

From: VTA Board Secretary

Sent: Tuesday, August 11, 2020 5:42 PM

To: VTA Board of Directors

Subject: Correspondence from SPUR Re: BART to Silicon Valley Phase II - Downtown Station Entrances

VTA Board of Directors:

We are forwarding to you the following correspondence:

From	Topic
SPUR	BART to Silicon Valley Phase II – Downtown Station Entrances

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927
Phone [408-321-5680](tel:408-321-5680)



Conserve paper. Think before you print.



SAN JOSE DOWNTOWN
ASSOCIATION

August 5, 2020

Valley Transportation Authority Board of Directors
3331 North First Street
San José CA 95134

Re: BART to Silicon Valley Phase II – Downtown Station Entrances

Dear Chair Chavez and Directors:

We commend you and VTA staff for your ongoing commitment and work to bring BART to Silicon Valley. We know you are anxious to submit the BART to Silicon Valley Phase II extension application to the Federal Transit Administration (FTA) as the first project in the nation selected to participate in the Expedited Project Delivery (EPD) Pilot Program. It is certainly a tremendous opportunity.

As you proceed with project planning, it is imperative that a Downtown San José station entrance on the south side of Santa Clara Street be included in the design and we formally call for this with this correspondence. In addition to the restaurants and other entertainment venues that make it a destination, major office and residential developments are currently being planned and moving forward south of Santa Clara Street and in the SoFA District and this must be taken into account in the planning process as we expect thousands of new workers, residents, and visitors in the area to drive increased pedestrian traffic and a high volume of customers at this station.

SPUR's "Where to Put the Downtown San José BART Station: Go West" blog post from January 2017 and "Bringing BART to Downtown San José: Three Things to Consider" blog post from September of 2017 called for, among other issues addressed, a Downtown San José station that would maximize ridership through location selection, platform design, and ease of access. SJDA has also consistently advocated for station access that acknowledges future density growth downtown.

Since the project is currently at only 15 percent of design, this allows the current plan to be further improved so the design can accentuate its focus on customer service, experience and access. This should include access to the Downtown San José station from the south side of Santa Clara Street. **Safe and convenient access to transit increases ridership and station entrances**

on both sides of Santa Clara Street are necessary to achieve these priorities. This is a common design for subway ingress and egress for systems across the country and we will see the wisdom of this approach over time as both the daytime and nighttime population of the downtown continues to increase significantly.

As we have written previously, we think of this BART extension as “a 100-year investment” and we need to get it right. While we understand the need for “value engineering” to identify cost savings, we must also insist that the value and convenience to riders and residents not be engineered out of the final project.

We have been and will continue to be strong advocates for the BART to Silicon Valley extension. However, VTA must deliver a quality project that keeps faith with and delivers value to our riders, taxpayers, and businesses that support and sustain it – a project we can be proud of and that will serve the community well for at least the next hundred years.

Thank you in advance for your attention to this correspondence and consideration of this request.

Sincerely,

Michael Lane
San José Director
SPUR

Scott Knies
Executive Director
San José Downtown Association

From: VTA Board Secretary
Sent: Friday, August 14, 2020 5:14 PM
To: VTA Board of Directors
Subject: VTA Correspondence: Week ending August 14, 2020

VTA Board of Directors:

We are forwarding to you the following correspondence:

From	Topic
Roland Lebrun, Member of the Public	Comments pertaining to: 1) August 13, CHRSA Board meeting; 2) Real-time Vehicle and Platform Occupancy Info.; 3) Restoring Caltrain Ridership; and 4) July 2020, MTC Commission and Audit Committee meetings.
Blair Beekman, Member of the Public	Comments pertaining to the August 6, 2020, VTA Board of Directors meeting

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927
Phone [408-321-5680](tel:408-321-5680)



Conserve paper. Think before you print.

From: Roland Lebrun

Sent: Thursday, August 13, 2020 2:05 PM

To: CHSRA Board <boardmembers@hsr.ca.gov>

Cc: Caltrain Board <board@caltrain.com>; MTC Info <info@bayareametro.gov>; SFCTA Board Secretary <clerk@sfcta.org>; VTA Board Secretary <Board.Secretary@vta.org>; Nila Gonzales <NGonzales@TJPA.org>; Caltrain CAC Secretary <cacsecretary@caltrain.com>; TJPA CAC <CAC@TJPA.org>; SFCTA CAC <cac@sfcta.org>

Subject: CHSRA 8/13 Board meeting Public comment

Good morning Vice chair Richards and board members,

This is Roland Lebrun in San Jose. Thank you for the opportunity. I would like to touch on a couple of items this morning:

First, I would like to inform you that a requirement for members of the public to pre-register to address this body constitutes a violation of Government code section 54953.3.

https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV§ionNum=54953.3.

[Law section - California Legislative Information](#)

54953.3. A member of the public shall not be required, as a condition to attendance at a meeting of a legislative body of a local agency, to register his or her name, to provide other information, to complete a questionnaire, or otherwise to fulfill any condition precedent to his or her attendance.

leginfo.legislature.ca.gov

The second item is more serious and relates to the July 1st 2019 letter from the FRA to Governor Newsom which granted NEPA assignment to the Authority, specifically section 4 which deals with “certifications and acceptance of jurisdictions” and in particular section 4.2.3 which concludes with the following:

“If the State is unable to obtain adequate organizational and staff capability, the State will inform FRA and the MOU will be amended to assign only the responsibilities that are commensurate with the available organizational and staff capability, as determined appropriate by FRA”

<https://railroads.dot.gov/elibrary/assignment-nepa-certain-environmental-review-responsibilities-state-california>

[Assignment of NEPA Certain Environmental Review Responsibilities to the State of California - | FRA](#)

DOT is committed to ensuring that information is available in appropriate alternative formats to meet the requirements of persons who have a disability.

railroads.dot.gov

In closing, here are a couple of examples of why this is a serious issue:

First, Network Rail have no high-speed rail expertise whatsoever other than the operations and maintenance contract for the Channel Tunnel Rail Link, now known as High Speed One (HS1) which, coincidentally, was designed, built and FINANCED by the same Bechtel/Arup/Systra consortium that the authority rejected at the June 2015 Board meeting (**material no longer available on the Authority's web site**) in favor of Parsons Brinckerhoff.

You will be hearing more next month about emerging issues with Network Rail's oversight of the Caltrain electrification and signaling issues at grade crossings in particular.

Last but not least, I once asked the gentleman who will be giving the Central Valley Wye presentation if he had any high-speed rail experience and his answer was "Yes, *this one*" which I knew to be the correct answer because I had invested a couple of minutes looking up Mr. Kennerley's bio on LinkedIn before asking the question.

<https://www.linkedin.com/in/gary-kennerley-8ab30128>

Gary Kennerley - Engineering Manager -
WSP USA | LinkedIn

Director jobs in San Mateo, CA. 45,959 open jobs.
Software Engineering Manager jobs. 2,126 open jobs. San
Francisco jobs in San Mateo, CA. 21,487 open jobs
www.linkedin.com

Thank You

Roland Lebrun

CC

Caltrain Board of Directors

MTC Commissioners

SFCTA Commissioners

VTA Board of Directors

TJPA Board of Directors

Caltrain CAC

TJPA CAC

SFCTA CAC

From: Roland Lebrun

Sent: Wednesday, July 29, 2020 12:49 PM

To: Caltrain Board <board@caltrain.com>

Cc: VTA Board Secretary <Board.Secretary@vta.org>; MTC Info <info@bayareametro.gov>; SFCTA Board Secretary <clerk@sfcta.org>; SFCTA CAC <cac@sfcta.org>; Caltrain CAC Secretary <cacsecretary@caltrain.com>

Subject: Real-time Vehicle and Platform Occupancy Information

Dear Chair Pine and Board members,

Please consider distributing this information to assist returning riders in observing safe distancing protocols

Thank You

Roland Lebrun

CC

SFCTA Board of Directors

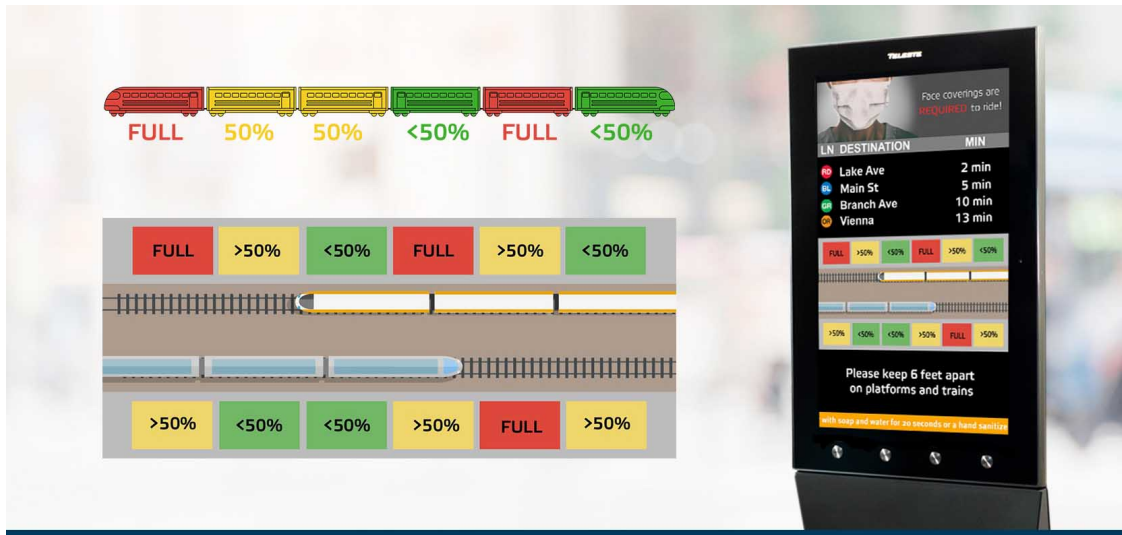
VTA Board of Directors

MTC Commissioners

SFCTA CAC

Caltrain CAC

The logo for TELESTE, featuring the word "TELESTE" in a bold, blue, italicized sans-serif font. The logo is centered horizontally and is flanked by two vertical grey bars on either side.



Real-time Vehicle and Platform Occupancy Information

Transit agencies are looking to deploy solutions to safely guide returning ridership. A large piece of this is providing them with informative tools on where to go in order to observe social distancing guidelines. The key to this is incorporating vehicle and platform occupancy information that is displayed with departure tables and PSA's.

Teleste's Passenger Information and Content Management System manages all of these tools and can be rapidly deployed into existing systems. The information can be shared with mobile apps and other emerging technologies in order to enhance the rider's travel experience.

Agencies can also combine Teleste's PIS/CMS system with our Digital Signage products (Wayside, Stops and On-board) for a fully integrated passenger experience solution.

For more information on our Information Management Solutions, please contact us at solutions.usa@teleste.com



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Address source: Customer register of Teleste LLC, 440 Forsgate Drive, Cranbury, NJ 08512

Click [here](#) if you are having trouble viewing this message.

From: Roland Lebrun
Sent: Monday, July 27, 2020 3:28 PM
To: Caltrain Board <board@caltrain.com>
Cc: VTA Board Secretary <Board.Secretary@vta.org>; SFCTA Board Secretary <clerk@sfcta.org>; MTC Info <info@bayareametro.gov>; Caltrain CAC Secretary <cacsecretary@caltrain.com>; SFCTA CAC <cac@sfcta.org>
Subject: Re: Restoring Caltrain ridership

Dear Chair Davis,

Every question you asked about directioning and physical distancing onboard trains was addressed in my attached 5/11 letter to the Board, specifically:

- *6-foot distancing on Gallery car upper decks is physically impossible, making it mandatory to **close off all Gallery car upper decks during the pandemic.***
- *6-foot distancing is achievable on the remaining 2+2 seating by eliminating every isle seat and every other window seat for a 75% reduction in capacity (6 out of every 8 seats).*
- ***Stair access must be restricted to a single direction (either up or down).***
- *Face masks must be worn at all times (no exceptions). Transit Police will carry spares for passengers needing assistance.*
- ***Standeers will not be allowed on any train except in the Gallery bicycle storage areas (maximum 8 standeers per bicycle car: total 16 standeers).***

Sincerely,

Roland Lebrun

From: Roland Lebrun
Sent: Monday, May 11, 2020 11:15 AM
To: Caltrain Board <board@caltrain.com>
Cc: VTA Board Secretary <board.secretary@vta.org>; SFCTA Board Secretary <clerk@sfcta.org>; MTC Info <info@bayareametro.gov>; Caltrain CAC Secretary <cacsecretary@caltrain.com>; SFCTA CAC <cac@sfcta.org>
Subject: Restoring Caltrain ridership

Dear Chair Pine and Board members,

Further to SamTrans staff's catastrophic decision to achieve physical distancing through the termination of the popular Baby Bullet service and the ensuing disappearance of 98% of the Caltrain ridership, the purpose of the attached letter is to:

- 1) Follow up on Director Collins' request for the implementation of rigid physical distancing protocols on trains.

2) Propose a schedule focused on restoring ridership during the pandemic.

Thank you in advance for your consideration

Roland Lebrun

cc

SFCTA Commissioners
VTA Board of Directors
MTC Commissioners
Caltrain CAC
SFCTA CAC
VTA CAC

Dear Chair Pine and Board members,

Further to SamTrans staff's catastrophic decision to achieve physical distancing through the termination of the popular Baby Bullet service and the ensuing disappearance of 98% of the Caltrain ridership, the purpose of this letter is to:

- 1) Follow up on Director Collins' request for the implementation of **rigid physical distancing protocols** on trains.
- 2) Propose a schedule focused on restoring ridership during the pandemic.

Background

Caltrain currently operates two kinds of railcars:

"Gallery" cars with a single high entrance door and two single rows of seats on the upper deck.



"Bombardier" cars with dual door entrances at opposite ends and 2+2 seating on both the upper and lower decks.



Physical Distancing

- 6-foot distancing on Gallery car upper decks is physically impossible, making it mandatory to **close off all Gallery car upper decks during the pandemic.**
- 6-foot distancing is achievable on the remaining 2+2 seating by **eliminating every isle seat and every other window seat** for a 75% reduction in capacity (6 out of every 8 seats).
- **Stair access must be restricted to a single direction** (either up or down).
- Face masks must be worn at all times (no exceptions). **Transit Police will carry spares for passengers needing assistance.**
- **Standees will not be allowed on any train except in the Gallery bicycle storage areas** (maximum 8 standees per bicycle car: total 16 standees).
- Conductors will walk the trains between stations to ensure that all protocols are being adhered to and may request Transit Police assistance.

Revised Schedule

- Hourly local (all stops) **Gallery trains** will continue during hours of operations.
- **Hourly Bullet Bombardier trains** will make stops at San Jose, Sunnyvale, Mountain View, Palo Alto, Redwood City, San Mateo, Millbrae and San Francisco **during all hours of operations.**
- Buses will be timed to provide connections with Bullet trains.
- Bullet service frequency will be increased to match demand.
- **Hourly local service will be terminated if it interferes with Bullet traffic.**
- **Two Bombardier trains will be on standby at Redwood Junction during peak to relieve overcrowding as necessary.**

Respectfully submitted for your consideration.

Roland Lebrun

From: Roland Lebrun
Sent: Tuesday, July 21, 2020 4:59 PM
To: MTC Info <info@bayareametro.gov>
Cc: VTA Board Secretary <Board.Secretary@vta.org>
Subject: MTC Commission Item 7a Diridon Station Cooperative Agreement

Dear Chair Haggerty,

Further to my letter of of May 21st and my email of July 8th to the Programming and Allocation Committee, here is the timeline that led to the current state of this project

July 2017: Commissioners Liccardo and Bruins join a tour of Dutch stations sponsored by SPUR and the Knight Foundation.

"Employees of Benthem Crouwel and Arcadis were on hand during the delegation's visit—answering questions and providing insights.

VTA officials welcomed the guidance and the conversation continued after the delegates returned home."

August 31st, 2017: VTA sign Benthem Crouwel and Arcadis to a [\\$48,800 consultancy contract](#) to "gain insight" from the Dutch firms about the station overhaul's main objectives, each participating public agency's responsibilities and the "current situation and status of the project."

<https://www.sanjoseinside.com/wp-content/uploads/2020/02/Preliminary-Benthem-Crouwel-Architects-Contract.pdf>

November 2, 2017 **Armed with the framework drafted by Benthem Crouwel and Arcadis,** VTA open the bid for the station redesign's initial phase.

January 2018 VTA awards a \$6.7M **two-phase** contract

June 2018 the VTA Board of Directors (BOD) authorize the General Manager to execute a contract "marked by similar language crafted by the firm as part of their earlier agency work" to Arcadis Benthem Crouwel (AKA "Team ABC") in the amount of \$6,433,000.

February 13th, 2020, Sanjoseinside publish an article entitled "**VTA's Contract Missteps Risk Derailing Diridon Station Project**"

Commissioner Liccardo, who learned of the allegations when San Jose Inside brought them to his attention last month, called the sequence of events "troubling." But after numerous

discussions with transit officials, he says he's assured that Arcadis and Benthem Crowwel gained no advantage over other bidders.

However, he says a change in policy may be in order.

"Certainly in hindsight I would hope everyone would agree that this is not the way the agency should be engaging with consultants and that there was certainly clear language that could have been used in contracts to establish clear walls and boundaries," he said.

While Liccardo—a former criminal prosecutor—wouldn't offer a legal opinion, he did say that as a member of the VTA board of directors, he'd like to see the project go back to bid when the contract expires in December 2020

<https://www.sanjoseinside.com/news/early-missteps-on-diridon-stations-21st-century-redesign-may-risk-derailing-the-project/>



[Contract Missteps Risk Derailing Diridon High Speed Rail Station | San Jose Inside](#)

GOOGLEVILLE. Google's more than \$450 million in land acquisitions around Diridon Station reflect a broader trend of Silicon Valley tech titans becoming some of Santa Clara County's fastest-growing property owners. It's a far cry from the company's early days in Mountain View when it rented offices from now-defunct Silicon Graphics. www.sanjoseinside.com

February 19, 2020 VTA staff provide a project update to the Administration & Finance (A&F) Committee as follows:

Phase 1 was originally anticipated to cost \$3,700,000. However, due to unanticipated project needs including a longer than anticipated project duration, a higher level of public outreach than originally anticipated, and additional design coordination needs related to changes in related Downtown San Jose and Diridon specific Planning efforts, the actual cost of Phase 1 totaled \$5,154,000

The details of the S18156 contract and task orders are as follows:

Vendor Name: Arcadis-Benthem Crowwel Architects	Original Contract Amount:	\$6,433,000
Contract Number: S18156	Prior Modifications:	\$0

Original Contract Term(s): December 31, 2020	Current Contract Amount:	\$6,433,000
Revised Contract Term: July 31, 2021	Amount Requested:	\$1,900,000
Solicitation Type: RFP	Total Amount Including Request:	\$8,333,000
Procurement Type: Competitive	% of Request to Current Amount:	29.5%
DBE Goal: No Specified Goal	% Modification Including Request to Original Contract:	29.5%
SBE Goal: No Specified Goal	Funding Sources: Measure B, Agency Partners, Grants	

The meeting minutes reflect the following:

Members of the Committee suggested issuing a new Request for Proposal (RFP) and hold a new bidding for the remaining scope of task orders on the project.

Mr. Lebrun commented on the awarding of the Diridon Integrated Station Concept (DISC) Plan contract to Arcadis-Bentham Crowell Architects (ABC).

He suggested the City of San Jose assume leadership of the DISC project and the issuance of RFP for the Phase 2 contract of this project.

http://santaclaravta.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=3140&MediaPosition=&ID=7154&CssClass=

June 4, 2020 Having appointed a new project manager (**the same individual responsible for the BART extension Phase I catastrophe**), VTA staff submit the following item for Board approval on consent:

*The participating agencies are preparing an amendment to the existing Cooperative Agreement to address this stage of the DISC Program, including cost sharing arrangements that are estimated to **increase the total commitment by approximately \$5.6 million***

Participating Agency (\$x1000)	Current	Prospective	Total
City of San José	750	750	1,500
High Speed Rail	1,000	500	1,500
Caltrain	630	750	1,380
Grants (MTC)	1,300	2,000	3,300
VTA includes (\$2.5 million from 2016 Measure B)	1,900	1,600	3,500
Totals	\$ 5,580	\$ 5,600	\$ 11,180

http://santaclaravta.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=3128&MediaPosition=&ID=7402&CssClass=

I hope that the above timeline substantiates my July 7th email recommending the *Establishment of MTC as the lead agency for both projects, including responsibility for awarding contracts and issuing task orders and/or work directives*, starting with the rebidding

of this contract **as recommended by Commissioner Liccardo** during the February 19, 2020 project update to the Administration & Finance (A&F) Committee.

Thank you in advance for your recommendation of this consideration

Roland Lebrun

From: Roland Lebrun

Sent: Tuesday, July 7, 2020 4:49 PM

To: MTC Info <info@bayareametro.gov>

Cc: Kimberly Ward <KWard@bayareametro.gov>; Martha Silver <MSilver@bayareametro.gov>

Subject: Programming and Allocations Item 3b Diridon Station Cooperative Agreement

Dear Chair Josefowitz and Commissioners,

Further to my letter of May 21 (attached)

http://santaclaravta.ig2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=3128&MediaPosition=&ID=7402&CssClass=,

I would like to take this opportunity to introduce you to key points of a letter I will be writing to the full Commission prior to the July 22 Meeting.

- Strong support of MTC involvement including modeling the governance of the Diridon project after that of the Caltrain Downtown extension
- Improved project synergy through the merging of the Diridon and Caltrain Downtown Extension Executive Steering Committees (ESCs)
- Increased oversight through monthly ESC meetings
- Expansion of ESC membership to include BART and the Capitol Corridor
- Establishment of MTC as the lead agency for both projects, **including responsibility for awarding contracts and issuing task orders and/or work directives**
- Complete timeline of the project so far including a **potentially illegal consultant contract award** and **how Phase I ended up delivering half a station one year late and 100% over budget**

Sincerely,

Roland Lebrun

From: Roland Lebrun
Sent: Tuesday, July 21, 2020 2:44 PM
To: MTC Info <info@bayareametro.gov>
Cc: VTA Board Secretary <Board.Secretary@vta.org>
Subject: Audit Committee Item 2.a MTC Audit Service Plan

Dear MTC staff,

Please append the attached letter and the other 5 attachments to Item 2.a.

Thank You

Roland Lebrun

CC

VTA Board of Directors
VTA CAC

Roland Lebrun
July 19th 2020

July 22nd Audit Committee
Item 2.a MTC Audit Service Plan

Dear Chair Haggerty and Commissioners,

Please allow me to start by congratulating MTC staff for the selection of Crowe, LLP for annual financial and compliance audit services.

The intent of this letter is to recommend that the Audit Committee consider expanding the scope of the audit service plan to include an external audit of the Santa Clara Valley Transit Authority (AKA “VTA”) focusing on the following aspects:

- Reallocation of STIP funds to “other projects”
- Whereabouts of Gilroy-Morgan Hill Small Urbanized Area (AKA “UZA”) Formula funds
- **Extreme bias towards BART capital expenditures, including ballooning finance charges at the detriment of bus, light rail and Caltrain operations**

Reallocation of STIP funds to “other projects”

*“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.”*

http://santaclaravta.iqm2.com/Citizens/Detail_Communication.aspx?Frame=&MeetingID=3220&MediaPosition=&ID=1192&CssClass= (page 1-8)

See Attachment 1 MEASURE A FUND EXCHANGE

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	\$42,880	\$42,880	Capitol Expressway LRT Extension	Phase 1 completed
VTA	\$50,440	\$50,440	BART Hayward Maintenance Complex	Construction
VTA	\$29,530	\$0	VTA BART to Silicon Valley - Santa Clara Extension (Construction Phase)	PA/ED
TOTAL	\$122,850	\$93,320		

See Attachment 2 STIP Funds Incoming to Measure A projects

http://santaclaravta.iqm2.com/Citizens/Detail_Communication.aspx?Frame=&MeetingID=3220&MediaPosition=&ID=1192&CssClass= (page B-1)

“* Includes \$50.44 million in STIP Funds originally programmed for use by VTA, reprogrammed and allocated to BART.”

See Attachment 3 \$50.44M STIP Funds reprogrammed and allocated to BART

Whereabouts of Gilroy-Morgan Hill Small Urbanized Area (AKA “UZA”) Formula funds

It is unclear why none of the section 5307 funds earmarked for the Gilroy-Morgan Hill UZA were used to match VTA’s 2000 Measure A double-tracking and enhanced Caltrain service to Gilroy projects **let alone if ANY of the \$21.4M allocated by the FTA between 2003 and 2019 were expended within the Gilroy-Morgan Hill UZA.**

As an example, the “Guadalupe Corridor LRT Platform” is located in the San Jose UZA.

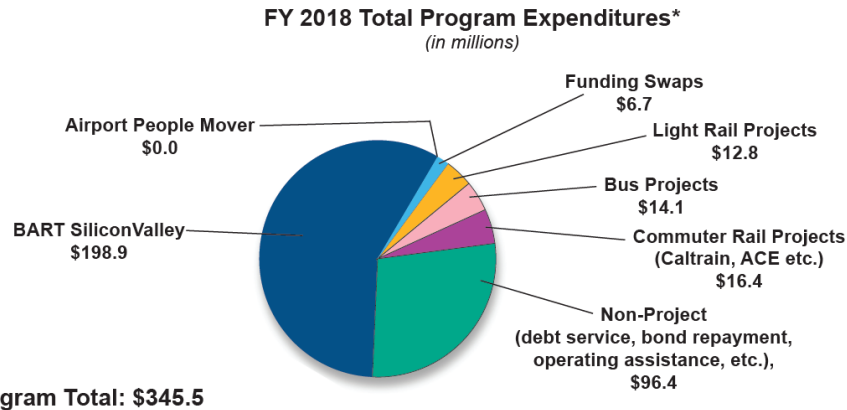
Programming from the Gilroy-Morgan Hill UZA FTA Formula Funds | 2003-Present

Year	Project Sponsor	TIP ID	Project	Section 5307	Section 5339	Total	MTC Resolution
2003	MTC	OWP	Gilroy-Morgan Hill Liaison	396		396	3244
2003	SCVTA	SCL030046	Preventive Maintenance	947,356		947,356	3244
2004	MTC	OWP	Gilroy-Morgan Hill Liaison	408		408	3616
2004	SCVTA	SCL990046	Preventive Maintenance	947,238		947,238	3616
2005	MTC	OWP	Gilroy-Morgan Hill Liaison	396		396	3616
2005	SCVTA	SCL990046	Preventive Maintenance	992,725		992,725	3616
2006	MTC	OWP	Gilroy-Morgan Hill Liaison	404		404	3714
2006	SCVTA	SCL990046	Preventive Maintenance	894,695		894,695	3714
2006	SCVTA	SCL050046	ADA Operating Set-Aside	102,291		102,291	3714
2007	MTC	OWP	Gilroy-Morgan Hill Liaison	404		404	3714
2007	SCVTA	SCL990046	Preventive Maintenance	939,819		939,819	3714
2007	SCVTA	SCL050046	ADA Operating Set-Aside	105,360		105,360	3714
2008	VTA	SCL990046	Preventive Maintenance	972,071		972,071	3714
2008	VTA	SCL050046	ADA Operating Set-Aside	108,521		108,521	3714
2008	VTA	SCL030005	Guadalupe Corridor LRT Platform Rehab & Retrofit	53,478		53,478	3714
2009	VTA	SCL990046	Preventive Maintenance	1,051,262		1,051,262	3854
2009	VTA	SCL050046	ADA Operating Set-Aside	116,807		116,807	3854
2010	VTA	SCL990046	Preventive Maintenance	1,119,283		1,119,283	3916
2010	VTA	SCL050046	ADA Operating Set-Aside	120,168		120,168	3916
2011	VTA	SCL990046	Preventive Maintenance	1,084,601		1,084,601	3916
2011	VTA	SCL050046	ADA Operating Set-Aside	120,511		120,511	3916
2012	VTA	SCL990046	Preventive Maintenance	1,068,332		1,068,332	3916
2012	VTA	SCL050046	ADA Operating Set-Aside	118,704		118,704	3916
2013	Various	REG150004	Lifeline Program	61,111		61,111	4084
2013	VTA	SCL990046	Preventive Maintenance	1,256,564		1,256,564	4084
2013	VTA	SCL050046	ADA Operating Set-Aside	142,671		142,671	4084
2014	Various	REG150004	Lifeline Program	61,954		61,954	4084
2014	VTA	SCL990046	Preventive Maintenance	1,260,842		1,260,842	4084
2014	VTA	SCL050046	ADA Operating Set-Aside	144,642		144,642	4084
2014	VTA	SCL050001	Standard and Small Bus Replacement		320,694	320,694	4084
2015	Various	REG150004	Lifeline Program	61,954		61,954	4162
2015	VTA	SCL050001	(61) 40' Hybrid Bus Replacement	1,256,514	161,843	1,418,357	4162
2015	VTA	SCL050046	ADA Operating Set-Aside	146,496		146,496	4162
2016	Various	REG150004	Lifeline Program	62,945		62,945	4212
2016	VTA	SCL050001	40' Hybrid Bus Replacement	1,285,579	149,242	1,434,821	4212
2016	VTA	SCL050046	ADA Operating Set-Aside	149,385		149,385	4212
2017	Various	VAR170025	Lifeline Program	85,235		85,235	4272
2017	VTA	SCL050001	Standard and Small Bus Replacement	1,287,448	153,036	1,440,484	4272
2017	VTA	SCL050046	ADA Operating Set-Aside	152,520		152,520	4272
2018	Various	VAR170025	Lifeline Program	86,978		86,978	4272
2018	VTA	SCL050001	Standard and Small Bus Replacement	1,313,254	208,757	1,522,011	4272
2018	VTA	SCL050046	ADA Operating Set-Aside	155,837		155,837	4272
2019	Various	TBD	Lifeline Program	88,773		88,773	4272
2019	VTA	SCL050001	Standard and Small Bus Replacement	1,334,240	191,761	1,526,001	4272
2019	VTA	SCL050046	ADA Operating Set-Aside	157,949		157,949	4272
Total				21,418,121	1,185,333	22,603,454	

See Attachment 4 Gilroy-Morgan Hill UZA FTA Formula Funds Programming 2003-Present

Extreme bias towards BART capital expenditures (and financial charges) at the detriment of bus, light rail and Caltrain operations

COMPREHENSIVE ANNUAL REPORT TO THE PUBLIC FY 2018



**Expenditures were grouped by category. Individual project details are available in the CWC Comprehensive Annual Report.*

Please note that a ½ cent tax in Santa Clara county generated approximately \$240M annually or **\$100M less than the “Program Total” pre-COVID**

See Attachment 5 2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM

Thank you in advance for your consideration of this request

Roland Lebrun

Cc
VTA Board of Directors
VTA CAC

Attachments

- Attachment 1 MEASURE A FUND EXCHANGE
- Attachment 2 STIP Funds Incoming to Measure A projects
- Attachment 3 \$50.44M STIP Funds reprogrammed and allocated to BART
- Attachment 4 Gilroy-Morgan Hill UZA FTA Formula Funds Programming 2003-Present
- Attachment 5 2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM

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 VTA 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 have been closed.

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 twice each year.

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	\$42,880	\$42,880	Capitol Expressway LRT Extension	Phase 1 completed
VTA	\$50,440	\$50,440	BART Hayward Maintenance Complex	Construction
VTA	\$29,530	\$0	VTA BART to Silicon Valley - Santa Clara Extension (Construction Phase)	PA/ED
TOTAL	\$122,850	\$93,320		

* includes \$370,000 for interest payment as per Board memo dated November 2, 2017

BART Silicon Valley VTA - BART Agreement/Implementation Letter Summary

Data Date: May 31, 2020

Status	IL	Description	Authorized/ Estimated	Total Committed	Total Invoiced	Period End Last Invoiced	Remaining Authorized Amount to be Invoiced	Remarks	
Open	CA1	IL-08, Total Cost Share Agmt on Hayward Maintenance Complex (Des+Const)*	125,300,000	125,300,000	123,428,634	10/31/2018	1,871,366		
	CA1	Total Cost Share Agmt on Hayward Maintenance Complex (Right-of-way)	50,000,000	47,942,047	47,832,997	1/31/2017	2,167,003		
	CA2	Procurement of Vehicles for the Santa Clara County BART Extension	200,051,613	164,177,855	52,063,904	2/29/2020	147,987,709		
	IL-20	Procurement of BART Supplied Systems Equipment and Software	4,173,850	3,961,792	3,206,341	8/31/2019	967,509		
	IL-23	Procurement of 21kV PGE Power Service Milpitas & Berryessa Stations through BART	1,650,000	1,450,000	1,178,315	12/31/2019	471,685	Amendment in process to increase budget to \$1.65M.	
	IL-24	Procurement of 115kV PGE Power Service for SVBX through BART	7,400,000	7,320,000	6,874,605	6/30/2016	525,395	Amendment in process to increase budget to \$7.4M.	
	IL-25	Procurement of a Tamper and Stabilizer (Maintenance Equipment)	4,997,598	4,997,598	4,997,598		-		
	IL-27	Integration of SVBX into the Clipper System	175,000	175,000	137,961	11/30/2017	37,039		
	IL-28	System Connectivity Requirements	4,737,875	4,737,875	4,260,812	6/30/2019	477,063		
	IL-32	SVBX Public Address System Head End	(600,000)					IL is being drafted. BART to reimburse VTA	
	IL-33	SVBX Systems Testing and Integration Activities	31,927,796	31,927,796	17,806,271	12/31/2019	14,121,525		
	IL-35	BART Support During the Project Development Phase (PD) - SVRT Ph II	3,042,416	3,042,416	1,127,377	10/31/2019	1,915,039		
	IL-36	Equipment for the Operations and Maintenance of SVBX	4,000,000	4,000,000	324,638	3/31/2019	3,675,362		
	IL-37	Initial Hiring of Operations & Maintenance Staff on SVBX	16,701,710	16,701,710	12,070,660	12/31/2019	4,631,050		
	IL-39	BART Engineering and Construction Support Jul 2018 through Jun 2019	9,770,000	9,770,000	4,955,189	10/31/2019	4,814,811		
	IL-40	BART Engineering and Construction Support Jul 2019 through Jun 2020	6,590,000	6,590,000	3,461,893	12/31/2019	3,128,107		
	IL-41	SVBX Discrepancy/Punch List Work	6,062,000	-	-		-	IL is with BART attorney for review.	
	IL-42	BART Engineering and Construction Support Jul 2020 through Jun 2021	4,717,400	-	-		-	IL is being drafted.	
	IL-43	BSV Phase 2 115 kV PG&E Power Application	-					IL is being drafted.	
		Subtotal Open	480,697,258	432,094,089	283,727,196		186,790,662		
Closed	IL-01	SVRT Environmental Activities – BART Support	1,197,000	1,158,561	1,158,561				
	IL-02	BART Core Systems Modification Study – Phase 1	1,704,555	1,419,007	1,419,007				
	IL-03	Development of BART Design & Construction Standards for SVRT	279,989	275,204	275,204				
	IL-04	Conceptual Engineering Studies – BART Support	3,065,250	369,044	369,044				
	IL-06	Preliminary Engineering – BART Support	12,510,552	12,507,020	12,507,020				
	IL-07	BART Core Systems Modification Study – Phase 2	3,321,360	1,893,624	1,893,624				
	IL-10	SVBX Engineering and Procurement , Oct 2010 through Dec 2011 – BART Support	814,105	814,105	814,105				
	IL-16	SVBX Engineering and Construction, Jan 2012 through Jun 2014 – BART Support	14,896,767	6,140,685	6,140,685				
	IL-26	Development of New Operations Control Center	2,000,000	2,000,000	2,000,000				
	IL-29	BART Engineering and Construction Support Jul 2014 through Jun 2015	4,200,000	2,743,762	2,743,762				
	IL-30	BART Engineering and Construction Support Jul 2015 through Jun 2016	5,000,000	2,948,805	2,948,805				
	IL-31	SVRT Phase II Environmental Review	632,128	421,920	421,920				
	IL-34	BART Engineering and Construction Support Jul 2016 through Jun 2017	6,040,000	-	-				
	IL-38	BART Engineering and Construction Support Jul 2017 through Jun 2018	8,257,000	8,069,536	8,069,536				
	WSX	Coop with BART for WSX-VTA Contribution	8,000,000	7,999,997	7,999,997				
			Subtotal Closed	71,918,706	48,761,270	48,761,270			
	GRAND TOTALS			552,615,964	480,855,359	332,488,465		186,790,662	

* Includes \$50.44 million in STIP Funds originally programmed for use by VTA, reprogrammed and allocated to BART.

FTA Formula Program Amounts to the Gilroy-Morgan Hill UZA | 2003-Present

Fiscal Year	Section 5307	Section 5339	Total	FTA 5307 Table	FTA 5339 Table (from CalTrans)
2003	947,752		947,752	Not Available	
2004	947,646		947,646	Not Available Online - See attached	
2005	993,121		993,121	Not Available Online - See attached	
2006	997,413		997,413	Not Available Online - See attached	
2007	1,045,584		1,045,584	Not Available Online - See attached	
2008	1,134,047		1,134,047	Not Available Online - See attached	
2009	1,205,837		1,205,837	https://www.transit.dot.gov/funding/apportionments/revise-d-fy-2009-section-5307-and-section-5340-urbanized-area-apportionments	
2010	1,201,683		1,201,683	https://www.transit.dot.gov/funding/apportionments/revise-d-fy-2010-metropolitan-planning-program-and-statewide-planning-and	
2011	1,205,112		1,205,112	https://www.transit.dot.gov/funding/apportionments/revise-d-fy-2011-section-5307-and-section-5340-urbanized-area-apportionments	
2012	1,208,581		1,208,581	https://www.transit.dot.gov/funding/apportionments/fy-2012-section-5307-and-section-5340-urbanized-area-apportionments-excel-0	
2013	1,438,801	158,851	1,597,652	https://www.transit.dot.gov/funding/apportionments/fy13-section-5307-and-section-5340-urbanized-area-apportionments	http://www.dot.ca.gov/drmt/docs/5339/fffy2013.small.uza.pdf
2014	1,467,438	161,843	1,629,281	https://www.transit.dot.gov/funding/apportionments/fta-fy-2014-section-5307-and-section-5340-urbanized-area-apportionments	http://www.dot.ca.gov/drmt/docs/5339/fffy2014.small.uza.pdf
2015	1,464,964	161,843	1,626,807	https://www.transit.dot.gov/funding/apportionments/fy-15-section-5307-and-section-5340-urbanized-area-apportionments-%E2%80%94-excel	http://www.dot.ca.gov/drmt/docs/5339/fffy2015.small.uza.pdf
2016	1,497,909	149,242	1,647,151	https://www.transit.dot.gov/funding/apportionments/table-3-fiscal-year-2016-section-5307-and-5340-urbanized-area-formula	http://www.dot.ca.gov/drmt/docs/5339/fffy2016.small.uza.pdf
2017	1,525,203	153,036	1,678,239	https://www.transit.dot.gov/funding/apportionments/table-3-fy-2017-section-5307-and-5340-urbanized-area-formula-appropriations-0	http://www.dot.ca.gov/drmt/docs/5339/fffy2017.small.uza.pdf
2018	1,556,069	208,757	1,764,826	https://www.transit.dot.gov/funding/apportionments/table-3-fy-2018-section-5307-and-5340-urbanized-area-formula-appropriations	http://www.dot.ca.gov/drmt/docs/5339/fffy2018.small.uza.pdf
2019	1,580,961	191,761	1,772,722	https://www.transit.dot.gov/funding/apportionments/table-3-fy-2019-section-5307-and-5340-urbanized-area-formula-appropriations	Not yet available as of 4/16/2019
Total	21,418,121	1,185,333	22,603,454		

Programming from the Gilroy-Morgan Hill UZA FTA Formula Funds | 2003-Present

Year	Project Sponsor	TIP ID	Project	Section 5307	Section 5339	Total	MTC Resolution
2003	MTC	OWP	Gilroy-Morgan Hill Liaison	396		396	3244
2003	SCVTA	SCL030046	Preventive Maintenance	947,356		947,356	3244
2004	MTC	OWP	Gilroy-Morgan Hill Liaison	408		408	3616
2004	SCVTA	SCL990046	Preventive Maintenance	947,238		947,238	3616
2005	MTC	OWP	Gilroy-Morgan Hill Liaison	396		396	3616
2005	SCVTA	SCL990046	Preventive Maintenance	992,725		992,725	3616
2006	MTC	OWP	Gilroy-Morgan Hill Liaison	404		404	3714
2006	SCVTA	SCL990046	Preventive Maintenance	894,695		894,695	3714
2006	SCVTA	SCL050046	ADA Operating Set-Aside	102,291		102,291	3714
2007	MTC	OWP	Gilroy-Morgan Hill Liaison	404		404	3714
2007	SCVTA	SCL990046	Preventive Maintenance	939,819		939,819	3714
2007	SCVTA	SCL050046	ADA Operating Set-Aside	105,360		105,360	3714
2008	VTA	SCL990046	Preventive Maintenance	972,071		972,071	3714
2008	VTA	SCL050046	ADA Operating Set-Aside	108,521		108,521	3714
2008	VTA	SCL030005	Guadalupe Corridor LRT Platform Rehab & Retrofit	53,478		53,478	3714
2009	VTA	SCL990046	Preventive Maintenance	1,051,262		1,051,262	3854
2009	VTA	SCL050046	ADA Operating Set-Aside	116,807		116,807	3854
2010	VTA	SCL990046	Preventive Maintenance	1,119,283		1,119,283	3916
2010	VTA	SCL050046	ADA Operating Set-Aside	120,168		120,168	3916
2011	VTA	SCL990046	Preventive Maintenance	1,084,601		1,084,601	3916
2011	VTA	SCL050046	ADA Operating Set-Aside	120,511		120,511	3916
2012	VTA	SCL990046	Preventive Maintenance	1,068,332		1,068,332	3916
2012	VTA	SCL050046	ADA Operating Set-Aside	118,704		118,704	3916
2013	Various	REG150004	Lifeline Program	61,111		61,111	4084
2013	VTA	SCL990046	Preventive Maintenance	1,256,564		1,256,564	4084
2013	VTA	SCL050046	ADA Operating Set-Aside	142,671		142,671	4084
2014	Various	REG150004	Lifeline Program	61,954		61,954	4084
2014	VTA	SCL990046	Preventive Maintenance	1,260,842		1,260,842	4084
2014	VTA	SCL050046	ADA Operating Set-Aside	144,642		144,642	4084
2014	VTA	SCL050001	Standard and Small Bus Replacement		320,694	320,694	4084
2015	Various	REG150004	Lifeline Program	61,954		61,954	4162
2015	VTA	SCL050001	(61) 40' Hybrid Bus Replacement	1,256,514	161,843	1,418,357	4162
2015	VTA	SCL050046	ADA Operating Set-Aside	146,496		146,496	4162
2016	Various	REG150004	Lifeline Program	62,945		62,945	4212
2016	VTA	SCL050001	40' Hybrid Bus Replacement	1,285,579	149,242	1,434,821	4212
2016	VTA	SCL050046	ADA Operating Set-Aside	149,385		149,385	4212
2017	Various	VAR170025	Lifeline Program	85,235		85,235	4272
2017	VTA	SCL050001	Standard and Small Bus Replacement	1,287,448	153,036	1,440,484	4272
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2018	VTA	SCL050001	Standard and Small Bus Replacement	1,313,254	208,757	1,522,011	4272
2018	VTA	SCL050046	ADA Operating Set-Aside	155,837		155,837	4272
2019	Various	TBD	Lifeline Program	88,773		88,773	4272
2019	VTA	SCL050001	Standard and Small Bus Replacement	1,334,240	191,761	1,526,001	4272
2019	VTA	SCL050046	ADA Operating Set-Aside	157,949		157,949	4272

Total 21,418,121 1,185,333 22,603,454

ATTACHMENT B

2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM

Expenditures as of December 2019

Project	Total Estimate ¹	Planned Funding (in \$M)			Incurred through Dec 2019 (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	\$ 435.9	\$ 243.6 ²	\$ 192.3	\$ -	\$ 243.6 ²	\$ 190.6	\$ 434.2
1-2 BART SV Corridor Establishment and Maintenance (CEM)	\$ 470.5	\$ 172.5	\$ 298.0	\$ -	\$ 157.0	\$ 293.1	\$ 450.1
1-3 BART Silicon Valley Berryessa Extension	\$ 2,421.3	\$ 1,288.3	\$ 1,133.0	\$ -	\$ 1,167.9	\$ 962.2	\$ 2,130.1
1-4 BART Silicon Valley Santa Clara Extension ³	\$ 5,581.0	\$ 4,581.0	\$ 1,000.0 ⁴	\$ -	\$ 162.3	\$ 112.1	\$ 274.4
1-5 BART Core System Modifications (BCS)	\$ 264.8	\$ 69.8	\$ 195.0	\$ -	\$ 60.4	\$ 103.6	\$ 164.1
1-6 BART Other Supporting Projects	\$ 100.1	\$ 8.9	\$ 91.2	\$ -	\$ 8.0	\$ 86.9	\$ 94.9
Total	\$ 9,273.6	\$ 6,364.1	\$ 2,909.5	\$ -	\$ 1,799.2	\$ 1,748.6	\$ 3,547.8
2 - Provide Connections from Mineta San Jose International Airport to BART, Caltrain and VTA Light Rail							
Mineta San Jose Airport People Mover (APM) ⁵	\$ 800.0	\$ -	\$ 5.0	\$ 795.0	\$ -	\$ 2.1	\$ 2.1
3 - Extend Light Rail From Downtown San Jose to the East Valley							
Capitol Exp. Way Eastridge Light Rail Extn (CELR) Environmental/Eng	\$ 67.4	\$ 5.9	\$ 61.5	\$ -	\$ 5.9	\$ 61.5	\$ 67.4
CELR Phase I - Pedestrian Improvements	\$ 19.0	\$ 16.0	\$ 3.0	\$ -	\$ 16.0	\$ 3.0	\$ 19.0
CELR Phase I - Eastridge Transit Center	\$ 60.6	\$ 26.9	\$ 33.7	\$ -	\$ 26.9	\$ 33.5	\$ 60.3
Eastridge to BART Regional Connector Project ⁶	\$ 468.0	\$ 139.4	\$ 308.2	\$ 20.4	\$ 0.7	\$ 20.2	\$ 20.9
Total	\$ 615.0	\$ 188.2	\$ 406.4	\$ 20.4	\$ 49.5	\$ 118.1	\$ 167.6
4 - Purchase Low-Floor Light Rail Vehicles							
70 Low-Floor Light Rail Vehicles	\$ 200.6	\$ 200.6	\$ - ⁷	\$ -	\$ 200.6	\$ - ⁷	\$ 200.6
5 - Improve Caltrain: Double Track to Gilroy and Electrify from Palo Alto to Gilroy							
Caltrain South County Capacity Improvements ⁸	\$ 17.2	\$ 14.9	\$ 2.3	\$ -	\$ 14.9	\$ 2.3	\$ 17.2
Caltrain Electrification (VTA Share)	\$ 108.1	\$ 26.4 ⁹	\$ 81.7	\$ -	\$ 26.4	\$ 58.2	\$ 84.6
Total	\$ 125.3	\$ 41.3	\$ 84.0	\$ -	\$ 41.3	\$ 60.5	\$ 101.8
6 - Increase Caltrain Service							
Caltrain Service Upgrades/Caltrain Improvement Plan	\$ 18.5	\$ -	\$ 18.5	\$ -	\$ -	\$ 17.3	\$ 17.3
Caltrain Mountain View Parking Structure ¹⁰	\$ 1.0	\$ 0.4	\$ 0.6	\$ -	\$ 0.1	\$ 0.2	\$ 0.3
Blossom Hill Pedestrian Grade Separation	\$ 11.2	\$ 10.0	\$ 1.2	\$ -	\$ 10.0	\$ 1.2	\$ 11.2
Caltrain Safety Enhancements	\$ 16.7	\$ 0.1	\$ 16.6	\$ -	\$ 0.1	\$ 15.7	\$ 15.8
Santa Clara Station Pedestrian Underpass Extension	\$ 10.7	\$ 10.0	\$ 0.7	\$ -	\$ 10.0	\$ 0.7	\$ 10.7
Santa Clara and San Jose Diridon Station Upgrade	\$ 12.2	\$ -	\$ 12.2	\$ -	\$ -	\$ 12.2	\$ 12.2
Bike Sharing Pilot Project	\$ 0.8	\$ 0.6	\$ 0.2	\$ -	\$ 0.6	\$ 0.2	\$ 0.8
Total	\$ 71.1	\$ 21.2	\$ 50.0	\$ -	\$ 20.8	\$ 47.6	\$ 68.4
7 - Construct a New Palo Alto Intermodal Transit Center							
Palo Alto Intermodal Transit Center ¹¹	\$ 0.2	\$ 0.2	\$ 0.0	\$ -	\$ 0.2	\$ 0.0	\$ 0.2
8 - Improve Bus Service in Major Bus Corridors							
BRT Alternative Analysis/ BRT Strategic Plan	\$ 2.2	\$ 0.7	\$ 1.5	\$ -	\$ 0.7	\$ 1.5	\$ 2.2
Alum Rock - Santa Clara Bus Rapid Transit	\$ 143.4	\$ 89.4	\$ 54.0	\$ -	\$ 94.2	\$ 47.2	\$ 141.5
Stevens Creek Bus Rapid Transit	\$ 151.0	\$ 0.8	\$ 3.6	\$ 146.6	\$ 0.6	\$ 3.1	\$ 3.7
El Camino Real Rapid Bus Stop Improvements ¹²	\$ 24.1	\$ -	\$ 24.1	\$ -	\$ -	\$ 10.5	\$ 10.5
Procurement of BRT Articulated Buses	\$ 33.8	\$ 19.2	\$ 14.7	\$ -	\$ 19.2	\$ 13.5	\$ 32.7
Modifications to Chaboya and North Division for BRT Buses	\$ 14.5	\$ -	\$ 14.5	\$ -	\$ -	\$ 2.6	\$ 2.6
Money Counting Facility Replacement	\$ 0.1	\$ -	\$ 0.1	\$ -	\$ -	\$ 0.1	\$ 0.1
De Anza College Transit Center Improvement	\$ 0.3	\$ -	\$ 0.3	\$ -	\$ -	\$ 0.3	\$ 0.3
Stevens Creek Rapid 523 Bus Stop Improvements	\$ 3.9	\$ 0.2	\$ 3.7	\$ -	\$ 0.2	\$ 3.2	\$ 3.4
Stelling Road Bus Stop Improvement	\$ 1.9	\$ 0.6	\$ 1.3	\$ -	\$ 0.6	\$ 1.2	\$ 1.8
Total	\$ 375.3	\$ 110.9	\$ 117.7	\$ 146.6	\$ 115.6	\$ 83.3	\$ 198.8
9 - Upgrade Altamont Commuter Express (ACE)							
Upgrade ACE	\$ -	\$ -	\$ - ¹³	\$ -	\$ -	\$ - ¹³	\$ -
10 - Improve Highway 17 Express Bus Service							
Highway 17 Bus Service Improvements	\$ 2.5	\$ -	\$ 2.5	\$ -	\$ -	\$ 2.5	\$ 2.5
11 - Connect Caltrain with Dumbarton Rail Corridor							
Dumbarton Rail Corridor ¹⁴	\$ 2.3	\$ -	\$ 2.3	\$ -	\$ -	\$ 2.3	\$ 2.3
12 - Purchase Zero-Emission Buses and Construct Service Facilities							
3 Zero Emission Buses (Pilot Program)	\$ 14.7	\$ 11.4	\$ 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	\$ 3.0	\$ -	\$ 3.0	\$ -	\$ -	\$ 1.5	\$ 1.5
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	\$ 1.7	\$ -	\$ 1.7	\$ -	\$ -	\$ 1.7	\$ 1.7
Winchester LR Double Track & Platform Extn	\$ 0.8	\$ -	\$ 0.8	\$ -	\$ -	\$ 0.8	\$ 0.8
SR 85 Major Transit Investment Study	\$ 2.0	\$ 1.4	\$ 0.6	\$ -	\$ 0.4	\$ 0.6	\$ 1.0
Total	\$ 10.3	\$ 1.4	\$ 8.9	\$ -	\$ 0.4	\$ 7.4	\$ 7.7
14 - Fund Operating and Maintenance Cost for Increased Bus, Rail and Paratransit Service							
Fund Operating and Maintenance Costs	\$ 1,465.8	\$ -	\$ 1,465.8	\$ -	\$ -	\$ 474.2	\$ 474.2
Other Expenditures							
Debt Service on Current Bonds (includes principal, interest & other bond costs)	\$ 1,859.5	\$ -	\$ 1,859.5	\$ -	\$ -	\$ 374.0	\$ 374.0
Fund Exchange Payments ¹⁵	\$ 122.5	\$ -	\$ 122.5	\$ -	\$ -	\$ 114.6	\$ 114.6
Future Bond Financing Cost	\$ 425.0	\$ -	\$ 425.0	\$ -	\$ -	\$ -	\$ -
Miscellaneous Operating Expenses	\$ 34.5	\$ -	\$ 34.5	\$ -	\$ -	\$ 11.7	\$ 11.7
Total	\$ 2,441.5	\$ -	\$ 2,441.5	\$ -	\$ -	\$ 500.3	\$ 500.3
GRAND TOTAL	\$ 15,403.1	\$ 6,941.7	\$ 7,499.4	\$ 962.0	\$ 2,241.5	\$ 3,052.4	\$ 5,293.9

¹ Current estimate as of Dec 2019.

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 Estimate includes 4-stations, 6 miles

⁴ Does not include unallocated contingency or financing costs

⁵ Completed studies of Automated Transit Guideway system.

⁶ Construction Phase Cost Estimate last updated Dec 2019

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 refinement

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.

From: b. beekman

Sent: Monday, August 10, 2020 8:30 AM

To: VTA Board Secretary <Board.Secretary@vta.org>

Subject: Blair Beekman. VTA.BoD. August 6, 2020. ____ Item 4. Public Comment.

Dear community & VTA,

From the initial protests, of the past few months, it feels people of local city government, are finding themselves.

And what can be, their forward direction.

I think there is, a city of San Jose housing dept., public meeting, on Aug. 6, in how to work, new HUD ideas, with Santa Clara county homeless issues, in a now Covid-19 world.

The good ideas of mixed income housing, and it's ideas, of positive sustainability, are the same, pre and post Covid-19.

Please don't let conservative fears over-control, already agreed upon, good mix income ideas.

With the return of charging bus fare, please consider over the next few months, how cutting the current fares in half, would offer the concepts of good faith, to the public mass transit community.

It can invite, new, creative ideas. of revenue. And can use good examples, of deflationary practices, of an economy.

To conclude, a simple reminder, good, public mass transit ideas, in some way, is probably why, most of us, are currently a part of, the public process.

sincerely,
blair beekman

From: b. beekman

Sent: Monday, August 10, 2020 10:30 AM

To: VTA Board Secretary <Board.Secretary@vta.org>; Miskell, Gary <Gary.Miskell@vta.org>

Subject: Blair Beekman. VTA. BoD. August 6, 2020. ____ Item 6.1 part 1.

Dear community, and VTA,

To speak to a few items, on the approval of minutes, today.

As the final stop, of a Bart line, that will serving, all parts of the entire Bay area -

It seems, 5-15, shotspotters, at the new Berryessa/North San Jose Bart station, would accomplish, about the same thing, compared with,

the current, imposing fortress, of 60+ shotspotter speakers, that are spaced, at 5 feet apart, across the entire station.

I feel, good minimal use practices, offers a respectful logic.

And can still very well serve, the deterrence element, you are looking for.

We are beginning to open up questions, not just for govt.- but how all of us, can better consider, options of peace, sustainability, and equity,, in our local neighborhoods, at this time.

And how to address, the constant over-use, of surveillance & technology, in low-income communities.

And to ask, long-term questions, in how to help reduce, gun violence & gang activity, in the Bay area, in better terms, as well.

With some of the same logic, of San Jose Eastside schools, ending their SRO programs, at this time.

To lessen the wall of defense, from the prison/military-industrial complex,

And instead work toward, more open, shared, community practices and conversation - this can actually work towards, ideas of peace, and community harmony, you are looking for, as local governments.

This is how, to minimize the concepts of intimidation & fear, from all sides, in lower-income neighborhoods.

As the future of eavesdropper technology itself, should always be used, only sparingly.

And that its civil rights and civil protection questions, should always be considered, as highly questionable.

I hope this letter, can begin, a more open discussion, around the VTA and everyday community, in the next few months

And that Shotspotter eavesdropper technology, should simply not be flouted as, a cure-all, defensive weapon, or used as ostentatious gimmickry.

As shotspotter technology, simply has, an important, secondary purpose, to record every single word, of every human being, in its presence

This is simply the future, to some. I hope someone can write back, to explain this logic, to myself. And its civil rights and civil protection ideas.

sincerely,
blair beekman

From: b. beekman
Sent: Monday, August 10, 2020 10:30 AM
To: VTA Board Secretary <Board.Secretary@vta.org>
Subject: Blair Beekman. VTA. BoD. Aug 6, 2020. ____ Item 6.1. part 2.

Dear community, and VTA,

To speak to CHSR items.

I am still working, it what can be, open, sensitive, comfortable & intelligent, and how to talk about, remaining options, about the future, of the CHSR, in the Bay Area.

This includes, a CHSR rail line, and Bart, both going through Tracy.

Working through Alameda County, may offer, better, public mass transit options.

And not take away homes, from, San Jose & SF peninsula neighborhoods.

I hope my words today can bring, an open discussion, in the next few months.

In the always continuing questions, of how to bridge the digital divide. And to respect infrastructure, needed at this time,

How can local govts, better facilitate, and want to work together, with everyday community, to develop, open public policy practices.

It is a good way, to address, current federal govt. mandates, of more local broadband & vision zero surveillance projects, to now be placed, in local communities.

And important ways, how the local level, can thoughtfully question, the overall Covid-19 pandemic. And initial, international agencies & auspices.

sincerely,
blair beekman

From: b. beekman

Sent: Monday, August 10, 2020 10:30 AM

To: VTA Board Secretary <Board.Secretary@vta.org>

Subject: Blair Beekman. VTA. BoD. August 6, 2020. _____Item 8.1.

Dear community, and VTA,

How can local govt, and everyday community, together, better address the weight, of federal mandates.

With new 4G/5G broadband technology, and Vision Zero surveillance tech, having to be placed, in local neighborhoods, at this time.

Good minded, open public policy, with technology, surveillance, and data collection, simply has, a very good way, to work towards ideas, of equity, equality, and positive, local, community sustainability.

As I have felt, eavesdeopper tech, was being much more questioned, in the past few years.

If I write to the VTA, soon. I hope someone can explain, when Berryessa/North San Jose Bart, shotspotter tech, was on its public agendas.

A good luck, to the continuing good work, of how open public policies, at the local level, is how to define, the future of care, good democracy, long term, positive sustainability, and ideas of peace.

sincerely,
blair beekman.