

From: VTA Board Secretary

Sent: Monday, September 27, 2021 3:51 PM

To: VTA Board of Directors

Subject: VTA Information: September 29, 2021 Board of Directors Special Meeting 1st Update to the Agenda Packet

Board of Directors:

The September 29, 2021, Board of Directors Special Meeting Notice and Agenda has been updated to include the staff report and resolution for **Agenda Item #2.1:** Continuation of Remote Board and Committee Meetings.

The updated agenda packet can be accessed on our agenda [portal](#).

Thank you,

Office of the Board Secretary

Santa Clara Valley Transportation Authority

3331 North First Street, Building B

San Jose, CA 95134-1927

board.secretary@vta.org

Phone 408-321-5680



From: VTA Board Secretary

Sent: Thursday, September 30, 2021 5:13 PM

To: VTA Board of Directors

Subject: VTA Information: October 7, 2021, Board of Directors Meeting Agenda Packet

Board of Directors:

You may now access the VTA Board of Directors Agenda packet for the **Thursday, October 7, 2021, Meeting** on our [agenda portal](#).

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)

From: VTA Board Secretary
Sent: Friday, October 1, 2021 4:54 PM
To: VTA Board of Directors
Cc: VTA Board Secretary
Subject: VTA Correspondence: Week ending October 1, 2021

VTA Board of Directors:

We are forwarding to you the following correspondence:

From	Topic
Roland Lebrun, Member of the Public	Comments regarding: 1) PRA – wireless grade crossing; 2) Megaproject Delivery Oversight: Silicon Valley BART Extension 1: Costs; 3) WPLP Item #7 Peninsula Corridor Electrification Project (PCEP) Project Update; 4) Measure RR victory party on 9/26/21; and 5) Silicon Valley Rapid Transit Program Working Committee (SVRT PWC).

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: Wednesday, September 29, 2021 1:21 PM

To: Caltrain Board <board@caltrain.com>

Cc: MTC Info <info@bayareametro.gov>; VTA Board Secretary <Board.Secretary@vta.org>; SFCTA Board Secretary <clerk@sfcta.org>

Subject: [EXTERNAL] Re: PRA - wireless grade crossing

Dear Caltrain Board,

Please provide copies of the following documents **pursuant to Government Code §6250 et seq.**

1. I-EMTS PTC contract with Wabtec awarded in March 2018
2. Draft Concept of Operations

Thank you in advance for directing staff to provide an expeditious response to this request

Roland Lebrun

CC

MTC Commissioners

VTA Board of Directors

SFCTA Commissioners

From: Wong, Shirley <WongSh@samtrans.com>

Sent: Tuesday, September 28, 2021 10:51 AM

To: 'Roland Lebrun' <ccss@msn.com>

Subject: RE: PRA - wireless grade crossing

Dear Mr. Lebrun,

Thank you for your patience. Staff has responded to your PRA regarding wireless grade crossing technology with the following:

The Caltrain Crossing Optimization Project has been undertaken to improve grade crossing warning time performance. This will be accomplished by reducing crossing warning system activations and the amount of gate down time at grade crossings resulting from by Through Move and scheduled Station Stop trains

The Objectives are to:

- Provide more consistent warning time performance than other current technologies allow for in an electrified environment
- (PCEP);
- Provide improved grade crossing warning system performance for Through Move train movements.
- Reduce or eliminate the superfluous activation of the downstream grade crossing warning system by an approaching train for a scheduled station stop. Crossings will only activate when the train is departing the station.

The scope was part of I-EMTS PTC contract with Wabtec awarded in March 2018, the work was on-hold while Caltrain was delivering PTC system due to FRA concerns over crossing solution deployed in Denver. The effort has been resumed in 2020 and team has developed draft Concept of Operations. Currently Wabtec is performing throughput, schedule management and communication studies with Wabtec.

Hope above helps.

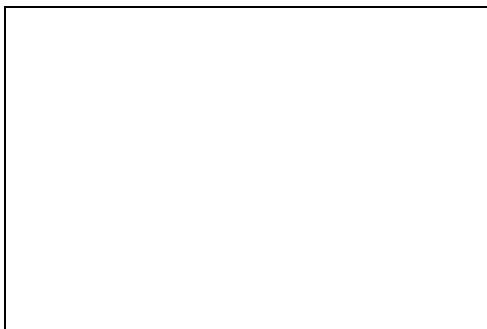
Thank you
Shirley

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Chair Davis,

Further to the April 23 article in the San Mateo Daily Journal which stated "*The crossing optimization project would put wireless grade crossing technology at the 41 Caltrain at-grade crossings along its rail corridor*", please provide details of this "*wireless grade crossing technology*" pursuant to **Government Code §6250 et seq.**

https://www.smdailyjournal.com/news/local/san-mateo-in-support-of-caltrain-funding-requests/article_52ec2372-a3ea-11eb-b1aa-b7f7fcf136a2.html



[San Mateo in support of
Caltrain funding requests |
Local News |](#)

[smdailyjournal.com](https://www.smdailyjournal.com)

The San Mateo City Council is asking U.S.
Rep. Jackie Speier, D-San Mateo, to support
Caltrain federal funding requests for two

grade-related infrastructure projects to
improve traffic issues.

www.smdailyjournal.com

Thank you in advance for directing staff to provide a detailed and expeditious response to this request.

Roland Lebrun.

CC

MTC Commissioners
Caltrain CAC

From: Roland Lebrun
Sent: Wednesday, September 22, 2021 2:54 AM
To: MTC Info <info@bayareametro.gov>
Cc: FTA Region 9 Administrator Ray Tellis <ray.tellis@dot.gov>; BART Board <boardofdirectors@bart.gov>; VTA Board Secretary <Board.Secretary@vta.org>
Subject: [EXTERNAL] Megaproject Delivery Oversight: Silicon Valley BART Extension Part 1: Costs

Dear Chair Pedroza and Commissioners,

This letter is the first in a 4-part review of the Silicon Valley BART Extension project intended to inform the business case for an MTC Megaproject Delivery Oversight Task Force:

- Part 1 Cost estimates: **\$2.5B underreporting and \$261M increase in one year**
- Part 2 Funding approach: excessive leverage of local sales tax revenues
- Part 3 Design flaws: conflicts with BART safety standards and best intermodal practices
- Part 4 Governance & Oversight deficiencies: root causes behind Parts 1, 2 &3 above

Background

The BART Silicon Valley project costs are documented in a VTA internal document known as the BART SILICON VALLEY (BSV) PROGRAM MONTHLY COST REPORT. **This document is distributed to VTA senior management every month but the contents are not reported in their entirety to the VTA Board, MTC, FTA or the public.**

The July 2021 BSV Program Summary by Project report (Appendix B) is a one-page summary of total project costs.

Issue 1: Underreporting

There are two columns of interest in the BSV Program Summary by Project report: Program Estimate (Column A) and Incurred costs to Date (Column G)

- **1) Program Estimate (Column A)**

The only Program Estimates reported to the VTA Board, MTC and the FTA PMOC are:

○ Berryessa Extension Project (SVBX)	\$2.439B
○ BSV Phase II Program (BSV2)	\$6.941B
○	
Total:	\$9.380B

The following items are NOT reported to the VTA Board, MTC or the FTA PMOC:

○ BSV Project Development	\$502M
○ BSV Corridor Establishment and Maintenance	\$471M
○ BART Core System Modifications (BCS)	\$265M
○ Warm Springs Extension	\$10M
○ Warm Springs Extension SLPP	\$8M
○ Warm Springs Extension TCRP	\$111M
○ Measure A Debt Service Principal (Appendix C)	\$786M
○ Measure A Debt Service Interest (Appendix C)	\$351M
○	
Total:	\$2.504B

• **2) Incurred Costs to Date (Column G)**

The only expenditures reported to the VTA Board, MTC and the FTA PMOC are:

○ Berryessa Extension Project (SVBX)	\$2.257B
○ BSV Phase II Program (BSV2)	\$235M
○	
Total:	\$2.492B

The following expenditures are NOT reported to the VTA Board, MTC or the FTA PMOC:

○ BSV Project Development	\$499M
○ BSV Corridor Establishment and Maintenance	\$462M
○ BART Core System Modifications (BCS)	\$175M
○ Warm Springs Extension	\$10M
○ Warm Springs Extension SLPP	\$8M
○ Warm Springs Extension TCRP	\$111M
○ Measure A Debt Service Principal (Appendix C)	\$786M
○ Measure A Debt Service Interest (Appendix C)	\$351M
○	
Total:	\$2.402B

Issue 2: Unreported Program Estimate increases: Program Estimate Totals increased by \$261M between July 2020 and July 2021 as follows:

	July 2020	July 2021	Increase
• BSV Project Development	\$322M	\$502M	\$180M
• BSV Phase II Program (BSV2)	\$6.86B	\$6.941B	\$81M

Total: **\$261M**

Sincerely,

Roland Lebrun

Attachments:

- Appendix A July 2020 BSV Program Summary by Project report
- Appendix B July 2021 BSV Program Summary by Project report
- Appendix C 2000 Measure A debt service (2020-2036)

CC

FTA Region 9 Administrator & staff

BART Board of Directors

VTA Board of Directors

VTA PAC

VTA CAC



BSV Program Summary by Project

Data Date: 7/31/2020
Report Date: 8/17/2020

All Costs in YOES

Category/Description	Program Estimate A	Original Budget B	Current Budget C	Contract Commitment D	Estimated Total Cost E	Budget Variance F=(E-C)	Incurred to Date G	Incurred FY2021 Period 1 H	% of Total Incurred To Current Budget I=(G/C)
BSV Project Development									
Project Development Through FY09 (SVRTP1)	209,226,094	202,496,208	209,226,094	209,226,094	209,226,094	0	209,226,094	0	100.0%
Project Development After FY09 (SVRTP2)	112,275,588	23,911,421	112,275,588	110,798,702	112,275,588	0	109,284,316	34,097	97.3%
TOTALS FOR BSV Project Development	321,501,681	226,407,630	321,501,681	320,024,795	321,501,681	0	318,510,410	34,097	99.1%
BSV Corridor Establishment And Maintenance									
CEM Programwide (CEMPW)	3,011,254	3,011,254	3,011,254	3,011,254	3,011,254	0	3,011,254	0	100.0%
UPRR-Performed Activities (UPRR)	60,082,968	60,082,968	60,082,968	59,272,787	60,082,968	0	59,205,103	(5,877)	98.5%
Newhall Yard Property (NHY)	39,524,285	39,524,285	39,524,285	39,196,804	39,524,285	0	39,081,123	(34,829)	98.9%
VTA Block (VB)	32,121,010	32,121,010	32,121,010	31,602,642	32,121,010	0	31,602,642	(39,036)	98.4%
Kato Grade Separation Project (KGS)	55,448,412	55,448,412	55,448,412	55,307,266	55,448,412	0	55,297,944	0	99.7%
Mission/Warren/Freight Railroad Relocation Program (MWT)	152,951,637	152,951,637	152,951,637	152,577,735	152,951,637	0	152,263,492	2,747	99.6%
Lower Berryessa Creek Project (LBC)	77,687,521	77,687,521	77,687,521	77,605,189	77,687,521	0	77,605,189	0	99.9%
Montague Reconstruction Project (MRP)	22,807,613	22,807,613	22,807,613	21,790,004	22,807,613	0	21,790,004	0	95.5%
Upper Penitencia Creek Trail Connector (UPC)	2,523,213	2,523,213	2,523,213	2,149,321	2,523,213	0	2,121,096	9,282	84.1%
Montague Expressway POC (MPOC)	22,625,351	22,625,351	22,625,351	17,523,839	22,625,351	0	13,886,345	60,415	61.4%
Berryessa Garage Solar Panel System (BGSP)	1,772,010	1,772,010	1,772,010	1,772,010	1,772,010	0	1,772,010	0	100.0%
TOTALS FOR BSV Corridor Establishment And Maintenance	470,555,273	470,555,273	470,555,273	461,808,850	470,555,273	0	457,636,201	(7,299)	97.3%
BART Silicon Valley Extension									
BSV Phase II Program (BSV2)	6,860,000,000	994,103,499	994,103,499	421,427,679	994,103,499	0	324,100,702	616,734	32.6%
Berryessa Extension Project (SVBX)	2,436,810,033	2,394,510,979	2,394,510,979	2,333,639,578	2,394,510,979	0	2,198,874,676	1,243,852	91.8%
BART Core System Modifications (BCS)	264,808,984	250,808,984	250,808,984	204,887,697	250,808,984	0	167,985,914	0	67.0%
TOTALS FOR BART Silicon Valley Extension	9,561,619,017	3,639,423,462	3,639,423,462	2,959,954,954	3,639,423,462	0	2,690,961,292	1,860,586	73.9%
Warm Springs Extension									
Warm Springs Extension (WSX)*	9,593,511	9,593,511	9,593,511	9,593,511	9,593,511	0	9,593,511	0	100.0%
TOTALS FOR Warm Springs Extension	9,593,511	9,593,511	9,593,511	9,593,511	9,593,511	0	9,593,511	0	100.0%
PROGRAM TOTALS	10,363,269,481	4,345,979,875	4,441,073,926	3,751,382,110	4,441,073,926	0	3,476,701,413	1,887,384	78.3%

*WSX does not include \$8.0M in SLPP and \$111.4M in TCRP grant funds designated directly to BART for Warm Springs Extension costs.



BSV Program Summary by Project

Data Date: 7/31/2021
Report Date: 8/12/2021

All Costs in YOES

Category/Description	Program Estimate A	Original Budget B	Current Budget C	Contract Commitment D	Estimated Total Cost E	Budget Variance F=(E-C)	Incurred to Date G	Incurred FY2022 Period 01 H	% of Total Incurred To Current Budget I=(G/C)
BSV Project Development									
Project Development Through FY09 (SVRTP1)	370,311,338	363,581,453	370,311,338	370,311,338	370,311,338	0	370,311,338	0	100.0%
Project Development After FY09 (SVRTP2)	131,601,202	33,079,870	131,601,202	123,685,798	131,601,202	0	122,463,672	75,768	93.1%
TOTALS FOR BSV Project Development	501,912,540	396,661,323	501,912,540	493,997,136	501,912,540	0	492,775,009	75,768	98.2%
BSV Corridor Establishment And Maintenance									
CEM Programwide (CEMPW)	3,011,254	3,011,254	3,011,254	3,011,254	3,011,254	0	3,011,254	0	100.0%
UPRR-Performed Activities (UPRR)	60,605,053	60,605,053	60,605,053	59,180,857	60,605,053	0	59,137,873	(5,994)	97.6%
Newhall Yard Property (NHY)	39,524,285	39,524,285	39,524,285	38,927,268	39,524,285	0	38,682,113	(44,097)	97.9%
VTA Block (VB)	32,121,010	32,121,010	32,121,010	31,176,095	32,121,010	0	31,176,095	(47,178)	97.1%
Kato Grade Separation Project (KGS)	55,297,944	55,297,944	55,297,944	55,297,944	55,297,944	0	55,297,944	0	100.0%
Mission/Warren/Freight Railroad Relocation Program (MWT)	152,950,970	152,950,970	152,950,970	152,641,516	152,950,970	0	152,314,438	2,410	99.6%
Lower Berryessa Creek Project (LBC)	77,617,521	77,617,521	77,617,521	77,605,189	77,617,521	0	77,605,189	0	100.0%
Montague Reconstruction Project (MRP)	22,807,613	22,807,613	22,807,613	21,790,004	22,807,613	0	21,790,004	0	95.5%
Upper Penitencia Creek Trail Connector (UPC)	2,232,612	2,232,612	2,232,612	2,131,445	2,232,612	0	2,131,445	0	95.5%
Montague Expressway POC (MPOC)	22,625,351	22,625,351	22,625,351	19,712,755	22,625,351	0	19,426,201	39,277	85.9%
Berryessa Garage Solar Panel System (BGSP)	1,772,010	1,772,010	1,772,010	1,772,010	1,772,010	0	1,772,010	0	100.0%
TOTALS FOR BSV Corridor Establishment And Maintenance	470,565,621	470,565,621	470,565,621	463,246,336	470,565,621	0	462,344,565	(55,581)	98.3%
BART Silicon Valley Extension									
BSV Phase II Program (BSV2)	6,941,180,914	3,075,352,119	3,075,352,119	297,065,287	3,075,352,119	0	234,862,902	1,218,727	7.6%
Berryessa Extension Project (SVBX)	2,438,716,885	2,394,558,644	2,394,558,644	2,344,618,840	2,394,558,644	0	2,257,746,385	96,562	94.3%
BART Core System Modifications (BCS)	264,874,279	250,874,279	250,874,279	205,318,008	250,874,279	0	175,313,554	0	69.9%
TOTALS FOR BART Silicon Valley Extension	9,644,772,078	5,720,785,042	5,720,785,042	2,847,002,135	5,720,785,042	0	2,667,922,841	1,315,289	46.6%
Warm Springs Extension									
Warm Springs Extension (WSX)*	9,593,511	9,593,511	9,593,511	9,593,511	9,593,511	0	9,593,511	0	100.0%
TOTALS FOR Warm Springs Extension	9,593,511	9,593,511	9,593,511	9,593,511	9,593,511	0	9,593,511	0	100.0%
PROGRAM TOTALS	10,626,843,749	6,597,605,497	6,702,856,714	3,813,839,118	6,702,856,714	0	3,632,635,926	1,335,476	54.2%

*WSX does not include \$8.0M in SLPP and \$111.4M in TCRP grant funds designated directly to BART for Warm Springs Extension costs.

Business-Type Activities:

	Principal	Interest	Total
Year ending June 30:			
2021	\$ 15,347	\$ 6,619	\$ 21,966
2022	16,215	5,930	22,145
2023	16,980	5,116	22,096
2024	17,805	4,263	22,068
2025	18,625	3,369	21,994
2026-2030	25,840	6,589	32,429
2031-2035	13,455	3,387	16,842
2035-2036	10,362	663	11,025
	<u>134,629</u>	<u>\$ 35,936</u>	<u>\$ 170,565</u>
Unamortized bond premium	18,373		
Total debt	153,002		
Less current portion	(15,347)		
Long-term portion of debt	<u>\$ 137,655</u>		

Governmental Activities:

	Principal	Interest	Total
Year ending June 30:			
2021	\$ 33,680	\$ 39,356	\$ 73,036
2022	35,015	37,743	72,758
2023	36,460	35,944	72,404
2024	38,180	33,861	72,041
2025	40,035	31,625	71,660
2026-2030	231,350	120,593	351,943
2031-2035	301,880	49,755	351,635
2035-2036	69,330	2,023	71,353
	<u>785,930</u>	<u>\$ 350,900</u>	<u>\$ 1,136,830</u>
Unamortized bond premium	19,126		
Total debt	805,056		
Less current portion	(33,680)		
Long-term portion of debt	<u>\$ 771,376</u>		

(f) Restrictions and Limitations

There are a number of restrictions and limitations contained in the various bond indentures. VTA's management believes that VTA has complied with all applicable restrictions and limitations.

From: Roland Lebrun

Sent: Tuesday, September 21, 2021 1:27 PM

To: Caltrain Board <board@caltrain.com>

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

Subject: [EXTERNAL] WPLP item #7 Peninsula Corridor Electrification Project (PCEP) Project Update (oral)

Dear Chair Stone and Directors,

Further to the announcement that John Funghi would be stepping down as Calmod Chief Officer, please consider inviting Mr. Shrestha to introduce himself and share his proposal for the implementation of consistent Caltrain gate crossing warning times based on his 25-year experience at Denver RTD.

<https://www.linkedin.com/in/pranaya-shrestha-pe-88b56121a>

Pranaya Shrestha, PE - Senior Program Manager, Vice President
- HNTB | LinkedIn

View Pranaya Shrestha, PE'S profile on LinkedIn, the world's largest professional community. Pranaya has 4 jobs listed on their profile. See the complete profile on LinkedIn and discover

...

www.linkedin.com

<https://www.rtd-denver.com/news-stop/news/rtd-considers-notice-of-default-to-n-line-contractor>



RTD considers notice of default to N
Line contractor | RTD - Denver

The Regional Transportation District (RTD) is considering issuing a formal notice of default to the N Line design-build contractor, Regional Rail Partners (RRP) – a joint venture of Balfour Beatty Rail Infrastructure and Graham Contracting – due to the contractor's continued delays in meeting project milestones and inability to fulfill its contractual obligations.

www.rtd-denver.com

<https://www.denverpost.com/2020/09/21/rtd-trial-denver-transit-partners-a-line/>



RTD, contractors start trial over \$111M in commuter rail disputes - The Denver Post

RTD and the contracting team that built three commuter rail lines traded blame over costly delays and crossing-gate problems in court Monday as they opened a lengthy trial. www.denverpost.com

Thank you in advance for your consideration.

Roland Lebrun

CC

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

From: Roland Lebrun

Sent: Monday, September 20, 2021 4:44 PM

To: Council Member Marie Blankley <Marie.Blankley@ci.gilroy.ca.us>;
rich.constantine@morganhill.ca.gov; Sam Liccardo <sam.liccardo@sanjoseca.gov>

Cc: cityclerk@cityofgilroy.org; Caltrain Board <board@caltrain.com>; VTA Board Secretary
<Board.Secretary@vta.org>; Caltrain CAC Secretary <cacsecretary@caltrain.com>; MTC Info
<info@bayareametro.gov>; City Clerk <city.clerk@sanjoseca.gov>

Subject: [EXTERNAL] Re: Measure RR victory party on Sunday 9/26

Dear Mayors Blankley, Constantine and Liccardo,

Please consider reaching out to the Caltrain Board and enquire as to the reasoning behind the exclusion of 3/4 of a million of Santa Clara County taxpayers who live south of Diridon station, specifically why this train is currently scheduled to originate from Diridon station instead of the Gilroy transit center.

Measure RR victory party on Sunday 9/26

*Come celebrate September Transit Month and join the Measure RR victory that allowed Caltrain to keep running! On Sunday, September 26, people will gather at stations for celebration and selfies, **starting with the train leaving San Jose Diridon at 12:12pm**, and continuing to 4th and King by 1:52. [Click here to RSVP](#) for mini-parties outdoors at the station platforms and an afterparty in San Francisco. If you would like to volunteer to help organize a party stop near you, please send us an email at friends@friendsofcaltrain.com*

Thank you for your support!!!

Roland Lebrun

PS. A return trip back to Gilroy would be much appreciated 🍷

CC

Caltrain Board
MTC Commissioners
VTA Board
VTA PAC
VTA CAC

Caltrain CAC

From: Roland Lebrun

Sent: Thursday, September 9, 2021 3:37 PM

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

Subject: [EXTERNAL] Silicon Valley Rapid Transit Program Working Committee (SVRT PWC)

Dear VTA Board,

Further to the systemic mismanagement of the **\$11.4B** (attached column A + \$800M Measure A debt service) BART extension project, please direct staff to restore all materials including agendas, minutes, presentations and recordings of the SVRT PWC effective immediately and reinstate monthly meetings.

*"M/S/C (Chavez/Herrera) to review and receive the Auditor General's report on the BART Silicon Valley Comprehensive Agreement Assessment, and further, to provide findings to the SVRT PWC, **bring SVRT PWC oversight structure and strategy recommendations to the VTA Board of Directors**, and explore the implementation of an official body to address long-term issues."*

<http://santaclaravta.iqm2.com/Citizens/FileOpen.aspx?Type=15&ID=2240&highlightTerms=svrt%20pwc>

Thank you in advance for your immediate attention to this issue.

Roland Lebrun

CC

VTA PAC

VTA CAC



BSV Program Summary by Project

Data Date: 7/31/2021
Report Date: 8/12/2021

All Costs in YOES

Category/Description	Program Estimate A	Original Budget B	Current Budget C	Contract Commitment D	Estimated Total Cost E	Budget Variance F=(E-C)	Incurred to Date G	Incurred FY2022 Period 01 H	% of Total Incurred To Current Budget I=(G/C)
BSV Project Development									
Project Development Through FY09 (SVRTP1)	370,311,338	363,581,453	370,311,338	370,311,338	370,311,338	0	370,311,338	0	100.0%
Project Development After FY09 (SVRTP2)	131,601,202	33,079,870	131,601,202	123,685,798	131,601,202	0	122,463,672	75,768	93.1%
TOTALS FOR BSV Project Development	501,912,540	396,661,323	501,912,540	493,997,136	501,912,540	0	492,775,009	75,768	98.2%
BSV Corridor Establishment And Maintenance									
CEM Programwide (CEMPW)	3,011,254	3,011,254	3,011,254	3,011,254	3,011,254	0	3,011,254	0	100.0%
UPRR-Performed Activities (UPRR)	60,605,053	60,605,053	60,605,053	59,180,857	60,605,053	0	59,137,873	(5,994)	97.6%
Newhall Yard Property (NHY)	39,524,285	39,524,285	39,524,285	38,927,268	39,524,285	0	38,682,113	(44,097)	97.9%
VTA Block (VB)	32,121,010	32,121,010	32,121,010	31,176,095	32,121,010	0	31,176,095	(47,178)	97.1%
Kato Grade Separation Project (KGS)	55,297,944	55,297,944	55,297,944	55,297,944	55,297,944	0	55,297,944	0	100.0%
Mission/Warren/Freight Railroad Relocation Program (MWT)	152,950,970	152,950,970	152,950,970	152,641,516	152,950,970	0	152,314,438	2,410	99.6%
Lower Berryessa Creek Project (LBC)	77,617,521	77,617,521	77,617,521	77,605,189	77,617,521	0	77,605,189	0	100.0%
Montague Reconstruction Project (MRP)	22,807,613	22,807,613	22,807,613	21,790,004	22,807,613	0	21,790,004	0	95.5%
Upper Penitencia Creek Trail Connector (UPC)	2,232,612	2,232,612	2,232,612	2,131,445	2,232,612	0	2,131,445	0	95.5%
Montague Expressway POC (MPOC)	22,625,351	22,625,351	22,625,351	19,712,755	22,625,351	0	19,426,201	39,277	85.9%
Berryessa Garage Solar Panel System (BGSP)	1,772,010	1,772,010	1,772,010	1,772,010	1,772,010	0	1,772,010	0	100.0%
TOTALS FOR BSV Corridor Establishment And Maintenance	470,565,621	470,565,621	470,565,621	463,246,336	470,565,621	0	462,344,565	(55,581)	98.3%
BART Silicon Valley Extension									
BSV Phase II Program (BSV2)	6,941,180,914	3,075,352,119	3,075,352,119	297,065,287	3,075,352,119	0	234,862,902	1,218,727	7.6%
Berryessa Extension Project (SVBX)	2,438,716,885	2,394,558,644	2,394,558,644	2,344,618,840	2,394,558,644	0	2,257,746,385	96,562	94.3%
BART Core System Modifications (BCS)	264,874,279	250,874,279	250,874,279	205,318,008	250,874,279	0	175,313,554	0	69.9%
TOTALS FOR BART Silicon Valley Extension	9,644,772,078	5,720,785,042	5,720,785,042	2,847,002,135	5,720,785,042	0	2,667,922,841	1,315,289	46.6%
Warm Springs Extension									
Warm Springs Extension (WSX)*	9,593,511	9,593,511	9,593,511	9,593,511	9,593,511	0	9,593,511	0	100.0%
TOTALS FOR Warm Springs Extension	9,593,511	9,593,511	9,593,511	9,593,511	9,593,511	0	9,593,511	0	100.0%
PROGRAM TOTALS	10,626,843,749	6,597,605,497	6,702,856,714	3,813,839,118	6,702,856,714	0	3,632,635,926	1,335,476	54.2%

*WSX does not include \$8.0M in SLPP and \$111.4M in TCRP grant funds designated directly to BART for Warm Springs Extension costs.