SANTA CLARA
Valley Transportation Authority

TRANSIT PLANNING & OPERATIONS COMMITTEE

Thursday, November 3, 2016

3:00 PM

Conference Room 157

County Government Center

70 West Hedding 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 September 1, 2016.

5. INFORMATION ITEM - Receive the 2000 Measure A Transit Improvement Program Semi-Annual Report Ending June 30, 2016.

REGULAR AGENDA

6. ACTION ITEM - Adopt a policy to establish standards for VTA to determine placement of bus stops and when and under what conditions it will make bus stop closures and relocations.

7. INFORMATION ITEM - Receive the FY2016 Annual Transit Operations Performance Report.

OTHER ITEMS

8. Receive a report on Stadium Events. (Verbal Report)

9. Receive a report on the September 2016 Monthly Ridership and Fare Revenue Performance. (Verbal Report)

10. Receive an update on VTA Safety Program. (Verbal Report) (Francis)

11. Receive the Marketing Report. (Verbal Report) (Alaniz)

12. Items of Concern and Referral to Administration.

13. Review Committee Work Plan. (I. Evans)

14. Committee Staff Report. (I. Evans)

15. Chairperson's Report. (Khamis)

16. Determine Consent Agenda for the November 3, 2016 Board of Directors Meeting.

17. ANNOUNCEMENTS

18. 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.

SANTA CLARA Valley Transportation Authority

TRANSIT PLANNING & OPERATIONS COMMITTEE

Thursday, September 1, 2016

MINUTES

CALL TO ORDER

The Regular Meeting of the Transit Planning and Operations (TP&O) Committee was called to order at 3:02 p.m. by Chairperson Pro Tem Bruins in Conference Room 157, County Government Center, 70 West Hedding Street, San Jose, California.

1. ROLL CALL

Attendee Name	Title	Status
Johnny Khamis	Chairperson	Absent
Sam Liccardo	Member	Present
Ken Yeager	Vice Chairperson	Absent
Jeannie Bruins	Member	Present
Dave Cortese	Alternate Member	Absent
John McAlister	Alternate Member	N/A
Raul Peralez	Alternate Member	Present

*Alternates do not serve unless participating as a Member.

A quorum was not present and a Committee of the Whole was declared.

2. PUBLIC PRESENTATIONS

There were no Public Presentations.

3. ORDERS OF THE DAY

There were no Orders of the Day.

The Agenda was taken out of order.

REGULAR AGENDA

6. Bus Shelter Enhancement Strategy Update

Member Liccardo and Alternate Member Peralez arrived at the meeting and took their seats at 3:04 p.m. and a quorum was established.

Ying Smith, Transportation Planning Manager, provided the staff report.

Members of the Committee and staff discussed potential shelter features, design, and specifications, noting concerns about vandalism, safety, and light pollution from digital panels. Consideration for artistic elements, particularly in collaboration with the community, would be a positive addition.

Upon query of the Committee, Nuria I. Fernandez, General Manager and CEO, noted land use issues will be considered in the bus stop policy that staff will present to the Committee at a future meeting.

On order of Chairperson Pro Tem Bruins and there being no objection, the Committee received a status update on the Bus Shelter Enhancement Strategy.

CONSENT AGENDA

4. Regular Meeting Minutes of June 2, 2016

M/S/C (Liccardo/Peralez) to approve the Regular Meeting Minutes of June 2, 2016.

5. October 10, 2016 Transit Service Changes

M/S/C (Liccardo/Peralez) to receive a report on the October 10, 2016 Transit Service Changes.

RESULT:	**APPROVED [UNANIMOUS] – Consent Agenda Items**
MOVER:	Sam Liccardo, Member
SECONDER:	Raul Peralez, Alternate Member
AYES:	Bruins, Liccardo, Peralez
NOES:	None
ABSENT:	Khamis, Yeager

REGULAR AGENDA (continued)

7. Next Network: Light Rail Service Plan Recommendation

Jason Kim, Senior Project Manager, provided a brief report.

Jim Unites, Executive Manager, Transit Planning & Capital Development, highlighted the recommendation will include a 15-minute all day light rail service frequency improvement. He noted continued public outreach efforts regarding the light rail service plan will be conducted as part of VTA's Next Network endeavor, and anticipated service implementation in Fall 2017 to coincide with the opening of BART Silicon Valley Extension.

Members of Committee expressed general support of the service plan, including the color coding of the light rail lines and station renaming. Upon query of the Committee, staff noted the next biennial budget proposal will include a strategy to address operating costs.

On order of Chairperson Pro Tem Bruins and there being no objection, the Committee reviewed recommended 2017 Light Rail Operating Plan.

8. VTA's Next Network Plan Outreach Update

Jay Tyree, Senior Project Manager, gave an overview of the staff report.

Mr. Unites noted staff will provide further details on community input and solicit the Board of Directors' feedback on the proposed concepts at its September 23, 2016, Board of Directors Workshop Meeting.

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

Members of the Committee expressed their appreciation to staff for their work and on well-designed community leader workshops.

On order of Chairperson Pro Tem Bruins and there being no objection, the Committee received an update on Phase I of the outreach efforts for VTA's Next Network Plan.

9. Dynamic Transit Program - FLEX Pilot Project Update

Gary Miskell, Chief Information Officer, provided a brief report, highlighting key pilot findings and next steps.

Upon query of Members of the Committee, Ms. Fernandez noted future on-demand transit service plans will incorporate lessons learned from the pilot project, including public and operator feedback regarding vehicles, service area, and buy-in from employers within the service area.

On order of Chairperson Pro Tem Bruins and there being no objection, the Committee received information on the FLEX Pilot Project.

10. Brand Refresh and Public Will Building Update

Jim Lawson, Director of Government and Public Relations and Executive Policy Advisor, introduced Maria Cambra, Sales and Promotion Supervisor, and gave a brief staff report, noting: 1) objectives and key findings; 2) brand refresh scope and revised logo; and 3) summary of roll-out plan and long-term public will building plan.

Members of the Committee generally liked the new logo.

On order of Chairperson Pro Tem Bruins and there being no objection, the Committee received an update on the Brand Refresh and Public Will Building.

OTHER ITEMS

11. Stadium Events

Inez Evans, Chief Operating Officer and Staff Liaison, noted there was no Stadium Events report.

12. Monthly Ridership and Fare Revenue Performance

Ms. Evans noted a copy of the July 2016 Ridership and Fare Revenue Performance report has been provided to the Committee at their place.

13. Items of Concern and Referral to Administration

There were no Items of Concern and Referral to Administration.

14. Committee Work Plan

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

15. Committee Staff Report

Ms. Evans referenced the written Committee Staff Report provided to the Committee at their place.

16. Determine Consent Agenda for the September 1, 2016 Board of Directors Meeting

CONSENT:

Agenda Item #6. Receive a status update on the Bus Shelter Enhancement Strategy.

Agenda Item #10. Receive an update on the Brand Refresh and Public Will Building.

REGULAR:

None.

17. Chairperson's Report

There was no Chairperson's Report.

18. Announcements

There were no Announcements.

19. Adjournment

On order of Chairperson Pro Tem Bruins and there being no objection, the meeting was adjourned at 4:01 p.m.

Respectfully submitted,

Michelle Oblena, Board Assistant
VTA Office of the Board Secretary

SANTA CLARA
Valley Transportation Authority

Date: October 5, 2016
Current Meeting: November 3, 2016
Board Meeting: November 3, 2016

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Transit Planning & Operations Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Interim Director - Planning & Program Development, Carolyn M. Gonot
Acting Director of Engr. & Trans. Infrastructure, Dennis Ratcliffe

SUBJECT: 2000 Measure A Semi-Annual Report Ending June 30, 2016

FOR INFORMATION ONLY

BACKGROUND:

Please find attached the Semi-Annual Report for the 2000 Measure A Program for the period of January 1 to June 30, 2016. Highlights for this reporting period include the following:

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

A Second Administrative Draft SEIS/ SEIR document was submitted to the Federal Transit Administration on June 28, 2016. This document reflects revisions based on comments provided by the Federal Transit Administration and BART. New options for the station location at Diridon and a single-bore tunnel were also included in the document.

A Request for Proposals was issued for a single-bore tunnel technical study focusing on areas such as station configurations, ventilation and emergency egress. Proposals have been received and contract award is anticipated in Fall 2016.

BART received the first pilot revenue vehicle in March 2016 and commenced qualification testing and train operator training.

The SVBX Line, Track, Stations and Systems Design-Build contract is nearing completion of guideway trench structures. Ballast, track, and special trackwork installation has been completed north of Kato Road, and is underway in Milpitas.

Work continued on building interior, elevator installation and site work at the Berryessa and Milpitas parking garages. At the Berryessa Station campus, work continued on the Police Zone Facility, the Ancillary Building, and on Berryessa Station Way construction.

The VTA Communication Backbone Network (C671) contract was advertised in February 2016, and was awarded in June 2016. The Notice to Proceed was issued in July 2016.

The Milpitas Campus surface parking lot construction contract (C740) was completed in April 2016.

Mountain View Light Rail Double Track project was completed in December 2015. Project closed out process is underway. The double track will support the new line planned from Mountain View to Alum Rock that connects Caltrain and new Milpitas BART station.

Extend Light Rail from Downtown San Jose to the East Valley

Phase I which includes pedestrian and bus improvements along Capitol Expressway from Capitol Avenue to Quimby Road (completed in the spring of 2013) and reconstruction of the Eastridge Transit Center was completed in May 2015. Phase II will extend light rail to the Eastridge Transit Center. In June 2016, VTA Board of Directors approved funding to complete design, acquire right of way and relocate utilities. Construction is dependent on securing funds.

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

The environmental process for electrification and new electric trains was completed in January 2015. In July 2016, the Caltrain Board of Directors approved award of the design - build contract for $697 million to Balfour Beatty Infrastructure, Inc. for the Peninsula Corridor Electrification Project (PCEP). The contract for the manufacture of high-performance electric trains for $551 million was awarded to Stadler US, Inc. Caltrain expects to begin rollout of electrified passenger service in winter 2020. VTA continues to reimburse Caltrain for project related cost.

Caltrain Service Upgrades

Construction contract for the Santa Clara Pedestrian Underpass was advertised in March 2016 and awarded to the apparent lowest bidder in June 2016. Field construction is expected to start in fall 2016 and completed by summer of 2017.

Improve Bus Service in Major Corridors

After the safety shutdown of the contractor for the Alum Rock Santa Clara Bus Rapid Transit (BRT) project in July 2015, VTA entered into a Closeout Agreement with the contractor for the prompt and orderly closeout and demobilization of contractor from the project. Using the completion contractor and certain subcontractors from the original contract, VTA prioritized

critical and unfinished work and completed this scope in April 2016. The work scope not started by the original contractor was repackaged into two new contracts. Field work began in April 2016 and all construction work will be completed by early 2017.

Design for new shelters, seating, lighting and other associated bus stop improvements for the Stevens Creek Rapid 523 is currently ongoing. Construction contract will be advertised for bids in late 2016. Conceptual engineering for an interim transit facility at De Anza College has been completed.

Develop New Light Rail Corridors

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. VTA Board also authorized the General Manager to execute all documents required for VTA's acquisition of right of way for the Vasona light rain extension/ double track project.

Prepared By: Suja Prasad, Sr. Cost & Schedule Coordinator
Memo No. 5173

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	Construction
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	Ongoing
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
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	Ongoing
Caltrain Mountain View Parking Structure	Pending CA High Speed Rail
Caltrain/Union Pacific Blossom Hill Pedestrian Grade Separation	Completed
Caltrain Safety Enhancements	Design Complete; Pending CAHSR
Santa Clara Station Pedestrian Underpass Extension	Ongoing
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	Construction
Stevens Creek Bus Rapid Transit	Planning - Awaiting Funding
El Camino Real Bus Rapid Transit	Environmental - Awaiting Funding
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	Ongoing

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

As of 06/02/16

2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM STATUS

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

Fund Operating & Maintenance Costs for Increased Bus, Rail & Paratransit Service - Ongoing

As of 06/02/16

2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM

Expenditures through June 30, 2016

Project	Total Estimate [1]	Planned Funding (in $M)			Incurred through Jun 2016 (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	$ 403.8	$ 243.9[2]	$ 159.9	$ -	$ 243.9[2]	$ 154.2	$ 398.1
1-2 BART SV Corridor Establishment and Maintenance (CEM)	$ 470.3	$ 157.6	$ 312.7	$ -	$ 126.2	$ 301.1	$ 427.3
1-3 BART Silicon Valley Berryessa Extension	$ 2,421.3	$ 1,343.6	$ 1,077.7	$ -	$ 918.8	$ 629.1	$ 1,547.9
1-4 BART Silicon Valley Santa Clara Extension [3]	$ 4,692.7	$ 160.5	$ 1,425.0[4]	$ 3,107.2	$ 160.5	$ 10.6	$ 171.1
1-5 BART Core System Modifications (BCS)	$ 266.7	$ 69.8	$ 196.9	$ -	$ 57.1	$ 65.4	$ 122.5
1-6 BART Other Supporting Projects	$ 101.6	$ 9.1	$ 87.5	$ 5.0	$ 8.0	$ 77.1	$ 85.1
Total	**$ 8,356.4**	**$ 1,984.6**	**$ 3,259.7**	**$ 3,112.2**	**$ 1,514.5**	**$ 1,237.5**	**$ 2,752.0**
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	$ -	$ 2.0	$ 2.0
3 - Extend Light Rail From Downtown San Jose to the East Valley							
Capitol Exp. Way Eastridge Light Rail Extn (CELR) Environmental/Eng	$ 64.5	$ 5.9	$ 58.6	$ -	$ 5.9	$ 58.6	$ 64.5
CELR Phase I - Pedestrian Improvements	$ 19.0	$ 16.0	$ 3.0	$ -	$ 16.0	$ 3.0	$ 19.0
CELR Phase I - Eastridge Transit Center	$ 61.9	$ 26.9	$ 35.0	$ -	$ 26.8	$ 30.7	$ 57.5
CELR Phase II - LRT to Eastridge [6]	$ 376.9	$ -	$ 70.0	$ 306.9	$ -	$ -	$ -
Total	**$ 522.3**	**$ 48.8**	**$ 166.6**	**$ 306.9**	**$ 48.7**	**$ 92.3**	**$ 141.0**
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)	$ 88.0	$ 26.4[9]	$ 61.6	$ -	$ 26.4[9]	$ 20.7	$ 47.1
Total	**$ 105.2**	**$ 41.3**	**$ 63.9**	**$ -**	**$ 41.3**	**$ 23.1**	**$ 64.4**
6 - Increase Caltrain Service							
Caltrain Service Upgrades/Caltrain Improvement Plan	$ 16.2	$ -	$ 16.2	$ -	$ -	$ 16.1	$ 16.1
Caltrain Mountain View Parking Structure [10]	$ 0.3	$ 0.1	$ 0.2	$ -	$ 0.1	$ 0.2	$ 0.3
Blossom Hill Pedestrian Grade Separation	$ 12.1	$ 9.9	$ 1.6	$ 0.5	$ 9.7	$ 1.3	$ 10.9
Caltrain Safety Enhancements	$ 15.8	$ 0.1	$ 15.7	$ -	$ 0.1	$ 15.6	$ 15.7
Santa Clara Station Pedestrian Underpass Extension	$ 13.7	$ 13.0	$ 0.7	$ -	$ 2.3	$ 0.7	$ 3.0
Santa Clara and San Jose Diridon Station Upgrade	$ 12.2	$ -	$ 12.2	$ -	$ -	$ 12.2	$ 12.2
Bike Sharing Pilot Project	$ 0.9	$ 0.6	$ 0.3	$ -	$ 0.6	$ 0.2	$ 0.8
Total	**$ 71.2**	**$ 23.8**	**$ 47.0**	**$ 0.5**	**$ 12.8**	**$ 46.4**	**$ 59.2**
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	$ 148.0	$ 90.7	$ 57.4	$ -	$ 71.7	$ 26.2	$ 97.9
Stevens Creek Bus Rapid Transit	$ 151.0	$ 0.8	$ 3.6	$ 146.6	$ 0.8	$ 2.7	$ 3.5
El Camino Real Bus Rapid Transit [12]	$ 229.0	$ -	$ 15.0	$ 214.0	$ -	$ 10.5	$ 10.5
Procure BRT Articulated Buses	$ 57.7	$ 19.5	$ 38.1	$ -	$ 19.1	$ 13.0	$ 32.1
Modifications to Chaboya and North Division for BRT Buses	$ 14.4	$ -	$ 14.4	$ -	$ -	$ 2.1	$ 2.1
Money Counting Facility Replacement	$ 0.1	$ -	$ 0.1	$ -	$ -	$ 0.1	$ 0.1
De Anza College Transit Center Improvement	$ 10.0	$ -	$ 10.0	$ -	$ -	$ 0.1	$ 0.1
Rapid 523 Bus Stop Improvements	$ 3.9	$ 0.7	$ 3.2	$ -	$ -	$ 0.0	$ 0.0
Total	**$ 616.3**	**$ 112.4**	**$ 143.3**	**$ 360.6**	**$ 92.3**	**$ 56.1**	**$ 148.5**
9 - Upgrade Altamont Commuter Express (ACE)							
Included in Santa Clara and San Jose Diridon Station Upgrade	$ -	$ -	$ - [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	$ 11.4	$ 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	**$ 19.4**	**$ 13.9**	**$ 5.6**	**$ -**	**$ 13.9**	**$ 5.6**	**$ 19.4**
13 - Develop New Light Rail Corridors							
New Rail Corridors Study	$ 1.5	$ -	$ 1.5	$ -	$ -	$ 0.8	$ 0.8
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	$ -	$ 0.9	$ 0.9
Winchester LR Double Track & Platform Extension	$ 172.8	$ -	$ 22.0	$ 150.8	$ -	$ -	$ -
Total	**$ 351.1**	**$ -**	**$ 47.2**	**$ 304.0**	**$ -**	**$ 4.4**	**$ 4.4**
14 - Fund Operating and Maintenance Cost for Increased Bus, Rail and Paratransit Service							
Fund Operating and Maintenance Costs	$ 1,365.8	$ -	$ 1,365.8	$ -	$ -	$ 318.4	$ 318.4
Other Expenditures							
Debt Service on Current Bonds (includes principal, interest & other bond costs)	$ 1,859.5	$ -	$ 1,859.5	$ -	$ -	$ 298.5	$ 298.5
Fund Exchange Payments [15]	$ 122.5	$ -	$ 122.5	$ -	$ -	$ 99.5	$ 99.5
Miscellaneous Operating Expenses	$ 34.5	$ -	$ 34.5	$ -	$ -	$ 8.3	$ 8.3
Total	**$ 2,016.5**	**$ -**	**$ 2,016.5**	**$ -**	**$ -**	**$ 406.3**	**$ 406.3**
GRAND TOTAL	**$ 14,430.0**	**$ 2,425.5**	**$ 7,125.4**	**$ 4,879.2**	**$ 1,924.4**	**$ 2,196.9**	**$ 4,121.2**

[1] *Current estimate as of June 2016.*
[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.*

2000 Measure A Program

Semi-Annual Report

June 2016

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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, 2016.

Key activities that occurred in the six months leading up to June 30, 2016 are described below:

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

- A Second Administrative Draft SEIS/SEIR document was submitted to the Federal Transit Administration on June 28, 2016. This document reflects revisions based on comments provided by the Federal Transit Administration and BART. New options for the station location at Diridon and a single-bore tunnel were also included in the document.
- A Request for Proposals was issued for a single-bore tunnel technical study focusing on areas such as station configurations, ventilation and emergency egress. Proposals have been received and contract award is anticipated in Fall 2016.
- BART received the first pilot revenue vehicle in March 2016 and commenced qualification testing and train operator training.
- The SVBX Line, Track, Stations and Systems Design-Build contract is nearing completion of guideway trench structures. Ballast, track, and special trackwork installation has been completed north of Kato Road, and is underway in Milpitas.
- Work continued on building interior, elevator installation and site work at the Berryessa and Milpitas parking garages. At the Berryessa Station campus, work continued on the Police Zone Facility, the Ancillary Building, and on Berryessa Station Way construction.

- The VTA Communication Backbone Network (C671) contract was advertised in February 2016, and was awarded in June 2016. The Notice to Proceed was issued in July 2016.

- The Milpitas Campus surface parking lot construction contract (C740) was completed in April 2016.

- Mountain View Light Rail Double Track project was completed in December 2015. Project closed out process is underway. The double track will support the new line planned from Mountain View to Alum Rock that connects Caltrain and new Milpitas BART station.

Extend Light Rail from Downtown San Jose to the East Valley

- Phase I which includes pedestrian and bus improvements along Capitol Expressway from Capitol Avenue to Quimby Road (completed in the spring of 2013) and reconstruction of the Eastridge Transit Center was completed in May 2015. Phase II will extend light rail to the Eastridge Transit Center. In June 2016 VTA Board of Directors approved funding to complete design, acquire right of way and relocate utilities. Construction is dependent on securing funds.

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

- The environmental process for electrification and new electric trains was completed in January 2015. In July 2016, the Caltrain Board of Directors approved award of the design-build contract for $697 million to Balfour Beatty Infrastructure, Inc. for the Peninsula Corridor Electrification Project (PCEP). The contract for the manufacture of high-performance electric trains was awarded to Stadler US, Inc for $551 million. Caltrain expects to begin rollout of electrified passenger service in winter 2020. VTA continues to reimburse Caltrain for project related costs.

Caltrain Service Upgrades

- Final design and bid package incorporating comments from stakeholders for the Santa Clara Caltrain Station Pedestrian Underpass Extension is currently ongoing. Construction contract was advertised in March 2016 and awarded to the apparent lowest bidder in June 2016. Field construction is expected to start in fall 2016 and completed by summer of 2017.

Improve Bus Service in Major Corridors

- After the safety shutdown of the contractor for the Alum Rock Santa Clara Bus Rapid Transit (BRT) project in July 2015, VTA entered into a Closeout Agreement with the contractor for the prompt and orderly closeout and demobilization of contractor from the project. Using the completion contractor and certain subcontractors from the original contract, VTA prioritized critical and unfinished work along the corridor so traffic can be restored to its final configuration and all areas reopened to vehicles and pedestrians before Thanksgiving 2015. The remaining unfinished work was completed in April 2016. The work scope not started by the original contractor was repackaged into two new contracts C836 and C837. Notice to Proceed (NTP) was issued to Graniterock Company for the

Downtown San Jose and City Hall BRT Stations (C837) in February 2016 and field work began in April 2016. Contract is forecasted to be complete by September 2016. Notice to Proceed (NTP) for Alum Rock Avenue Roadway, Busway and Stations (C836) was issued to Ghilloti Construction in June 2016. Submittal preparations and reviews are on-going and field work for critical station and median busway construction began at the end of June 2016. All construction work will be completed by early 2017.

- Design for new shelters, seating, lighting and other associated bus stop improvements for the Stevens Creek Rapid 523 is currently ongoing. Construction contract will be advertised for bids in late 2016. Conceptual engineering for an interim transit facility at De Anza College has been completed.

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. VTA Board also authorized the General Manager to execute all documents required for VTA's acquisition of right of way for the Vasona Light Rail Extension/Double Track 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 $933.2 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
18.46% of the Measure A Sales Tax revenue is used in support of VTA operations. Through June 30, 2016, a cumulative total of $318.4 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 Thorugh Dec 2015 A	Incurred Cost Thorugh Jun 2016 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	$ 392.5	$ 398.1	$ 5.6
1-2 BART SV Corridor Establishment and Maintenance (CEM)	$ 421.7	$ 427.3	$ 5.6
1-3 BART Silicon Valley Berryessa Extension	$ 1,360.0	$ 1,547.9	$ 187.9
1-4 BART Silicon Valley Santa Clara Extension	$ 168.1	$ 171.1	$ 3.1
1-5 BART Core System Modifications (BCS)	$ 120.1	$ 122.5	$ 2.4
1-6 BART Other Supporting Projects	$ 77.5	$ 85.1	$ 7.5
Total	**$ 2,539.9**	**$ 2,752.0**	**$ 212.1**
2 - Provide Connections from Mineta San Jose International Airport to BART, Caltrain and VTA Light Rail			
Mineta San Jose Airport People Mover (APM)	$ 2.0	$ 2.0	$ 0.0
3- Extend Light Rail From Downtown San Jose to the East Valley			
DTEV Planning & Conceptual Engg/DTEV Environmental & 90% CELR	$ 64.0	$ 64.5	$ 0.5
CELR Phase I - Pedestrian Improvements	$ 19.0	$ 19.0	$ -
CELR Phase I - Eastridge Transit Center	$ 55.8	$ 57.5	$ 1.7
CELR Phase II - LRT to Eastridge	$ -	$ -	$ -
Total	**$ 138.8**	**$ 141.0**	**$ 2.3**
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)	$ 39.9	$ 47.1	$ 7.2
Total	**$ 57.1**	**$ 64.4**	**$ 7.2**
6- Increase Caltrain Service			
Caltrain Improvement Plan/Caltrain Service Upgrades	$ 16.0	$ 16.1	$ 0.2
Caltrain Mountain View Parking Structure	$ 0.3	$ 0.3	$ -
Blossom Hill Pedestrian Grade Separation	$ 10.8	$ 10.9	$ 0.1
Caltrain Safety Enhancements	$ 15.7	$ 15.7	$ 0.0
Santa Clara Station Pedestrian Underpass Extension	$ 2.2	$ 3.0	$ 0.8
Santa Clara and San Jose Diridon Station Upgrade	$ 12.2	$ 12.2	$ -
Bike Sharing Pilot Project	$ 0.8	$ 0.8	$ 0.0
Total	**$ 58.0**	**$ 59.2**	**$ 1.1**
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	$ 80.9	$ 97.9	$ 17.0
Stevens Creek Bus Rapid Transit	$ 3.2	$ 3.5	$ 0.3
El Camino Real Bus Rapid Transit	$ 10.3	$ 10.5	$ 0.2
Procure BRT Articulated Buses	$ 32.1	$ 32.1	$ 0.0
Modifications to Chaboya and North Division for BRT Buses	$ 1.7	$ 2.1	$ 0.4
Money Counting Facility Replacement	$ 0.1	$ 0.1	$ -
De Anza College Transit Center Improvement	$ 0.0	$ 0.1	$ 0.1
Rapid 523 Bus Stop Improvements	$ -	$ 0.0	$ 0.0
Total	**$ 130.5**	**$ 148.5**	**$ 18.0**
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	$ 0.8	$ 1.0	$ 0.2
Light Rail Systems Analysis	$ 1.7	$ 1.7	$ -
Southern Light Rail Express	$ 1.1	$ 1.1	$ -
LRT Extension to Vasona Junction	$ 0.9	$ 0.9	$ 0.0
Winchester LR Double Track & Platform Extension	$ -	$ -	$ -
Total	**$ 4.4**	**$ 4.7**	**$ 0.2**
14 - Fund Operating and Maintenance Cost for Increased Bus, Rail and Paratransit Service			
Fund Operating and Maintenance Costs	$ 300.1	$ 318.4	$ 18.2
Other Expenditures			
Debt Service on Current Bonds (incl principal, interest & other bond costs)	$ 283.6	$ 298.5	$ 14.9
Fund Exchange Payments	$ 97.1	$ 99.5	$ 2.4
Miscellaneous Operating Expenses	$ 7.9	$ 8.3	$ 0.4
Total	**$ 388.6**	**$ 406.3**	**$ 17.7**
GRAND TOTAL	**$ 3,844.6**	**$ 4,121.5**	**$ 276.9**

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 construction.

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 FY16/FY17 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: $403.8 million**

Secured Funding: $403.8 million**

Year of Completion: TBD

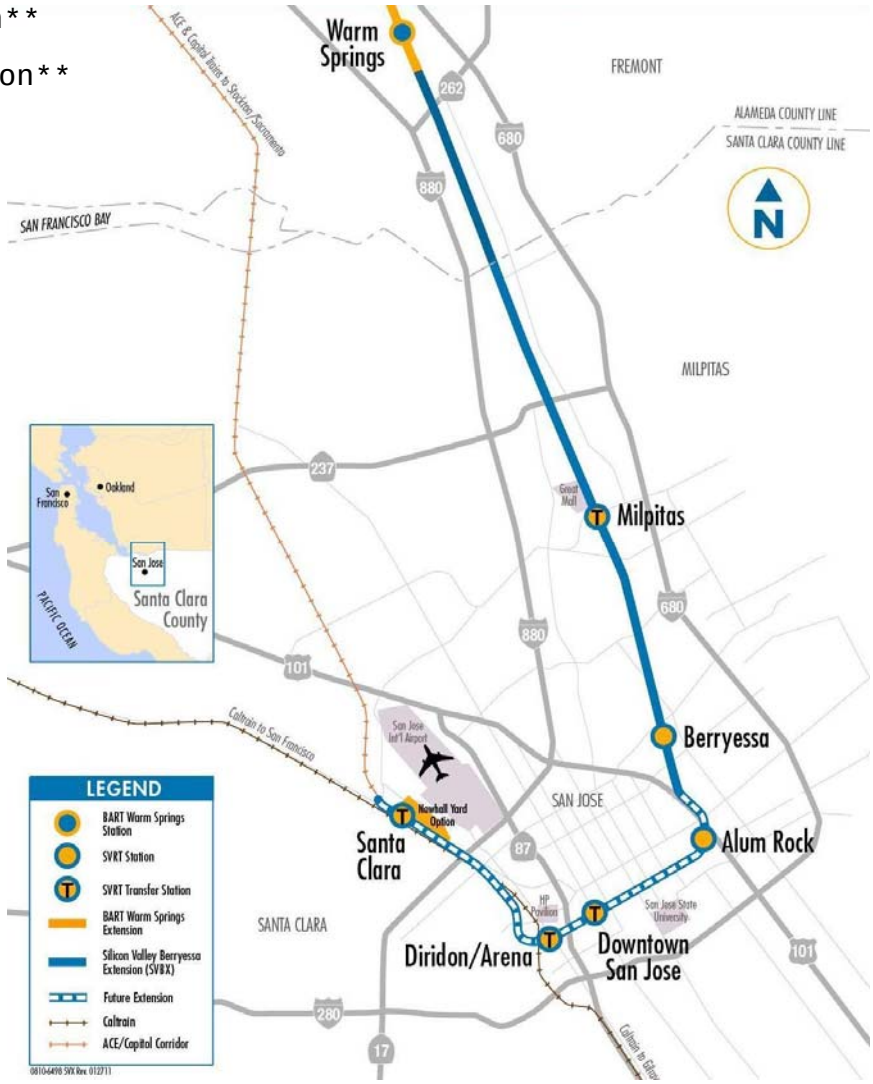
Project Description:

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.

Warms 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 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 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
BART SV Program Development and Implementation	$ 275.2	$ 124.5	$ 150.7	$ -	$ 124.5	$ 145.0	$ 269.5	Ongoing
Warm Springs Extension (WSX) (VTA Share)**	$ 128.6	$ 119.4	$ 9.2	$ -	$ 119.4	$ 9.2	$ 128.6	Construction
Total	**$ 403.8**	**$ 243.9**	**$ 159.9**	**$ -**	**$ 243.9**	**$ 154.2**	**$ 398.1**	

Project Schedule:

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

*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.

Silicon Valley Rapid Transit

June 2016

1-2 BART SV Corridor Establishment and Maintenance

Estimated Cost: $470.3 million

Secured Funding: $463.8 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 utility installation and civil construction proceeding.
- The Montague POC design contract is in the procurement stage. Cost sharing arrangements are being negotiated with the City of Milpitas.
- Upper Penitencia Creek Trail Connector construction is underway with utility relocations and intersection improvements proceeding as well as rough grading for the trail alignment.
- A change order for the Berryessa Station solar system has been issued to the SVBX Parking Garages contractor and equipment procurement is underway.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
BART SV Corridor Establishment and Maintenance	$ 470.3	$ 157.6	$ 312.7	$ -	$ 126.2	$ 301.1	$ 427.3	Ongoing
Total	**$ 470.3**	**$ 157.6**	**$ 312.7**	**$ -**	**$ 126.2**	**$ 301.1**	**$ 427.3**	

Project Schedule:

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

**P-3100, P-3121 through P-3129, P-0508, P-0832, P-0890, P-0985, P-0992*

Silicon Valley Rapid Transit

June 2016

1-3 Berryessa Extension Project SVBX – Phase 1

Estimated Cost: $2,421.3 million

Secured Funding: $2,421.3 million

Year of Completion: 2018

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:

Guideway and Trackwork:

The Line, Track, Stations and Systems (LTSS) Design-Build contract is nearing completion of guideway trench structures. Ballast, track, and special trackwork installation has been completed north of Kato Road, and is underway in Milpitas.

Stations:

At the future Milpitas Station system, civil, and building work is underway. The parking garage has been topped out and elevator installation and site work is underway as well as parking technology installation. Work is complete on the surface parking lot.

At the Berryessa Station system, civil and building work is underway. The parking garage has been topped out and elevator installation and site work is underway as well as parking technology installation. At the Berryessa Station Campus work is underway on the Police Zone Facility and Ancillary Building. Berryessa Station Way construction continues as well as Berryessa Station plaza decorative concrete placement.

Systems:

Work is underway on pulling system cables, testing train control houses and traction power substations. Also, Systems Startup Meetings are occurring on a weekly basis with the contractor.

BART Revenue Vehicles:

BART received the first pilot vehicle in March 2016 and commenced qualification testing and train operator training.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (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	$ -	$ 918.8	$ 629.1	$ 1,547.9	Construction
Total	**$ 2,421.3**	**$ 1,343.6**	**$ 1,077.7**	**$ -**	**$ 918.8**	**$ 629.1**	**$ 1,547.9**	

Project Schedule:

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

**P-0728*

Silicon Valley Rapid Transit

June 2016

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

Estimated Cost: $4,692.7 million

Secured Funding: $223.7 million

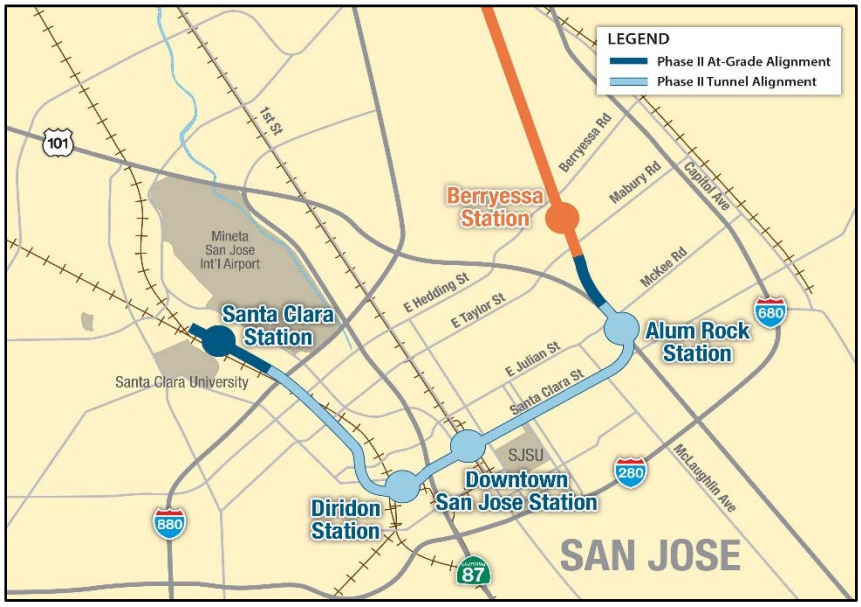
Year of Completion: 2026

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:

A Request for Proposals (RFP) was issued for a single-bore tunnel technical study focusing on areas such as station configurations, ventilation and emergency egress. Proposals have been received and contract award is anticipated in Fall 2016.

A Second Administrative Draft SEIS/SEIR document was submitted to Federal Transit Administration (FTA) on June 28, 2016. This document reflects revisions based on comments provided by the FTA and BART. New options for the station location at Diridon and a single-bore tunnel were also included in the document.

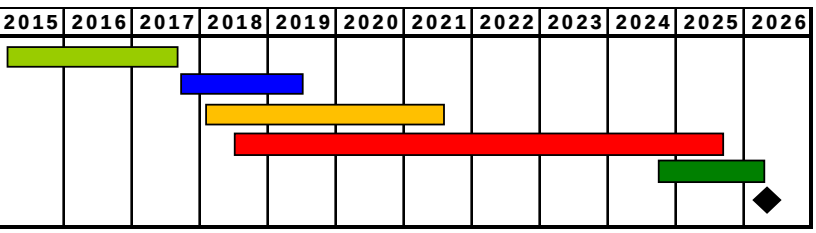
Phase II Community Working Group meetings continue to be held. Recent meeting topics included a presentation on the single-bore construction methodology, updates on VTA's Joint Development Program, and the City of San Jose's Developer's Forum conducted for the Alum Rock Station area.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Future Extension to Santa Clara (SVSX - Ph II)	$ 4,304.4	$ 135.1	$ 1,424.5	$ 2,744.8	$ 135.1	$ 10.1	$ 145.2	Under Development
Newhall Maintenance Facility (NMF)	$ 388.3	$ 25.4	$ 0.5	$ 362.4	$ 25.4	$ 0.5	$ 25.9	Under Development
Total	**$ 4,692.7**	**$ 160.5**	**$ 1,425.0**	**$ 3,107.2**	**$ 160.5**	**$ 10.6**	**$ 171.1**	

Project Schedule:

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



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

Silicon Valley Rapid Transit

June 2016

1-5 BART Core Systems Modifications (BCS)

Estimated Cost: $266.7 million

Secured Funding: $266.7 million

Year of Completion: 2018

New BART Vehicle

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. 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.

Hayward Maintenance Complex (HMC) Site Plan

Project Status:

On the **Hayward Maintenance Complex (HMC)**, On BART's Component Repair Facility and Hayward Shop Modification contract, building demolition has been completed and foundation work and reinforcing steel installation is in progress for the new Component Repair Shop facility. Additionally, excavation work inside the Main Shop has commenced.

On the **20 Non-New Starts BART Vehicles**, BART received the first pilot vehicle and commenced qualification testing and train operator training. The vehicle manufacturer continued pilot vehicle production and inspection at the carbody manufacturing facility. Final assembly of the pilot vehicles continued in Plattsburgh, New York. Delivery of the second pilot vehicle has also been made.

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 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
BART Core System Modifications (BCS)	$ 266.7	$ 69.8	$ 196.9	$ -	$ 57.1	$ 65.4	$ 122.5	Construction
Total	**$ 266.7**	**$ 69.8**	**$ 196.9**	**$ -**	**$ 57.1**	**$ 65.4**	**$ 122.5**	

Project Schedule:

Activity	Start	End	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Hayward Maintenance Complex (HMC)														
Design	Mid 2011	Late 2014												
Right-of-Way	Mid 2013	Mid 2015												
Construction	Early 2015	Early 2018												
20 Non-New Starts BART Vehicles														
Design	Mid 2012	Late 2014												
Pilot Vehicle Delivery	Early 2016	Late 2016												
Production Vehicle Delivery	Mid 2017	Late 2025												
BART Core Sytems Mod's Incl OCC														
Schedule TBD	TBD	TBD												

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

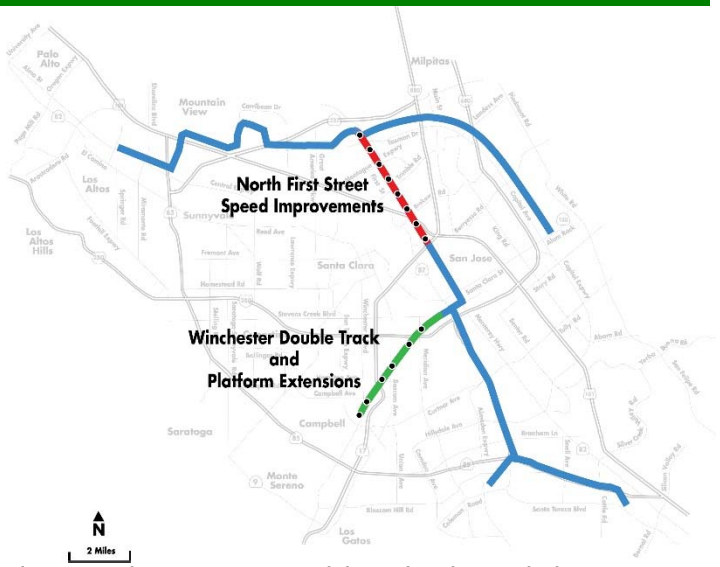
Extend BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station

1-6 - Other Supporting Projects

Estimated Cost: $101.6 million

Secured Funding: $101.6 million

Year of Completion: 2018



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 to 45 miles per hour.

Project Status:

The **Santa Clara Pocket Track** construction started in February 2014 and was completed in early 2015. Project is currently being closed out.

The **Northern Light Rail Express** (Mountain View Double Track Phase I) construction contract was awarded in August 2014 and field construction started in September 2014. Phase II construction contract was awarded in January 2015. All major construction under both contracts was completed in December 2015. Construction contracts have been closed out and project closeout is ongoing.

Project team is currently reviewing alternatives, and developing conceptual plans and estimates for the **N. First St. Improvement & Tasman Modification** project.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (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	$ 60.6	$ 8.0	$ 52.6	$ -	$ 8.0	$ 48.5	$ 56.5	Ongoing
Santa Clara Pocket Track	$ 30.1	$ -	$ 30.1	$ -	$ -	$ 27.8	$ 27.8	Ongoing
BART Transit Integration Analysis & Imp	$ 0.8	$ -	$ 0.8	$ -	$ -	$ 0.3	$ 0.3	Ongoing
N.1st Speed Imp & 1st/Tasman Mods	$ 7.0	$ 1.1	$ 0.9	$ 5.0	$ -	$ 0.0	$ 0.0	Ongoing
Total	**$ 101.6**	**$ 9.1**	**$ 87.5**	**$ 5.0**	**$ 8.0**	**$ 77.1**	**$ 85.1**	

Project Schedule:

Activity	Start	End	2011	2012	2013	2014	2015	2016	2017	2018
Santa Clara Pocket Track	Late 2012	Early 2015								
Mountain View Phase I	Early 2013	End 2015								
Mountain View Phase II	Mid 2013	End 2015								
N First St Improvements & Tasman Mods	Late 2015	Mid 2018								

Environmental | Design/ Bid | Construction

Mineta San Jose Airport

June 2016

2 Mineta San Jose Airport People Mover

Estimated Cost: $800 million

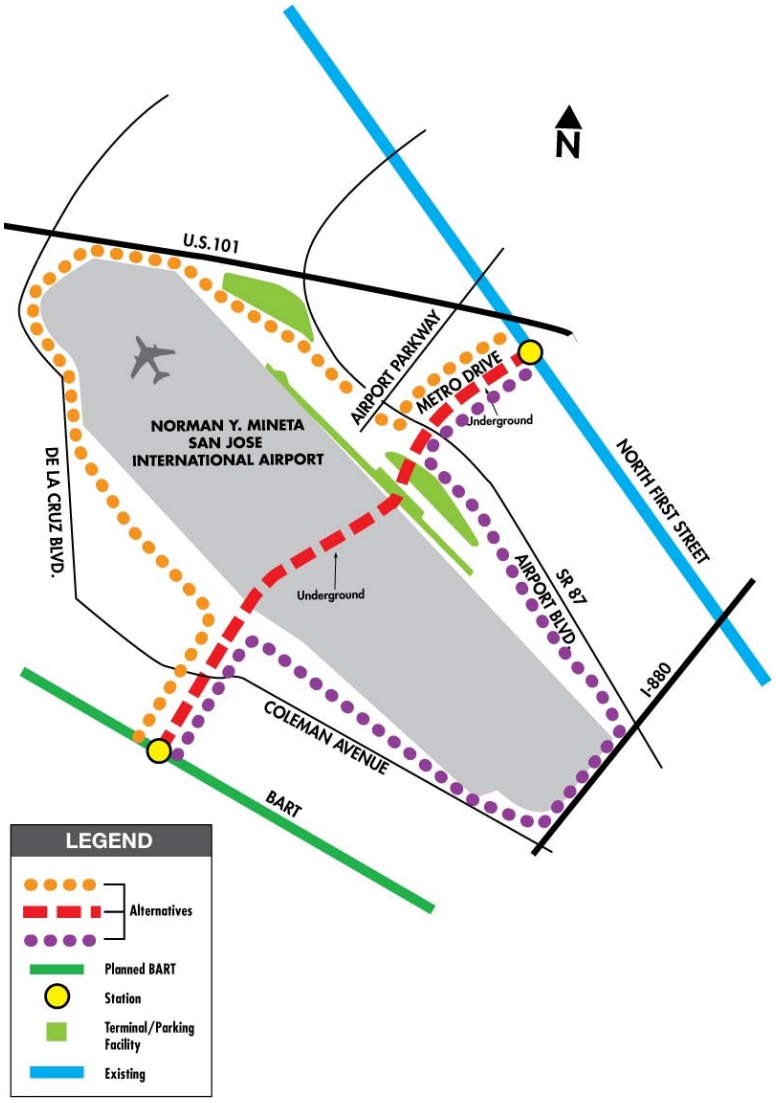
Secured Funding:

$5.0 million

Year of Completion: TBD

Project Description:

The Airport People Mover Project will provide a dedicated guideway connection from the San Jose International Airport to the Caltrain, Bus Rapid Transit (BRT), and future BART stations at the Santa Clara Transit Center, and the VTA Light Rail on North First Street.



Project Status:

The Airport People Mover project has completed a conceptual vehicle technology level analysis. June 2016 VTA Board approved 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 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Mineta San Jose Airport People Mover (APM)	$ 800.0	$ -	$ 5.0	$ 795.0	$ -	$ 2.0	$ 2.0	Ongoing
Total	**$ 800.0**	**$ -**	**$ 5.0**	**$ 795.0**	**$ -**	**$ 2.0**	**$ 2.0**	

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

Project Schedule:

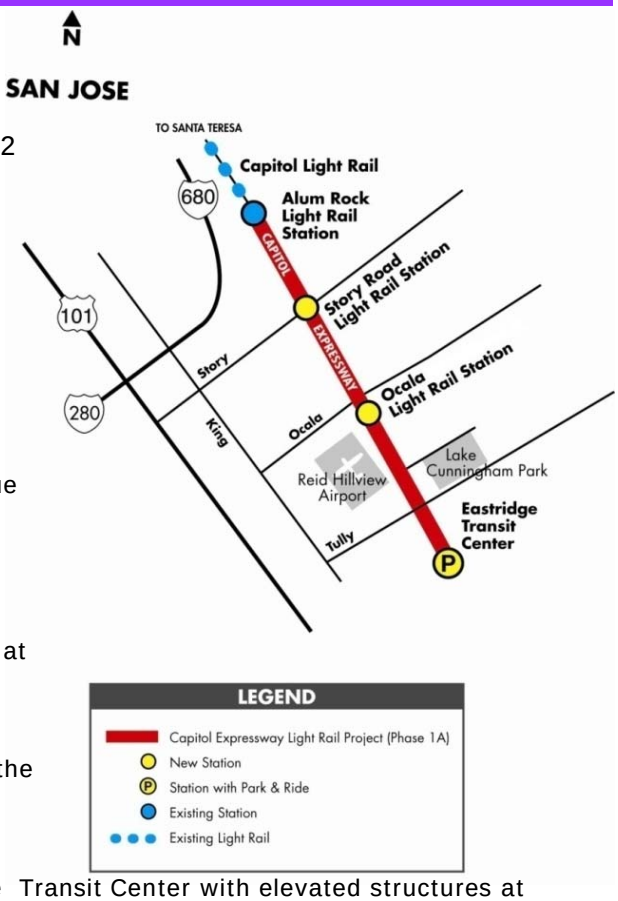
A Request for Proposal (RFP) will be issued in late 2016 to obtain a consultant for the conceptual alternatives analysis phase. This phase is expected to take twelve (12) months to complete. The schedule for subsequent activities will be established once this phase is completed.

3 Capitol Expressway Light Rail to Eastridge

Estimated Cost: $522.3 million*

Secured Funding: $222.7 million

Year of Completion: Phase 1: 2015, Phase 2: 2022



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 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:

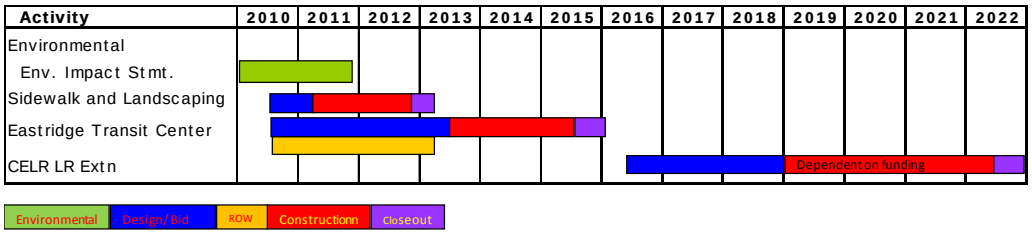
Phase I - The pedestrian improvements were completed in the spring of 2013. Eastridge Transit Center was completed in May 2015.

Phase II – This project will extend light rail to the Eastridge Transit Center with elevated structures at Capitol Avenue, Story Road and Tully Road. It will include stations at Story Road (aerial) and Eastridge (at-grade). In June 2016, VTA Board of Directors approved funding to complete design, acquire right of way and relocate utilities. Construction phase is dependent on securing funding.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
DTEV Planning & Conceptual Engg	$ 11.1	$ 5.7	$ 5.3	$ -	$ 5.7	$ 5.3	$ 11.1	Completed
DTEV Environmental & 90% CELR	$ 53.5	$ 0.2	$ 53.3	$ -	$ 0.2	$ 53.3	$ 53.4	Ongoing
CELR Phase I - Pedestrian Improvements	$ 19.0	$ 16.0	$ 3.0	$ -	$ 16.0	$ 3.0	$ 19.0	Completed
CELR Phase I - Eastridge Transit Center	$ 61.9	$ 26.9	$ 35.0	$ -	$ 26.8	$ 30.7	$ 57.5	Closeout; Underrun projected
CELR Phase II - LRT to Eastridge	$ 376.9		$ 70.0	$ 306.9	$ -	$ -	$ -	Ongoing
Total	**$ 522.3**	**$ 48.8**	**$ 166.6**	**$ 306.9**	**$ 48.7**	**$ 92.3**	**$ 141.0**	

Project Schedule:



* P-0375, P-0476, P-0743, P-0744, P-0787

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 2016 (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.

* P-0447

5- Caltrain – Capacity Improvements & Electrification

Estimated Cost: $1.5 billion (Total)

$105.2 million (VTA)

Secured Funding*: $105.2 million (VTA)

Year of Completion: 2021

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:

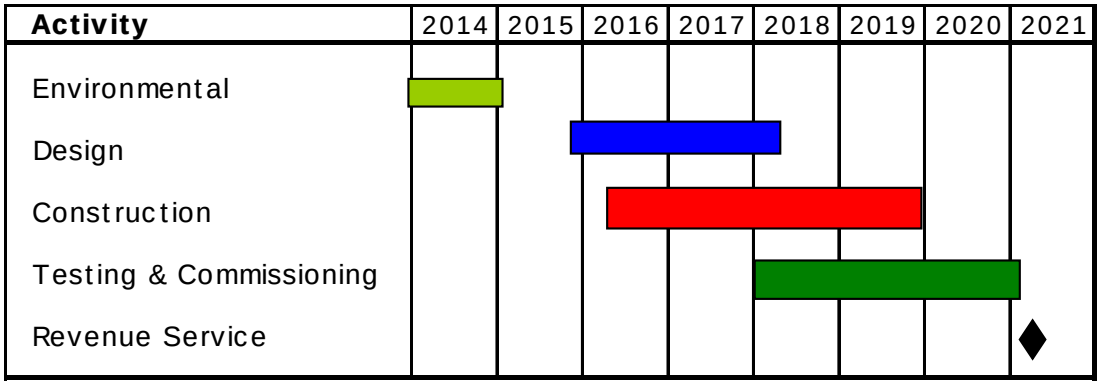
Fiber optic cable relocation of the northern segment ($5.3 miles) required for double tracking was completed. Remaining scope is pending Cal Mod to San Jose and High Speed Rail project.

The environmental process for electrification and new electric trains was completed in January 2015. 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 infrastructure was awarded to Balfour Beatty Infrastructure, Inc. The contract for the manufacture of high-performance electric trains was awarded to Stadler US, Inc. Caltrain expects to begin rollout of electrified passenger service in winter 2020. VTA continues to reimburse Caltrain for project related cost.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (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	$ -	$ -	$ 0.5	$ 0.5	Ongoing
Caltrain Electrification Early Investment Program	$ 86.7	$ 26.4	$ 60.2	$ -	$ 26.4	$ 20.2	$ 46.6	Ongoing
Total	**$ 105.2**	**$ 41.3**	**$ 63.9**	**$ -**	**$ 41.3**	**$ 23.1**	**$ 64.4**	

Project Schedule:



*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

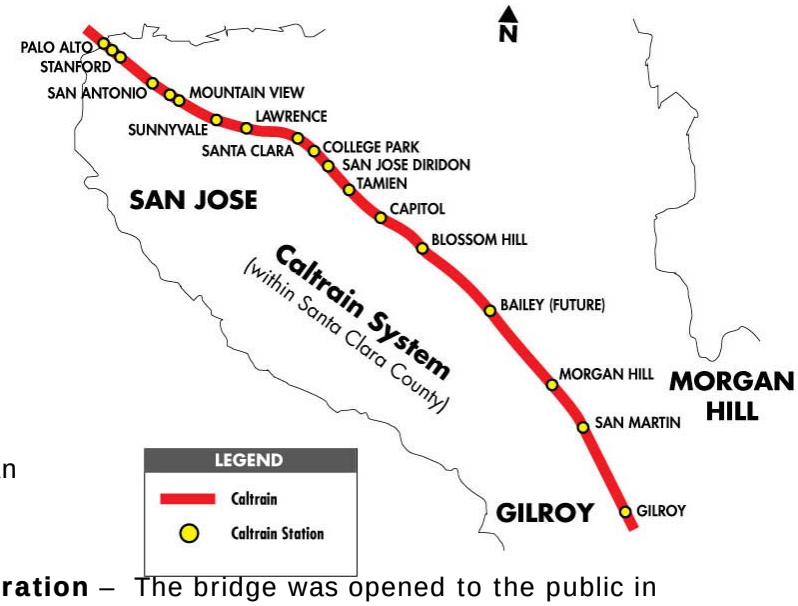
Estimated Cost: $71.2 million

Secured Funding: $88.1 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:

- **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.
- **Santa Clara Caltrain Station Pedestrian Underpass Extension** - This project will provide 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 construction is planned for completion by md-2017.
- **Santa Clara and Diridon Station Upgrades** was administered by Caltrain and is now complete. Final invoice from Caltrain has been paid.
- **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 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Caltrain Service Upgrades	$ 15.9	$ -	$ 15.9	$ -	$ -	$ 15.8	$ 15.8	Ongoing
Caltrain Improvement Plan	$ 0.3	$ -	$ 0.3	$ -	$ -	$ 0.3	$ 0.3	Completed
Caltrain Mountain View Parking Structure	$ 0.3	$ 0.1	$ 0.2	$ -	$ 0.1	$ 0.2	$ 0.3	Inactive; on hold
Blossom Hill Pedestrian Grade Separation	$ 12.1	$ 9.9	$ 1.6	$ 0.5	$ 9.7	$ 1.3	$ 10.9	Completed; Closeout -in claim
Caltrain Safety Enhancements	$ 15.8	$ 0.1	$ 15.7	$ -	$ 0.1	$ 15.6	$ 15.7	Next phase dependent on electrification/HSR
Santa Clara Station Pedestrian Underpass Extension	$ 13.7	$ 13.0	$ 0.7	$ -	$ 2.3	$ 0.7	$ 3.0	Ongoing
Santa Clara and San Jose Diridon Station Upgrade	$ 12.2	$ -	$ 12.2	$ -	$ -	$ 12.2	$ 12.2	Completed
Bike Sharing Pilot Project	$ 0.9	$ 0.6	$ 0.3	$ -	$ 0.6	$ 0.2	$ 0.8	Completed
Total	**$ 71.2**	**$ 23.8**	**$ 47.0**	**$ 0.5**	**$ 12.8**	**$ 46.4**	**$ 59.2**	

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									

P-0511, P-0553, P-0740, P-3201 through P-3205

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 2016 (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

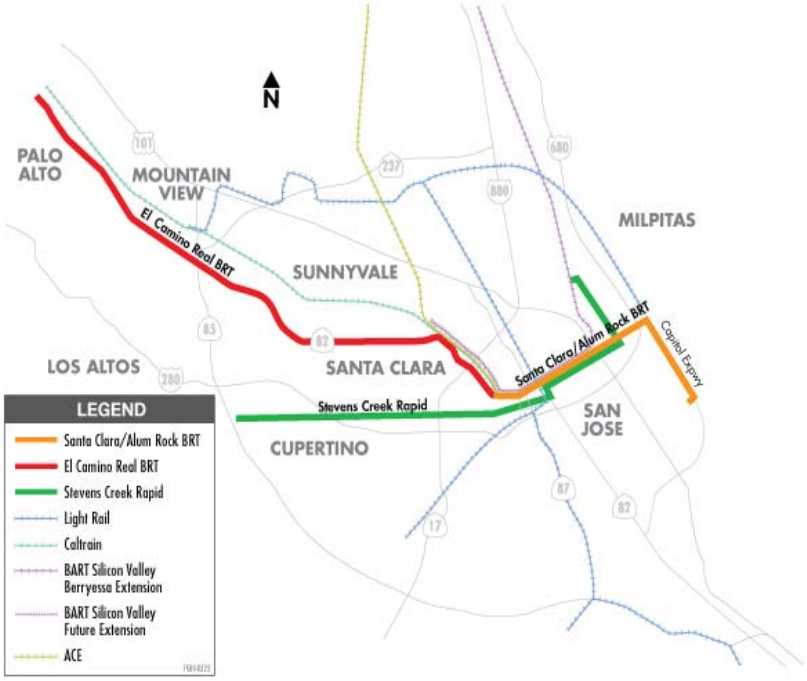
Estimated Cost: $616.7 million

Secured Funding: $266.2 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:

After the safety shutdown of the contractor for the **Alum Rock Santa Clara Bus Rapid Transit (BRT)** project in July 2015, VTA entered into a closeout Agreement with the contractor for the prompt and orderly closeout and demobilization of contractor from the Project. Using the completion contractor and certain subcontractors from the original contract, VTA prioritized critical and unfinished work along the corridor so traffic can be restored to its final configuration and all areas reopened to vehicles and pedestrians. The work scope not started by the original contractor was repackaged into a two new contracts. All construction work will be completed by early 2017.

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

Design for new shelters, seating, lighting and other associated bus stop improvements for the Stevens Creek **Rapid 523** is currently ongoing. Construction contract will be advertised in late 2016. Conceptual engineering for an interim transit facility at **De Anza college** has been completed. Options are being developed for the King Road/Alum Rock northbound bus stops. **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 late 2016. Construction is expected to start in late 2017.

Articulated Buses (29 units) have been accepted by VTA and are starting to be used for special event service. 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 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
BRT Strategic Plan	$ 1.3	$ -	$ 1.3	$ -	$ -	$ 1.3	$ 1.3	Completed
Highway-Based BRT Alternative Analysis	$ 0.9	$ 0.7	$ 0.2	$ -	$ 0.7	$ 0.2	$ 0.9	Completed
Alum Rock - Santa Clara Bus Rapid Transit	$ 148.0	$ 90.7	$ 57.4		$ 71.7	$ 26.2	$ 97.9	Ongoing
Stevens Creek Bus Rapid Transit	$ 151.0	$ 0.8	$ 3.6	$ 146.6	$ 0.8	$ 2.7	$ 3.5	Contingent on funding
El Camino Real Bus Rapid Transit	$ 229.0	$ -	$ 15.0	$ 214.0	$ -	$ 10.5	$ 10.5	Ongoing; Est. depends on LPA
Procure BRT Articulated Buses	$ 57.7	$ 19.5	$ 38.1	$ -	$ 19.1	$ 13.0	$ 32.1	Ongoing
Modifications to Chaboya and North Division for BRT	$ 14.4	$ -	$ 14.4	$ -	$ -	$ 2.1	$ 2.1	Ongoing
Money Counting Facility Replacement	$ 0.1	$ -	$ 0.1	$ -	$ -	$ 0.1	$ 0.1	Closed
De Anza College Transit Center Improvement	$ 10.0	$ -	$ 10.0	$ -	$ -	$ 0.1	$ 0.1	Ongoing
Rapid 523 Bus Stop Improvements	$ 3.9	$ 0.7	$ 3.2		$ -	$ 0.0	$ 0.0	Ongoing
Total	**$ 616.7**	**$ 112.4**	**$ 143.3**	**$ 360.6**	**$ 92.3**	**$ 56.1**	**$ 148.5**	

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

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 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
Included in Santa Clara and San Jose Diridon Station Upgrade	$ -	$ -	$ -	$ -	$ -	$ -	$ -	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 2016 (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.

11 Dumbarton Rail Corridor

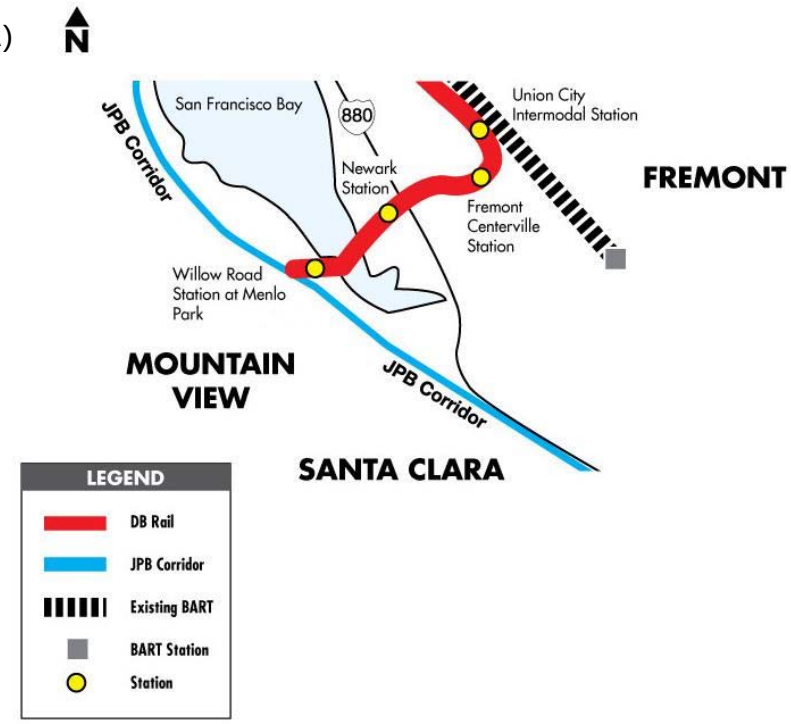
Estimated Cost: TBD

Secured Funding: $2.3 million (VTA)

Year of Completion: TBD

Project Description:

The project will 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. The project will involve 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.



Project Status:

Environmental / Design: Based on the detailed cost estimate prepared by the Peninsula Corridor Joint Powers Board (JPB), the project is now projected to cost between $700 million and $1 billion.

Environmental information was prepared but due to funding constraints, an Environmental Impact Report (EIR) was not completed. Operational funds and an operator have yet to be identified for the proposed service.

This Project is currently inactive.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (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								
Design										
Construction										

Project development will proceed on a schedule consistent with available funding.

12 ZEB Demonstration and Facility Improvements

Estimated Cost: $19.4 million*

Secured Funding: $19.4 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 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
3 Zero Emission Buses (Pilot Program)	$ 14.7	$ 11.4	$ 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	**$ 19.4**	**$ 13.9**	**$ 5.6**	**$ -**	**$ 13.9**	**$ 5.6**	**$ 19.4**	

Project Schedule: Project completed in 2005

P-0336; P-0449

Light Rail Program

June 2016

13 - Develop New Light Rail Corridors

Estimated Cost: $351.1 million*

Secured Funding: $47.2 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.

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.

Vasona LRT Extension - Since 2000, environmental and design conditions have changed; therefore, the **Vasona LRT extension** project was re-evaluated in a Supplemental Environmental Impact Report (SEIR)/Environmental Assessment (EA). The VTA Board of Directors certified the SEIR and approved the project in March 2014. FTA approved the project in August 2014. In June 2016 VTA Board of Directors approved funding to complete design, acquire right of way and relocate utilities. Construction phase is dependent on securing funding.

The **Winchester Light Rail Double Track & Platform Extension -** In June 2016 VTA Board of Directors approved funding to complete design, acquire right of way and relocate utilities. Construction phase is dependent on securing funding.

Project Cost:

Project	Total Estimate	Total Estimated Cost (in $M)			Incurred through Jun 2016 (in $M)			Status
		Others	Measure A	TBD	Others	Measure A	Total	
New Rail Corridors Study	$ 1.5	$ -	$ 1.5	$ -	$ -	$ 1.0	$ 1.0	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	$ -	$ 0.9	$ 0.9	Ongoing
Winchester LR Double Track & Platform Extension	$ 172.8	$ -	$ 22.0	$ 150.8	$ -	$ -	$ -	Ongoing
Total	**$ 351.1**	**$ -**	**$ 47.2**	**$ 304.0**	**$ -**	**$ 4.7**	**$ 4.7**	

Project Schedule:

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

Construction schedule dependent on funding

Environmental | Design/Bid | Construction

* P-0552, P-0660, P-0799, P-0587, P-0968

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 2016	Status Phase
VTA	I-880 HOV Widening: SR-237 to US-101	$17,791	$17,789	***Completed***
VTA	VTP PW	$100	$0	***Closed***
VTA	US 101 Improvements (280/680 to Yerba Buena)	$6,088	$5,633	***Completed***
VTA	US 101/Capitol Expwy and Yerba Buena Int. Imp.	$5,088	$4,343	***Completed***
VTA	US 101 Improvements (85 to Embarcadero)	$15,119	$14,957	***Completed***
VTA	I-880/I-280/Stevens Creek Interchange	$1,700	$1,004	***Completed***
VTA	US 101/SR-25 Interchange	$4,900	$4,900	***Env./PA/ED***
VTA/ACCMA	I-680 Sunol Grade HOV/HOT Lane	$8,000	$8,000	***Completed***
VTA	SR-87 HOV North & South - Cost Increase	$2,500	$2,497	***Completed***
VTA	SR-152/SR-156 Interchange - Cost Increase	$405	$361	***Completed***
Gilroy	Gilroy/Arroyo Circle/Arroyo Camino Improvements	$6,725	$6,725	***Completed***
Morgan Hill	Butterfield Blvd Extension Project	$2,510	$2,510	***Completed***
San Jose	Julian/St. James Downtown Couplet Conversion	$5,076	$5,076	***Completed***
Saratoga	Citywide Signal Upgrade Project Phase 2	$400	$0	***Not initiated yet***
SCCounty	ITS Enhancements on Bascom Ave	$450	$342	***Completed***
SCCounty	Santa Teresa/Fitzgerald Ave Intersection Signals	$275	$268	***Completed***
SCCounty	Alum Rock School District Area Traffic Calming	$315	$315	***Completed***
Sunnyvale	Mathilda Ave Caltrain Bridge Construction	$524	$524	***Preliminary Engineering***
Sunnyvale	Mary Ave Extn PS&E; moved to MB	$0	$0	***Completed***
Sunnyvale	US101/Mathilda Ave/SR237 IC	$2,000	$1,136	***Preliminary Engineering***
VTA	SR 237 Express Lanes-Phase II Extension	$9,405	$4,655	***Final Design***
VTA	Route 85 Express Lanes	$972	$972	***Environmental Completed***
VTA	US 101 Express Lanes	$7,878	$7,878	***Environmental Completed***
VTA/SBCOG	SR-152 New Alignment	$5,000	$3,899	***Pre-PA/ED***
Milpitas	Tasman East LRT Landscaping	$1,800	$0	***Not initiated yet***
VTA	Caltrans PID Work - US 101/De La Cruz/ Trimble	$54	$40	***Pre-PA/ED***
VTA	Caltrans PID Work - El Camino Real/SR237	$46	$46	***Completed***
VTA	SR87 South Landscaping	$55	$27	***Completed***
VTA	US 101 SB Off-Ramp to SR-87	$200	$0	***Pre-PA/ED***
VTA	I-280/Foothill Expressway Ramp Impr.	$700	$700	***Final Design***
Palo Alto	California Ave Transit Hub	$1,175	$1,175	***Design***
VTA/Caltrans	Combined Landscape Maintenance	$2,200	$1,450	***Construction/Design***
VTA	I-680 Corridor Study (Calaveras to US 101)	$250	$250	***Study Completed***
VTA	I-280 Corridor Study (US101/I680 IC to Page Mill)	$250	$69	***Study***
VTA	I-280/Winchester Off Ramp Environmental Phase	$250	$36	***Env./PA/ED***
VTA	SV Express Lanes - US101/SR85 - PH 3	$5,100	$606	***Preliminary Engineering***
VTA	SV Express Lanes - US101/SR85 - PH 4	$2,855	$114	***Preliminary Engineering***
VTA	SV Express Lanes - Electronic Toll System (ETS)	$3,728	$431	***Preliminary Engineering***
VTA	Noise Reduction Program on SR85	$285	$197	***Preliminary Engineering***
VTA	Innovative Transportation Technology Program	$85	$71	***Study***
VTA	SR87 Corridor Study	$150	$0	***Study***
N/A	Unprogrammed LPR - TBD	($6)	$0	***Unprogrammed***
		$82	$0	
		$0	$0	
TOTALS		**$122,480**	**$98,997**	

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	ROW/ Construction
VTA	$50,440	$50,440	BART Hayward Maintenance Complex	ROW/Design
VTA	$14,500	$0	VTA BART to Silicon Valley - Santa Clara Extension	PA/ED
TOTAL	**$122,480**	**$74,780**		

SANTA CLARA
Valley Transportation Authority

Date: October 27, 2016
Current Meeting: November 3, 2016
Board Meeting: November 3, 2016

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Transit Planning & Operations Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Operating Officer, Inez Evans

SUBJECT: Bus Stop Placement, Closures and Relocations Policy

Policy-Related Action: Yes **Government Code Section 84308 Applies: No**

ACTION ITEM

RECOMMENDATION:

Adopt a policy to establish standards for VTA to determine placement of bus stops and when and under what conditions it will make bus stop closures and relocations.

BACKGROUND:

VTA has made a significant investment in establishing the existing 4,000 bus stops that provide safe access to bus transit services to thousands of passengers every day. These bus stops include design features and amenities suitable to the specific locations and level of ridership. There is a strong public interest in improving these assets, as expressed in numerous passenger comments and the recent Envision Silicon Valley public process. The placement of bus stops is critical in improving passenger safety and accessibility, efficient operations, and increasing ridership on VTA's bus system.

DISCUSSION:

The VTA Board adopted the *Service Design Guidelines* in 2006, which provides policy guidance in the placement and spacing of bus stops. In addition, the *Transit Passenger Environment Plan (2015)* developed eight overarching guiding principles for bus stop design, experience, safety, accessibility, information, comfort, operation, branding, and community. Staff follows these guidelines in evaluating and determining the placement and spacing of bus stops and adding passenger amenities.

Because of changes in areas surrounding existing bus stops, VTA periodically receives comments from outside parties, including passengers, community members, business and property owners, and other agencies about the location of our bus stops. Some parties may

request to add, relocate, or remove bus stops or bus stop amenities. There can be a variety of potential reasons for outside parties to request changes to the existing bus stops. These include, but are not limited to, changes in the built environment, losses or gains of trip generators, and changes in pedestrian or roadway access. VTA takes all requests seriously, conducts site visits, and interviews stakeholders to determine whether or not the request is reasonable. In doing so, VTA considers whether or not the modifications are safe for passengers and operators, and whether they provide the same or better level of customer service and accessibility.

VTA has an excellent track record of working with outside parties and corresponding local jurisdictions to find reasonable and mutually agreed-upon alternatives that meet its safety, service and accessibility standards. Occasionally, these proposed changes do not meet VTA's safety, service and accessibility standards. Changes that may result in unsafe situations, unfavorable conditions for bus operations, unwanted disruption to vehicle traffic, or that inhibit access for customers with disabilities would not be acceptable. It is not always possible to find reasonable alternative solutions to existing bus stops. Frequently, alternatives do not meet safety requirements, or they are not readily available, mutually beneficial to all stakeholders, or cost effective.

To maximize VTA's ability to maintain the highest level of safe, reliable transit service possible, it is essential to establish a reasonable policy for determining bus stop placement, evaluating these requests, and making decisions. (See proposed policy, Attachment A). This policy should guide the process in evaluating the impacts of these bus stop modification requests on safety and transit services, as well as establish the procedures on how to respond to bus stop modification requests.

The proposed new Policy on Bus Stop Placement, Closures and Relocations would provide the evaluation and decision-making criteria, specific to each type of requested action. Following is a summary of the policy:

1. Placement: Far side stops, defined as bus stops located immediately after an intersection, are the preferred location for bus stops, although the ultimate decision is based on the inherent safety considerations, ridership potential, operational efficiency, ease of connection, availability of space, and compliance with American Disability Act (ADA) requirements.

2. Spacing: VTA should follow the guidelines for bus stop spacing in the *Service Design Guidelines*, adopted in 2006. Bus stops on local routes will typically be spaced between 750 ft. - 2,500 ft. apart. The spacing will increase for Bus Rapid Transit and Express Bus Routes.

3. Passenger Amenities: Shelters, benches and other amenities should be added or modified to provide comfort and protection to passengers. The *Transit Passenger Environment Plan* establishes the guidelines for VTA to make in decisions on the passenger amenities. The placement and the selection of these amenities should be based on ridership, passenger needs, safety and security, and compatibility of surrounding land use.

4. Removal: VTA will have the discretion to remove a bus stop if the Operations Division, after making a reasonable evaluation of a bus stop's location, makes any one of the

following findings:

- The bus stop's location is unsafe;
- There is unnecessarily close spacing between bus stops;
- There is or there will be construction of a new land development which includes an adequate and acceptable replacement bus stop provided by the property owner or developer;
- The bus stop has insufficient ridership to support a stop at that location.

5. Relocation: VTA will have the discretion to relocate a bus stop if the Operations Division staff is satisfied that there is an adequate and acceptable alternative location. In evaluating whether the alternative location is adequate and acceptable, staff will consider the following factors: passenger safety and convenience, passenger transfer activities, operations safety, and impacts on the surrounding land uses. If the relocation request is made by a third party and a right-of-way and/or easement is required to relocate the bus stop, then the bus stop shall be relocated only if the third party obtains such right of way or easement at his or her own cost. VTA shall also have the discretion to require the third party to pay for the construction of the relocation, depending on the cost and whether the relocation is being done solely for the benefit of the third party.

6. Temporary Relocation During Construction: VTA will not temporarily relocate a bus stop until and unless a property owner, developer or contractor enters into a mutually-acceptable agreement with VTA which includes details on the construction schedule, an approved traffic control plan, a schedule for moving the bus stop to the temporary location and back to its pre-construction location at the end of the construction period, and costs to be covered by the property owner, developer or contractor. If the bus stop pole, bench, shelter, or other amenities must be removed during construction, the property owner, developer or contractor must submit engineering drawings of the bus stop layout before and after the construction.

ALTERNATIVES:

The Board may choose not to adopt this policy or direct staff to modify the proposed policy.

FISCAL IMPACT:

There is no fiscal impact as a result of adopting the proposed policy.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Committee for Transit Accessibility (CTA) met as a Committee of the Whole and reviewed this item on October 12, 2016. No action was taken but the committee members provided input. Many requests of benches, shelters, trash cans, and lighting at specific locations. Some members suggested staff to take the needs of people using wheelchairs when removing or relocating bus stops. In addition, one member stated that the specific location where a passenger on wheelchair is dropped is critical as some locations are not suitable for wheelchairs. Blind passengers have

similar concerns too. One member suggested adding language of removing amenities due to safety concerns. The Chair expressed that he was glad that VTA is looking into this policy and suggested VTA do some testing when removing bus stops.

The Policy Advisory Committee (PAC) reviewed this item on October 13, 2016, and recommended Board approval, with a clarification that the policy applies to bus stop closure requests that are initiated by a third party or VTA. The policy language will be updated to clarify that the guidelines for bus stop locations are for both third party and VTA initiated bus stop changes and the agreement is for third party bus stop changes.

The Technical Advisory Committee (TAC) reviewed this item on October 13, 2016, and recommended the Board approve this item. The following questions were asked by Committee members: 1) will VTA will seek input from the local jurisdictions and adjacent property owners when relocating bus stops? 2) necessity for the policy; and 3) if the policy will determine bus stop spacing for VTA bus service. Staff responded, noting the following: 1) affirmed that VTA will continue to seek input from local jurisdictions and adjacent property owners; 2) policy is necessary to protect VTA assets and ensure bus stops are returned to their permanent location as agreed prior to relocating bus stops temporarily; and 3) bus stop spacing is not determined by this policy; VTA's Service Design Guidelines has provisions for bus stop spacing.

Prepared by: Ying Smith
Memo No. 5714

ATTACHMENTS:

- Bus Stop Policy revised 10-20 (PDF)

OPERATIONS	Policy	
Passenger Facilities	Document Number:	OPS-PL-0003
Bus Stop Placement, Closures and Relocations	Version Number	01

1.0 Purpose:

To establish standards for VTA to determine the placement of Bus Stops and when and under what conditions it will make Bus Stop closures and relocations.

2.0 Scope:

This policy applies to the placement of Bus Stops. This policy also applies to any instance when a temporary or permanent relocation or closure of a Bus Stop is being considered by VTA, whether such consideration is initiated internally or by a third party.

3.0 Responsibilities:

3.1 The Operations Division staff, as assigned by the Chief Operating Officer, is responsible for evaluating and determining the placement and spacing of Bus Stops and adding passenger amenities.

3.2 The Operations Division staff, as assigned by the Chief Operating Officer, is responsible for evaluating temporary or permanent Bus Stop relocation or closure proposals based on the criteria established in this Policy. The Operations Division will develop an evaluation form to guide the evaluation process.

3.3 The Chief Operating Officer, or his or her designee, shall make the final decision on whether and under what conditions Bus Stops will be relocated or closed, either permanently or temporarily, consistent with this Policy after reviewing the staff evaluation.

4.0 Policy:

4.1 Placement: Far Side Stops are the preferred location for Bus Stops, although the ultimate decision is based on the inherent safety considerations, ridership potential, operational efficiency, ease of connection, availability of space, and compliance with ADA requirements. VTA should follow the guidelines for Bus Stop placement in the *Service Design Guidelines*, adopted in 2006.

4.2 Spacing: VTA should follow the guidelines for Bus Stop spacing in the *Service Design Guidelines*, adopted in 2006. Bus Stops on local routes will be spaced between 750 ft. – 2,500 ft. apart. The spacing will increase for Bus Rapid Transit and Express Bus Routes.

4.3 Passenger Amenities: Shelters, benches and other amenities should be added or modified to provide comfort and protection to passengers. The placement and the selection of these

amenities should be based on ridership, passenger needs, safety and security, and compatibility of surrounding land use.

4.4 Removal: VTA will have the discretion to remove a Bus Stop if the Operations Division, after making a reasonable evaluation of a Bus Stop's location, makes any one of the following findings:

4.4.1 The Bus Stop's location is unsafe;

4.4.2 There is unnecessarily close spacing between Bus Stops;

4.4.3 There is or there will be construction of a new land development which includes an adequate and acceptable replacement Bus Stop provided by the property owner or developer;

4.4.4 The Bus Stop has insufficient ridership to support a stop at that location.

4.5 Relocation: VTA will have the discretion to relocate a Bus Stop if the Operations Division staff is satisfied that there is an adequate and acceptable alternative location. In evaluating whether the alternative location is adequate and acceptable, staff will consider the following factors: passenger safety and convenience, passenger transfer activities, operations safety, and impacts on the surrounding land uses. If the relocation request is made by a Requesting Party and a right-of-way and/or easement is required to relocate the Bus Stop, then the Bus Stop shall be relocated only if the Requesting Party obtains such right of way or easement at his or her own cost. VTA shall also have the discretion to require the Requesting Party to pay for the construction of the relocation, depending on the cost and whether the relocation is being done solely for the benefit of the Requesting Party.

4.6 Temporary Relocation During Construction: VTA will not temporarily relocate a Bus Stop until and unless a Requesting Party, property owner, developer or contractor enters into a mutually-acceptable agreement with VTA which includes details on the construction schedule, an approved traffic control plan, a schedule for moving the Bus Stop to the temporary location and back to its pre-construction location at the end of the construction period, and costs to be covered by the Requesting Party, property owner, developer or contractor. If the Bus Stop pole, bench, shelter, or other amenities must be removed during construction, the Requesting Party, property owner, developer or contractor must submit engineering drawings of the Bus Stop layout before and after the construction.

5.0 Definitions:

5.1 Bus Stop means a bus stop pole, bench, shelter or other amenities used at bus stop locations.

5.2 Far-Side Stops are those Bus Stops located immediately after an intersection, allowing the vehicle to pass through the intersection before stopping for passenger loading and unloading.

5.3 Requesting Party means any third party that requests from VTA that a Bus Stop be removed, relocated or modified.

6.0 Summary of Changes:

Initial release.

7.0 Approval Information:

PREPARED BY	*REVIEWED BY:*	*APPROVED BY*
Rodrigo Carrasco, Supervisor – Transit Service Development		
	Inez P. Evans Chief Operating Officer	Nuria I. Fernandez General Manager Date Signed

SANTA CLARA
Valley Transportation Authority

Date: October 3, 2016
Current Meeting: November 3, 2016
Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Transit Planning & Operations Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Operating Officer, Inez Evans

SUBJECT: Transit Operations Performance Report - FY2016

FOR INFORMATION ONLY

BACKGROUND:

The FY2016 Annual Transit Operations Performance Report presents the Fiscal Year's (July 2015-June 2016) key performance information for VTA Operations. This report is routinely produced after each quarter and at the end of the fiscal year. A summary of the FY2016 Annual Transit Operations Performance Report follows.

DISCUSSION:

Ridership (page 12 of the report)

Bus ridership for FY2016 totaled 32.2 million, a decrease of 1.3% compared to FY2015. Average weekday ridership was 104,009, down 2.1 % compared to FY2015. FY2016 had 2 more days than FY2015.

Light rail recorded 10.7 million boardings during FY2016, a decrease of 5.5% compared to the prior fiscal year. Average weekday ridership was 33,308, down 4.7% compared to FY2015.

Overall, system ridership (bus and rail) was down 2.4% at 42.9 million. Average weekday ridership decreased 2.7%, from 141,159 last year to 137,317 this year.

Special Event Service: A total of 51 stadium events occurred in FY2016 - twenty three at the Avaya Stadium and twenty eight at the Levi's Stadium. Events at the Levi's Stadium included nine 49ers and four Copa América football games, Super Bowl 50, a Beyoncé concert and two college football championship/bowl games. A total of 372,860 riders rode to the Levi's Stadium and averaged 13,316 riders from the twenty eight events. VTA carried a total of 18,954 riders to the Super Bowl at the Levi's Stadium.

Bus service ridership to the Avaya Stadium averaged 1,285, with a total of 29,549 riders from the twenty three events.

Levis Stadium events				
Year	**Month**	**Riders**	**Events**	**Average per event**
2015	July	30,300	3	10,100
2015	August	54,100	6	9,017
2015	September	37,118	2	18,559
2015	October	57,600	3	19,200
2015	November	31,482	2	15,741
2015	December	38,022	3	12,674
2016	January	14,550	1	14,550
2016	February	18,954 (Super Bowl)	1	18,954
2016	April	12,970	2	6,485
2016	May	10,590	1	10,590
2016	June	67,174	4	16,794
Totals		372,860	28	13,316
Avaya Stadium events				
Year	**Months**	**Riders**	**Events**	**Average per event**
2015	July- October	20,831	16	1,302
2016	February-June	8,718	7	1,245
Totals		29,549	23	1,285

Key Performance Indicators (page 11 of the report)

Service reliability performance for the system (both bus and light rail) in FY2016 was 99.64%, and met and exceeded the goal. Bus on-time performance was stable at 85.8%. Light rail on-time performance was stable at 77.5%.

Bus recorded 10,011 miles between major mechanical schedule losses, a 1.2% improvement from 9,890 miles in FY2016, and exceeding the goal of 8,000 miles. Light rail recorded 23,528 miles between major mechanical schedule losses, a 15.9% improvement from 20,292 miles in FY2016. It did not, however, meet the goal of 40,000 miles.

Absenteeism goals were met for all except Way, Power and Signal personnel.

Paratransit (page 27 of the report)

Trips taken by eligible clients increased by 5.0% from 512,810 in FY2015 to 539,514 in FY2016. The average number of eligible customers taking at least one trip per month increased 1.4% during FY2016. Attendant and companion trips, however, declined 34.1% and 59.7%, respectively. Overall, paratransit ridership decreased by 9.6% from 720,587 in FY2015 to 651,679 in FY2016.

In March 2016, the broker's prime Americans with Disabilities Act paratransit contractor ended a contractual relationship with the San Andreas Regional Center (SARC). This prevented the broker from being able to place ADA paratransit customers as attendants and companions on the prime contractor's SARC service vehicles at a discounted rate. This caused attendant and companion ridership to decline.

Net cost per passenger trip in FY2016, including eligibility program expenses, was $30.24. This net cost per trip is 24.5% higher than last year and exceeds the cost per trip performance goal of $26.75. This increase is due to staffing expense increases related to driver living wage and pension contributions, and unforeseen costs associated with the prime contractor's decision to end its service provision to SARC.

OUTREACH did not meet three of the ten FY2016 contractually established performance measures.

Performance Indicators	Goal	FY2016	Met Goal
VTA Net-Cost Per Passenger Trip	<= $26.75	$29.54	No
On-Time Performance	>= 92.0%	90.6%	No
Passengers per Revenue Hour	>= 2.4	2.3	No

Inter-Agency Partners and Contracted Services (page 12 of the report)

VTA's Inter-agency partners and contracted services recorded ridership decreases, with the exception of ACE and Caltrain:

- Dumbarton Express ridership was 281,609, down 7.9%.
- Highway 17 Express ridership was 336,522, down 11.0%.
- Monterey-San Jose Express ridership was 25,058, down 18.7 %.
- ACE ridership was 1,289,648 up 7.1%.
- Caltrain ridership was 19,233,427, up 3.7%.
- ACE shuttle ridership was 428,687, up 2.8%.

Prepared By: Lalitha Konanur
Memo No. 5279

Transit Operations Performance Report

FY2016 Annual Report
(July 1, 2015-June 30, 2016)

SANTA CLARA
Valley Transportation Authority
Part of every trip you take SM

Transit Operations Performance Report

FY 2016 Annual Report

(July 1, 2015 – June 30, 2016)

Santa Clara Valley Transportation Authority
FY2016 Annual Transit Operations Performance Report

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Prepared by: Operations Analysis, Reporting & Systems

Executive Summary

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
SUMMARY OF PERFORMANCE
FY2016 Annual Transit Operations Performance Report
(July 1, 2015 –June 30, 2016)

Ridership (page 12 of the report)

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SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
EVENT HIGHLIGHTS
FY2016 Annual Transit Operations Performance Report
(July 1, 2015 to June 30, 2016)

This section shows events that can affect normal service operations and system ridership. Ridership historically follows employment trends in the Valley, for example. Weather, public events, strikes, traffic, construction, new service, area gasoline prices, and other changes to our operating environment also affect system ridership and service conditions.

July 1, 2015 – Severe heat warning issued by the National Weather Service.

July 1, 2015 – San Jose Earthquakes vs. Los Angeles soccer match held at Avaya Stadium.

July 4, 2015 – VTA featured increased light rail service to the downtown Rotary Club fireworks show at Discovery Meadow. Bus service was rerouted to accommodate the downtown fireworks, the Morgan Hill 4th of July Car Show and parade, the Fremont 4th of July Parade, and the San Jose Rose, White, and Blue Parade and Festival.

July 5, 2015 – Atlas vs. Leon soccer match held at Avaya Stadium.

July 7, 2015 – BART train fire closes down five East Bay BART stations and stops BART service during morning commute, causing severe delays.

July 10, 2015 – Earthquakes vs. Houston soccer match held at Avaya Stadium.

July 11, 2015 – One Direction concert held at Levi's Stadium.

July 12, 2015 – Light rail service shut down through July 19, 2015 between Mountain View and Whisman Stations and July 18-19 between Mountain View and Lockheed Stations for double-tracking work. Bus Bridge replacement service provided.

July 28-29, 2015 – Spare July 14, 2015 – Earthquakes vs. Club America soccer match held at Avaya Stadium.

July 18, 2015 – VTA provided expanded bus service to Avaya Stadium for the Pacific Nations Cup rugby tournament.

July 21, 2015 – Earthquakes vs. Manchester United soccer match held at Avaya Stadium.

July 25, 2015 – Manchester United vs. Barcelona Soccer match held at Levi's Stadium.

July 27, 2015 – Cisco Rocks! Corporate event held at Levi's Stadium.

July 2015 – VTA experienced reroutes and service delays due to police activity, Thursday Night Live Summer Concert Series in Mountain View; construction in Mountain View, Sunnyvale, San Jose, and Milpitas; the Garlic City Fun Run and Car Show in Gilroy; a gas leak in San Jose; Sunnyvale Music in the Market; accidents; and mechanical issues.

July 2015 – There was no measurable rainfall during the month.

July 2015 – The Santa Clara County unemployment rate was 4.2%.

July 2015 – Unleaded gas averaged $3.46 per gallon during the month.

August 1, 2015 – Monterey-Salinas Transit debuts new service between King City and San Jose, including an airport connection to Mineta San Jose airport.

August 1, 2015 – Wedemeyer High School Football event held at Levi's Stadium.

August 2, 2015 – Earthquakes vs. Portland soccer match held at Avaya Stadium.

August 5, 2015 – Training Camp Day event held at Levi's Stadium.

August 14, 2015 – Earthquakes vs. Colorado soccer match held at Avaya Stadium.

August 14-15, 2015 – Two Taylor Swift concerts held at Levi's Stadium.

August 15, 2015 – Line 254, serving Levi's Stadium on game days from Eastridge Transit Center, is discontinued due to low ridership.

August 15-16, 2015 – Heat advisory issued by the National Weather Service.

August 16-17, 2015 – Spare the Air days.

August 23, 2015 – '49ers vs. Dallas Cowboys game at Levi's Stadium.

August 26, 2015 – Intuit, in Mountain View, announces layoffs of 249 employees following June layoffs of 399 employees.

August 27, 2015 – Amazon lays off engineers at Silicon-Valley-based Lab126.

August 28, 2015 – Earthquakes vs. Galaxy soccer match held at Avaya Stadium.

August 29, 2015 – Luke Bryan concert held at Levi's Stadium.

August 31, 2015 – McCandless Drive in Milpitas re-opens for Line 77 service and VTA's Montague light rail station re-opens for service following 5-month BART construction closure.

August 2015 – VTA experienced reroutes and service delays due to the Silicon Valley Pride Parade and Festival; Levi's Stadium events; the FroYo Run; South First Fridays in San Jose; the San Jose Jazz Summer Fest; Thursday Night Live Summer Concert Series; National Night Out event in Morgan Hill; mechanical issues; and construction in Mountain View and San Jose.

August 2015 – The Santa Clara County unemployment rate was 4.0%.

August 2015 – Rainfall during the month was 100% of normal.

August 2015 – Unleaded gas averaged $3.33 per gallon during the month.

September 3, 2015 – '49ers vs. San Diego Chargers Thursday night game at Levi's Stadium.

September 5, 2015 – Earthquakes vs. Philadelphia soccer match held at Avaya Stadium.

September 5-13, 2015 – Light rail service between Mountain View and Middlefield is replaced with bus bridge service for double-tracking project.

September 8-10, 2015 – Spare the Air days.

September 9-10, 2015 – Whisman light rail station was closed, with substitute bus service provided, for the double-tracking project.

September 12, 2015 – Earthquakes vs. Seattle soccer match held at Avaya Stadium.

September 14, 2015 – '49ers vs. Minnesota Vikings Monday Night Football game at Levi's Stadium.

September 16, 2015 – Earthquakes vs. Impact soccer match held at Avaya Stadium.

September 19-20, 2015 – Light rail service was replaced by a bus bridge between the Mountain View and Whisman stations due to the double-tracking project.

September 20-21, 2015 – Spare the Air days.

September 27, 2015 – Earthquakes vs. Real Salt Lake soccer match held at Avaya Stadium.

September 2015 – VTA experienced reroutes and service delays due to medical emergencies/ police action; accidents; track repair; South First Fridays Street Market; Morgan Hill Auto Show;

SoFa Street Fair; Willow Glen Founders Day Parade; A Taste of Morgan Hill; and an SAP event in San Jose.

September 2015 – The Santa Clara County unemployment rate was 3.7%.

September 2015 – Rainfall during the month was 6% of normal.

September 2015 – Unleaded gas averaged $3.01 per gallon during the month.

October 3, 2015 – Earthquakes vs. Vancouver soccer match held at Avaya Stadium.

October 4, 2015 – '49ers vs. Green Bay Packers football game held at Levi's Stadium.

October 16, 2015 – Earthquakes vs. Kansas City soccer match held at Avaya Stadium.

October 18, 2015 – '49ers vs. Baltimore Ravens football game held at Levi's Stadium.

October 22, 2015 – '49ers vs. Seattle Seahawks Thursday night football game held at Levi's Stadium.

October 28, 2015 – Cisco Systems lays off 899 employees in San Jose.

October 2015 – VTA experienced reroutes, bus bridges, and service delays due to special events on October 3rd and 8th in downtown Mountain View, double-track work near Whisman station in Mountain View, the Tournament of Bands parade in Cupertino, Viva Calle in San Jose, an accident near Fruitdale Station in San Jose, a water main break in Palo Alto, fires in Sunnyvale and San Jose, a weekday Levi's Stadium event, the Zombie Run in San Jose, the Morgan Hill Marathon, the Chardonnay Run in San Jose, and the Morgan Hill Safe Trick-or-Treat event.

October 2015 – The Santa Clara County unemployment rate was 4%

October 2015 – Rainfall during the month was 6% of normal.

October 2015 – Unleaded gas averaged $2.84 per gallon.

November 8, 2015 – '49ers vs. Atlanta Falcons football game held at Levi's Stadium.

November 14-22, 2015 – Substitute bus service replaced light rail service from Tasman Station to Mountain View to accommodate the double-track project.

November 17, 2015 – Citrix Systems in Santa Clara announced 1,000 job cuts.

November 25, 2015 – New second light rail track in Mountain View is opened for revenue service.

November 29, 2015 – ‘49ers vs. Arizona Cardinals football game at Levi’s Stadium.

November 2015 – VTA experienced reroutes due to the Firehouse Run, police activity, construction, and the Turkey Trot race, all in San Jose.

November 2015 – The Santa Clara County unemployment rate was 3.9%

November 2015 – Rainfall during the month was 144% of normal.

November 2015 – Unleaded gas averaged $2.73 per gallon.

December 5, 2015 – PAC-12 College Championship football game held at Levi’s Stadium.

December 20, 2015 – ‘49ers vs. Cincinnati Bengals football game held at Levi’s Stadium.

December 26, 2015 – Foster Farms Bowl college football game held at Levi’s Stadium.

December 2015 – VTA experienced reroutes and bus bridges due to police activity, construction, Christmas Tree Lighting in Sunnyvale, the Holiday Lights Parade in Morgan Hill, the Procession to Our Virgin Mary in San Jose, the Gilroy Holiday Parade, the Children’s Holiday Christmas Parade in Los Gatos,

December 2015 – The Santa Clara County unemployment rate was

December 2015 – Rainfall during the month was 85% of the normal.

December 2015 – Unleaded gas averaged $2.65 per gallon.

January 3, 2016 – 49ers vs. Rams game at the Levi’s stadium. The event was attended by 58,000, and VTA carried around 14,500 passengers to the event.

January 4, 2016 – New Service changes include merging of Line 51 and 81.

January 14, 2016 – VTA started FLEX on Demand Service as a Pilot Program. FLEX is an on-demand connection service between regular transit stops and high-density employment centers and/or retail centers that prioritizes your valuable time by minimizing wait times. In addition, FLEX provides better access to transit by shortening or eliminating the distance that you have to walk to a bus or light rail stop. FLEX does not travel a fixed route or fixed schedule.

January 2016 – Rainfall during the month was 133% of normal.

January 2016 – The Santa Clara County Unemployment Rate was 3.9%

January 2016 – Unleaded gas averaged $2.64 per gallon.

February 15, 2016 – Transit Signal Priority has been installed at 29 intersections along Line 323. The limits of the project are Stevens Creek/Stelling to San Carlos/Delmas.

February 7, 2016 – Super bowl 50- 49ers vs. Bronco. Event was attended by 71,000. VTA carried around 19,000 riders.

February 27, 2016 – Earthquakes vs. NY Cosmos at the Avaya Stadium.

February 2016 – Rainfall during the month was 10% of normal.

February 2016 – The Santa Clara County Unemployment Rate was 3.8%

February 2016 – Unleaded gas averaged $2.26 per gallon.

March 6, 2016 – Earthquakes vs. Colorado at the Avaya Stadium.

March 13, 2016 – Earthquakes vs. Portland at the Avaya Stadium.

March 24, 27-2016 – Due to emergency repair on the light rail tracks near First St. & Clayton, tracks were closed between the St. James and Civic Center Stations. Trains from Santa Teresa and Winchester operated to St. James north and return from St. James south. Trains from Mountain View terminated at Baypointe, where passengers were able to transfer to trains operating between Alum Rock and Civic Center. The Japantown/Ayer Station was closed. A bus bridge operated between the St. James and Civic Center Stations. Special light rail schedules were in operation for the weekend closures.

March 2016 – Intel announces cuts to 12,000 jobs globally.

March 2016 – Rainfall during the month was 156% of normal.

March 2016 – The Santa Clara County Unemployment Rate was 3.9%.

March 2016 – Unleaded gas averaged $2.50 per gallon.

January- March 2016 – Bay Area experienced its wettest January since 2010. February and March also experienced rain fall more than usual.

No spare the Air day was declared in January, February and March 2016.

April 2, 2016 – Monster Super Cross at the Levi's stadium.

April 9, 2016 – Monster Jam at the Levi's stadium.

May 5, 2016 - San Jose Stand-off with man standing on a top of VTA Light Rail car ended in 12 hours.

May 16, 2016 – Monday Beyoncé concert held at Levis, attended by 45,000 fans.

June 2, 3 and 4, 2016 - Spare the Air days.

June 3, 2016 –Copa America: USA vs. Columbia Football match held at Levi's stadium

June 6, 2016 - Copa America: Argentina vs. Chile Football match held at Levi's stadium

June 13, 2016 - Copa America: Uruguay vs. Jamaica Football match held at Levi's stadium

June 18, 2016 - Copa America: Quarterfinals Mexico vs. Chile held at Levi's stadium

June 21, 2016 – Spare the Air day.

June 28, 2016 – Spare the Air day.

June 2016 – The Santa Clara County Unemployment Rate was 4.2%.

June 30, 2016 - Gas price averaged $2.91.

Key Performance Indicators

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
KEY PERFORMANCE INDICATORS
FY2016 Annual Transit Operations Performance Report

	FY 2013 Annual	FY 2014 Annual	FY 2015 Annual	**FY 2016 Annual**	**Met Goal?**	**Q4 2016 Goals**	
SYSTEM (Bus & Light Rail)							
Total Boarding Riders (in millions)	43.15	43.43	43.94	42.92	No	>=	**45.00**
Average Weekday Boarding Riders	140,402	140,965	141,149	137,317	No	>=	**144,600**
Boardings per Revenue Hour	31.9	29.6	30.5	29.7	YES	>=	**29.5**
Percent of Scheduled Service Operated	99.73%	99.67%	99.67%	99.64%	YES	>=	**99.55%**
Miles Between Major Mechanical Schedule Loss[1]	13,110	10,839	9,890	10,655	YES	>=	**9,000**
Miles Between Chargeable Accidents	88,300	80,812	78,449	168,454	YES	>=	**110,800**
Passenger Concerns per 100,000 Boardings	13.7	16.2	18.4	21.0	No	<=	**10.6**
BUS OPERATIONS							
Total Boarding Riders (in millions)	32.40	32.48	32.62	32.20	No	>=	**33.32**
Average Weekday Boarding Riders	106,161	105,969	106,214	104,009	No	>=	**108,500**
Boardings per Revenue Hour	26.7	26.0	25.1	24.7	No	>=	**25.0**
Percent of Scheduled Service Operated	99.70%	99.64%	99.64%	99.60%	YES	>=	**99.50%**
Miles Between Major Mechanical Schedule Loss[1]	12,080	9,964	9,890	10,011	YES	>=	**8,000**
Miles Between Chargeable Accidents	80,608	73,702	78,449	153,146	YES	>=	**100,000**
On-time Performance	87.4%	85.9%	85.6%	85.8%	No	>=	**92.5%**
Operator Personal Time-off	8.5%	8.1%	7.2%	7.6%	YES	<=	**10.0%**
Maintenance Personal Time-off	7.4%	8.2%	6.0%	5.5%	YES	<=	**8.0%**
Passenger Concerns per 100,000 Boardings	17.1	20.2	21.3	22.4	No	<=	**11.8**
LIGHT RAIL OPERATIONS							
Total Boarding Riders (in millions)	10.74	10.95	11.32	10.72	No	>=	**11.68**
Average Weekday Boarding Riders	34,241	34,996	34,935	33,308	No	>=	**36,100**
Boardings per Revenue Hour	78.3	78.8	80.4	76.6	No	>=	**82.3**
Percent of Scheduled Service Operated	99.98%	99.97%	99.96%	99.97%	YES	>=	**99.90%**
Miles Between Major Mechanical Schedule Loss[1]	40,723	37,381	20,292	23,528	No	>=	**40,000**
Miles Between Chargeable Accidents[2]	366,503	367,582	558,019	1,117,584	No	>=	**2,235,167**
On-time Performance	88.5%	84.5%	77.4%	77.5%	No	>=	**95.0%**
Operator Personal Time-off	5.9%	7.2%	7.3%	7.7%	YES	<=	**10.0%**
Maintenance Personal Time-off	7.3%	8.1%	5.2%	4.1%	YES	<=	**8.0%**
Way, Power, & Signal Personal Time-off	6.3%	4.0%	8.6%	8.7%	No	<=	**8.0%**
Passenger Concerns per 100,000 Boardings	3.3	4.3	10.0	16.8	No	<=	**2.8**
Fare Evasion Rate	3.9%	3.1%	3.0%	2.8%	YES	<=	**5.0%**
PARATRANSIT							
Passengers per Revenue Hour[3]	2.50	1.80	2.60	2.20	NO	>=	**2.40**
Net Cost per Passenger	$22.69	$23.16	$24.22	$30.24	No	<=	**$26.75**
Ontime Performance [3]		96.9%	96.5%	90.9%	No	>=	**92.0%**
Complaints per 1,000 passenger Trips [3]		0.51	0.47	0.68	YES	<=	**1.0**
Schedule Calls Response Time (minutes) [3]		1.36	1.36	0.97	YES	<=	**2.0**
Days of Service Calls Response Time (minutes) [3]		1.09	1.14	1.40	YES	<=	**2.0**
ADA Eligibility Certification within 21 Days [3]		100.0%	100.0%	100.0%	YES	>=	**100.0%**
Preventative Maintenance Inspections Ontime [3]		99.8%	100.0%	100.0%	YES	>=	**95.0%**
Major Accidents and Incidents per 85,000 Passenger Trips [3]		0	0	0	YES	<=	**1.0**
Non-Major Accidents and Incidents per 85,000 Passenger Trips [3]		0.1	0.47	0.56	YES	<=	**2.0**

Note: Ridership goals were developed using budget projections.

[1] Mechanical failure that prevents the vehicle from completing a scheduled service due to limited vehicle movement or safety concerns.

[2] Goal is no more than one chargeable accident in a year.

[3] New ADA Paratransit Performance Indicators for Paratransit effective FY 2014

Ridership Summary

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY RIDERSHIP SUMMARY

(Directly Operated, Inter-Agency Partners, and Contracted Services)

FY2016 Annual Transit Operations Performance Report

	FY2016	FY2015	% Change
Directly Operated Services			
Bus	32,195,504	32,623,832	-1.3%
Average Weekday Riders	104,009	106,215	-2.1%
Light Rail	10,722,932	11,341,210	-5.5%
Average Weekday Riders	33,308	34,944	-4.7%
Total Directly Operated Services	42,918,436	43,965,042	-2.4%
Average Weekday Riders	137,317	141,159	-2.7%
Inter-Agency Partners			
Dumbarton Express	281,609	305,877	-7.9%
Average Weekday Riders	1,104	1,204	-8.3%
Highway 17 Express	336,522	378,084	-11.0%
Average Weekday Riders	1,038	1,170	-11.3%
Monterey-San Jose Express	25,058	30,818	-18.7%
Average Weekday Riders	61	83	-26.5%
Altamont Commuter Express (ACE)	1,289,648	1,204,568	7.1%
Average Weekday Riders	5,057	4,775	5.9%
Caltrain	19,233,427	18,544,667	3.7%
Average Weekday Riders	60,231	58,406	3.1%
Caltrain Shuttles (in Santa Clara County)	1,880,585	1,660,381	13.3%
Average Weekday Riders	7,317	6,386	14.6%
Contracted Services			
Paratransit	651,679	720,587	-9.6%
Average Weekday Riders	2,301	2,553	-9.9%
ACE Shuttles	321,048	311,244	3.1%
Average Weekday Riders	1,681	1,656	1.5%
Total Contracted / Inter-Agency	11,826,718	11,312,557	4.5%
Combined Total Ridership (in Santa Clara County) [1]	54,745,154	55,277,599	-1.0%

1 These figures are based on estimated ridership in the VTA service area for Caltrain, ACE, Highway 17 Express, Dumbarton Express, and Monterey-San Jose Express. Paratransit, Light Rail Shuttles, ACE Shuttles, and Caltrain Santa Clara County Shuttles are operated wholly within the service area, therefore, 100% of the ridership is included.

Route Performance

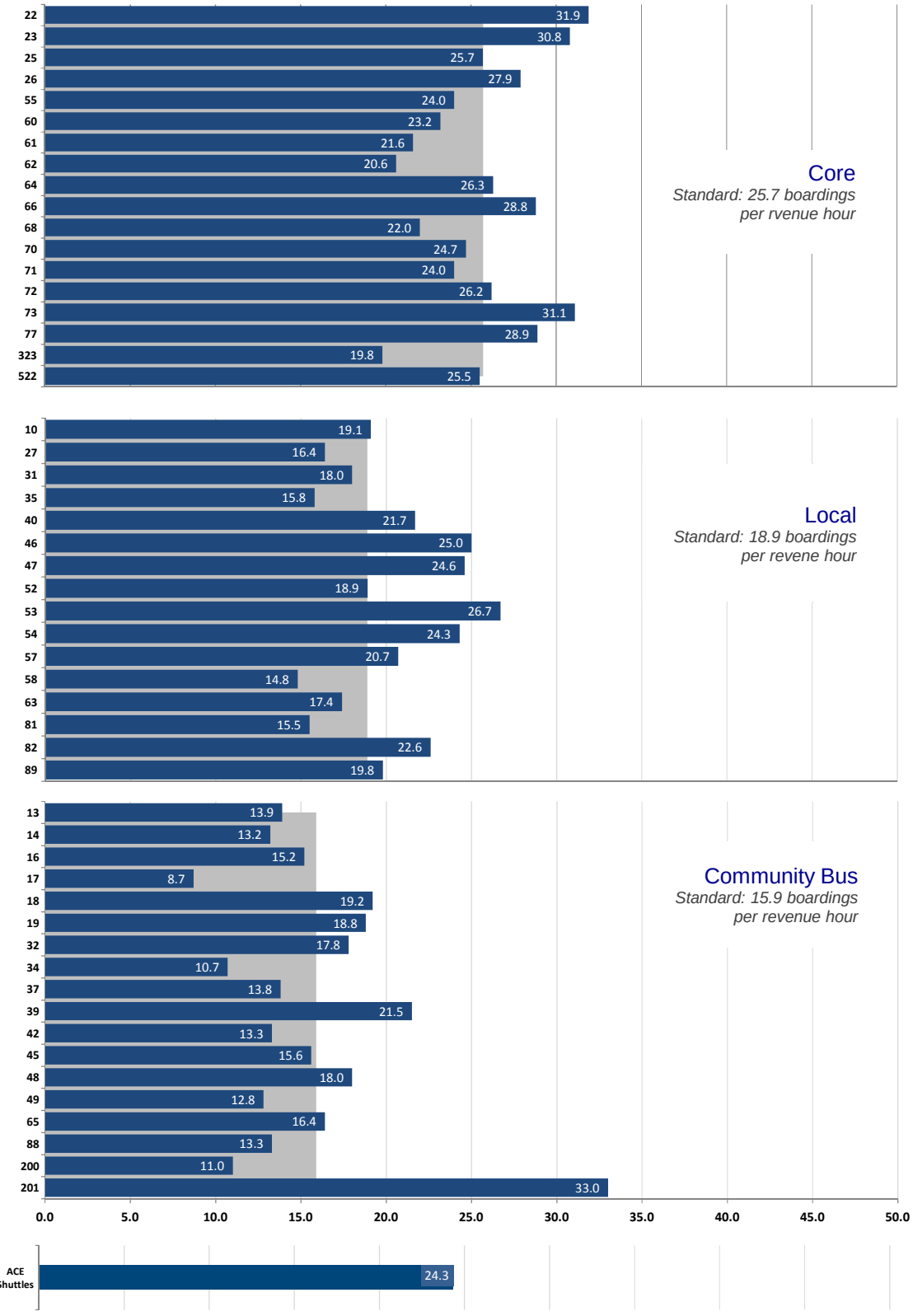
Route Listing

Rte	Destination	Rte	Destination
10	Santa Clara Transit Ctr.-San Jose International Airport-Metro Airport LRT Station	68	Gilroy Transit Ctr.-San Jose Diridon Transit Ctr.
12	San Jose Civic Ctr.-Eastridge Transit Ctr. via San Jose Flea Market	70	Capitol LRT Station-Great Mall/Main Transit Ctr.
13*	Almaden Expwy. & McKean-Ohlone/Chynoweth LRT Station	71	Eastridge Transit Ctr.-Great Mall/Main Transit Ctr. via White Rd.
14*	Gilroy Transit Ctr. to St. Louise Hospital via Camino Arroyo	72	Senter & Monterey-Downtown San Jose
16*	Morgan Hill Civic Ctr. to Burnett Ave.	73	Snell/Capitol-Downtown San Jose
17*	Gilroy Transit Ctr. to St. Louise Hospital via Murray Ave.	77	Eastridge Tran Ctr-Great Mall/Main Trans Ctr via King Rd
18*	Gilroy Transit Ctr. to Gavilan College	81	Moffett Field/Ames Ctr.-San Jose State University
19*	Gilroy Transit Ctr. to Wren & Mantelli	82	Westgate-Downtown San Jose
22	Palo Alto Transit Ctr.-Eastridge Transit Ctr. via El Camino	88*	Palo Alto Veteran's Hospital-Middlefield & Colorado
23	DeAnza College-Alum Rock Transit Ctr. via Stevens Creek	89	California Ave. Caltrain Station-Palo Alto Veteran's Hospital
25	DeAnza College-Alum Rock Transit Ctr. via Valley Medical Ctr.	101	Camden & Hwy 85-Palo Alto
26	Sunnyvale/Lockheed Martin Transit Ctr.-Eastridge Transit Ctr.	102	South San Jose-Palo Alto
27	Good Samaritan Hospital-Kaiser San Jose	103	Eastridge Transit Ctr.-Palo Alto
31	Evergreen Valley College-Eastridge Transit Ctr.	104	Penitencia Creek Transit Ctr.-Palo Alto
32*	San Antonio Shopping Ctr.-Santa Clara Transit Ctr.	120	Fremont BART-Lockheed Martin/Moffett Park-Shoreline
34*	San Antonio Shopping Ctr.-Downtown Mountain View	121	Gilroy Transit Ctr.-Lockheed Martin/Moffett Park
35	Downtown Mountain View-Stanford Shopping Ctr.	122	South San Jose-Lockheed Martin/Moffett Park
37*	West Valley College-Capitol LRT Station	140	Fremont BART-Mission College & Montague Expwy.
39*	The Villages-Eastridge Transit Ctr.	168	Gilroy Transit Ctr.-San Jose Diridon Transit Ctr.
40	Weekday/Sat-Foothill College-La Avenida & Shoreline Sun-San Antonio & Lyell-La Avenida & Shoreline	180	Great Mall/Main Transit Ctr/Aborn&White-Fremont BART
42*	Weekday-Kaiser San Jose-Evergreen Valley College Sat-Santa Teresa LRT-Monterey & Senter	181	San Jose Diridon Transit Ctr.-Fremont BART via Great Mall/Main Transit Ctr. late evenings & weekends
45*	Alum Rock Transit Ctr.-Penitencia Creek Transit Ctr.	182	Palo Alto-IBM/Bailey Ave.
46	Great Mall/Main Transit Ctr.-Milpitas High School	201	DASH SJ Diridon Stn-Downtown SJ LRT Stations
47	Great Mall/Main Transit Ctr.-McCarthy Ranch	231	Avaya Stadium-Downtown San Jose (Event Service Only)
48*	Los Gatos Civic Ctr.-Winchester Transit Ctr. via Winchester Blvd	251	Fremont BART-Levi's Stadium (Event Service Only)
49*	Los Gatos Civic Ctr.-Winchester Transit Ctr. via Los Gatos Blvd	252	Vallco-Levi's Stadium (Event Service Only)
51	*Line Discontinued*	253	Gilroy/Morgan Hill-Levi's Stadium (Event Service Only)
52	Foothill College-Downtown Mountain View	255	Almaden-Levi's Stadium (Event Service Only)
53	West Valley College-Sunnyvale Transit Ctr.	256	Ohlone-Chynoweth-Levi's Stadium (Event Service Only)
54	De Anza College-Sunnyvale/Lockheed Martin Trans Ctr.	304	South San Jose-Sunnyvale Transit Ctr. via Arques
55	De Anza College-Great America	321	Great Mall/Main Transit Ctr.-Lockheed Martin/Moffett Park
55X	Fremont High School-Lakewood Village (School Days Only)	323	De Anza College-Downtown San Jose
57	West Valley College-Great America via Quito Rd.	328	Almaden Expy/Via Valiente-Lockheed Martin/Moffett Pk
58	West Valley College-Alviso via Fruitvale	330	Almaden Expy. & Via Valiente-Tasman Drive
60	Winchester Transit Ctr.-Great America	522	Palo Alto Transit Ctr.-Eastridge Transit Ctr.
61	Good Samaritan Hospital-Sierra & Piedmont via Bascom	LRT	Line 902 - Mountain View-Winchester
62	Good Samaritan Hospital-Sierra & Piedmont via Union		Line 901 - Alum Rock-Santa Teresa
63	Almaden Expy & Camden-San Jose State University		Line 900 - Ohlone/Chynoweth-Almaden
64	Almaden LRT Station-McKee & White via Downtown San Jose	970	Highway 17 Express - Santa Cruz & Scotts Valley-San Jose Diridon Transit Ctr.
65*	Kooser & Blossom Hill-13th & Hedding	971	Dumbarton Express - Union City BART-Palo Alto
66	Kaiser San Jose-Milpitas/Dixon Rd. via Downtown San Jose	972	Monterey-San Jose Express (MST55)

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

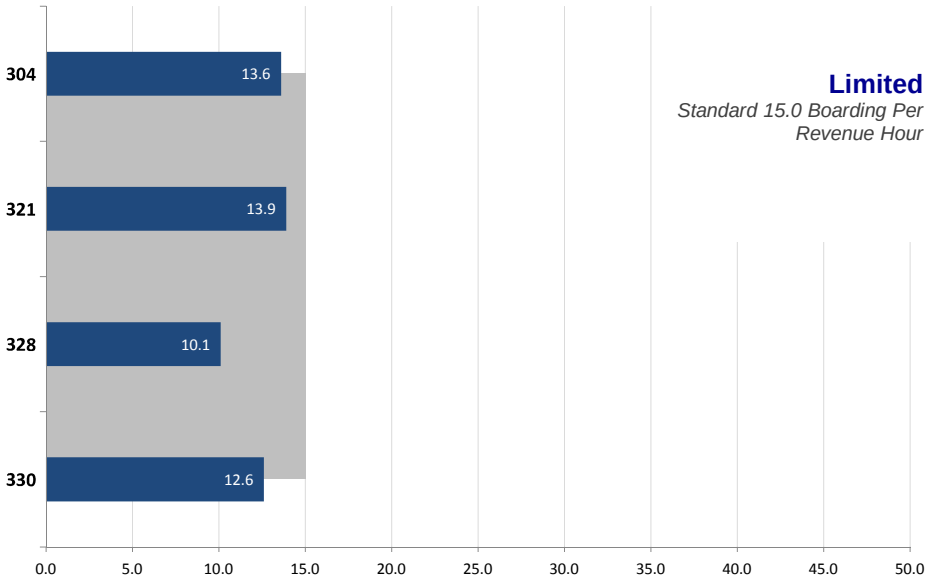
Weekday Boardings per revenue hour

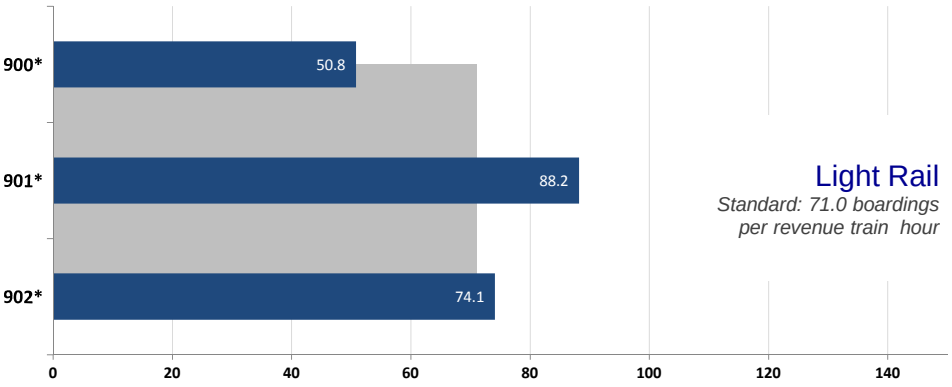
FY2016 Annual Transit Operations Performance Report



Note: ACE shuttles are not considered in the calculation of the Community Bus standard, which is VTA-based only.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Weekday Boardings per revenue hour
FY2016 Annual Transit Operations Performance Report



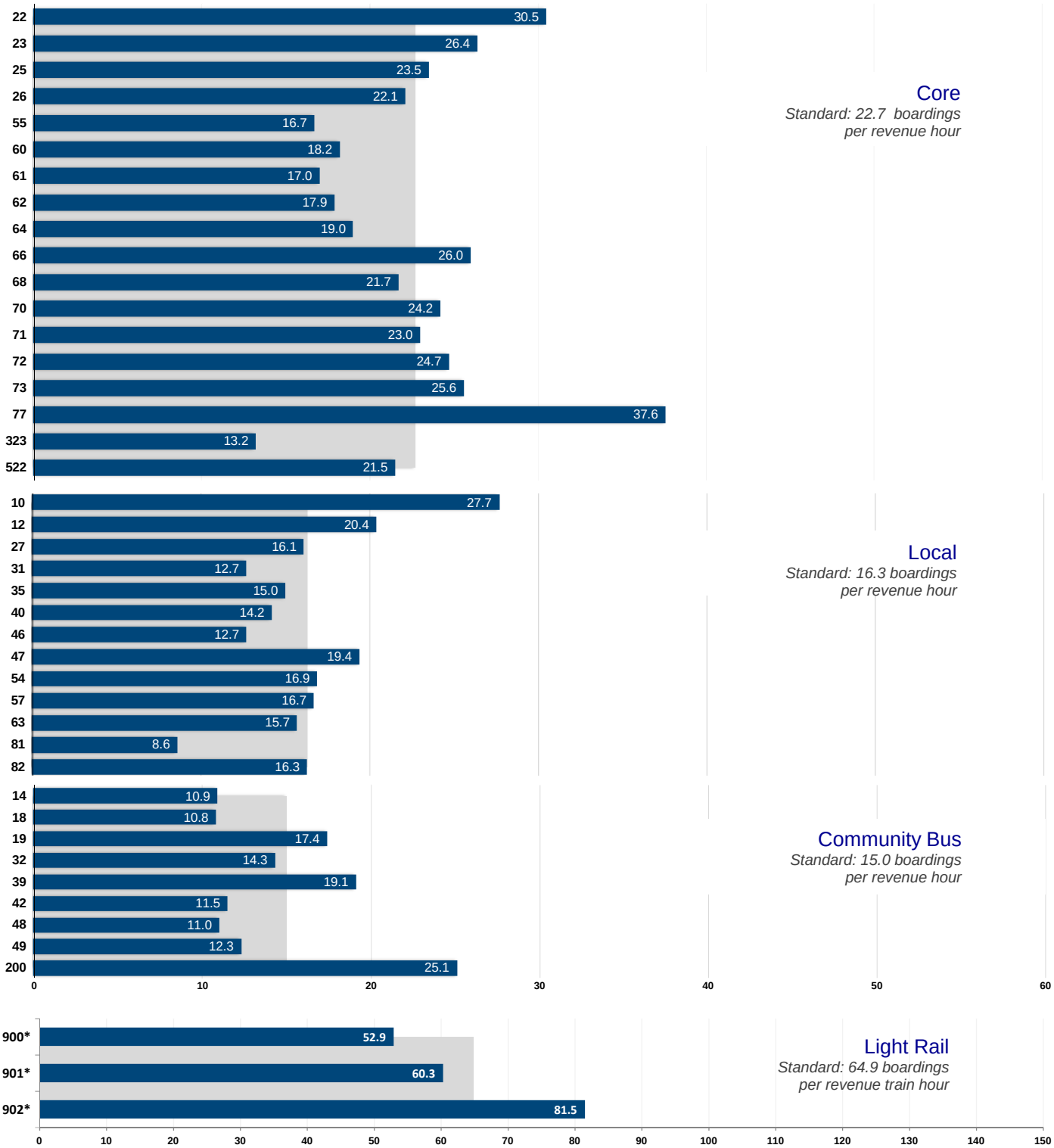


* Line 900 is the Ohlone/Chynoweth – Almaden line
Line 901 is the Alum Rock - Santa Teresa Line
Line 902 is the Mountain View - Winchester Line.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Saturday Boardings per revenue hour

FY2016 Annual Transit Operations Performance Report



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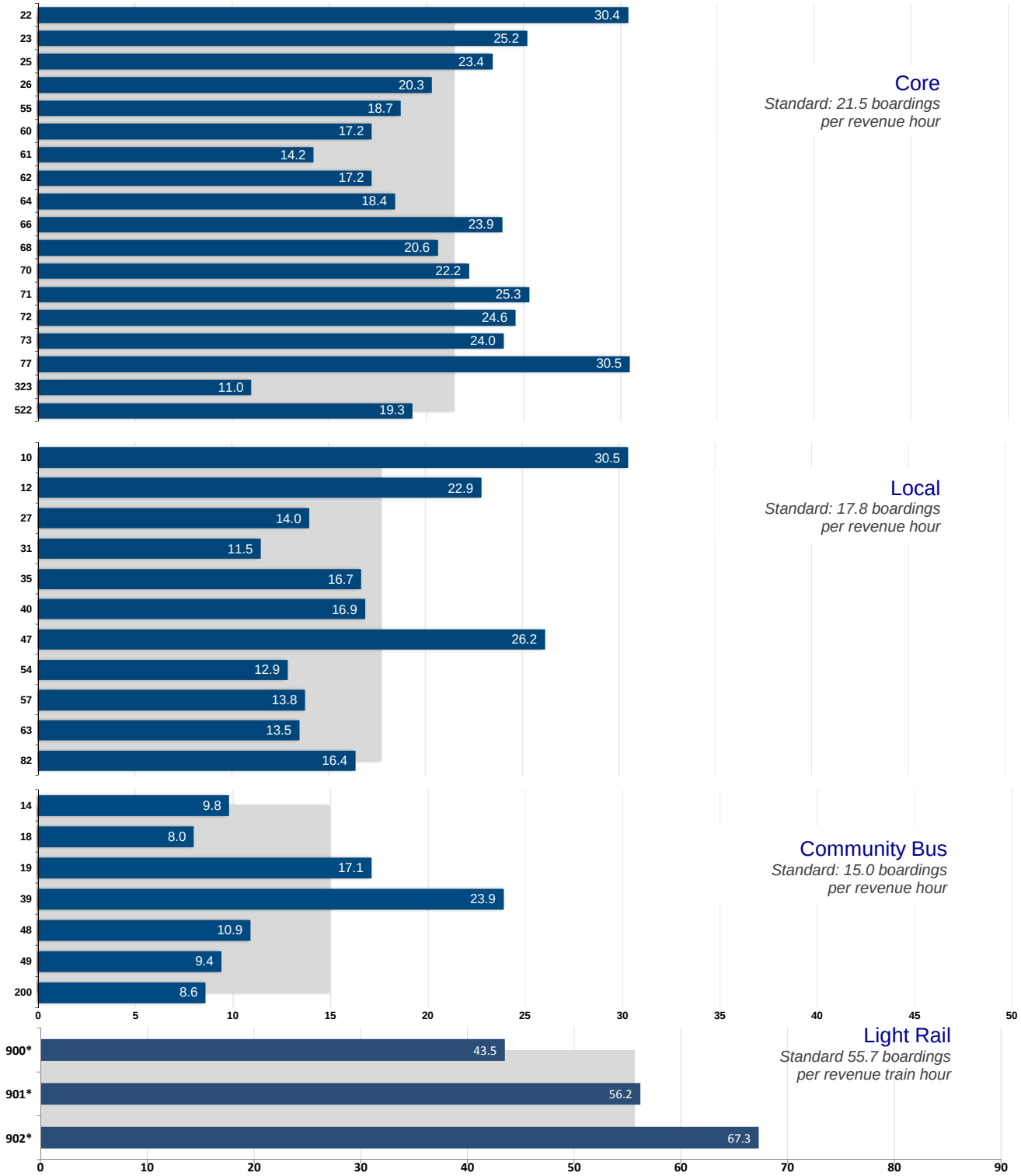
Line 901 is the Alum Rock - Santa Teresa Line
Line 902 is the Mountain View - Winchester Line.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Sunday Boardings per revenue hour

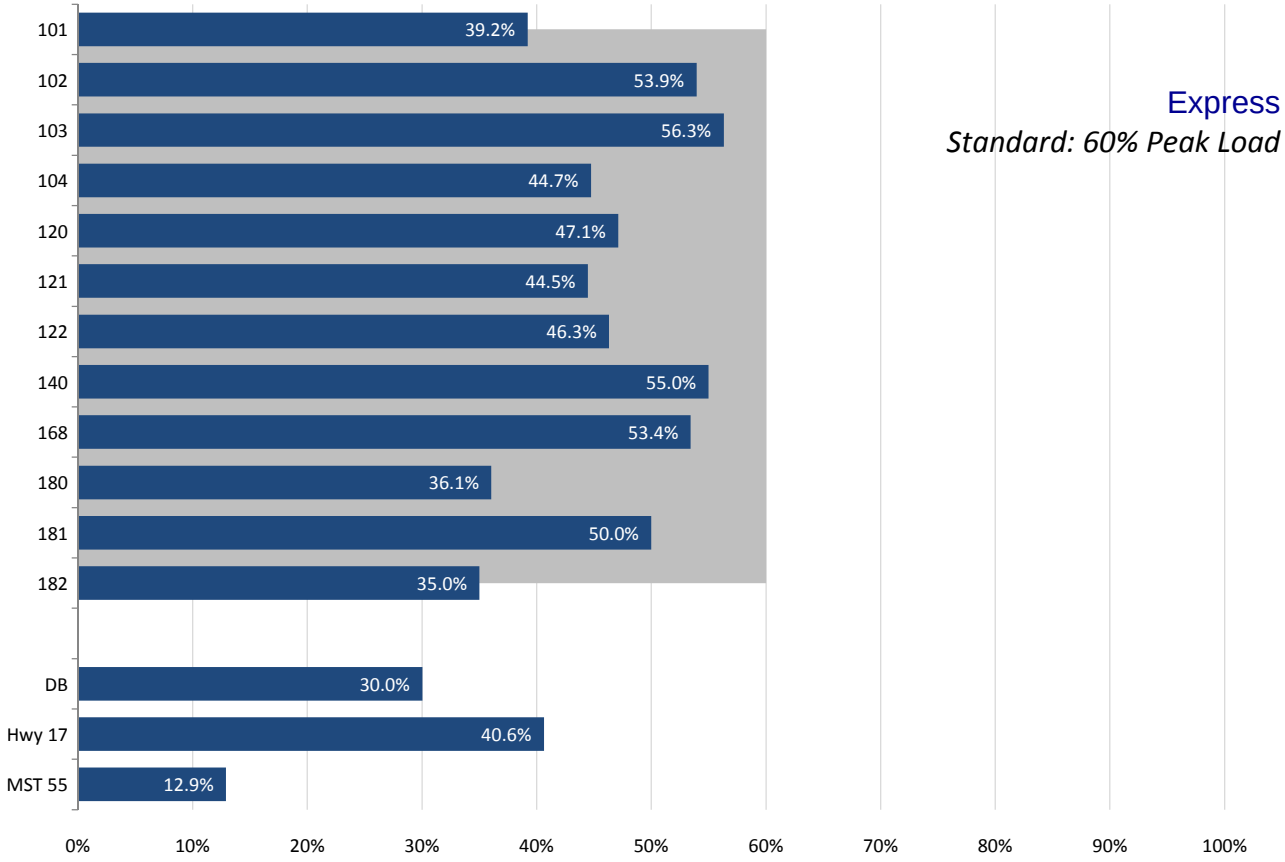
FY2016 Annual Transit Operations Performance Report



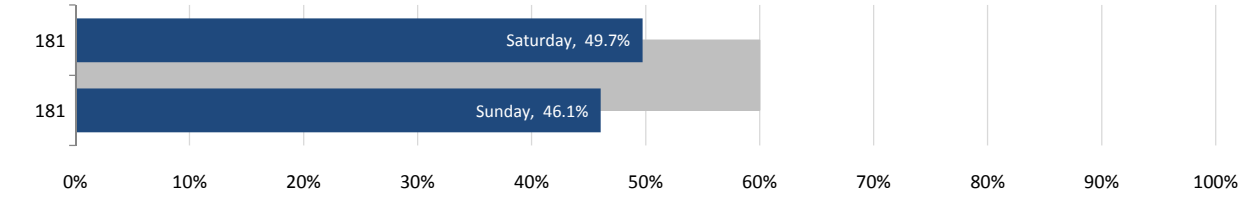
* Line 900 is the Ohlone/Chynoweth – Almaden line
Line 901 is the Alum Rock - Santa Teresa Line
Line 902 is the Mountain View - Winchester Line

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
FY2016 Annual Transit Operations Performance Report
Express Routes Average Peak Load

Weekday



Saturday / Sunday



Note: HWY 17, MST and DB are not considered in the calculation of the standard which is VTA- based only.

SANTA CLARA
Valley Transportation Authority

Boardings per Revenue Hour by Time Period
FY2016 Annual Transit Operations Performance Report

Core Routes

WEEKDAY

ROUTE	PEAK	MIDDAY	OFF PEAK	TOTAL
22	29.9	34.5	31.2	31.9
23	28.1	34.9	26.2	30.8
25	24.8	27.0	22.8	25.7
26	25.6	31.7	24.5	27.9
55	23.5	26.1	19.0	24.0
60	21.4	27.0	19.1	23.2
61	21.6	22.9	12.8	21.6
62	18.2	25.9	10.4	20.6
64	26.0	28.9	14.9	26.3
66	25.5	33.6	26.9	28.8
68	20.3	24.4	21.7	22.0
70	23.0	27.8	20.0	24.7
71	21.7	29.3	20.1	24.0
72	24.5	28.9	22.9	26.2
73	26.3	37.3	27.3	31.1
77	25.2	34.7	23.5	28.9
323	19.7	21.3	14.4	19.8
522	25.2	25.8	25.3	25.5
Standard	**23.9**	**29.0**	**21.3**	**25.7**

Weekday Service Periods

Peak	5:00 AM to 9:00 AM & 3:00 PM to 7:00 PM
Midday	9:00 AM to 3:00 PM
Off Peak	7:00 PM to 5:00 AM

Legend:

Below standard

No Service

SANTA CLARA
Valley Transportation Authority

Boardings per Revenue Hour by Time Period
FY2016 Annual Transit Operations Performance Report

Core Routes

SATURDAY

ROUTE	AM	BASE	NIGHT	TOTAL
22	28.0	33.5	29.7	30.5
23	23.8	30.1	23.4	26.4
25	21.3	25.7	22.2	23.5
26	17.9	23.9	32.6	22.1
55	14.8	17.5	21.7	16.7
60	16.7	19.9	16.4	18.2
61	14.8	19.9	13.3	17.0
62	16.7	19.9	13.1	17.9
64	16.7	22.7	13.3	19.0
66	24.2	27.9	24.5	26.0
68	22.1	21.6	20.5	21.7
70	21.8	26.4	24.1	24.2
71	23.6	21.4	30.0	23.0
72	22.6	27.0	23.2	24.7
73	21.7	28.8	26.7	25.6
77	32.0	41.9	46.3	37.6
323	13.1	14.1	9.4	13.2
522	18.4	23.5	23.3	21.5
Standard	**20.6**	**24.8**	**23.0**	**22.7**

Saturday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

SUNDAY

ROUTE	AM	BASE	NIGHT	TOTAL
22	26.2	37.0	29.0	30.4
23	24.2	25.9	25.7	25.2
25	19.7	30.3	14.5	23.4
26	15.5	24.8	21.6	20.3
55	15.5	22.3	15.1	18.7
60	14.4	19.2	20.0	17.2
61	11.2	19.4	6.5	14.2
62	16.3	18.6	13.1	17.2
64	15.9	21.3	14.4	18.4
66	19.3	28.4	25.2	23.9
68	19.2	22.4	18.8	20.6
70	18.6	26.2	20.3	22.2
71	24.2	28.1	18.4	25.3
72	21.4	29.0	19.7	24.6
73	18.6	30.5	6.0	24.0
77	24.5	36.3	16.5	30.5
323	10.9	11.0		11.0
522	16.0	21.2		19.3
Standard	**18.4**	**25.1**	**17.8**	**21.5**

Sunday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

Legend:

Below standard
No Service

SANTA CLARA
Valley Transportation Authority

Boardings per Revenue Hour by Time Period
FY2016 Annual Transit Operations Performance Report

Local Routes

WEEKDAY

ROUTE	PEAK	MIDDAY	OFF PEAK	TOTAL
10	18.5	19.7	19.2	19.1
27	14.6	19.6	10.7	16.4
31	15.9	23.0	9.0	18.0
35	15.9	16.2	12.2	15.8
40	22.0	23.3	11.9	21.7
46	26.1	22.4		25.0
47	23.3	27.7	15.5	24.6
51				
52	19.5	20.5	9.1	18.9
53	25.9	27.7		26.7
54	26.2	22.9	20.2	24.3
57	17.6	25.5	14.4	20.7
58	15.7	11.8	17.0	14.8
63	16.3	19.3	13.8	17.4
81	15.3	16.1	7.2	15.5
82	20.9	26.1	13.4	22.6
89	28.2	12.3		19.8
Standard	**20.1**	**20.9**	**15.0**	**20.1**

Weekday Service Periods

Peak	5:00 AM to 9:00 AM & 3:00 PM to 7:00 PM
Midday	9:00 AM to 3:00 PM
Off Peak	7:00 PM to 5:00 AM

Legend:

Below standard

No Service

SANTA CLARA
Valley Transportation Authority

Boardings per Revenue Hour by Time Period
FY2016 Annual Transit Operations Performance Report

Local Routes

SATURDAY

ROUTE	AM	BASE	NIGHT	TOTAL
10	23.0	38.7	20.5	27.7
12	17.9	21.9		20.4
27	16.3	17.3	7.1	16.1
31	10.9	14.3		12.7
35	13.5	16.0	15.7	15.0
40	14.2	14.3		14.2
46	14.0	12.0		12.7
47	17.2	21.3	18.6	19.4
54	15.1	19.3	9.2	16.9
57	14.3	18.2	17.0	16.7
63	14.2	16.8		15.7
81	7.0	9.2		8.6
82	14.8	18.1	10.4	16.3
Standard	**15.0**	**18.3**	**15.0**	**16.3**

Saturday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

SUNDAY

ROUTE	AM	BASE	NIGHT	TOTAL
10	23.6	42.0	25.8	30.5
12	19.3	25.1		22.9
27	13.9	14.1		14.0
31	10.9	11.8		11.5
35	15.4	18.2	11.5	16.7
40	15.8	17.5		16.9
47	25.1	26.4	40.2	26.2
54	12.3	13.5		12.9
57	12.3	15.1		13.8
63	14.5	13.1		13.5
82	13.9	18.7		16.4
Standard	**16.1**	**19.6**	**25.8**	**17.8**

Sunday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

Legend:

Below standard
No Service

SANTA CLARA
Valley Transportation Authority

Boardings per Revenue Hour by Time Period
FY2016 Annual Transit Operations Performance Report

Community Bus

WEEKDAY

ROUTE	PEAK	MIDDAY	OFF PEAK	TOTAL
13	13.4	15.4	4.7	13.9
14	11.6	14.3		13.2
16	17.8	4.0		15.2
17	8.2	9.0		8.7
18	18.1	26.1	5.9	19.2
19	19.7	18.3	13.0	18.8
32	20.3	15.3	13.2	17.8
34		10.7		10.7
37	13.5	15.8	4.6	13.8
39	18.4	28.6	11.2	21.5
42	12.1	14.9	7.3	13.3
45	16.5	14.7		15.6
48	17.2	19.0		18.0
49	12.7	13.8	7.9	12.8
65	15.3	17.6		16.4
88	16.8	8.7		13.3
200			11.0	11.0
201	37.6	27.7	29.3	33.0
Standard	**16.8**	**16.1**	**15.0**	**15.9**

Weekday Service Periods

Peak	5:00 AM to 9:00 AM & 3:00 PM to 7:00 PM
Midday	9:00 AM to 3:00 PM
Off Peak	7:00 PM to 5:00 AM

SANTA CLARA
Valley Transportation Authority

Boardings per Revenue Hour by Time Period
FY2016 Annual Transit Operations Performance Report

Community Bus

SATURDAY

ROUTE	AM	BASE	NIGHT	TOTAL
14	11.6	14.3		13.2
18	18.1	26.1	5.9	19.2
19	19.7	18.3	13.0	18.8
32	20.3	15.3	13.2	17.8
39	18.4	28.6	11.2	21.5
42	12.1	14.9	7.3	13.3
48	17.2	19.0		18.0
49	12.7	13.8	7.9	12.8
200			11.0	11.0
Standard	**16.3**	**18.8**	**15.0**	**16.8**

Saturday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

SUNDAY

ROUTE	AM	BASE	NIGHT	TOTAL
14	6.6	11.3		9.8
18	12.7	6.5		8.0
19	19.9	15.9		17.1
39	21.6	24.9		23.9
48	11.0	10.8		10.9
49	8.5	9.7		9.4
200			8.6	8.6
Standard	**15.0**	**15.0**	**15.0**	**15.0**

Sunday Service Periods

Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

Legend:

Below standard
No Service

SANTA CLARA
Valley Transportation Authority

Boardings per Revenue Hour by Time Period
FY2016 Annual Transit Operations Performance Report

Limited Stop Routes

WEEKDAY

ROUTE	PEAK
304	13.6
321	13.9
328	10.1
330	12.6
Standard	**15.0**

Weekday Service Periods

Peak	5:00 AM to 9:00 AM & 3:00 PM to 7:00 PM

Legend:

Below standard
No Service

SANTA CLARA
Valley Transportation Authority

Boardings per Revenue Hour by Time Period
FY2016 Annual Transit Operations Performance Report

Light Rail

WEEKDAY

ROUTE	PEAK	MIDDAY	OFF PEAK	TOTAL
900*	53.6	56.7	35.0	50.8
901*	91.2	100.1	57.2	88.2
902*	76.0	78.2	58.9	74.1
Standard	**73.6**	**78.3**	**50.4**	**71.0**

Weekday Service Periods

Peak	5:00 AM to 9:00 AM & 3:00 PM to 7:00 PM
Midday	9:00 AM to 3:00 PM
Off Peak	7:00 PM to 5:00 AM

SATURDAY

ROUTE	AM	BASE	NIGHT	TOTAL
900*	53.8	57.9	41.2	52.9
901*	52.0	71.9	56.8	60.3
902*	68.6	94.4	85.7	81.5
Standard	**58.1**	**74.7**	**61.2**	**64.9**

Saturday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

SUNDAY

ROUTE	AM	BASE	NIGHT	TOTAL
900*	42.5	49.4	33.3	43.5
901*	46.4	72.7	48.4	56.2
902*	53.3	100.2	52.2	67.3
Standard	**47.4**	**74.1**	**44.6**	**55.7**

Sunday Service Periods

AM	5:00 AM to 9:00 AM
Base	9:00 AM to 6:00 PM
Night	6:00 PM to 5:00 AM

Legend:

Below standard
No Service

* Line 900 is the Ohlone/Chynoweth – Almaden line
Line 901 is the Alum Rock to Santa Teresa Line
Line 902 is the Mountain View to Winchester Line.

Paratransit Operating Statistics

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
PARATRANSIT OPERATING STATISTICS
FY2016 Annual Transit Operations Performance Report

	FY2016	FY2015	Percent Change
RIDERSHIP			
Clients	539,514	513,810	5.0%
Attendants	74,135	112,417	-34.1%
Companions	38,030	94,360	-59.7%
Total	651,679	720,587	-9.6%
Avg. Weekday Trips	2,301	2,553	-9.9%
Avg. Weekday Client Trips	1,898	1,815	4.6%
Active Clients	7,618	7,479	1.9%
Avg. Trips per Client	70.8	68.7	3.1%
PREMIUM SERVICES			
Same Day Trips	2,575	1,660	55.1%
Second Vehicles	168	167	0.6%
Open Returns	241	258	-6.6%
Service Area Surcharge Trips	3,219	2,912	10.5%
Subscription Trips	82,409	91,117	-9.6%
Total	88,612	96,114	-7.8%
LEVEL OF SERVICE			
Revenue Miles	5,851,047	5,922,864	-1.2%
Revenue Hours	302,979	280,706	7.9%
Maximum Vehicles Operated (non-Taxi)	225	225	0.0%
Total Vehicles Available (non-Taxi)	227	242	-6.2%
ELIGIBILITY			
Total Data Cards Received	6,926	6,842	1.2%
New Applicants Certified	2,395	2,274	5.3%
New Applicants Denied	399	541	-26.2%
Clients Recertified	2,580	2,382	8.3%
Clients Denied Recertification	369	558	-33.9%
Total Eligibility Assessments	5,743	5,755	-0.2%
Denial Rate	13.4%	19.1%	-30.0%
EXPENSES AND REVENUES			
EXPENSES			
Eligibility Certification Costs	$585,695	$605,349	-3.2%
Broker Costs	$5,952,942	$6,115,344	-2.7%
Vendor Costs	$15,922,241	$14,032,581	13.5%
Total Operating Costs	**$22,460,879**	**$20,753,274**	8.2%
REVENUES			
Client Fare	$2,057,950	$1,951,458	5.5%
Other Fare	$691,716	$1,290,425	-46.4%
Non-VTA Broker Revenue	$4,950	$14,575	-66.0%
Total Revenue	$2,754,616	$3,256,459	-15.4%
Net Expenses	**$19,706,262**	**$17,496,815**	12.6%
Fare Recovery Rate	12.2%	15.6%	-21.6%
Capital Expenses	$110,325	$82,019	34.5%
Total Expenses	**$19,816,588**	**$17,578,833**	12.7%
ST PER PASSENGER TRIP (excludes capital expenses)			
Total Reported Costs	$34.47	$28.80	19.7%
Fare Revenue	$4.22	$4.50	-6.2%
On-Time Performance	90.9%	96.5%	-5.8%

Glossary

GLOSSARY

AVERAGE FARE PER BOARDING – This measure is calculated by dividing the total fare revenue (cash, passes, tokens, and Eco Pass) by total boarding riders. It measures the rider contribution towards the farebox recovery ratio.

AVERAGE WEEKDAY BOARDINGS – The average number of persons who board the transit system on a day that normal weekday revenue service is provided.

BOARDINGS PER REVENUE HOUR – This is a productivity measure comparing the number of boardings to the number of revenue hours operated. It measures service utilization per unit of service operated. The Revenue hours is the time when a vehicle is available to the general public to carry passengers. This will include layover but exclude deadheads.

BRT (BUS RAPID TRANSIT) ROUTES – The BRT route is a multi-component transit improvement that includes preferential treatment at traffic signals to improve bus operating speed and on-time performance. It operates in mixed traffic and relies on priority for buses at traffic signals to provide much of its time advantage over conventional buses.

COMMUNITY BUS ROUTES – Community Bus service is characterized by weekday frequencies of 30 minutes or more in both the peak and midday periods. Service span is 14 hours or less, usually 12 hours for weekdays. Community Bus services operate seven days per week or less. These routes are defined as neighborhood-based circulator and feeder routes that travel within a limited area .They may be distinguished from Core and Local service by a unique and smaller vehicle.

CORE ROUTES – Core network routes are defined as bus routes or shared corridors that feature weekday frequencies of 15 minutes or less during the peak and midday periods and/or service spans of 18 hours or more. Core routes operate seven days per week. They typically travel on long distance corridors, which connect major trip generators such as universities, regional shopping malls and high-density housing and employment sites. Multiple core routes will sometimes operate on the same corridor where demand warrants, providing additional service frequency and transfer opportunities. Core network corridors are typically large arterial streets and intersect with freeways and expressways.

DEADHEAD: Time during movement of a transit vehicle without passengers aboard, typically from the operating division to the start of the route.

EXPRESS & LIMITED SERVICE ROUTES – Express routes generally operate during peak periods and are primarily commuter oriented. Midday, evening, and weekend service may be offered on regional express lines. Express routes emphasize direct service, use freeways and expressways to reduce travel time, and make few stops. Limited Service routes are characterized by limited stops.

FEEDER ROUTES – Feeder routes are short-length lines, usually less than 10 miles in length, that provide feeder or distribution service to and from major stops, transit centers, activity centers or rail stations. This classification of service includes neighborhood lines, which link residential areas to rail stations, activity centers, and/or transit centers; and shuttle lines, which serve industrial areas from nearby rail stations or transit centers.

LAYOVER: Break the driver or the vehicle is given at the end of a trip before it starts operating its reverse route, or if the route is circular, before beginning its next trip

LIMITED STOP ROUTES – Limited-stop service generally operates during peak periods and is primarily commuter oriented. Midday, evening, and weekend service may be offered on limited-stop lines. Limited-stop routes use major arterials, freeways, and/or expressways; and make fewer stops than grid routes, but more stops than express routes.

LOCAL ROUTES – Local network routes are defined as bus routes or corridors that feature weekday frequencies of thirty minutes or more during the peak and midday periods and/or service spans less than 18 hours. Local Network routes operate seven days per week or less. They typically travel on medium distance corridors, serving minor trip generators such as schools, hospitals and medium-density housing and employment. They also provide feeder service to the core network or to rail stations and transit centers.

MILES BETWEEN CHARGEABLE ACCIDENTS – Safety measure that captures the number of total scheduled miles traveled between each occurrence of a preventable accident. A preventable accident is defined as accidents in which the transit driver is normally deemed responsible or partly responsible for the occurrence of the accident.

MILES BETWEEN MECHANICAL SERVICE LOSS – Service quality measure capturing the number of total scheduled miles traveled between each mechanical breakdown that result in a loss of service to the public.

SPECIAL SERVICE ROUTES – Special services routes only operate on certain days of the week or on a seasonal basis to address a specific service need.

NATIONAL TRANSIT DATABASE (NTD) – The Federal Transit Administration's (FTA's) primary national database for statistics on the transit industry. Recipients of FTA's Urbanized Area Formula Program (Section 5307) grants are required by statute to submit data to the NTD. Each year, NTD performance data are used to apportion over $4 billion of FTA funds to transit agencies in urbanized areas (UZAs). Annual NTD reports are submitted to Congress summarizing transit service and safety data. The NTD is the system through which FTA collects uniform data needed by the Secretary of Transportation to administer department programs. The data consist of selected financial and operating data that describe public transportation characteristics. The legislative requirement for the NTD is found in Title 49 U.S.C. 5335(a).

ON-TIME PERFORMANCE – A reliability measure capturing the percentage of transit vehicles departing or arriving at a location on time. On-time performance is measured only for specific locations called timepoints for which a schedule is published. A bus transit vehicle is considered "on time" if it departs a location within three minutes before and five minutes after its published scheduled time. A light rail transit vehicle is considered "on time" if it departs a location within one minute before and three minutes after its published scheduled time. At the last timepoint location of a trip, early arrival is considered on-time.

PASSENGER CONCERNS PER 100,000 BOARDINGS – A customer service measure that captures the number of passenger complaints/concerns per 100,000 boardings. This measure reports the amount of customer complaints received on the service that is attributed to an operating division.

PEAK LOAD (Express) - The Express bus standard is 60 percent of the seated vehicle loading capacity. This singular standard is needed due to the special characteristics of Express Bus lines where seat turnover is low.

PERCENT SCHEDULED SERVICE OPERATED – This service reliability measure indicates the percent of service hours completed based on published schedule. A service is considered not completed when scheduled service hours are lost due to equipment failure, missed or late pull-outs caused by operator absenteeism, pullouts, accidents/incidents, or natural causes.

PERSONAL TIME OFF (PTO) – This is defined as time off for non-scheduled absences such as: sick, industrial injury, FMLA (Family Medical Leave Act.), excused/unexcused leave, union business, and suspensions.

REVENUE HOURS: Time when a vehicle is available to the general public to carry passengers. This will include layover but exclude deadhead.

STANDARD (Boardings per revenue Hour): This is the average boardings per Revenue Hour and applies to Community Bus, Local, BRT, and Light Rail. The minimum standard is 15 boardings per revenue hour.

TOTAL BOARDINGS – The total number of boarding riders using VTA directly operated bus service and light rail service. Riders are counted each time they board a bus or light rail vehicle.