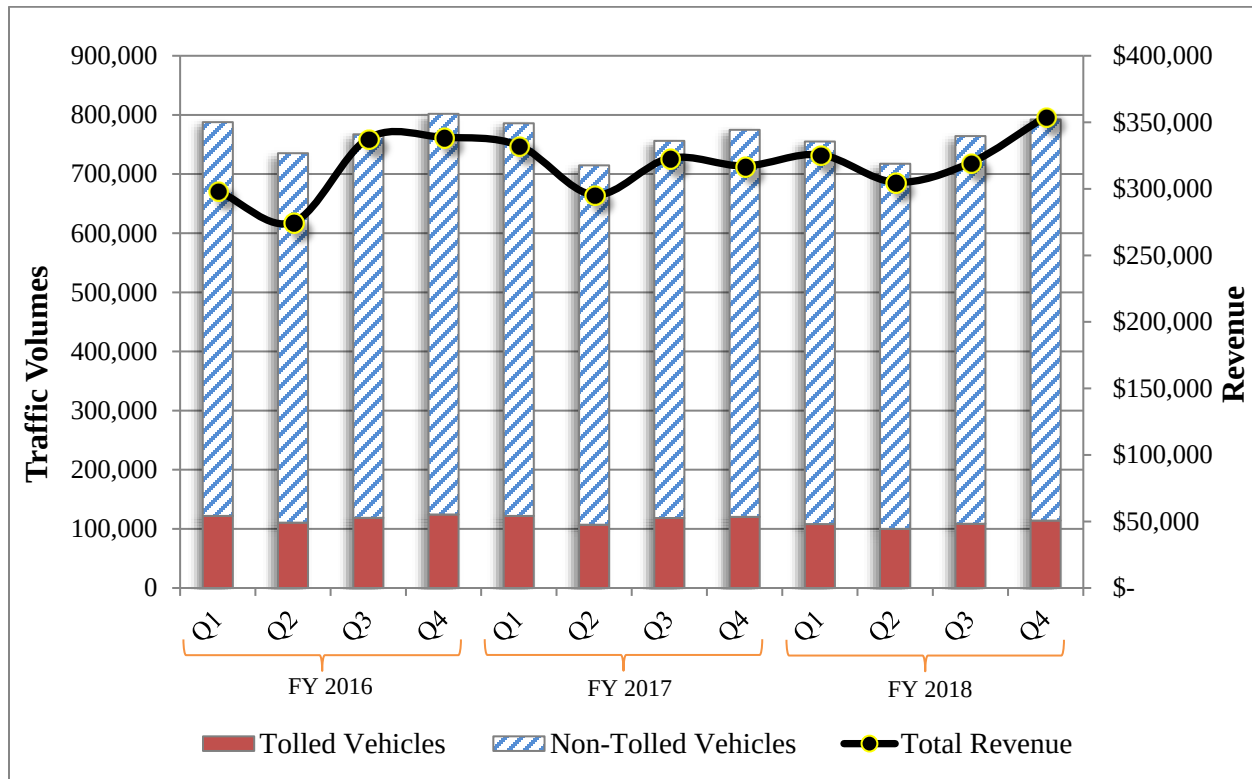
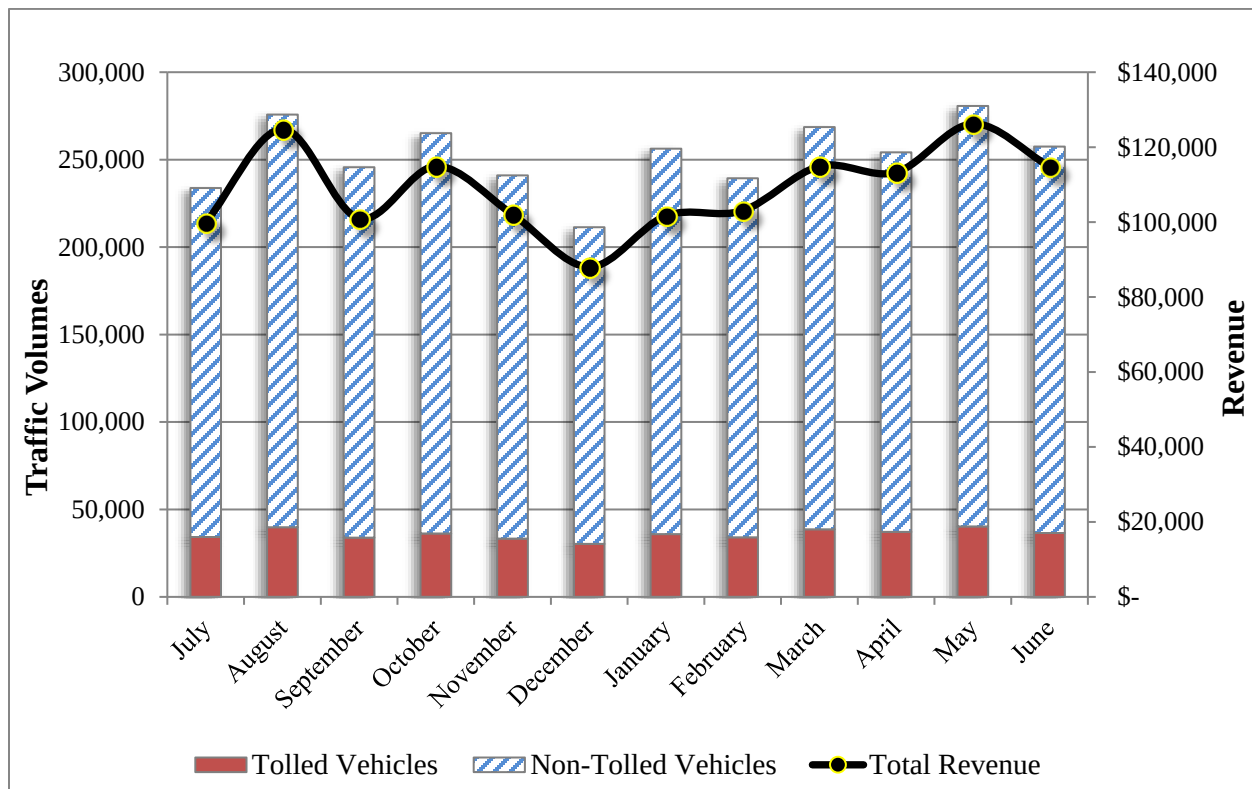
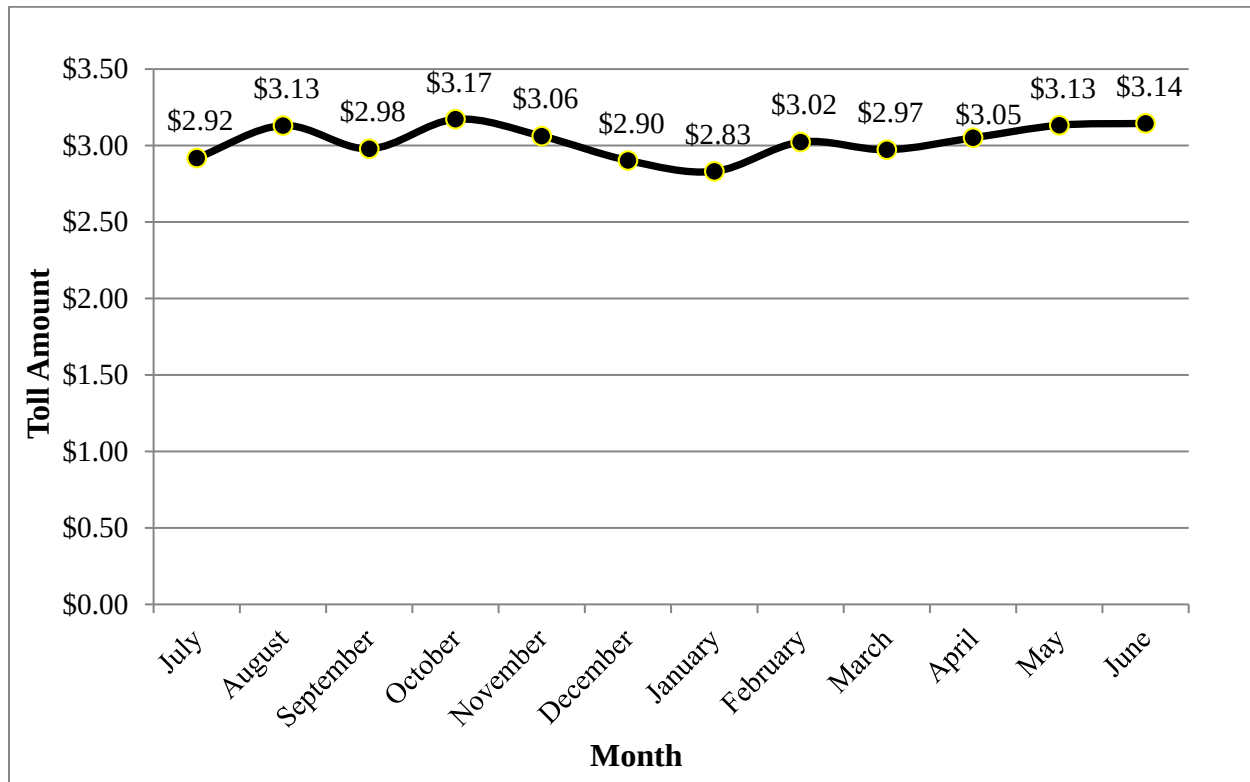
Figure 1: SR 237 Express Lanes Traffic Volumes & Revenue by Quarter**Figure 2: FY 2018, SR 237 Express Lanes Traffic Volumes & Revenue by Month**

Figure 3: FY 2018, SR 237 Express Lanes Average Toll rate (1-Year Trend)**Table 5:** FY 2018, SR 237 Express Lanes Tolled Vehicles by Direction

Direction	Morning	Afternoon	Total	Percentage
Eastbound	49,465	138,971	188,436	44%
Westbound	167,386	74,642	242,028	56%
TOTAL	216,851	213,613	430,464	
Percentage	50%	50%		

Clean Air Vehicle (CAV) counts for the FY 2018 are based on scheduled monthly counts during the peak hour. The counts were conducted in the Express Lanes near Zanker Road interchange.

Table 6: FY 2018, SR 237 Express Lanes – Clean Air Vehicles (Westbound)

8:00-9:00 AM	Q1	Q2	Q3	Q4	Average	Percent
Tolled Vehicles	249	213	159	173	198	13%
Clean Air Vehicles	501	520	537	573	533	36%
Carpool	792	792	579	848	753	51%
Total	1,542	1,525	1,275	1,593	1,484	100%

Table 7: FY 2018, SR 237 Express Lanes – Clean Air Vehicles (Eastbound)

5:00-6:00 PM	Q1	Q2	Q3	Q4	Average	Percent
Tolled Vehicles	131	155	147	123	139	11%
Clean Air Vehicles	429	392	340	450	403	31%
Carpool	735	689	831	749	751	58%
Total	1,294	1,236	1,318	1,322	1,293	100%

Table 8: FY 2018, SR 237 Express Lanes HOV Only Operation by Weekday

	Net Time (HH:MM)	% of Tolling Hours ¹	Average /Day (HH:MM)
Monday	03:00	0.07 %	0:03
Tuesday	07:05	0.16 %	0:08
Wednesday	09:15	0.21 %	0:10
Thursday	06:25	0.15 %	0:07
Friday	02:00	0.05 %	0:02
Total	27:45	0.63 %	6 min./day
Westbound	25:30	0.58 %	
Eastbound	02:15	0.05 %	

¹Percentage based on total daily operating hours (17 hours) for Express Lanes

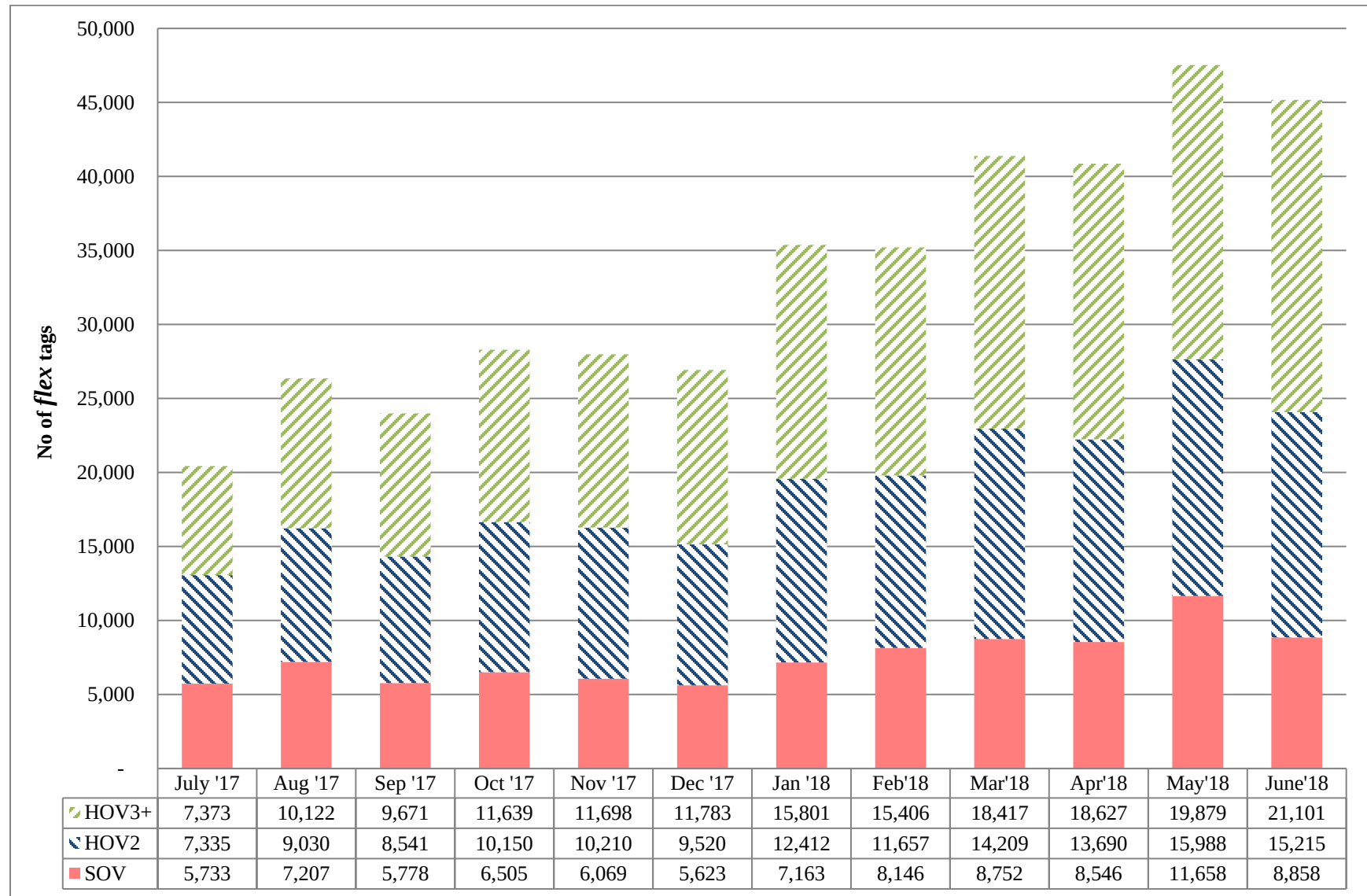
Figure 4: SR 237 Express Lanes – FasTrak flex Tags Usage by Switch Position

Figure 5: SR 237 Express Lanes Average Daily Tolled Vehicles by Month

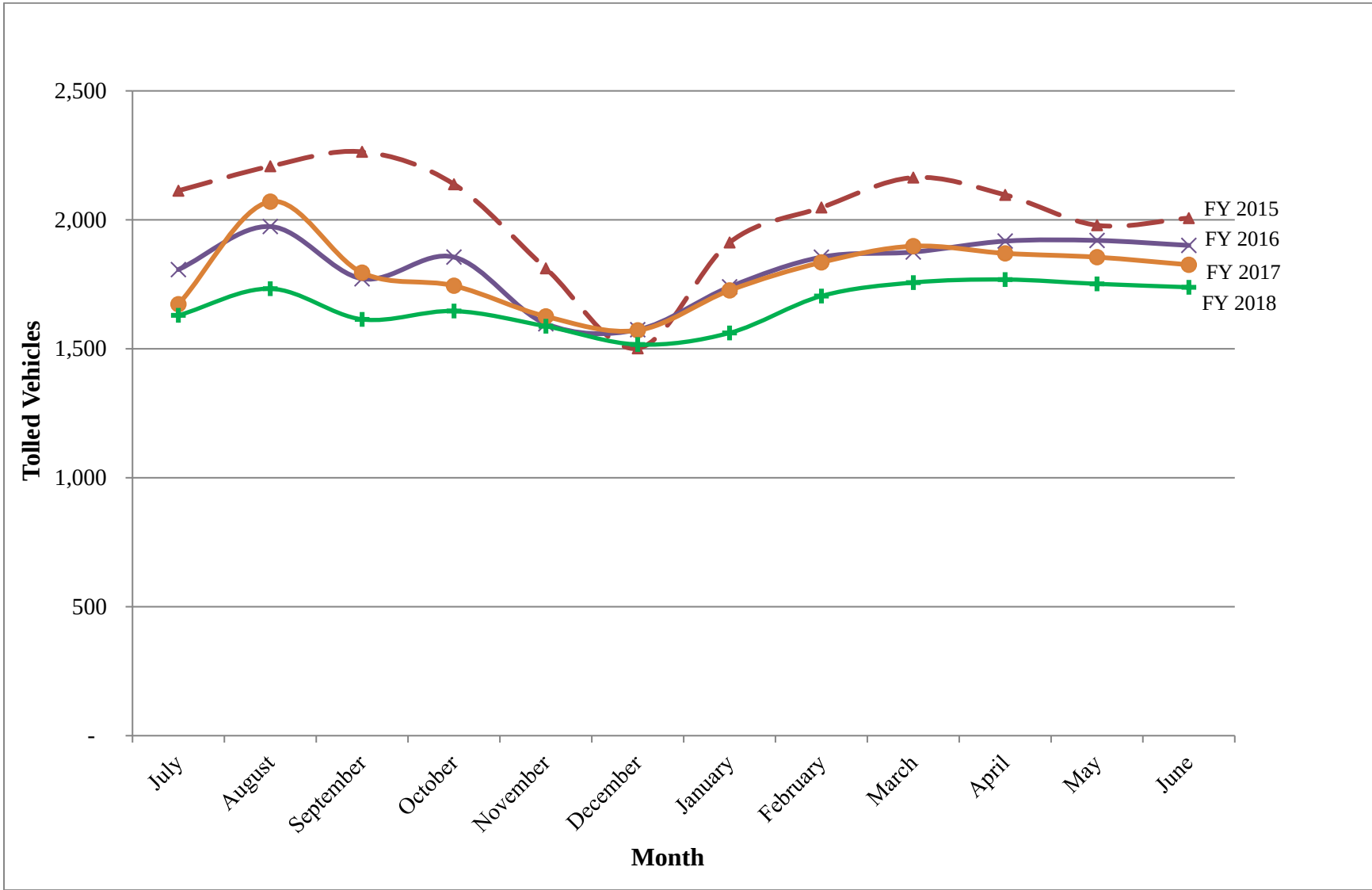


Figure 6: SR 237 Express Lanes Average Daily Tolled Revenue by Month

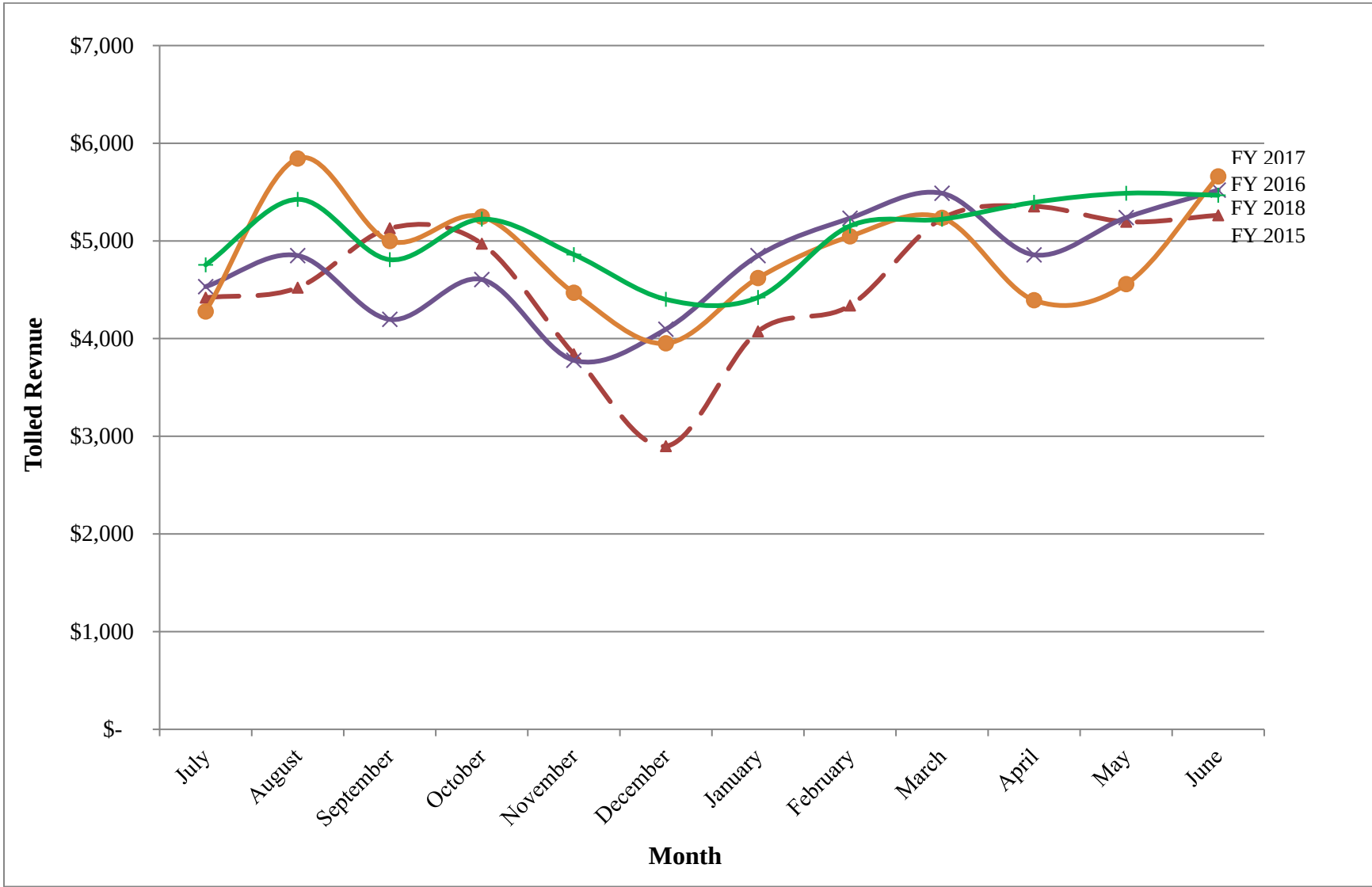


Figure 7: FY 2018, SR 237 Express Lanes Citations Issued by CHP

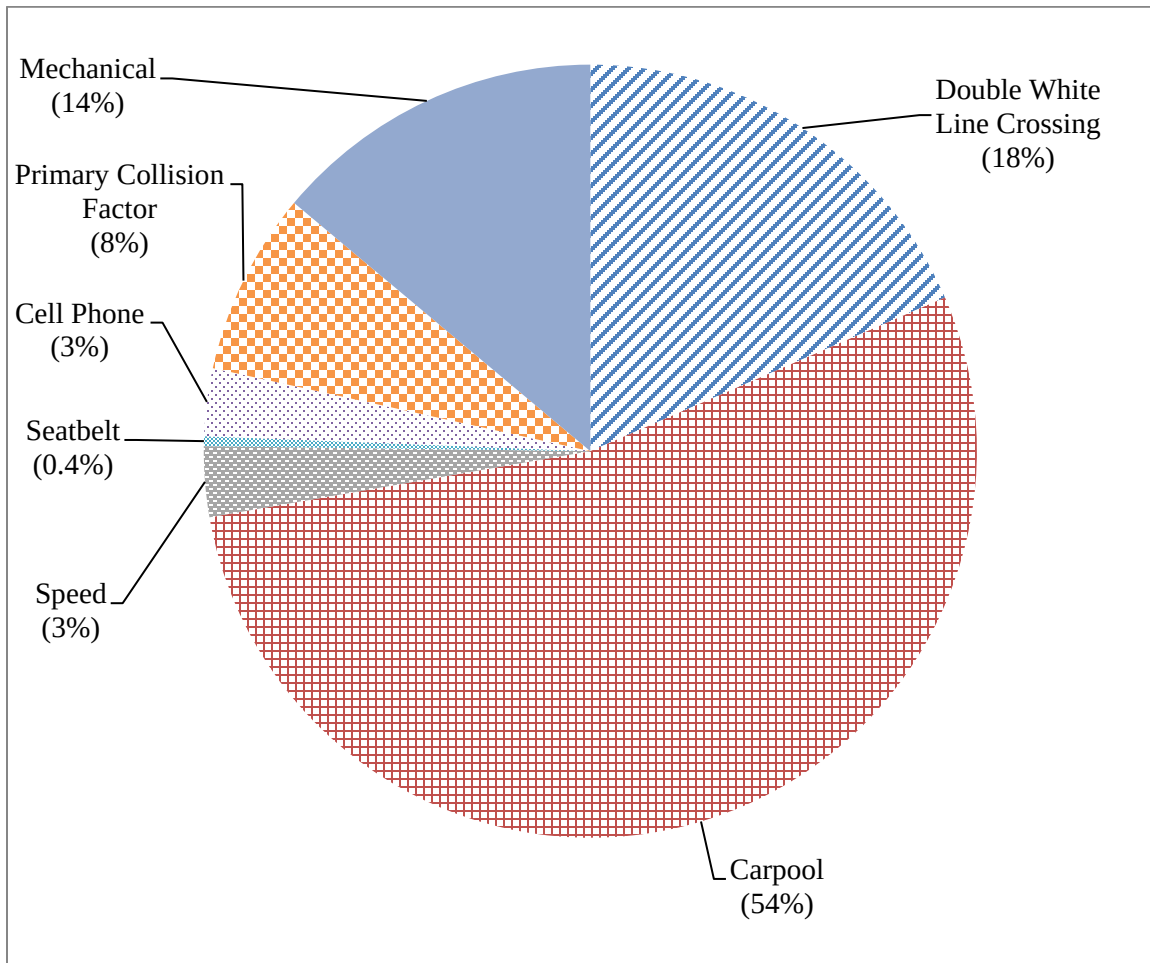
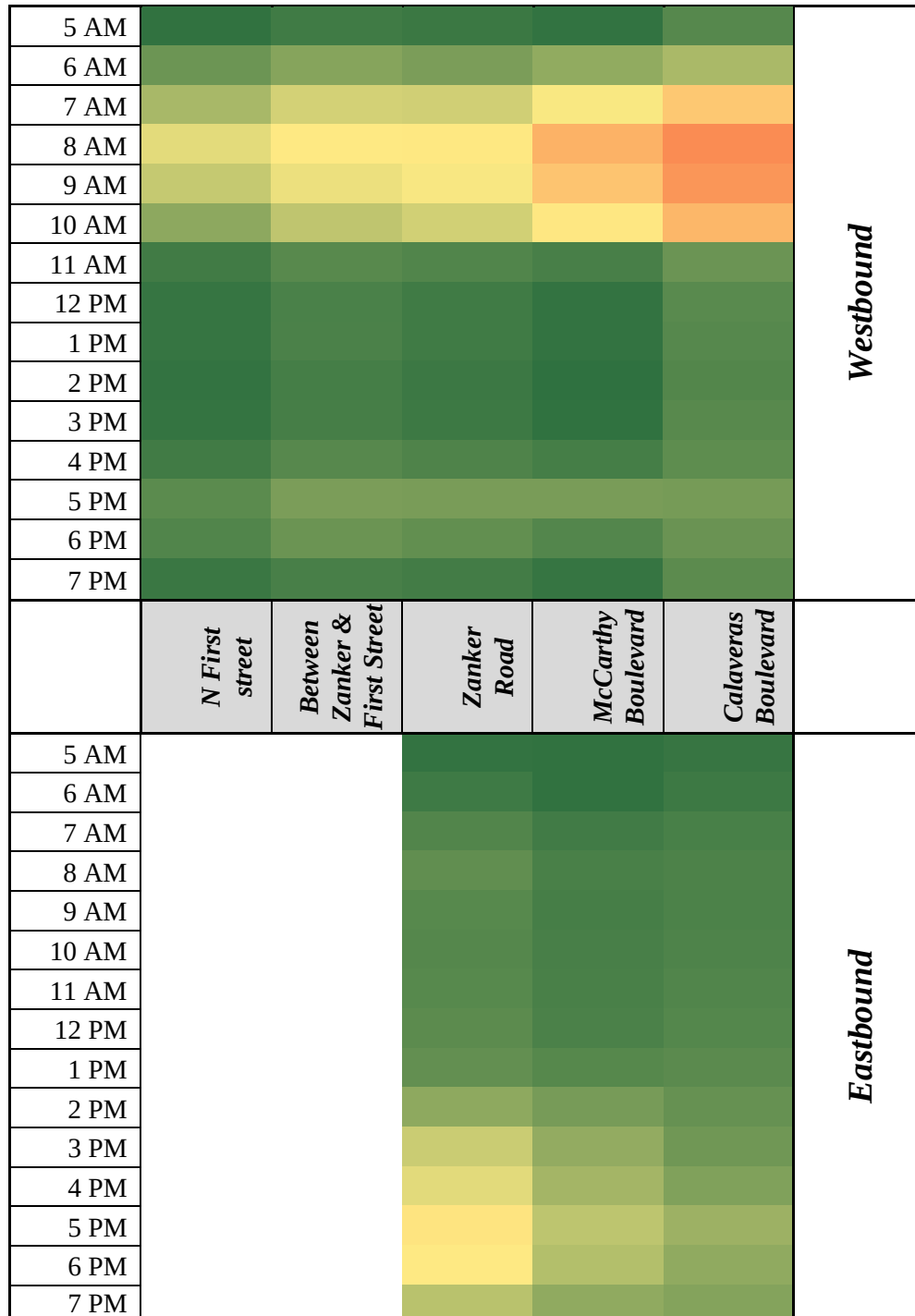


Table 9: FY 2018, SR 237 Express Lanes CHP Issued Citations

Month	Total Citations	Verbal Warnings ¹	DWL Crossing	Carpool	Speed	Seatbelt	Cell Phone	Primary Collision Factor	Mechanical	Hours
July	134	15	23	79	2	1	8	14	12	76
August	206	17	52	105	5	0	7	21	16	121
September	211	20	37	96	6	2	4	33	34	119
October	179	31	32	90	7	1	2	25	23	100
November	171	17	31	84	10	0	7	7	32	101
December	103	11	13	28	8	1	5	11	36	61
January	75	2	48	10	1	1	2	5	11	33
February	221	24	26	150	3	1	2	7	33	106
March	162	13	21	125	2	0	5	0	15	83
April	71	5	11	47	1	0	3	0	9	42
May	41	5	5	20	3	0	1	6	6	27
June	114	1	15	79	2	0	2	1	9	57
TOTAL	1,688	161	314	913	50	7	48	130	236	926

¹ Verbal warnings are not included in the total citations.

Figure 8: FY 2018, SR 237 Express Lanes Average Speed by Location

Speed Scale

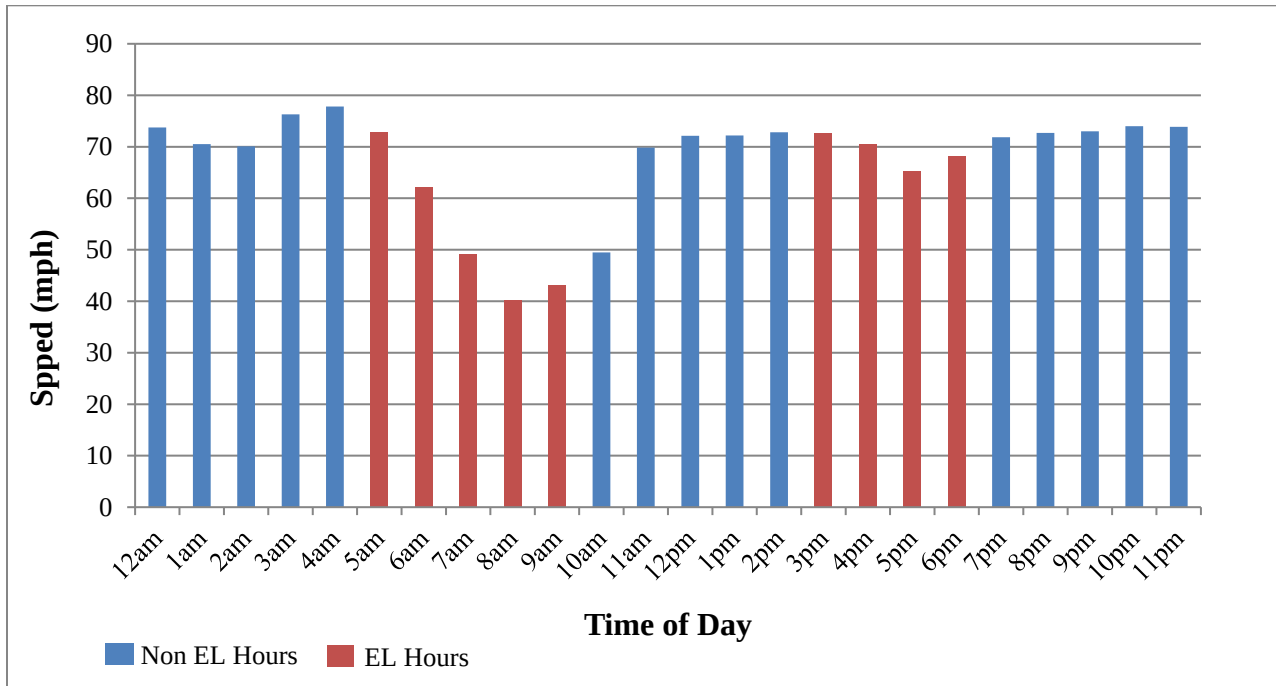


- FY 2018 average speeds are calculated using EL vehicle data for random weekdays (3 days /month).

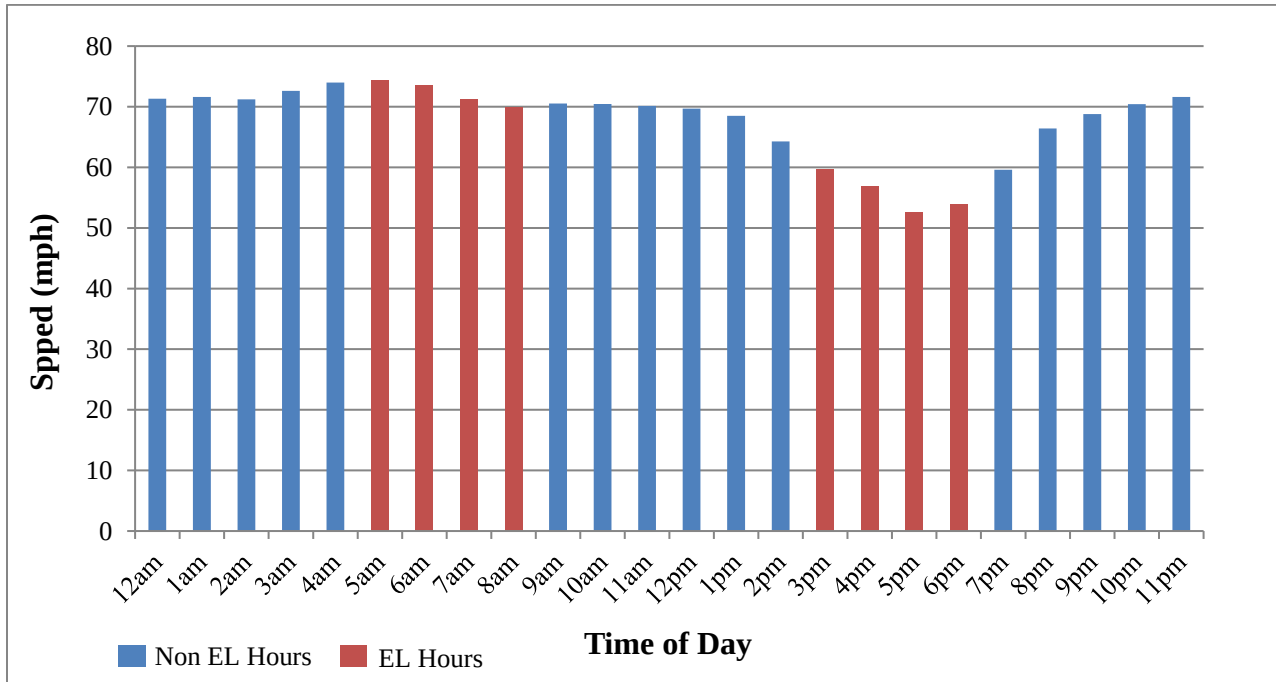
Table 10: FY 2018, SR 237 Express Lanes Average Corridor Speeds

Time	Westbound (miles per hour)	Eastbound (miles per hour)
12:00 a.m.	74	71
1:00 a.m.	71	72
2:00 a.m.	70	71
3:00 a.m.	76	73
4:00 a.m.	78	74
5:00 a.m.	73	74
6:00 a.m.	62	73
7:00 a.m.	49	71
8:00 a.m.	40	70
9:00 a.m.	43	71
10:00 a.m.	49	70
11:00 a.m.	70	70
12:00 p.m.	72	70
1:00 p.m.	72	69
2:00 p.m.	73	64
3:00 p.m.	73	60
4:00 p.m.	70	57
5:00 p.m.	65	52
6:00 p.m.	68	54
7:00 p.m.	72	60
8:00 p.m.	73	66
9:00 p.m.	73	69
10:00 p.m.	74	70
11:00 p.m.	74	72
 EL hours of operation		

- Average speeds for the FY 2018 SR 237 westbound is based on an average of five vehicle detector stations (VDS) between I-880 and North First Street, and a total of 34 random weekdays during the fiscal year.
- Average speeds for the FY 2018 SR 237 eastbound is based on an average of three VDS between Zanker Road and I-880, and a total of 34 random weekdays.
- The data was collected during a typical weekday (Tuesday – Thursday).

Figure 9: FY 2018, SR 237 Westbound Express Lanes Average Corridor Speeds

EL hours of operations for the westbound SR 237 are 5 a.m. – 10 a.m. and 3 p.m. – 7 p.m.

Figure 10: FY 2018, SR 237 Eastbound Express Lanes Average Corridor Speeds

EL hours of operations for the eastbound SR 237 are 5 a.m. – 9 a.m. and 3 p.m. – 7 p.m.



Date: September 13, 2018
 Current Meeting: September 20, 2018
 Board Meeting: October 4, 2018

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Congestion Management Program & Planning Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Engineering & Program Delivery Officer, Carolyn M. Gonot

SUBJECT: Silicon Valley Express Lanes Toll Ordinance

FOR INFORMATION ONLY

BACKGROUND:

At its December 2008 meeting, the Santa Clara Valley Transportation Authority (VTA) Board of Directors approved the Silicon Valley Express Lanes Program. The purpose of the Program is to provide congestion relief through the implementation of a roadway pricing system that allows for the use of unused capacity in carpool lanes. This is accomplished by allowing 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 the available capacity in the lanes. The result of these changes is the implementation of express lanes from what formerly were carpool lanes.

Specifically, the primary objectives of the Program are:

1. Provide congestion relief through more effective use of existing roadways;
2. Provide commuters with a new mobility option; and
3. Provide a new funding source for transportation improvements including public transit.

The SR 237 Express Lanes have been in operation since March 2012 as the second oldest express lane in the Bay Area. Since 2012, two more express lanes have gone into operation with both of these systems employing video camera technology similar to what is already used on the Bay Area bridges to augment enforcement of the lanes. The oldest Bay Area express lane in operation on the I-680 Southbound Sunol Express Lanes will also undergo an upgrade too that will add video camera technology for enforcement purposes.

In order to stay consistent with the other express lanes in the Bay Area, the SR 237 Express Lanes upgrade and expansion that is under construction and slated for opening in 2019 will also include a video camera-based enforcement component. In order to collect toll violation fees using video technology, VTA is required to adopt a toll ordinance. The remainder of the

memorandum discusses the proposed toll ordinance.

DISCUSSION:

The implementation of the toll ordinance for the Silicon Valley Express Lanes Program would allow for the use of video camera technology to assist in the enforcement of express lanes and enable VTA to collect express lanes toll violation fees similar to process that has already been adopted by other Bay Area express lanes operators. The ordinance also allows for VTA to provide a toll discount for Clean Air Vehicles (CAVs) and a discount based on vehicle occupancy.

The existing SR 237 Express Lanes relies on manual enforcement by the California Highway Patrol (CHP). About 1,700 citations were issued in fiscal year (FY) 2018 by the CHP. About 54% of all the citations were attributable to solo drivers using express lanes without a transponder (i.e., in the lane and not paying the toll). The proposed toll ordinance will allow VTA to collect toll violation penalties from such violators. Following completion of the ongoing SR 237 Express Lanes extension project, the SR 237 Express Lanes would be the first express lanes in Santa Clara County operating under the toll ordinance if it is approved by the VTA Board.

The proposed toll ordinance for the Express Lanes Program is similar to toll ordinances adopted by other toll operators including the Bay Area Toll Authority (BATA) overseeing the toll operations for Bay Area bridges, the Alameda County Transportation Commission (ACTC) who is the operator for the I-580 Express Lanes and I-680 Southbound Sunol Express Lane and the Bay Area Infrastructure Financing Authority (BAIFA) led by the Metropolitan Transportation Commission (MTC) operating the I-680 Contra Costa Express Lanes. The related toll violation penalties adopted by these operators are consistent and are administered through the FasTrak Regional Customer Service Center. VTA staff is proposing the adoption of a toll ordinance that is consistent with the other Bay Area operators.

The details of the proposed toll ordinance including the applicable toll violation penalties and toll discounts are provided in Appendix A.

Toll Violation Penalties

The toll violation penalties for all the Bay Area toll operators are consistent and are administered through the FasTrak Regional Customer Service Center (RCSC). The toll violation penalty is as follows:

- First notice: Toll + \$25 penalty
- Second notice: Toll + \$70 penalty (\$25 toll evasion penalty plus \$45 late fee). If toll is paid within 15 days, the penalty is reduced to \$25.

For first-time offense, a non-customer can open a FasTrak account and the \$25 penalty will be waived.

Occupancy Discounts

The toll ordinance proposes a discount of 100% when the Express Lanes vehicle occupancy requirement is HOV-2+. If the vehicle occupancy requirement for the Express Lanes is HOV3+, then a 50% discount will be provided for vehicles with two people. This discount is consistent with the toll discount afforded to carpoolers crossing Bay Area bridges.

Clean Air Vehicle (CAV) Discounts

In FY 2018, there was a decrease of about two percent (8,100 vehicles) of toll paying customers for the SR 237 Express Lanes in comparison to FY 2017. The reduction in tolled vehicles is mainly attributable to the growth in CAVs in the express lanes. Monthly spot counts by VTA staff within the SR 237 Express Lanes indicate that up to 34 percent of the total traffic volume in the SR 237 Express Lanes consists of CAVs. The State legislation qualifying CAVs as carpool lane eligible vehicles has been extended to September 30, 2025, which is the extent to which such operations is allowed by federal legislation. However, it is an expectation that the reconfigured sticker program will reduce the number of vehicles in the Express Lanes.

Under this toll ordinance, CAVs will get a 50% toll discount when using the Express Lanes. The CAV discount cannot be combined with other discounts such as the HOV-2+ discount.

LA Metro will be providing a 15% toll discount to CAVs when using their Express Lanes facilities beginning at the end of the year. If the number of CAVs remains at the current levels of use with the reconfigured carpool lane eligible vehicles program, VTA staff may request the Board to lower the discount to CAVs and amend the ordinance.

Next Steps

Staff will bring this item back again to the Committees next month. The VTA Board of Directors is anticipated to consider the adoption of the Ordinance in November 2018. This ordinance will take effect and be in force 30 days after VTA Board of Directors' approval. Within 15 days of Board approval, the toll ordinance will be published in a newspaper of general circulation in Santa Clara County.

Prepared By: Paul Ahn - Senior Assistant Counsel and Murali Ramanujam - Transportation Engineering Manager
Memo No. 6612

**SANTA CLARA VALLEY TRANSPORTATION
AUTHORITY**

**ORDINANCE FOR ADMINISTRATION OF TOLLS AND
ENFORCEMENT OF TOLL VIOLATIONS FOR
SILICON VALLEY EXPRESS LANES**

PREAMBLE

The Santa Clara Valley Transportation Authority ("VTA") is authorized pursuant to California Streets and Highways Code section 149.6 to conduct, administer, and operate a value pricing program on any two of the transportation corridors included in the high-occupancy vehicle lane system in Santa Clara County. VTA's Express Lanes program, referred hereinafter as the Silicon Valley Express Lanes Program, includes the Express Lanes implemented in the I-880/SR 237 and US 101/SR 85 corridors.

While traveling in a Silicon Valley Express Lane, motorists are required to have a valid FasTrak® Account with a balance sufficient to pay the applicable Toll to facilitate vehicle occupancy validation and the Toll collection process pursuant to California Vehicle Code ("Code") Section 23302 *et seq.*, and California Streets and Highways Code Section 149.6(b). Code Section 23302.5 provides that it is unlawful for a person to evade or attempt to evade the payment of tolls or other charges on any vehicular crossing or toll highway, and further provides that such acts are subject to civil penalties. Code Division 17, Chapter 1, Article 4, commencing with section 40250 ("Article 4"), provides for enforcement of civil penalties for violation of Code Section 23302.5 and any ordinance enacted by local authorities pursuant to civil administrative procedures set forth in Article 4. This Ordinance establishes the administrative procedures and penalties, enacted pursuant to Article 4, to ensure that motorists who evade the payment of Tolls while travelling on Silicon Valley Express Lanes shall be subject to civil penalties, while ensuring fairness in the treatment of violators.

Now, therefore, the governing body of VTA hereby ordains as follows:

ARTICLE I-GENERAL

Section 1. Title

This ordinance shall be known as the "Silicon Valley Express Lanes Toll Enforcement Ordinance."

Section 2. Definitions

In addition to the definitions set forth hereinabove, the following definitions shall apply throughout this Ordinance:

- (a) "BATA" shall mean the Bay Area Toll Authority.
- (b) "Board" shall mean the governing body of VTA.
- (c) "CTOC" shall mean the California Toll Operators Committee.
- (d) "Clean Air Vehicle" shall mean a motor vehicle described in Section (b)(5) of Section 166 of Title 23 of the United States Code that displays a valid decal, label or other identifier issued pursuant to Vehicle Code Section 5205.5(a) or any other California law that enables toll-free or reduced-rate passage on the VTA toll facilities.
- (e) "Code" shall mean the California Vehicle Code, unless specified.
- (f) "Delinquent Penalty" shall mean the amount assessed when a Violation is deemed to be delinquent as set forth in **Section 8** of this Ordinance.
- (g) "Department" shall mean the California Department of Motor Vehicles.
- (h) "Due Date" shall mean the date specified in the Notice of Toll Evasion Violation and Notice of Delinquent Toll Evasion Violation by which payment of the Penalty or written explanation of contest must be received.
- (i) "FasTrak" or "FasTrak®" shall mean the electronic toll collection system, managed by BATA in the San Francisco Bay Area, which allows Motorists to prepay tolls on the Silicon Valley Express Lanes and other toll facilities in the Bay Area and elsewhere in California.
- (j) "FasTrak® Account" shall mean an account established with BATA or any other members of CTOC to administer the payment of tolls.
- (k) "High Occupancy Vehicle" shall mean a vehicle with the minimum number of occupants specified by VTA for entering a VTA toll facility zone as a high occupancy vehicle as set forth in **Appendix A** to this ordinance and as displayed on VTA signs and other official signs or traffic control devices.

- (l) “HOV-2” shall mean a vehicle having two or more occupants.
- (m) “HOV-3” shall mean a vehicle having three or more occupants.
- (n) “Hours of Operation” of Silicon Valley Express Lanes shall mean the hours when VTA is charging Toll on any day within the maximum hours of operation set forth in **Appendix A** to this ordinance and as displaced on VTA signs and other official signs or traffic control devices. The Hours of Operation shall not extend beyond the hours when the zone is otherwise restricted to use by high occupancy vehicles.
- (o) “License Plate FasTrak® Account” shall mean an account established with BATA or any other members of CTOC to administer the payment of tolls without the use of a Transponder.
- (p) "Motorist" shall mean the registered owner, rentee, lessee and/or driver of a Vehicle.
- (q) "Notice of Delinquent Toll Evasion Violation" shall mean the written notice provided to the registered owner of a Vehicle when a Penalty has not been timely received by VTA.
- (r) "Notice of Toll Evasion Violation" shall mean the written notice provided to the registered owner of a Vehicle which has committed a Violation.
- (s) “Pay-by-Plate” shall mean the use of on-road vehicle license plate identification recognition technology to accept payment of tolls in accordance with BATA or CTOC policies.
- (t) "Penalty" shall mean the monetary amounts assessed to each toll Violation, including the unpaid Tolls, the Toll Evasion Penalty and the Delinquent Penalty, and constitutes a toll evasion penalty under Code section 40252.
- (u) "Processing Agency" shall mean VTA, or the contractor or vendor designated by VTA, as the party responsible for the processing of the notices of toll evasion.
- (v) “Repeat Violator” shall mean any registered owner for whom more than five (5) Notices of Toll Evasion Violation have been issued in any calendar month within the preceding twelve (12) month period.
- (w) “Silicon Valley Express Lanes” shall mean express lanes on I-880/SR 237 and US 101/SR 85 corridors.

- (x) "Switchable Transponder" shall mean a Transponder, including FasTrak® Flex, with a switch which allows Motorists to self-declare the number of vehicle occupants.
- (y) "Terms and Conditions" shall mean the obligations of VTA and a FasTrak® customer with regard to the usage and maintenance of a FasTrak® Account as published by BATA or other applicable California toll operator from time to time.
- (z) "Toll" shall mean the monetary charges for use of the Silicon Valley Express Lanes as applicable at the time a Motorist enters either of the Silicon Valley Express Lanes, as determined through the dynamic pricing system established by VTA.
- (aa) "Toll Evasion Penalty" shall mean the amount assessed under **Section 5** of this Ordinance.
- (bb) "Transponder" shall mean a FasTrak® electronic device issued by BATA or any of the California toll operators that meets the specifications of California Code of Regulations Title 21 and is used to pay tolls electronically.
- (cc) "Vehicle" shall mean any vehicle as defined in Code section 670.
- (dd) "Violation" shall mean the commission of any activity proscribed in **Sections 3** and **4** of this Ordinance.

Section 3. Silicon Valley Express Lanes Usage Requirements

- (a) While traveling in the Silicon Valley Express Lanes, Motorists shall have a valid FasTrak® Account with a balance sufficient to pay the applicable Toll to facilitate vehicle occupancy validation and the Toll collection process. Motorists traveling in the Silicon Valley Express Lanes with the minimum number of vehicle occupants to qualify for high occupancy lane use at that time must have a properly mounted, valid Switchable Transponder set to the required number of occupants or they will be charged the posted single occupancy Toll.
- (1) Silicon Valley Express Lanes users with a Switchable Transponder in the Vehicle traveling in the Silicon Valley Express Lanes shall set the self-declaration switch to the actual number of vehicle occupants prior

to travel.

- (2) Two-occupant vehicles traveling in a HOV-3 Silicon Valley Express Lane shall pay the applicable discounted toll, if any, specified for HOV-2 vehicles in **Appendix A** to this ordinance. To be eligible for the discounted toll, two-occupant vehicles must use a properly mounted valid Switchable Transponder to accurately indicate HOV-2 status (by switching the tag to the HOV-2 setting) or follow such other methods for indicating eligibility for the discount as shall be specified by VTA online at the Silicon Valley Express Lane website.
 - (3) Motorists in single occupant vehicles authorized pursuant to California law as eligible users of High Occupancy Vehicle lanes shall be eligible to claim the discounted toll, if any, specified for Clean Air Vehicles in **Appendix A** to this ordinance. In order for single occupant Clean Air Vehicle Motorist to be eligible for a discounted toll, the Motorist needs to provide BATA proof of Clean Air Vehicle registration or follow such other methods for indicating eligibility for the discount as shall be specified by VTA online at the Silicon Valley Express Lane website.
 - (4) Clean Air Vehicles must use a properly-mounted valid Transponder to accurately indicate the status of the number of occupant(s) within the Clean Air Vehicle or follow such other methods for indicating eligibility for the discount as shall be specified by VTA online at the Silicon Valley Express Lane website.
 - (5) Silicon Valley Express Lanes users with a valid License Plate FasTrak® Account traveling in the Silicon Valley Express Lanes will be charged the posted single occupancy Toll rate via Pay-by-Plate payment. A license plate account surcharge as specified in **Appendix A** to this ordinance shall apply to Pay-by-Plate Toll payments.
 - (6) Vehicle occupancy violations, including falsely self-declaring the vehicle occupancy, are subject to citation by the California Highway Patrol.
- (b) Motorists are required to have a balance sufficient to pay the

charged Tolls in their FasTrak® Account each the time their Vehicle enters the Silicon Valley Express Lanes.

- (c) FasTrak® accountholders who are Motorist on Silicon Valley Express Lanes shall adhere to the Terms and Conditions provided for FasTrak® customers.
- (d) The following vehicles are exempt from this provision:
 - (1) Vehicles entering Silicon Valley Express Lanes outside the Hours of Operation;
 - (2) California Highway Patrol vehicles policing Silicon Valley Express Lanes; and
 - (3) Authorized emergency vehicles.

Section 4. Liability for Failure to Pay Toll

- (a) No person subject to **Section 3** shall cause a Vehicle to enter the Silicon Valley Express Lanes without payment of the Toll for the Vehicle via a valid FasTrak® Account containing a balance sufficient to pay those Tolls.
- (b) Except as provided herein, the registered owner and the driver, rentee or lessee of a Vehicle which is the subject of any Violation shall be jointly and severally liable for any Penalty imposed under this Ordinance, unless the registered owner can demonstrate that the Vehicle was used without the express or implied consent of the registered owner. Anyone who pays any Penalty pursuant to this Ordinance shall have the right to recover the same from the driver, rentee or lessee, and not from the VTA or the Processing Agency.
- (c) The driver, rentee or lessee of a Vehicle who is not the owner of the Vehicle may contest the Notice of Toll Evasion Violation in accordance with this Ordinance.
- (d) Any Motorist assessed a Penalty for a Violation shall be deemed to be charged with a non-criminal, civil violation.

Section 5. Penalties and Processing of Violation(s)

- (a) The Penalties for a Violation of this Ordinance shall be the amounts set forth in the Schedule of Penalties attached hereto as **Appendix A** and incorporated by reference herein. The Schedule of Penalties may be amended by action of the Board from time to time without the need to amend or reconsider this Ordinance, provided that such Penalties but may not be greater than the amounts established under Code section 40258 as the

maximum Penalties for civil toll evasion violations. If the driver of any Vehicle is arrested pursuant to Article I (commencing with Section 40300) of Chapter 2 of the Code, the civil procedure for enforcement of violations established by this Ordinance shall not apply. Revenues received from the Penalties assessed pursuant to this subsection shall be returned to VTA.

- (b) If a Violation is detected by any means (including automated device, photograph, video image, visual observation, or otherwise), a Notice of Toll Evasion Violation shall be sent to the registered owner by first class mail at the address for the registered owner as shown on the record of the Department within twenty-one (21) days of the Violation. In the case of joint ownership, the Notice of Toll Evasion Violation shall be issued to the first name appearing in the registration. If accurate information concerning the identity and address of the registered owner is not available within twenty-one (21) days from the Violation, the Processing Agency shall have an additional forty-five (45) calendar days to obtain such information and forward the Notice of Toll Evasion Violation, provided that where the registered owner is a Repeat Violator, the Processing Agency shall forward the Notice of Toll Evasion Violation within ninety (90) calendar days of the Violation.

Section 6. Notice of Toll Evasion Violation

- (a) The Notice of Toll Evasion Violation shall contain the following:
 - (1) sufficient information to enable the recipient thereof to determine the date, time and location of the alleged Violation,
 - (2) the section of the Code allegedly violated,
 - (3) the Penalty due for that Violation,
 - (4) the identity and address of the registered owner,
 - (5) the alphanumeric designation of the license plate on the Vehicle that was used in the alleged Violation,
 - (6) if practicable, the registration expiration date and the make of the Vehicle,
 - (7) the procedure to follow for payment of the amount due,
 - (8) a statement in bold print that payments may be sent in the mail,
 - (9) the date and time within which the Penalty must be paid,
 - (10) a clear and concise explanation of the procedures for filing an affidavit of non-liability in those circumstances set forth in subsections B, C and D of this **Section 6**,

and for contesting the alleged Violation and appealing an adverse decision in accordance with **Section 10** of this Ordinance,

- (11) the Due Date, which is also the date by which the written explanation of contest must be received by VTA, and
 - (12) a statement that there will be additional court costs and fees incurred by the Motorist according to the local jurisdiction rules if collection is pursued through court action.
- (b) The Notice of Toll Evasion Violation shall contain, or be accompanied an affidavit of non-liability and information of what constitutes non-liability, information as to the effect of executing the affidavit, and instructions for returning the affidavit to the Processing Agency.
- (c) If the affidavit of non-liability is returned to the Processing Agency within twenty-one (21) days of the issuance of the Notice of Toll Evasion Violation together with proof that the driver at the time of the Violation did not possess express or implied consent to drive the Vehicle as evidenced by a stolen vehicle police report and if the Processing Agency is satisfied that the registered owner is not responsible for the Violation, the Processing Agency shall cancel the Notice of Toll Evasion Violation and make an adequate record of the reasons.
- (d) If the affidavit of non-liability is returned to the Processing Agency by the Due Date with proof that the registered owner given the Notice of Toll Evasion Violation has made a bona fide sale or transfer of the Vehicle and has delivered possession thereof to the purchaser prior to the date of the alleged Violation and either (1) such owner has complied with section 5602 of the Code, or (2) the Processing Agency is satisfied with evidence that establishes that the transfer of ownership and possession of the Vehicle occurred prior to the date of the alleged Violation, and has obtained verification from the Department, then the Processing Agency shall terminate proceedings against the originally served registered owner and proceed against the new owner of the Vehicle.
- (e) If the affidavit of non-liability is returned to the Processing Agency by the Due Date of the Notice of Toll Evasion Violation together with the proof of an executed written rental agreement or lease between a bona fide renting or leasing company and its customer that identifies the rentee or lessee and provides the driver's license number, name and address of the rentee or lessee, the Processing Agency shall serve or mail

to the rentee or lessee identified in the affidavit of non-liability a Notice of Toll Evasion Violation.

- (f) If payment of the Penalty is not received by Processing Agency by the Due Date on the Notice of Toll Evasion Violation, the Processing Agency shall deliver by first-class mail a Notice of Delinquent Toll Evasion Violation.
- (g) If the description of the Vehicle in the Notice of Toll Evasion Violation does not match the corresponding information on the registration card for that Vehicle, the Processing Agency may, on written request of the Motorist, cancel the Notice of Toll Evasion Violation without the necessity of appearance by that person.

Section 7. Dismissal of Notice of Toll Evasion Violation

- (a) If, after a copy of the Notice of Toll Evasion Violation has been sent to the Motorist, the Processing Agency determines that due to failure of proof of apparent Violation the Notice of Toll Evasion Violation shall be dismissed, the Processing Agency shall cancel the Notice of Toll Evasion Violation, and the Motorist shall be so notified by first-class mail.
- (b) If the full amount of the Penalty is received by the person authorized to receive the payment of the Penalty by the Due Date and there is no contest as to that Violation, proceedings under this Ordinance shall terminate.
- (c) If (i) the Motorist is a holder of a FasTrak® Account in good standing with BATA or other California toll operator or (ii) the Motorist has never received a prior Notice of Toll Evasion Violation under this Ordinance and opens a new FasTrak® Account, and such Motorist follows the procedures and meets the deadlines established by the Processing Agency, as such procedures and deadlines may be modified from time to time, to pay the Toll due on such Notice of Toll Evasion Violation from the Motorist's FasTrak® Account in a timely manner, the Toll shall be charged to such Motorist's FasTrak® Account and proceedings under this Ordinance shall terminate.
- (d) If the registered owner of the Vehicle provides proof to the Processing Agency that he or she was not the registered owner on the date of the Violation as set forth in **Sections 6 and 8** of this Ordinance, proceedings against the notifying party shall terminate. This does not limit the right of the Processing Agency to pursue collection of the delinquent Toll Evasion Penalty from the person who was the registered owner of the

Vehicle on the date of the alleged Violation.

Section 8. Notice of Delinquent Toll Evasion Violation

- (a) If the payment of the Penalty is not received by the Processing Agency by the Due Date on the Notice of Toll Evasion Violation, and there is no contest as to that Violation as set forth in **Section 10** of this Ordinance, the Processing Agency shall deliver by first-class mail to the registered owner of the Vehicle a Notice of Delinquent Toll Evasion Violation.
- (b) Processing Agency shall establish a procedure for providing, upon request, a copy of the original Notice of Toll Evasion Violation or an electronically produced facsimile of the original Notice of Toll Evasion Violation within fifteen (15) days of a request therefor. A fee sufficient to recover the actual costs of providing the copy not to exceed Two Dollars (\$2) may be charged. Until the Processing Agency complies with a request for a copy of the original notice of Violation, the Processing Agency may not proceed to collection of amounts covered by such notice.
- (c) The Notice of Delinquent Toll Evasion Violation shall contain the information required to be contained in the original Notice of Toll Evasion Violation and, additionally, shall contain a notice to the registered owner that, unless the registered owner pays the Penalty, contests the Violation pursuant to the procedure set forth in the Notice of Toll Evasion Violation, or completes and returns to the Processing Agency an affidavit of non-liability, as provided with the Notice of Toll Evasion Violation and in compliance with subsections D, E and F of **Section 6**, within fifteen (15) days after the mailing of the Notice of Delinquent Toll Evasion Violation (the Due Date): (1) the Penalty shall be considered a debt due and owing VTA, (2) the renewal of the Vehicle registration shall be contingent upon compliance with the Notice of Delinquent Toll Evasion Violation at VTA's election, and (3) VTA may seek to recover in any lawful manner, as provided for in **Section 12**.
- (d) The Notice of Delinquent Toll Evasion Violation shall contain, or be accompanied with, an affidavit of non-liability and information of what constitutes non-liability, information as to the effect of executing the affidavit, and instructions for returning the affidavit to the Processing Agency.
- (e) If the affidavit of non-liability is returned to the Processing Agency within fifteen (15) days of the mailing of the Notice of Delinquent Toll Evasion Violation (the Due Date) together with proof that the driver at the time of the Violation did not possess express or implied consent to drive the Vehicle as evidenced by

a stolen vehicle police report and if the Processing Agency is satisfied that the registered owner is not responsible for the Violation, the Processing Agency shall cancel the Notice of Toll Evasion Violation and make an adequate record of the reasons.

- (f) If the affidavit of non-liability is returned to the Processing Agency by the Due Date with proof that the registered owner given the Notice of Toll Evasion Violation has made a bona fide sale or transfer of the Vehicle and has delivered possession thereof to the purchaser prior to the date of the alleged Violation and either (1) such owner has complied with section 5602 of the Code, or (2) the Processing Agency is satisfied with evidence that establishes that the transfer of ownership and possession of the Vehicle occurred prior to the date of the alleged Violation, and has obtained verification from the Department, then the Processing Agency shall terminate proceedings against the originally served Motorist and proceed against the unauthorized driver at the time of the Violation, or the new owner of the Vehicle.
- (g) If the affidavit of non-liability is returned to the Processing Agency within fifteen (15) days of the mailing of the Notice of Delinquent Toll Evasion Violation (the Due Date set forth in the Notice of Delinquent Toll Evasion Violation) together with the proof of an executed written rental agreement or lease between a bona fide renting or leasing company and its customer that identifies the rentee or lessee and provides the driver's license number, name, and address of the rentee or lessee, the Processing Agency shall mail to the rentee or lessee identified in the affidavit of non-liability a Notice of Delinquent Toll Evasion Violation. If payment is not received within fifteen (15) days of such mailing of the Notice of Delinquent Toll Evasion Violation, the Penalty shall be considered a debt due and owing VTA, and VTA may seek to recover in any lawful manner, as provided for in **Section 12**, from the rentee or lessee.

Section 9. Payment After Notice of Delinquent Toll Evasion Violation

If a Motorist who was mailed a Notice of Delinquent Toll Evasion Violation pursuant to **Section 8** of this Ordinance, or any other person who presents the Notice of Toll Evasion Violation or Notice of Delinquent Toll Evasion Violation, deposits the Penalty due with a person authorized to receive it, then the Processing Agency shall follow the procedures set forth in Section 40266 of the Code.

Section 10. Contest of Notice of Toll Evasion Violation or Notice of Delinquent Toll Evasion Violation

- (a) A person may contest a Notice of Toll Evasion Violation or

Notice of Delinquent Toll Evasion Violation within twenty-one (21) days of the issuance of the Notice of Toll Evasion Violation, or within fifteen (15) days of the issuance of the Notice of Delinquent Toll Evasion Violation, as applicable.

- (b) The Processing Agency shall establish a fair and impartial investigation process to investigate the circumstance of the notice with respect to the contestant's written explanation of reasons for contesting a Violation. The Processing Agency shall investigate with its own records and staff the circumstances of the notice with respect to the contestant's written explanation of reasons for contesting the Violation. If based upon the results of that investigation, the Processing Agency is satisfied that the Violation did not occur or that the registered owner was not responsible for the Violation, the Processing Agency shall cancel the Notice of Toll Evasion Violation or Notice of Delinquent Toll Evasion Violation and make an adequate record of the reasons for cancelling the notice. The Processing Agency shall mail the results of the investigation to the person who contested the Notice of Toll Evasion Violation or the Notice of Delinquent Toll Evasion Violation.
- (c) A person who contests a Notice of Toll Evasion Violation or Notice of Delinquent Toll Evasion Violation and is not satisfied with the results of the investigation may, within fifteen (15) days of the mailing of the results of the investigation, deposit the amount of the Penalty as set forth in subsection D of this **Section 10** and request an administrative review. The Processing Agency shall hold the administrative review within ninety (90) calendar days following the receipt of the request for an administrative review accompanied by the required deposit amount. The person requesting the administrative review may request one (1) continuance, not to exceed twenty-one (21) calendar days. The person requesting the administrative review shall indicate to the Processing Agency his or her election for a review by mail or personal conference.
- (d) The deposit for requesting an administrative review shall be as follows:

 - (1) Except as provided herein, an individual seeking an administrative review shall deposit the full amount of the Penalty due at the time of the request.
 - (2) Individuals unable to pay the required deposit may apply for a hardship exception, which may be granted by the Processing Agency in its discretion.

- (e) If the person requesting an administrative review is a minor, that person shall be permitted to appear at an administrative review or admit responsibility for a Violation without the necessity of the appointment of a guardian. The Processing Agency may proceed against that person in the same manner as if that person were an adult.
- (f) As evidence of the Violation the Processing Agency shall produce the Notice of Toll Evasion Violation or a copy thereof, information received from the Department identifying the registered owner of the Vehicle, and a statement under penalty of perjury from the person authorized to issue a notice of Violation that the Tolls or other charges and any applicable fee were not paid in accordance with VTA's policies. This documentation in proper form shall be prima facie evidence of the Violation.
- (g) The reviews shall be conducted in accordance with the written procedures established by the Processing Agency which shall ensure a fair and impartial review of the contested Violations. The Processing Agency shall provide its decision by first-class mail to the contestant. If a notice of appeal to the California Superior Court is not filed within the period set forth in **Section 11**, the decision shall be deemed final.
- (h) The Processing Agency shall designate one or more individuals to serve as the hearing officer(s) appointed to conduct administrative reviews pursuant to this **Section 10**. Each hearing officer shall demonstrate the qualifications, training and objectivity necessary to perform fair and impartial reviews. No hearing officer's employment, performance evaluation, compensation and benefits shall be directly or indirectly linked to the outcome of reviews or the revenue generated by such reviews.

Section 11. Appeal to Superior Court

A person who requests an administrative review and is not satisfied with the results of the review, may within twenty (20) days after the mailing of the Processing Agency's final decision seek review by filing an appeal to the Santa Clara County Superior Court, where the case shall be heard de novo, except that the contents of the Processing Agency's file in the case on appeal shall be received in evidence. For the purposes of computing the twenty (20)-day period, section 1013 of the Code of Civil Procedure shall be applicable. The Processing Agency shall admit into evidence as prima facie evidence of the facts stated therein, a copy of the Notice of Toll Evasion Violation and/or Notice of Delinquent Toll Evasion Violation. A copy of the notice of appeal shall be served in person or by first-class

mail upon the Processing Agency by the contestant.

Notwithstanding section 70613 of the Government Code, the fee for filing the notice of appeal shall be Twenty-Five Dollars (\$25). If the appellant prevails, this fee, together with the deposit of the Penalty made by the contestant, shall be promptly refunded by the Processing Agency in accordance with the judgment of the court.

Section 12. Collection of Unpaid Penalties

If payment is not received within the time periods set forth herein, and no contest has been timely filed, or has been resolved, the Processing Agency is authorized to proceed under one or more of the following options for the collection of unpaid Penalties:

- (a) Transmit an itemization of unpaid Penalties with the Department for collection with the registration of the Vehicle. The Processing Agency shall pay the fees assessed by the Department associated with the recording of the Notice of Delinquent Toll Evasion Violation and may charge the amount of the fee to the Motorists to be collected by the Department.
- (b) If more than Four Hundred Dollars (\$400) in unpaid Penalties have been accrued by any person or registered owner, the Processing Agency may file proof of that fact with the Superior Court with the same effect as a civil judgment. Execution may be levied and other measures may be taken for the collection of the judgment as are authorized for the collection of any unpaid civil judgments entered against a defendant in an action on a debt. The court may assess costs against a judgment debtor to be paid upon satisfaction of the judgment. The Processing Agency shall mail a notice by first-class mail to the person or registered owner indicating that a judgment shall be entered for the unpaid Penalties and that after thirty (30) days from the date of the mailing of the notice, the judgment shall have the same effect as an entry of judgment against a judgment debtor. The notice shall include all information required by Code section 40267. The filing fee and any costs of the collection shall be added to the judgment amount.
- (c) If the Processing Agency has determined that registration of the Vehicle has not been renewed for sixty (60) days beyond the renewal date, and the Penalty has not been collected by the Department pursuant to section 4770 of the Code, the Processing Agency may file proof of unpaid Penalties with the court with the same effect as a civil judgment as provided above, except that if the amount of the unpaid Penalty is not more than Four Hundred Dollars (\$400), the filling fee shall be

collectible by the court from the debtor.

- (d) Contract with a collection agency to collect Penalty amounts.
- (e) Submit a request to the California State Controller for an offset of unpaid Penalty owing by a Motorist against any amount owing the person or entity by a claim for a refund from the Franchise Tax Board under Personal Income Tax Law or the Bank and Corporation Law or from winnings in the California State Lottery, as authorized by California Government Code section 12419.12. The Processing Agency shall provide notice of intent to request an offset by first-class mail to the Motorist thirty (30) days prior to the request date.
- (f) Pursue such other remedies and enforcement procedures that are authorized under the laws of the State of California.

Section 13. Termination of Proceedings

The Processing Agency shall terminate proceedings on the Notice of Delinquent Toll Evasion Violation in any of the following cases:

- (a) Upon receipt of collected penalties remitted by the Department under Code section 4772 for that Notice of Delinquent Toll Evasion Violation.
- (b) If the Notice of Delinquent Toll Evasion Violation was returned to the Processing Agency pursuant to Code section 4774 and five (5) years have elapsed since the date of the Violation.
- (c) The Processing Agency receives information that the Penalties have been paid to the Department pursuant to Code section 4772.

Section 14. Confidentiality

Any information obtained during the enforcement of Violations shall not be used for any purpose other than to pursue the collection of Violations or process Tolls.

Section 15. Other Notices

Nothing herein shall prohibit VTA or the Processing Agency from establishing informal methods of notifying Motorists of Violations and from collecting Tolls and Penalties for Violations through such means.

Section 16. Implementation

VTA's General Manager is hereby authorized and directed to develop procedures, forms, documents, and directives which may be necessary to implement the terms of this Ordinance, and the General Manager may delegate such duties and obligations under this Ordinance to staff of, or consultants under contract to Processing Agency.

Section 17. Severability

If any term, covenant or condition of this Ordinance shall be held by a court of competent jurisdiction to be invalid or unenforceable, then the remainder of this Ordinance shall not be affected and each remaining provision shall be valid and enforceable to the fullest extent permitted by law unless any of the stated purposes of this Ordinance would be defeated.

ARTICLE II -PUBLICATION OF ORDINANCE.

Upon adoption on the second reading hereof, the Board Secretary shall cause the publication of this Ordinance, within fifteen days of its adoption, once each in a newspaper of general circulation printed and published within Santa Clara County, and Board Secretary shall attest to such adoption and publication of this Ordinance. This Ordinance shall become effective thirty (30) days after adoption.

APPENDIX A

Facilities and Tolls

Under the Silicon Valley Express Lanes Toll Enforcement Ordinance, the high occupancy vehicle requirement, the hours of operation, and the discounts applicable to two-occupant vehicles and Clean Air Vehicles shall be as set forth in this table:

HOV Requirement and Maximum Hours of Operation	Discounts for Eligible Vehicles	
	HOV-2	Clean Air Vehicle
Minimum of two occupants (HOV-2+) Monday to Friday 5AM to 8PM	100% Discount.	50% Discount.
Minimum of three occupants (HOV-3+) Monday to Friday 5AM to 8PM	50% Discount.	50% Discount. Cannot be combined with the HOV-2 Discount.

For Silicon Valley Express Lanes, the surcharge for License Plate FasTrak® Account transactions shall be consistent with the maximum amount established by FasTrak® Regional Customer Service Center Policies (BATA Resolution No. 52).

Schedule of Penalties (as adopted by the VTA Board on ADD DATE OF ADOPTION)

Toll Evasion Penalty: original toll plus \$25 toll evasion penalty (or the amount established by FasTrak® Regional Customer Service Center Policies – BATA Resolution No. 52.)

Delinquent Penalty: original toll plus \$70 penalty – i.e., \$25 Toll Evasion Penalty plus \$45 late fee (or the amount established by FasTrak® Regional Customer Service Center Policies – BATA Resolution No. 52.)

Exceptions:

1. If the violation is determined to be the fault of the toll agency.
2. For first time offense, a non-customer can open a FasTrak® account and the toll evasion penalty will be waived.
3. For FasTrak® account holdings in good standing, toll-only will be posted to the account balance. If the account balance is less than the amount of the toll, the account balance must be brought to the replenishment threshold amount prior to posting the violation toll amount.

A processing fee will be applied to violations sent to the Department of Motor Vehicles (DMV) for a registration hold in the amount of the DMV recording fee authorized pursuant to Vehicle Code 4773, as said amount may be amended from time to time.

Silicon Valley Express Lanes

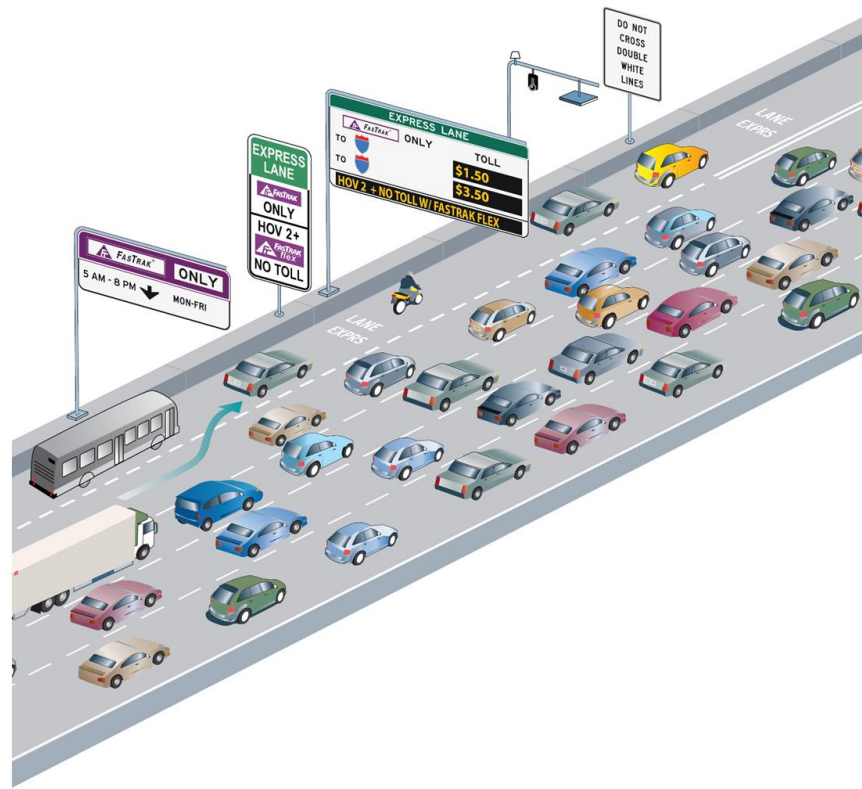
Toll Ordinance

September Committees

Primary Objectives of Express Lanes

Since inception (March 2012),
Silicon Valley Express Lanes have provided:

- **Congestion relief** through more effective use of existing roadways
- Commuters with a **new mobility option** and more reliable commute
- A **funding source** for transportation improvements, including public transit, within express lane corridors



SR 237 Express Lanes: Existing Operations

Phase 1 SR 237 Express Lanes (second Express Lanes Project implemented in the Bay Area):

- No tag (i.e., FasTrak, transponder) required for eligible carpoolers to use Express Lanes
- Operational only during peak periods
 - Similar to carpool lane hours
- CHP enforcement to catch cheaters
 - Manual observations by CHP
 - Violation fees do not come to VTA



What Toll Ordinance Does for VTA?

Allows VTA to **collect toll violation fees** from violators*

VTA will adopt the same penalty fees as all other Bay Area toll operators (bridges and express lanes)

- Bay Area Toll Authority
- Alameda County Transportation Commission
- Bay Area Infrastructure Financing Authority led by MTC
- Golden Gate Bridge Highway and Transportation District

*1,700 citations issued in FY'18,
54% attributable to solo drivers
without tags

Toll evasion penalty
(Toll + \$25)

Delinquent penalty
(Toll + \$25 + \$45 (late fees))

Achieve Regional Consistency with Express Lanes

With opening of Phase 2 SR 237 Express Lanes next summer 2019, the Silicon Valley Express Lanes Program will become **consistent** with the rest of Bay Area Express Lanes operations:

- Require a tag to use Express Lanes
- Expanded Hours of Operation
 - Monday to Friday, 5 a.m. to 8 p.m.
- Improved Enforcement to catch cheaters
 - Video cameras
 - Violation penalties fees will come to VTA



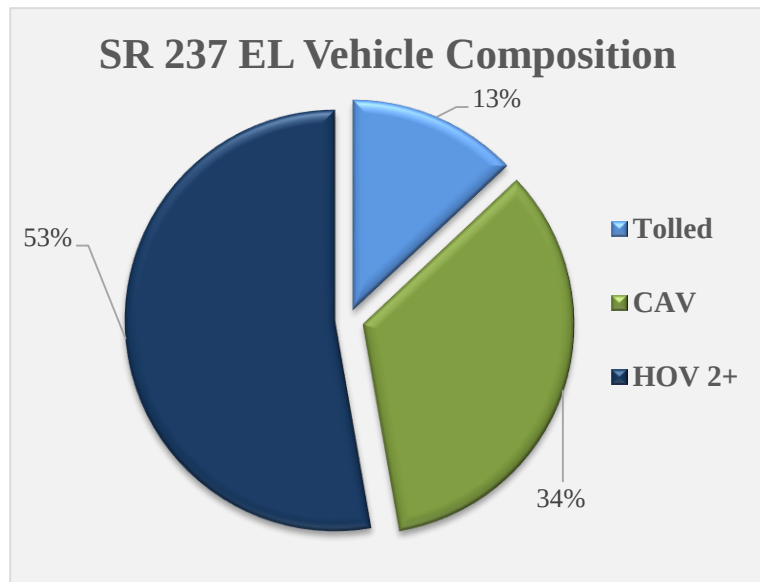
What Toll Ordinance Also Does for VTA?

Helps Address CAV challenge on Express Lanes

- Proposed toll ordinance sets the percentage discount to offer Clean Air Vehicles (CAVs)

CAVs will receive 50% toll discount

- MTC and ACTC plan to implement 50% toll discount for CAVs by 2020
- Consistent with 50% discount for carpoolers on Bay Area bridges
- LA Metro to be the first in California to toll CAV (early 2019)



Prepare for Future Changes

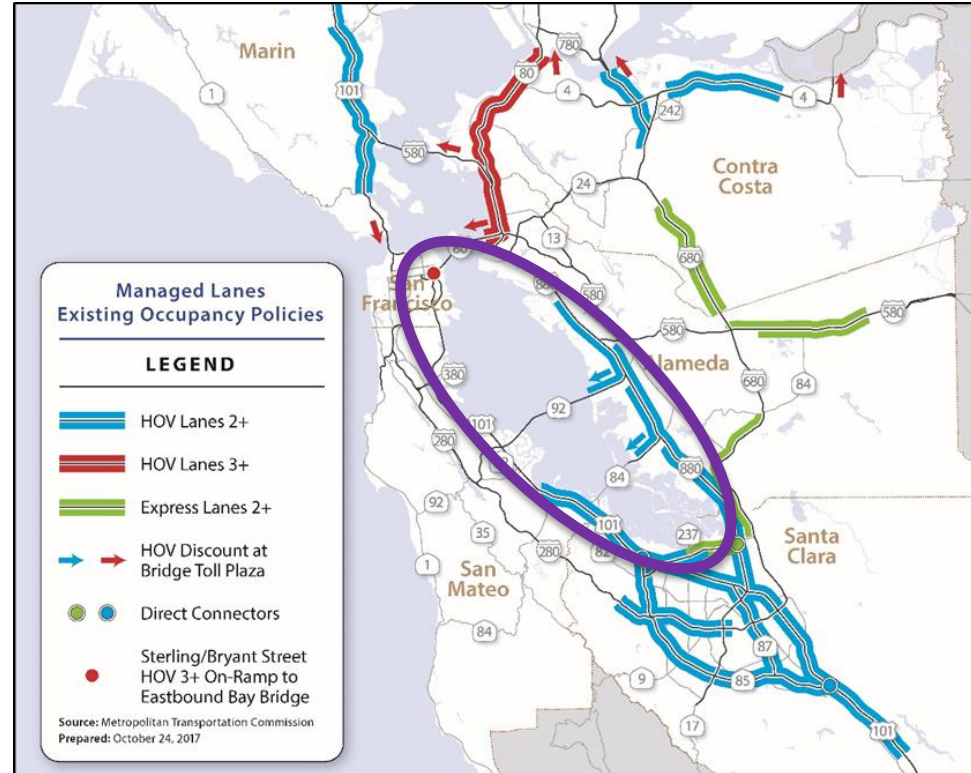
Consistent operation and rules on most congested Express Lane corridors (*I-880, SR 237, US 101*):

Now

- HOV 2+ occupancy = 100% discount

Future

- Same hours of operation
- Everyone using lanes needs a tag
- HOV 3+ occupancy = 100% discount
- Two people = 50% discount



Next Steps

September Committees/October Board
(Informational Item)

October Committees/November Board
(Action Item)

VTA staff will also conduct extensive public outreach to inform users about the new rules being implemented on the Phase 2 SR 237 Express Lanes slated to open in summer 2019.

VTA will host public forum to seek comments on toll ordinance policy at VTA Board of Directors November meeting.

Ordinance takes effect 30 days after Board approval

Questions?





Date: September 12, 2018
 Current Meeting: September 20, 2018
 Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Congestion Management Program & Planning Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director - Planning & Programming, Chris Augenstein

SUBJECT: North First Street Light Rail Improvements

FOR INFORMATION ONLY

BACKGROUND:

In July 2015, VTA initiated Phase Two of the Light Rail Enhancement Program. The current projects focus on increasing speed throughout the system by analyzing slow speed zones and implementing specific capital projects focusing on improving operations and safety through Downtown San Jose and North First Street. The North First Street speed improvements had originally looked at larger scale improvements such as full intersection gates and crossing arms; however, after initial analysis, the project is now focusing on less infrastructure-intensive, technology based solutions.

DISCUSSION:

The current Light Rail enhancement program began with an overall slow speed zone analysis of the entire Light Rail system, and focused on improving system operations and safety in two specific locations: North First Street and Downtown San Jose. The Downtown Safety and Speed Pilot project recently was reviewed with VTA committees in May 2018. This report provides an update on the Light Rail speed improvements for North First Street in San Jose.

North First Street Speed Improvements

Light Rail currently operates at 35 miles per hour (mph) within the median of North First Street between Civic Center and Tasman Stations. This corridor is approximately 4 miles long and contains 9 Light Rail stations and over 20 at-grade intersections. A Light Rail trip from Civic Center to Tasman typically takes 14 minutes but can range anywhere from 12 minutes to 18 minutes depending on dwell time at platforms and delays at intersections.

This project originally focused on designing capital improvements to increase maximum

operating speeds up to 45 mph, which would have allowed trains to operate 6 minutes faster in this corridor. However, this would have required crossing gates to be installed at every intersection, which would have led to major construction impacts, right-of-way acquisitions, and major roadway configurations. When further analysis was done on this corridor, staff found that the average speed on this corridor was actually much lower than the current maximum allowable speeds of 35mph. On average, Light Rail typically operates closer to 15mph through this area (Attachment A). If Light Rail were to operate closer to the current maximum allowed operating speed, travel times could be reduced by as much as 5 minutes, or 35% over existing speed and would not require the major impacts of the intersection gates listed above.

Consequently, staff shifted this project focus to smaller scale, lower cost, less capital intensive improvements that would allow Light Rail to operate closer to the existing maximum operating speed of 35 miles per hour. The improvements in this corridor focus on three main projects: signal priority upgrades, implementing adaptive pedestrian technology, and installing Light Rail confirmation signals.

Signal Priority Upgrades

VTA and The City of San José are currently working together to devise signal timing improvements for Light Rail in the North First Street corridor. This corridor includes 21 intersections, 20 of which are controlled by the City of San José (Montague Expressway, is controlled by the County of Santa Clara). VTA has already provided proposed signal timing plans to the City of San José for their review. In general, traffic signals are typically operated by the city or county they are located in and any updates and improvements to signal priority must be implemented by each respective agency. In the case of the proposed improvements to North First Street, it is up to the discretion of the City to decide whether or not to implement those timing plans. The proposed signal timing changes were modeled and the proposal would prioritize movements parallel with North First Street, improving auto speeds along North First, but creating some delays to autos crossing First Street. However, these plans would improve Light Rail travel speeds by approximately 45% (see Attachment B).

Adaptive pedestrian detection technology

Adaptive pedestrian detection technology is a newer technology that utilizes cameras to detect the presence of pedestrians in a crosswalk. The system then adapts the signal timing at each intersection to allow for more efficient operations for all modes. For example, if pedestrians were no longer detected in a crosswalk, the intersection would be allowed to proceed to the next phase in the signal cycle. If pedestrians were still detected in the crosswalk when the countdown timer reaches zero, then the intersection would add a set amount of additional time to allow for the pedestrian to clear the intersection. This technology does not skip phases or truncate the displayed time. It should be noted that the County of Santa Clara has a number of these intersections already in operation on the expressway network and the proposed improvements would operate very similar to those signals. VTA will initially implement these improvements at up to five intersections as a pilot. If the pilot is successful, VTA plans to implement these improvements throughout North First Street.

Light Rail Confirmation Signals

In discussion with the Light Rail operators, many mentioned that as they approach an intersection, they have no notification on whether the upcoming traffic signal has detected their Light Rail Vehicles arrival and will allow the train to proceed through the intersection unimpeded. Due to this lack of assurance, many operators tend to slow down as they approach intersections to ensure they can safely stop their train if the signal changes abruptly. The Light Rail Confirmation Signal technology would provide an additional signal notification to Light Rail operators on whether the upcoming intersection has detected their Light Rail Vehicle. This would allow Light Rail operators to proceed safely and with confidence through intersections. VTA will initially implement these improvements at up to two intersections as a pilot. If the pilot is successful, VTA plans to implement these improvements throughout North First Street.

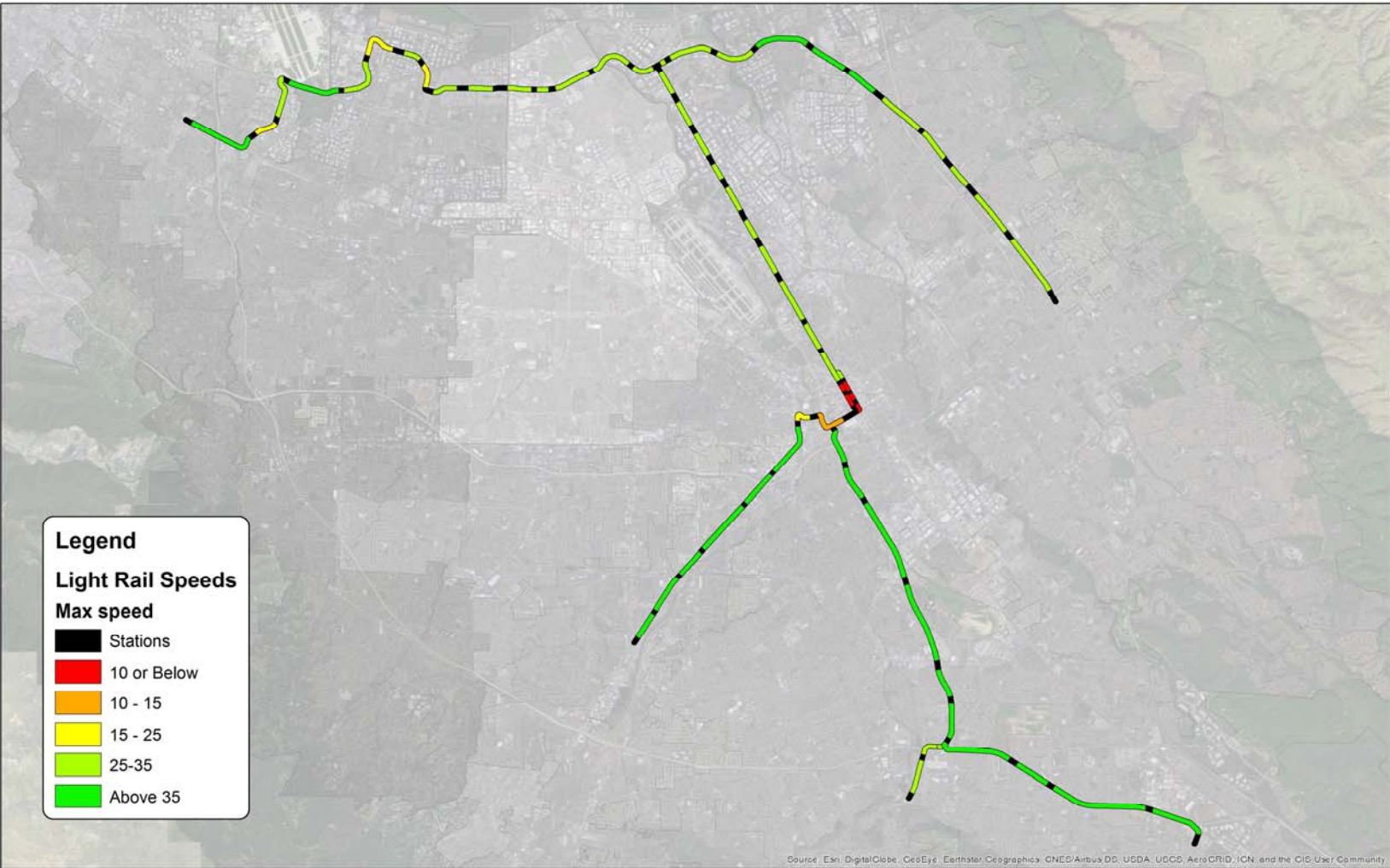
Engineering for these projects will be complete in the fall of this year and construction could begin as early as next spring.

Prepared By: Jason Kim
Memo No. 6522

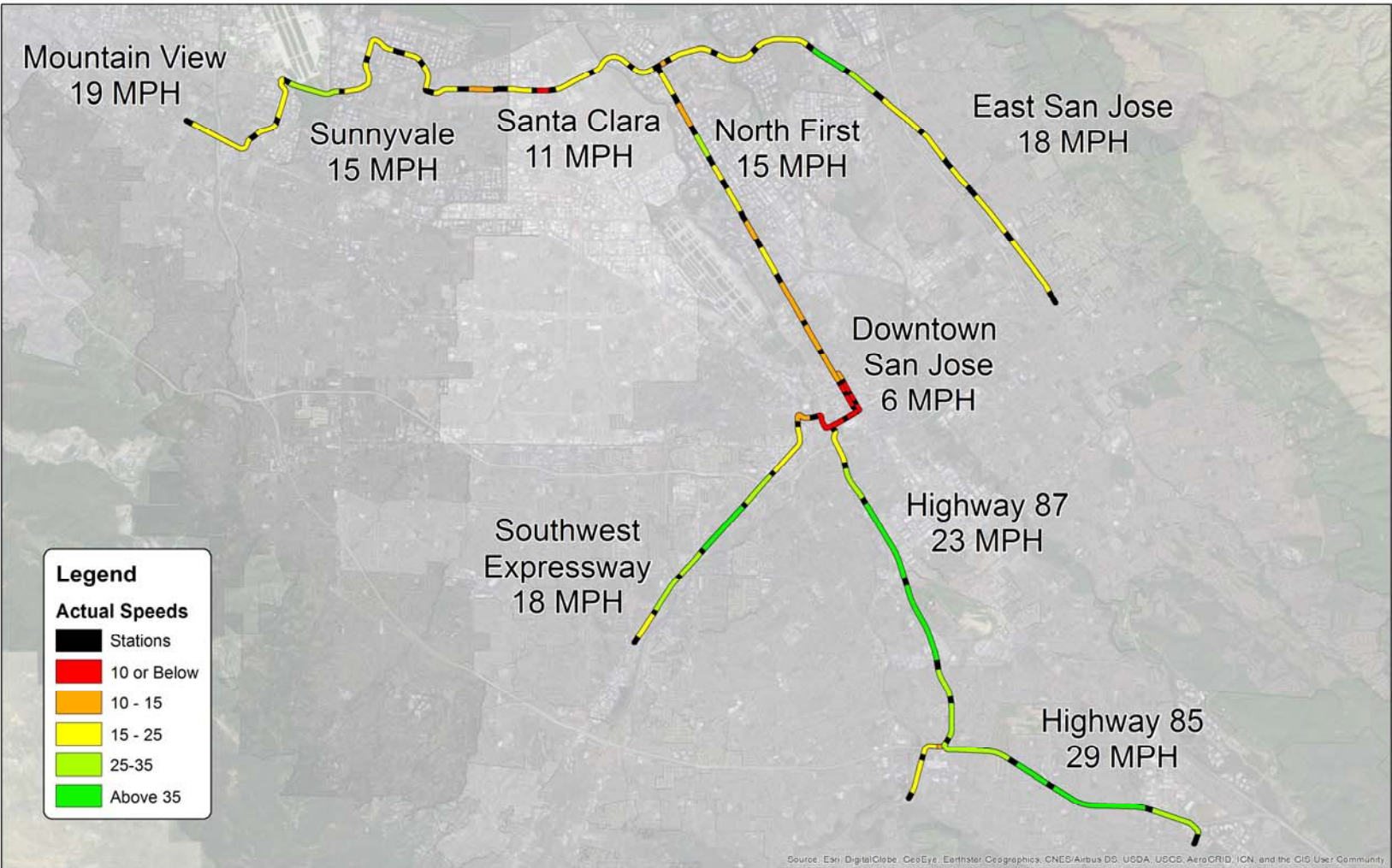
Attachment B

Evaluation Measure	Unit	Existing Conditions	With Project
Northbound Average Travel Speed	mph	14.2	20.8
Southbound Average Travel Speed	mph	13.8	21.2
Northbound Average Travel Time	min	15.8	10.8
Southbound Average Travel Time	min	16.7	10.9
Average Transit Delay	seconds per train	577	143
Average Auto Delay	seconds per auto	117	160
Average Pedestrian Delay	seconds per pedestrian	81	83
Average Bicyclist Delay	seconds per bicyclist	56	67

Light Rail Track Speeds



Light Rail Actual Speeds

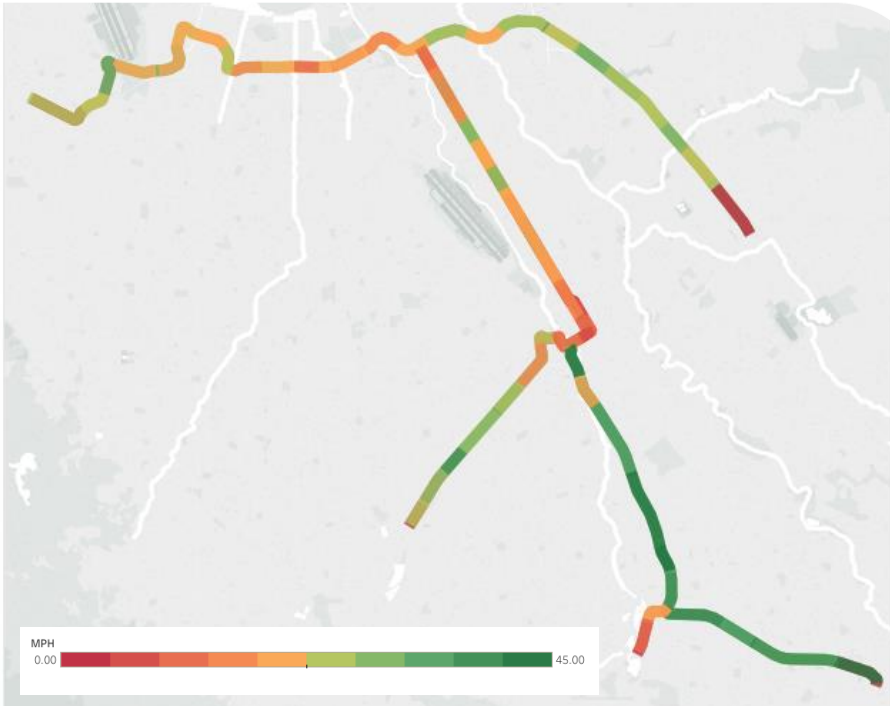




North First Street Light Rail Improvements

CMPP Item #12
SSTPO Item #6

Speeding Up Light Rail



Slow Light Rail System Speeds

- Many at-grade intersections
- Lots of track curves
- Mix of different Cities and Agencies involved
- Increasing development, traffic, and pedestrian activity

Two Project Areas

- North First Street
- Downtown San Jose (Pilot Project)



VTA Strategic Plan

Business line #1:

FAST

FREQUENT

RELIABLE

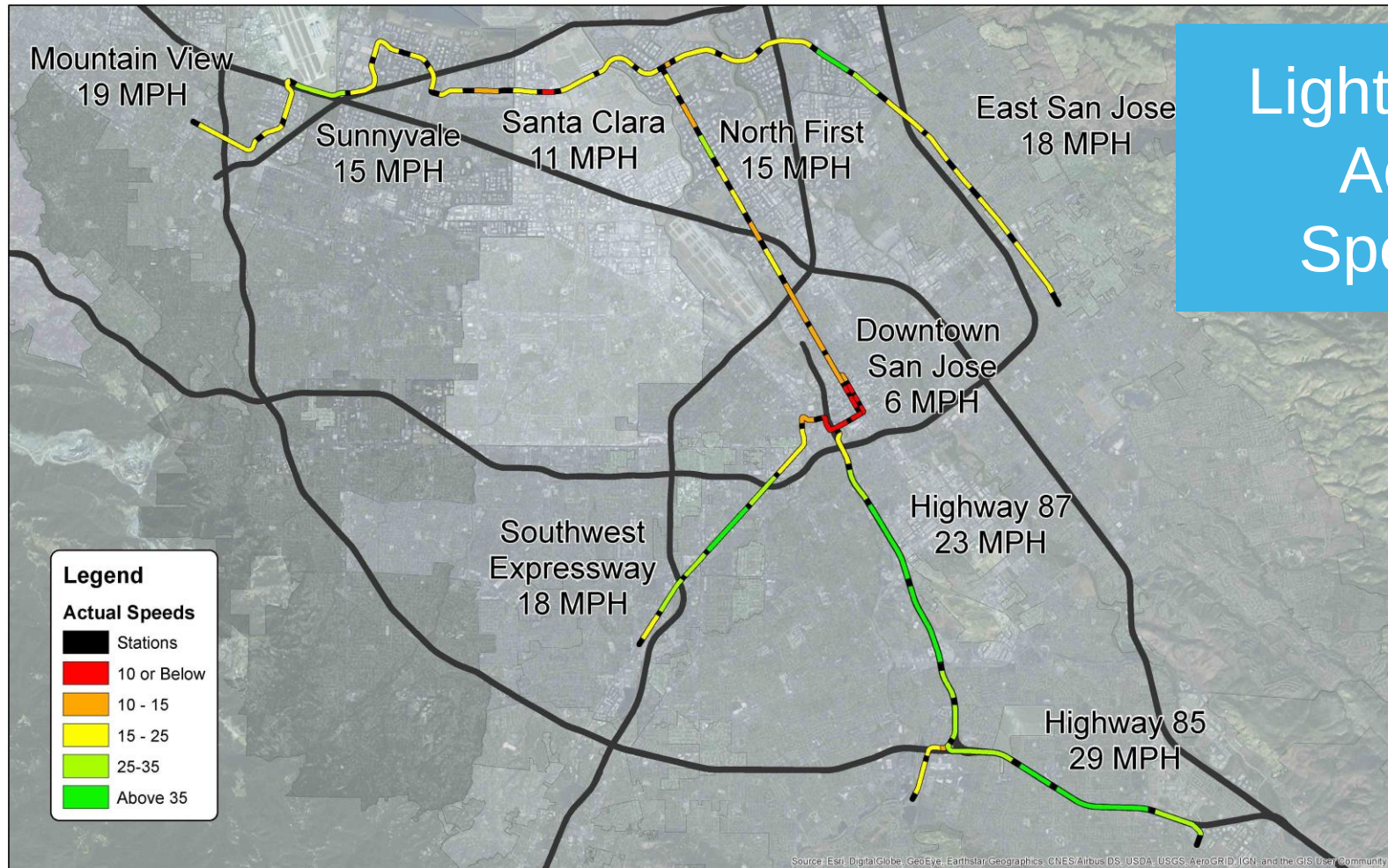
Light Rail Maximum Speeds

Legend
Light Rail Speeds
Max speed

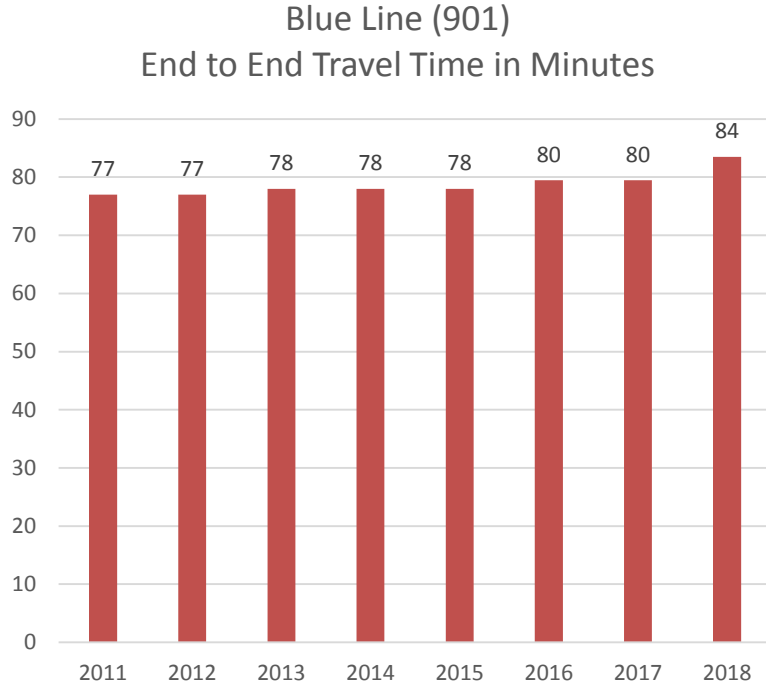
	Stations
	10 or Below
	10 - 15
	15 - 25
	25-35
	Above 35

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

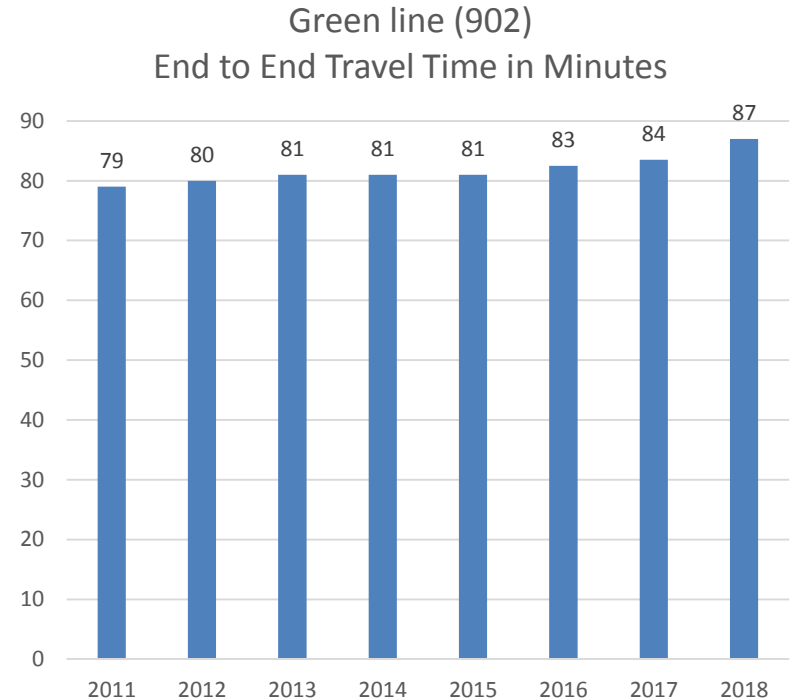
Light Rail Actual Speeds



Light Rail Operating Inefficiency Increasing



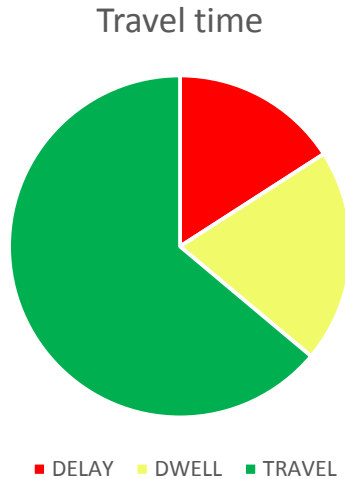
8% increase in travel time since 2011



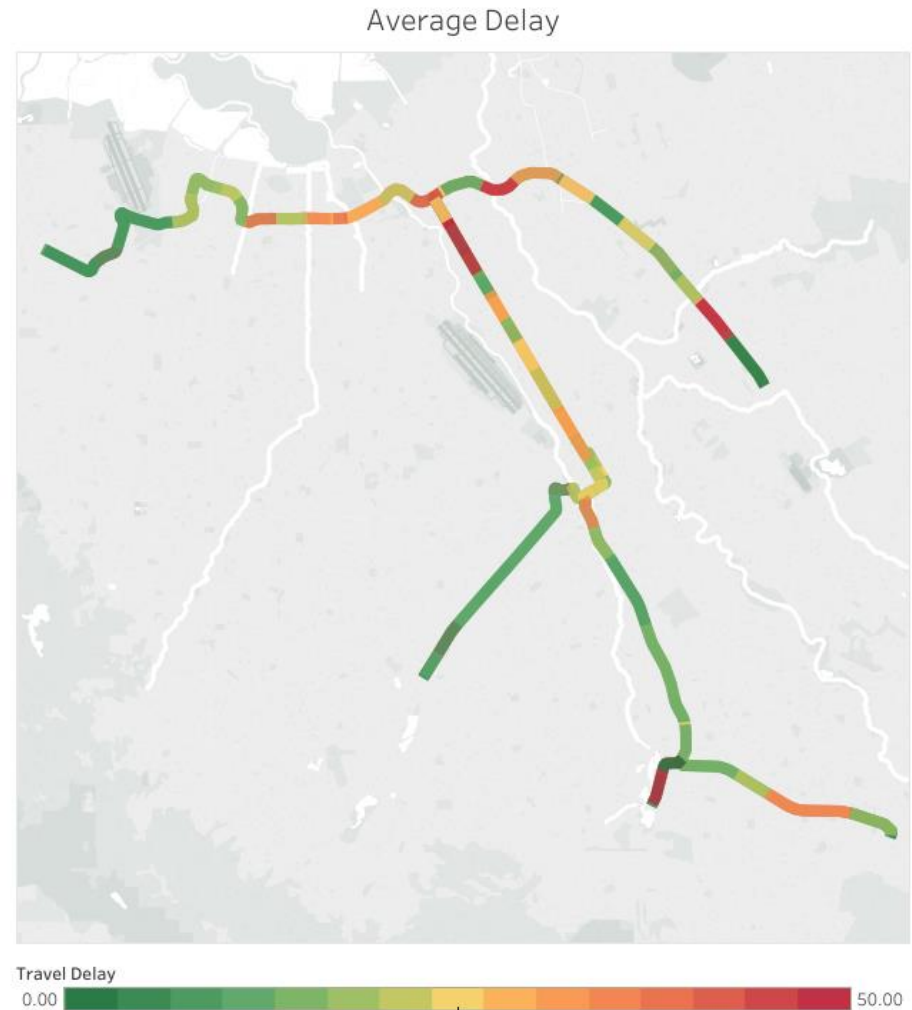
10% increase in travel time since 2011

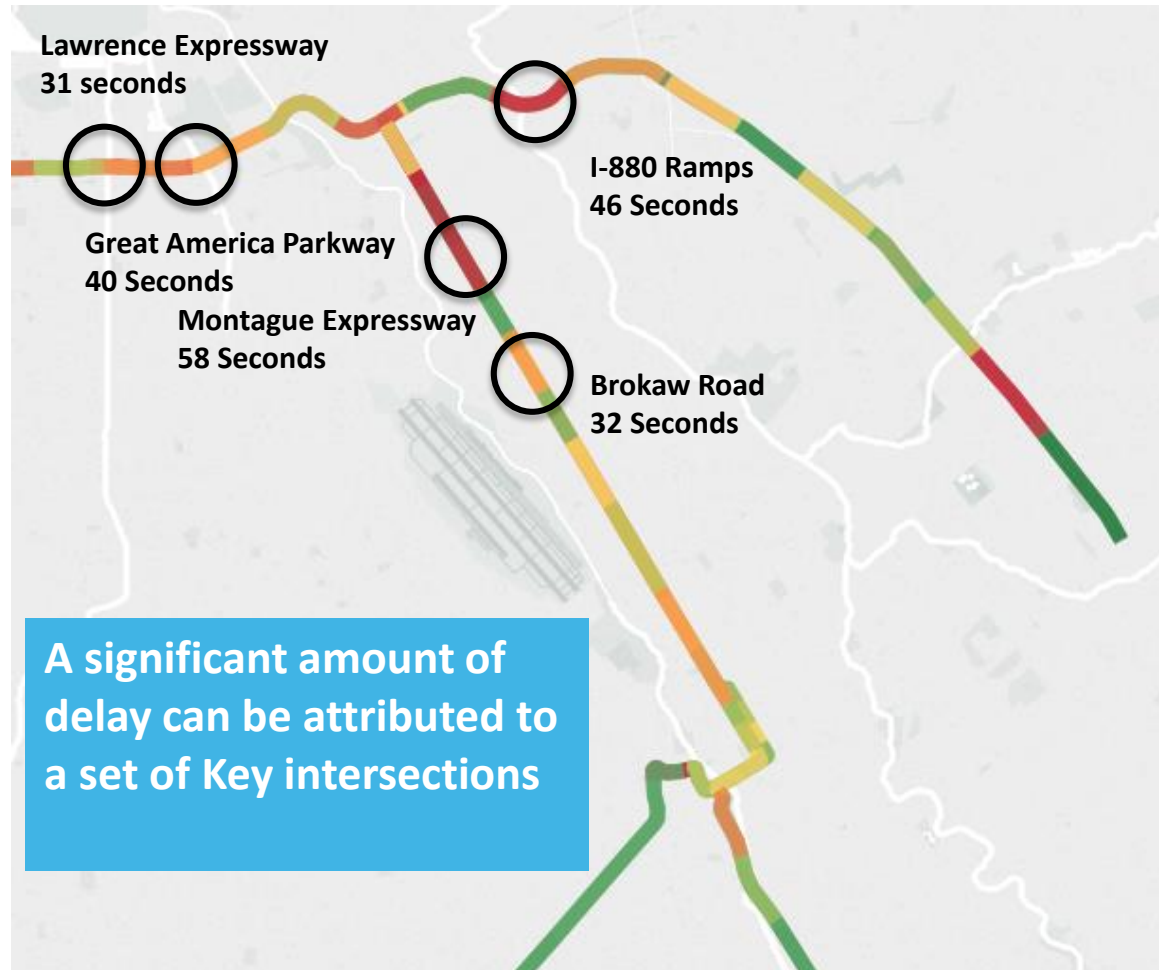
Improving travel speeds to 2011 levels could save over \$3 million annually

Light Rail Operating Delays Systemwide



20% of all travel time is stopping at intersections
20% of all travel time is stopping at Stations
60% of all travel time is normal travel between stations





North First Street



Blue Line in Los Angeles



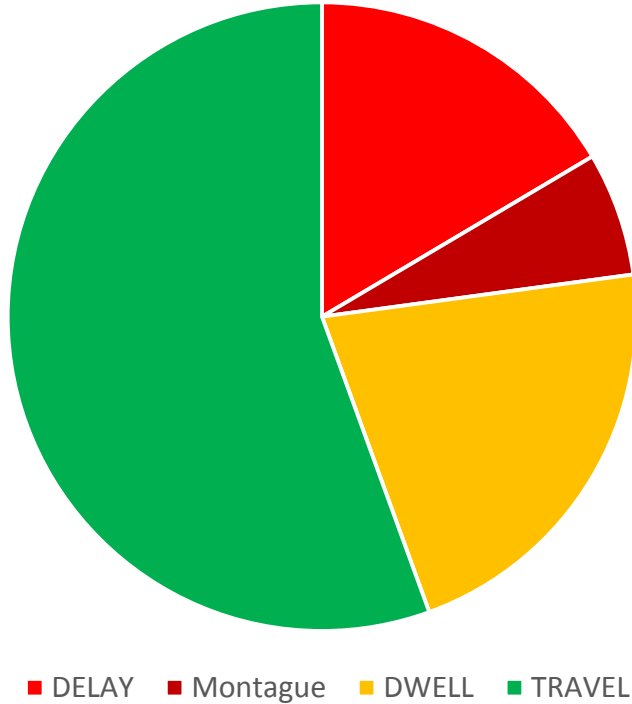
North First Street

Original Project was to Increase Maximum Speeds from 35mph to 45mph, it would require

- Full Fencing on both sides
- Four quadrant Intersections Gates
- Full Signal Preemption



North First Street Delays



20% of all travel time is stopping at Stations

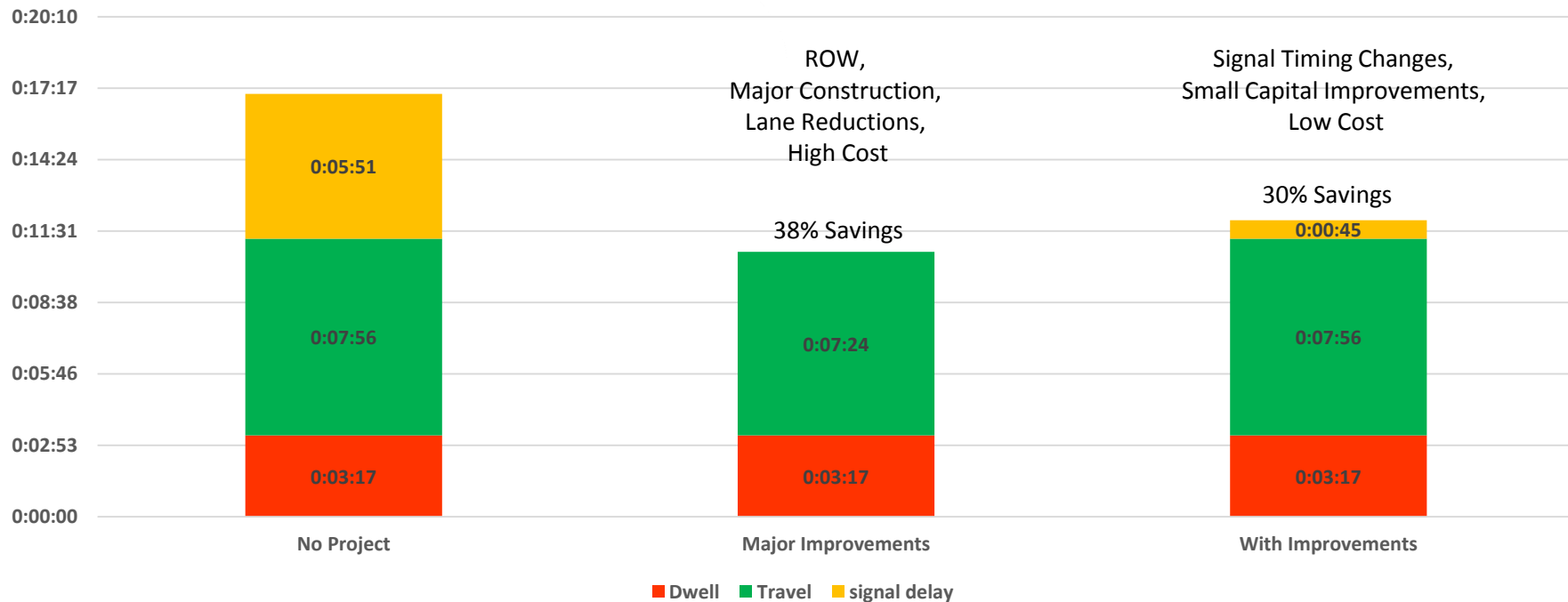
17% of all travel time is stopping at intersections other than Montague

8% of all travel time is stopping at Montague

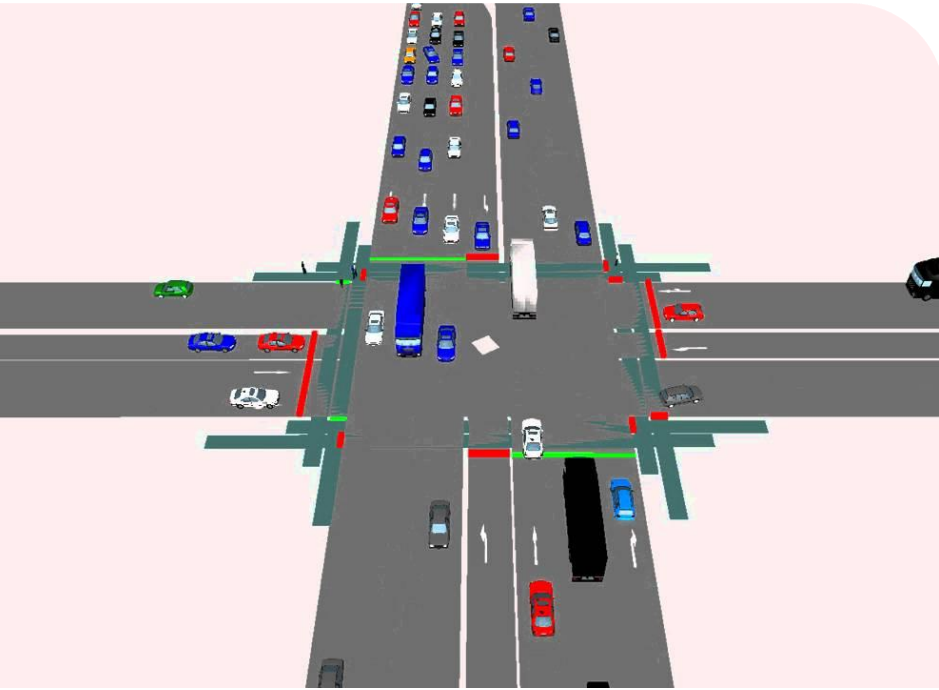


Light Rail Enhancement project

North First Travel Times



Improving Signal Priority



Improve Signal Priority

- Improving signal priority is a combination of improving technology at each intersection and Policy decisions from each jurisdiction
- VTA has no jurisdiction over signal operations. Signals are operated and maintained by each agency (City or County)
- VTA can provide signal timing recommendations, but each city has ultimate control over actual changes



Adaptive Pedestrian Detection

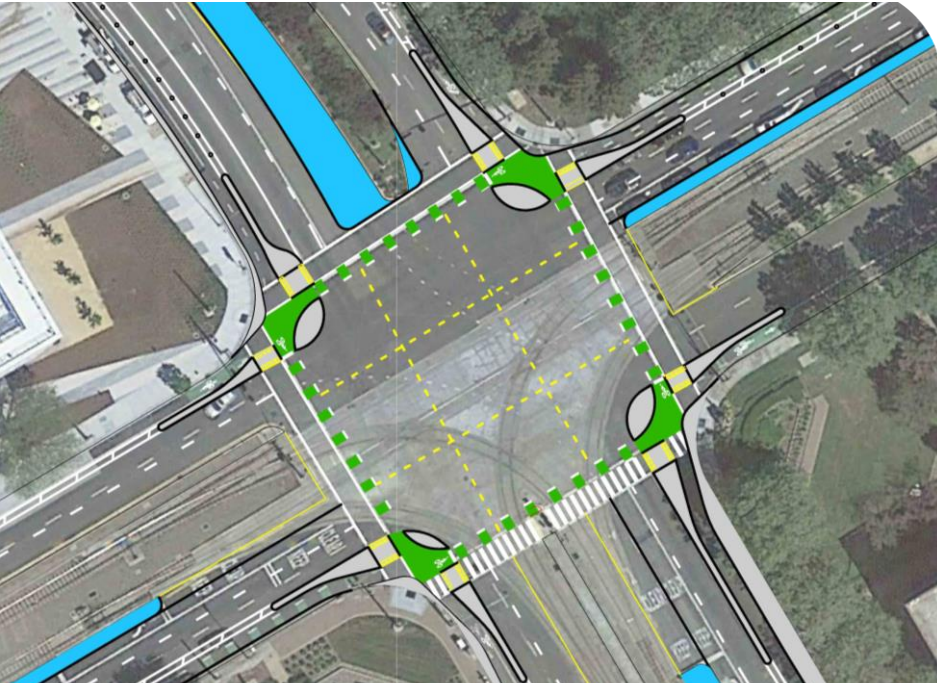


How does it work?

- Greatly Improve Signal Priority
- Extending crossing time based on passive in crosswalk detection is allowed
- Not allowed to reduce actual timing, but may assume a faster walking speed for initial countdown time
- Thermal or Radar detection



First and Tasman



- First and Tasman Changes
 - Eliminate left turns, either onto to First Street, or all left turns
 - Reduction in cycle times
 - Using space from elimination of lanes for bike & pedestrian improvements



Questions?

Doc ID	Origin	Short Title	CMPP 9/20	BOD 10/4	CMPP 10/18	BOD 11/1	CMPP 11/15	BOD 12/6
6664	Dept - Programming and Grants Management / Marcella Rensi	Sponsoring Agency Resolution for Transit Intercity Rail Capital Program (TIRCP) Grant Master Agreeeme	A	A				
6272	Division - Engineering and Program Delivery / Suja Prasad	Measure A Semi-Annual Report ending June 30, 2018	I	I				
6273	Division - Engineering and Program Delivery / Suja Prasad	VTP Highway Program Semi Annual Report Ending June 30, 2018	I	I				
6612	Dept - Project Development / Murali Ramanuiam	Express Lanes Toll Ordinance	I	I				
6618	Dept - Project Development / Jane Yu	FY 2018 SR 237 Express Lanes Operational Report	I	I				
6641	Dept - Project Development / Casey Emoto	2018 Transportation Systems Monitoring Program Report	I	I				
6656	Dept - Programming and Grants Management / Bill Hough	Programmed Project Monitoring - Quarterly Report	I	I				
6522	Dept - Transportation Planning / Jim Unites	North First Light Rail Improvements	I					
6524	Dept - Real Estate / Ron Golem	Revisions and Update of Joint Development Policy			A	A		
6610	Dept - Transportation Planning / Chris Augenstein	Santa Clara Multimodal Improvement Plan Approval			A	A		
6634	Dept - Transportation Planning / Chris Augenstein	Mountain View Multimodal Improvement Plan Approval			A	A		
6686	Dept - Programming and Grants Management / Marcella Rensi	Vehicle Registration Fund Advance: US 101/SR 25 Interchange			A	A		
6529	Dept - Programming and Grants Management / Marcella Rensi	Lifeline Cycle 5			A	A		
6643	Dept - Real Estate / Ron Golem	VTAs Joint Development Program: Looking Forward			I	I		
6565	Dept - Real Estate / Ron Golem	BSVII Adoption of Relocation Plan					A	A
6599	Dept - Programming and Grants Management / Marcella Rensi	VERBS Cycle 3-Supplemental					A	A
6683	Dept - Transportation Planning / Chris Augenstein	North San Jose Deficiency Plan Update					A	A
6685	Dept - Transportation Planning / Chris Augenstein	VTAs Development Review Policy					A	A
6563	Dept - Transportation Planning / Jim Unites	Station Access Policy					A	A

**VTA Board of Directors
Congestion Management Program and Planning Committee
Committee Staff Report
September 20, 2018**

SB 1 Grant Funding

- VTA received funding allocation votes from the California Transportation Commission (CTC) on August 16, 2018 for the following projects:
 - Approximately \$48 million for the US 101/SR 85 Corridor Express Lanes – Phase 3 project under the Solutions for Congested Corridors Program. This project will convert the existing carpool lanes on US 101 from SR 237 to the San Mateo/Santa Clara county line and also convert the carpool to carpool direct connector between US 101 and SR 85. VTA plans to start construction in early 2019.
 - \$17 million for the Mathilda Avenue Improvements from US 101 to SR 237 in Sunnyvale under the Local Partnership Competitive Program. **See additional discussion under Highway/Express Lanes Projects.** \$4.2 million for the US 101/SR 25 Interchange Improvements – Phase1. **See additional discussion under Highway/Express Lanes Projects.**
- VTA staff have submitted a request for a Letter of No Prejudice (LONP) to the CTC for \$241.5 million of the Transit and Intercity Rail Capital Program (TIRCP) grant that VTA was awarded for the BART Phase 2 Extension project. The State conditioned the TIRCP grant on VTA's obtaining a Full Funding Grant Agreement (FFGA) from the Federal Transit Administration. This is expected to occur in late 2019. A Letter of No Prejudice will allow VTA to begin final design work now and have those costs be eligible for reimbursement by the TIRCP grant in the future when the FFGA condition is fulfilled. VTA staff have requested CTC consideration at the CTC's October 15 & 16 2018 meeting in Stockton.

Other Grants

- The Federal Transit Administration (FTA) has approved all of VTA's 2018 Federal Formula Program grants for state of good repair projects for 2018. The final increment of VTA's New Starts grant for the BART Phase I extension is still pending with FTA.

Highway/Express Lanes Projects

- At their August 15-16, 2018 meeting, the California Transportation Commission (CTC) approved and allocated funding for the following projects:

- The Mathilda Avenue Improvements between US 101 and SR 237 received \$17 million in SB 1 funds under the Local Partnership Program. The City of Sunnyvale was also able provide the matching \$17 million that was supposed to be provided by 2016 Measure B funds and will be reimbursed if Measure B is successful in the ongoing litigation. The project is schedule to be advertised in late September 2018 and is expected to start construction in early 2019.
- The US 101 SR 85 Express Lanes Phase 3 project received \$47, 460,000 in STIP and SB 1 – Solutions for Congested Corridors Program. The project is scheduled to be advertised in late September 2018 and expected to start construction in early 2019.

The US 101/SR 25 Interchange – Phase 1 project located south of the City of Gilroy received \$4.2 million in SB 1 funds under the Trade Corridor Enhancement Program. The project is expected to begin design activities in early 2019.

MTC Horizon Call for Projects

As previously reported to the committee, MTC is conducting the Horizon Planning Initiative - a long-term planning exercise to measure the impacts of major transportation projects. MTC conducted a call for projects, where agencies and the public were invited to submit their ideas for transformative projects. Transformative projects are those that have a total cost of at least \$1 Billion. MTC staff will evaluate the projects received and determine which projects will be modeled as part of the Horizon process. It is anticipated that the results of the modeling will be published at the end of the year. The projects and the modeling effort will help inform the update to the next Regional Transportation Plan, which will begin in spring 2019. VTA submitted the following projects for consideration:

- VTA Light Rail Grade Separations
- North First Street San Jose Subway
- Downtown San Jose Subway
- Santa Clara County Caltrain Grade Separations
- VTA Pay As You Go Mobility Program
- US 101/I-880 Interchange
- SR 152 Trade Corridor
- Bicycle Superhighway Network
- BART Extension to Millbrae
- BART Extension to South County
- Transit Solutions for Stevens Creek Boulevard
- Diridon Station Build-out

Glossary of Terms

APTA – American Public Transportation Association
ARRA – American Recovery and Reinvestment Act
ATP – Active Transportation Program
BAAQMD – Bay Area Air Quality Management District
BART – Bay Area Rapid Transit
BCDC – Bay Conservation and Development District
BRT – Bus Rapid Transit
CDT – Community Design and Transportation Program
CMA – Congestion Management Agency
CMP – Congestion Management Program
COA – Comprehensive Operations Analysis
CTC – California Transportation Commission
HOV – High Occupancy Vehicle
HOT – High Occupancy Toll
HSR – High Speed Rail
HSRA – High Speed Rail Authority
ITIP – Interregional Transportation Improvement Program
PDA – Priority Development Area
MTC – Metropolitan Transportation Commission
VTP – Valley Transportation Plan
RTP – Regional Transportation Plan
TCRP – Traffic Congestion Relief Program
SB375 – Senate Bill 375 (Air Quality, Land Use and Transportation Planning)
SB83 – Senate Bill 83 (\$10 Vehicle Registration Fee)
SCS – Sustainable Community Strategy
SMCCAG – San Mateo City/County Association of Governments (CMA for San Mateo County)
SPUR – San Francisco Planning & Urban Research Association
TFCA – Transportation Fund for Clean Air
VERBS – Vehicle Emissions Reductions Based at Schools