

POLICY ADVISORY COMMITTEE

Thursday, March 14, 2024

4:00 PM

The Santa Clara Valley Transportation Authority (VTA) Policy Advisory Committee Regular meeting will be held at VTA Administrative Offices at Conference Room B-106, 3331 N. First Street, San José, California, 95134.

In addition, the meeting will be held at the following teleconference locations:

- Los Altos Hills Town Hall, 26379 W Fremont Rd., Los Altos Hills, CA 94022
- City Council Conference Room, 18th Floor, Room #1853, 200 E. Santa Clara Street, San José, CA 95113
- Yosemite Valley Lodge Lobby, 9006 Yosemite Lodge Dr, Tuolumne, CA 95389

The meeting will be streamed through Zoom: <https://us02web.zoom.us/j/89508425018>

The meeting can be accessed through:

Call in (one-tap): [US: +16692192599](tel:+16692192599), [89508425018#](tel:+16699009128) or [+16699009128](tel:+16699009128), [89508425018#](tel:+16699009128)

Call in (telephone): [US: +1 669 219 2599](tel:+16692192599) or [+1 669 900 9128](tel:+16699009128) Webinar ID: [895 0842 5018](tel:+16699009128)

AGENDA

COMMITTEE MISSION:

The Policy Advisory Committee (PAC) represents the prioritized transportation policy views of the Member Agencies, individually and collectively, to the VTA Board of Directors. The PAC proposes approaches to transportation issues identified by the Board, VTA staff, and the PAC itself.

CALL TO ORDER

1. ROLL CALL

2. ORDERS OF THE DAY

- The quorum requirement for this meeting is: 9

3. PUBLIC COMMENT:

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.

4. Receive Committee Staff Report. (Verbal Report) (Quigley)
 - Receive Government Affairs Update.
5. Receive Chairperson's Report. (Verbal Report)

CONSENT AGENDA

6. ACTION ITEM -Approve the Regular Meeting Minutes of February 8, 2024.
7. INFORMATION ITEM -Receive the 2000 Measure A Transit Improvement Program Semi-Annual Report Ending December 31, 2023.
8. INFORMATION ITEM -Receive the Valley Transportation Plan (VTP) Transportation Program Semi-Annual Report Ending December 31, 2023.
9. INFORMATION ITEM -Receive the Programmed Projects Quarterly Monitoring Report for October - December 2023.

REGULAR AGENDA

10. DISCUSSION ITEM -Discuss and receive an update and provide input on the Equitable Vehicle Miles Traveled (VMT) Mitigation Program project.
11. DISCUSSION ITEM -Discuss program structure of the 2016 Measure B Innovative Transit Service Models Competitive Grant Program.
12. INFORMATION ITEM -Receive an update on 2016 Measure B Bicycle & Pedestrian Education & Encouragement program progress in FY2023.
13. INFORMATION ITEM -Receive a report on the results of VTA's Countywide Pedestrian and Bicycle Safety Campaign.

OTHER

14. Review PAC Work Plan. (Quigley)
15. ANNOUNCEMENTS
16. 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 Facebook www.facebook.com/scvta. ☎ (408) 321-2300: 中文 / Español / 日本語 / 한국어 / tiếng Việt / Tagalog.

Please use this link to access the March 14, 2024, VTA Policy Advisory Committee Regular Meeting: <https://us02web.zoom.us/j/89508425018> or call: (669) 219-2599 and enter Webinar ID: 895 0842 5018.

The in-person location for this meeting is Conference Room B-106 at the VTA Administrative Offices. This location is served by the VTA Blue and Green light rail lines. The nearest station is River Oaks.

For trip planning information, contact our Customer Service Department at (408) 321-2300 between the hours of 6:00 a.m. to 7:00 p.m. Monday through Friday and 7:30 a.m. to 4:00 p.m. on Saturday. Schedule information is also available on our website, www.vta.org.

All reports for items on the open meeting agenda are available on the VTA website, www.vta.org and at the in-person meeting location.



Date: February 21, 2024
Current Meeting: March 14, 2024
Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Policy Advisory Committee

THROUGH: General Manager/CEO, Carolyn M. Gonot

FROM: Chief Planning and Programming Officer, Deborah Dagang

SUBJECT: 2016 Measure B Placemat - January 2024

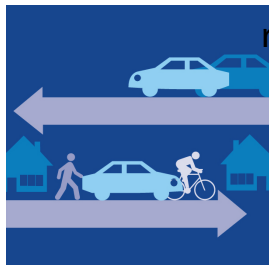
FOR INFORMATION ONLY

EXECUTIVE SUMMARY:

The attached placemat outlines the 2016 Measure B Program activities including expenditures for the nine (9) program categories through January 2024. For more details about the 2016 Measure B Program, please visit: <https://2016measureb.vta.org>.

Prepared By: Board Office
Memo No. 8824

2016 Measure B Update - January 2024



LOCAL STREETS & ROADS

- Reviewing reimbursement requests.
- Allocation through FY24: \$323.3M
- Expenditure through January 2024: \$202.8M



HIGHWAY INTERCHANGES

- US101/Zanker Rd I/C: Public Meeting held -- comments due 2/16/24.
- US101/Blossom Hill Plant Establishment Period (PEP): Invitation for Bid issued. Contract scheduled to be awarded in February.
- Allocation through FY24: \$436.2M
- Expenditure through January 2024: \$141.97M



BART PHASE II

- Tunnel and Track Progressive Design Build Contract (CP2): Design activities, Diridon Temporary Parking construction, real estate acquisition, design efforts on other construction packages, and program management costs.
- Allocation through FY24: \$725M
- Expenditure through January 2024: \$179.7M



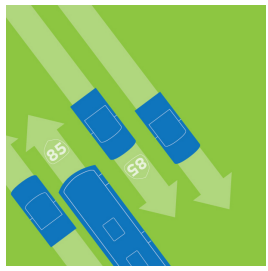
COUNTY EXPRESSWAYS

- Reviewing ongoing reimbursement requests.
- Allocation through FY24: \$54.3M
- Expenditure through January 2024: \$28.5M



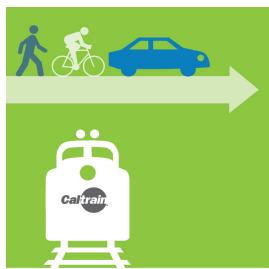
BICYCLE & PEDESTRIAN

- Reviewing reimbursement requests.
- Allocation through FY24: \$66.6M
- Expenditure through January 2024: \$9.2M



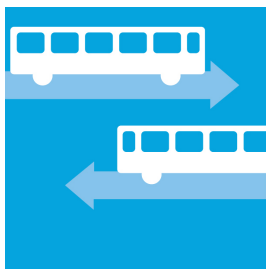
SR 85 CORRIDOR

- No new 2016 Measure B activities in January 2024.
- Allocation through FY24: \$17M
- Expenditure through January 2024: \$3.8M



CALTRAIN GRADE SEPARATION

- Continued collaborative work with Caltrain and cities for ongoing projects.
- Allocation through FY24: \$178M
- Expenditure through January 2024: \$4.5M



TRANSIT OPERATIONS

- Reviewing ongoing reimbursement requests and progress reporting.
- Expand Mobility & Affordable Fares: Sold 1,500 passes via community partners in January 2024.
- Allocation through FY24: \$130.7M
- Expenditure through January 2024: \$114.8M



CALTRAIN CORRIDOR CAPACITY IMPROVEMENTS

- Developing funding agreements and funding agreement amendments.
- Allocation through FY24: \$42.5M
- Expenditure through January 2024: \$6.5M



PROGRAM ADMINISTRATION

- Continued improvements on the 2016 Measure B transparency website and reporting forms.
- Allocation through FY24: \$16.7M
- Expenditure through January 2024: \$11.5M



Policy Advisory Committee

Thursday, February 8, 2024

MINUTES

CALL TO ORDER

The Regular Meeting of the Policy Advisory Committee (PAC) was called to order at 4:06 p.m. by Vice Chairperson Martinez-Beltran at Conference Room B-106, 3331 N. First Street, San Jose, California, and via video and teleconference. In addition, the meeting was held at the following teleconference locations pursuant to Government Code § 54953(b).

- Gilroy City Hall, Administration Conference Room, 7351 Rosanna St, Gilroy, CA 95020
- Los Altos Hills Town Hall, 26379 W Fremont Rd., Los Altos Hills, CA 94022
- City Council Conference Room, 18th Floor, Room #1853, 200 E. Santa Clara Street, San José, CA 95113

1. ROLL CALL

| Attendee Name | Title | Status |
|----------------------------------|-------------------------|---------|
| Elliot Scozzola | City of Campbell | Present |
| <i>Dan Furtado (Alternate)</i> | City of Campbell | N/A |
| J.R Fruen* | City of Cupertino | Present |
| <i>Hung Wei (Alternate)</i> | City of Cupertino | N/A |
| Zachary Hilton | City of Gilroy | Absent |
| <i>Tom Cline (Alternate)</i> | City of Gilroy | Absent |
| Jonathan Weinberg | City of Los Altos | Present |
| <i>Neysa Fligor (Alternate)</i> | City of Los Altos | N/A |
| George Tyson* | Town of Los Altos Hills | Present |
| <i>Vacant (Alternate)</i> | Town of Los Altos Hills | - |
| Maria Ristow | Town of Los Gatos | Present |
| <i>Rob Rennie (Alternate)</i> | Town of Los Gatos | N/A |
| Evelyn Chua | City of Milpitas | Present |
| <i>Vacant (Alternate)</i> | City of Milpitas | - |
| Bryan Mekechuk | City of Monte Sereno | Present |
| <i>Burton Craig (Alternate)</i> | City of Monte Sereno | N/A |
| Yvonne Martinez-Beltran | City of Morgan Hill | Present |
| <i>Gino Borgioli (Alternate)</i> | City of Morgan Hill | N/A |
| Emily Ramos | City of Mountain View | Present |
| <i>Ellen Kamei (Alternate)</i> | City of Mountain View | N/A |
| Lydia Kou | City of Palo Alto | Present |
| <i>Vacant (Alternate)</i> | City of Palo Alto | - |
| Peter Ortiz* | City of San Jose | Present |
| <i>Vacant (Alternate)</i> | City of San Jose | - |
| Raj Chahal | City of Santa Clara | Present |
| <i>Kevin Park (Alternate)</i> | City of Santa Clara | N/A |

| Attendee Name | Title | Status |
|-----------------------------------|-----------------------------|---------|
| Belal Aftab | City of Saratoga | Present |
| <i>Yan Zhao (Alternate)</i> | City of Saratoga | N/A |
| Linda Sell | City of Sunnyvale | Present |
| <i>Alysa Cisneros (Alternate)</i> | City of Sunnyvale | N/A |
| Sylvia Arenas | County Board of Supervisors | Absent |
| <i>Vacant (Alternate)</i> | County Board of Supervisors | - |

A quorum was present.

* Participated remotely.

2. CLOSED SESSION

A. Recessed to Closed Session at 4:11 p.m.

Threat to Public Services or Facilities
[Government Code Section 54957(a)]

Consultation with the following staff:
Aston Greene, Chief of System Safety & Security
Octavio Garcia, Manager of Security Programs
Kathleen Conley, Emergency Preparedness Manager

Member Kou arrived at the meeting and took her seat at 4:25 p.m.

B. Reconvened to Open Session at 4:46 p.m.

C. Closed Session Report

Threat to Public Services or Facilities
[Government Code Section 54957(a)]

Consultation with the following staff:
Aston Greene, Chief of System Safety & Security
Octavio Garcia, Manager of Security Programs
Kathleen Conley, Emergency Preparedness Manager

Victor Pappalardo, Deputy General Counsel, noted no reportable action was taken during Closed Session.

3. PAC Nomination Subcommittee's Report

Nomination Subcommittee Member Mekechuk acknowledged the work of Subcommittee Members Chua, Sell, and Scozzola. He reported that 2023 Vice Chairperson Martinez-Beltran expressed interest for 2024 Chairperson and Member Chahal expressed interest for 2024 Vice Chairperson.

On order of Vice Chairperson Martinez-Beltran and there being no objection, the Committee received the Policy Advisory Committee (PAC) Nomination Subcommittee's Report.

4. **Policy Advisory Committee (PAC) Chairperson and Vice Chairperson for 2024**

Vice Chairperson Martinez-Beltran opened nominations from the floor for the position of Chairperson.

Member Martinez-Beltran was nominated for Chairperson 2024.

M/S/C (Chua/Mekechuk) to close nominations and elect Yvonne Martinez-Beltran as Chairperson for calendar year 2024.

| | |
|------------------|--|
| RESULT: | Elected Member Martinez-Beltran Chairperson for 2024 |
| MOVER: | Chua, Member |
| SECONDER: | Mekechuk, Member |
| AYES: | Aftab, Chahal, Chua, Fruen, Kou, Martinez-Beltran, Mekechuk, Ortiz, Ramos, Ristow, Scozzola, Sell, Tyson, Weinberg |
| ABSENT: | Arenas, Hilton |

Chairperson Martinez-Beltran opened nominations from the floor for the position of Vice Chairperson.

Member Chahal was nominated for Vice Chairperson 2024.

M/S/C (Sell/Scozzola) to close nominations and elect Raj Chahal as Vice Chairperson for calendar year 2024.

| | |
|------------------|--|
| RESULT: | Elected Member Chahal Vice Chairperson for 2024 |
| MOVER: | Sell, Member |
| SECONDER: | Scozzola, Member |
| AYES: | Aftab, Chahal, Chua, Fruen, Kou, Martinez-Beltran, Mekechuk, Ortiz, Ramos, Ristow, Scozzola, Sell, Tyson, Weinberg |
| ABSENT: | Arenas, Hilton |

5. **ORDERS OF THE DAY**

Vice Chairperson Chahal noted staff's request to remove the following Agenda Items from the Regular Agenda and to place on the Consent Agenda: **Agenda Item #11.**, Monterey Road Corridor Community-Based Transportation Plan (CBTP); and **Agenda Item #12.**, Congestion Management Program Document Update.

Members of the Committee referenced **Agenda Item #11.**, Monterey Road Corridor CBTP and commented about the following: 1) concerns raised by the Citizens Advisory Committee; 2) extending through to South County; and 3) bike trail connections off Coyote Creek trail.

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

Aaron Quigley, Senior Policy Analyst and Committee Staff Liaison, noted he would get back to the Committee about the concerns raised by the CAC.

Members of the Committee referenced **Agenda Item #12.**, Congestion Management Program Document Update and commented about the following: 1) the need to emphasize smart technology in order to help public transit; 2) investing in more grants to improve first and last mile travel; 3) how VTA transit service will integrate with Caltrain's new electrification service; and 4) looking at the fourth lane on Highway 101 in Morgan Hill.

M/S/C (Ristow/Chahal) to accept the Orders of the Day.

| | |
|------------------|--|
| RESULT: | APPROVED –Agenda Item #5 |
| MOVER: | Ristow, Member |
| SECONDER: | Chahal, Vice Chairperson |
| AYES: | Aftab, Chahal, Chua, Fruen, Kou, Martinez-Beltran, Mekechuk, Ortiz, Ramos, Ristow, Scozzola, Sell, Tyson, Weinberg |
| ABSENT: | Arenas, Hilton |

6. PUBLIC COMMENT

There was no Public Comment.

7. Committee Staff Report

Mr. Quigley provided a brief report, highlighting: 1) February 1, 2024, VTA Board of Directors (Board) Regular Meeting highlights; 2) Light Rail Operator graduation was held on January 24, 2024; 3) Clipper START; 4) Winchester Transit Oriented Development and 5) 2016 Measure B Update through December 2023.

- **Government Affairs Report**

Mr. Quigley provided a brief Government Affairs Report, noting that a new Senate Bill 925 has been introduced, and announced 2024 State leadership.

On order of Chairperson Martinez-Beltran and there being no objection, the Committee received the Committee Staff Report.

8. Chairperson's Report

There was no Chairperson's report.

CONSENT AGENDA

A Member of the Committee expressed support for Winchester Transit-Oriented Development.

9. Regular Meeting Minutes of November 9, 2023

M/S/C (Weinberg/Chua) to approve the Regular Meeting Minutes of November 9, 2023.

10. 2024 Policy Advisory Committee Meeting Schedule

M/S/C (Weinberg/Chua) to approve the 2024 Policy Advisory Committee Meeting Schedule.

11. Monterey Road Corridor CBTP

M/S/C (Weinberg/Chua) to recommend that the VTA Board of Directors adopt the Monterey Corridor Community-Based Transportation Plan (CBTP).

12. Congestion Management Program Document Update

M/S/C (Weinberg/Chua) to recommend that the VTA Board of Directors adopt the updated Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP) Document.

| | |
|------------------|--|
| RESULT: | APPROVED –Consent Agenda Item #s 9-12 |
| MOVER: | Weinberg, Member |
| SECONDER: | Chua, Member |
| AYES: | Aftab, Chahal, Chua, Fruen, Kou, Martinez-Beltran, Mekechuk, Ortiz, Ramos, Ristow, Scozzola, Sell, Tyson, Weinberg |
| NOES: | None |
| ABSENT: | Arenas, Hilton |

REGULAR AGENDA

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

Recommend that the VTA Board of Directors adopt the Monterey Corridor Community-Based Transportation Plan (CBTP).

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

Recommend that the VTA Board of Directors adopt the updated Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP) Document.

13. Transit-Oriented Communities Program Update

Jessie O'malley Solis, Director of Real Estate & Transit-Oriented Development (TOD), and Melissa Cerezo, Principal Transportation Planner, provided a presentation entitled VTA's Transit-Oriented Communities Grant Program.

Members of the Committee and staff discussed the following: 1) parameters for the grant including, support planning design and/or construction activities; 2) local agency support; 3) grant limitations; 4) VTA's outreach efforts to inform the local jurisdictions; 5) criteria to evaluate projects; 6) past grant programs that would be comparable to the current grant being developed; 7) minimum density requirements; and 8) lessons learned from past grants and receiving feedback for best practices to use for future grants.

Mr. Quigley encouraged the Committee to reach out to him or staff to ask additional questions and/or request more information about the grant.

On order of Chairperson Martinez-Beltran and there being no objection, the Committee received an overview of the Transit Oriented Communities Program and new Transit Oriented Communities grant.

OTHER

14. PAC Work Plan

Mr. Quigley indicated the work plan was in the Agenda packet and any suggestions for future items are welcomed. Mr. Quigley noted two items agendaized for next month's PAC meeting are the 2000 Measure A Semi-Annual update and Countywide Ped-Bike Safety Campaign.

On Order of Chairperson Martinez-Beltran and there being no objection, the Committee reviewed and accepted the Committee Work Plan as contained in the agenda packet.

15. ANNOUNCEMENTS

A Member of the Committee noted his experience on VTA's public transportation system and encouraged staff to take notes from the Europeans excellent transit system.

16. ADJOURNMENT

On order of Chairperson Martinez-Beltran and there being no objection, the meeting was adjourned at 5:12 p.m.

Respectfully submitted,

Theadora Abraham, Board Assistant
VTA Office of the Board Secretary



Date: February 29, 2024
 Current Meeting: March 14, 2024
 Board Meeting: April 4, 2024

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Policy Advisory Committee

THROUGH: General Manager/CEO, Carolyn M. Gonot

FROM: Chief Engineering & Prog Delivery Officer, Casey Emoto

SUBJECT: 2000 Measure A Semi-Annual Report Ending December 31, 2023

FOR INFORMATION ONLY

EXECUTIVE SUMMARY:

- The Santa Clara Valley Transportation Authority's (VTA's) 2000 Measure A Transit Improvement Program (Measure A Program) was created in response to the Measure A ballot approved by the voters of Santa Clara County on November 7, 2000.
- The Measure A Program is responsible for several key capital transit improvement projects, including the connection of the Bay Area Rapid Transit (BART) system into Santa Clara County and increased bus and light rail services; and to provide funding for related transit operating expenses.
- The Measure A Semi-Annual Report (Report) is issued to report on progress of projects under the Measure A Program. This report is issued twice annually, one for the six-month period ending June and a second for the period from July to December. This report covers July 2023 to December 2023.

STRATEGIC PLAN/GOALS:

The various projects covered in this report support VTA's strategic business line to deliver projects and programs to address the existing, evolving multimodal needs of Silicon Valley. As accountable stewards of the natural resources and transportation tax revenues of the County, this Report to the VTA Board and the Citizens Watchdog Committee summarizes information on scope, cost, schedule, funding and challenges of the various 2000 Measure A projects.

BACKGROUND:

The Measure A Program funded by a half-cent sales tax provides funding for projects specified in the 2000 Measure A ballot. The VTA Board of Directors (Board) is responsible for implementation of the Measure A Program and for all policy-related decisions including the

composition, implementation schedule and funding level of projects. The Citizens Watchdog Committee (CWC) is responsible for reviewing the Measure A Program expenditures to ensure funds are being spent in accordance with the intent of the ballot and for informing the public on how the funds are being spent. The Report is prepared by VTA staff and is provided to the VTA Board and the 2000 Measure A CWC.

DISCUSSION:

The following are the highlights for the reporting period July 2023 to December 2023:

VTA's BART Silicon Valley Phase II Extension (BSV Phase II Project):

- In October 2023, VTA released a new baseline schedule and cost estimate of \$12.2 billion, with a late-2036 Revenue Service date. Major cost drivers included higher inflation, the advancement of the design, and the cost of time due to the extended revenue service date. Increases were partially offset by the results of Value Engineering and Constructability Workshops. Cost and schedule are subject to change following FTA's Risk Assessment and review to occur in early 2024.
- During the reporting period, VTA submitted project management plans and procedures to FTA and transmitted technical documents including engineering plans, specifications, and reports.
- Work continued on Contract Package 2 (CP2) to advance design submittals. Geotechnical exploratory borings were conducted at West Portal and other locations. Negotiations continued on various Early Work Packages related to Tunnel Boring Machine procurement, precast tunnel lining segments, and the West Portal launch structure and sitework.
- For construction not included in CP2, VTA is advancing design and cost estimating efforts, with a focus on engaging BART on progressing Value Engineering items.
- The real estate acquisition process continued with negotiations underway for key properties. Selection is underway for construction management services, with VTA Board Approval/Notice to Proceed anticipated in Spring 2024.

VTA's BART Silicon Valley Berryessa Extension Project (BSV Phase I Project)

- The project entered Revenue Service on June 13, 2020.
- Discussions continue with the cities of San Jose and Milpitas to resolve open items.
- VTA has a team working on wrapping up right of way, including items related to pending eminent domain litigation with Union Pacific Railroad (UPRR). VTA has completed investigation of the property and will be proceeding with the acquisition. Completion of the UPRR acquisition will resolve the pending litigation as well as clear the path for related transactions.

- Work continued toward completion of minor post-Revenue Service punch list items and maintenance equipment procurement.
- BART's procurement of its system-wide total of 775 vehicles continued. Under the vehicle procurement agreement, BART invoices VTA on a pro-rated basis until contract completion. BART completed assignment to VTA of the 40th new revenue vehicle in January 2020.

Extend Light Rail from Downtown San Jose to the East Valley

- Phase I included pedestrian and bus improvements along Capitol Expressway from Capitol Avenue to Quimby Road (completed in 2012) and reconstruction of the Eastridge Transit Center (completed in May 2015).
- Phase II (Eastridge to BART Regional Connector) will extend light rail to the Eastridge Transit Center. PG&E electric distribution relocation and joint trench work began in November 2022 and was completed in December 2023. All other utility relocations are also complete as of January 2024. VTA has possession of all properties needed for construction. Negotiations for compensation continues for a few properties. Construction contract documents were completed and advertised in July 2023. Bids were opened in November 2023. The lowest responsible bidder was 39% above the engineer's estimate. VTA has secured Regional Measure 3 (RM3), Senate Bill 1 (SB)1, Transit and Intercity Rail Capital Program (TIRCP), and Low Carbon Transit Operations (LCTOP) funds in addition to Measure A funds for construction. VTA staff is recommending award of the construction contract to the lowest responsible bidder at the March 7, 2024 VTA Board meeting with this action requiring the identification of about \$115 million in new funds.

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

- Work on the Caltrain electrification project is proceeding. VTA continues to reimburse Caltrain for its share of project related costs.

CLIMATE IMPACT:

This item does not directly pose an impact to climate change on its own accord. However, projects delivered under the Measure A program have the potential to affect the climate. How the projects could affect the climate would be discussed when specific items related to the capital projects in this report are brought forward for VTA Board consideration.

Prepared By: Suja Prasad, Technical Services Group Manager
Memo No. 8947

ATTACHMENT A

2000 Measure A Program Semi-Annual Report July 2023 – December 2023

TABLE OF CONTENTS

| <u>Section</u> | <u>Title</u> | <u>Page</u> |
|----------------|---|-------------|
| 1 | EXECUTIVE SUMMARY AND PROJECT COSTS | |
| | A. Executive Summary | 1-2 |
| | B. Project Costs..... | 1-4 |
| | C. Measure A Fund Exchange | 1-7 |
| | D. Funding..... | 1-8 |
| 2 | PROJECT SUMMARY REPORTS | |
| 1 | Silicon Valley Rapid Transit | |
| 1. | BART SV Program Development Implementation & Warm Springs | 2-1-1 |
| 2. | BART SV Corridor Establishment and Maintenance..... | 2-1-2 |
| 3. | Berryessa Extension Project SVBX – Phase 1 | 2-1-3 |
| 4. | Future Extension to Santa Clara – Phase 2..... | 2-1-4 |
| 5. | BART Core Systems Modifications (BCS) | 2-1-5 |
| 6. | Other Supporting Project | 2-1-6 |
| 2. | Mineta San Jose Airport People Mover | 2-2 |
| 3. | Capitol Expressway Light Rail to Eastridge | 2-3 |
| 4. | Low Floor Light Rail Vehicles..... | 2-4 |
| 5. | Caltrain – Capacity Improvements & Electrification..... | 2-5 |
| 6. | Caltrain Service Upgrades | 2-6 |
| 7. | Palo Alto Intermodal Transit Center | 2-7 |
| 8. | Bus Rapid Transit | 2-8 |
| 9. | Upgrade Altamont Commuter Express (ACE) | 2-9 |
| 10. | Highway 17 Bus Service Improvements..... | 2-10 |
| 11. | Dumbarton Rail Corridor | 2-11 |
| 12. | ZEB Demonstration and Facility Improvements | 2-12 |
| 13. | Develop New Light Rail Corridors | 2-13 |
| A | APPENDIX A – 2000 MEASURE A BALLOT LANGUAGE..... | A-1 |
| B | APPENDIX B – 2000 MEASURE A FUND SWAPS..... | B-1 |

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 FY2024, 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 December 31, 2023.

Key activities that occurred in the six months leading up to December 31, 2023 are described below:

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

Following are the key activities for VTA's BART Silicon Valley Phase II Extension:

- In October 2023, VTA released a new baseline schedule and cost estimate of \$12.2 billion, with a late-2036 Revenue Service date. Major cost drivers included higher inflation, the advancement of the design, and the cost of time due to the extended revenue service date. Increases were partially offset by the results of Value Engineering and Constructability Workshops. Cost and schedule are subject to change following FTA's Risk Assessment and review, to occur in early 2024.
- During the reporting period, VTA submitted project management plans and procedures to FTA and transmitted technical documents including engineering plans, specifications, and reports.
- Work continued on Contract Package 2 (CP2) to advance design submittals. Geotechnical exploratory borings were conducted at West Portal and other locations. Negotiations continued on various Early Work Packages related to Tunnel Boring Machine procurement, precast tunnel lining segments, and the West Portal launch structure and sitework.

- For construction not included in CP2, VTA is advancing design and cost estimating efforts, with a focus on engaging BART on progressing Value Engineering items.
- The real estate acquisition process continued with negotiations underway for key properties.
- Selection is underway for construction management services, with VTA Board Approval/Notice to Proceed anticipated in Spring 2024.

Following are the key activities for VTA's BART Silicon Valley Berryessa Extension Project (Phase I):

- The project entered Revenue Service on June 13, 2020.
- Discussions continue with the cities of San Jose and Milpitas to resolve open items.
- VTA has a team working on wrapping up SVBX right of way, including items related to pending eminent domain litigation with Union Pacific Railroad (UPRR). VTA has completed investigation of the property and will be proceeding with the acquisition. Completion of the UPRR acquisition will resolve the pending litigation as well as clear the path for related transactions.
- Work continued toward completion of minor post-Revenue Service punch list items and maintenance equipment procurement.
- BART's procurement of its system-wide total of 775 vehicles continued. Under the vehicle procurement agreement, BART invoices VTA on a pro-rated basis until contract completion. BART completed assignment to VTA of the 40th new revenue vehicle in January 2020.

Extend Light Rail from Downtown San Jose to the East Valley

- Phase I included pedestrian and bus improvements along Capitol Expressway from Capitol Avenue to Quimby Road (completed in 2012) and reconstruction of the Eastridge Transit Center (completed in May 2015).
- Phase II (Eastridge to BART Regional Connector) will extend light rail to the Eastridge Transit Center. VTA board certified the environmental documents in June 2019. PG&E transmission line relocation was completed in January 2022. PG&E electric distribution relocation and joint trench work began in November 2022 and was completed in December 2023. All other utility relocations are also complete except for Comcast which is expected to be complete by January 2024. VTA has possession of all properties needed for construction. Negotiations for compensation continues for few properties. Construction contract documents were completed and advertised in July 2023. Bids were opened in November 2023. The lowest responsible bidder was 39% above the engineers estimate. VTA has secured Metropolitan Transportation Commission's (MTC's) Regional Measure 3 (RM3), Senate Bill 1 (SB)1, Transit and Intercity Rail

Capital Program (TIRCP) and Low Carbon Transit Operations (LCTOP) funds for construction in addition to Measure A funds. VTA staff recommends awarding the construction contract to the lowest responsible bidder at the March 7, 2024 VTA Board meeting, after identifying the additional funds needed due to the high bid.

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

- Work on the Caltrain electrification project is proceeding. VTA continues to reimburse Caltrain for our share of project related costs.

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 fees related to liquidity facilities, remarketing, trustee, and rating services.

Through December 31, 2019, capitalized interest and bond charges were associated with and accounted for as part of the cost of the assets that were funded by the bond proceeds. Effective January 1, 2020, interest and bond charges incurred before the end of a construction period are recognized as an expense in the period in which the cost is incurred. GASB 89 provides that interest cost and related charges incurred before the construction period should be recognized as an expenditure on a basis consistent with governmental fund accounting.

Bond interest and costs that have been capitalized include the interest and bond costs incurred for all projects prior to January 1, 2020. Additionally, costs for the undrawn portion of the 2010 Taxable Build America Bonds proceeds are included. The 2010 bonds have been fully drawn since 2015.

Bonds for 2000 Measure A were initially issued beginning in 2002, prior to the start of collection of the 2000 Measure A Sales Tax, in order to advance the SVRT, Commuter Rail, and Light Rail

programs prior to the start of collection of sales tax revenues. Currently there are approximately \$641.6 million in 2000 Measure A Sales Tax Revenue Bonds outstanding.

Programwide Expenses

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

VTA Operating Assistance

20.75% of the Measure A Sales Tax revenue is used in support of VTA operations. Through December 31, 2023, a cumulative total of \$678.7 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 | Jun 2023 | | | Dec 2023 | | | This Period |
|---|------------|------------|------------|---------------------------|------------|------------|-------------|
| | Others | Measure A | Total | Others | Measure A | Total | Total |
| 1-Extend BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station | | | | | | | |
| 1-1 BART SV Program Dev., Implementation & Warm Springs | \$ 406.0 | \$ 228.1 | \$ 634.0 | \$ 406.1 ⁽¹⁾ | \$ 263.1 | \$ 669.1 | \$ 35.1 |
| 1-2 BART SV Corridor Establishment and Maintenance (CEM) | \$ 171.5 | \$ 290.5 | \$ 462.0 | \$ 171.5 | \$ 290.3 | \$ 461.7 | \$ (0.2) |
| 1-3 BART Silicon Valley Berryessa Extension | \$ 1,231.5 | \$ 1,065.1 | \$ 2,296.6 | \$ 1,229.8 ⁽²⁾ | \$ 1,058.5 | \$ 2,288.3 | \$ (8.3) |
| 1-4 BART Silicon Valley Santa Clara Extension | \$ 46.4 | \$ 573.4 | \$ 619.7 | \$ 199.9 | \$ 607.1 | \$ 807.0 | \$ 187.3 |
| 1-5 BART Core System Modifications (BCS) | \$ 68.1 | \$ 117.4 | \$ 185.5 | \$ 69.8 | \$ 120.2 | \$ 190.0 | \$ 4.5 |
| 1-6 BART Other Supporting Projects | \$ 8.0 | \$ 89.9 | \$ 97.9 | \$ 8.0 | \$ 90.4 | \$ 98.4 | \$ 0.5 |
| | \$ 1,931.4 | \$ 2,364.4 | \$ 4,295.7 | \$ 2,085.0 | \$ 2,429.5 | \$ 4,514.5 | \$ 218.7 |
| 2 - Provide Connections from Mineta San Jose International Airport to BART, Caltrain and VTA Light Rail | | | | | | | |
| Mineta San Jose Airport People Mover (APM) | \$ - | \$ 3.0 | \$ 3.0 | \$ - | \$ 3.3 | \$ 3.3 | \$ 0.3 |
| 3- Extend Light Rail From Downtown San Jose to the East Valley | | | | | | | |
| DTEV Planning & Conceptual, Engg/DTEV Env & 90% CELR | \$ 5.9 | \$ 61.5 | \$ 67.4 | \$ 5.9 | \$ 61.5 | \$ 67.4 | \$ - |
| CELR Phase I - Pedestrian Improvements | \$ 16.0 | \$ 3.0 | \$ 19.0 | \$ 16.0 | \$ 3.0 | \$ 19.0 | \$ - |
| CELR Phase I - Eastridge Transit Center | \$ 26.9 | \$ 34.3 | \$ 61.2 | \$ 26.9 | \$ 34.5 | \$ 61.4 | \$ 0.2 |
| Eastridge to BART Regional Connector Project | \$ 9.4 | \$ 59.8 | \$ 69.2 | \$ 9.4 | \$ 61.8 | \$ 71.2 | \$ 2.0 |
| Total | \$ 58.2 | \$ 158.6 | \$ 216.9 | \$ 58.2 | \$ 160.8 | \$ 219.0 | \$ 2.2 |
| 4 - Purchase Low-Floor Light Rail Vehicles | | | | | | | |
| 70 Low-Floor Light Rail Vehicles | \$ 200.6 | \$ - | \$ 200.6 | \$ 200.6 | | \$ 200.6 | \$ - |
| 5 - Improve Caltrain: Double Track to Gilroy and Electrify from Palo Alto to Gilroy | | | | | | | |
| Caltrain South County Capacity Improvements | \$ 14.9 | \$ 2.3 | \$ 17.2 | \$ 14.9 | \$ 2.3 | \$ 17.2 | \$ - |
| Caltrain Electrification (VTA Share) | \$ 26.4 | \$ 70.6 | \$ 97.0 | \$ 26.4 ⁽³⁾ | \$ 70.6 | \$ 97.0 | \$ - |
| Total | \$ 41.3 | \$ 72.9 | \$ 114.2 | \$ 41.3 | \$ 72.9 | \$ 114.2 | \$ - |
| 6- Increase Caltrain Service | | | | | | | |
| Caltrain Improvement Plan/Caltrain Service Upgrades | \$ - | \$ 17.3 | \$ 17.3 | \$ - | \$ 17.3 | \$ 17.3 | \$ - |
| Caltrain Mountain View Parking Structure | \$ 0.1 | \$ 0.2 | \$ 0.3 | \$ 0.1 | \$ 0.2 | \$ 0.3 | \$ - |
| Blossom Hill Pedestrian Grade Separation | \$ 10.0 | \$ 1.2 | \$ 11.2 | \$ 10.0 | \$ 1.2 | \$ 11.2 | \$ - |
| Caltrain Safety Enhancements | \$ 0.1 | \$ 15.8 | \$ 15.9 | \$ 0.1 | \$ 15.8 | \$ 15.9 | \$ 0.0 |
| Santa Clara Station Pedestrian Underpass Extension | \$ 10.0 | \$ 0.7 | \$ 10.7 | \$ 10.0 | \$ 0.7 | \$ 10.7 | \$ 0.0 |
| Santa Clara and San Jose Diridon Station Upgrade | \$ 12.2 | \$ 0.0 | \$ 12.2 | \$ 12.2 | \$ 0.0 | \$ 12.2 | \$ 0.0 |
| Bike Sharing Pilot Project | \$ 0.6 | \$ 0.1 | \$ 0.8 | \$ 0.6 | \$ 0.1 | \$ 0.8 | \$ - |
| Total | \$ 33.1 | \$ 35.4 | \$ 68.5 | \$ 33.1 | \$ 35.4 | \$ 68.5 | \$ 0.0 |
| 7 - Construct a New Palo Alto Intermodal Transit Center | | | | | | | |
| Palo Alto Intermodal Transit Center | \$ 0.2 | \$ 0.0 | \$ 0.2 | \$ 0.2 | \$ 0.0 | \$ 0.2 | \$ - |
| 8 - Improve Bus Service in Major Bus Corridors | | | | | | | |
| BRT Alternative Analysis/ BRT Strategic Plan | \$ 0.7 | \$ 1.5 | \$ 2.2 | \$ 0.7 | \$ 1.5 | \$ 2.2 | \$ - |
| Alum Rock - Santa Clara Bus Rapid Transit | \$ 94.2 | \$ 47.5 | \$ 141.8 | \$ 94.2 | \$ 47.5 | \$ 141.8 | \$ (0.0) |
| Stevens Creek Bus Rapid Transit | \$ 0.6 | \$ 3.2 | \$ 3.8 | \$ 0.6 | \$ 3.3 | \$ 3.8 | \$ 0.0 |
| El Camino Real Rapid Bus Stop Improvements | \$ - | \$ 10.5 | \$ 10.5 | \$ - | \$ 10.5 | \$ 10.5 | \$ 0.0 |
| Procurement of BRT Articulated Buses | \$ 19.2 | \$ 13.6 | \$ 32.7 | \$ 19.2 | \$ 13.6 | \$ 32.7 | \$ - |
| Modifications to Chaboya and North Division for BRT Buses | \$ - | \$ 4.9 | \$ 4.9 | \$ - | \$ 4.9 | \$ 4.9 | \$ 0.0 |
| 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 | \$ - |
| Stevenscreek Rapid 523 Bus Stop Improvements | \$ 0.2 | \$ 3.4 | \$ 3.6 | \$ 0.2 | \$ 3.4 | \$ 3.6 | \$ 0.0 |
| Stelling Road Bus Stop Improvement | \$ 0.6 | \$ 1.3 | \$ 1.8 | \$ 0.6 | \$ 1.3 | \$ 1.9 | \$ 0.0 |
| Total | \$ 115.5 | \$ 86.3 | \$ 201.8 | \$ 115.5 | \$ 86.4 | \$ 201.9 | \$ 0.1 |
| 9 - Upgrade Altamont Commuter Express (ACE) | | | | | | | |
| Upgrade Ace | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 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 | \$ - | \$ 2.3 | \$ 2.3 | \$ - | \$ 2.3 | \$ 2.3 | \$ - |
| 12 - Purchase Zero-Emission Buses and Construct Service Facilities | | | | | | | |
| 3 Zero Emission Buses (Pilot Program) | \$ 11.4 | \$ 3.2 | \$ 14.7 | \$ 11.4 | \$ 3.2 | \$ 14.7 | \$ - |
| Zero Emission Buses Facility Improvements | \$ 2.4 | \$ 2.4 | \$ 4.8 | \$ 2.4 | \$ 2.4 | \$ 4.8 | \$ - |
| Total | \$ 13.9 | \$ 5.6 | \$ 19.4 | \$ 13.9 | \$ 5.6 | \$ 19.4 | \$ - |
| 13 - Develop New Light Rail Corridors | | | | | | | |
| New Rail Corridors Study | \$ - | \$ 2.3 | \$ 2.3 | \$ - | \$ 2.5 | \$ 2.5 | \$ 0.2 |
| Light Rail Systems Analysis | \$ - | \$ 1.7 | \$ 1.7 | \$ - | \$ 1.7 | \$ 1.7 | \$ - |
| Southern Light Rail Express | \$ - | \$ 1.1 | \$ 1.1 | \$ - | \$ 1.1 | \$ 1.1 | \$ - |
| LRT Extension to Vasona Junction | \$ - | \$ 1.7 | \$ 1.7 | \$ - | \$ 1.7 | \$ 1.7 | \$ - |
| Winchester LR Double Track & Platform Extension | \$ - | \$ 0.8 | \$ 0.8 | \$ - | \$ 0.8 | \$ 0.8 | \$ - |
| SR 85 Major Transit Investment Study | \$ 1.0 | \$ 0.6 | \$ 1.6 | \$ 1.0 | \$ 0.6 | \$ 1.6 | \$ - |
| Total | \$ 1.0 | \$ 8.2 | \$ 9.2 | \$ 1.0 | \$ 8.4 | \$ 9.4 | \$ 0.2 |
| 14 - Fund Operating and Maintenance Cost for Increased Bus, Rail and Paratransit Service | | | | | | | |
| Fund Operating and Maintenance Costs | \$ - | \$ 649.2 | \$ 649.2 | \$ - | \$ 678.7 | \$ 678.7 | \$ 29.5 |
| Other Expenditures | | | | | | | |
| Debt Service on Current Bonds (incl non-capitalized interest & other bond costs) | \$ - | \$ 522.6 | \$ 522.6 | \$ - | \$ 545.5 | \$ 545.5 | \$ 22.9 |
| Fund Exchange Payments | \$ - | \$ 120.6 | \$ 120.6 | \$ - | \$ 120.8 | \$ 120.8 | \$ 0.2 |
| Miscellaneous Operating Expenses | \$ - | \$ 13.3 | \$ 13.3 | \$ - | \$ 13.4 | \$ 13.4 | \$ 0.1 |
| Total | \$ - | \$ 656.5 | \$ 656.5 | \$ - | \$ 679.7 | \$ 679.7 | \$ 23.2 |
| GRAND TOTAL | \$ 2,395.1 | \$ 4,045.0 | \$ 6,440.1 | \$ 2,548.7 | \$ 4,165.6 | \$ 6,714.3 | \$ 274.2 |

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 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.

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 FY24/FY25 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: \$771.4 million**

Secured Funding: \$682.2 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: Pre-

March 2016 BSV Phase II project development costs, SVRT program management, early Measure A program-wide allocations, ongoing bond cost allocations, and federally-ineligible costs are included here.

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



Project Status:

Measure A matching funds attributable to the Warm Springs Extension have been paid. SVRT program management, non-federally eligible BSV Phase II work, and allocations of Measure A bond costs are the only ongoing efforts. Environmental clearance of efforts on the Beneficial Reuse of Excavated Material in Tidal Marsh Restoration is also included here.

Project Cost:

| Project | Total Estimate | Total Estimated Cost (in \$M) | | | Incurred through Dec 2023 (in \$M) | | |
|---|-----------------|-------------------------------|-----------------|-------------|------------------------------------|-----------------|-----------------|
| | | Others | Measure A | TBD | Others | Measure A | Total |
| 1-1 BART SV Program Development, Implementation & Warm Springs | | | | | | | |
| BART SV Program Dev. and Implementation | \$ 642.4 | \$ 288.1 | \$ 354.3 | \$ - | \$ 286.7 | \$ 253.5 | \$ 540.1 |
| Warm Springs Extension (WSX) (VTA Share) | \$ 129.0 | \$ 119.4 | \$ 9.6 | \$ - | \$ 119.4 | \$ 9.6 | \$ 129.0 |
| Total | \$ 771.4 | \$ 407.5 | \$ 363.9 | \$ - | \$ 406.1² | \$ 263.1 | \$ 669.1 |

Project Schedule:

| Activity | Start | End | 2005 | 2007 | 2009 | 2011 | 2013 | 2015 | 2017 | 2019 | 2021 | 2023 | 2025 | 2027 | 2029 | 2031 |
|------------------------|------------|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Proj Dev. Through FY09 | Early 2003 | Mid 2009 | | | | | | | | | | | | | | |
| Proj Dev. After FY09 | Mid 2009 | TBD | | | | | | | | | | | | | | |
| Warm Springs Extension | Mid 2009 | Early 2017 | | | | | | | | | | | | | | |

* P-0501 through P-0507, P-0509 (portion), P-3101, P-0732

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

1-2 BART SV Corridor Establishment and Maintenance

Estimated Cost: \$470.6 million*

Secured Funding: \$470.6 million*

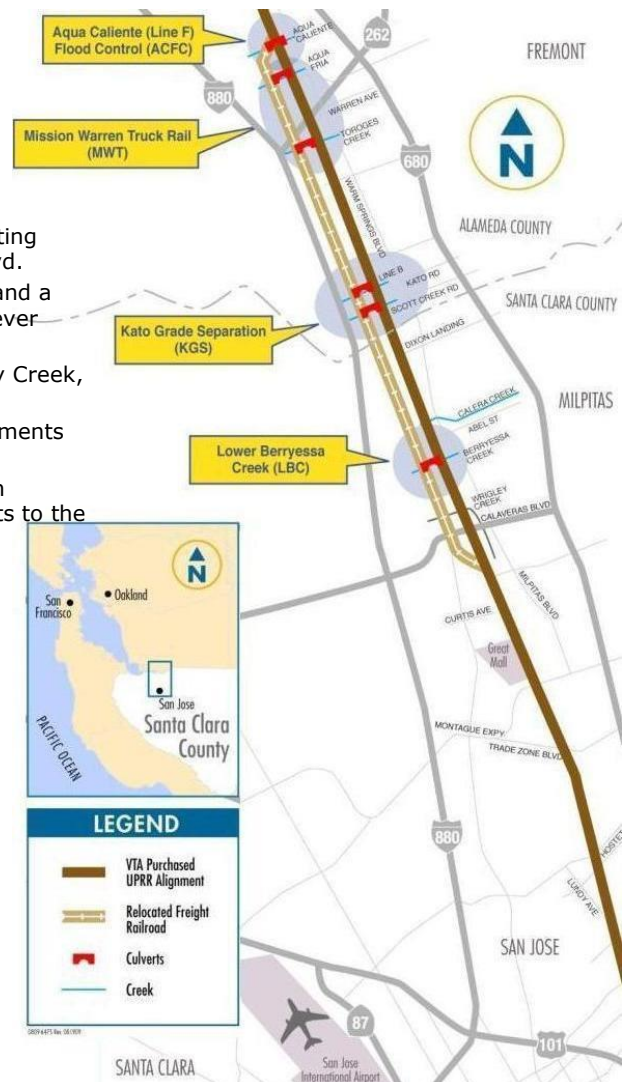
Year of Completion: 2021

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 Boulevard.
- Environmental clearance, design, and construction 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/North San José 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 project, creek work was completed in 2011/2012. Warren Avenue was opened to traffic in August 2014. Mission Boulevard was fully opened to traffic in Spring 2015.
- The Kato Grade Separation was opened to traffic in April 2013.
- The Montague Expressway Reconstruction Project has been opened to the public.
- The Montague Pedestrian Overcrossing was opened to the public in August 2021. Financial closeout of the project has been completed.
- The Upper Penitencia Creek Trail connection has been completed.
- The Berryessa /North San José Station photo-voltaic (solar) power system has been installed.



Project Cost:

| Project | Total Estimate | Total Estimated Cost (in \$M) | | | Incurred through Dec 2023 (in \$M) | | |
|---|-----------------|-------------------------------|-----------------|-------------|------------------------------------|-----------------|-----------------|
| | | Others | Measure A | TBD | Others | Measure A | Total |
| 1-2 BART SV Corridor Establishment and Maintenance (CEM) | | | | | | | |
| BART SV Corr. Establishment and Maintenance | \$ 470.6 | \$ 175.1 | \$ 295.5 | \$ - | \$ 171.5 | \$ 290.3 | \$ 461.7 |
| Total | \$ 470.6 | \$ 175.1 | \$ 295.5 | \$ - | \$ 171.5 | \$ 290.3 | \$ 461.7 |

Project Schedule:

| Activity | Start | End | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|---------------------|------------|-----------|------|------|------|------|------|------|------|------|------|------|------|
| Design | Early 2008 | Late 2018 | | | | | | | | | | | |
| Utility Relocations | Mid 2008 | Mid 2017 | | | | | | | | | | | |
| Construction | Early 2009 | Mid 2021 | | | | | | | | | | | |

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

1-3 Berryessa Extension Project SVBX – Phase 1

Estimated Cost: \$2,439.3 million*

Secured Funding: \$2,439.3 million*

Year of Completion: 2020

Project Description:

The first phase of VTA's BART Silicon Valley (BSV) 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:

Stations and Other Work:

The project entered Revenue Service on June 13, 2020.

Work continued toward completion of minor post-Revenue Service punch list items and maintenance equipment procurement.

Discussions continue with the cities of San Jose and Milpitas to resolve open items.

VTA has a team working on wrapping up SVBX right of way, including items related to pending eminent domain litigation with Union Pacific Railroad (UPRR). VTA has completed investigation of the property and will be proceeding with the acquisition. Completion of the UPRR acquisition will resolve the pending litigation as well as clear the path for related transactions.

BART Revenue Vehicles:

BART's procurement of its system-wide total of 775 vehicles continued. Under the vehicle procurement agreement, BART invoices VTA on a pro-rated basis until contract completion. BART completed assignment to VTA of the 40th new revenue vehicle in January 2020.

Project Cost:

| Project | Total Estimate | Total Estimated Cost (in \$M) | | | Incurred through Dec 2023 (in \$M) | | |
|--|-------------------|-------------------------------|-------------------|-------------|------------------------------------|------------------|-------------------|
| | | Others | Measure A | TBD | Others | Measure A | Total |
| 1-3 BART Silicon Valley Berryessa Extension | | | | | | | |
| Berryessa Extension Project (SVBX - Ph I) | \$ 2,439.3 | \$ 1,288.3 | \$ 1,151.0 | \$ - | \$ 1,229.8 | \$ 1,058.5 | \$ 2,288.3 |
| Total | \$ 2,439.3 | \$ 1,288.3 | \$ 1,151.0 | \$ - | \$1,229.8 | \$1,058.5 | \$ 2,288.3 |

Project Schedule:

| Activity | Start | End | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|---------------------------|------------|------------|------|------|------|------|------|------|------|------|------|------|------|
| Environmental | Early 2004 | Early 2011 | | | | | | | | | | | |
| Design | Early 2004 | Mid 2015 | | | | | | | | | | | |
| Right-of-Way | Mid 2007 | Mid 2015 | | | | | | | | | | | |
| Construction | Mid 2012 | Mid 2018 | | | | | | | | | | | |
| Testing and Commissioning | Mid 2017 | Mid 2020 | | | | | | | | | | | |
| Revenue Service | | Mid 2020 | | | | | | | | | | | |
| Closeout | Mid 2020 | TBD | | | | | | | | | | | |

* P-0728



1-4 Future Extension to Santa Clara – Phase 2

Estimated Cost: \$12,237.0 million*

Secured Funding: \$4,316.9 million*

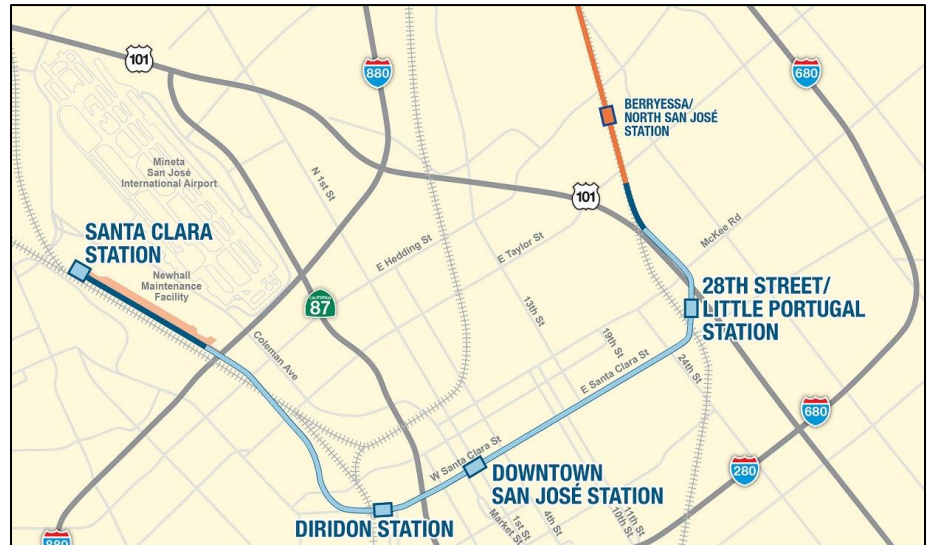
Year of Completion: 2036

Project Description:

The second phase of VTA's 16.1-mile BART Silicon Valley (BSV) extension, 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, as well as the purchase of 48 BART vehicles.



Project Status:

In October 2023, VTA released a new baseline schedule and cost estimate of \$12.2 billion, with a late-2036 Revenue Service date. Major cost drivers included higher inflation, the advancement of the design, and the cost of time due to the extended revenue service date. Increases were partially offset by the results of Value Engineering and Constructability Workshops. Cost and schedule are subject to change following FTA's Risk Assessment and review, to occur in early 2024.

During the reporting period, VTA submitted project management plans and procedures to FTA and transmitted technical documents including engineering plans, specifications, and reports.

Work continued on Contract Package 2 (CP2) to advance design submittals. Geotechnical exploratory borings were conducted at West Portal and other locations. Negotiations continued on various Early Work Packages related to Tunnel Boring Machine procurement, precast tunnel lining segments, and the West Portal launch structure and sitework.

For construction not included in CP2, VTA is advancing design and cost estimating efforts, with a focus on engaging BART on progressing Value Engineering items.

The real estate acquisition process continued with negotiations underway for key properties.

Selection is underway for construction management services, with VTA Board Approval/Notice to Proceed anticipated in Spring 2024.

Project Cost:

| Project | Total Estimate | Total Estimated Cost (in \$M) | | | Incurred through Dec 2023 (in \$M) | | |
|--|--------------------|-------------------------------|-------------------|-------------|------------------------------------|-----------------|-----------------|
| | | Others | Measure A | TBD | Others | Measure A | Total |
| 1-4 BART Silicon Valley Santa Clara Extension | | | | | | | |
| Future Extension to Santa Clara (BSV Ph II) ³ | \$ 12,237.0 | \$ 10,227.8 | \$ 2,009.2 | \$ - | \$ 199.9 | \$ 607.1 | \$ 807.0 |
| Total | \$ 12,237.0 | \$ 10,227.8 | \$ 2,009.2 | \$ - | \$ 199.9 | \$ 607.1 | \$ 807.0 |

Project Schedule:

| Activity | Start | End | 22/23 | 24/25 | 26/27 | 28/29 | 30/31 | 32/33 | 34/35 | 36/37 |
|---------------------------|------------|------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Environmental | Early 2015 | Mid 2018 | | | | | | | | |
| Design | Late 2018 | Early 2027 | | | | | | | | |
| Right-of-Way | Mid 2018 | Mid 2027 | | | | | | | | |
| Construction | Late 2024 | Mid 2034 | | | | | | | | |
| Testing and Commissioning | Late 2034 | Late 2036 | | | | | | | | |
| Revenue Service | Late 2036 | N/A | | | | | | | | |
| Closeout | Early 2037 | TBD | | | | | | | | |

* P-0509 (portion)

1-5 BART Core Systems Modifications (BCS)

Estimated Cost: \$251.0 million*

Secured Funding: \$251.0 million*

Year of Completion: TBD

Project Description:

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

60 BART rail cars were required for Phase I, of which 40 vehicles were included in SVBX. This project covers the purchase of the additional **20 railcars** required to integrate into BART's fleet.

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 **BART Operations Control Center (OCC)**, to which VTA is contributing funds.



New BART Vehicle



Hayward Maintenance Complex (HMC) Site Plan

Project Status:

On the **Hayward Maintenance Complex (HMC)**, for the new Component Repair Shop (CRS), the contractor was granted Substantial Completion for the entire facility on February 13, 2020, and VTA has fulfilled its cost responsibility for the design and construction of HMC.

VTA and BART had previously finalized an agreement for a new BART **Operations Control Center (OCC)**. Presently, BART is proposing a retrofit and upgrade to its existing OCC. In December 2023, VTA and BART executed a new agreement which includes VTA providing an additional lump sum payment of \$24.4 million to BART (\$2 million was paid earlier).

BART Revenue Vehicles:

BART's procurement of its system-wide total of 775 vehicles continued. Under the vehicle procurement agreement, BART invoices VTA on a pro-rated basis until contract completion. In FY2022 BART assigned title to VTA for the last of the 20 railcars required to address BART Core System impacts.

Project Cost:

| Project | Total Estimate | Total Estimated Cost (in \$M) | | | Incurred through Dec 2023 (in \$M) | | |
|---|-----------------|-------------------------------|-----------------|-------------|------------------------------------|-----------------|-----------------|
| | | Others | Measure A | TBD | Others | Measure A | Total |
| 1-5 BART Core System Modifications (BCS) | | | | | | | |
| BART Core System Modifications (BCS) | \$ 251.0 | \$ 69.8 | \$ 181.2 | \$ - | \$ 69.8 | \$ 120.2 | \$ 190.0 |
| Total | \$ 251.0 | \$ 69.8 | \$ 181.2 | \$ - | \$ 69.8 | \$ 120.2 | \$ 190.0 |

Project Schedule:

| Activity | Start | End | 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 | Late 2020 | | | | | | | | | | | |
| 20 Non-New Starts BART Vehicles | | | | | | | | | | | | | |
| Design | Mid 2012 | Late 2014 | | | | | | | | | | | |
| Pilot Vehicle Delivery | Early 2016 | Late 2016 | | | | | | | | | | | |
| Production Vehicle Delivery | Late 2017 | Mid 2024 | | | | | | | | | | | |
| 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: \$100.4 million*

Secured Funding: \$106.7 million*

Year of Completion: 2026

Project Description:

The King Road Improvements project will identify transit speed improvements and passenger amenity upgrades for the King Rd corridor

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

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

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

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

Project Status:

King Road/Alum Rock stop construction contract was advertised in February 2021 and Contractor started field construction in June 2021. Construction was completed in May 2022. Preliminary planning is ongoing for new shelters and bus stop improvements identified along **King Road**. Transit Signal Priority improvements are also being considered.

The **Santa Clara Pocket Track** construction was completed in early 2015. Interlocking from Reamwood Station to Old Ironsides Station was completed in March 2018. Project is closed.

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

VTA local bus network for BART Extension was implemented in late 2019. A new Express Bus partnership program and service plan was adopted in early 2020 and implemented in April 2020.

Final Design to install pedestrian detection cameras on N. First St and conceptual design for the **N. First St. & Tasman** left turn elimination was completed in June 2019. The reduced scope will be funded by City of San Jose in a separate transit project. This project has been closed.

Project Cost:

| Project | Total Estimate | Total Estimated Cost (in \$M) | | | Incurred through Dec 2023 (in \$M) | | | Status |
|---|-----------------|-------------------------------|----------------|-------------|------------------------------------|----------------|----------------|----------|
| | | Others | Measure A | TBD | Others | Measure A | Total | |
| 1-6 BART Other Supporting Projects | | | | | | | | |
| King Road BRT | \$ 3.0 | \$ - | \$ 3.0 | \$ - | | \$ 1.4 | \$ 1.4 | Ongoing |
| Northern Light Rail Express | \$ 62.9 | \$ 8.0 | \$ 54.9 | | \$ 8.0 | \$ 54.5 | \$ 62.5 | Closeout |
| Santa Clara Pocket Track | \$ 33.6 | \$ - | \$ 33.6 | \$ - | \$ - | \$ 33.6 | \$ 33.6 | Closed |
| BART Transit Integration Plan | \$ 0.8 | \$ - | \$ 0.8 | \$ - | \$ - | \$ 0.8 | \$ 0.8 | Closed |
| N.1st Speed Imp & 1st/Tasman Mods | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 0.0 | \$ 0.0 | Closed |
| Total | \$ 100.4 | \$ 8.0 | \$ 92.4 | \$ - | \$ 8.0 | \$ 90.4 | \$ 98.4 | |

Project Schedule:

| Activity | Start | End | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 |
|--|------------|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| King Rd/Alum Rock Bus stop Improvement | Early 2019 | Late 2021 | | | | | | | | | | | | | | | |
| King Rd Bus stop Improvements | Early 2022 | Mid 2025 | | | | | | | | | | | | | | | |
| Santa Clara Pocket Track | Late 2012 | Early 2018 | | | | | | | | | | | | | | | |
| Mountain View Phase I | Early 2013 | End 2015 | | | | | | | | | | | | | | | |
| Mountain View Phase II | Mid 2013 | End 2015 | | | | | | | | | | | | | | | |

Environmental Design Construction

*P-0783, P-0784, P-0860, P-0875, P-0966

Mineta San Jose Airport

2 Mineta San Jose Airport People Mover

Estimated Cost: TBD

Secured Funding: \$5.0 million*

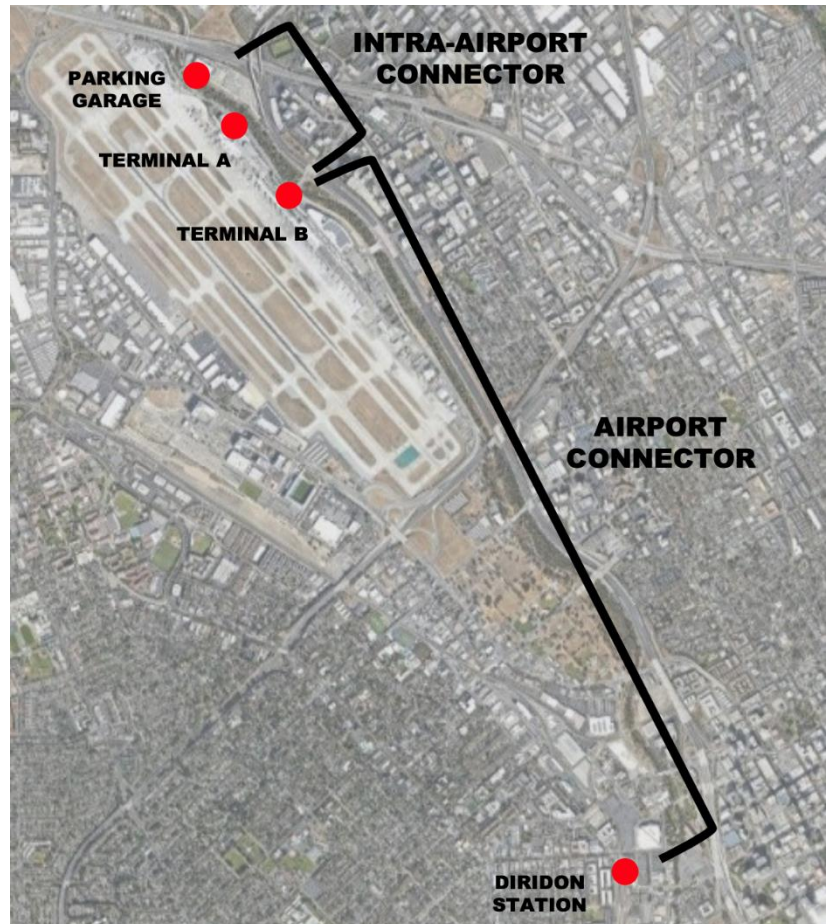
Year of Completion: TBD

Project Description:

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

Project Status:

The Airport People Mover project has completed a conceptual vehicle technology level analysis. VTA Board approved, in June 2016, additional funds for Conceptual Alternatives Analysis phase in order to further define the route options, type of vehicle technology and to develop a funding/ business plan. 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, and likely the private sector in order to develop and fund a fixed rail connection to the airport. The City of San Jose has issued a Request for Proposal (RFP) for the development of this connector. City of San Jose has evaluated proposals and have entered into a project development agreement with San Jose Connection Partners. This will result in a project feasibility validation report, which is scheduled to be complete by early 2024.



Project Cost:

| Project | Total Estimate | Total Estimated Cost (in \$M) | | | Incurred through Dec 2023 (in \$M) | | | Status |
|--|----------------|-------------------------------|---------------|-------------|------------------------------------|---------------|---------------|---------|
| | | Others | Measure A | TBD | Others | Measure A | Total | |
| Mineta San Jose Airport People Mover (APM) | \$ 5.0 | \$ - | \$ 5.0 | \$ - | \$ - | \$ 3.3 | \$ 3.3 | Ongoing |
| Total | \$ 5.0 | \$ - | \$ 5.0 | \$ - | \$ - | \$ 3.3 | \$ 3.3 | |

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

Project Schedule:

VTA and the City of San Jose have executed a funding agreement in the amount of \$2.5M for project RFP development. VTA will reimburse City of San Jose for the RFP development per the agreement. RFP advertisement for services to Design, Build, Finance, Operate, and Maintain an alignment to connect SJC and Diridon Station was released in May 2022. In April of 2023, the City of San Jose entered into a pre-development agreement with San Jose connection partners. This will result in a project feasibility validation report, which is scheduled to be complete by early 2024.

3 Capitol Expressway Light Rail to Eastridge

Estimated Cost: \$800.9 million*

Secured Funding: \$694.6 million*

Year of Completion: Phase I: 2015, Phase II: 2029

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 transit systems.

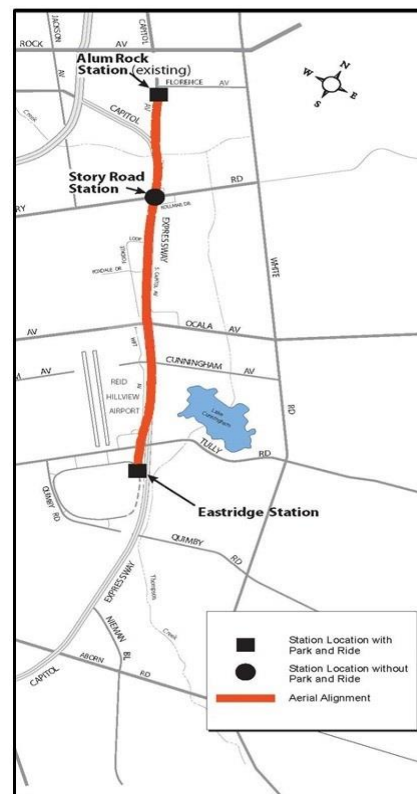
Phase I includes pedestrian and bus improvements along Capitol Expressway to improve pedestrian access by adding sidewalks, street lights, and landscaping from Capitol Avenue to Quimby Road. This phase also includes reconstruction of the Eastridge Transit Center.

Phase II Eastridge to BART Regional Connector (EBRC) will extend light rail from Alum Rock Station to the Eastridge Transit Center on an elevated guideway. The Eastridge extension will include LRT stations 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 - PG&E transmission line relocation was completed in January 2022. PG&E electric distribution relocation and joint trench work began in November 2022 and was completed in December 2023. All other utility relocations are also complete except for Comcast which expected to be complete by January 2024. VTA has possession of all properties needed for construction. Negotiations for compensation continues for few properties.



Construction contract documents were completed and advertised in July 2023. Bids were opened in November 2023. The lowest responsible bidder was 39% above the engineers estimate. VTA has secured Metropolitan Transportation Commission's (MTC's) Regional Measure 3 (RM3), SB1, TIRCP and LCTOP funds for construction in addition to Measure A funds. VTA plans to award the construction contract to the lowest responsible bidder at the March 7, 2024 VTA Board meeting, after securing the additional funds needed due to the high bid.

Project Cost:

| Project | Total Estimate | Total Estimated Cost (in \$M) | | | Incurred through Dec 2023 (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 | \$ 56.3 | \$ 0.2 | \$ 56.2 | \$ - | \$ 0.2 | \$ 56.2 | \$ 56.3 | Completed |
| CELR Phase I - Pedestrian Improvements | \$ 19.0 | \$ 16.0 | \$ 3.0 | \$ - | \$ 16.0 | \$ 3.0 | \$ 19.0 | Completed |
| CELR Phase I - Eastridge Transit Center | \$ 61.5 | \$ 26.9 | \$ 34.6 | \$ - | \$ 26.9 | \$ 34.5 | \$ 61.4 | Closeout |
| Eastridge to BART Regional Connector Project | \$ 652.9 | \$ 224.0 | \$ 313.6 | \$ 115.4 | \$ 9.4 | \$ 61.8 | \$ 71.2 | Ongoing |
| Total | \$ 800.9 | \$ 272.8 | \$ 412.8 | \$ 115.4 | \$ 58.2 | \$ 160.8 | \$ 219.0 | |

Project Schedule:

| Activity | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Environmental | | | | | | | | | | | | | | |
| Design/Bid/Award | | | | | | | | | | | | | | |
| ROW/Utility Relocation | | | | | | | | | | | | | | |
| Construction | | | | | | | | | | | | | | |
| Revenue Service | | | | | | | | | | | | | | |
| Closeout | | | | | | | | | | | | | | |

4 Low Floor Light Rail Vehicles

Estimated Cost: \$200.6 million*

Secured Funding: \$200.6 million*

Year of Completion: 2004

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

Project Status: Project was completed and closed.

Project Cost:

| Project | Total Estimate | Total Estimated Cost (in \$M) | | | Incurred through Dec 2023 (in \$M) | | | Status |
|----------------------------------|-----------------|-------------------------------|-------------------|-------------|------------------------------------|-------------|-----------------|-----------|
| | | Others | Measure A | TBD | Others | Measure A | Total | |
| 70 Low-Floor Light Rail Vehicles | \$ 200.6 | \$ 200.6 | \$ - ⁷ | \$ - | \$ 200.6 | \$ - | \$ 200.6 | Completed |
| Total | \$ 200.6 | \$ 200.6 | \$ - | \$ - | \$ 200.6 | \$ - | \$ 200.6 | |

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

5 Caltrain – Capacity Improvements & Electrification

Estimated Cost: \$2.4 billion (Total); \$124.7 million* (VTA)

Secured Funding: \$124.6 million** (VTA)

Year of Completion: 2024

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 associated with double tracking is pending Cal Mod to San Jose and High Speed Rail project.

On July 7, 2016, Caltrain Board of Directors approved \$1.25 billion in contracts to begin work on the Peninsula Corridor Electrification Project (PCEP). The contract for design and construction of the corridor's electrification, between San Francisco station at 4th and King Streets and the Tamien Station in San Jose, was awarded to Balfour Beatty Infrastructure, Inc. The contract for the manufacture of high-performance electric trains was awarded to Stadler U.S., Inc. Construction is ongoing. There has been some delay due to a range of factors, including complications in the installation of signal systems, unforeseen conditions under Caltrain's tracks, and the coronavirus (COVID-19) pandemic, which severely disrupted supply chains necessary to the project. Caltrain is currently forecasting the PCEP substantial completion date for April 2024 and revenue service to begin in September 2024. Caltrain is working with project funding partners to address increased project costs. VTA continues to reimburse Caltrain for our share of project related costs.

Project Cost:

| Project | Total Estimate | Total Estimated Cost (in \$M) | | | Incurred through Dec 2023 (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 | \$ 0.6 | \$ - | \$ 0.6 | \$ - | \$ - | \$ 0.6 | \$ 0.6 | Completed |
| Caltrain Electrification Early Investment Program | \$ 106.8 | \$ 26.4 ⁹ | \$ 80.4 | \$ - | \$ 26.4 | \$ 70.0 | \$ 96.4 | Ongoing |
| Total | \$ 124.7 | \$ 41.3 | \$ 83.4 | \$ - | \$ 41.3 | \$ 72.9 | \$ 114.2 | |

Project Schedule:

| Activity | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Environmental | | | | | | | | | | | |
| Design | | | | | | | | | | | |
| Construction | | | | | | | | | | | |
| Testing & Commissioning | | | | | | | | | | | |
| Revenue Service | | | | | | | | | | | |

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

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



6 Caltrain Service Upgrades

Estimated Cost: \$70.1 million*

Secured Funding: \$87.8 million*

Year of Completion: 2026

Project Description:

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

Project Status:

- **Caltrain Service Upgrades** project has completed rescheduling the service to Gilroy and addition of a fourth train is still under evaluation.
- **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 this phase is complete, construction is pending High Speed Rail project. Design for the modifications to pedestrian access at the Mountain View Caltrain station using funds from this project began early 2020. Design is completed, and contract award is planned for January 2024.
- **Santa Clara Caltrain Station Pedestrian Underpass Extension** - This project provides an extended pedestrian tunnel under the UPRR tracks to Brokaw Road at the Santa Clara Station. Construction contract was awarded to Shimmick Construction in June 2016 and was completed in June 2017. The underpass was opened to the public on June 30, 2017. Project was closed in July 2020.
- **Santa Clara and Diridon Station Upgrades** was administered by Caltrain and is now complete.
- **The Bike Share Pilot Program** opened on August 29, 2013 with 280 bicycles and 28 bike share stations at Caltrain stations and downtown areas in the cities of San Jose, Mountain View, and Palo Alto. The grant-funded pilot concluded in June 2016. Post-pilot expansion will occur in select cities, including San Jose, and will be funded by a private company.



Project Cost:

| Project | Total Estimate | Total Estimated Cost (in \$M) | | | | Incurred through Dec 2023 (in \$M) | | | Status |
|--|----------------|-------------------------------|----------------|-------------|--|------------------------------------|----------------|----------------|---------------------|
| | | Others | Measure A | TBD | | Others | Measure A | Total | |
| Caltrain Service Upgrades | \$ 17.0 | \$ - | \$ 17.0 | \$ - | | \$ - | \$ 17.0 | \$ 17.0 | Completed |
| 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 | \$ 11.2 | \$ 10.0 | \$ 1.2 | | | \$ 10.0 | \$ 1.2 | \$ 11.2 | Completed |
| Caltrain Safety Enhancements | \$ 16.7 | \$ 0.1 | \$ 16.6 | \$ - | | \$ 0.1 | \$ 15.8 | \$ 15.9 | Ongoing/Pending HSR |
| Santa Clara Station Pedestrian Underpass Extension | \$ 10.7 | \$ 10.0 | \$ 0.7 | \$ - | | \$ 10.0 | \$ 0.7 | \$ 10.7 | Completed |
| Santa Clara Station Underpass Ext Repair/Maintenance | \$ 0.8 | \$ 0.8 | \$ 0.0 | | | \$ 0.0 | \$ 0.0 | \$ 0.0 | Ongoing |
| Santa Clara and San Jose Diridon Station Upgrade | \$ 12.2 | \$ - | \$ 12.2 | \$ - | | \$ 12.2 | \$ 0.0 | \$ 12.2 | Completed |
| Bike Sharing Pilot Project | \$ 0.8 | \$ 0.6 | \$ 0.1 | \$ - | | \$ 0.6 | \$ 0.1 | \$ 0.8 | Completed |
| Total | \$ 70.1 | \$ 21.6 | \$ 48.5 | \$ - | | \$ 33.1 | \$ 35.4 | \$ 68.5 | |

Project Schedule:

| Activity | Start | End | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|------------|----------|------|------|------|------|------|------|------|
| | | | | | | | | | |
| Caltrain Safety Enhancements Construction** | Early 2020 | End 2026 | | | | | | | |

**This construction scope will be included in Vasona back

Design/bid Construction Closeout

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 currently inactive. Planning efforts are expected to restart.

Project Status: This project is currently inactive. Planning efforts are expected to restart.

Project Cost:

| Project | Total Estimate | Total Estimated Cost (in \$M) | | | Incurred through Dec 2023 (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 | Planning |
| Total | \$ 0.2 | \$ 0.2 | \$ 0.0 | \$ - | \$ 0.2 | \$ 0.0 | \$ 0.2 | |

Project Schedule: To be developed

8 Bus Rapid Transit

Estimated Cost: \$216.4 million*

Secured Funding: \$239.5 million*

Year of Completion: TBD

Project Description:

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

Project Status:

Alum Rock Santa Clara Bus Rapid

Transit (BRT) revenue service along the corridor commenced in May 2017. Curb

side shelters along Santa Clara St. were installed under a separate contract that was completed in October 2019. Three year watering requirement for trees was completed in June 2020. All construction contracts have been closed out. VTA will make a payment to City of San Jose for traffic signal upgrades, pending a delegation agreement with Caltrans.

The **El Camino Real Rapid Transit** Policy Advisory Board decided not to pursue BRT dedicated lane option and recommended that VTA pursue transit speed and passenger amenity improvements in the corridor. Forty (40) bus stop locations have been identified for such improvements and design is expected to begin in early 2024. In late 2024, VTA will perform an audit of existing transit signal priority along the corridor and consider policy and technology upgrades.

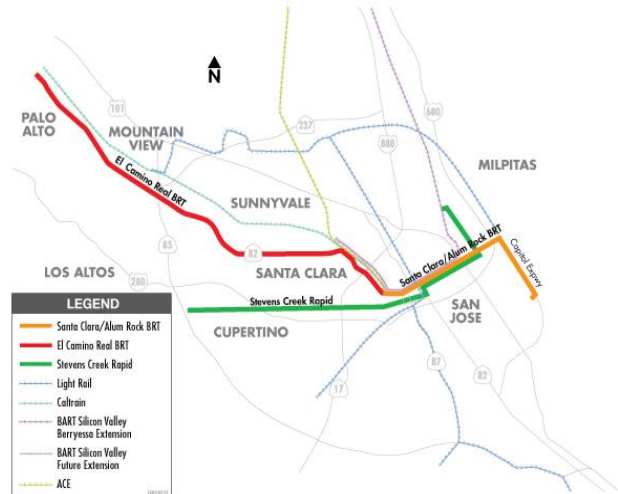
New shelters, seating, lighting and associated bus stop improvements for the **Stevens Creek Rapid 523** was completed in April 2018. Shelters along Stevens Creek Blvd/San Carlos were installed under a separate contract, which was completed in November 2019. The Stelling Road bus stop improvements was completed in February 2018. VTA, City of San Jose, City of Santa Clara, City of Cupertino, and the County of Santa Clara began work on a study in Spring 2023 to create multi-modal vision of the Stevens Creek Corridor. It is currently in the visioning stage and is expected to end in late 2024. The visioning stage will end this Spring 2024, with the commencement in developing a set of alternatives which will be completed at the end of the scheduled timeframe.

For **The De Anza Transit Center Project**, the Stelling Road Bus Stop Improvements meet VTA's current needs. Project closeout is ongoing.

Modifications at Chaboya/North Divisions Phase I (North Yard) was completed in March 2015. Design for Phase II (Chaboya Yard) was completed in July 2021. Construction contract was advertised in May 2022. In Fall 2022, the project was initially put on hold until ZEB master planning work is complete to avoid site changes that are incompatible with the long-term master plan at Chaboya. However, it was subsequently decided that it is best to close the project until scope is defined. Project closeout is ongoing.

Articulated Buses (29 units) have been accepted by VTA and are operational.

Project Cost:



| Project | Total Estimate | Total Estimated Cost (in \$M) | | | Incurred through Dec 2023 (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 | \$ 141.8 | \$ 94.2 | \$ 47.5 | \$ - | \$ 94.2 | \$ 47.5 | \$ 141.8 | Closeout |
| Stevens Creek Bus Rapid Transit | \$ 4.4 | \$ 0.8 | \$ 3.6 | \$ - | \$ 0.6 | \$ 3.3 | \$ 3.8 | Ongoing |
| El Camino Real Rapid Bus Stop Improvements | \$ 24.1 | \$ - | \$ 24.1 | \$ - | \$ - | \$ 10.5 | \$ 10.5 | Ongoing |
| Procurement of BRT Articulated Buses | \$ 32.7 | \$ 19.2 | \$ 13.6 | \$ - | \$ 19.2 | \$ 13.6 | \$ 32.7 | Completed |
| Modifications to Chaboya and North Division for BRT Buses | \$ 4.9 | \$ - | \$ 4.9 | \$ - | \$ - | \$ 4.9 | \$ 4.9 | Closeout |
| Money Counting Facility Replacement | \$ 0.1 | \$ - | \$ 0.1 | \$ - | \$ - | \$ 0.1 | \$ 0.1 | Closed |
| De Anza College Transit Center Improvement | \$ 0.3 | \$ - | \$ 0.3 | \$ - | \$ - | \$ 0.3 | \$ 0.3 | Closeout |
| Stevens Creek Rapid 523 Bus Stop Improvements | \$ 3.9 | \$ 0.2 | \$ 3.7 | \$ - | \$ 0.2 | \$ 3.4 | \$ 3.6 | Closeout |
| Stelling Road Bus Stop Improvement | \$ 1.9 | \$ 0.6 | \$ 1.3 | \$ - | \$ 0.6 | \$ 1.3 | \$ 1.9 | Closeout |
| Total | \$ 216.4 | \$ 115.7 | \$ 100.6 | \$ - | \$ 115.5 | \$ 86.4 | \$ 201.9 | |

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

9 Upgrade Altamont Commuter Express (ACE)

Estimated Cost: \$10.0 million*

Secured Funding: \$0.0 million*

Year of Completion: 2013

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

Project Status: Closed.

Project Cost:

| Project | Total Estimate | Total Estimated Cost (in \$M) | | | Incurred through Dec 2023 (in \$M) | | | Status |
|--------------|----------------|-------------------------------|--------------------|-------------|------------------------------------|-------------|-------------|-----------------------------------|
| | | Others | Measure A | TBD | Others | Measure A | Total | |
| Upgrade ACE | \$ - | \$ - | \$ - ¹³ | \$ - | \$ - | \$ - | \$ - | 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 Dec 2023 (in \$M) | | | Status |
|-------------------------------------|----------------|-------------------------------|---------------|-------------|------------------------------------|---------------|---------------|-----------|
| | | Others | Measure A | TBD | Others | Measure A | Total | |
| Highway 17 Bus Service Improvements | \$ 2.5 | \$ - | \$ 2.5 | \$ - | \$ - | \$ 2.5 | \$ 2.5 | Completed |
| Total | \$ 2.5 | \$ - | \$ 2.5 | \$ - | \$ - | \$ 2.5 | \$ 2.5 | |

Project Schedule: Project completed in 2011.

Commuter Rail Program

11 Dumbarton Rail Corridor

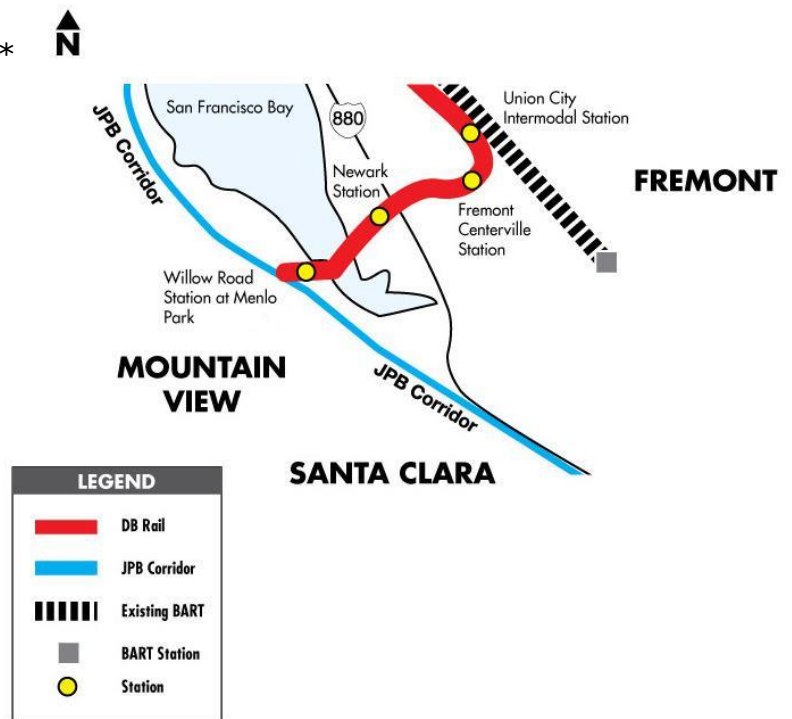
Estimated Cost: TBD

Secured Funding: \$2.3 million (VTA)*

Year of Completion: TBD

Project Description:

The original project was established to rehabilitate rail bridges and tracks that span the bay between Redwood City and Newark and make improvements to existing tracks in Union City and Fremont and involved the construction of two new rail stations at Menlo Park and Newark, as well as upgrades to the Fremont Centerville Station and a new intermodal station at the Union City BART station.



Project Status:

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

VTA continued to participate in a feasibility study being led by the San Mateo County Transit District and the Cross Bay Transit Partners to evaluate short- and long-term strategies to improve mobility across the Dumbarton corridor. Strategies would include options for transit service across the Dumbarton Bridge as well as rehabilitation and repurposing of the rail bridge. The project was on hold due to funding constraints until Facebook funded a \$1.2 million SamTrans-led feasibility study. However, in 2020 the project was put on hold due to the pandemic. SamTrans is progressing with the project separately from VTA's earlier efforts. Currently, no additional VTA funding is expected to be contributed to this effort.

Project Cost:

| Project | Total Estimate | Total Estimated Cost (in \$M) | | | Incurred through Dec 2023 (in \$M) | | | Status |
|-------------------------|----------------|-------------------------------|---------------|-------------|------------------------------------|---------------|---------------|-------------------|
| | | Others | Measure A | TBD | Others | Measure A | Total | |
| Dumbarton Rail Corridor | \$ 2.3 | \$ - | \$ 2.3 | \$ - | \$ - | \$ 2.3 | \$ 2.3 | Inactive; on hold |
| Total | \$ 2.3 | \$ - | \$ 2.3 | \$ - | \$ - | \$ 2.3 | \$ 2.3 | |

Project Schedule:

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

12 ZEB Demonstration and Facility Improvements

Estimated Cost: \$19.4 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: Project was in closed. The three ZEB buses were decommissioned in 2016 and facilities repurposed.

Project Cost:

| Project | Total Estimate | Total Estimated Cost (in \$M) | | | Incurred through Dec 2023 (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

Light Rail Program

13 Develop New Light Rail Corridors

Estimated Cost: \$10.0 million*

Secured Funding: \$10.0 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 was to provide a 1.6 mile extension from existing Winchester Station to a new Vasona Junction Station in Los Gatos.

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

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

Status:

The **New Rail Corridors Study** examines if high capacity transit (HCT) is suitable to, and warranted in, selected corridors in Santa Clara County. The study will inform VTA's future HCT capital and operating investment decisions and corridors warranting further study will be included in VTA's long-range transportation plan (VTP 2050). The study is expected to complete in March 2024.

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

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

In June 2016, VTA Board of Directors approved funding to complete design, acquire right of way and relocate utilities for **Vasona LRT extension/Winchester Light Rail Double Track & Platform Extension**. Conceptual study to double track existing line and extend to Vasona junction was completed in June 2019. In September 2019, VTA Board approved project team's recommendation to place Vasona Light Rail Extension and Corridor Improvements program on hold.

The **SR 85 Transit Guideway Study** is complete. VTA's Board of Directors approved the Policy Advisory Board's recommendation for a bus-based transit lane project on SR 85 in October 2020. This project under the Measure A program is closed. Future efforts will continue under a transit project.

Project Cost:

| Project | Total Estimate | Total Estimated Cost (in \$M) | | | Incurred through Dec 2023 (in \$M) | | | Status |
|--|----------------|-------------------------------|---------------|-------------|------------------------------------|---------------|---------------|-----------|
| | | Others | Measure A | TBD | Others | Measure A | Total | |
| New Rail Corridors Study | \$ 3.1 | \$ - | \$ 3.1 | \$ - | \$ - | \$ 2.5 | \$ 2.5 | 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 | \$ 1.7 | \$ - | \$ 1.7 | \$ - | \$ - | \$ 1.7 | \$ 1.7 | Completed |
| Winchester LR Double Track & Platform Extn | \$ 0.8 | \$ - | \$ 0.8 | \$ - | \$ - | \$ 0.8 | \$ 0.8 | Completed |
| SR 85 Major Transit Investment Study | \$ 1.6 | \$ 1.0 | \$ 0.6 | \$ - | \$ 1.0 | \$ 0.6 | \$ 1.6 | Closed |
| Total | \$ 10.0 | \$ 1.0 | \$ 9.0 | \$ - | \$ 1.0 | \$ 8.4 | \$ 9.4 | |

Project Schedule:

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

Environmental Planning Construction

OFFICIAL BALLOT
COUNTY OF SANTA CLARA

GENERAL ELECTION
November 7, 2000

DISTRICT
SANTA CLARA VALLY TRANSPORTATION AUTHORITY

A ½ CENT TRANSIT SALES TAX

To:

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

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

COMPLETE TEXT OF MEASURE A

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

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

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

people mover connection to San Jose International Airport.

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

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

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

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

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

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

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

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

- **Increase Caltrain Service, specifically**

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

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

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

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

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

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

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

- **Improve Highway 17 Express Bus Service**

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

- **Connect Caltrain with Dumbarton Rail Corridor**

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

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

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

- **Develop New Light Rail Corridors**

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

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

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

All subject to the following mandatory requirements:

- **The Tax Must Expire 30 Years After Implementation.**

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

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

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

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

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

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

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

APPENDIX B – 2000 MEASURE A FUND EXCHANGE

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) | Total LPR Allocated to Projects (000s) | Expended as of December 2023 | Status |
|---------------|---|--|--|------------------------------------|------------------|
| VTa | I-880 HOV Widening: SR-237 to US-101 | \$17,864 | \$17,864 | \$17,864 | Closed |
| VTa | VTP PW | \$0 | \$0 | \$0 | Closed |
| VTa | US 101 Improvements (280/680 to Yerba Buena) | \$5,633 | \$5,633 | \$5,633 | Closed |
| VTa | US 101/Capitol Expwy and Yerba Buena Int. Imp. | \$5,088 | \$5,088 | \$5,041 | Closed |
| VTa | US 101 Improvements (85 to Embarcadero) | \$15,140 | \$15,140 | \$15,140 | Closed |
| VTa | I-880/I-280/Stevens Creek Interchange | \$14 | \$14 | \$0 | Closed |
| VTa | US 101/SR-25 Interchange | \$4,900 | \$4,900 | \$4,900 | Closed |
| VTa/ACCMA | I-680 Sunol Grade HOV/HOT Lane | \$8,000 | \$8,000 | \$8,000 | Completed |
| VTa | SR-87 HOV North & South - Cost Increase | \$2,497 | \$2,497 | \$2,497 | Completed |
| VTa | SR-152/SR-156 Interchange - Cost Increase | \$433 | \$433 | \$433 | Completed |
| Gilroy | Gilroy/Arroyo Circle/Arroyo Camino Improvements | \$6,725 | \$6,725 | \$6,725 | Completed |
| | | | | | Completed |
| Morgan Hill | Butterfield Blvd Extension Project | \$2,510 | \$2,510 | \$2,510 | Completed |
| San Jose | Julian/St. James Downtown Couplet Conversion | \$5,076 | \$5,076 | \$5,076 | Completed |
| Saratoga | Citywide Signal Upgrade Project Phase 2 | \$400 | \$400 | \$400 | Completed |
| SCCCounty | ITS Enhancements on Bascom Ave | \$333 | \$333 | \$336 | Completed |
| SCCCounty | Santa Teresa/Fitzgerald Ave Intersection Signals | \$275 | \$275 | \$268 | Completed |
| SCCCounty | Alum Rock School District Area Traffic Calming | \$315 | \$315 | \$315 | Completed |
| Sunnyvale | Mathilda Ave Caltrain Bridge Construction | \$524 | \$524 | \$524 | PE Completed |
| Sunnyvale | Mary Ave Extn PS&E; moved to MB | \$0 | \$0 | \$0 | Completed |
| Sunnyvale/VTa | US101/Mathilda Ave/SR237 IC | \$2,900 | \$2,900 | \$2,866 | Completed |
| VTa | SR 237 Express Lanes-Phase II Extension | \$9,011 | \$9,011 | \$9,011 | Completed |
| VTa | Route 85 Express Lanes - Environmental | \$972 | \$972 | \$972 | Completed |
| VTa | US 101 Express Lanes - Environmental | \$7,878 | \$7,878 | \$7,878 | Completed |
| VTa/SBCOG | SR-152 New Alignment | \$5,000 | \$5,000 | \$4,687 | Pre-PA/ED |
| Milpitas | Tasman East LRT Landscaping | \$1,800 | \$1,800 | \$1,800 | Completed |
| VTa | Caltrans PID Work - US 101/De La Cruz/ Trimble | \$54 | \$54 | \$54 | Construction |
| VTa | Caltrans PID Work - El Camino Real/SR237 | \$46 | \$46 | \$46 | Completed |
| VTa | SR87 South Landscaping | \$27 | \$27 | \$27 | Completed |
| VTa | P-0749 US 101 SB Off-Ramp to SR-87 | \$200 | \$200 | \$200 | Completed |
| VTa | I-280/Foothill Expressway Ramp Impr. | \$700 | \$700 | \$700 | Completed |
| Palo Alto | California Ave Transit Hub | \$1,175 | \$1,175 | \$1,175 | Completed |
| VTa/Caltrans | Combined Landscape Maintenance | \$2,172 | \$2,175 | \$2,172 | Closed |
| VTa | I-680 Corridor Study (Calaveras to US 101) | \$250 | \$250 | \$250 | Study Completed |
| VTa | I-280 Corridor Study (US101/I680 IC to Page Mill) | \$250 | \$250 | \$248 | Study Completed |
| VTa | I-280/Winchester Off Ramp Environmental Phase | \$250 | \$250 | \$250 | Env./PA/ED |
| VTa | SV Express Lanes - US101/SR85 - PH 3 | \$5,500 | \$5,500 | \$5,350 | Completed |
| VTa | SV Express Lanes - US101/SR85 - PH 4 | \$2,855 | \$2,855 | \$2,855 | Final Design |
| VTa | SV Express Lanes - Electronic Toll System (ETS) | \$3,728 | \$3,728 | \$3,223 | Completed |
| VTa | Noise Reduction Program on SR85 | \$285 | \$285 | \$284 | Final Design |
| VTa | Innovative Transportation Technology Program | \$85 | \$85 | \$76 | Study Completed |
| VTa | SR87 Corridor Study | \$150 | \$150 | \$150 | Study Completed |
| VTa | Vehicle Mile Travel (VMT) Tools | \$150 | \$0 | \$0 | Tool Development |
| VTa | SV Express Lanes-Future Phase 4 | \$1,035 | \$1,035 | \$823 | Final Design |
| N/A | Unprogrammed LPR - TBD | \$24 | \$0 | \$0 | Unprogrammed |
| | | \$245 | \$0 | \$0 | |
| | | \$10 | \$0 | \$0 | |
| TOTALS | | \$122,480 | \$122,054 | \$120,758 | |

APPENDIX B – 2000 MEASURE A FUND EXCHANGE

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

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

Measure A Semi-Annual Report

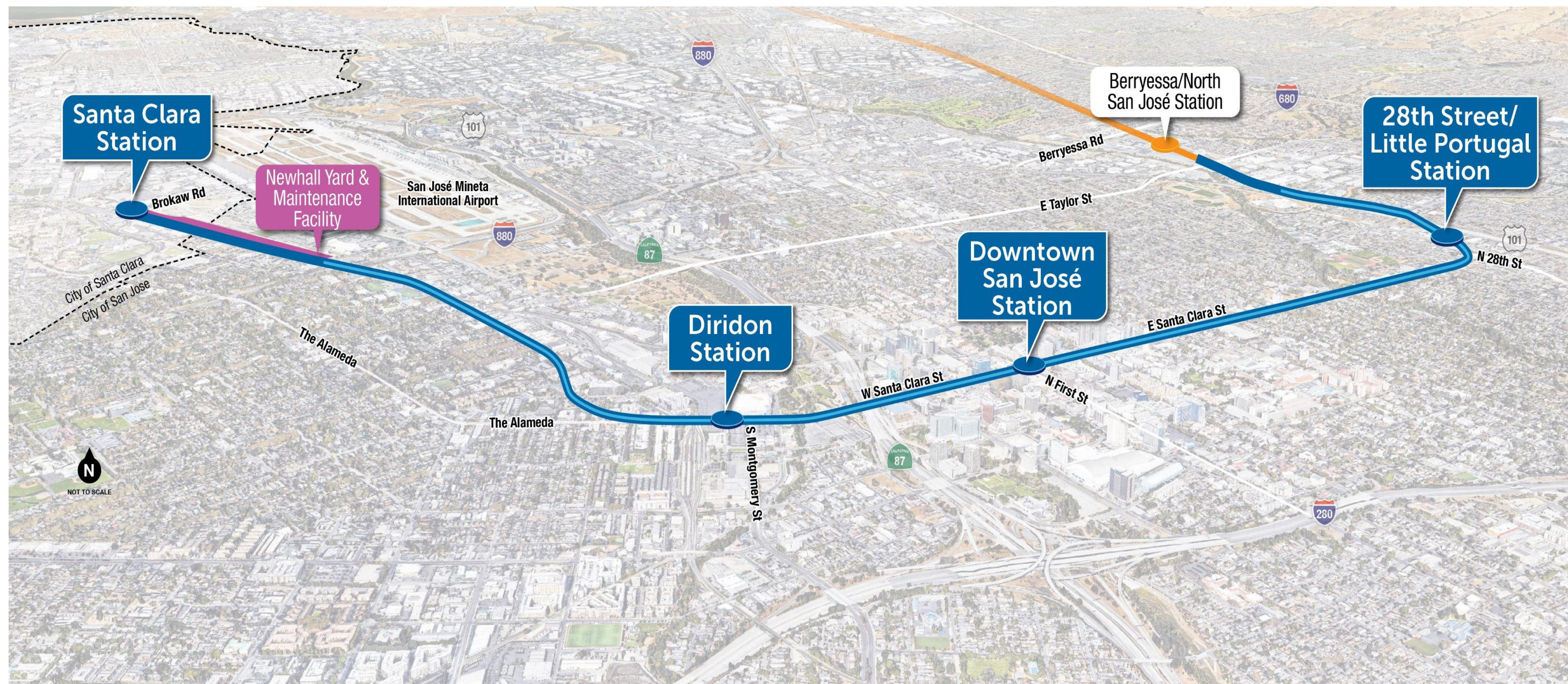
Period Ending December 31, 2023

Agenda Item # 11

Citizen Advisory
Committee (CAC) Meeting:
March 13, 2024

BART Phase 2 Project Update

7.c



BART Phase 2 Program Progress



- Conducted Value Engineering and Constructability Workshops
- Advanced design of systems, yard, and stations
- Advanced Tunnel & Trackwork Contract, including TBM Procurement
- Continued working with FTA/PMOC:
 - Ongoing reviews of management plans, procedures, cost, schedule, and risks
 - Prepared for and held Risk Assessment Workshop

BART Phase 2 Next Steps



- Based on results from Risk Assessment Workshop, finalize project cost and schedule
- Finalize financing approach and update model
- Review final submittal with Board, including funding plan
- Submit funding plan to FTA with New Starts Engineering Submittal

BART Phase 2 Cost, Schedule and Funding

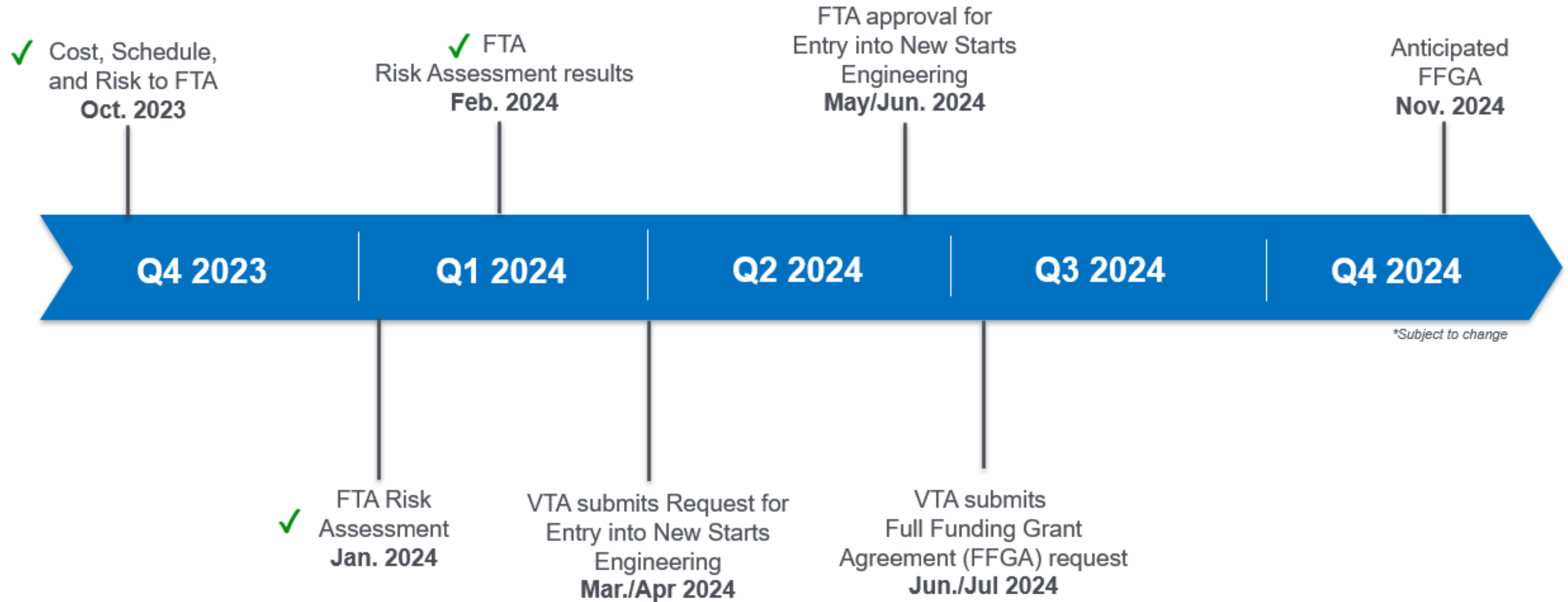


- \$12.237 billion estimate (including contingency)*
- 2036 revenue service (including contingency)*
- Funding sources through:
 - Federal (FTA New Starts)
 - State/Regional (TIRCP, MTC, Regional Measure 3, and STIP)
 - Local (2000 Measure A and 2016 Measure B)
- Cost and schedule are anticipated to change based on the results of the Risk Assessment Workshop

**As of December 31, 2023*



BART Phase 2 Next Steps with FTA



BART Phase 2 Upcoming Activities



- Business Resource Implementation Plan
- West Portal Early Work Package
- Construction Management Services
- BART Railcar Procurement for BSVII
- Additional CP2 Early Work Packages



Extend Light Rail From Downtown San Jose to the East Valley

Completed Projects on Capitol Expressway (Phase 1)

- 2012 Pedestrian Improvements (sidewalk, lighting and trees)
- 2015 Eastridge Transit Center expansion and reconfiguration
- 2017 Bus Rapid Transit (BRT) to the Eastridge Transit Center
- 2018 Pedestrian Access Improvements across Capitol Expressway to the Eastridge Transit Center



Eastridge to BART Regional Connector (EBRC) Project (Phase 2)

- Extends light rail from the Alum Rock Station on Capitol Avenue to the Eastridge Transit Center
- 2.4 miles long aerial structure with two stations (Story Road and Eastridge)
- Located in the median of Capitol Expressway



EBRC Right of Way (ROW) and Utility Relocation Activities

- Acquisitions complete; financial settlements pending for few
- PG&E gas relocations completed in July 2022 and electric transmission line relocations completed in January 2022
- San Jose Water Company relocation completed in August 2022
- PG&E electric and gas joint trench relocations complete in September 2023
- ATT relocation completed in October 2023
- Crown Castle relocation completed January 2024
- Comcast relocation completed February 2024

Extend Light Rail From Downtown San Jose to the East Valley

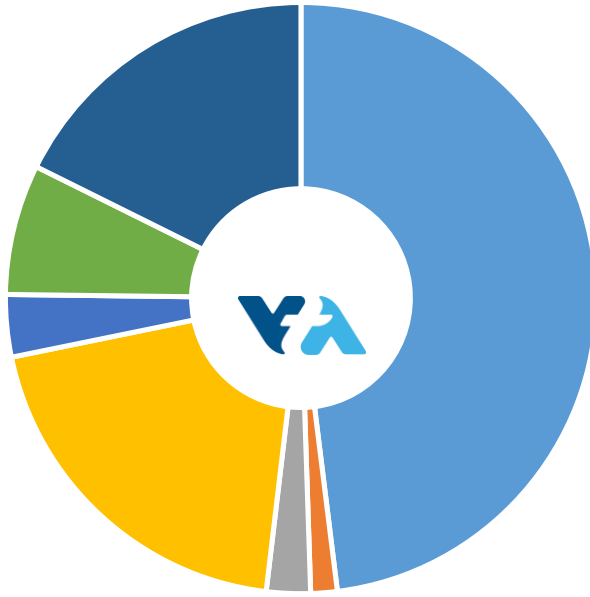


EBRC Other Activities

- Construction contract was advertised for bid in July 2023; bids opened November 2nd, 2023. Contract is planned for award at the March Board meeting
- Community outreach and Stakeholder Working Group (SWG) meetings ongoing
- Design for Story Road Station artwork presented to the San Jose Public Art Committee in February 2024. Eastridge design will be presented to the Committee in June 2024
- Construction public outreach office for the project will be near Story Road and Capitol Expressway Intersection

Extend Light Rail From Downtown San Jose to the East Valley

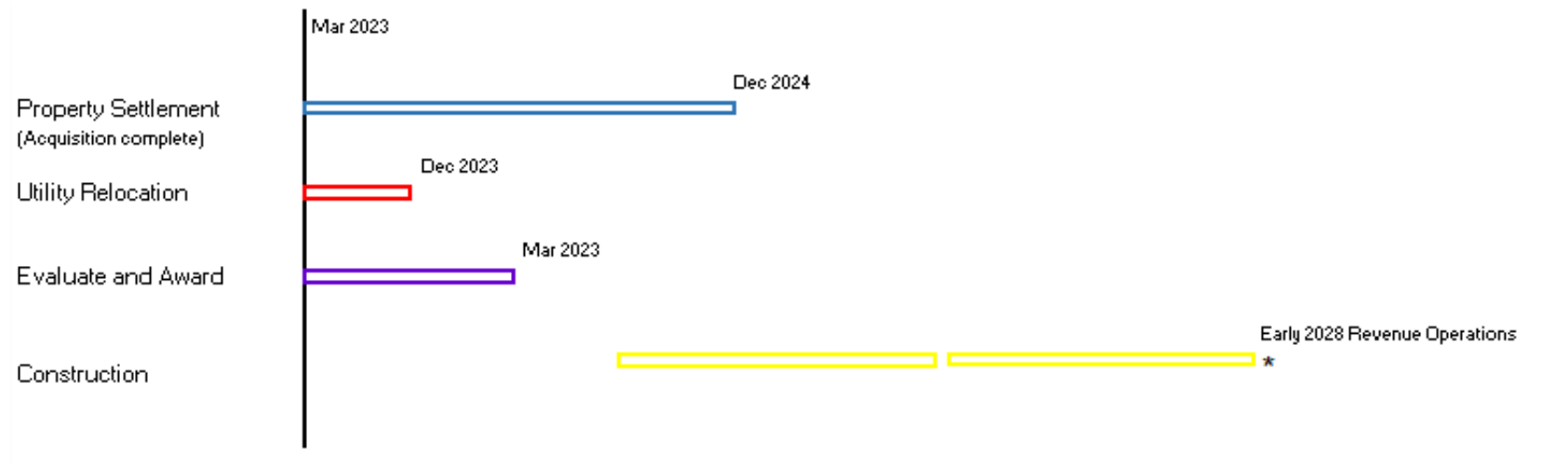
EBRC Funding Plan



■ Measure A ■ SB1 LPP - ROW ■ SB1 LPP - Const ■ RM3 ■ LCTOP ■ TIRCP ■ VTA Transit

| Funding | Pre Bid Estimate | Post Bid Estimate | ▲ |
|-----------------|--------------------|--------------------|--------------------|
| Measure A | 313,610,516 | 313,610,516 | - |
| SB1 LPP - ROW | 9,442,000 | 9,442,000 | - |
| SB1 LPP - Const | 15,710,000 | 15,710,000 | - |
| RM3 | 130,000,000 | 130,000,000 | - |
| LCTOP | 14,810,168 | 22,236,305 | 7,426,137 |
| TIRCP | 46,586,869 | 46,593,000 | 6,131 |
| VTA Transit | | 115,354,595 | 115,354,595 |
| Total | 530,159,553 | 652,946,416 | 122,786,863 |

EBRC Schedule



EBRC Video: <https://youtu.be/4DtkPiGVtkc>



Date: March 4, 2024
 Current Meeting: March 14, 2024
 Board Meeting: April 4, 2024

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Policy Advisory Committee

THROUGH: General Manager/CEO, Carolyn M. Gonot

FROM: Chief Engineering & Prog Delivery Officer, Casey Emoto

SUBJECT: VTP Transportation Program Semi-Annual Report Ending December 31, 2023

FOR INFORMATION ONLY

EXECUTIVE SUMMARY:

- The Valley Transportation Plan (VTP) consists of several improvement projects in various phases from conceptual study to construction and provides a long-range vision for the transportation system in Santa Clara County. The projects, located throughout Santa Clara County and adjoining areas, in the VTP seek to improve key elements of the transportation system using various anticipated funding sources.
- The Santa Clara Valley Transportation Authority (VTA), as the Congestion Management Agency (CMA) for Santa Clara County, is responsible for preparing and updating the VTP coinciding with the update of the Bay Area's Regional Transportation Plan (RTP).
- The VTP Transportation Program Semi-Annual Report (Report) provides progress information on VTP projects implemented by VTA. This report is issued twice annually, one for the six-month period ending June and a second for the period from July through December. This report covers July 2023 to December 2023.

STRATEGIC PLAN/GOALS:

The various projects covered in this report support VTA's strategic business line to deliver a full suite of projects and programs including transportation integration, bike and pedestrian projects, and highway improvements; and to provide project management services that address the existing, evolving multimodal needs of Silicon Valley. As accountable stewards of the natural resources and transportation tax revenues in Santa Clara County, this report to the VTA Board summarizes information on scope, cost, schedule, funding and challenges of the various VTP projects implemented by VTA.

BACKGROUND:

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

DISCUSSION:

Attached is the Report for the period ending December 31, 2023 (Attachment A). Attachment B provides cost information by project. The following are activities that took place during the six-month period from July 2023 to December 2023:

- The Keep Santa Clara Valley Beautiful Team planned, organized, and conducted six volunteer highway cleanup events in the cities of Cupertino and San Jose. The work included coordination with Caltrans and city staff, as well as promoting the event on social media, and continuously updating the project website: <<https://www.kscvb.com/>>.
- The pre-project initiation study for the SR 237 Improvements project, executed in December 2021, began in February 2022 and was completed in December 2023.
- A Request for Proposal (RFP) for the Project Initiation Document (PID) phase for the US 101/SR 152/10th Street Interchange Improvements was issued in July 2022; the contract was executed in December 2022. PID phase is ongoing and is planned for completion by early 2024.
- A contract for completion of an alternatives study and the development of a PID for the SR 237/ Lawrence Expressway/Java Drive Interchanges Improvement was executed in November 2022. The PID phase is in progress and anticipated to be completed by early 2024.
- VTA's Adult Bicycle Education Program hosted 13 classes with 139 attendees and 366 student-hours of instruction between August 2023 and December 2023. VTA extended the contract to offer the classes for another two years and to permit youth 14 through 17 to attend classes with a parent or guardian. VTA's countywide bicycle and pedestrian safety campaign ran August through October 2023, with a post-campaign survey conducted in November 2023.
- The PID phase including alternatives analysis for the SR 87/Capitol Expressway contract was completed in August 2023. The Project Approval/ Environmental Document (PA/ED) phase began in July 2023 and is scheduled to be completed by mid 2027.
- The PID phase of the US 101 Southbound San Antonio Road/ Charleston Road/Rengstorff Avenue Ramp Improvements project was completed in August 2021. The PA/ED phase began in September 2022 and is scheduled to be completed by mid 2025.
- The PA/ED phase for the US 101/Zanker Road/ Skyport Drive/North 4th Street Interchange is in progress and is scheduled to be completed by late 2024.
- The PA/ED phase, including alternatives analysis, for the I-280/Winchester Boulevard Improvements is ongoing and planned for completion by mid 2024.
- The PID phase for the SR 17 Corridor Congestion Relief project was completed in August 2021. The PA/ED phase is ongoing and planned for completion by mid 2025.

- The PA/ED phase is ongoing for the SR 237 Westbound On-Ramp/Middlefield Road project and is expected to be complete by early 2025.
- A design contract for improvements on the Bascom Avenue corridor between I-880 and Hamilton Avenue was awarded at the May 2022 VTA Board meeting. Conceptual design is on-going and design is planned for completion by early 2025.
- A design contract for the Homestead Corridor Improvements project was awarded at the May 2023 VTA Board meeting. Conceptual design began in June 2023 and is planned for completion by mid 2024.
- An RFP for design services for the Calaveras Boulevard Improvements project was issued in May 2022. Proposals were received in August 2022 and awarded in September 2022. The PA/ED phase is ongoing and planned for completion by mid 2025.
- The PA/ED phase of the I-280 Sound Wall project was completed in May 2022. Final design began and is planned for completion by mid 2024.
- The PA/ED phase for the I-280/Wolfe Road Interchange Improvement project was completed in November 2020. Final design is in progress and the construction contract is planned for advertisement in mid 2024.
- The final design for US 101/SR 25 Interchange Improvements Phase 1 project is in progress and is expected to be completed in mid 2024. Right of way activities are on-going and forecasted to be complete by mid-2024. The construction contract is planned to be advertised in mid 2024.
- Design for the Calaveras Boulevard Near-term Improvements project started in August 2020 and is planned for completion in early 2024. Construction contract advertisement is planned for early 2024.
- The PID phase for the Phase 2 Noise Reduction Program on SR85 was completed in March 2022. The PA/ED phase was completed mid 2022. Final design is on-going and forecasted for completion by mid 2024. The construction contract is planned for advertisement in mid 2024.
- The construction contract for the US 101/De La Cruz Boulevard/Trimble Road Interchange Improvements project was awarded in June 2021. Field construction began in October 2021. Civil construction completion is expected in mid 2024 with an additional year for the landscaping plant establishment period (PEP) to mid 2025.
- The construction contract for the I-280/Foothill Expressway Off-Ramp Improvements Landscaping was advertised in January 2023 and awarded at the May 2023 VTA Board meeting. Field construction started in May 2023 and is planned for completion by mid 2024. This will be followed by a three-year PEP.
- Construction of the Mathilda Avenue Improvements at SR 237 and US 101 construction project began in February 2019 and was completed in February 2021. The construction contract for landscaping was advertised in January 2023 and was awarded at the May 2023 VTA Board meeting. Field construction started in May 2023 and is planned for completion by mid 2024. This will be followed by a three-year PEP. This landscaping scope and the I-280/ Foothill Expressway landscaping has been combined into one construction contract.
- The construction contract for the Double-lane Southbound US 101 Off-Ramp to Southbound SR 87 (Phase 1) and US 101/Story Road (Phase 2) Project was awarded at the October 2021 VTA Board meeting. Field construction began in February 2022 and was completed in October 2022. Project closeout is ongoing.
- Final design for I-680 Sound Wall project was completed in June 2022; the construction

contract was advertised for bids in October 2022 and awarded at the December 2022 VTA Board meeting. Construction began early 2023 and was completed in December 2023; the PEP will continue until late 2026.

- Annual management and reporting of the Coyote Ridge Butterfly Habitat property per the Resource Management Plan approved by the U.S. Fish and Wildlife Service is ongoing. VTA continues to reimburse the Santa Clara Valley Open Space Authority for labor costs associated with management of the property.
- The construction contract for the US 101/Blossom Hill Road Interchange Improvement project awarded in June 2020 and project was opened to public in November 2022. Punch list activities and first year PEP is ongoing. A separate follow-on contract was advertised for the second and third year of PEP contract in December 2023.
- The State Route 237 Express Lanes - Phase 2 Project was opened for revenue service in November 2019. Project also completed the implementation of HOV3+ tolling in October 2020. Project closeout is ongoing.
- The construction contract for the US 101 Express Lanes Phase 3 Project was awarded in December 2018 and construction was completed in early 2022. Revenue service began in February 2022. Project closeout is ongoing and expected to be complete by early 2024.
- Final design for the US 101/SR 85 Express Lane Phase 4 began in January 2018 and is ongoing. Electronic Toll System (ETS) collaboration work began in early 2020. Final design is ongoing and planned for completion by early 2024. Construction contract advertisement is planned for mid 2024.
- Design work for the US 101 Express Lanes Phase 5 began in March 2020. ETS civil collaboration started in mid- 2021. ETS implementation and civil construction planned for mid 2025 are dependent on securing funding.

CLIMATE IMPACT:

This item does not directly pose an impact to climate change as it has no action and is an informational item. However, projects delivered under the VTP Transportation Program have the potential to affect the climate. How projects could affect climate would be discussed as specific project items are brought to the Board for consideration.

Prepared By: Suja Prasad, Technical Services Group Manager
Memo No. 8948



ATTACHMENT A

VTP Transportation Program Semi-Annual Report

July 2023 – December 2023

TABLE OF CONTENTS

| <u>Section</u> | <u>Title</u> | <u>Page</u> |
|----------------|---|-------------|
| 1 | EXECUTIVE SUMMARY | |
| A | Background..... | 1-2 |
| B | Executive Summary..... | 1-3 |
| C | Secured Funding..... | 1-9 |
| D | Incurred Costs..... | 1-10 |
| 2 | PROJECT SUMMARY REPORTS | |
| A | Conceptual Study Projects | |
| 1. | Keep Santa Clara Valley Beautiful Projects..... | 2-4 |
| 2. | Innovative Transportation Technology Program..... | 2-5 |
| 3. | SR 237 Improvement – Lawrence Expressway to US 101 .. | 2-6 |
| 4. | US 101/SR 152/10th Street Interchange Improvement..... | 2-7 |
| 5. | Central Bikeway Feasibility and Alternatives Analysis..... | 2-8 |
| 6. | Highway Program Mgmt 2016 Measure B Oversight..... | 2-9 |
| 7. | I-880/Montague Expwy & McCarthy/O’Toole Intersection. | 2-10 |
| 8. | SR 237/Lawrence Expy/Java Dr Interchange | 2-11 |
| 9. | County-wide Bicycle & Ped ED/Encourage Program..... | 2-12 |
| 10. | Tasman Dr-Java Dr Operational Improvement | 2-13 |
| B | Projects in the Environmental/Preliminary Engineering Phase | |
| 1. | US 101 Widening - Monterey Road to Route 129 | 2-14 |
| 2. | SR 152 Trade Corridor..... | 2-15 |
| 3. | SR 87/Capitol Expressway Interchange Improvement | 2-16 |
| 4. | US 101 SB San Antonio/ Charleston/ Rengstorff..... | 2-17 |
| 5. | US101/Zanker Rd/Skyport Dr/N. 4th St. Interchange | 2-18 |
| 6. | SR 87 Technology Improvements | 2-19 |
| 7. | I-280 Winchester Blvd Improvements..... | 2-20 |
| 8. | SR17 Corridor Congestion Relief..... | 2-21 |
| 9. | SR237 Westbound On-Ramp Middlefield Road..... | 2-22 |
| 10. | Bascom Complete St Corridor Improvements..... | 2-23 |
| 11. | Homestead Corridor Improvements | 2-24 |
| 12. | Calaveras Boulevard Improvements | 2-25 |
| 13. | SR 17 Wildlife and Trail Crossing | 2-26 |

| | | |
|----------------|---|-------------|
| C | Projects in Final Design (PS&E) | |
| 1. | I-280 Sound Walls | 2-27 |
| 2. | I-280/Wolfe Rd Interchange Improvement Project | 2-28 |
| 3. | US101/SR25 Interchange Improvements Phase 1 | 2-29 |
| 4. | Calaveras Boulevard Near-term Improvement..... | 2-30 |
| 5. | Noise Reduction Program on SR85..... | 2-31 |
| D | Projects Under Construction/Operation | |
| 1. | Coyote Ridge Butterfly Habitat Management | 2-32 |
| 2. | Mathilda Avenue Improvements at SR237 and US101..... | 2-33 |
| 3. | I-280/Foothill Expressway Ramp Improvements | 2-34 |
| 4. | Landscaping @ I-280/I-880/Stevens Creek Blvd | 2-35 |
| 5. | US 101/Blossom Hill Road Interchange Improvement | 2-36 |
| 6. | US 101 De La Cruz Boulevard/Trimble Road Interchange.. | 2-37 |
| 7. | Freeway Performance Initiative | 2-38 |
| 8. | I-680 Sound Walls | 2-39 |
| 9. | SR237/US 101/Mathilda Ave Landscaping Project | 2-40 |
| E | Silicon Valley Express Lanes Program | |
| 1 | Program Overview | 2-41 |
| 2. | SR 237/I-880 Express Connectors - Phase 1 | 2-42 |
| 3. | SR 237 Express Lanes - Phase 2..... | 2-43 |
| 4. | SR 85 Express Lanes (PA/ED) | 2-44 |
| 5. | US 101 Express Lanes (PA/ED)..... | 2-45 |
| 6. | SV Express Lanes -US101/SR85 Phase 3..... | 2-46 |
| 7. | SV Express Lanes -US101/SR85 Phase 4..... | 2-47 |
| 8. | SV Express Lanes – US 101 Ph 5 | 2-48 |
| 3 | APPENDIX – COST ESTIMATE CLASSES | 3-1 |
| <u>Section</u> | <u>List of Figures</u> | <u>Page</u> |
| 1 | 1.1 VTP Transportation Program Identified Funding Sources | 1-4 |
| | 1.2 VTP Transportation Program Identified Funding Levels | 1-5 |
| | 1.3 VTP Transportation Program Secured Funding..... | 1-10 |
| | 1.4 VTP Transportation Program Incurred Costs | 1-11 |
| | 1.5 VTP Transportation Program Overview Map..... | 1-12 |
| | 1.6 Cost Estimate Classification Matrix | 3-1 |

SECTION 1

EXECUTIVE SUMMARY

SECTION 1 – EXECUTIVE SUMMARY

A. BACKGROUND

The VTP Transportation Program includes projects from the currently approved long range countywide transportation plan, Valley Transportation Plan (VTP), for Santa Clara County. The VTP feeds projects into the Regional Transportation Plan (RTP), and projects must be included in the RTP as a prerequisite for eligibility to receive federal, state, regional and local discretionary fund programming. One hundred percent of VTP Transportation expenditures are funded by grants (federal, state, regional or local) or other local funding. No VTA Transit funds are used for these projects. Two VTP Transportation Program Semi Annual Reports are issued annually; one covering January to June and second July to December. This report covers July 2023 to December 2023.

B. EXECUTIVE SUMMARY

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

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

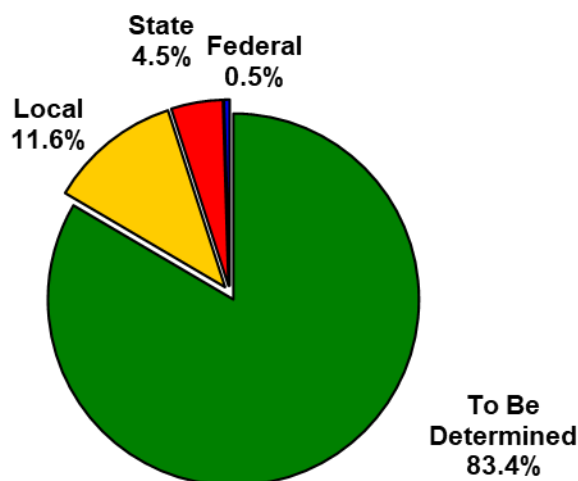
1. Estimated Cost – An estimate of the total cost of a project given the currently known scope and configuration of the project. For early stage projects, this estimate may be based on very conceptual information and, therefore, has associated with it a high level of uncertainty and a correspondingly low level of accuracy. In the individual project information sheets, we have included the “Estimate Class” in order to give an idea of the level of uncertainty associated with the estimated cost. A more detailed discussion of this topic is included in the appendix.
2. Identified Funding – Funding identified as being ultimately available from project funding agencies to complete the work, as of the writing of this report. Depending on the stage of the project, the identified funding may be less than the estimated cost of a project. In such cases, we use the term “To Be Determined” (TBD) funding to describe the difference between the estimated cost and identified funding.

3. Appropriation - The most recent Adopted Budget includes appropriations, based on an estimate of expenditures during fiscal years 2024 and 2025, for various VTP Highway Program projects. Since these projects can run beyond FY25, the appropriation amount is only a time-constrained slice of total estimated expenditures.
4. Secured Funding – Funding that has been committed by funding agencies and is now available to VTA for project expenditures. In many cases, secured funding is at a lower level than the appropriation in the Adopted Budget. For these projects, it is anticipated that additional funding may be secured during the FY 24/25 period. It is important to note that, regardless of the level of appropriation, actual expenditures will not exceed secured funding at any time.

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

Figure 1.1

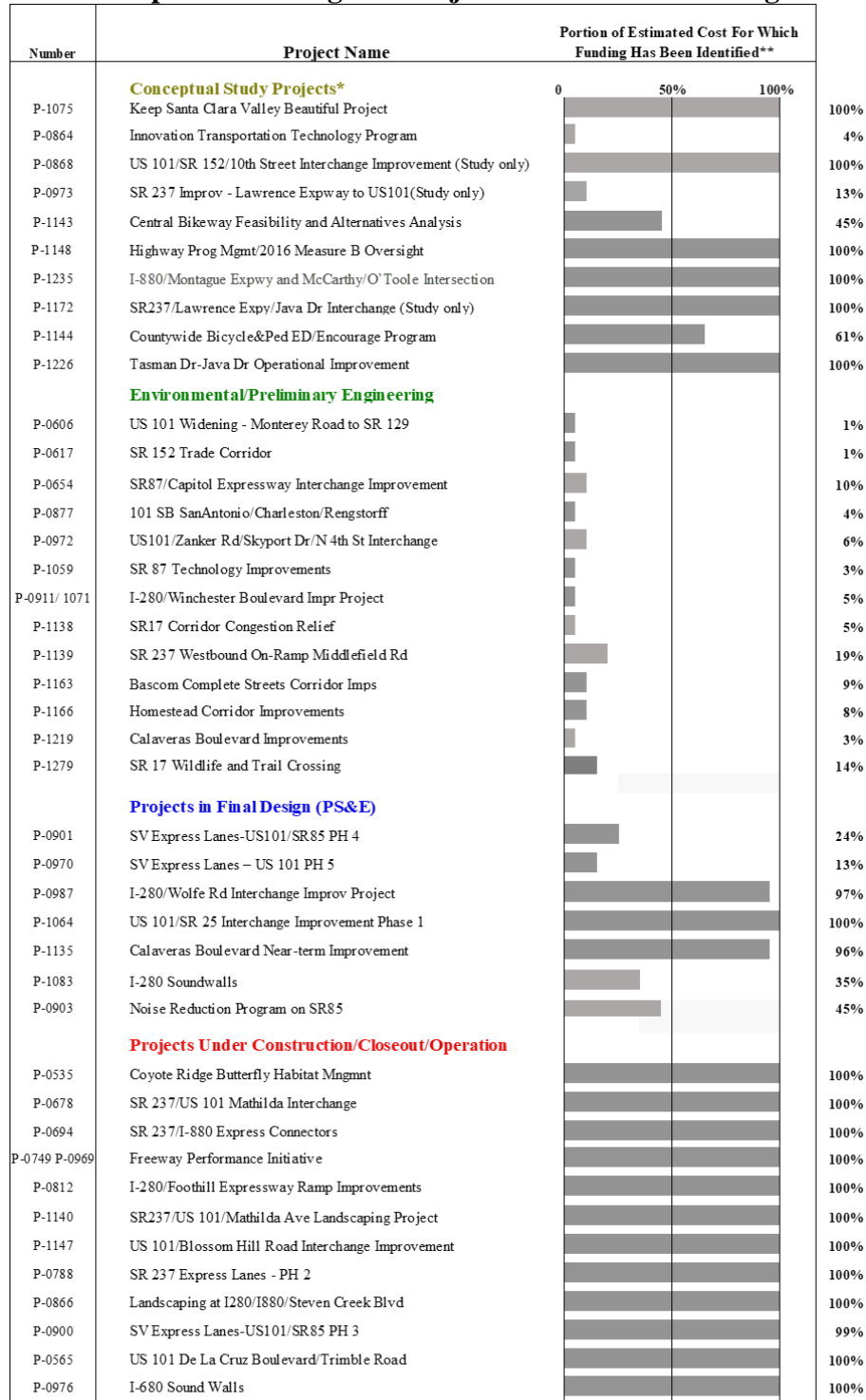
VTP Transportation Program Identified Funding Sources



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

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

Figure 1.2
VTP Transportation Program Projects - Identified Funding Levels



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

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

See page 1-2 for definitions of Identified Funding and Estimated Cost

The following are activities that took place during the six-month period from July 2023 to December 2023:

- a. The Keep Santa Clara Valley Beautiful Team planned, organized, and conducted six volunteer highway cleanup events in the cities of Cupertino, and San Jose. The work included coordination with Caltrans and city staff, as well as promoting the event on social media, and continuously updating the project website:
<https://www.kscvb.com/>.
- b. Contract for the Pre-project initiation study for the SR 237 Improvements project was executed in December 2021 and the study began in February 2022 and was completed in December 2023.
- c. A Request for Proposal (RFP) for the Project Initiation Development (PID) phase for the US 101/SR 152/10th Street Interchange Improvements was issued in July 2022; the contract was executed in December 2022. PID phase is ongoing and is planned for completion by early 2024.
- d. The final report and design concepts for the Central Bikeway Feasibility and Analysis project was taken to Santa Clara City Council in April 2023 and the VTA Board of Directors in May 2023.
- e. A contract for completion of an alternatives study and the development of a PID for the SR 237/ Lawrence Expressway/Java Drive Interchanges Improvement was executed in November 2022. PID phase is in progress and anticipated to be completed by early 2024.
- f. VTA's Adult Bicycle Education Program hosted 13 classes with 139 attendees and 366 student-hours of instruction between August 2023 and December 2023. VTA extended the contract to offer the classes for another two years and to permit youth 14 through 17 to attend classes with a parent or guardian. VTA's countywide bicycle and pedestrian safety campaign ran August through October 2023, with a post-campaign survey conducted in November 2023.
- g. The PID phase including alternatives analysis for the SR 87/Capitol Expressway contract was completed in August 2023. The Project Approval/ Environmental Document (PA/ED) phase began in July 2023 and is scheduled to be completed by mid 2027.
- h. The PID phase of the US 101 Southbound San Antonio Road/ Charleston Road/Rengstorff Avenue Ramp Improvements project was completed in August 2021. The PA/ED phase began in September 2022 and is scheduled to be completed by mid 2025.
- i. The PA/ED phase for the US101/Zanker Road/ Skyport Drive/ North 4th Street Interchange is in progress and is scheduled to be completed by late 2024.
- j. The PA/ED phase, including alternatives analysis, for the I-280/Winchester Boulevard Improvements is ongoing is planned for completion by mid 2024.

- k. The PID phase for the SR 17 Corridor Congestion Relief project was completed in August 2021. The PA/ED phase is ongoing and planned for completion by mid 2025.
- l. The PA/ED phase is ongoing for the SR 237 Westbound On-Ramp/Middlefield Road project and is expected to be complete by early 2025.
- m. A design contract for improvements on the Bascom Avenue corridor between I-880 and Hamilton Avenue was awarded at the May 2022 VTA Board meeting. Conceptual design is on-going and design is planned for completion by early 2025.
- n. A design contract for the Homestead Corridor Improvements project was awarded at the May 2023 VTA Board meeting. Conceptual design began in June 2023 and is planned for completion by mid 2024.
- o. An RFP for design services for the Calaveras Boulevard Improvements project was issued in May 2022. Proposals were received in August 2022 and awarded in September 2022. PA/ED phase is ongoing and planned for completion by mid 2025.
- p. The PA/ED phase of the I-280 Sound Wall project was completed in May 2022. Final design began and is planned for completion by mid 2024.
- q. The PA/ED phase for the I-280/Wolfe Road Interchange Improvement project was completed in November 2020. Final design is in progress and construction contract is planned for advertisement in mid 2024.
- r. The final design for US 101/ SR 25 Interchange Improvements Phase 1 project is in progress and is expected be completed in mid 2024. Right of way activities are on-going and is forecasted to be complete by mid-2024. The construction contract is planned to be advertised in mid 2024.
- s. A design for the Calaveras Boulevard Near-term Improvements project started in August 2020 and is planned for completion in early 2024. Construction contract advertisement is planned for early 2024.
- t. The PID phase for the Phase 2 Noise Reduction Program on SR85 was completed late 2021. PA/ED phase was completed mid 2022. Final design is ongoing and forecasted for completion by mid 2024. The construction contract is planned for advertisement in mid 2024.
- u. The construction contract for the US 101/De La Cruz Boulevard/Trimble Road Interchange Improvements project was awarded in June 2021. Field construction began in October 2021. Civil construction completion is expected in mid 2024 with an additional year for the landscaping Plant Establishment Period (PEP) to mid 2025.
- v. The construction contract for the I-280/ Foothill Expressway Off-Ramp Improvements Landscaping was advertised in January 2023 and was awarded at the May 2023 VTA Board meeting. Field construction started in May 2023 and is planned for completion by mid 2024. This will be followed by three-year PEP.
- w. Construction of the Mathilda Avenue Improvements at SR 237 and US 101 construction project began in February 2019 and was completed in February 2021.

The construction contract for landscaping was advertised in January 2023 and was awarded at the May 2023 VTA Board meeting. Field construction started in May 2023 and is planned for completion by mid 2024. This will be followed by three-year PEP. This landscaping scope and the I-280/ Foothill Expressway landscaping has been combined into one construction contract.

- x. The construction contract for the Double-lane Southbound US 101 Off-Ramp to Southbound SR 87 (Phase 1) and US 101/Story Road (Phase 2) Project was awarded at the October 2021 VTA Board meeting. Field construction began in February 2022 and was completed in October 2022. Project closeout is ongoing.
- y. Final design for I-680 Sound Wall project was completed in June 2022; the construction contract was advertised for bids in October 2022 and awarded at the December 2022 VTA Board meeting. Construction began early 2023 and was completed in December 2023; PEP will continue until late 2026.
- z. Annual management and reporting of the Coyote Ridge Butterfly Habitat property per the Resource Management Plan approved by the U.S. Fish and Wildlife Service is ongoing. VTA continues to reimburse the Santa Clara Valley Open Space Authority for labor cost associated with management of the property.
- aa. The construction contract for the US 101/Blossom Hill Road Interchange Improvement project awarded in June 2020 and project was opened to public in November 2022. Punch list activities and first year PEP is ongoing. A separate follow- on contract was advertised for the second and third year of PEP contract in December 2023.
- bb. The State Route 237 Express Lanes - Phase 2 Project was opened for revenue service in November 2019. Project also completed the implementation of HOV3+ tolling in October 2020. Project closeout is ongoing.
- cc. The construction contract for the US 101 Express Lanes Phase 3 Project was awarded in December 2018 and construction was completed in early 2022. Revenue service began in February 2022. Project closeout is ongoing and expected to be complete by early 2024.
- dd. Final design for the US 101/SR 85 Express Lane Phase 4 began in January 2018 and is ongoing. Electronic Toll System (ETS) collaboration work began in early 2020. Final design is ongoing and planned for completion by early 2024. Construction contract advertisement is planned for mid 2024.
- ee. Design work for the US 101 Express Lanes Phase 5 began in March 2020. ETS civil collaboration started mid- 2021. ETS implementation and civil construction planned for mid 2025 are dependent on securing funding.

C. SECURED FUNDING

Figure 1.3 shows the prior and current period funding for the VTP Transportation Program projects. Secured funding increased by a net \$144.7 million to \$756.8 million during this reporting period, as discussed below:

Changes in Secured Funding

1. Conceptual Study Projects

Secured funding increased by \$1.8 million to a total of \$8.6 million for projects in conceptual study phase. This was due to securing additional City of San Jose funds for the I-880/Montague Expwy and McCarthy/O'Toole Intersection Project. Conceptual Study for SR 87/Capitol Expressway Interchange Improvement Project has completed the PID phase and moved on to the PA/ED Phase.

2. Projects in the Environmental/Preliminary Engineering Phase

Secured funding increased by \$12.6 million to a total of \$99.8 million for projects in Environmental/Preliminary Engineering phase. This was due to securing additional City of San Jose and Measure B funds for US101/Zanker Rd/Skyport Dr/N 4th St Interchange Project. This includes SR 87/Capitol Expressway Interchange Improvement project moved to PA/ED Phase in this report.

3. Projects in Final Design (PS&E)

Secured funding increased by \$124.5 million to a total of \$275.4 million for projects in the Final Design phase. This increase was due to securing additional City of Cupertino, Measure B, and State funds for I-280/Wolfe Rd Interchange Improvement Project. Additionally, more Measure B funds were secured for US 101/SR 25 Interchange Improv Phase 1 and Calaveras Boulevard Near-term Improvement and Noise Reduction Program on SR85.

4. Projects Under Construction

Secured funding increased by \$1.0 million to a total of \$198.0 million for the Projects Under Construction. This is due to securing additional Measure B funds for US 101/Blossom Hill Road Interchange Improvements.

5. Silicon Valley Express Lanes

Secured funding increased by \$4.8 million to a total of \$175.0 million for the Silicon Valley Express Lane program. This increase was due to securing additional STIP Right Of Way funds for the SV Express Lanes – US 101 PH 5.

Figure 1.3
VTP Transportation Program Secured Funding

in millions

| Project/Category | a Previous Secured Funding Jun 2023 * | b Current Secured Funding Dec 2023 | c = (b - a) Changes This Period | d Text Reference |
|---|---|--|---------------------------------------|------------------------|
| <u>1- Projects in Conceptual Study Phase</u> | | | | |
| Keep Santa Clara Valley Beautiful Project | \$0.1 | \$0.1 | \$0.0 | |
| Innovative Transportation Technology Program | \$0.1 | \$0.1 | \$0.0 | |
| SR 237 Improv - Lawrence Expwy to US 101 | \$0.3 | \$0.3 | \$0.0 | |
| US 101/SR 152/10th Street Interchange Improvements | \$1.1 | \$1.1 | \$0.0 | |
| Central Bikeway Feasibility and Alternatives Analysis | \$0.9 | \$0.9 | \$0.0 | |
| Highway Program Management -2016 Measure B Oversight | \$0.4 | \$0.4 | \$0.0 | |
| I-880/Montague Expwy and McCarthy/O'Toole Intersection | \$0.0 | \$1.8 | \$1.8 | |
| SR237/Lawrence Expwy/Java Dr Interchange | \$1.8 | \$1.8 | \$0.0 | |
| Countywide Bicycle & Ped ED/Encourage Program | \$0.6 | \$0.6 | \$0.0 | |
| Tasman Dr-Java Dr Operational Improvement | \$1.6 | \$1.6 | \$0.0 | |
| Total | \$6.8 | \$8.6 | \$1.8 | |
| <u>2 - Projects in the Environmental/Preliminary Engineering Phase</u> | | | | |
| US 101 Widening - Monterey Rd to SR 129 | \$5.9 | \$5.9 | \$0.0 | |
| SR 152 Trade Corridor | \$8.9 | \$8.9 | \$0.0 | |
| SR 87/Capitol Expressway Interchange Improvement | \$5.0 | \$5.0 | \$0.0 | |
| US 101 SB San Antonio/Charleston/Rengstorff Ramp Imp | \$8.0 | \$8.0 | \$0.0 | |
| US101/Zanker Rd/Skyport Dr/N 4th St Interchange | \$10.0 | \$22.6 | \$12.6 | |
| SR 87 Technology Improvements | \$1.0 | \$1.0 | \$0.0 | |
| I-280/Winchester Boulevard Improvements Project | \$12.0 | \$12.0 | \$0.0 | |
| SR 17 Corridor Congestion Relief | \$6.0 | \$6.0 | \$0.0 | |
| SR 237 Westbound On-Ramp Middlefield Rd | \$10.3 | \$10.3 | \$0.0 | |
| Bascom Complete Streets Corridor Imps (Hamilton Ave to I-880) | \$7.9 | \$7.9 | \$0.0 | |
| Homestead Corridor Improvements | \$1.5 | \$1.5 | \$0.0 | |
| Calaveras Boulevard Improvements Project | \$5.0 | \$5.0 | \$0.0 | |
| SR 17 Wildlife and Trail Crossing | \$5.7 | \$5.7 | \$0.0 | |
| Total | \$87.3 | \$99.8 | \$12.6 | |
| <u>3 - Projects in Final Design</u> | | | | |
| I-280/Wolfe Rd Interchange Improvement Project | \$27.6 | \$116.1 | \$88.5 | |
| US 101/SR 25 Interchange Improvement Phase 1 | \$105.2 | \$136.0 | \$30.8 | |
| Calaveras Boulevard Near-Term Improvements | \$3.3 | \$5.3 | \$2.0 | |
| Noise Reduction Program on SR85 | \$9.9 | \$13.1 | \$3.2 | |
| I-280 Soundwalls | \$4.9 | \$4.9 | \$0.0 | |
| Total | \$150.9 | \$275.4 | \$124.5 | |
| <u>4 - Projects in Construction/Operation</u> | | | | |
| Coyote Ridge Butterfly Habitat Management | \$2.8 | \$2.8 | \$0.0 | |
| US101 De La Cruz Blvd/Trimble Road | \$76.5 | \$76.5 | \$0.0 | |
| SR 237/US 101/ Mathilda Interchange | \$44.2 | \$43.5 | (\$0.7) | |
| Freeway Performance Initiative | \$7.8 | \$7.8 | \$0.0 | |
| I-280/Foothill Expressway Ramp Improvements | \$6.2 | \$6.2 | \$0.0 | |
| SR237/US 101/Mathilda Ave Landscaping | \$3.0 | \$3.7 | \$0.7 | |
| Landscaping at I-280/I-880/Stevens Creek Blvd. Improvements | \$3.7 | \$3.7 | \$0.0 | |
| US 101/Blossom Hill Road Interchange Improvements | \$40.8 | \$41.8 | \$1.0 | |
| I-680 Sound Walls | \$12.1 | \$12.1 | \$0.0 | |
| Total | \$197.0 | \$198.0 | \$1.0 | |
| <u>5- Silicon Valley Express Lane Program</u> | | | | |
| SVEL Program Development | \$2.9 | \$2.9 | \$0.0 | |
| SR 85 Express Lanes Environmental | \$6.9 | \$6.9 | \$0.0 | |
| US 101 Express Lanes Environmental | \$8.2 | \$8.2 | \$0.0 | |
| SR 237/I-880 Express Connectors PH1 | \$11.7 | \$11.7 | \$0.0 | |
| SR 237 Express Lanes PH 2 | \$42.6 | \$42.6 | \$0.0 | |
| SV Express Lanes - US101/SR85 PH 3 | \$56.7 | \$56.7 | \$0.0 | |
| SV Express Lanes - US101/SR85 PH 4 | \$16.1 | \$16.1 | \$0.0 | |
| SV Express Lanes – US 101 PH 5 | \$25.1 | \$29.8 | \$4.8 | |
| Total | \$170.2 | \$175.0 | \$4.8 | |
| GRAND TOTAL | \$612.2 | \$756.8 | \$144.7 | |

*Does not include projects closed in this period

D. INCURRED COSTS

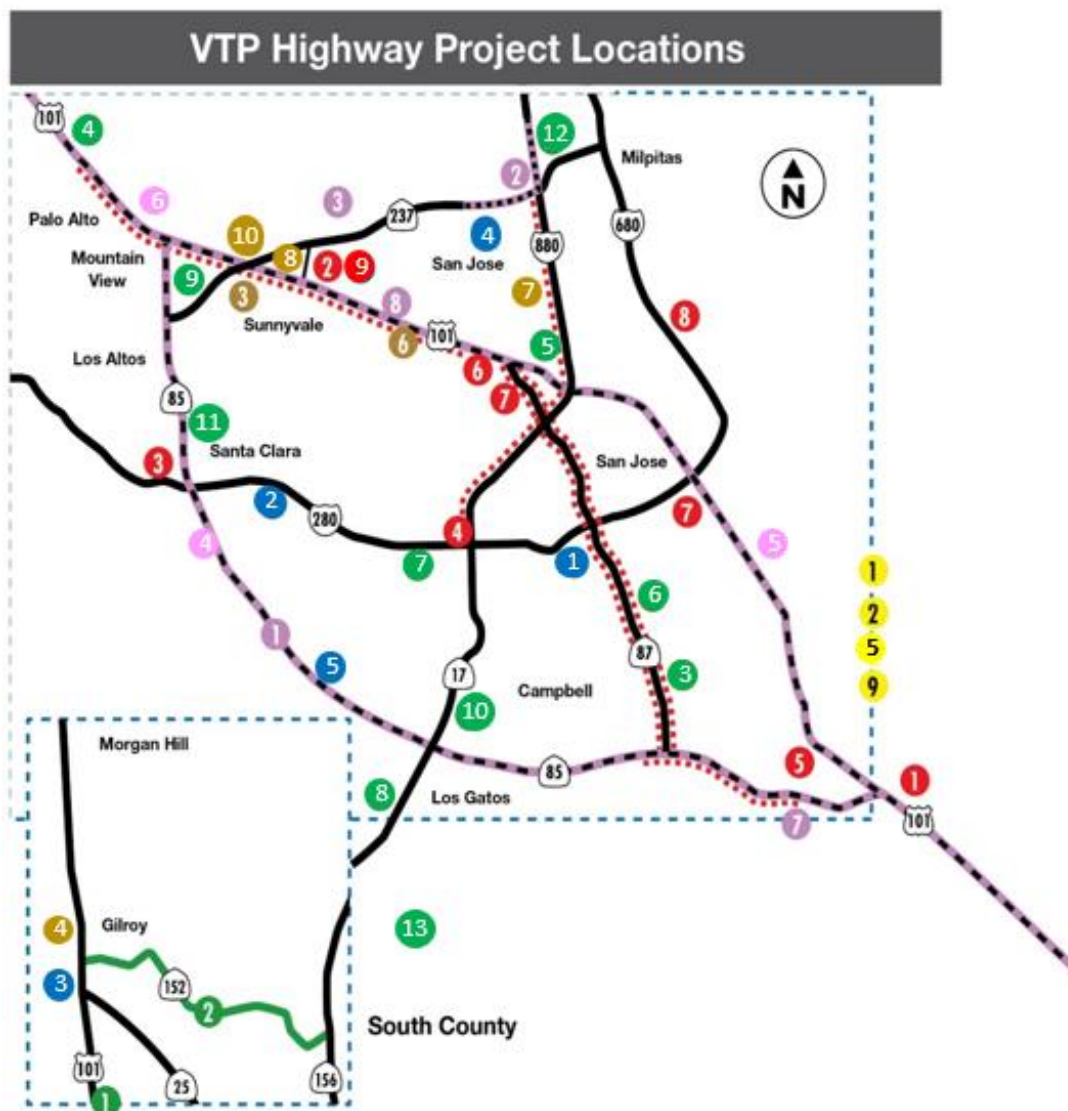
Figure 1.4 below shows the incurred costs for the VTP Transportation Program at the beginning and end of the period as well as the percent of the secured funding incurred as of December 2023.

Figure 1.4
VTP Transportation Program Incurred Costs

| Project Category | a | b | c = (b - a) | d |
|---|-----------------------------|---------------------------|-------------------------------|----------------------------|
| | Incurred Cost Jun 2023 * | Incurred Cost Dec 2023 | Incurred Costs This Period | Percent of Secured Funding |
| <i>in millions</i> | | | | |
| 1- Projects in Conceptual Study Phase | | | | |
| Keep Santa Clara Valley Beautiful Project | \$0.0 | \$0.0 | \$0.0 | 34.2% |
| Innovative Transportation Technology Program | \$0.1 | \$0.1 | \$0.0 | 89.0% |
| US 101/SR 152/10th Street Interchange Improvements | \$0.4 | \$0.8 | \$0.5 | 75.8% |
| SR 237 Improv - Lawrence Expwy to US 101 | \$0.2 | \$0.3 | \$0.1 | 99.7% |
| Central Bikeway Feasibility and Alternatives Analysis | \$0.9 | \$0.9 | \$0.0 | 98.4% |
| Highway Program Management -2016 Measure B Oversight | \$0.2 | \$0.2 | \$0.0 | 43.2% |
| I-880/Montague Expwy and McCarthy/O'Toole Intersection | \$0.0 | \$0.1 | \$0.1 | 7.2% |
| SR237/Lawrence Expwy/Java Dr Interchange | \$0.5 | \$0.8 | \$0.3 | 47.9% |
| Countywide Bicycle & Ped ED/Encourage Program | \$0.3 | \$0.4 | \$0.1 | 58.6% |
| Tasman Dr-Java Dr Operational Improvement | \$0.0 | \$0.0 | \$0.0 | 0.0% |
| Total | \$2.5 | \$3.6 | \$1.1 | 41.8% |
| 2- Projects in the Environmental/Preliminary Engineering Phase | | | | |
| US 101 Widening - Monterey Rd to SR 129 | \$5.9 | \$5.9 | \$0.0 | 100.0% |
| SR 152 Trade Corridor | \$8.6 | \$8.6 | \$0.0 | 96.4% |
| SR 87/Capitol Expressway Interchange Improvement | \$1.2 | \$1.7 | \$0.5 | 34.1% |
| US 101 SB San Antonio/Charleston/Rengstorff Ramp Imp | \$1.7 | \$2.5 | \$0.8 | 31.2% |
| US101/Zanker Rd/Skyport Dr/N 4th St Interchange | \$7.3 | \$7.6 | \$0.4 | 33.9% |
| SR 87 Technology Improvements | \$0.0 | \$0.0 | \$0.0 | 0.1% |
| I-280/Winchester Boulevard Improvements Project | \$7.4 | \$7.9 | \$0.5 | 66.1% |
| SR 17 Corridor Congestion Relief | \$3.0 | \$3.4 | \$0.4 | 57.0% |
| SR 237 Westbound On-Ramp Middlefield Rd | \$1.4 | \$1.5 | \$0.1 | 14.4% |
| Bascom Complete Streets Corridor Imps (Hamilton Ave to I-880) | \$2.3 | \$3.5 | \$1.2 | 44.5% |
| Homestead Corridor Improvements | \$0.2 | \$0.6 | \$0.4 | 38.6% |
| Calaveras Boulevard Improvements Project | \$1.0 | \$1.8 | \$0.7 | 35.1% |
| SR 17 Wildlife and Trail Crossing | \$0.0 | \$0.0 | \$0.0 | 0.0% |
| Total | \$40.0 | \$45.0 | \$5.0 | 45.1% |
| 3- Projects in Final Design | | | | |
| I-280/Wolfe Rd Interchange Improvement Project | \$14.9 | \$20.4 | \$5.5 | 17.6% |
| US 101/SR 25 Interchange Improvement Phase I | \$12.0 | \$16.5 | \$4.5 | 12.1% |
| Calaveras Boulevard Near-Term Improvements | \$1.1 | \$1.1 | \$0.1 | 21.5% |
| Noise Reduction Program on SR85 | \$2.9 | \$3.1 | \$0.2 | 23.7% |
| I-280 Soundwalls | \$2.1 | \$2.6 | \$0.5 | 53.0% |
| Total | \$33.0 | \$43.8 | \$10.8 | 15.9% |
| 4- Projects in Construction/Operation | | | | |
| Coyote Ridge Butterfly Habitat Management | \$1.6 | \$1.6 | \$0.1 | 57.0% |
| US101 De La Cruz Blvd/Trimble Road | \$52.6 | \$56.8 | \$4.2 | 74.2% |
| SR 237/US 101/ Mathilda Interchange | \$43.0 | \$43.1 | \$0.1 | 99.0% |
| Freeway Performance Initiative | \$7.3 | \$7.7 | \$0.4 | 99.5% |
| I-280/Foothill Expressway Ramp Improvements | \$5.4 | \$5.5 | \$0.1 | 88.4% |
| SR237/US 101/Mathilda Ave Landscaping | \$0.8 | \$1.3 | \$0.5 | 34.4% |
| Landscaping at I-280/I-880/Stevens Creek Blvd. Improvements | \$3.5 | \$3.5 | \$0.0 | 95.7% |
| US 101/Blossom Hill Road Interchange Improvements | \$37.7 | \$38.9 | \$1.2 | 93.2% |
| I-680 Sound Walls | \$6.3 | \$9.9 | \$3.6 | 82.0% |
| Total | \$158.1 | \$168.3 | \$10.2 | 85.0% |
| 5- Silicon Valley Express Lane Program | | | | |
| SVEL Program Development | \$2.9 | \$2.9 | \$0.0 | 100.0% |
| SR 85 Express Lanes Environmental | \$6.9 | \$6.9 | \$0.0 | 100.0% |
| US 101 Express Lanes Environmental | \$8.2 | \$8.2 | \$0.0 | 100.0% |
| SR 237/I-880 Express Connectors PH1 | \$11.7 | \$11.7 | \$0.0 | 100.0% |
| SR 237 Express Lanes PH 2 | \$40.8 | \$40.8 | \$0.0 | 95.8% |
| SV Express Lanes - US101/SR85 PH 3 | \$54.2 | \$55.0 | \$0.8 | 97.0% |
| SV Express Lanes - US101/SR85 PH 4 | \$6.1 | \$6.6 | \$0.5 | 41.1% |
| SV Express Lanes - US 101 PH 5 | \$8.6 | \$8.7 | \$0.2 | 29.3% |
| Total | \$139.4 | \$140.9 | \$1.5 | 80.5% |
| GRAND TOTAL | \$373.1 | \$401.6 | \$28.5 | 53.1% |

*Does not include projects closed in this period

Figure 1.5 - VTP Transportation Program Overview Map



| Conceptual Study | Environmental/Preliminary Engineering | Final Design | 7 Freeway Performance Initiative (2 locations) 8 I-680 Sound Walls 9 SR237/US 101/Mathilda Ave Landscaping Project |
|--|--|---|--|
| 1 Keep Santa Clara Valley Beautiful Project 2 Innovative Transportation Technology Program 3 SR 237 Improvement – Lawrence Expressway to US 101 4 US 101/SR 152/10th Street Interchange Improvements 5 Central Bikeway Feasibility and Alternatives Analysis 6 Highway Program Mgmt 2016 Measure B Oversight 7 I-880/Montague Expwy & McCarthy/O’Toole Intersection 8 SR237/Lawrence Expwy/Java Dr Interchange 9 Countywide Bicycle & Ped ED/Encourage Program 10 Tasman Dr-Java Dr Operational Improvement | 1 US 101 Widening - Monterey Road to Route 129 2 SR 152 Trade Corridor 3 SR 87/Capitol Expressway Interchange Improvement 4 US 101 SB San Antonio/Charleston/ Rengstorff 5 US101/Zanker Rd/Skyport Dr/N. 4th St. Interchange 6 SR 87 Technology Improvements 7 I-280 Winchester Blvd Improvements 8 SR17 Corridor Congestion Relief 9 SR237 Westbound On-Ramp Middlefield Road 10 Bascom Complete St Corridor Improvement 11 Homestead Corridor Improvement 12 Calaveras Boulevard Improvements 13 SR 17 Wildlife and Trail Crossing Project | 1 I-280 Sound Walls 2 I-280/Wolfe Rd Interchange Improvement Project 3 US101/SR25 Interchange Improvements Phase 1 4 Calaveras Boulevard Near-term Improvement 5 Noise Reduction Program on SR85 | |
| | | Construction 1 Coyote Ridge Butterfly Habitat Management 2 Mathilda Avenue Improvements at SR237 and US101 3 I-280/Foothill Expressway Ramp Improvements 4 Landscaping @ I-280/I-880/Stevens Creek Blvd 5 US 101/Blossom Hill Road Interchange Improvement 6 US 101 De La Cruz Blvd/Trimble Road Interchange | Silicon Valley Expresslanes 1 Program Overview 2 SR 237/I-880 Express Connectors - Phase 1 3 SR 237 Express Lanes - Phase 2 4 SR 85 Express Lanes (PA/ED) 5 US 101 Express Lanes (PA/ED) 6 SV Express Lanes -US101/SR85 Phase 3 7 SV Express Lanes -US101/SR85 Phase 4 8 SV Express Lanes – US 101 Ph 5 |

SECTION 2

PROJECT SUMMARY REPORTS

VTP TRANSPORTATION PROGRAM - SUMMARY REPORTS

A. CONCEPTUAL STUDY PROJECTS

1. Keep Santa Clara Valley Beautiful Project
2. Innovative Transportation Technology Program
3. SR 237 Improvements - Lawrence Expressway to US101
4. US 101/SR 152/10th Street Interchange Improvements
5. Central Bikeway Feasibility and Alternatives Analysis
6. Highway Program Management 2016 Measure B Oversight
7. I/880/Montague Expwy & McCarthy/O'Toole Intersection
8. SR237/Lawrence Expy/Java Dr Interchange
9. County-wide Bicycle & Ped ED/Encourage Program
10. Tasman Dr-Java Dr Operational Improvement

B. PROJECTS IN THE ENVIRONMENTAL/PRELIMINARY ENGINEERING PHASE

1. US 101 Widening - Monterey Road to Route
2. SR 152 Trade Corridor
3. SR 87/Capitol Expressway Interchange Improvement
4. US 101 SB San Antonio/ Charleston/ Rengstorff
5. US 101/Zanker Road/ Skyport Dr /N. 4th St Intersection
6. SR 87 Technology Improvements
7. I-280/Winchester Blvd Improvements Project
8. SR 17 Corridor Congestion Relief
9. SR 237 Westbound On-Ramp Middlefield Rd
10. Bascom Complete Streets Corridor Improvements
11. Homestead Corridor Improvements
12. Calaveras Boulevard Improvements
13. SR 17 Wildlife and Trail Crossing

C. PROJECTS IN FINAL DESIGN (PS&E)

1. I-280 Sound Walls
2. I-280/Wolfe Rd Interchange Improvement Project
3. US 101/SR25 Interchange Improvements Phase 1
4. Calaveras Boulevard Near-term Improvement
5. Noise Reduction Program on SR 85

D. PROJECTS UNDER CONSTRUCTION/OPERATION

1. Coyote Ridge Butterfly Habitat Management
2. Mathilda Avenue Improvements at SR237 and US101
3. I-280/Foothill Expressway Ramp Improvements
4. Landscaping @I-280/I-880/Stevens Creek Blvd
5. US 101/Blossom Hill Road Interchange Improvements
6. US 101 De La Cruz Boulevard/Trimble Road Interchange
7. Freeway Performance Initiative
8. I-680 Sound Walls
9. SR237/US 101/Mathilda Ave Landscaping Project

E. SILICON VALLEY EXPRESS LANES PROGRAM

1. Program Overview
2. SR 237/I-880 Express Connectors – Phase 1
3. SR 237 Express Lanes – Phase 2
4. SR 85 Express Lanes (PA/ED)
5. US 101 Express Lanes (PA/ED)
6. SV Express Lanes – US101/SR85 – Phase 3
7. SV Express Lanes – US101/SR85 – Phase 4
8. SV Express Lanes – US 101 – Phase 5

VTP Transportation Program

December 2023

Keep Santa Clara Valley Beautiful Project

Estimated Cost: \$0.1 million

Appropriation through FY 25: \$0.1 million

Secured Funding to Date: \$0.1 million

Year of Completion: 2026

Project Manager: Eugene Maeda

Designer: NA

Project Description:

Keep Santa Clara Valley project will develop a countywide pollution prevention program over three years that will reduce litter on Santa Clara County's highways and minimize pollution from entering nearby creeks and rivers.

Project Status:

The KSCVB Team planned and organized six clean up events in City of Cupertino and multiple locations in City of San Jose. In partnership with Caltrans, CHP, San Jose State University, local city staff and community volunteers, approximately 1,300 lbs. of trash was collected, twelve litter enforcement signs were installed at seven locations, as well as continued promotion on social media and documentation on the project website at www.KSCVB.com. VTA is currently working with Valley Water District to extend the funding to 2026 and expand the project to include transit stops with a focus on encouraging local communities to participate in the Adopt-A-Highway and Adopt-A-Stop programs.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|---|----------------|--------------------------|-------|--------|--------|---|-------|----------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| Keep Santa Clara Valley Beautiful Project | \$ 0.1 | \$ - | \$ - | \$ 0.1 | \$ 0.1 | \$ - | \$ - | \$ 0.036 | \$ 0.0 |

Project Schedule:

| Activity | Start | End | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 |
|--|------------|-----------|------|------|------|------|------|------|------|------|
| Develop Litter Prevention Program | Early 2019 | Late 2019 | | | | | | | | |
| Procure/Install Litter Enforcement Signs | Mid 2019 | Mid 2022 | | | | | | | | |
| Litter Clean-up Events | Mid 2021 | End 2026 | | | | | | | | |

Innovative Transportation Technology Program

Estimated Cost: \$2.0 million (study only)

Appropriation through FY 25: \$2.0 million

Secured Funding to Date: \$0.1 million

Year of Completion: 2017

Project Manager: Murali Ramanujam

Consultant: Texas Transportation Institute
(Silicon Valley Express Lanes Emerging Technologies)

Project Description:

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

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

Project Status:

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

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|--|----------------|--------------------------|-------|--------|--------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| Innovative Transportation Technology Program | \$ 2.0 | \$ - | \$ - | \$ 0.1 | \$ 0.1 | \$ - | \$ - | \$ 0.1 | \$ 0.1 |

Project Schedule:

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

SR 237 Improvement Lawrence Expressway to US 101

Estimated Cost: \$2.0 million (PA/ED only)

Appropriation through FY 25: \$7.0 million

Secured Funding to Date: \$0.3 million

Year of Completion: 2023 (study only)

Project Manager: Shanthi Chatradhi

Designer: Fehr & Peers



Project Description:

This project will evaluate a range of possible transportation-related improvement projects along the corridor that relieve congestion, improve operations and enhance safety, for programming and implementation. The project's study limits are approximately from SR 237/ Fair Oaks Ave to US 101/ SR 237. This includes extending existing HOV lanes on SR 237 between Mathilda Ave to US101 and provide three (3) lanes in each direction, including a new HOV lane, within this segment of SR 237.

Project Status:

Funding has been secured from City of Santa Clara and Google. Contract for the Pre project initiation study for the SR 237 Improvements project was executed in December 2021. Study began in February 2022 and was completed in December 2023. Future efforts will depend on securing funds.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|---|----------------|--------------------------|-------|--------|--------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| SR 237 Improv - Lawrence Expway to US 101 | \$ 2.0 | \$ - | \$ - | \$ 0.3 | \$ 0.3 | \$ - | \$ - | \$ 0.3 | \$ 0.3 |

Project Schedule:

| Activity | Start | End | 2022 | 2023 |
|--|------------|------------|-------------|-------------|
| SR 237 Improvements Study - Pre Project Initiation | Early 2022 | Early 2023 | <div></div> | |
| SR 237 Improvements Study - Corridor Study Report | Mid 2022 | Late 2023 | <div></div> | <div></div> |

US 101 SB Ramp Improv. 10th St. in Gilroy

Estimated Cost: \$1.1 million (study only)

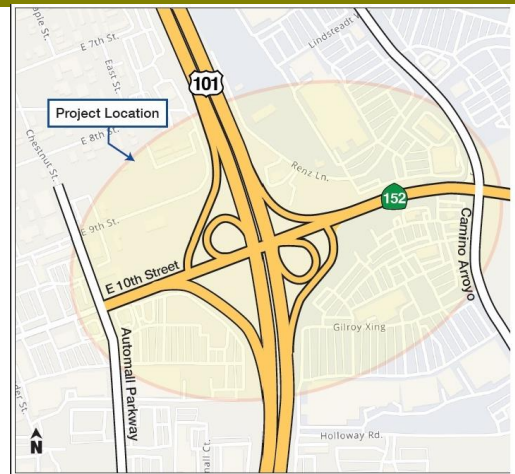
Appropriation through FY 25: \$6.0 million

Secured Funding to Date: \$1.1 million

Year of Completion: 2031

Project Manager: Peter Le

Designer: Consor North America Inc.



Project Description: The project will widen the US101/SR152/10th Street bridge, upgrade the northbound and southbound on- and off-ramps, and construct intersection improvements between Chestnut Street and Camino Arroyo.

Project Status: Request for Proposal for Project Initiation Development (PID) phase was issued in July 2022 and contract was executed on December 2022. PID is planned for completion by early 2024.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|--|----------------|--------------------------|-------|--------|--------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| US 101/SR 152/10th Street Interchange Improvements | \$ 1.1 | \$ - | \$ - | \$ 1.1 | \$ 1.1 | \$ - | \$ - | \$ 0.8 | \$ 0.8 |

Project Schedule:

| Activity | Start | End | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 |
|---------------|------------|------------|------|------|------|------|------|------|------|------|------|
| PID Phase | Early 2023 | Early 2024 | | | | | | | | | |
| PAED Phase | Early 2024 | Early 2026 | | | | | | | | | |
| Design (PS&E) | Early 2026 | Mid 2028 | | | | | | | | | |
| Right-of-Way | Early 2026 | Mid 2028 | | | | | | | | | |
| Construction | Mid 2028 | Mid 2030 | | | | | | | | | |
| Closeout | Mid 2030 | Mid 2031 | | | | | | | | | |

 Funding not Identified, schedule is tentative

Central Bikeway Feasibility and Alternatives Analysis

Estimated Cost: \$2.0 million

Appropriation through FY 25: \$2.0 million

Secured Funding to Date: \$0.9 million

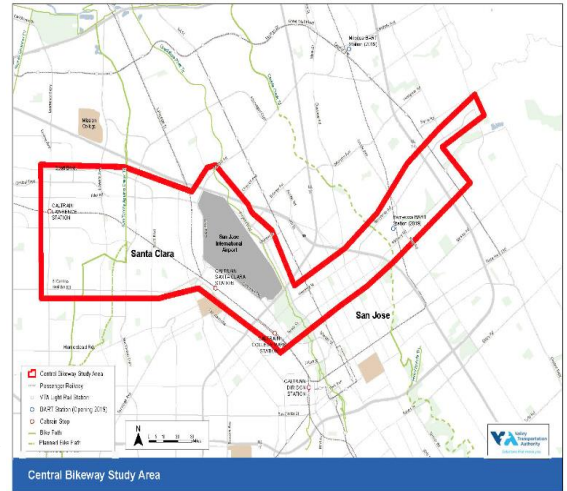
Year of Completion: 2022

Project Manager: Lauren Ledbetter

Designer: Alta Planning+Design Inc

Project Description:

This project will identify alignments and develop design for connected/ functional bicycle superhighways between Santa Clara & East San Jose, involving communities, and developing preferred alignments while considering land use plans for the corridor. Project will incorporate innovative and creative solutions to design bikeways that are functional and a joy to ride on.



Project Status:

A final alternative was selected, and a final 10% concept design was completed in February 2022 for the Central Bikeway Feasibility and Analysis project. The final report and design concepts for the Central Bikeway Feasibility and Analysis were approved by the Santa Clara City Council in April 2023 and the VTA Board of Directors in May 2023. VTA has since been working on securing grant funding in partnership with City of Santa Clara, City of San Jose, Caltrans, and County of Santa Clara for environmental and final design.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|---|----------------|--------------------------|--------|--------|--------|---|--------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| Central Bikeway Feasibility and Alternatives Analysis | \$ 2.0 | \$ - | \$ 0.8 | \$ 0.1 | \$ 0.9 | \$ - | \$ 0.8 | \$ 0.1 | \$ 0.9 |

Project Schedule:

| Activity | Start | End | 2020 | 2021 | 2022 |
|-------------------------------|--------|--------|------|------|------|
| Consultant Procurement | Feb-20 | Jun-20 | | | |
| Existing Condition Evaluation | Jul-20 | Aug-20 | | | |
| Community Collaboration | Oct-20 | Jun-21 | | | |
| Conceptual Alternatives | Nov-20 | Feb-21 | | | |
| Preferred Alternatives | Mar-21 | May-21 | | | |
| Draft Report | Jul-21 | Aug-21 | | | |
| Final Report | Oct-21 | Feb-22 | | | |
| Project Closeout | Mar-22 | Dec-22 | | | |

Highway Program Management -2016 Measure B Oversight

Estimated Cost: \$0.4 million

Appropriation through FY 25: \$0.4 million

Secured Funding to Date: \$0.4 million

Year of Completion: 2025 (Funded to FY2025)

Project Manager: Gene Gonzalo

Project Description:

General programming tasks and oversight related to 2016 Measure B highway projects.

Project Status: Work is in progress.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|---|----------------|--------------------------|-------|--------|--------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| Highway Program Management - 2016 Measure B Oversight | \$ 0.4 | \$ - | \$ - | \$ 0.4 | \$ 0.4 | \$ - | \$ - | \$ 0.2 | \$ 0.2 |

I-880/Montague Expwy and McCarthy/O'Toole Intersection

Estimated Cost: \$1.8 million

Appropriation through FY 25: \$1.8 million

Secured Funding to Date: \$2.0 million

Year of Completion: 2031

Project Manager: Lam Trinh

Designer: TBD



Project Description:

Project proposes to modify the I-880/Montague Expressway. I/C and McCarthy/O'Toole intersection in the cities of San Jose and Milpitas.

Project Status:

Request for Proposal (RFP) was issued 11/14/23 to select design consultant to begin Project Initiation Document (PID) phase in early 2024.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|---|----------------|--------------------------|-------|--------|--------|---|--------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| I-880/Montague Expressway Interchange Improvement | \$ 1.8 | \$ - | \$ - | \$ 1.8 | \$ 1.8 | \$ - | \$ 0.1 | \$ 0.0 | \$ 0.1 |

Project Schedule:

| Activity | Start | End | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|---------------|------------|------------|------|------|------|------|------|------|------|
| PID Phase | Early 2024 | Early 2025 | | | | | | | |
| PAED Phase | Early 2025 | Early 2027 | | | | | | | |
| Design (PS&E) | Early 2027 | Mid 2029 | | | | | | | |
| Right-of-Way | Mid 2027 | Mid 2029 | | | | | | | |
| Construction | Mid 2029 | TBD | | | | | | | |

Funding not Identified, schedule is tentative

SR 237/Lawrence Expwy_Java Drive_Interchanges Improvement

Estimated Cost: \$1.8 million (PID only)

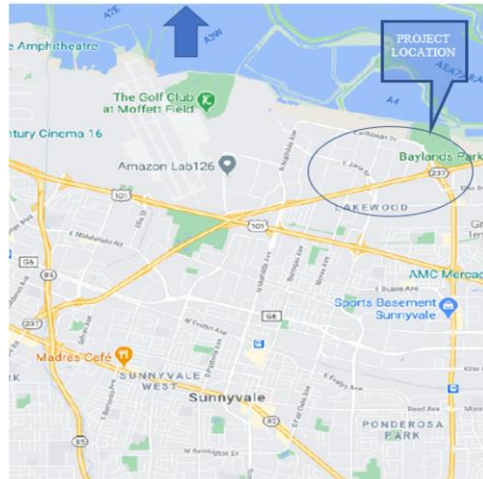
Appropriation through FY 25: \$15.2 million

Secured Funding to Date: \$1.8 million

Year of Completion: 2024 (PID only)

Project Manager: Lam Trinh

Designer: Kimley-Horn and Associates



Project Description:

The project proposes to modify the existing SR 237/Lawrence Expressway and SR 237/Java Drive interchanges; modify existing on- and off-ramps to and from SR 237, upgrade local roadways to current standards to improve local traffic circulation; and implement "Complete Street" elements to improve bicycle and pedestrian connectivity.

Project Status:

Request for Proposal for Project Initiation Document (PID) phase including alternative analysis was issued in January 2022 and Contract was executed in November 2022. PID phase is in progress and anticipated to be completed by early 2024. Funding for PID phase was secured from Google.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|---|----------------|--------------------------|-------|--------|--------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| SR237/Lawrence Expy/Java Dr Interchange | \$ 1.8 | \$ - | \$ - | \$ 1.8 | \$ 1.8 | \$ - | \$ - | \$ 0.8 | \$ 0.8 |

Project Schedule:

| Activity | Start | End | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 |
|---------------|------------|------------|------|------|------|------|------|------|------|------|------|------|------|
| PID Phase | Late 2022 | Early 2024 | | | | | | | | | | | |
| PAED Phase | Early 2024 | Early 2026 | | | | | | | | | | | |
| Design (PS&E) | Mid 2025 | Mid 2027 | | | | | | | | | | | |
| Construction | Mid 2027 | Early 2030 | | | | | | | | | | | |
| Closeout | Early 2030 | Early 2031 | | | | | | | | | | | |

■ Funding not Identified, schedule is tentative

VTP Transportation Program

December 2023

Countywide Bicycle and Pedestrian Education/Encourage Program

Estimated Cost: \$1.0 million

Appropriation through FY 25: \$1.0 million

Secured Funding to Date: \$0.6 million

Year of Completion: 2025

Project Manager: Lauren Ledbetter

Project Description:

Deliver countywide bike and pedestrian education and encouragement programs per the 2016 Measure B guidelines. Activities include adult bicycle education classes and resources.

Project Status:

VTA's Adult Bicycle Education Program hosted 13 classes with 139 attendees and 366 student-hours of instruction between August 2023 and December 2023. VTA extended the contract to offer the classes for another two years and to permit youth 14 through 17 to attend classes with a parent or guardian. VTA's countywide bicycle and pedestrian safety campaign ran August through October 2023, with a post-campaign survey conducted in November 2023.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|---|----------------|--------------------------|-------|--------|--------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| Countywide Bicycle & Ped ED/Encourage Program | \$ 1.0 | \$ - | \$ - | \$ 0.6 | \$ 0.6 | \$ - | \$ - | \$ 0.4 | \$ 0.4 |

Project Schedule:

The classes are anticipated to continue to October 2025.

Tasman Dr-Java Dr Operational Improvement

Estimated Cost: \$1.6 million

Appropriation through FY 25: \$ 1.8 million

Secured Funding to Date: \$1.6 million

Year of Completion: 2025

Project Manager: Kobayashi, David

Designer: Kimley Horn Associates

Project Description:

The project proposes to deploy intelligent transportation system (ITS) improvements along the Great Mall Parkway-Tasman Drive, Fair Oaks Avenue, and Java Drive corridors between Milpitas and Sunnyvale. Update traffic signal controller software to ensure interoperability, promote seamless operations across jurisdictional lines, and provide for multi-modal functions to accommodate transit, bicycles, and pedestrians. Enhance the traffic management center (TMC) software to provide enhanced performance monitoring capabilities and functions to support the movement of all modes; Update traffic signal timing plans to improve flow of vehicular and transit traffic; Accelerate the deployment of a more reliable detection technology with greater flexibility in the placement of the detection zone to trigger service calls for transit signal priority (TSP).

Project Status:

Request for proposal for services to retune the traffic signal timing along the Tasman Drive – Java Drive corridor between I-880 and Mathilda including N. First Street corridor between Tasman Drive and Burton Avenue was issued in February 2023 and Contract was executed in July 2023. Existing conditions charter memo has been drafted and new signal timing will be implemented by mid 2024.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|---|----------------|--------------------------|-------|--------|--------|---|-------|-------|-------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| Tasman Dr-Java Dr Operational Improvement | \$ 1.6 | \$ - | \$ - | \$ 1.6 | \$ 1.6 | \$ - | \$ - | \$ - | \$ - |

Project Schedule:

| Activity | Start | End | 2023 | 2024 | 2025 |
|---|------------|------------|------|------|------|
| TSP Timing Parameter Development and Implementation | Late 2023 | Late 2024 | | | |
| Install Controller (Local Agencies) | Early 2022 | Late 2024 | | | |
| Install TSP Intersection Equipment | Early 2024 | Early 2025 | | | |
| Closeout | Early 2025 | Late 2025 | | | |

US 101 Widening - Monterey Road to SR 129

Estimated Cost: \$450 million

Estimate Class 4 (see appendix)

Appropriation through FY 25: \$5.9 million

Secured Funding to Date: \$5.9 million

Year of Completion: TBD

(Environmental documents approved 2013)

Project Manager: Metzger, Chris

Designer: AECOM Corporation

Project Description:

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

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

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

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

Project Status:

Environmental/Preliminary Engineering:

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

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|---|----------------|--------------------------|-------|--------|--------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| US 101 Widening - Monterey Rd to SR 129 | \$ 450.0 | \$ - | \$ - | \$ 5.9 | \$ 5.9 | \$ - | \$ - | \$ 5.9 | \$ 5.9 |

Project Schedule:

Schedule is dependent upon funding.

SR 152 Trade Corridor

Estimated Cost: \$1,120 million

Estimate Class 5 (see appendix)

Appropriation through FY 25:

\$40.0 million

Secured Funding to Date:

\$8.9 million

Year of Completion: TBD

Project Initiation Document
(PSR- PDS) completed 2015

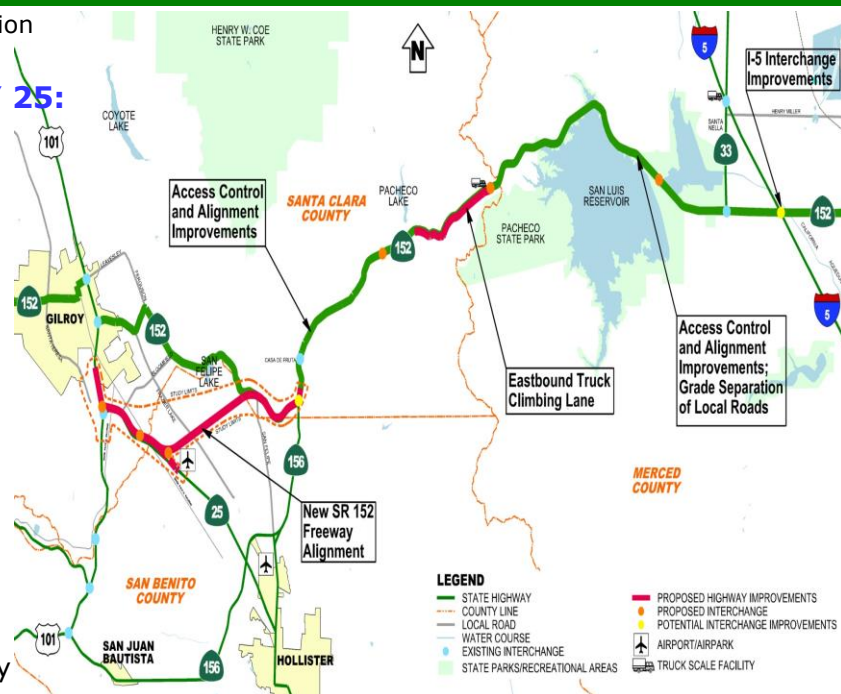
Project Manager:

Chris Metzger

Designer: HDR

Project Description:

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



Project Status:

Major accomplishments to date include:

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

The **Next Steps** are to:

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

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|-----------------------|----------------|--------------------------|--------|--------|--------|---|--------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| SR 152 Trade Corridor | \$ 1,120.0 | \$ - | \$ 3.8 | \$ 5.2 | \$ 8.9 | \$ - | \$ 3.8 | \$ 4.8 | \$ 8.6 |

Project Schedule:

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

SR 87/Capitol Expressway Interchange Improvement

Estimated Cost: \$50 million

Appropriation through FY 25: \$42.9 million

Secured Funding to Date: \$5.0 million

Year of Completion: 2032

Project Manager: Charmaine Zamora

Designer: HMH Engineers



Project Description:

The project proposes to modify the existing SR 87/Capitol Expressway interchange with standard northbound on and off ramps that connect directly to Capitol Expressway instead of Narvaez Avenue. Improvements include signalized intersection at Capitol Expressway/northbound Ramps and at Capitol Expressway/Narvaez Avenue with double left turns in each direction between the ramp terminus intersections; and modify sidewalks and bikeways as necessary.

Project Status:

Request for Proposal for Project Initiation Document (PID) phase including alternative analysis was issued in August 2021 and contract was executed in December 2021. PID phase was completed in August 2023. The Project Approval/ Environmental Document (PA/ED) phase began in July 2023 and is scheduled to be completed by mid 2027.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|--|----------------|--------------------------|-------|--------|--------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| SR 87/Capitol Expressway Interchange Improvement | \$ 50.0 | \$ - | \$ - | \$ 5.0 | \$ 5.0 | \$ - | \$ - | \$ 1.7 | \$ 1.7 |

Project Schedule:

| Activity | Start | End | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 |
|---------------|-----------|----------|------|------|------|------|------|------|------|------|------|------|------|------|
| PID Phase | Late 2021 | Mid 2023 | | | | | | | | | | | | |
| PAED Phase | Mid 2023 | Mid 2027 | | | | | | | | | | | | |
| Design (PS&E) | Mid 2027 | Mid 2029 | | | | | | | | | | | | |
| Right-of-Way | Mid 2027 | Mid 2029 | | | | | | | | | | | | |
| Construction | Mid 2029 | Mid 2031 | | | | | | | | | | | | |
| Closeout | Mid 2031 | Mid 2032 | | | | | | | | | | | | |

■ Funding not Identified, schedule is tentative

US 101 SB San Antonio/Charleston/Rengstorff Ramp Improvements

Estimated Cost: \$192.0 million

Appropriation through FY 25:

\$44.0 million

Secured Funding to Date:

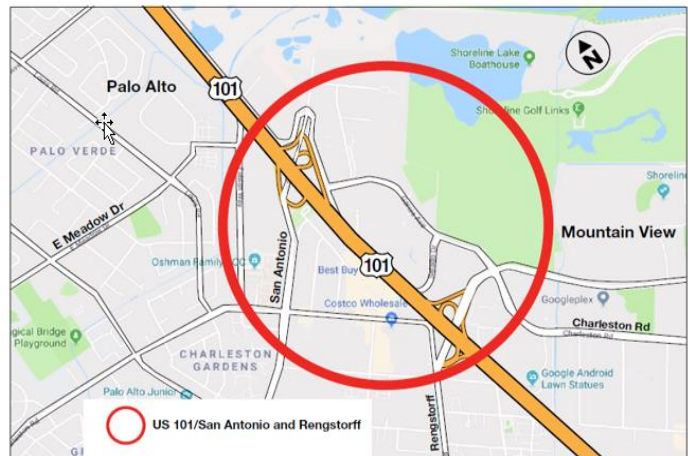
\$8.0 million

Year of Completion:

2031

Project Manager: Shanthi Chatradhi

Designers: WMH Corporation Inc



Project Description:

This purpose of this project is to improve traffic operations at the US 101 interchanges at San Antonio Road and Rengstorff Avenue, while accommodating mobility for all travel modes in the area. The project is intended to provide locally-scaled transportation improvements that address multiple existing deficiencies in a cost-effective manner.

The proposed improvements include, but are not limited to widening US 101 to add auxiliary lanes as necessary; widening the existing San Antonio Rd. and Rengstorff Ave. overcrossing structures; modifying existing on-ramps, off-ramps, existing local street intersections and upgrade bicycle and pedestrian facilities at both interchanges.

Project Status:

Measure B funds and private partnership funds with Google were secured for the PID phase. Contract for the Project Initiation document (PID) phase was awarded to WMH Corporation in July 2020. Project Initiation Document (PID) phase was completed in August 2021. The Project Approval/ Environmental Document (PA/ED) phase began in September 2022 and is scheduled to be completed by mid 2025.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|--|----------------|--------------------------|-------|--------|--------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| US 101 SB San Antonio/Charleston/Rengstorff Ramp Imp | \$ 192.0 | \$ - | \$ - | \$ 8.0 | \$ 8.0 | \$ - | \$ - | \$ 2.5 | \$ 2.5 |

Project Schedule:

| Activity | Start | End | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 |
|---------------|-----------|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| PID Phase | Mid 2019 | Late 2021 | | | | | | | | | | | | | |
| PAED Phase | Late 2022 | Mid 2025 | | | | | | | | | | | | | |
| Design (PS&E) | Mid 2025 | Mid 2027 | | | | | | | | | | | | | |
| Right-of-Way | Mid 2025 | Early 2027 | | | | | | | | | | | | | |
| Construction | Mid 2027 | Mid 2030 | | | | | | | | | | | | | |
| Closeout | Mid 2030 | Mid 2031 | | | | | | | | | | | | | |

Funding not Identified, schedule is tentative

VTP Transportation Program

December 2023

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

Estimated Cost: \$350 million

Appropriation through FY 25:

\$23.9 million

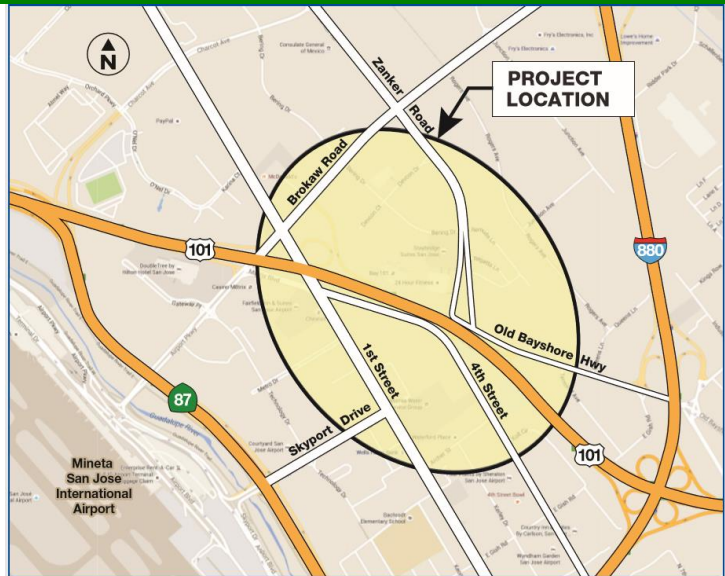
Secured Funding to Date:

\$22.6 million

Year of Completion: 2032

Project Manager: Karsten Adam

Designer: AECOM



Project Description:

VTA, City of San Jose and California Department of Transportation (Caltrans) propose to construct a new bridge overcrossing above US 101 that would connect Zanker Road to the north with North Fourth Street and Skyport Drive to the south, modify US 101 on-and off-ramps, and implement Complete Street facilities to improve access and connectivity for pedestrians and bicyclists. This project will improve traffic operations and safety.

Project Status:

Project Initiation Document (PID) phase was completed in July 2017. Project Approval/Environmental Document (PA/ED) is ongoing and is scheduled to be completed by late 2024. Project cost estimate has been updated to reflect the preferred alternative for the project.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|---|----------------|--------------------------|-------|---------|---------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| US101/Zanker Rd/Skyport Dr/N 4th St Interchange | \$ 350.0 | \$ - | \$ - | \$ 22.6 | \$ 22.6 | \$ - | \$ - | \$ 7.6 | \$ 7.6 |

Project Schedule:

| Activity | Start | End | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 |
|-----------------------|------------|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| PID Phase | Mid 2016 | Mid 2017 | | | | | | | | | | | | | | | | | |
| Early PAED/PAED Phase | Mid 2017 | Late 2024 | | | | | | | | | | | | | | | | | |
| Design (PS&E) | Late 2024 | Early 2028 | | | | | | | | | | | | | | | | | |
| Right-of-Way | Early 2026 | Early 2028 | | | | | | | | | | | | | | | | | |
| Construction | Early 2028 | Early 2031 | | | | | | | | | | | | | | | | | |
| Closeout | Early 2031 | Early 2032 | | | | | | | | | | | | | | | | | |

Funding not identified, schedule is tentative

VTP Transportation Program

December 2023

SR 87 Technology Improvements

Estimated Cost: \$ 40 million

Appropriation through FY 25:

\$3.0 million

Secured Funding to Date:

\$1.0 million

Year of Completion: TBD (Charcot HOV Bypass)

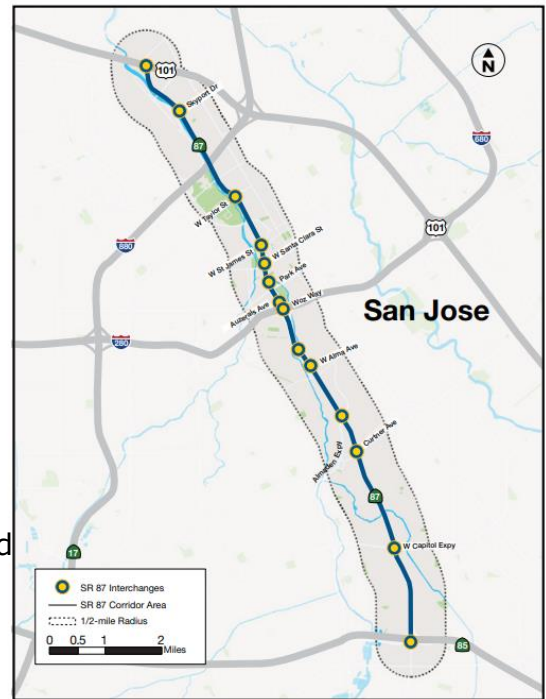
Project Manager: Shanthi Chatradhi

Designer: TBD

Project Description:

This project will address SR 87 mainline and local roadway congestion and system reliability through the implementation of technology based operational improvements to the freeway and local streets.

The Charcot HOV Bypass project is one of the several improvements identified. This will



convert the existing shoulder to an HOV bypass lane that can be used during peak hours to reduce congestion at this ramp. The project helps improve traffic congestion as part of the congestion management goal and encourages solo drivers to carpool. Using technology based improvements instead of physical improvements, the HOV bypass lane provides travel time reliability, access to Mineta International airport, San Jose downtown and other local destinations.

Project Status:

Measure B funds were secured for the Charcot HOV Bypass project. However, this location is currently on hold as legislation is required to convert shoulder to a carpool lane. VTA is also looking at other locations where shoulder use is more viable.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|-------------------------------|----------------|--------------------------|-------|--------|--------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| SR 87 Technology Improvements | \$ 40.0 | \$ - | \$ - | \$ 1.0 | \$ 1.0 | \$ - | \$ - | \$ 0.0 | \$ 0.0 |

Project Schedule:

Detailed schedule will be developed once project starts.

I-280/Winchester Boulevard Improvements Project

Estimated Cost: \$230.0 million

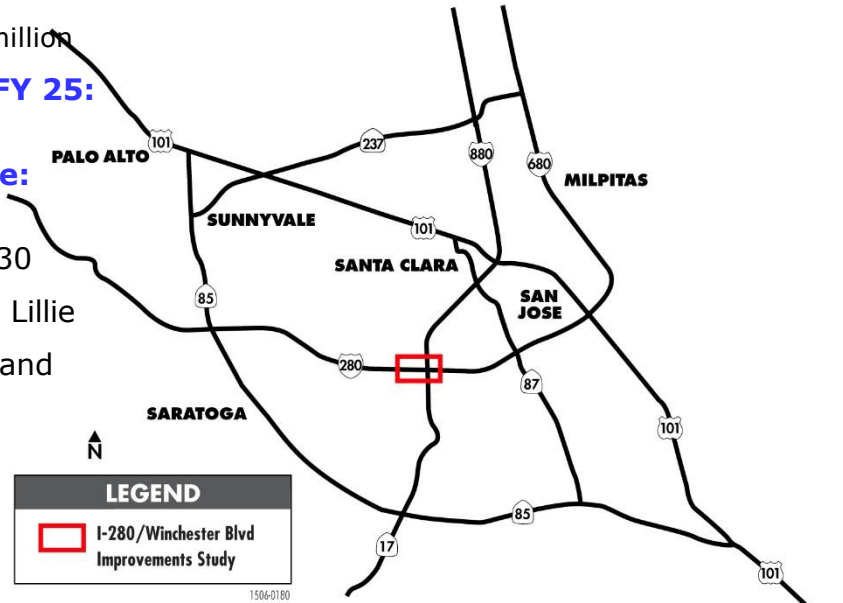
Appropriation through FY 25:
\$31.0 million

Secured Funding to Date:
\$12.0 million

Year of Completion: 2030

Project Manager: : Chris Lillie

Designer: Mark Thomas and Company



Project Description:

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

Project Status:

Project Approval/Environmental Document phase is in progress and is expected to be complete by mid 2024.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|---|----------------|--------------------------|-------|---------|---------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| I-280/Winchester Boulevard Improvements Project | \$ 230.0 | \$ 0.5 | \$ - | \$ 11.5 | \$ 12.0 | \$ 0.5 | \$ - | \$ 7.4 | \$ 7.9 |

Project Schedule:

| Activity | Start | End | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
|----------------------|------------|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Alternative Analysis | 8/8/2016 | Early 2018 | | | | | | | | | | | | | | | |
| PAED Phase | Mid 2018 | Mid 2024 | | | | | | | | | | | | | | | |
| Design (PS&E) | Early 2024 | Late 2026 | | | | | | | | | | | | | | | |
| Right-of-Way | Early 2024 | Late 2026 | | | | | | | | | | | | | | | |
| Construction | Late 2026 | Mid 2029 | | | | | | | | | | | | | | | |
| Closeout | Mid 2029 | Mid 2030 | | | | | | | | | | | | | | | |

■ Funding not Identified, schedule is tentative

VTP Transportation Program

December 2023

SR17 Corridor Congestion Relief

Estimated Cost: \$ 111.0 million

Appropriation through FY 25:

\$14.7 million

Secured Funding to Date:

\$6.0 million

Year of Completion: 2030

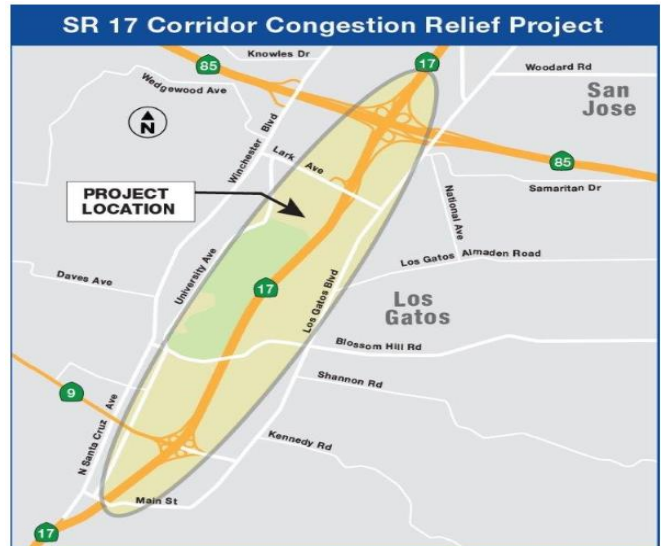
Project Manager: Chris Lillie

Designer: Jacobs Engineering Group

Project Description:

The Project proposes to upgrade SR 17/ SR 9 interchange, improve, pedestrian and bicycle facilities, mobility, and roadway operations; deploy advance transportation

technology, traffic signal control system, traveler information system, and ramp meters; reduce cut thru traffic in Los Gatos; support multi-modal congestion relief solutions including enhance Highway 17 Express Bus and local bus services; develop park and ride lots to serve as transit hubs; and improve SR 17 mainline to eliminate lane-drop and bottlenecks from Lark Avenue to SR 9 includes modifications to on- and off-ramps.



Project Status:

PID Phase was completed in August 2021. PA/ED phase is ongoing and is planned for completion by mid 2025.

Project Cost :

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|----------------------------------|----------------|--------------------------|-------|--------|--------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| SR 17 Corridor Congestion Relief | \$ 111.0 | \$ - | \$ - | \$ 6.0 | \$ 6.0 | \$ - | \$ - | \$ 3.4 | \$ 3.4 |

Project Schedule:

| Activity | Start | End | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
|---------------|------------|------------|------|------|------|------|------|------|------|------|------|------|------|------|
| PID Phase | Late 2019 | Early 2021 | | | | | | | | | | | | |
| PAED Phase | Early 2021 | Mid 2025 | | | | | | | | | | | | |
| Design (PS&E) | Mid 2025 | Mid 2027 | | | | | | | | | | | | |
| Construction | Mid 2027 | End 2029 | | | | | | | | | | | | |
| Closeout | Early 2030 | End 2030 | | | | | | | | | | | | |

 Funding not Identified, schedule is tentative

December 2023

SR 237 Westbound On-Ramp Middlefield Rd

Estimated Cost: \$ 55.0 million

Appropriation through FY 25:

\$55.0 million

Secured Funding to Date:

\$10.3 million

Year of Completion: 2029

Project Manager: Jason Nesdahl

Designer: WSP USA Inc.

Project Description:

The purpose of this project is to improve traffic operations

and safety along Middlefield Road from the Logue Drive intersection to 400' south of the eastbound SR 237 off-ramp intersection and maintain and enhance pedestrian and bicycle safety and access in the project area. Proposed improvements include new loop on-ramp from northbound Middlefield Road to westbound SR 237, mandatory exit lane on northbound Middlefield Road to the new loop ramp, realignment of westbound frontage road at the approach to Ferguson Drive creating a standard four-legged intersection at Middlefield Road and widening both sides of Middlefield Road to accommodate modification for the new loop ramp



Project Status:

PA/ED phase is ongoing and is expected to be complete by early 2025.

Project Cost :

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|---|----------------|--------------------------|-------|---------|---------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| SR 237 Westbound On-Ramp Middlefield Rd | \$ 55.0 | \$ - | \$ - | \$ 10.3 | \$ 10.3 | \$ - | \$ - | \$ 1.5 | \$ 1.5 |

Project Schedule:

| Activity | Start | End | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|-------------------|------------|------------|------|------|------|------|------|------|------|------|------|------|------|
| PAED Phase | Late 2019 | Early 2025 | | | | | | | | | | | |
| Design (PS&E)+Bid | Early 2025 | End 2026 | | | | | | | | | | | |
| Construction | Early 2027 | Mid 2028 | | | | | | | | | | | |
| Closeout | Mid 2028 | Mid 2029 | | | | | | | | | | | |

■ Funding not Identified, schedule is tentative

Bascom Corridor Complete Streets

Estimated Cost: \$74.7

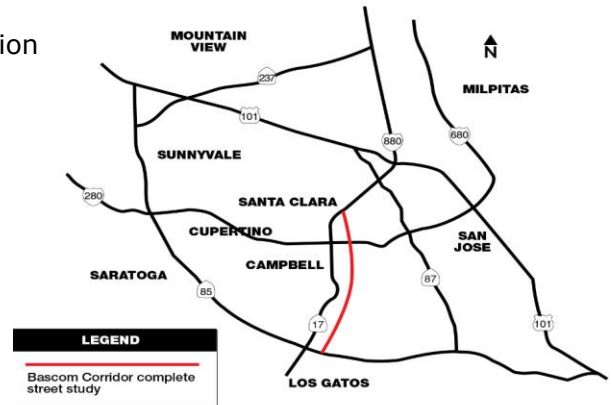
Appropriation through FY 25: \$61.2 million

Secured Funding : \$7.9 million

Year of Completion: 2029

Project Manager: Hassan Basma

Designer: Mark Thomas and Company, Inc



Project Description:

VTa initiated a "Great Streets" Corridor Study effort to evaluate opportunities along select transportation corridors in Santa Clara County to demonstrate and advance Complete Streets improvements. The study developed and analyzed conceptual design alternatives and provided recommendations for funding & project implementation. Following this, VTA will advance a multi-jurisdictional project that will develop and implement a roadway reconfiguration of the northern three miles of the Bascom Avenue Corridor between Hamilton Avenue in Campbell and south of I-880 in San Jose. The Project corridor passes through City of San José, unincorporated areas of Santa Clara County, City of Campbell, and Caltrans jurisdictions. The roadway improvements will include ways to accommodate Class IV separated bikeway facilities, install sidewalks to close gaps in connectivity, widen sidewalks, improve intersections for pedestrians and bicyclists by providing shorter and high-visibility crossings, improve transit reliability and speed, and improve pedestrian access to transit stations along the Bascom Avenue Corridor.

Project Status:

Conceptual design is on-going and design is planned for completion by early 2025. Advertisement for construction contract is dependent on securing funds.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|---|----------------|--------------------------|-------|--------|--------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| Bascom Complete Streets Corridor Imps (Hamilton Ave to I-880) | \$ 74.7 | \$ 0.9 | \$ - | \$ 7.0 | \$ 7.9 | \$ 0.9 | \$ - | \$ 2.6 | \$ 3.5 |

Project Schedule:

| Activity | Start | End | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|---------------------|------------|-----------|------|------|------|------|------|------|------|------|
| Design (PS&E + Bid) | Mid 2022 | Late 2025 | | | | | | | | |
| Construction | Early 2026 | Mid 2028 | | | | | | | | |
| Closeout | Mid 2028 | Mid 2029 | | | | | | | | |

 Funding not Identified, schedule is tentative

December 2023

Homestead Corridor Improvements

Estimated Cost: \$18.1 million

Appropriation through FY 25:

\$14.6 million

Secured Funding to Date:

\$1.5 million

Year of Completion: 2028

Project Manager: Hassan Basma

Project Description:

The Homestead Road Safe Route to School Project is part of a major east-west corridor that spans from Santa Clara University to Foothill Expressway traversing multi-jurisdictions. The project is a 1.5-mile segment of this corridor between Foothill Expressway and Hollenbeck Avenue/Stelling Road. This corridor is a local connection for three public schools. The project upgrades pedestrian and bicycle infrastructure on Homestead Road between Foothill Expressway and Hollenbeck Avenue/Stelling Road. Improvements include bike paths, separated bike lanes, widened sidewalks, high-visibility crosswalks, curb ramps, and pedestrian and bicycle detection upgrades. This project will make it easier for K-12 students to travel to and from three public schools.

Project Status:

Request for Proposal for design services was issued in August 2022. Contract was awarded at the May 2023 VTA Board meeting. Conceptual design began in June 2023 and is planned for completion by mid 2024. Future efforts will depend on securing funds.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|---------------------------------|----------------|--------------------------|-------|--------|--------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| Homestead Corridor Improvements | \$ 18.1 | \$ - | \$ - | \$ 1.5 | \$ 1.5 | \$ - | \$ - | \$ 0.6 | \$ 0.6 |

Project Schedule:

| Activity | Start | End | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
|---------------------|------------|----------|------|------|------|------|------|------|
| Design (PS&E + Bid) | Mid 2023 | Mid 2026 | | | | | | |
| Construction | Mid 2026 | End 2027 | | | | | | |
| Closeout | Early 2028 | End 2028 | | | | | | |

 Funding not Identified, schedule is tentative

Calaveras Boulevard Improvements

Estimated Cost: \$143.5 million

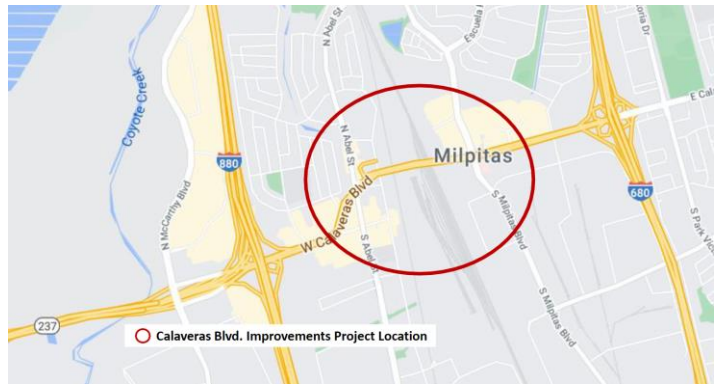
Appropriation through FY 25:
\$34.6 million

Secured Funding to Date: 5.0 million

Year of Completion: 2029

Project Manager: Shanthi Chatradhi

Designer: Biggs Cardosa Associates, Inc.



Project Description:

Calaveras Boulevard has six lanes in each direction except between Abel St and Milpitas Blvd which has four lanes. This Project will add a lane in each direction to make it a continuous six-lane facility which eliminates bottleneck and improves traffic operations

Project Status:

A Request for Proposal for design services was issued in May 2022. Proposals were received in August 2022 and awarded in September 2022. PA/ED phase is ongoing and planned for completion by mid 2025.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|--|----------------|--------------------------|-------|--------|--------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| Calaveras Boulevard Improvements Project | \$ 143.5 | \$ - | \$ - | \$ 5.0 | \$ 5.0 | \$ - | \$ - | \$ 1.8 | \$ 1.8 |

Project Schedule:

| Activity | Start | End | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|-------------------|------------|------------|------|------|------|------|------|------|------|------|
| PAED Phase | Late 2022 | Early 2025 | | | | | | | | |
| Design (PS&E)+Bid | Early 2025 | End 2026 | | | | | | | | |
| Right of Way | Early 2025 | End 2026 | | | | | | | | |
| Construction | Early 2027 | End 2028 | | | | | | | | |
| Closeout | Mid 2028 | Mid 2029 | | | | | | | | |

Funding not Identified, schedule is tentative

SR 17 Wildlife and Trail Crossing

Estimated Cost: \$40 million

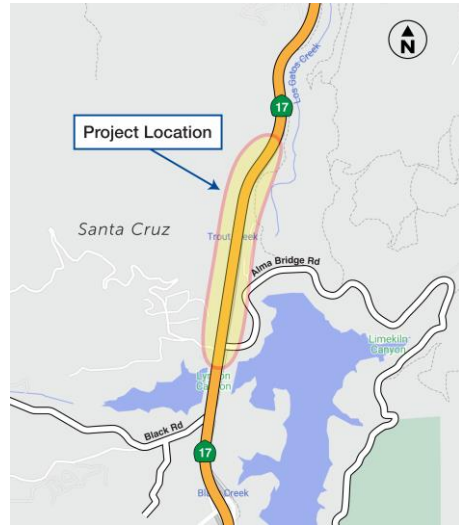
Appropriation through FY 25: \$ 6.5 million

Secured Funding to Date: 5.7 million

Year of Completion: 2028

Project Manager: Lam Trinh

Designer: TBD



Project Description: Project proposes to construct a new wildlife undercrossing and a trail overcrossing across SR 17 near the Town of Los Gatos, in the vicinity of Lexington Reservoir for improved safety and trail connectivity.

Project Status: Environmental clearance is being led by Midpeninsula Regional Open Space District and expected to be completed in mid 2024. Draft Environmental Document is planned to circulate in February 2024. Request for Proposal to select design consultant to complete final design is planned for advertisement in February 2024.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|-----------------------------------|----------------|--------------------------|-------|--------|--------|---|--------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| SR 17 Wildlife and Trail Crossing | \$ 40.0 | \$ - | \$ - | \$ 5.7 | \$ 5.7 | \$ - | \$ 0.0 | \$ 0.0 | \$ 0.1 |

Project Schedule:

| Activity | Start | End | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
|------------------------|------------|------------|--------------------------------------|----------------------------------|------|---------------------------------------|------|------------------------------|
| Design (PS&E + Bid) | Mid 2023 | Late 2026 | [Blue bar spanning 2023, 2024, 2025] | | | | | |
| Right - of - Way (ROW) | Mid 2024 | Mid 2026 | | [Yellow bar spanning 2024, 2025] | | | | |
| Construction | Late 2026 | Early 2028 | | | | [Red hatched bar spanning 2026, 2027] | | |
| Open to Traffic | | Early 2028 | | | | | | * |
| Closeout | Early 2028 | End 2028 | | | | | | [Purple hatched bar in 2028] |

[Hatched box] Funding not Identified, schedule is tentative

VTP Transportation Program

December 2023

I-280 Sound Walls

Estimated Cost: \$ 14.0 million

Appropriation through FY 25:

\$10.2 million

Secured Funding to Date:

\$4.9 million

Year of Completion: 2029

Project Manager: Jason Nesdahl

Designer: MNS Engineers Inc



Project Description:

VTA and California Department of Transportation (Caltrans), proposes to construct new soundwalls along I-280 between Los Gatos Creek and SR 87 in San Jose. The purpose of this project is to reduce noise by constructing soundwalls as an effective noise abatement measure.

Project Status:


Request for Proposal (RFP) for selection of designer to complete Project Approval/Environmental (PA/ED) phase was issued in October 2019 and contract was awarded to MNS Engineers Inc in April 2020. PA/ED phase work was completed in May 2022. Final design began in July 2022 and is planned to be completed by mid 2024. Construction is planned for advertisement in mid 2024. Advertisement contingent on securing construction funds.

Project Cost :

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|------------------|----------------|--------------------------|--------|--------|--------|---|--------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| I-280 Soundwalls | \$ 14.0 | \$ - | \$ 4.1 | \$ 0.8 | \$ 4.9 | \$ - | \$ 1.9 | \$ 0.7 | \$ 2.6 |

Project Schedule:

| Activity | Start | End | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|-----------------------------|------------|-----------|------|------|------|------|------|------|------|------|------|------|------|
| PAED Phase | Late 2019 | Mid 2022 | | | | | | | | | | | |
| Design (PS&E)+Bid | Mid 2022 | Late 2024 | | | | | | | | | | | |
| Construction and 3 year PEP | Early 2025 | Late 2028 | | | | | | | | | | | |
| Closeout | Early 2029 | Late 2029 | | | | | | | | | | | |

 Funding not Secured, schedule is tentative

VTP Transportation Program

December 2023

I-280/Wolfe Rd Interchange Improvement Project

Estimated Cost: \$120 million

Appropriation through FY 25:

\$120.0 million

Secured Funding to Date:

\$116.1 million

Year of Completion: 2031

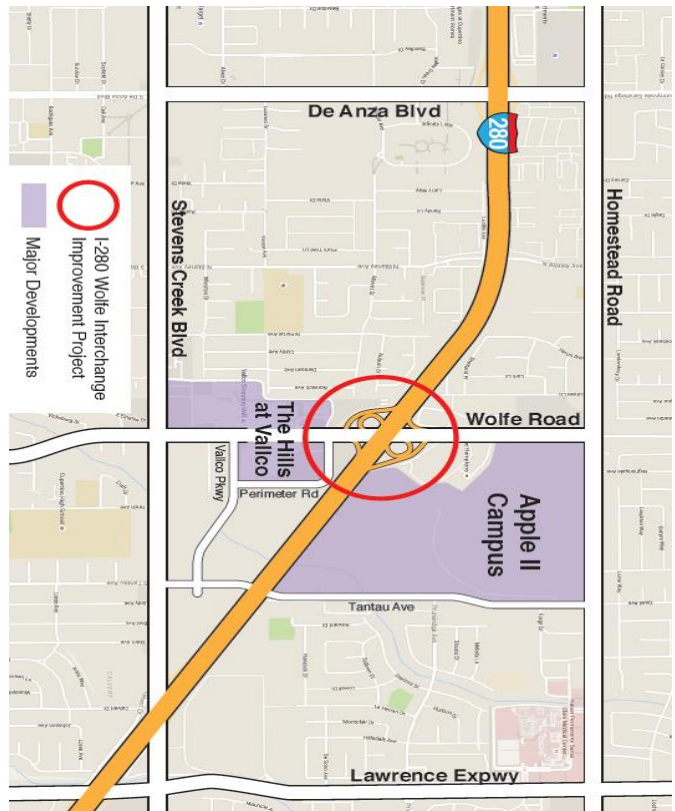
Project Manager: Lam Trinh

Designer: HMH Engineers

Project Description:

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

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



Project Status:

Project Initiation Document (PID) phase including alternative analysis and Project Study Report-Project Development Support (PSR-PDS) started June 2016 and was completed in June 2017. Project Approval/Environmental Document phase was completed in November 2020. Final design and right of way are in progress and planned for completion by mid 2024.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|--|----------------|--------------------------|--------|----------|----------|---|-------|---------|---------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| I-280/Wolfe Rd Interchange Improvement Project | \$ 120.0 | \$ - | \$ 6.0 | \$ 110.1 | \$ 116.1 | \$ - | \$ - | \$ 20.4 | \$ 20.4 |

Project Schedule:

| Activity | Start | End | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 |
|---------------------|------------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| PID Phase | Mid 2016 | Mid 2017 | | | | | | | | | | | | | | | | |
| PAED Phase | Mid 2017 | Late 2020 | | | | | | | | | | | | | | | | |
| Design (PS&E)+Bid | Mid 2020 | Mid 2024 | | | | | | | | | | | | | | | | |
| Right-of-Way | Early 2021 | Mid 2024 | | | | | | | | | | | | | | | | |
| Construction | Mid 2024 | Late 2027 | | | | | | | | | | | | | | | | |
| Open to Traffic | | Late 2027 | | | | | | | | | | | | | | | | |
| Plant Establishment | Late 2027 | Late 2030 | | | | | | | | | | | | | | | | |
| Closeout | Late 2030 | Late 2031 | | | | | | | | | | | | | | | | |

VTP Transportation Program December 2023

US 101/SR 25 Interchange Improvements Phase 1

Estimated Cost: \$ 136.0 million

Appropriation through FY 25:

\$125.7 million

Secured Funding to Date: \$136.0 million

Year of Completion: 2029

Project Manager: Karsten Adam

Designer: Kimley-Horn and Associates



Project Description:

The phase 1 project will construct a portion of the overall future ultimate US 101/SR 25 interchange reconfiguration, with a primary focus on improving traffic operations and connectivity from southbound US 101 to southbound SR 25. The project will construct a new overcrossing structure with new ramps to address the existing outdated interchange design and accommodate existing and future traffic demands. The ultimate interchange reconfiguration will provide improved connectivity for bicyclists and pedestrians through the project area.

Project Status:

Final design is ongoing and is expected to be complete by mid 2024. Right of way acquisition activities will continue and is expected to be complete by mid 2024.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|--|----------------|--------------------------|---------|---------|----------|---|--------|---------|---------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| US 101/SR 25 Interchange Improvement Phase 1 | \$ 136.0 | \$ - | \$ 59.2 | \$ 76.8 | \$ 136.0 | \$ - | \$ 4.2 | \$ 12.3 | \$ 16.5 |

Project Schedule:

| Activity | Start | End | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|-------------------|------------|-----------|------|------|------|------|------|------|------|------|------|------|------|
| Design (PS&E)+Bid | Early 2019 | Late 2024 | | | | | | | | | | | |
| Right-of-Way | Mid 2020 | Late 2024 | | | | | | | | | | | |
| Construction* | Late 2024 | Late 2028 | | | | | | | | | | | |
| Closeout | Late 2028 | Mid 2029 | | | | | | | | | | | |

VTP Transportation Program

Calaveras Boulevard Near-term Improvements

Estimated Cost: \$ 5.5 million

Appropriation through FY 25:

\$5.5 million

Secured Funding to Date:

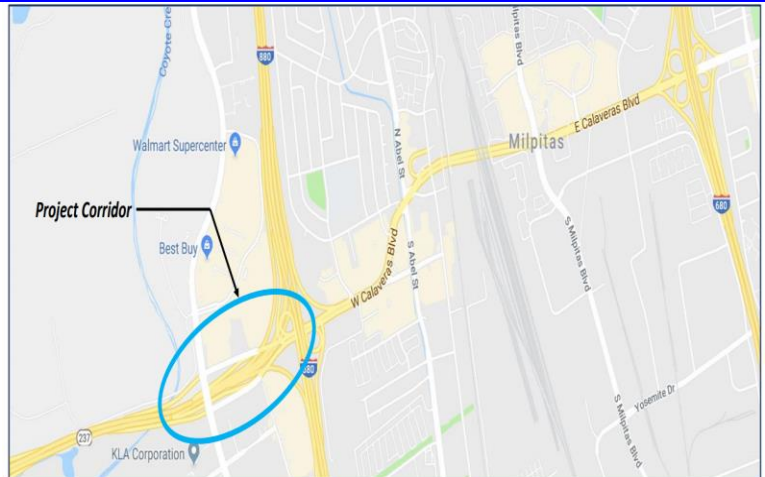
\$5.3 million

Year of Completion: 2026

Project Manager:

Shanthi Chatradhi

Designer: MNS Engineers Inc



Project Description:

Near-term improvements include widening WB SR 237/Calaveras on-ramp to add a carpool lane; extending the existing carpool lane at WB SR 237/ McCarthy Blvd to the McCarthy Blvd/ Calaveras Blvd intersection. Carpool lanes encourage drivers to carpool instead of solo driving.

Project Status:

Final design is ongoing and is planned for completion by early 2024. Construction contract is planned for advertisement in early 2024.

Project Cost :

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|--|----------------|--------------------------|-------|--------|--------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| Calaveras Boulevard Near-Term Improvements | \$ 5.5 | \$ - | \$ - | \$ 5.3 | \$ 5.3 | \$ - | \$ - | \$ 1.1 | \$ 1.1 |

Project Schedule:

| Activity | Start | End | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 |
|---------------------|-----------|-----------|------|------|------|------|------|------|------|------|
| PAED/PS&E Phase+Bid | Late 2019 | Mid 2024 | | | | | | | | |
| Construction | Mid 2024 | Late 2025 | | | | | | | | |
| Closeout | Late 2025 | Late 2026 | | | | | | | | |

Noise Reduction Program on SR85

Estimated Cost: 29 Million (All Phases)

Appropriation through FY 25:

\$10.0 Million

Secured Funding to Date:

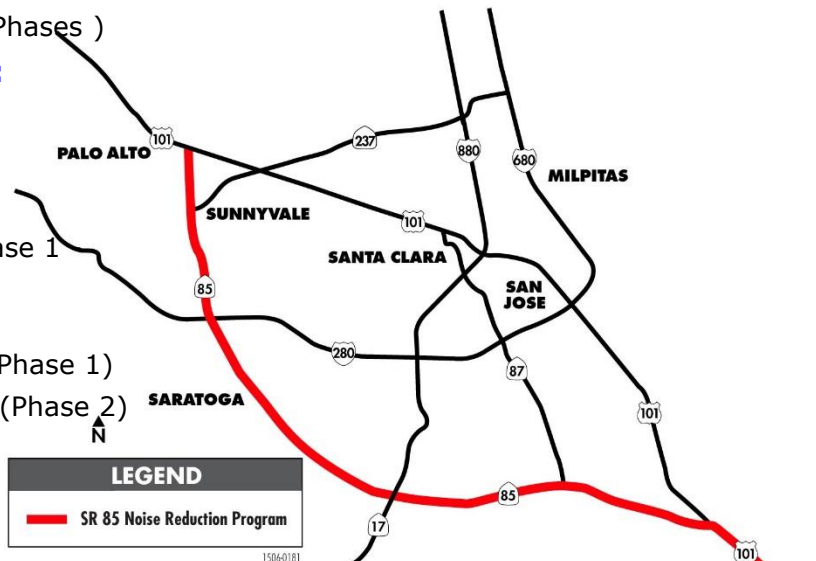
\$13.1 Million

Year of Completion: 2016 (Phase 1 Study only); 2025 (Phase 2)

Project Manager: Chris Lillie

Designer: CSDA Design Group (Phase 1)

Jacobs Engineering Group Inc (Phase 2)



Project Description:

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

Project Status:

Final report (Phase 1) was completed in September 2016. Request for proposal for design services for Project Initiation Document (PID), Project Approval Environment Document (PAED) and Final Design (PS&E) for Phase 2 was issued in fall 2020. PA/ED Phase was completed in April 2022. Final design is ongoing and planned for completion by mid 2024. Construction contract is planned for advertisement in mid 2024.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|---------------------------------|----------------|--------------------------|-------|---------|---------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| Noise Reduction Program on SR85 | \$ 29.0 | \$ - | \$ - | \$ 13.1 | \$ 13.1 | \$ - | \$ - | \$ 3.1 | \$ 3.1 |

Project Schedule:

| Activity | Start | End | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|-------------------|------------|-----------|------|------|------|------|------|------|------|-------|------|------|------|
| Phase 1 (Study) | Late 2015 | Late 2016 | | | | | | | | | | | |
| Phase 2: | | | | | | | | | | | | | |
| PID/PAED Phase | Early 2021 | Mid 2022 | | | | | | | PID | PA/ED | | | |
| Design (PS&E)+Bid | Mid 2022 | Late 2024 | | | | | | | | | | | |
| Right-of-Way | Mid 2022 | Mid 2024 | | | | | | | | | | | |
| Construction | Late 2024 | Mid 2025 | | | | | | | | | | | |
| Closeout | Mid 2025 | End 2025 | | | | | | | | | | | |
| Monitoring | Mid 2025 | End 2025 | | | | | | | | | | | |
| Phase 3 | TBD | | | | | | | | | | | | |

Funding not Identified, schedule is tentative

VTP Transportation Program

December 2023

Coyote Ridge Butterfly Habitat Management

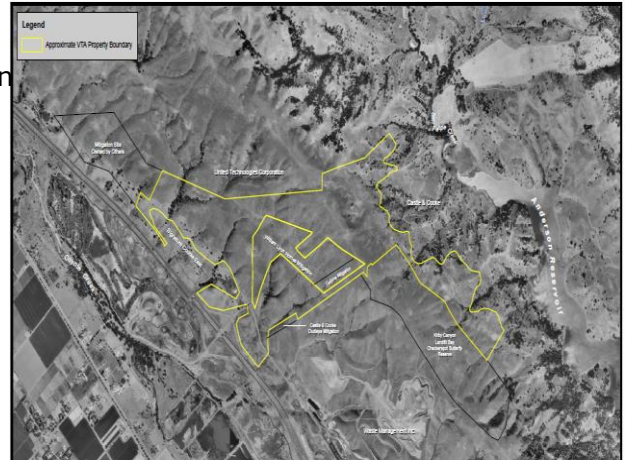
Estimated Cost: \$2.8 million

Appropriation through FY 25: \$2.8 million

Secured Funding to Date: \$2.8 million

Year of Completion: Perpetuity

Project Manager: Christina Jaworski



Project Description:

As a condition of the US 101 Widening Project and US 101/SR 85 South Interchange Project, the U.S Fish and Wildlife Service required setting aside conservation lands to compensate for direct and indirect impacts to special status species and sensitive habitats. As such, VTA purchased a 548-acre property on Coyote Ridge, east of Coyote Valley and south of San Jose. VTA is required to provide for the management of this property in perpetuity. VTA entered into a land management agreement with the Santa Clara Valley Open Space Authority to provide this service.

Project Status:

Annual management and reporting of the property per the Resource Management Plan approved by the U.S. Fish and Wildlife Service will continue in perpetuity. VTA continues to reimburse the Santa Clara Valley Open Space Authority for labor cost associated with management of the property. VTA shall also reimburse OSA for pre-approved improvements.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|---|----------------|--------------------------|-------|--------|--------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| Coyote Ridge Butterfly Habitat Management | \$ 2.8 | \$ - | \$ - | \$ 2.8 | \$ 2.8 | \$ - | \$ - | \$ 1.6 | \$ 1.6 |

Project Schedule: Management of property in perpetuity

SR237/US101/Mathilda Interchange Improvements

Estimated Cost: \$43.4 million

Estimate Class 1 (see appendix)

Appropriation through FY 25:

\$43.5 million

Secured Funding to Date:

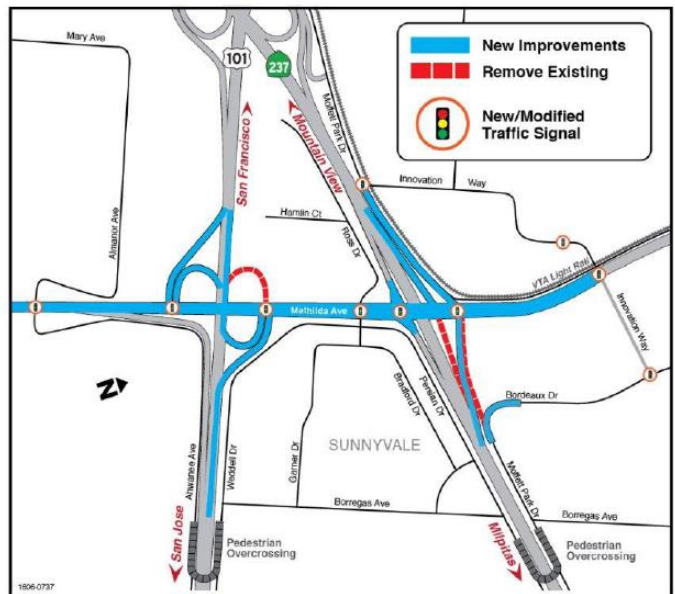
\$43.5 million

Year of Completion: 2024

Project Manager: Peter Le

Designer: WMH Corporation

Contractor: Ghilotti Construction
Company



Project Description:

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

Project Status:

The preparation of the Project Study Report – Project Development Support (PSR-PDS) for the Project Initiation Document (PID) phase was completed in February 2015. Project Approval and Environmental Document (PA/ED) was completed in January 2017. Final design was completed in July 2018 and construction contract was advertised for bids in September 2018. Contract was awarded to the lowest responsive bidder in December 2018. Field construction began in February 2019 and was completed in March 2021. Right of Way closeout and project closeout is ongoing.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|-------------------------------------|----------------|--------------------------|---------|---------|---------|---|---------|---------|---------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| SR 237/US 101/ Mathilda Interchange | \$ 43.4 | \$ - | \$ 17.0 | \$ 26.5 | \$ 43.5 | \$ - | \$ 16.9 | \$ 26.1 | \$ 43.1 |

Project Schedule:

| Activity | Start | End | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|------------------|------------|------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Environmental/PE | Mid 2013 | Early 2017 | | | | | | | | | | | | |
| Design (PS&E) | Late 2016 | Late 2018 | | | | | | | | | | | | |
| Right-of-Way | Early 2017 | Mid 2018 | | | | | | | | | | | | |
| Construction | Early 2019 | Early 2021 | | | | | | | | | | | | |
| Closeout | Early 2021 | Mid 2024 | | | | | | | | | | | | |

I-280/Foothill Expressway Off-Ramp Improvements

Estimated Cost: \$6.2 million
Estimate Class 1 (see appendix)

Appropriation through FY 25: \$6.2 million

Secured Funding to Date: \$6.2 million

Year of Completion: 2027

Project Manager: Peter Le

Designer: Jacobs Engineering Group

Contractor: Granite Rock Company



Project Description:

This project will widen the northbound I-280 off-ramp to Foothill Expressway from 1 to 2 lanes to improve traffic weaving operations between this off-ramp and the SR 85 branch connector. The project is located in the cities of Cupertino and Los Altos, and improvements will be constructed within Caltrans right-of-way. Improvements include widened ramp shoulders, installation of new concrete barrier and retaining wall along the ramp, new striping and signing, and replacement of the existing overhead exit sign and streetlights.

Project Status:

Final design was completed in 2014 and project was on hold until mid 2019 when Measure B funds were secured. Design revalidation /compilation of final design package was completed in late 2019 and construction contract was advertised for bids in December 2019. Contract was awarded to Granite Rock Company in February 2020. Construction was completed in November 2020. Design for landscaping began in spring 2021. Design was completed late 2022 and design is approved by Caltrans in January 2023. Follow-on Construction contract for landscaping was advertised in January 2023 and awarded at the April 2023 VTA Board meeting. Field construction started in May 2023 and planned for completion by Mid 2024. This will be followed by 3-year Plant Establishment Period.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|---|----------------|--------------------------|-------|--------|--------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| I-280/Foothill Expressway Ramp Improvements | \$ 6.2 | \$ - | \$ - | \$ 6.2 | \$ 6.2 | \$ - | \$ - | \$ 5.5 | \$ 5.5 |

Project Schedule:

| Activity | Start | End | 2012 | 2013 | 2014 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|-------------------|------------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Design (PS&E) | Early 2012 | Mid 2014 | | | | | | | | | | | | |
| Construction | Early 2020 | Late 2020 | | | | | | | | | | | | |
| Closeout | Early 2021 | Late 2021 | | | | | | | | | | | | |
| Landscaping / PEP | Mid 2021 | Late 2027 | | | | | | | | | | | | |

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

Estimated Cost: \$3.5 million
Estimate Class 1 (see appendix)

Appropriation through FY 23:
\$3.7 million

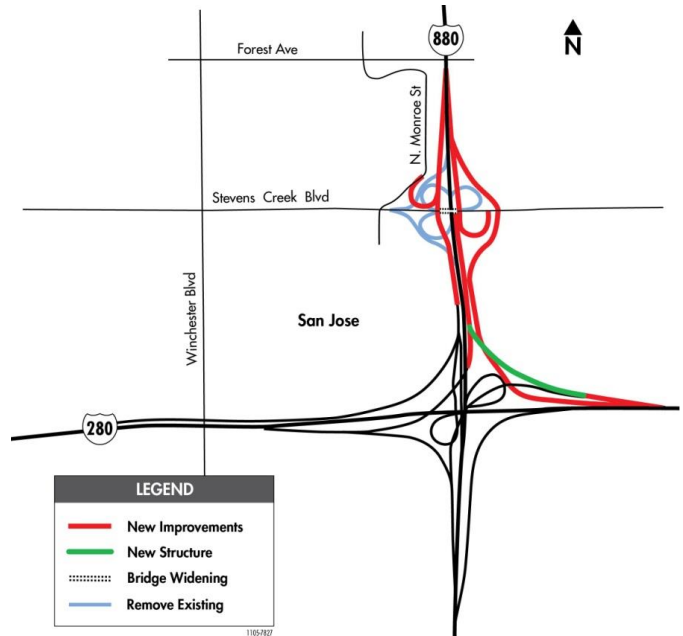
Secured Funding to Date:
\$3.7 million

Year of Completion: 2024

Project Manager: Peter Le

Designer: HMH Engineers

Contractor: WABO Landscape & Construction Inc



Project Description:

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

Project Status:

Cooperative agreement with Caltrans was executed in May 2015. Design started in July 2015 and construction contract was advertised for bids in February 2018. Contract was awarded to the lowest bidder in May 2018. Construction was completed in February 2019. Plant Establishment Period (PEP) was completed in February 2022. Project closeout is ongoing.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|---|----------------|--------------------------|-------|--------|--------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| Landscaping at I-280/I-880/Stevens Creek Blvd. Improv | \$ 3.5 | \$ 1.9 | \$ - | \$ 1.7 | \$ 3.7 | \$ 1.8 | \$ - | \$ 1.7 | \$ 3.5 |

Project Schedule:

| Activity | Start | End | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|----------------------|------------|------------|------|------|------|------|------|------|------|------|------|------|
| Design (PS&E/Bid) | Mid 2015 | Late 2017 | | | | | | | | | | |
| Construction and PEP | Mid 2018 | Early 2022 | | | | | | | | | | |
| Closeout | Early 2022 | Early 2024 | | | | | | | | | | |

VTP Transportation Program

December 2023

US 101/Blossom Hill Road Interchange Improvement

Estimated Cost: \$ 41.8 million

Estimate Class 1 (see appendix)

Appropriation through FY 25:

\$41.8 million

Secured Funding to Date: \$41.8 million

Year of Completion: 2026

Project Manager: Lam Trinh

Designer: HMM Engineers



Project Description:

Modify the Blossom Hill Road interchange on US 101 in the City of San Jose to relieve congestion, improve traffic operations on the freeways and local roadways; and improve bicycle and pedestrian connectivity along Blossom Hill Road and surrounding areas.

Project Status:

The City of San Jose is the lead agency for the PID, PAED, and PS&E phases. VTA is the implementing agency for the construction phase. Construction contract was advertised for bids in March 2020 and awarded to O.C Jones and Sons in June 2020. Project was opened for public use in November 2022. Punchlist work and one year Plant Establishment Period (PEP) in progress till early 2024. A separate follow-on contract was advertised for the second and third year of PEP contract on December 12, 2023.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|---|----------------|--------------------------|-------|---------|---------|---|-------|---------|---------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| US 101/Blossom Hill Road Interchange Improvements | \$ 41.8 | \$ - | \$ - | \$ 41.8 | \$ 41.8 | \$ - | \$ - | \$ 38.9 | \$ 38.9 |

Project Schedule:

| Activity | Start | End | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 |
|----------------------|------------|------------|------|------|------|------|------|------|------|
| Design (Bid only) | Early 2020 | Mid 2020 | | | | | | | |
| Construction and PEP | Mid 2020 | Early 2024 | | | | | | | |
| Closeout | Early 2024 | Early 2025 | | | | | | | |
| 2 year PEP | Late 2022 | Late 2026 | | | | | | | |

US 101 De La Cruz Boulevard/Trimble Road Interchange Improvement

Estimated Cost: \$75.9 million

Estimate Class 1 (see appendix)

Appropriation through FY 25: \$76.5 million

Secured Funding to Date: \$76.5 million

Year of Completion: 2028

Project Manager: Peter Le

Designer: Rajappan & Meyer Consulting

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

Contractor: Ghilotti Construction company Inc.

Project Description:

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

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

Project Status:

A final PSR/PDS was completed in November 2012. State-CEQA for the interchange improvements was approved in March 2016. Design contract was awarded at the August 2018 VTA Board meeting. Construction contract was advertised for bids in April 2021 and was awarded to Ghilotti Construction Company in June 2021. Field construction began in October 2021 and is planned for completion by summer 2024; and one year PEP will end summer 2025. Separate project will be set up for second and third year of PEP.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|------------------------------------|----------------|--------------------------|---------|---------|---------|---|---------|---------|---------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| US101 De La Cruz Blvd/Trimble Road | \$ 75.9 | \$ - | \$ 25.0 | \$ 51.5 | \$ 76.5 | | \$ 19.8 | \$ 36.9 | \$ 56.8 |

Project Schedule:

| Activity | Start | End | 2008-2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
|------------------------|------------|----------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|
| Environmental/PE | 2008 | 2016 | | | | | | | | | | | | | |
| Design PS&E | Late 2018 | Mid 2021 | | | | | | | | | | | | | |
| Construction & 1yr PEP | Mid 2021 | Mid 2025 | | | | | | | | | | | | | |
| Contract Closeout | Mid 2025 | Mid 2026 | | | | | | | | | | | | | |
| Year 2 & 3 PEP | Early 2025 | Mid 2028 | | | | | | | | | | | | | |

VTP Transportation Program

December 2023

Freeway Performance Initiative

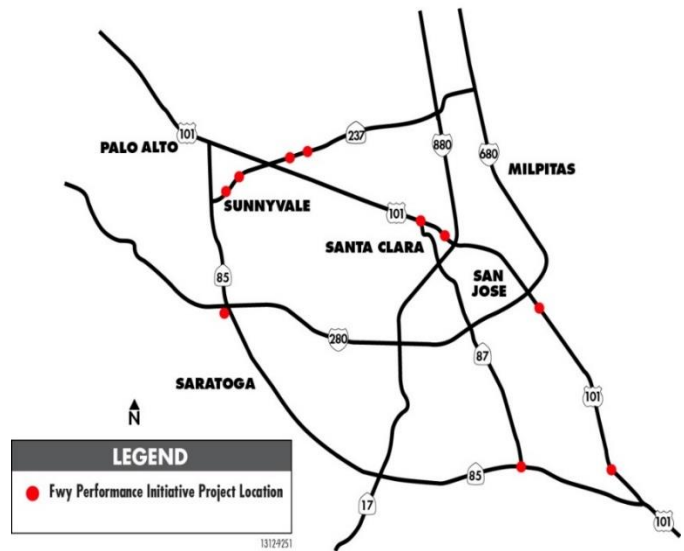
Estimated Cost: \$54.0 million
Estimate Class 2 confirm (see appendix)

Appropriation through FY 25:
\$11.0 million

Secured Funding to Date: \$7.8 million

Year of Completion: 2024 (Ph 1&2)
/Other locations - TBD

Project Manager: Peter Le
Designer: AECOM Corporation /BKF Engineers
Contractor: Bay Cities Paving & Grading (2 locations)



Project Description:

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

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

Project Status:

AECOM Corporation and BKF Engineers teams completed environmental, data collection, and final design in early 2015 for ten locations. Supporting environmental studies and final design packages were approved by Caltrans. Design and construction of eight locations are dependent on securing funding. Improvements at the following two locations are ongoing: Final design for double lane SB US 101 Off-Ramp to SB SR 87 (Phase 1); and US 101/Story Road (Phase 2) Projects was completed and construction contract was advertised for bids in August 2021. Construction contract was awarded to the lowest responsive bidder at the October 2021 VTA Board meeting. Field construction began in February 2022 and was completed in October 2022. Project closeout is ongoing.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|--------------------------------|----------------|--------------------------|-------|--------|--------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| Freeway Performance Initiative | \$ 54.0 | \$ 1.6 | \$ - | \$ 6.2 | \$ 7.8 | \$ 1.6 | \$ - | \$ 6.2 | \$ 7.7 |

Project Schedule:

| Activity | Start | End | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|---------------|------------|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Environmental | Mid 2011 | End 2013 | | | | | | | | | | | | | | |
| Design (PS&E) | Early 2012 | Early 2015 | | | | | | | | | | | | | | |
| Final Design* | Late 2019 | Late 2021 | | | | | | | | | | | | | | |
| Construction* | Early 2022 | Late 2022 | | | | | | | | | | | | | | |
| Closeout* | Late 2022 | Mid 2024 | | | | | | | | | | | | | | |

* US101/SR 87 & US 101/Story only; others are dependent on securing funds

VTP Transportation Program

December 2023

I-680 Sound Walls

Estimated Cost: \$ 12.1 million

Appropriation through FY 25:

\$12.1 million

Secured Funding to Date: \$12.1 million

Year of Completion: 2027

Project Manager: Jason Nesdahl

Designer: BKF Engineers

Contractor: MCM Construction Inc.

Project Description:

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

Project Status:

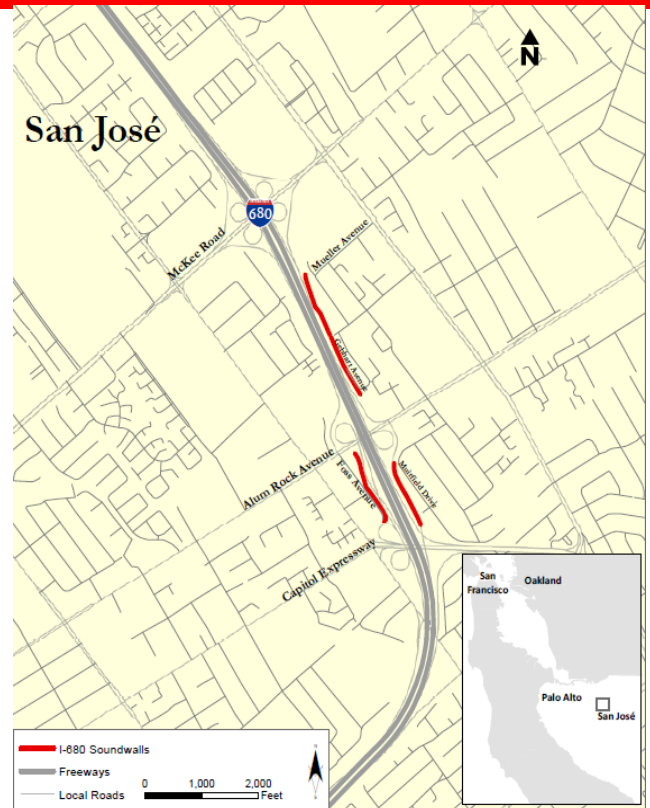
Request for Proposal (RFP) was issued in February 2016 for selection of designer to complete Project Approval/Environmental (PA/ED) phase. Contract was awarded to BKF Engineers in August 2016. Work on the PA/ED phase started in September 2016 and the Project Report (PR) was approved by Caltrans in June 2019. Final design was completed and construction contract was advertised for bids in October 2022 and awarded at the December 2022 Board meeting. Field construction began in February 2023 and was completed in December 2023. Plant Establishment Period (PEP) will continue for 3 years.

Project Cost :

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|-------------------|----------------|--------------------------|--------|--------|---------|---|--------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| I-680 Sound Walls | \$ 12.1 | \$ - | \$ 8.1 | \$ 4.0 | \$ 12.1 | \$ - | \$ 7.5 | \$ 2.4 | \$ 9.9 |

Project Schedule:

| Activity | Start | End | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|----------------------|------------|------------|------|------|------|------|------|------|------|------|------|------|------|------|
| PAED Phase | Mid 2016 | Mid 2019 | | | | | | | | | | | | |
| Design (PS&E) + Bid | Mid 2019 | Early 2023 | | | | | | | | | | | | |
| Construction and PEP | Early 2023 | End 2026 | | | | | | | | | | | | |
| Closeout | Early 2027 | End 2027 | | | | | | | | | | | | |



SR237/US 101/Mathilda Ave Landscaping Project

Estimated Cost: \$ 3.7 million

Appropriation through FY 25:

\$3.7 million

Secured Funding to Date: \$3.7 million

Year of Completion: 2027

Project Manager: Peter Le

Designer: Gates+Associates

Contractor: Bortolussi & Watkin, Inc.



Project Description:

This project is a follow on project to the Mathilda Avenue Roadway Improvements project at US 101 and SR 237 that was completed in late 2020. Works includes replacement planting that was removed during the previous interchange roadway construction, new landscaping, irrigation systems, and a three year Plant Establishment Period.

Project Status:

Request for Proposal (RFP) for design services was issued in February 2020. Contract was awarded to Gates in July 2020. Design was completed in late 2022 and expected to be approved by Caltrans in January 2023. Construction contract was advertised in January 2023 and awarded at the April 2023 VTA Board meeting. Field construction started in May 2023 and is planned for completion by mid 2024. This will be followed by 3-year Plant Establishment Period.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|---------------------------------------|----------------|--------------------------|-------|--------|--------|---|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| SR237/US 101/Mathilda Ave Landscaping | \$ 3.7 | \$ - | \$ - | \$ 3.7 | \$ 3.7 | \$ - | \$ - | \$ 1.3 | \$ 1.3 |

Project Schedule:

| Activity | Start | End | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|----------------------|--------------------------------------|-----------------------------------|------|------|------|------|------|------|------|------|
| Design (PS&E) + Bid | Early 2020 Early 2023 Mid 2027 | Late 2022 Mid 2027 End 2027 | | | | | | | | |
| Construction and PEP | | | | | | | | | | |
| Closeout | | | | | | | | | | |

Construction + 3 year PEP

VTP Transportation Program – Silicon Valley Express Lanes

Program Overview

Estimated Cost: \$1,135 mil

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

SR 237/I-880 Express Connector Phase 1 \$11.7 million, Estimate Class 1

SR 237 Express Lanes Extension Phase 2 - \$40.9 million, Estimate Class 1

SR 85/101 Civil Ph 3 Express Lanes- \$56.7 million, Estimate Class 1

SR 85/101 Civil Ph 4 Express Lanes - \$67.9 million, Estimate Class 2

US101 Civil Ph 5 Express Lanes - \$229 million, Estimate Class 2

Future Phases - \$710 million, Estimate Class 5

See appendix for description of estimate classes

Appropriation through FY 25: \$388.7 million

Secured Funding to Date: \$175.0 million

Year of Completion (Target Opening Year):

Phase 1 – 2012; Phase 2 – 2019; Phase 3 – 2022; Phase 4 – 2027; Phase 5 – 2028; Future Phases – TBD, dependent on funding

Program Overview:

The benefits of the Silicon Valley Express Lanes program include:

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

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



VTP Transportation Program – Silicon Valley Express Lanes

SR 237/I-880 Express Connectors - Phase 1

Estimated Cost: \$11.7 Million,
Estimate Class 1

Appropriation through FY 25:
\$11.7 Million

Secured Funding to Date:
\$11.7 Million

Year of Completion: 2017
(Open to Traffic: 2012)

Project Manager: Jane Yu

Designer: PB Americas

System Integrator: Transcore



Project Description:

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

Project Status:

Construction was completed and opened to traffic in March 2012.

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

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through June 2023 (in \$M) | | | |
|-------------------------------------|----------------|--------------------------|-------|--------|---------|-------------------------------------|-------|--------|---------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| SR 237/I-880 Express Connectors PH1 | \$ 11.7 | \$ 7.5 | \$ - | \$ 4.3 | \$ 11.7 | \$ 7.5 | \$ - | \$ 4.3 | \$ 11.7 |

Project Schedule:

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

VTP Transportation Program – Silicon Valley Express Lanes

State Route 237 Express Lanes - Phase 2

Estimated Cost: \$40.9 Million

Estimate Class 1

Appropriation through FY 25:

\$42.6 Million

Secured Funding to Date:

\$42.6 Million

Year of Completion: 2024

Project Manager: Lam Trinh

Designer: Mark Thomas & Company, Inc.

Contractor: FBD Vanguard Construction Inc.



Project Description:

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

Project Status:

Project Study Report/ Project Report (PSR/PR) and Environmental Document were completed in June 2015. Final Engineering was completed, and the civil construction contract was advertised for bids in October 2017. Contract was awarded in December 2017. Field construction began in April 2018. Project was opened for revenue service in November 2019. Project also completed the implementation of HOV3+ tolling in October 2020. Project closeout is ongoing.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through June 2023 (in \$M) | | | |
|---------------------------|----------------|--------------------------|-------|---------|---------|-------------------------------------|-------|---------|---------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| SR 237 Express Lanes PH 2 | \$ 41.2 | \$ 1.6 | \$ - | \$ 41.0 | \$ 42.6 | \$ 1.6 | \$ - | \$ 39.2 | \$ 40.8 |

Project Schedule :

| Activity | Start | End | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|-----------------------------|-----------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Environmental/PE | Late 2012 | Mid 2015 | | | | | | | | | | | | | |
| Design (PS&E) | Mid 2014 | Late 2017 | | | | | | | | | | | | | |
| ETS ⁽¹⁾ | Mid 2015 | Late 2019 | | | | | | | | | | | | | |
| Right-of-Way | Mid 2014 | Late 2017 | | | | | | | | | | | | | |
| Construction ⁽²⁾ | Late 2017 | Late 2019 | | | | | | | | | | | | | |
| Revenue Service | Late 2019 | | | | | | | | | | | | | | |
| HOV 3+ | Mid 2020 | Late 2020 | | | | | | | | | | | | | |
| Warranty | Late 2019 | Late 2020 | | | | | | | | | | | | | |
| Closeout | Late 2020 | Mid 2024 | | | | | | | | | | | | | |

(1)

ETS includes development and implementation

(2)

Construction includes advertisement and contract award

VTP Transportation Program – Silicon Valley Express Lanes

SR 85 Express Lanes (PA/ED)- Closed

Estimated Cost: \$6.9 Million

Estimate Class 1

Appropriation through FY 25:

\$6.9 Million

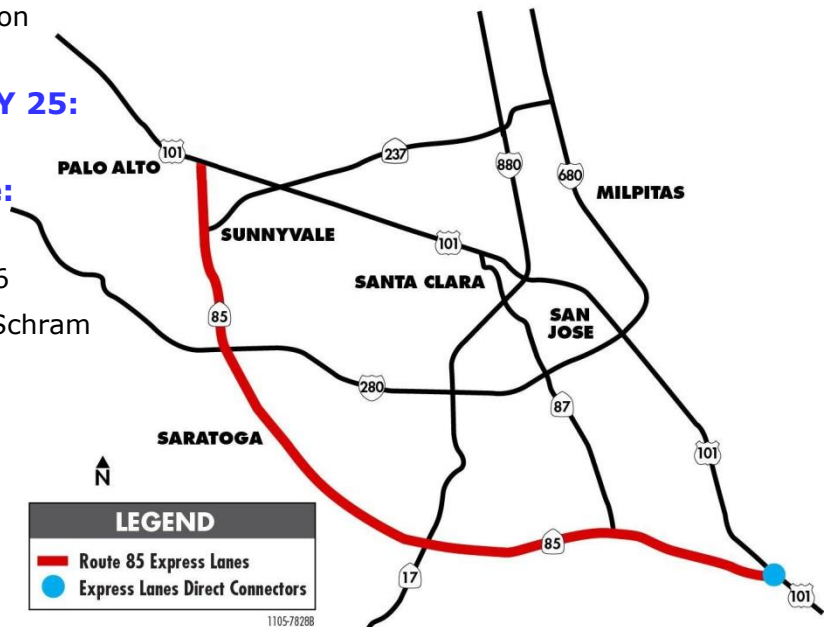
Secured Funding to Date:

\$6.9 Million

Year of Completion: 2016

Project Manager: Maren Schram

Designer: URS Corporation



Project Description:

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

Project Status:

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

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through June 2023 (in \$M) | | | |
|-----------------------------------|----------------|--------------------------|-------|--------|--------|-------------------------------------|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| SR 85 Express Lanes Environmental | \$ 6.9 | \$ 4.8 | \$ - | \$ 2.1 | \$ 6.9 | \$ 4.8 | | \$ 2.1 | \$ 6.9 |

Project Schedule:

| Activity | Start | End | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|------------------|-----------|----------|------|------|------|------|------|------|------|
| Environmental/PE | Late 2010 | Mid 2015 | | | | | | | |
| Closeout | Late 2015 | Mid 2016 | | | | | | | |

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

VTP Transportation Program – Silicon Valley Express Lanes

US 101 Express Lanes (PA/ED) - Closed

Estimated Cost: \$8.2 Million

Estimate Class 1

Appropriation through FY 25:

\$8.2 Million

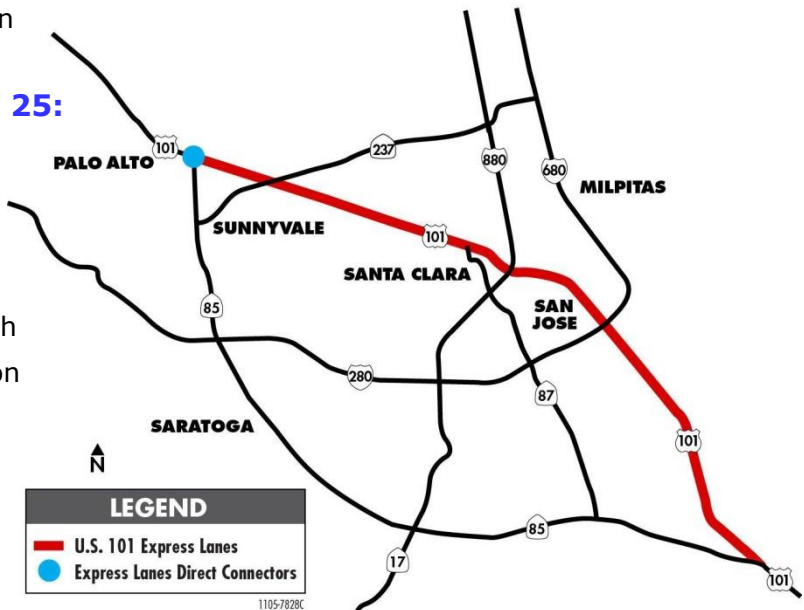
Secured Funding to Date:

\$8.2 Million

Year of Completion: 2016

Project Manager: Lam Trinh

Designer: AECOM Corporation



Project Description:

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

Project Status:

Environmental/Preliminary Engineering: Project Study Report-Preliminary Development Study (PSR-PDS) was approved by Caltrans in August 2012. Draft Initial Study/Environmental Assessment was completed and circulated for public review in January and February 2015. Project Approval & Environmental Documentation (PA/ED) phase was completed on August 11, 2015. Project for the PA/ED phase (P-0721) was closed in April 2016. Final design and construction phases are on-going under separate projects (P-0900, P-0901, P-0902 and P-0970).

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through June 2023 (in \$M) | | | |
|------------------------------------|----------------|--------------------------|-------|--------|--------|-------------------------------------|-------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| US 101 Express Lanes Environmental | \$ 8.2 | \$ - | \$ - | \$ 8.2 | \$ 8.2 | \$ - | \$ - | \$ 8.2 | \$ 8.2 |

Project Schedule:

| Activity | Start | End | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|------------------|-----------|------------|------|------|------|------|------|------|------|
| Environmental/PE | Late 2010 | Mid 2015 | | | | | | | |
| Closeout | Late 2015 | Early 2016 | | | | | | | |

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

VTP Transportation Program – Silicon Valley Express Lanes

SV Express Lanes – US 101/SR 85 Phase 3

Estimated Cost: \$56.7 Million

Appropriation through FY 25:

\$58.1 Million

Secured Funding to Date:

\$56.7 Million

Year of Completion: 2024

Project Manager: Charmaine Zamora

Designer: HNTB/Transcore

Contractor: FBD Vanguard Construction Inc



Project Description:

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

Project Status:

Work began in December 2015 with express lane access analysis. Final design was completed in August 2018 and advertised for construction in September 2018. Contract was awarded to FBD Vanguard Construction Inc, the lowest responsive bidder in December 2018. Field construction began in March 2019 and was completed in February 2022. ETS implementation was also completed early 2022. Construction contract closeout, ETS warranty period and project closeout is ongoing.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through June 2023 (in \$M) | | | |
|------------------------------------|----------------|--------------------------|---------|--------|---------|-------------------------------------|---------|--------|---------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| SV Express Lanes - US101/SR85 PH 3 | \$ 56.7 | \$ - | \$ 47.5 | \$ 9.2 | \$ 56.7 | \$ - | \$ 45.7 | \$ 8.6 | \$ 54.2 |

Project Schedule:

| Activity | Start | End | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|-----------------|------------|------------|------|------|------|------|------|------|------|------|------|
| Design (PS&E)* | Late 2015 | Late 2018 | | | | | | | | | |
| ETS ** (P-0902) | Mid 2017 | Mid 2021 | | | | | | | | | |
| Right-of-Way | Mid 2016 | Late 2018 | | | | | | | | | |
| Construction | Early 2019 | Early 2022 | | | | | | | | | |
| Revenue Service | Feb 2022 | | | | | | | | | | |
| Warranty | Early 2022 | Early 2024 | | | | | | | | | |
| Closeout | Early 2022 | Early 2024 | | | | | | | | | |

* Includes construction bid and award

** ETS includes development and implementation

VTP Transportation Program – Silicon Valley Express Lanes

SV Express Lanes – US 101/SR 85 Phase 4

Estimated Cost: \$67.9 Million

Appropriation through FY 25:

\$59.0 Million

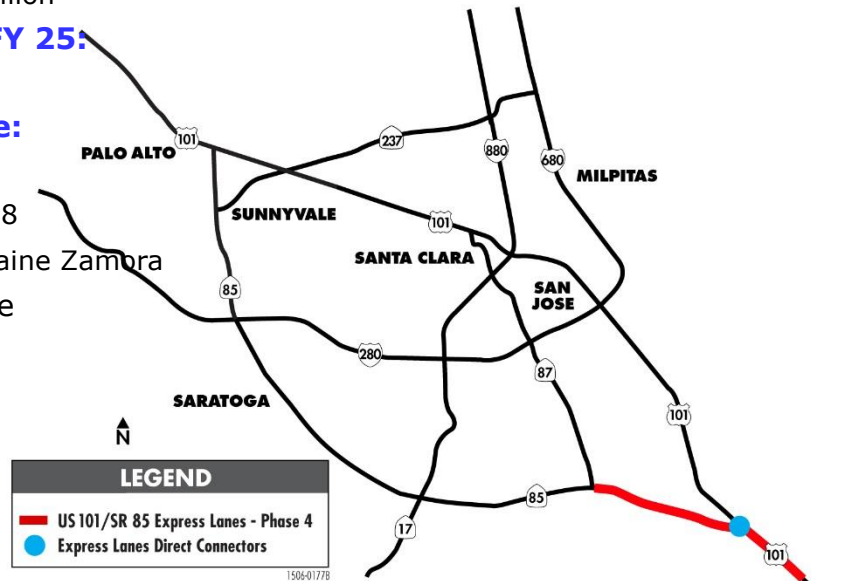
Secured Funding to Date:

\$16.1 Million

Year of Completion: 2028

Project Manager: Charmaine Zamora

Designer: HNTB/Transcore



Project Description:

The project converts existing carpool /High Occupancy Vehicles (HOV) lanes to Express Lanes on SR 85 (from US 101 in South San Jose to SR 87), including SR 85/US 101 direct connector ramps and the approaches to/from US 101. This also includes development and implementation of an Electronic Toll System (ETS).

Project Status:

Final design work began in January 2018 with concept plans and express lanes access analysis. Access analysis was completed in summer 2019. ETS collaboration work began in early 2020. Final design is ongoing and planned for completion by early 2024. Construction contract advertisement is planned for mid 2024.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|------------------------------------|----------------|--------------------------|--------|--------|---------|---|--------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| SV Express Lanes - US101/SR85 PH 4 | \$ 67.9 | \$ - | \$ 9.2 | \$ 6.9 | \$ 16.1 | \$ - | \$ 0.9 | \$ 5.7 | \$ 6.6 |

Project Schedule:

| Activity | Start | End | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
|-----------------|------------|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Design (PS&E)* | Late 2015 | Early 2024 | | | | | | | | | | | | | |
| ETS ** | Early 2020 | Mid 2027 | | | | | | | | | | | | | |
| Right-of-Way | Early 2018 | Early 2024 | | | | | | | | | | | | | |
| Construction | Early 2025 | Mid 2027 | | | | | | | | | | | | | |
| Revenue Service | Mid 2027 | | | | | | | | | | | | | | |
| Warranty | Mid 2027 | Mid 2028 | | | | | | | | | | | | | |
| Closeout | Mid 2027 | End 2028 | | | | | | | | | | | | | |

Funding not fully Identified, schedule is tentative
 * Includes construction bid and award
 ** ETS includes development and implementation

VTP Transportation Program – Silicon Valley Express Lanes

SV Express Lanes – US 101 Phase 5

Estimated Cost: \$229.0 Million

Appropriation through FY 25:

\$199.0 Million

Secured Funding to Date:

\$25.1 Million

Year of Completion: 2029

Project Manager: Charmaine Zamora

Designer: AECOM Technical Services and Transcore



Project Description:

The project converts existing single carpool lanes to Express Lanes on US 101 (from SR 237 to US 101/I-880 interchange), adds a second express lane in both directions on US 101 from Fair Oaks Avenue to the US 101/I-880 interchange and constructs an auxiliary lane on northbound and southbound US 101 between Great America Parkway and Lawrence Expressway including modify existing on- and off-ramps. Project also includes development and implementation of an Electronic Toll System (ETS).

Project Status:

Design work began in March 2020. ETS civil collaboration started mid 2021. ETS implementation and civil construction are dependent on securing funding.

Project Cost:

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through June 2023 (in \$M) | | | |
|--------------------------------|----------------|--------------------------|---------|--------|---------|-------------------------------------|--------|--------|--------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| SV Express Lanes – US 101 PH 5 | \$ 229.0 | \$ 3.3 | \$ 20.8 | \$ 1.0 | \$ 25.1 | \$ 2.6 | \$ 5.1 | \$ 0.8 | \$ 8.6 |

Project Schedule:

| Activity | Start | End | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|-----------------|-----------|----------|------|------|------|------|------|------|------|------|------|------|------|
| Design (PS&E)* | Mid 2019 | Mid 2025 | | | | | | | | | | | |
| ETS ** | Mid 2021 | Mid 2028 | | | | | | | | | | | |
| Right-of-Way | Late 2021 | Mid 2025 | | | | | | | | | | | |
| Construction | Mid 2025 | Mid 2028 | | | | | | | | | | | |
| Revenue Service | Mid 2028 | | | | | | | | | | | | |
| Warranty | Mid 2028 | Mid 2029 | | | | | | | | | | | |
| Closeout | Mid 2028 | End 2029 | | | | | | | | | | | |



Funding not fully identified, schedule is tentative

* Includes construction bid and award

** ETS includes development and implementation

APPENDIX – COST ESTIMATE CLASSES

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

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

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

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

VTP TRANSPORTATION PROGRAM - SEMI ANNUAL REPORT ATTACHMENT B

Expenditures as of December 31, 2023

| Project | Total Estimate | Secured Funding (in \$M) | | | | Incurred through December 2023 (in \$M) | | | |
|---|-------------------|--------------------------|----------|----------|----------|---|----------|----------|----------|
| | | Federal | State | Local | Total | Federal | State | Local | Total |
| 1- Projects in Conceptual Study Phase | | | | | | | | | |
| Keep Santa Clara Valley Beautiful Project | \$ 0.1 | \$ - | \$ - | \$ 0.1 | \$ 0.1 | \$ - | \$ - | \$ 0.036 | \$ 0.0 |
| Innovative Transportation Technology Program | \$ 2.0 | \$ - | \$ - | \$ 0.1 | \$ 0.1 | \$ - | \$ - | \$ 0.1 | \$ 0.1 |
| SR 237 Improv - Lawrence Expway to US 101 | \$ 2.0 | \$ - | \$ - | \$ 0.3 | \$ 0.3 | \$ - | \$ - | \$ 0.3 | \$ 0.3 |
| US 101/SR 152/10th Street Interchange Improvements | \$ 1.1 | \$ - | \$ - | \$ 1.1 | \$ 1.1 | \$ - | \$ - | \$ 0.8 | \$ 0.8 |
| Central Bikeway Feasibility and Alternatives Analysis | \$ 2.0 | \$ - | \$ 0.8 | \$ 0.1 | \$ 0.9 | \$ - | \$ 0.8 | \$ 0.1 | \$ 0.9 |
| Highway Program Management -2016 Measure B Oversight | \$ 0.4 | \$ - | \$ - | \$ 0.4 | \$ 0.4 | \$ - | \$ - | \$ 0.2 | \$ 0.2 |
| I-880/Montague Expwy and McCarthy/O'Toole Intersection | \$ 1.8 | \$ - | \$ - | \$ 1.8 | \$ 1.8 | \$ - | \$ 0.1 | \$ 0.0 | \$ 0.1 |
| SR237/Lawrence Expy/Java Dr Interchange | \$ 1.8 | \$ - | \$ - | \$ 1.8 | \$ 1.8 | \$ - | \$ - | \$ 0.8 | \$ 0.8 |
| Countywide Bicycle & Ped ED/Encourage Program | \$ 1.0 | \$ - | \$ - | \$ 0.6 | \$ 0.6 | \$ - | \$ - | \$ 0.4 | \$ 0.4 |
| Tasman Dr-Java Dr Operational Improvement | \$ 1.6 | \$ - | \$ - | \$ 1.6 | \$ 1.6 | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 13.7 | \$ - | \$ 0.8 | \$ 7.8 | \$ 8.6 | \$ - | \$ 0.9 | \$ 2.7 | \$ 3.6 |
| 2 - Projects in the Environmental/Preliminary Engineering Phase | | | | | | | | | |
| US 101 Widening - Monterey Rd to SR 129 | \$ 450.0 | \$ - | \$ - | \$ 5.9 | \$ 5.9 | \$ - | \$ - | \$ 5.9 | \$ 5.9 |
| SR 152 Trade Corridor | \$ 1,120.0 | \$ - | \$ 3.8 | \$ 5.2 | \$ 8.9 | \$ - | \$ 3.8 | \$ 4.8 | \$ 8.6 |
| SR 87/Capitol Expressway Interchange Improvement | \$ 50.0 | \$ - | \$ - | \$ 5.0 | \$ 5.0 | \$ - | \$ - | \$ 1.7 | \$ 1.7 |
| US 101 SB San Antonio/Charleston/Rengstorff Ramp Imp | \$ 192.0 | \$ - | \$ - | \$ 8.0 | \$ 8.0 | \$ - | \$ - | \$ 2.5 | \$ 2.5 |
| US101/Zanker Rd/Skyport Dr/N 4th St Interchange | \$ 350.0 | \$ - | \$ - | \$ 22.6 | \$ 22.6 | \$ - | \$ - | \$ 7.6 | \$ 7.6 |
| SR 87 Technology Improvements | \$ 40.0 | \$ - | \$ - | \$ 1.0 | \$ 1.0 | \$ - | \$ - | \$ 0.0 | \$ 0.0 |
| I-280/Winchester Boulevard Improvements Project | \$ 230.0 | \$ 0.5 | \$ - | \$ 11.5 | \$ 12.0 | \$ 0.5 | \$ - | \$ 7.4 | \$ 7.9 |
| SR 17 Corridor Congestion Relief | \$ 111.0 | \$ - | \$ - | \$ 6.0 | \$ 6.0 | \$ - | \$ - | \$ 3.4 | \$ 3.4 |
| SR 237 Westbound On-Ramp Middlefield Rd | \$ 55.0 | \$ - | \$ - | \$ 10.3 | \$ 10.3 | \$ - | \$ - | \$ 1.5 | \$ 1.5 |
| Bascom Complete Streets Corridor Imps (Hamilton Ave to I-880) | \$ 74.7 | \$ 0.9 | \$ - | \$ 7.0 | \$ 7.9 | \$ 0.9 | \$ - | \$ 2.6 | \$ 3.5 |
| Homestead Corridor Improvements | \$ 18.1 | \$ - | \$ - | \$ 1.5 | \$ 1.5 | \$ - | \$ - | \$ 0.6 | \$ 0.6 |
| Calaveras Boulevard Improvements Project | \$ 143.5 | \$ - | \$ - | \$ 5.0 | \$ 5.0 | \$ - | \$ - | \$ 1.8 | \$ 1.8 |
| SR 17 Wildlife and Trail Crossing | \$ 40.0 | \$ - | \$ - | \$ 5.7 | \$ 5.7 | \$ - | \$ 0.0 | \$ 0.0 | \$ 0.1 |
| Total | \$ 2,874.3 | \$ 1.4 | \$ 3.8 | \$ 94.6 | \$ 99.8 | \$ 1.4 | \$ 3.8 | \$ 39.9 | \$ 45.1 |
| 3 - Projects in Final Design | | | | | | | | | |
| I-280 Soundwalls | \$ 14.0 | \$ - | \$ 4.1 | \$ 0.8 | \$ 4.9 | \$ - | \$ 1.9 | \$ 0.7 | \$ 2.6 |
| I-280/Wolfe Rd Interchange Improvement Project | \$ 120.0 | \$ - | \$ 6.0 | \$ 110.1 | \$ 116.1 | \$ - | \$ - | \$ 20.4 | \$ 20.4 |
| US 101/SR 25 Interchange Improvement Phase 1 | \$ 136.0 | \$ - | \$ 59.2 | \$ 76.8 | \$ 136.0 | \$ - | \$ 4.2 | \$ 12.3 | \$ 16.5 |
| Calaveras Boulevard Near-Term Improvements | \$ 5.5 | \$ - | \$ - | \$ 5.3 | \$ 5.3 | \$ - | \$ - | \$ 1.1 | \$ 1.1 |
| Noise Reduction Program on SR85 | \$ 29.0 | \$ - | \$ - | \$ 13.1 | \$ 13.1 | \$ - | \$ - | \$ 3.1 | \$ 3.1 |
| Total | \$ 304.5 | \$ - | \$ 69.3 | \$ 206.1 | \$ 275.4 | \$ - | \$ 6.1 | \$ 37.7 | \$ 43.8 |
| 4 - Projects in Construction/Operation | | | | | | | | | |
| Coyote Ridge Butterfly Habitat Management | \$ 2.8 | \$ - | \$ - | \$ 2.8 | \$ 2.8 | \$ - | \$ - | \$ 1.6 | \$ 1.6 |
| SR 237/US 101/ Mathilda Interchange | \$ 43.4 | \$ - | \$ 17.0 | \$ 26.5 | \$ 43.5 | \$ - | \$ 16.9 | \$ 26.1 | \$ 43.1 |
| I-280/Foothill Expressway Ramp Improvements | \$ 6.2 | \$ - | \$ - | \$ 6.2 | \$ 6.2 | \$ - | \$ - | \$ 5.5 | \$ 5.5 |
| Landscaping at I-280/I-880/Stevens Creek Blvd. Improvements | \$ 3.5 | \$ 1.9 | \$ - | \$ 1.7 | \$ 3.7 | \$ 1.8 | \$ - | \$ 1.7 | \$ 3.5 |
| US 101/Blossom Hill Road Interchange Improvements | \$ 41.8 | \$ - | \$ - | \$ 41.8 | \$ 41.8 | \$ - | \$ - | \$ 38.9 | \$ 38.9 |
| US101 De La Cruz Blvd/Trimble Road | \$ 75.9 | \$ - | \$ 25.0 | \$ 51.5 | \$ 76.5 | | \$ 19.8 | \$ 36.9 | \$ 56.8 |
| Freeway Performance Initiative | \$ 54.0 | \$ 1.6 | \$ - | \$ 6.2 | \$ 7.8 | \$ 1.6 | \$ - | \$ 6.2 | \$ 7.7 |
| I-680 Sound Walls | \$ 12.1 | \$ - | \$ 8.1 | \$ 4.0 | \$ 12.1 | \$ - | \$ 7.5 | \$ 2.4 | \$ 9.9 |
| SR237/US 101/Mathilda Ave Landscaping | \$ 3.7 | \$ - | \$ - | \$ 3.7 | \$ 3.7 | \$ - | \$ - | \$ 1.3 | \$ 1.3 |
| Total | \$ 243.4 | \$ 3.5 | \$ 50.1 | \$ 144.4 | \$ 198.0 | \$ 3.3 | \$ 44.3 | \$ 120.7 | \$ 168.3 |
| 5- Silicon Valley Express Lane Program | | | | | | | | | |
| SVEL Program Development | \$ 2.9 | \$ - | \$ - | \$ 2.9 | \$ 2.9 | \$ - | \$ - | \$ 2.9 | \$ 2.9 |
| SR 85 Express Lanes Environmental | \$ 6.9 | \$ 4.8 | \$ - | \$ 2.1 | \$ 6.9 | \$ 4.8 | | \$ 2.1 | \$ 6.9 |
| US 101 Express Lanes Environmental | \$ 8.2 | \$ - | \$ - | \$ 8.2 | \$ 8.2 | \$ - | \$ - | \$ 8.2 | \$ 8.2 |
| SR 237/I-880 Express Connectors PH1 | \$ 11.7 | \$ 7.5 | \$ - | \$ 4.3 | \$ 11.7 | \$ 7.5 | \$ - | \$ 4.3 | \$ 11.7 |
| SR 237 Express Lanes PH 2 | \$ 42.6 | \$ 1.6 | \$ - | \$ 41.0 | \$ 42.6 | \$ 1.6 | \$ - | \$ 39.2 | \$ 40.8 |
| SV Express Lanes - US101/SR85 PH 3 | \$ 57.0 | \$ - | \$ 47.5 | \$ 9.2 | \$ 56.7 | \$ - | \$ 46.4 | \$ 8.6 | \$ 55.0 |
| SV Express Lanes - US101/SR85 PH 4 | \$ 67.9 | \$ - | \$ 9.2 | \$ 6.9 | \$ 16.1 | \$ - | \$ 0.9 | \$ 5.7 | \$ 6.6 |
| SV Express Lanes - US 101 PH 5 | \$ 229.0 | \$ 3.3 | \$ 25.5 | \$ 1.0 | \$ 29.8 | \$ 2.6 | \$ 5.3 | \$ 0.8 | \$ 8.7 |
| SV Express Lanes - Future US101/SR85 projects | \$ 710.0 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 1,136.2 | \$ 17.1 | \$ 82.2 | \$ 75.6 | \$ 175.0 | \$ 16.5 | \$ 52.6 | \$ 71.8 | \$ 140.9 |
| GRAND TOTAL | \$ 4,572.1 | \$ 22.0 | \$ 206.2 | \$ 528.6 | \$ 756.8 | \$ 21.2 | \$ 107.7 | \$ 272.7 | \$ 401.7 |



Date: March 5, 2024
 Current Meeting: March 14, 2024
 Board Meeting: April 4, 2024

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Policy Advisory Committee

THROUGH: General Manager/CEO, Carolyn M. Gonot

FROM: Chief Planning and Programming Officer, Deborah Dagang

SUBJECT: Programmed Project Monitoring - Quarterly Report

FOR INFORMATION ONLY

EXECUTIVE SUMMARY:

- Each quarter, staff reports to the Technical Advisory Committee, the Policy Advisory Committee, the Congestion Management Program & Planning Committee, and the Board of Directors on the status of federal, state, and regionally funded projects programmed by the Santa Clara Valley Transportation Authority (VTA).
- For this quarter, thirteen projects are labeled “green,” six are “yellow” and one is “red.”

STRATEGIC PLAN/GOALS:

This item supports VTA’s second Business Line, “Delivering Projects and Programs” by ensuring Member Agencies’ projects meet all federal, state, and regional funding requirements and deadlines.

BACKGROUND:

The Programmed Projects Quarterly Monitoring Report is presented to the Technical Advisory Committee, Policy Advisory Committee, Congestion Management Program & Planning Committee, and the VTA Board of Directors. Obligations for federal funds are based on the Federal Fiscal Year (FFY), which is from October 1st to September 30th.

The purpose of this report is to assist the VTA Board, committees, staff, and project sponsors in tracking the progress of federal and state-funded projects that are sponsored by Member Agencies and programmed through VTA. Additionally, the report helps ensure implementing agencies comply with the Metropolitan Transportation Commission’s (MTC) Regional Project Funding Delivery Policy (MTC Resolution 3606), and do not lose any funds by missing a federal, state, or regional funding deadline.

DISCUSSION:

The Programmed Projects Quarterly Monitoring Report for October to December 2023 is attached. The report consists of a project summary sheet highlighting the status of projects with funds expiring in FY2023/24 (Attachment A), a detailed listing for each active project (Attachment B) and a list of commonly used abbreviations (Attachment C).

The project summary sheet identifies projects in three categories:

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

For this quarter, thirteen projects are labeled “green.” These projects are either obligated or have submitted their Request for Authorization (RFA, or E76) to Caltrans.




There are six projects with unobligated funds listed in Attachment A that are labeled yellow. These include two projects with Right-of-Way issues and one that is delayed by a pending Transportation Improvement Program (TIP) amendment. There are also three San Jose projects that were close to having their OBAG3 funds deprogrammed because San Jose’s Housing Element was not approved. With the recent approval of the City’s Housing Element, these projects can move forward. However, San Jose may not be able to submit for the E76 during this fiscal year. They are working with MTC for an extension.

One project is labeled “red,” which is Cupertino's Stevens Creek Boulevard Class IV Bike Lanes. The city is developing a revised funding plan and searching for additional funds.

CLIMATE IMPACT:

Many of the projects contained in this report have the potential to reduce greenhouse gas emissions by providing new and/or improved bicycle and pedestrian facilities.

Prepared By: Bill Hough
Memo No. 8882

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

| Sponsor | Project Title | Project # | Phase | Federal/State Funds | Status | | | Comments |
|---------------|---|-----------|-------|---------------------|--------|--------|-----|--|
| | | | | | Green | Yellow | Red | |
| Cupertino | Cupertino Stevens Creek Blvd Class IV Bike Lanes | SCL210034 | CON | \$807,000 | | | | City is searching for additional funds. |
| Los Gatos | Los Gatos Creek Trail to Hwy 9 Trailhead Connector | SCL170028 | CON | \$2,842,000 | | | | Obligated |
| Los Gatos | Shannon Road Complete Streets | SCL190033 | CON | \$940,100 | | | | Obligated |
| Mountain View | Stierlin Road Bike-Pedestrian Improvements | SCL210012 | CON | \$4,007,000 | | | | Working with D4 Local Assistance ROW Agent on ROW Cert. |
| Mountain View | Mountain View Mobility Hub Pilot | SCL210025 | CON | \$200,000 | | | | City submitted for RFA on 12/8/2023. |
| Mountain View | Shoreline Boulevard Pathway Improvements | SCL210027 | CON | \$1,996,000 | | | | City/County resolving ROW issues. |
| San Jose | West San Carlos Urban Village Streets Improvements | SCL170061 | CON | \$831,793 | | | | MTC advised waiting for TIP amendment prior to submitting the RFA. |
| San Jose | San Jose Pavement Maintenance | SCL170044 | CON | \$958,736 | | | | Project restored to TIP-City to obligate by 9/30/2024. |
| San Jose | White Road Pedestrian Safety | SCL230207 | PE | \$3,832,000 | | | | San Jose working with MTC for an extension for this project. |
| San Jose | Jackson Avenue Complete Streets | SCL230208 | PE | \$3,300,000 | | | | San Jose working with MTC for an extension for this project. |
| San Jose | Signalized Intersections Pedestrian Safety Improvements | SCL230209 | PE | \$1,500,000 | | | | San Jose working with MTC for an extension for this project. |
| San Jose | Julian and St. James Couplet Conversion | SCL210026 | PE | \$2,067,572 | | | | PE obligated on 7/28/2023. |
| San Jose | San Jose Downtown Bikeways - Quick Strike Improvements | SCL210016 | CON | \$1,629,918 | | | | Partially obligated |
| San Jose | Better Bikeway San Jose - San Fernando Street | SCL190029 | CON | \$8,208,000 | | | | ATP allocation request for the CON fund was submitted. |
| San Jose | En Movimiento - Quick Strike Improvements | SCL210015 | CON | \$146,577 | | | | Currently in the bid and award phase. |
| Santa Clara | De La Cruz/Lick Mill/Scott Blvds Bicycle Lanes | SCL230202 | PE | \$675,000 | | | | Submitted E-76 for PE in October 2023. |
| Saratoga | Blue Hills Elementary Pedestrian Crossing at UPRR | SCL210018 | CON | \$1,800,000 | | | | MTC granted an extension until 9/30/2024 due to UPRR delays. |
| Saratoga | Citywide Master Plan for Bikeways and Sidewalks | SCL230224 | Other | \$443,000 | | | | Submitted RFA (PE) December 2023. |
| SC County | Circulation and Mobility Element | SCL230222 | Other | \$450,000 | | | | NEPA CE for this project has been signed. |
| VTa | I-280 Soundwalls - SR-87 to Los Gatos Creek Bridge | SCL170064 | CON | \$6,064,000 | | | | Design and ROW underway |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of Campbell | Project Title: | | Campbell PDA Enhancements | | | | | |
|--------------|------------|--|---|---------------------|---------------------------|------------------|----------------|------------------------|----------------|--|
| 1 of 1 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | |
| | SCL210024 | Enhance pedestrian and bicycle infrastructure and calm traffic oh Campbell Avenue. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | |
| Fund Source | | | CMAQ: \$550 Local: \$100 RTP-LRP: \$2,875 | Design is underway. | | | | | | |
| | | | | | Field Review | | Started | Completed | | |
| | | | | | ENV | \$5 | 2023 | Started | Completed | |
| | | | | | Design | \$645 | 2023 | Started | 2/2024 | |
| Manager Name | | Matthew Jue | ROW | \$0 | N/A | N/A | N/A | | | |
| Phone/Fax | | (408) 866-2154 | Construction | \$2,875 | 2025 | 4/2025 | 11/2026 | Obligation Deadline | Obligated (PE) | |
| E-Mail | | matthewj@campbellca.gov | Total | \$3,525 | E-76 Const (sub/app) | | 10/20/2022 | Last Updated | 12/13/2023 | |
| | | | | | Last Invoice (sub/app) | | | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of Cupertino | Project Title: | | McClellan Road Separated Bike Lanes (Phase 3) | | | | | | |
|--------------|---------------------------------|-----------------------|-------------------|---------------|---|---------------|-------------|---|-----------|--|--|
| 1 of 2 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | | |
| | SCL190036 | | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | | |
| | Fund Source | | | | | | | E-76 Approved in March 2023. | | | |
| | CMAQ: \$1,000 Local: \$1,500 | | Field Review | | | Started | Completed | Under construction. Completion estimated May 2024. | | | |
| | | | ENV | \$300 | 2021 | Started | Completed | | | | |
| | | Design | \$0 | | Started | Completed | | | | | |
| Manager Name | | Marlon Aumentado | ROW | \$0 | N/A | N/A | N/A | | | | |
| Phone/Fax | | 408-777-3215 | Construction | \$2,204 | 2022 | Started | 5/2024 | Obligation Deadline | Obligated | | |
| E-Mail | | marlona@cupertino.org | Total | \$2,504 | E-76 Const (sub/app) | | 3/9/2023 | Last Updated | 1/19/2024 | | |
| | | | | | Last Invoice (sub/app) | | | | | | |

| Sponsor: | | City of Cupertino | Project Title: | | Cupertino Stevens Creek Blvd Class IV Bike Lanes | | | | | | |
|-----------------------------|------------|---|-------------------|------------------------|--|---------------|---|---------------------|-----------|--|--|
| 2 of 2 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | | |
| | SCL210034 | Convert existing Class II bike lanes to Class IV bike lanes between Wolfe and Hwy 85. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | | |
| Fund Source | | | | | | | City is searching for additional funds. Pending ROW Cert Approval. | | | | |
| CMAQ: \$807 Local: 1,543 | | | Field Review | | | Completed | | | | | |
| | | | ENV | \$0 | 2022 | Completed | | | | | |
| | | | Design | \$0 | 2022 | Started | | Completed | | | |
| Manager Name | | Marlon Aumentado | ROW | | 2023 | Started | | | | | |
| Phone/Fax | | | Construction | \$807 | 2023 | 12/2023 | 9/2024 | Obligation Deadline | 1/31/2024 | | |
| E-Mail | | marlona@cupertino.org | Total | \$807 | E-76 Const (sub/app) | | | Last Updated | 2/14/2024 | | |
| | | | | Last Invoice (sub/app) | | | | | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of Gilroy | Project Title: | | Safe Routes to School - Christopher High School | | | | |
|--------------|--------------------------------|--|-------------------|---------------|---|---------------|-------------|----------------------|----------|
| 1 of 1 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | |
| | SCL230227 | Construct a Class I multi-use trail approximately 6,500 linear feet in length consisting of asphalt concrete (for bicycles and pedestrians), ADA-compliant curb ramps at all trail entrances, and concrete retaining wall. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | new earmark project. | |
| | Fund Source | | Field Review | | | | | | |
| | Earmark \$1,500 Local \$194 | | ENV | \$206 | 2024 | | | | |
| | | | Design | \$0 | | | | | |
| Manager Name | | Julie Oates | ROW | \$0 | | | | | |
| Phone/Fax | | | Construction | \$1,187 | 2025 | | | Obligation Deadline | |
| E-Mail | | julie.oates@cityofgilroy.org | Total | \$1,393 | E-76 Const (sub/app) | | | Last Updated | 2/1/2024 |
| | | | | | Last Invoice (sub/app) | | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of Los Altos | Project Title: | | N San Antonio Road Protected Bikeways and Complete Streets | | | | | |
|--------------|--|---|-------------------|------------------------|--|---------------|--|------------|--|--|
| 1 of 1 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | |
| | SCL230206 | Complete Streets and Class IV Bikeways Project along N San Antonio Rd from Foothill Expressway to El Camino Real. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | |
| Fund Source | Local: \$1,824 STIP-OBAG3 - \$7,298 | | Field Review | | | | Included in OBAG 3 project list approved by MTC in January 2023. Sponsor entered project into TIP in March 2023. Council accepted the funds and approved the local match via resolution in June 2023. | | | |
| | | | ENV | \$0 | | | | | | |
| | | | Design | \$1,403 | 2024 | 3/2024 | | 9/2024 | | |
| Manager Name | Art Williams | ROW | \$0 | | N/A | N/A | | | | |
| Phone/Fax | | Construction | \$7,719 | 2025 | 2/2025 | 1/2027 | Obligation Deadline | 1/31/2027 | | |
| E-Mail | awilliams@losaltosca.gov | Total | \$9,122 | E-76 Const (sub/app) | | | Last Updated | 12/22/2023 | | |
| | | | | Last Invoice (sub/app) | | | | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of Milpitas | Project Title: | | South Milpitas Blvd. Extension and Bridge | | | | | |
|--------------|-------------------------------------|--|----------------------|---------------|---|---------------|-------------|---------------------|----------|--|
| 1 of 1 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | |
| | SCL210035 | S. Milpitas Blvd over Penitencia Creek connecting to Tarob Ct: Extend roadway and construct bridge | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | |
| | Fund Source | | New Earmark project. | | | | | | | |
| | Earmark: \$3,000 Local: \$12,700 | | | Field Review | | | | | | |
| | | | | ENV | \$0 | | | | | |
| Design | | \$0 | | | | | | | | |
| Manager Name | | Steve Chan | ROW | \$0 | | | | | | |
| Phone/Fax | | | Construction | \$0 | | | | Obligation Deadline | | |
| E-Mail | | schan@ci.milpitas.ca.gov | Total | \$0 | E-76 Const (sub/app) | | | Last Updated | 2/1/2024 | |
| | | | | | Last Invoice (sub/app) | | | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of Morgan Hill | Project Title: | | Monterey Road Traffic, Bicycle, and Pedestrian Improvements | | | | | |
|--------------------------------|------------|--|-------------------|---------------|---|---------------|-------------|--|-----------|-----|
| 1 of 1 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | |
| | SCL230204 | | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | |
| Fund Source | | Road M&R; buffered bicycle lane & colored pavement improvements; sidewalk gap closures; raised center medians; & curb ramp upgrades on Monterey Rd from Cochrane Rd to E. Middle Ave (south City limit). | Field Review | | 2024 | 1/2024 | 6/2024 | Included in OBAG 3 project list approved by MTC in January 2023. Sponsor entered project into TIP in March 2023. | | |
| Local: \$510 OBAG 3:\$3,921 | | | ENV | \$30 | 2024 | 1/2024 | 3/2024 | | | |
| | | | Design | \$200 | 2024 | 1/2024 | 9/2024 | | | |
| | | | Manager Name | Lynette Kong | ROW | \$0 | N/A | | | N/A |
| Phone/Fax | | 408-310-4714 | Construction | \$4,429 | 2025 | 6/2025 | 6/2026 | Obligation Deadline | 1/31/2027 | |
| E-Mail | | lynette.kong@morganhill.ca.gov | Total | \$4,659 | E-76 Const (sub/app) | | | Last Updated | 1/8/2024 | |
| | | | | | Last Invoice (sub/app) | | | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of Mountain View | Project Title: | | Moffett Boulevard Complete Streets | | | | |
|--------------|-----------------------------------|--|-------------------|---------------|------------------------------------|---------------|-------------|---------------------|------------|
| 1 of 6 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | |
| | SCL230211 | Development of bikeways, sidewalks, and complete street improvements on Moffett Boulevard north of Middlefield Road. | Field Review | | Programmed Year | Start mm/yyyy | End mm/yyyy | | |
| | Fund Source | | | | | | | | |
| | Local: \$1,060 OBAG 3: \$3,500 | | | | | | | | |
| | Manager Name | | | | | | | | |
| | | Robert Gonzales | ROW | \$0 | N/A | N/A | N/A | | |
| | Phone/Fax | 650-903-6541 | Construction | \$4,000 | 2025 | 1/2026 | 12/2026 | Obligation Deadline | 1/31/2027 |
| | E-Mail | robert.gonzales@mountainview.gov | Total | \$4,600 | E-76 Const (sub/app) | | | Last Updated | 10/12/2023 |
| | | | | | Last Invoice (sub/app) | | | | |

| Sponsor: | | City of Mountain View | Project Title: | | Middlefield Road Complete Streets | | | | |
|--------------|---------------------------------------|--|-------------------|---------------|-----------------------------------|---------------|-------------|---------------------|------------|
| 2 of 6 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | |
| | SCL230212 | Design and construction of: road resurfacing and restriping Moffett to Whisman, protected bikeways over SR 85, ped/bike improvements at intersections. | Field Review | | Programmed Year | Start mm/yyyy | End mm/yyyy | | |
| | Fund Source | | | | | | | | |
| | Local: \$2,744 STP-OBAG 3: \$2,406 | | | | | | | | |
| | Manager Name | | | | | | | | |
| | | Robert Gonzales | ROW | \$0 | N/A | N/A | N/A | | |
| | Phone/Fax | 650-903-6541 | Construction | \$2,406 | 2025 | 1/2025 | 12/2025 | Obligation Deadline | 1/31/2027 |
| | E-Mail | robert.gonzales@mountainview.gov | Total | \$3,256 | E-76 Const (sub/app) | | | Last Updated | 10/12/2023 |
| | | | | | Last Invoice (sub/app) | | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of Mountain View | Project Title: | | Stierlin Rd Bike-Ped Improvements | | | | |
|--------------|--------------------------------|--|---|---------------|-----------------------------------|---------------|-------------|---------------------|-----------|
| 3 of 6 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | |
| | SCL210012 | Implement bicycle and pedestrian improvements along Stierlin Road from Central Expressway (opposite Mountain View Transit Center), Central Avenue and Shoreline Boulevard. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | |
| | Fund Source | | Submitted CON RFA in July 2023. City resubmitting ROW Cert based on feedback from District 4 Local Assistance ROW Agent. | | | | | | |
| | Local: \$555 S & S: \$4,007 | | | Field Review | | | | | |
| | | | | ENV | \$555 | 2021 | Started | Completed | |
| | | Design | \$0 | | Started | Completed | | | |
| Manager Name | | Robert Gonzales | ROW | \$0 | N/A | N/A | N/A | | |
| Phone/Fax | | 650-903-6541 | Construction | \$4,007 | 2022 | 11/2023 | 3/2024 | Obligation Deadline | 1/31/2024 |
| E-Mail | | robert.gonzales@mountainview.gov | Total | \$4,562 | E-76 Const (sub/app) | | | Last Updated | 2/5/2024 |
| | | Last Invoice (sub/app) | | | | | | | |

| Sponsor: | | City of Mountain View | Project Title: | | Mountain View Mobility Hub Pilot | | | | |
|--------------|-------------|--|----------------------------|---------------|----------------------------------|---------------|-------------|--------------------------------------|-----------|
| 4 of 6 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | |
| | SCL210025 | Implement multi-modal enhancements at the Mountain View Transit Center | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | |
| | Fund Source | | CMAQ: \$200 Local: \$35 | Field Review | | | | | |
| | | | | ENV | \$0 | N/A | N/A | N/A | |
| | | | | Design | \$0 | N/A | N/A | N/A | |
| Manager Name | | Robert Gonzales | ROW | \$0 | N/A | N/A | N/A | City submitted for RFA on 12/8/2023. | |
| Phone/Fax | | | Construction | \$200 | 2024 | 12/2023 | 06/2024 | | |
| E-Mail | | robert.gonzales@mountainview.gov | Total | \$200 | E-76 Const (sub/app) | | | | |
| | | | | | Last Invoice (sub/app) | | | Obligation Deadline | 1/31/2024 |
| | | | | | | | | Last Updated | 2/5/2024 |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of Mountain View | Project Title: | | Shoreline Boulevard Pathway Improvements | | | | | | |
|--------------|-------------------------------|---|-------------------|---------------|--|---------------|-------------|--|------------|--|--|
| 5 of 6 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | | |
| | SCL210027 | Reconstruct a pathway connection to connect neighborhoods and the Transit Center and Down Town adjacent to Shoreline Boulevard. | Field Review | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | | |
| | Fund Source | | | | | | Completed | | | | |
| | CMAQ: \$1,996 Local: \$335 | | | | | | | | | | |
| | | | | | | | | | | | |
| | Manager Name | Robert Gonzales | ROW | \$0 | N/A | N/A | N/A | City of working with County of Santa Clara to obtain a right of access or fee title in order to resolve ROW issue. | | | |
| | Phone/Fax | 650-903-6541 | Construction | \$1,996 | 2023 | 11/2023 | 6/2024 | | | | |
| | E-Mail | robert.gonzales@mountainview.gov | Total | \$2,331 | E-76 Const (sub/app) | | | | | | |
| | | | | | Last Invoice (sub/app) | | | Obligation Deadline | 1/31/2024 | | |
| | | | | | | | | Last Updated | 10/12/2023 | | |

| Sponsor: | | City of Mountain View | Project Title: | | El Camino Real / El Monte / Escuela Intersection Improvements | | | | | | |
|--------------|--------------------------------------|---|-------------------|---------------|---|---------------|-------------|--|------------|--|--|
| 6 of 6 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | | |
| | SCL230213 | Construction of intersection pedestrian and bicycle improvements, as well as slip lane removal and creation of a new plaza at El Monte. | Field Review | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | | |
| | Fund Source | | | | | | | | | | |
| | Local: \$1,150 STP-OBAG3: \$2,400 | | | | | | | | | | |
| | | | | | | | | | | | |
| | Manager Name | Robert Gonzales | ROW | \$0 | | N/A | N/A | Included in OBAG 3 project list approved by MTC in January 2023. Sponsor entered project into TIP in March 2023. | | | |
| | Phone/Fax | 650-903-6541 | Construction | \$2,400 | 2025 | 7/2025 | 7/2026 | | | | |
| | E-Mail | robert.gonzales@mountainview.gov | Total | \$2,400 | E-76 Const (sub/app) | | | | | | |
| | | | | | Last Invoice (sub/app) | | | Obligation Deadline | 1/31/2027 | | |
| | | | | | | | | Last Updated | 10/12/2023 | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of San Jose | Project Title: | | Willow-Keyes Complete Streets Improvement Project | | | |
|---------------|---------------------------------|--|-------------------|---------------|---|---------------|-------------|---|
| 1 of 19 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments |
| | SCL190028 | On Willow-Keyes streets; construct bicycle and pedestrian safety improvements. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | Finished procurement process. |
| | Fund Source | | Field Review | | | Started | Completed | In process to award project to design consultant. |
| | ATP: \$12,926 Local: \$7,047 | | ENV | \$1,063 | 2021 | Started | 6/2024 | CTC granted a project extension with a new obligation of February 2025. |
| | | | Design | \$3,472 | 2023 | Started | 12/2024 | |
| Manager Name | | Carla Suryamega | ROW | \$400 | 2023 | Started | 12/2024 | |
| Phone/Fax | | 408-535-8395 | Construction | \$15,038 | 2025 | 5/2025 | 12/2026 | Obligation Deadline 2/28/2025 |
| E-Mail | | carla.suryamega@sanjoseca.gov | Total | \$19,973 | E-76 Const (sub/app) | | | Last Updated 1/8/2024 |
| | | | | | Last Invoice (sub/app) | | 4/30/2023 | |

| Sponsor: | | City of San Jose | Project Title: | | Jackson Ave Complete Streets | | | |
|---------------|--------------------|--|-------------------|---------------|------------------------------|---------------|-------------|--|
| 2 of 19 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments |
| | SCL230208 | The Jackson Avenue Complete Streets Project (Alum rock to Story) will provide transit, bicycle, and pedestrian enhancements along Jackson Avenue, a multilane corridor that runs parallel to I-680 in East San José. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | Included in OBAG 3 project list approved by MTC in January 2023. Sponsor entered project into TIP in March 2023. |
| | Fund Source | | Field Review | | 2024 | 2/2024 | 4/2024 | San Jose's Housing Element was recently approved by HCD. |
| | STP-OBAG3: \$3,300 | | ENV | \$0 | 2024 | 6/2024 | 7/2025 | |
| | | | Design | \$3,300 | 2024 | 6/2024 | 6/2026 | |
| Manager Name | | Beza Kedida | ROW | \$0 | 2026 | 7/2026 | 2/2028 | |
| Phone/Fax | | 408-535-3534 | Construction | \$0 | 2027 | | | Obligation Deadline 1/31/2027 |
| E-Mail | | beza.kedida@sanjoseca.gov | Total | \$3,300 | E-76 Const (sub/app) | | | Last Updated 1/31/2024 |
| | | | | | Last Invoice (sub/app) | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of San Jose | Project Title: | | San Fernando Street Mobility Hubs | | | | |
|---------------|-------------------------|--|-------------------|---------------|-----------------------------------|---------------|-------------|---------------------|-----------|
| 3 of 19 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | |
| | 10314 | This project will complete the design, environmental clearance, and construction of two small-scale mobility hubs on San Fernando Street in Downtown San José: one Urban District Hub and one Pulse Hub. | Field Review | | Programmed Year | Start mm/yyyy | End mm/yyyy | | |
| | Fund Source | | | | | | | | |
| | CRP 1,139 Local: 131 | | | | | | | | |
| | | | | | | | | | |
| Manager Name | | | ROW | \$0 | | | | | |
| Phone/Fax | | | Construction | \$870,000 | | | | Obligation Deadline | 1/2027 |
| E-Mail | | | Total | \$1,139,000 | E-76 Const (sub/app) | | | Last Updated | 1/18/2024 |
| | | | | | Last Invoice (sub/app) | | | | |

| Sponsor: | | City of San Jose | Project Title: | | Bay Trail Reach 9 & 9B | | | | |
|---------------|----------------------------------|---|-------------------|---------------|------------------------|---------------|-------------|---------------------|---------------|
| 4 of 19 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | |
| | SCL050082 | San Jose: From the existing San Francisco Bay Trail/HWY 237 Bikeway Trail to the Bay Trail designated parking spaces (adjacent to the publicly accessible Marriott property): Construct 1.1 miles of commuter/transportation trail. | Field Review | | Programmed Year | Start mm/yyyy | End mm/yyyy | | |
| | Fund Source | | | | | | | | |
| | Earmark: \$675 Local: \$3,870 | | | | | | | | |
| | | | | | | | | | |
| Manager Name | | Liz Sewell | ROW | \$298 | 2021 | Started | In progress | | |
| Phone/Fax | | | Construction | \$4,000 | Phased | Phased | Phased | Obligation Deadline | No Expiration |
| E-Mail | | elizabeth.sewell@sanjoseca.gov | Total | \$5,113 | E-76 Const (sub/app) | | 10/21/2021 | Last Updated | 1/8/2024 |
| | | | | | Last Invoice (sub/app) | | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of San Jose | Project Title: | | Tully Road Safety Improvements | | | | | |
|---------------|---|---|----------------------|---------------|--------------------------------|------------------|----------------|------------------------|-----------|-----------|
| 5 of 19 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | |
| | SCL170029 | Implement safety elements on Tully Road between Monterey Road and Capital Expressway. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | |
| | Fund Source | | | | Under construction. | | | | | |
| | CMAQ: \$1,623 Local: \$2,351 STP: \$6,975 | | | | | Field Review | | | Started | Completed |
| | ENV | | | | | \$0 | 2019 | Started | Completed | |
| | | Design | \$2,399 | 2019 | Started | Completed | | | | |
| Manager Name | | Ryan Santos | ROW | \$0 | | Started | Completed | | | |
| Phone/Fax | | 408-535-1273 | Construction | \$8,550 | 2021 | Started | 5/2024 | Obligation Deadline | Obligated | |
| E-Mail | | ryan.santos@sanjoseca.gov | Total | \$10,949 | E-76 Const (sub/app) | | Completed | Last Updated | 1/8/2024 | |
| | | | | | Last Invoice (sub/app) | 10/2023 | | | | |

| Sponsor: | | City of San Jose | Project Title: | | McKee Road Safety Improvements | | | | |
|---------------|--------------------------------|--|-------------------|------------------------|--------------------------------|---------------|---|----------|-------------------------|
| 6 of 19 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | |
| | SCL170030 | Implement safety elements on McKee Road between Route 101 and Toyon Ave. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | |
| | Fund Source | | Field Review | | | Started | Completed | | |
| | Local: \$2,357 STP: \$8,623 | | ENV | \$0 | | Started | Completed | | |
| | | | Design | \$2,406 | 2019 | Started | Completed | | |
| Manager Name | Carla Suryamega | ROW | \$0 | N/A | N/A | N/A | <div>Obligation Deadline</div> <div>Obligated</div> | | |
| Phone/Fax | 408-535-8395 | Construction | \$8,574 | 2023 | Started | 3/2024 | | | |
| E-Mail | Carla.Suryamega@sanjoseca.gov | Total | \$10,980 | E-76 Const (sub/app) | | Completed | | | <div>Last Updated</div> |
| | | | | Last Invoice (sub/app) | 11/2023 | | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of San Jose | Project Title: | | Mt Pleasant Ped & Bike Traffic Safety Improvements | | | |
|---------------|-------------------------------|--|-------------------|---------------|--|---------------|-------------|---------------------|
| 7 of 19 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments |
| | SCL170031 | On Mount Pleasant Area, traffic safety improvements to serve students population of seven schools. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | Under construction. |
| | Fund Source | | Field Review | | | Started | Completed | |
| | CMAQ: \$1,000 Local: \$260 | | ENV | \$0 | | Started | Completed | |
| | | | Design | \$268 | 2019 | Started | Completed | |
| Manager Name | | Ryan Santos | ROW | \$0 | | Started | Completed | |
| Phone/Fax | | (408) 535-1273 | Construction | \$992 | 2023 | Started | 05/2024 | Obligation Deadline |
| E-Mail | | ryan.santos@sanjoseca.gov | Total | \$1,260 | E-76 Const (sub/app) | | | Last Updated |
| | | | | | Last Invoice (sub/app) | 10/2023 | | |
| | | | | | | | | Obligated |
| | | | | | | | | 1/8/2024 |

| Sponsor: | | City of San Jose | Project Title: | | San Jose Pavement Maintenance | | | |
|---------------|-----------------------------------|--|-------------------|---------------|-------------------------------|---------------|-------------|---|
| 8 of 19 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments |
| | SCL170044 | Pavement maintenance and rehabilitation for various streets in City of San Jose. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | Amend this project back into the TIP and reprogram \$959K in prior year STP and \$124K in prior year Local to FY24. |
| | Fund Source | | Field Review | | | | | |
| | Local \$3,804 STP \$16,642,138 | | ENV | \$0 | | | | |
| | | | Design | \$0 | | | | |
| Manager Name | | Devin Gianchandani | ROW | \$0 | | | | |
| Phone/Fax | | | Construction | \$1,083 | 2024 | | | Obligation Deadline |
| E-Mail | | devin.gianchandani@sanjoseca.gov | Total | \$1,083 | E-76 Const (sub/app) | | | Last Updated |
| | | | | | Last Invoice (sub/app) | | | |
| | | | | | | | | September 30, 2024 |
| | | | | | | | | 1/25/2024 |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of San Jose | Project Title: | | West San Carlos Urban Village Streets Improvements | | | | | | |
|---------------|--|--|-------------------|---------------|--|---------------|-------------|---|-----------|--|--|
| 9 of 19 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | | |
| | SCL170061 | Implement safety elements on West San Carlos Street between I-880 and McEvoy Street. | Field Review | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | | |
| | Fund Source | | | | | Started | Completed | | | | |
| | CMAQ: \$3,582 Local: \$2,168 STIP: \$4,350 | | | | | Started | Completed | | | | |
| | | | | | | Started | Completed | | | | |
| Manager Name | | Carla Suryamega | ROW | \$0 | N/A | N/A | N/A | <div>MTC has advised to wait for TIP amendment to get approved shortly, prior to submitting the RFA request to Caltrans</div> <div>Extended Construction award deadline to December 2024.</div> | | | |
| Phone/Fax | | (408) 535-8395 | Construction | \$6,767 | 2023 | 04/2025 | 04/2026 | Obligation Deadline | 1/31/2024 | | |
| E-Mail | | carla.suryamega@sanjoseca.gov | Total | \$10,100 | E-76 Const (sub/app) | | | Last Updated | 1/8/2023 | | |
| | | | | | Last Invoice (sub/app) | | 12/2023 | | | | |

| Sponsor: | | City of San Jose | Project Title: | | Monterey Road - HSIP Guardrail Upgrade | | | | | | |
|----------------|---------------|--------------------------------------|-------------------|---------------|--|---------------|-------------|--------------------------------|-----------|--|--|
| 10 of 19 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | | |
| | SCL190020 | Upgrade guard rails on Monterey Road | Field Review | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | | |
| | Fund Source | | | | | Started | Completed | | | | |
| | HSIP: \$1,000 | | | | | Started | Completed | | | | |
| | | | | | | Started | Completed | | | | |
| Manager Name | | Devin Gianchandani | ROW | \$0 | | N/A | N/A | <div>Under construction.</div> | | | |
| Phone/Fax | | 408-975-3254 | Construction | \$1,000 | 2022 | Started | 3/2024 | Obligation Deadline | Obligated | | |
| E-Mail | | devin.gianchandani@sanjoseca.gov | Total | \$1,000 | E-76 Const (sub/app) | | | Last Updated | 1/8/2024 | | |
| | | | | | Last Invoice (sub/app) | 11/2023 | | | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of San Jose | Project Title: | | Better Bikeway San Jose - San Fernando Street | | | | | |
|----------------|-------------|--|--------------------------------|---------------|---|---------------|-------------|---|--|---|
| 11 of 19 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | |
| | SCL190029 | On San Fernando Street; Construct bicycle and pedestrian safety improvements. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | |
| | Fund Source | | ATP: \$9,992 Local: \$1,927 | Field Review | | | | | | |
| | | | | ENV | \$658 | 2020 | Started | Completed | | |
| | | | | Design | \$1,989 | 2023 | Started | 10/2024 | | |
| Manager Name | | Carla Suryamega | ROW | \$0 | N/A | N/A | N/A | <div>Obligation Deadline</div> <div>2/28/2024</div> | | |
| Phone/Fax | | 408-535-8935 | Construction | \$9,272 | 2024 | 10/2024 | 10/2025 | | | |
| E-Mail | | carla.suryamega@sanjoseca.gov | Total | \$11,919 | E-76 Const (sub/app) | 10/17/2019 | | | | <div>Last Updated</div> <div>2/1/2024</div> |
| | | | | | Last Invoice (sub/app) | | 09/20/2023 | | | |

| Sponsor: | | City of San Jose | Project Title: | | McKee-Julian Quick Strike Improvements | | | | |
|----------------|-------------------------------|--|-----------------------------|------------------------|--|---------------|--|-----------|-----------|
| 12 of 19 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | |
| | SCL210013 | Provide safety improvements for vulnerable roadway users, pedestrians, bicyclists, and transit riders. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | |
| | Fund Source | | Local: \$70 S & S: \$705 | | | | Project currently in advertisement, bid opening in January 2024. | | |
| | | | | Field Review | | | | Started | Completed |
| | | | | ENV | \$0 | | | Started | Completed |
| | Design | \$70 | 2021 | Started | Completed | | | | |
| Manager Name | Carla Suryamega | ROW | \$0 | | Started | Completed | | | |
| Phone/Fax | 408-535-8395 | Construction | \$705 | 2024 | 05/2024 | 12/2024 | Obligation Deadline | Obligated | |
| E-Mail | Carla.Suryamega@sanjoseca.gov | Total | \$775 | E-76 Const (sub/app) | | | Last Updated | 1/8/2024 | |
| | | | | Last Invoice (sub/app) | 11/2023 | | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of San Jose | Project Title: | | Bascom Avenue - Quick Strike Improvements | | |
|----------------|-----------------------------|--|-------------------|---------------|---|---------------|---------------------|
| 13 of 19 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | Comments |
| | SCL210014 | Enhance the existing bikeway on Bascom Ave to a 1-mile Class IV protected bikeway. | | | Programmed Year | Start mm/yyyy | |
| | Fund Source | | Field Review | | | Started | |
| | Local: \$69 S & S: \$690 | | ENV | \$0 | 2021 | Started | |
| | | | Design | \$69 | 2022 | Started | |
| Manager Name | | Ryan Santos | ROW | \$0 | 2023 | Started | Completed |
| Phone/Fax | | (408) 535-1273 | Construction | \$690 | 2024 | 10/2024 | 4/2025 |
| E-Mail | | Ryan.santos@sanjoseca.gov | Total | \$759 | E-76 Const (sub/app) | | |
| | | | | | Last Invoice (sub/app) | 11/2023 | |
| | | | | | | | Obligation Deadline |
| | | | | | | | Obligated |
| | | | | | | | Last Updated |
| | | | | | | | 1/8/2024 |

| Sponsor: | | City of San Jose | Project Title: | | En Movimiento - Quick Strike Improvements | | |
|----------------|--|--|-------------------|---------------|---|---------------|---------------------|
| 14 of 19 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | Comments |
| | SCL210015 | Build bike boulevard corridors that will provide safe and comfortable connections to existing and planned transit, as well as many popular destinations at various locations in East San Jose. | | | Programmed Year | Start mm/yyyy | |
| | Fund Source | | Field Review | | | Started | |
| | Earmark: \$147 Local: \$130 S & S: \$1,325 | | ENV | \$0 | 2021 | Started | |
| | | | Design | \$130 | 2022 | Started | |
| Manager Name | | Ryan Santos | ROW | \$0 | 2023 | Started | Completed |
| Phone/Fax | | (408) 535-1273 | Construction | \$1,325 | 2023/24 | 5/2024 | 09/2024 |
| E-Mail | | Ryan.santos@sanjoseca.gov | Total | \$1,455 | E-76 Const (sub/app) | 06/01/23 | |
| | | | | | Last Invoice (sub/app) | 12/2023 | 6/6/2023 |
| | | | | | | | Obligation Deadline |
| | | | | | | | Obligated |
| | | | | | | | Last Updated |
| | | | | | | | 2/1/2024 |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of San Jose | Project Title: | | San Jose Downtown Bikeways - Quick Strike | | | | | | |
|----------------|--------------------------------|--|----------------------|---------------|---|------------------|----------------|--|--|------------------------|---------------------|
| 15 of 19 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | | |
| | SCL210016 | Enhance existing facilities to become a connected network of Class IV (Separated) and Class III (Bike Boulevard) all-ages-and abilities at various locations in the downtown area. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | | |
| | Fund Source | | | Field Review | | | Completed | | | | |
| | Local: \$400 S & S: \$4,025 | | | ENV | \$0 | | Started | Completed | | | |
| | | | | Design | \$400 | 2021 | Started | 9/2023 | | | |
| Manager Name | | Carla Suryamega | ROW | \$0 | | | 8/2023 | Obligated back in October 2023. Project is currently in the bid and award phase. The City is planning to award the project on June 2024. | | | |
| Phone/Fax | | 408-535-8395 | Construction | \$4,025 | 2024 | 3/2024 | 9/2024 | | | Obligation Deadline | Partially Obligated |
| E-Mail | | Carla.suryamega@sanjoseca.gov | Total | \$4,425 | E-76 Const (sub/app) | | | | | | Last Updated |
| | | | | | Last Invoice (sub/app) | | | | | | |

| Sponsor: | | City of San Jose | Project Title: | | Julian and St. James Couplet Conversion | | | | | |
|----------------|--------------|--|---|---------------|---|---------------|-------------|---------------------|--------------|--------------|
| 16 of 19 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | |
| | SCL210026 | Project will conduct feasibility of 1-way to 2-way traffic conversions along Julian (Coleman to 3rd street) and St James from Market to 4th. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | |
| | Fund Source | | CMAQ-OBAG3: \$12,974 (CON) Local: \$3,808 STP-OBAG2: \$2,067 (PE) | Field Review | | Started | Completed | | | |
| | PE Obligated | | | | ENV | \$0 | 2023 | Started | 9/2024 | |
| | | | | | Design | \$2,632 | 2023 | Started | 11/2024 | |
| Manager Name | | Stephanie Nguyen | ROW | \$0 | | | | Obligation Deadline | PE Obligated | |
| Phone/Fax | | 408-535-3850 | Construction | \$16,217 | 2026 | | | | | |
| E-Mail | | Stephanie.nguyen@sanjoseca.gov | Total | \$18,849 | E-76 Const (sub/app) | | | | | Last Updated |
| | | | | | Last Invoice (sub/app) | | | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of San Jose | Project Title: | | White Road Complete Streets Safety Improvements | | | |
|----------------|--------------------|--|-------------------|---------------|---|---------------|-------------|----------------------------------|
| 17 of 19 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments |
| | SCL230207 | From Penitencia Creek Trail to Aborn Road. Complete street and Vision Zero project. Includes lane reduction, protected bike lanes and pedestrian improvements. | Field Review | | Programmed Year | Start mm/yyyy | End mm/yyyy | |
| | Fund Source | | | | | | | |
| | STP-OBAG3: \$3,382 | | | | | | | |
| | | | | | | | | |
| | Manager Name | Beza Kedida | ROW | \$0 | | | | |
| | Phone/Fax | 408-535-3534 | Construction | \$0 | | | | Obligation Deadline 1/31/2027 |
| | E-Mail | beza.kedida@sanjoseca.gov | Total | \$3,382 | E-76 Const (sub/app) | | | Last Updated 1/31/2024 |
| | | | | | Last Invoice (sub/app) | | | |

| Sponsor: | | City of San Jose | Project Title: | | Signalized Intersections Pedestrian Safety Improvements | | | |
|----------------|---------------------------------------|---|-------------------|---------------|---|---------------|-------------|----------------------------------|
| 18 of 19 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments |
| | SCL230209 | Ped Safety Signal improvements at 3 locations: Dana/Naglee, 1st/Virginia, Reed/7th: includes protected left turns, and upgraded signal detection. | Field Review | | Programmed Year | Start mm/yyyy | End mm/yyyy | |
| | Fund Source | | | | | | | |
| | CMAQ-OBAG3: \$6,300 Local: \$1,475 | | | | | | | |
| | | | | | | | | |
| | Manager Name | Kyle Tanhueco | ROW | \$0 | N/A | N/A | N/A | |
| | Phone/Fax | (408) 975-3744 | Construction | \$4,725 | 2025 | 11/2025 | 11/2026 | Obligation Deadline 1/31/2027 |
| | E-Mail | kyle.tanhueco@sanjoseca.gov | Total | \$6,300 | E-76 Const (sub/app) | | | Last Updated 1/31/2024 |
| | | | | | Last Invoice (sub/app) | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of San Jose | Project Title: | | Story-Keys Complete Streets | | | | |
|----------------|--|---|-------------------|---------------|-----------------------------|---------------|-------------|--|-----------|
| 19 of 19 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | |
| | SCL230210 | Complete street and Vision Zero project: Story-Keyes, 3rd to King: includes lane reduction, protected bike lanes, transit facilities and pedestrian improvements. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | |
| | Fund Source | | Field Review | | | 2/2024 | 03/2024 | | |
| | ATP: \$3,656 CMAQ - OBAG3: \$32,730 Local: \$8,701 | | ENV | \$0 | | 04/2024 | 07/2025 | | |
| | | | Design | \$6,250 | 2025 | 06/2024 | 04/2026 | | |
| Manager Name | | Beza Kedida | ROW | \$0 | N/A | N/A | N/A | Included in OBAG 3 project list approved by MTC in January 2023. Sponsor entered project into TIP in March 2023. | |
| Phone/Fax | | 408-535-3534 | Construction | \$38,837 | 2026/27 | 10/2026 | 11/2028 | | |
| E-Mail | | beza.kedida@sanjoseca.gov | Total | \$45,087 | E-76 Const (sub/app) | | | | |
| | | | | | Last Invoice (sub/app) | | | Obligation Deadline | 1/31/2027 |
| | | | | | | | | Last Updated | 1/9/2024 |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of Santa Clara | Project Title: | | Santa Clara School Access Improvements | | | | |
|--------------|-------------------------------|--|-------------------|---------------|--|---------------|-------------|---------------------|------------|
| 1 of 3 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | |
| | SCL170056 | Improve bicycle and pedestrian access to multiple Santa Clara Schools. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | |
| | Fund Source | | | | | | | | |
| | CMAQ: \$1,146 Local: \$504 | | | | Field Review | | | | |
| | | | | | ENV | \$0 | N/A | N/A | N/A |
| | | Design | \$200 | 2020 | Started | Completed | | | |
| Manager Name | | Carol Shariat | ROW | \$0 | N/A | N/A | N/A | | |
| Phone/Fax | | 408-615-3024 | Construction | \$1,450 | 2022 | Started | 1/2024 | Obligation Deadline | Obligated |
| E-Mail | | cshariat@santaclaraca.gov | Total | \$1,650 | E-76 Const (sub/app) | | | Last Updated | 12/21/2023 |
| | | | | | Last Invoice (sub/app) | | | | |

| Sponsor: | | City of Santa Clara | Project Title: | | De La Cruz/Lick Mill/Scott Blvds Bicycle Lanes | | | | |
|--------------|-------------|---|---|---------------|--|---------------|-------------|---------------------|------------|
| 2 of 3 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | |
| | SCL230202 | Complete traffic analyses, public outreach, design, and construction of bicycle facilities on De La Cruz Blvd: Montague Expwy to Trimble Rd, Lick Mill Blvd: Tasman Dr to Montague Expwy, and Scott Blvd: Calabazas Creek Trail to Saratoga Avenue. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | |
| | Fund Source | | CPFCDS Earmark: \$2,725 Local: \$354 | Field Review | | | | | |
| | | | | ENV | \$0 | | | | |
| | | | | Design | \$1,384 | 2024 | 01/2024 | 08/2025 | |
| Manager Name | | Mark Saturnio | ROW | \$0 | N/A | N/A | N/A | | |
| Phone/Fax | | 408-615-3043 | Construction | \$1,695 | 2025 | 09/2025 | 09/2030 | Obligation Deadline | 9/30/2025 |
| E-Mail | | msaturnio@santaclaraca.gov | Total | \$3,079 | E-76 Const (sub/app) | | | Last Updated | 12/21/2023 |
| | | | | | Last Invoice (sub/app) | | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of Santa Clara | Project Title: | | Central Santa Clara Bicycle and Pedestrian Improvement Project | | | | | |
|--|-------------|---------------------------|---|---------------|--|---------------|-------------|---------------------|--|-----------|
| 3 of 3 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | |
| | SCL230205 | | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | |
| | Fund Source | | Construct various bicycle and pedestrian improvements curb ramps in the central part of the city including curb ramps, curb bulb-outs, sidewalk, traffic signals, Pedestrian Hybrid Beacons, Rectangular Rapid Flashing Beacons, streetlights, etc. | Field Review | | | | | Council adopted Resolution of Local Support in December 2023. OBAG 3 grant funding withheld until City's Housing Element is certified by the California Department of Housing and Community Development. Project start delayed until OBAG 3 funds are available. | |
| Local: \$2,280 STP - OBAG3: \$9,029 | | ENV | | \$88 | TBD | TBD | TBD | | | |
| | | Design | | \$667 | TBD | TBD | TBD | | | |
| | | Manager Name | | Ralph Garcia | ROW | \$88 | TBD | TBD | | TBD |
| Phone/Fax | | 408-615-3026 | Construction | \$10,466 | TBD | TBD | TBD | Obligation Deadline | | 1/31/2027 |
| E-Mail | | rgarcia1@santaclaraca.gov | Total | \$11,309 | E-76 Const (sub/app) | | | Last Updated | 12/21/2023 | |
| | | | | | Last Invoice (sub/app) | | | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of Saratoga | Project Title: | | Saratoga Village Crosswalks and Sidewalk Rehab | | | | | |
|--------------|---------------------------|--|----------------------|---------------|---|------------------|----------------|------------------------|-----------|-----------|
| 1 of 3 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | |
| | SCL170054 | Along Big Basin Way between 6th street and Hwy 9: Install curb bulbouts and crosswalk and rehabilitate sidewalk. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | |
| | Fund Source | | | | E76 Obligated April 2023. Caltrans Encroachment Permit request a Rider Request Letter for minor scope clarification. Submitted Rider in October 2023. | | | | | |
| | Local: \$84 STP: \$338 | | | | | Field Review | | Started | Completed | |
| | | | | | | ENV | \$10 | 2019 | Started | Completed |
| | | Design | \$30 | 2019 | Started | Completed | | | | |
| Manager Name | | Macedonio Nunez | ROW | \$0 | N/A | N/A | N/A | | | |
| Phone/Fax | | (408) 868-1218 | Construction | \$382 | 2022 | 4/2024 | 12/2024 | Obligation Deadline | Obligated | |
| E-Mail | | mnunez@saratoga.ca.us | Total | \$422 | E-76 Const (sub/app) | | obligated | Last Updated | 1/8/2024 | |
| | | | | | Last Invoice (sub/app) | 12/2023 | 12/2023 | | | |

| Sponsor: | | City of Saratoga | Project Title: | | Blue Hills Elementary Pedestrian Crossing at UPRR | | | | |
|--------------------------------|-------------|--|-------------------|---------------|---|---------------|--|---------------------|-----------|
| 2 of 3 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | |
| | SCL210018 | Build bike/ped crossing of train tracks parallel to Fredericksburg Dr and Guava Ct and the Union Pacific Rail Road Vasona Branch | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | |
| | Fund Source | | Field Review | | | Completed | MTC granted an extension until 9/30/2024 due to UPRR delays. | | |
| Local: \$434 S & S: \$1,800 | ENV | | \$4 | 2021 | Started | 3/2024 | | | |
| | Design | | \$0 | | Started | 5/2024 | | | |
| Manager Name | | Macedonio Nunez | ROW | \$0 | | N/A | | N/A | |
| Phone/Fax | | 408-868-1218 | Construction | \$1,800 | 2022 | 5/2025 | 12/2025 | Obligation Deadline | 9/30/2024 |
| E-Mail | | mnunez@saratoga.ca.us | Total | \$1,804 | E-76 Const (sub/app) | | | Last Updated | 1/8/2024 |
| | | | | | Last Invoice (sub/app) | | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of Saratoga | Project Title: | | Citywide Master Plan for Bikeways and Sidewalk | | | | | |
|--------------|-------------|--|----------------------------|-----------------------------------|--|---------------|-------------|---------------------|----------------|--|
| 3 of 3 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | |
| | SCL230224 | Master plan for bikeways and sidewalks in the City of Saratoga | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | |
| | Fund Source | | CMAQ: \$443 Local: \$57 | Submitted RFA (PE) December 2023. | | | | | | |
| Field Review | 2024 | | | | | | | | | |
| ENV | \$0 | | | | N/A | N/A | N/A | | | |
| Design | \$0 | N/A | | | N/A | N/A | | | | |
| Manager Name | | Emma Burkhalter | ROW | \$0 | N/A | N/A | N/A | | | |
| Phone/Fax | | | Construction | \$0 | N/A | N/A | N/A | Obligation Deadline | 1/31/2024 (PE) | |
| E-Mail | | eburkhalter@saratoga.ca.us | Total | \$0 | E-76 Const (sub/app) | | | Last Updated | 12/20/2023 | |
| | | | | | Last Invoice (sub/app) | | | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of Sunnyvale | Project Title: | | Sunnyvale SNAIL Neighborhood Improvements | | | | |
|--------------|--------------------------------|--|-------------------|---------------|---|---------------|-------------|---------------------|-----------|
| 1 of 9 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | |
| | SCL170017 | Implement bike/ped improvements, close slip lanes, add bulbouts, install detection systems, ADA compliant ped signals, enhance existing bike lanes to include green bike lanes, create new bike lanes and bike boulevards. | Field Review | | Programmed Year | Start mm/yyyy | End mm/yyyy | | |
| | Fund Source | | | | | Started | Completed | | |
| | ATP: \$4,847 Local: \$1,212 | | | | | Started | Completed | | |
| | | | | | | Started | Completed | | |
| Manager Name | | Dennis Ng | ROW | \$0 | N/A | N/A | N/A | Under construction. | |
| Phone/Fax | | (408) 730-7591 | Construction | \$4,994 | 2022 | Started | 11/2024 | | |
| E-Mail | | DNg@sunnyvale.ca.gov | Total | \$6,059 | E-76 Const (sub/app) | | 3/14/2023 | | |
| | | | | | Last Invoice (sub/app) | | | Obligation Deadline | Obligated |
| | | | | | | | | Last Updated | 2/9/2024 |

| Sponsor: | | City of Sunnyvale | Project Title: | | Bernardo Avenue Bicycle Underpass | | | | |
|--------------|---|--|-------------------|---------------|-----------------------------------|---------------|-------------|-------------------------|----------------|
| 2 of 9 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | |
| | SCL170020 | In Sunnyvale: The project will fund the Bernardo Avenue Bicycle Underpass environmental analysis and preparation of the Environmental Impact Report (EIR). | Field Review | | Programmed Year | Start mm/yyyy | End mm/yyyy | | |
| | Fund Source | | | | | | | | |
| | CMAQ: \$500 Local: \$633 RTP-LRP: \$8,700 | | | | | Started | 1/2024 | | |
| | | | | | | 3/2024 | 9/2025 | | |
| Manager Name | | Angela Obeso | ROW | \$0 | N/A | N/A | N/A | PE obligated 7/28/2003. | |
| Phone/Fax | | 408-730-7557 | Construction | \$8,700 | 2025 | 12/2025 | 12/2027 | | |
| E-Mail | | aobeso@sunnyvale.ca.gov | Total | \$9,833 | E-76 Const (sub/app) | | | | |
| | | | | | Last Invoice (sub/app) | | | Obligation Deadline | obligated [PE] |
| | | | | | | | | Last Updated | 1/19/2024 |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of Sunnyvale | Project Title: | | Peery Park "Sense of Place" Improvements | | | | | |
|--------------|----------------------|--|-------------------------------|----------------------|--|---------------|---------------------|------------|--|--|
| 3 of 9 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | |
| | SCL170023 | The project will include bike, pedestrian, and transit improvements throughout in Peery Park are in the City of Sunnyvale. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | |
| | Fund Source | | CMAQ: \$2,686 Local: \$714 | | Started | Completed | | | | |
| | | | | | Started | Completed | | | | |
| | | | | | Started | Completed | | | | |
| | Manager Name | | Dennis Ng | ROW | \$0 | | Started | Completed | | |
| Phone/Fax | 408-730-7591 | Construction | \$1,943 | 2023 | 6/2024 | 3/2025 | Obligation Deadline | Obligated | | |
| E-Mail | DNg@sunnyvale.ca.gov | Total | \$3,400 | E-76 Const (sub/app) | | 2/7/2023 | Last Updated | 12/19/2023 | | |
| | | Last Invoice (sub/app) | | | | | | | | |

| Sponsor: | | City of Sunnyvale | Project Title: | | East Sunnyvale Area "Sense of Place" | | | | | | | | |
|--------------|----------------------|--|-------------------------------|------------------------|--------------------------------------|---------------|---------------------|---------------------|-----------|-----------|------|---------|-----------|
| 4 of 9 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | | | | |
| | SCL170024 | The East Sunnyvale Area "Sense of Place" Plan was developed through a collaboration of the community and the City. This project will provide improved bike, pedestrians and transit facilities identified in the plan. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | | | | |
| | Fund Source | | CMAQ: \$3,047 Local: \$810 | Field Review | | | | Under Construction. | | | | | |
| | | | | | | | | | ENV | \$1,653 | 2018 | Started | Completed |
| | | | | | | | | | Design | \$0 | | Started | Completed |
| Manager Name | Dennis Ng | ROW | \$0 | | Started | Completed | Obligation Deadline | | Obligated | | | | |
| Phone/Fax | 408-730-7591 | Construction | \$2,203 | 2022 | Started | 5/2024 | | | | | | | |
| E-Mail | DNg@sunnyvale.ca.gov | Total | \$3,856 | E-76 Const (sub/app) | | 2/14/2022 | | Last Updated | | 1/31/2024 | | | |
| | | | | Last Invoice (sub/app) | | | | | | | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of Sunnyvale | Project Title: | | Sunnyvale Traffic Signal Upgrades/Replacements | | | | | | |
|--------------|-------------------------------|--|-------------------|---------------|--|---------------|-------------|---------------------|------------|--|--|
| 5 of 9 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | | |
| | SCL170027 | The traffic signals and intersections will be upgraded to have pedestrian-friendly designs and improved bicycle detection for the traffic signals. | Field Review | | Programmed Year | Start mm/yyyy | End mm/yyyy | Under Construction. | | | |
| | Fund Source | | | | | | | | | | |
| | CMAQ: \$2,566 Local: \$333 | | | | | | | | | | |
| | | | | | | | | | | | |
| Manager Name | | Dennis Ng | ROW | \$0 | N/A | N/A | N/A | | | | |
| Phone/Fax | | 408-730-7591 | Construction | \$2,366 | 2021 | Started | 2/2024 | Obligation Deadline | Obligated | | |
| E-Mail | | DNg@sunnyvale.ca.gov | Total | \$2,899 | E-76 Const (sub/app) | | 10/2021 | Last Updated | 12/19/2023 | | |
| | | | | | Last Invoice (sub/app) | | | | | | |

| Sponsor: | | City of Sunnyvale | Project Title: | | Pedestrian and Bike Infrastructure Improvements | | | | | | |
|--------------|-----------------------------|---|-------------------|---------------|---|---------------|-------------|---|------------|--|--|
| 6 of 9 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | | |
| | SCL170057 | Enhance and/or install signs, striping, and ADA compliant curb ramps at 34 locations. The project will also install Rectangular Rapid Flashing Beacons at five locations. | Field Review | | Programmed Year | Start mm/yyyy | End mm/yyyy | Construction complete. Project is being closed out. | | | |
| | Fund Source | | | | | | | | | | |
| | CMAQ: \$919 Local: \$244 | | | | | | | | | | |
| | | | | | | | | | | | |
| Manager Name | | Dennis Ng | ROW | \$0 | | Started | Completed | | | | |
| Phone/Fax | | 408-730-7591 | Construction | \$919 | 2022 | Started | Completed | Obligation Deadline | Obligated | | |
| E-Mail | | DNg@sunnyvale.ca.gov | Total | \$1,163 | E-76 Const (sub/app) | | | Last Updated | 12/19/2023 | | |
| | | | | | Last Invoice (sub/app) | | | | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of Sunnyvale | Project Title: | | Safe Routes to School Improvements | | | | |
|--------------|------------------------------|---|----------------------|------------------------|------------------------------------|------------------|---------------------|--------------|------------------------|
| 7 of 9 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | |
| | SCL170059 | In the vicinity of Bishop Elementary School: Install bike lanes, high visibility crosswalks, raised crosswalks, and curb extensions; provide bicycle and pedestrian education and encouragement programs. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | |
| | Fund Source | | Field Review | | | | Under Construction. | | |
| | ATP: \$1,889 Local: \$473 | | ENV | \$70 | 2019 | Started | | Completed | |
| | | | Design | \$398 | 2020 | Started | | Completed | |
| | | | Manager Name | Dennis Ng | ROW | \$0 | | | Started |
| | Phone/Fax | (408) 730-7591 | Construction | \$1,894 | 2022 | Started | | 3/2024 | Obligation Deadline |
| E-Mail | DNg@sunnyvale.ca.gov | Total | \$2,362 | E-76 Const (sub/app) | | | | Last Updated | 12/19/2023 |
| | | | | Last Invoice (sub/app) | | | | | |

| Sponsor: | | City of Sunnyvale | Project Title: | | Advanced Dilemma Zone Detection Phase 2 | | | | |
|--------------|------------|---|----------------------|---------------|---|------------------|--|------------------------|------------|
| 8 of 9 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | |
| | SCL190022 | Provide advanced dilemma-zone detection at 14 signalized intersections identified in a citywide collision analysis. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | |
| Fund Source | | | Field Review | | | | Construction complete. Contract closeout in progress. | | |
| HSIP: 1,298 | | | ENV | \$186 | 2019 | Started | | Completed | |
| | | | Design | \$0 | 2020 | Started | | Completed | |
| Manager Name | | | Dennis Ng | ROW | \$0 | | | Started | Completed |
| Phone/Fax | | (408) 730-7591 | Construction | \$986 | 2021 | Started | Completed | Obligation Deadline | Obligated |
| E-Mail | | DNg@sunnyvale.ca.gov | Total | \$1,172 | E-76 Const (sub/app) | | | Last Updated | 12/19/2023 |
| | | | | | Last Invoice (sub/app) | | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | City of Sunnyvale | Project Title: | | Sunnyvale Bicycle, Pedestrian and SRTS Safety Imps | | | | | |
|-------------------------------|------------|---|-------------------|---------------|--|---------------|--|---------------------|------------|-----|
| 9 of 9 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | |
| | SCL210023 | | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | |
| Fund Source | | Construct quick-build bicycle, pedestrian and Safe Routes to School improvements with low-cost measures to improve multi-modal connectivity through the city, including in the City's Community of Concern. | Field Review | | | Started | Completed | Under Construction. | | |
| Local: \$11 S & S: \$1,900 | | | ENV | \$5 | 2021 | Started | Completed | | | |
| | | | Design | \$5 | 2021 | Started | Completed | | | |
| | | | Manager Name | Dennis Ng | ROW | \$0 | N/A | | | N/A |
| Phone/Fax | | (408) 730-7591 | Construction | \$1,901 | 2022 | Started | 6/2024 | Obligation Deadline | Obligated | |
| E-Mail | | DNg@sunnyvale.ca.gov | Total | \$1,911 | E-76 Const (sub/app) | | 11/07/2022 <th>Last Updated</th> <td rowspan="2">12/21/2023</td> | Last Updated | 12/21/2023 | |
| | | | | | Last Invoice (sub/app) | | | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | County of Santa Clara | Project Title: | | Circulation and Mobility Element | | | | | |
|--------------|----------------------------|---|----------------------------|---------------|----------------------------------|---------------|-------------|---------------------|--------------|--|
| 1 of 1 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | |
| | SCL230222 | An update CME will revise the county's goals and policies that reflect today's current transportation network and represent the county's future vision for a regional transportation network. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | |
| | Fund Source | | CMAQ:\$450 Local: \$750 | 2024 | | | | | | |
| | Submitted E76 to Caltrans. | | | ENV | \$1,200 | N/A | N/A | N/A | | |
| | | | | Design | \$0 | N/A | N/A | N/A | | |
| Manager Name | | Ben Aghegnehu | ROW | \$0 | N/A | N/A | N/A | | | |
| Phone/Fax | | | Construction | \$0 | N/A | N/A | N/A | Obligation Deadline | pending (PE) | |
| E-Mail | | ben.aghegnehu@rda.sccgov.org | Total | \$1,200 | E-76 Const (sub/app) | | | Last Updated | 1/26/2024 | |
| | | | | | Last Invoice (sub/app) | | | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | MTC/VTa | Project Title: | | Regional Planning Activities and PPM - Santa Clara | | | | | |
|--------------|-----------------------------|--|-------------------|------------------------|--|---------------|-------------|--------------------------------|--|-------------------------|
| 1 of 1 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | |
| | SCL210029 | Santa Clara: Regional Planning Activities and Planning, Programming and Monitoring | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | |
| | Fund Source | | Ongoing. | | | | | | | |
| | STIP: \$581 STP: \$5,307 | | | Field Review | | | | | | |
| | | | | ENV | \$5,888 | 2023-25 | | | | |
| Design | | | | \$0 | | | | | | |
| Manager Name | | Amin Surani | ROW | \$0 | | | | <div>Obligation Deadline</div> | | |
| Phone/Fax | | 408-546-7989 | Construction | \$0 | | | | | | |
| E-Mail | | amin.surani@vta.org | Total | \$5,888 | E-76 Const (sub/app) | | | | | <div>Last Updated</div> |
| | | | | Last Invoice (sub/app) | | | | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | Town of Los Gatos | Project Title: | | Los Gatos Creek Trail to Hwy 9 Trailhead Connector | | | | | |
|--------------|---|---|-------------------|------------------------|--|---------------|--------------|---------------------|-----------|--|
| 1 of 2 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | |
| | SCL170028 | This will fund the design of a bike and pedestrian connector to the Los Gatos Creek Trail at Highway 9. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | |
| | Fund Source | | Field Review | | Started | Completed | | | | |
| | CMAQ: \$6,536 Local \$1,567 Measure B: \$693 TDA3: \$0.69 TFCA: \$756 | | ENV | \$0 | 2019 | Started | Completed | | | |
| | | | Design | \$676 | 2019 | Started | Completed | | | |
| | | | Manager Name | Gary Heap | ROW | \$0 | 2019 | Started | Completed | |
| | Phone/Fax | | Construction | \$8,876 | 2023 | Started | 12/2024 | Obligation Deadline | Obligated | |
| E-Mail | GHeap@losgatosca.gov | Total | \$9,552 | E-76 Const (sub/app) | | 1/9/2023 | Last Updated | 1/25/2024 | | |
| | | | | Last Invoice (sub/app) | 6/16/2023 | | | | | |

| Sponsor: | | Town of Los Gatos | Project Title: | | Shannon Road Complete Streets | | | | | |
|---|------------|--|-------------------|------------------------|-------------------------------|---------------|--|--------------|---------------------|-----------|
| 2 of 2 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | |
| | SCL190033 | Construction buffered Class II bike lanes and install 6' sidewalks on both sides of Shannon Road between Los Gatos Blvd and Cherry Blossom Lane. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | |
| Fund Source | | | Field Review | | | | Obligated. City planing to bid the project in March. | | | |
| 2016 Measure B: \$1,700 CMAQ: \$940 Local: \$200 TFCA: \$174 | | | ENV | \$100 | 2020 | Started | | Completed | | |
| | | | Design | \$0 | | Started | | Completed | | |
| | | | Manager Name | Gary Heap | ROW | \$0 | | | Started | Completed |
| Phone/Fax | | | Construction | \$1,190 | 2024 | 1/2024 | | 1/2025 | Obligation Deadline | Obligated |
| E-Mail | | gheap@losgatosca.gov | Total | \$1,290 | E-76 Const (sub/app) | 10/2023 | | Last Updated | 2/5/2024 | |
| | | | | Last Invoice (sub/app) | | | | | | |

Attachment B - Programmed Projects Quarterly Monitoring Report

October - December 2023

| Sponsor: | | VTA | Project Title: | | I-280 Soundwalls - SR-87 to Los Gatos Creek Bridge | | | | | |
|-------------------------------|------------|---|-------------------|---------------|--|---------------|-------------|---|-----------|--|
| 1 of 2 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | | |
| | SCL170064 | | | | Programmed Year | Start mm/yyyy | End mm/yyyy | | | |
| Fund Source | | Construct new soundwalls along I-280 on both sides between SR87 and Los Gatos Creek Bridge. | | | | | | Design and ROW currently under way and expected to be complete by May 2024. | | |
| Local: \$800 STIP: \$8,200 | | | Field Review | | | Started | Completed | | | |
| | | | ENV | \$1,000 | 2020 | Started | Completed | | | |
| | | | Design | \$2,100 | 2021 | Started | 5/2024 | | | |
| Manager Name | | Jason Nesdahl | ROW | \$1,000 | 2022 | Started | 5/2024 | | | |
| Phone/Fax | | 408-952-4275 | Construction | \$6,100 | 2023 | 4/2024 | 4/2028 | Obligation Deadline | 6/30/2024 | |
| E-Mail | | jason.nesdahl@vta.org | Total | \$10,200 | E-76 Const (sub/app) | | | Last Updated | 1/8/2024 | |
| | | | | | Last Invoice (sub/app) | | | | | |

| Sponsor: | | VTA | Project Title: | | SR-17 Bike/Ped Trail and Wildlife Crossing | | | | |
|--|------------|--|-------------------|---------------|--|---------------|-------------|---|----------|
| 2 of 2 | Project No | Project Description | Project Milestone | Funds (\$000) | Schedule | | | Comments | |
| | SCL210028 | SR-17 South of Los Gatos: Construct a separate Highway 17 wildlife underpass at a top roadkill hotspot on the eastern slope of the Santa Cruz Mountains. | | | Programmed Year | Start mm/yyyy | End mm/yyyy | Add new project. FTA Transfer at CT-HQ. | |
| Fund Source | | | Field Review | | | | | | |
| general fund: \$14,000 other state: \$7,000 Private: \$1,050 RTP-LRP \$15,000 STP: \$500 | | | ENV | \$0 | | | | | |
| | | | Design | \$0 | | | | | |
| Manager Name | | | ROW | \$0 | | | | | |
| Phone/Fax | | | Construction | \$0 | | | | Obligation Deadline | |
| E-Mail | | | Total | \$0 | E-76 Const (sub/app) | | | Last Updated | 2/9/2024 |
| | | | | | Last Invoice (sub/app) | | | | |

Programmed Projects Quarterly Monitoring Report

Attachment C

List of Acronyms

| | |
|--|--|
| ABAG-Association of Bay Area Governments | NOI-Notice of Intent |
| ABC-Across Barrier Connections | NOP-Notice of Preparation |
| AC-Asphalt Concrete | NPDES-National Pollution Discharge Elimination System |
| ACE-Altamont Commuter Express | PCC-Portland Concrete Cement |
| ADA-Americans with Disabilities Act | PDR-Planned Development Rezoning |
| ARRA-American Recovery and Reinvestment Act | PE-Preliminary Engineering |
| BART-Bay Area Rapid Transit | PES- Preliminary Environmental Study |
| BEP-Bicycle Expenditure Program | PTG-VTA Pedestrian Technical Guidelines |
| BRT-Bus Rapid Transit | PUC-Public Utilities Commission |
| BTG-VTA Bicycle Technical Guidelines | PUD-Planned Urban Development |
| CDT-Community Design & Transportation | R&D-Research & Development |
| CEQA-California Environmental Quality Act | RFA-Request for Authorization |
| CIP-Capital Improvement Program | RFP-Request for Proposals |
| CMAQ-Congestion Mitigation and Air Quality Improvement Program | ROW-Right-Of-Way |
| CMIA-Corridor Mobility Improvement Account | RTP/LRP-Long Range Undefined Funds |
| CMP-Congestion Management Program | SCVWD-Santa Clara Valley Water District |
| CON-Construction | SF-Square Foot |
| CTC-California Transportation Commission | SHOPP-State Highway Operation and Protection Program |
| CUP-Conditional Use Permit | SPA-Specific Plan Amendment |
| CWC-Citizen Watchdog Committee | STIP-State Transportation Improvement Program |
| DEIR-Draft Environmental Impact Report | STP-Surface Transportation Program |
| DU/AC-Dwelling Units per Acre | SVRT-Silicon Valley Rapid Transit (BART extension to San Jose) |
| E76-Formally called "Authorization to Proceed" | SWPPP-Storm Water Pollution Prevention Program |
| EIR-Environmental Impact Report | TDM-Transportation Demand Management |
| EIS-Environmental Impact Statement | TE-Transportation Enhancements |
| ENV-Environmental | TFCA-Transportation Fund for Clean Air |
| ER-Environmental Review | TIA-Transportation Impact Analysis |
| ETS-Electronic Toll System | TOD-Transit-Oriented Development |
| FAR-Floor Area Ratio | UPRR-Union Pacific Railroad |
| FEIR-Final Environmental Impact Report | VPPP-Value Pricing Pilot Program |
| GPA-General Plan Amendment | |
| HBRR-Highway Bridge Replacement and Rehabilitation | |
| HOV-High-Occupancy Vehicle | |
| HPP-High Priority Project | |
| HSR-High-Speed Rail | |
| IS-Initial Study | |
| ITS-Intelligent Transportation System | |
| LPR-Local Program Reserve | |
| LRT-Light Rail Transit | |
| LU/TD-Land Use/Transportation Diagram | |
| MND-Mitigated Negative Declaration | |
| MTC-Metropolitan Transportation Commission | |
| ND-Negative Declaration | |
| NEPA-National Environmental Policy Act | |



Date: February 29, 2024
 Current Meeting: March 14, 2024
 Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Policy Advisory Committee

THROUGH: General Manager/CEO, Carolyn M. Gonot

FROM: Chief Planning and Programming Officer, Deborah Dagang

SUBJECT: Equitable VMT Mitigation: Project Update

FOR INFORMATION ONLY

EXECUTIVE SUMMARY:

- The purpose of this item is to provide an update and receive input on the Equitable Vehicle Miles Traveled (VMT) Mitigation Program project. This is an information item, and no action is required at this time.
- California recently shifted from focusing on vehicular congestion (Level of Service / LOS) to the total amount of driving (VMT) for transportation analysis under the California Environmental Quality Act (CEQA). The use of VMT for CEQA analysis of land use projects became mandatory in July 2020.
- The goal of this project is to develop the framework for an equitable program to reduce the amount of driving (VMT) from land use developments in Santa Clara County, that works across jurisdictional lines and improves travel options. The project is focusing on equity in both the process (study and engagement events) and the outcome (a program framework that supports VMT reduction investments that equity priority communities identify as most beneficial).
- The project commenced in May 2023, and in Fall 2023 the Santa Clara Valley Transportation Authority (VTA) and its consultant team and project partner (San José State University/Mineta Transportation Institute) conducted the first phase of community engagement activities. The team is now conducting analysis based on this input, and preparing for the second phase of engagement which will take place in Spring 2024.

STRATEGIC PLAN/GOALS:

The Equitable VMT Mitigation Program grant project aligns with VTA's business line of *delivering projects and programs* by developing the framework for a program that would fund VMT-reducing strategies such as transit priority measures, pedestrian/bicycle improvements, or Transportation Demand Management (TDM) measures. It aligns with VTA's business line of *transportation system management* by working toward a more consistent way of managing transportation demand generated by land use developments. This effort also demonstrates *Creativity* by developing innovative options for Member Agencies to use in mitigating VMT from land use projects; it highlights VTA's *Collaboration* with Member Agencies, community-based organizations, developers, and other stakeholders; and it showcases VTA's *Leadership* in working toward the creation of a new type of mitigation program.

BACKGROUND:

Senate Bill (SB) 743, approved by the California Legislature in September 2013, included changes to CEQA and Congestion Management Program (CMP) law related to the analysis of transportation impacts. This law led to a switch from focusing on vehicular delay and congestion (as measured by Auto Level of Service, or LOS), to a focus on the total amount of driving (Vehicle Miles Traveled, or VMT) for evaluating the transportation impacts of projects under CEQA.

The use of VMT for analysis of land use projects under CEQA became mandatory on July 1, 2020, and Caltrans began requiring the use of VMT for projects that increase roadway capacity on the State Highway System on September 15, 2020.

VTA and Countywide Efforts Related to SB 743 Implementation

Over the past several years, VTA staff has been taking a leadership role in helping provide resources and technical assistance to its Member Agencies on the implementation of SB 743, and Member Agencies have been coordinating with VTA and working on their own implementation of SB 743. VTA's efforts in this area have included (a) facilitating a working group of agency staff on SB 743 implementation; (b) preparing base VMT estimates and heat maps using the VTA travel-demand model; (c) developing a countywide web and geographic information systems (GIS)-based VMT Evaluation Tool; and (d) participating in and facilitating discussions on SB 743 implementation at the local, regional, and statewide level.

Equitable VMT Mitigation Program for Santa Clara County - Grant Award

In October 2021, VTA submitted a grant application to develop the framework for an Equitable VMT Mitigation Program for Santa Clara County under the Caltrans Sustainable Transportation Planning grant program. VTA was awarded \$562,697 in grant funds, and a Restricted Grant Agreement between Caltrans and VTA was executed on November 14, 2022. The project is required to be completed by February 28, 2025.

DISCUSSION:

Staff is bringing this item to provide an update on the Equitable VMT Mitigation Program project, to share information on recent milestones and upcoming efforts, and to receive input from VTA Committee members.

The goal of this project is to develop the framework for an equitable program to reduce the amount of driving from new land-use developments in Santa Clara County that works across jurisdictional lines and improves travel options. An Equitable VMT Mitigation Program for Santa Clara County could help fund and implement projects that enhance travel options, improve access to jobs and services, and reduce the need to drive alone. Ultimately the program will help meet State and local greenhouse gas (GHG) emissions reduction goals.

Key tasks of the Equitable VMT Mitigation Program grant project include: 1) review of local mitigation practices, needs, and statewide practices; 2) community and stakeholder engagement and consensus-building; 3) identify potential VMT-reducing measures and frameworks to improve equity; 4) analyze VMT program structure, justification, and administration; 5) develop phased approach to implementation; 6) produce draft and final report; and 7) board review and consideration of approval.

Equity Emphasis of Project

When we think about development happening in one area and mitigation measures (i.e., transportation improvements) potentially happening in another location, it is important to consider equity, especially for people and neighborhoods with the greatest needs. As a result, this project is focusing on equity in both the process (study and engagement events) and the outcome (a program framework that supports VMT reduction investments that equity priority communities identify as most beneficial). The project's equity approach will be refined over the course of the project as we continue to engage with community members and stakeholders.

Project Team and Partnership with San José State University/Mineta Transportation Institute

The team working on this project includes VTA staff, a consultant team, and researchers and students from San José State University/Mineta Transportation Institute (SJSU/MTI). The consultant team, which was selected through a Request for Proposals (RFP) released in November 2022, includes Fehr & Peers (statewide experts on SB 743 implementation and VMT mitigation); four subconsultants (three of which hold Small Business Enterprise / SBE certification); and two Community-Based Organizations (CBOs) who are supporting an equitable engagement process and providing advice on the equity framework for the project. VTA has also partnered with SJSU/MTI researchers and graduate students who are conducting a literature review, technical analysis, and stakeholder interviews to support the overall VTA project effort.

Project Technical Advisory Group (TAG)

VTA formed a TAG at the onset of the project with the purpose of sharing information and providing guidance to the project team. The TAG roster is comprised of staff from all 16 local jurisdictions, SJSU/MTI, VTA, Caltrans and the Metropolitan Transportation Commission (MTC). To date the TAG has met three times, to discuss the goal and objectives; the equity framework; and the preparation for and summary of Phase I community engagement. The TAG is expected to meet three to four more times to provide advice at key project milestones.

Community Outreach and Engagement

VTA and the Consultant/CBO Team are conducting an extensive community and stakeholder engagement process to ensure that the team reaches a wide spectrum of the community, particularly residents of Equity Priority Communities. This engagement process will help the project team learn about community member needs and lived experiences, identify and prioritize potential VMT-reducing measures, and get input on the equity framework and other key aspects of a potential VMT mitigation program.

The project team is using a variety of engagement techniques and tools to ensure that information is understandable to non-technical audiences and to engage people from a variety of backgrounds, including people for whom English is a second language. These techniques include tabling at pop-up events, focus group discussions, virtual community meetings, short explainer videos, web surveys, and presentations at meetings with cities, CBOs, and other organizations.

The community engagement for the project is divided into three phases. The following is the current engagement timeline (subject to change):

- First Phase: Broad and Diverse - September to December 2023
- Second Phase: Filter and Refine - March to June 2024
- Third Phase: Confirm - October to November 2024

During Phase I, printed materials at pop-up events and at the virtual community meeting were made available in English, Spanish, Vietnamese, and Chinese; the Community Web Survey was available in 11 languages; and the project team had Spanish, Vietnamese and/or Mandarin interpreters at most public-facing events. The project team plans similar multilingual engagement in Phases II and III.

Key Take-aways from Phase I Engagement

During Phase I engagement, more than 700 community members actively engaged with and provided input on the project. This included more than 300 members of the public who participated in exercises at pop-up events, more than 350 respondents who completed the project's Community Web Survey, representatives of 15 CBOs who participated in focus groups, and staff from 15 of the 16 local jurisdictions who participated in focus groups and TAG meetings. In addition, the project's three short explainer videos have together attracted more than 1,000 views on YouTube, and VTA social media posts garnered hundreds of additional views.

Community input during Phase I included over 730 pieces of individual feedback. Sample community feedback topics included transit's time and financial burden; lack of efficient bike/ped routes; safety concerns; need to accommodate kids and pets when traveling; and using a car reduces time and stress - but not everyone is able to drive. In terms of strategies to solve transportation challenges, Frequent & Fast Transit was the highest rated, with Biking and Walking Paths second-highest, and Many Things do to Close-By (i.e., bringing housing, jobs, and services closer together) third-highest.

Local jurisdiction staff input during Phase I included over 250 pieces of individual feedback. Sample topics included interest in the most effective VMT mitigation; the need to educate staff and elected officials; and concerns about land use projects with VMT that is hard to mitigate.

Local jurisdiction staff expressed particular interest in access to vehicles and mobility services (such as bikeshare, scootershare, and e-bikes), and Transportation Demand Management (TDM) programs and incentives.

Next Steps

Currently, the project team is conducting analysis and preparing for the second phase of engagement. This second phase will include conversations on prioritization of VMT-reducing projects that could be funded by a potential program, as well as aspects of the program structure and administration. Information regarding engagement events will be posted to the project website (vta.org/EquitableVMT). Interested community members are encouraged to sign up for email updates on the project website.

VTA anticipates presenting the draft project recommendations and report to Committees in Fall 2024 before bringing the final report for adoption in late 2024/early 2025.

CLIMATE IMPACT:

This project is identified as an implementation action in VTA's Climate Action and Adaptation Plan (CAAP) which was adopted by the VTA Board of Directors in February 2024. The development of an Equitable VMT Mitigation Program would help achieve the State's long-term climate goals of 80% below 1990 GHG emissions levels by 2050. Eligible VMT-reducing measures implemented through such a program would contribute to the reduction of GHG emissions in Santa Clara County.

Prepared By: Rob Swierk
Memo No. 8895

Equitable VMT Mitigation Program for Santa Clara County: Project Update

VTA Committees

March 2024

Summary

- This is a Discussion Item to receive an update and provide input on the Equitable Vehicle Miles Traveled (VMT) Mitigation Program project.
- The project goal is to develop the framework for an equitable program to reduce the amount of driving from land use developments in Santa Clara County, that works across jurisdictional lines and improves travel options.
- The project team has completed Phase I community engagement and is conducting technical analysis and preparing for Phase II.
- Staff welcomes committee input on both technical aspects and community engagement contacts.
- More information at www.vta.org/EquitableVMT

Countywide Efforts to Implement Senate Bill 743

- SB 743 mandated switch from Level of Service (LOS) to Vehicle Miles Traveled (VMT) in environmental analysis; mandatory in 2020

| Activity | VTA | Cities/County |
|--|-----|---------------|
| Adoption of VMT policies | | ✓ |
| SB 743 Working Group | ✓ | ✓ |
| Base VMT estimates & heat maps from travel model | ✓ | |
| Develop web-based VMT Evaluation Tool | ✓ | |
| Documentation and Technical Assistance | ✓ | |
| Equitable VMT Mitigation Program project | ✓ | ✓ |

Project Goal and Objectives

- Develop the **framework for an equitable program to reduce the amount of driving** (VMT) from land use developments in Santa Clara County, that **works across jurisdictional lines** and **improves travel options**

Equitable program framework

- Process – study and engagement events
- Outcome – framework that is beneficial to equity priority communities

Reduce the amount of driving

- Fund projects, programs, services, or operations and maintenance efforts

Work across jurisdictional lines

- Multiply local efforts to reduce VMT
- Help meet state environmental laws and goals

Improve travel options

- Identified by equity priority communities as most beneficial at reducing VMT

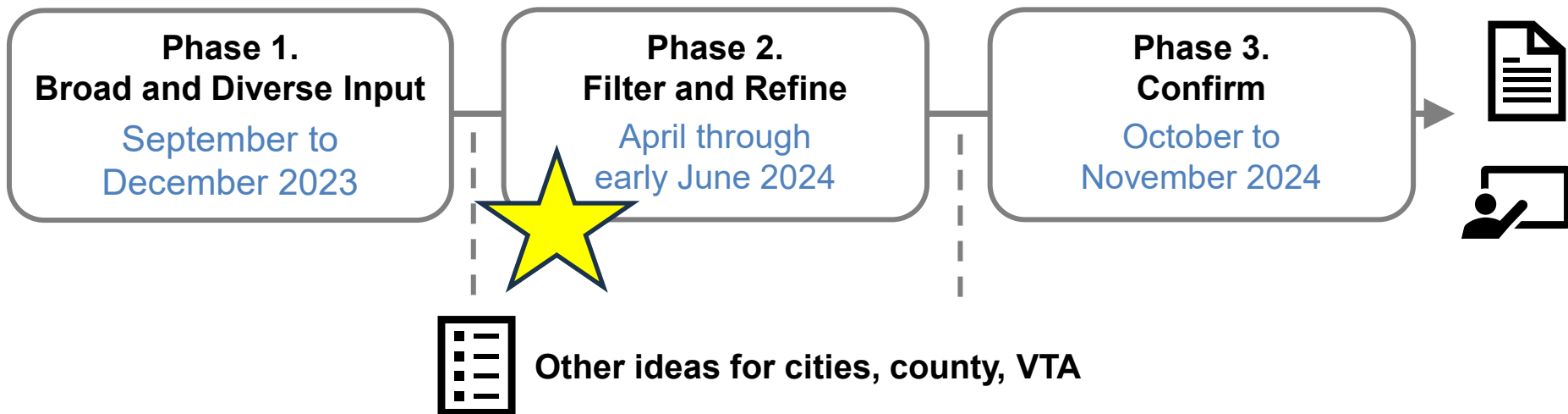
Project Funding and Timeline

- Caltrans Sustainable Transportation Planning Grant (Fiscal Year 2022/23)

- Project Timeline

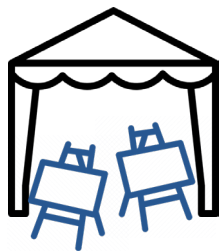


Phases of Community Engagement



How are we engaging with people?

(throughout the project; subject to change)



Pop-Up Tabling
at Community
Events



In-Person
Workshops
Hosted with
Community
Organizations



Community Survey
Trade-off Exercises



Virtual Community Meetings
Community Organization and
Agency Staff Focus Groups
Presentations to Organizations



Presentations to VTA
Committees & Board

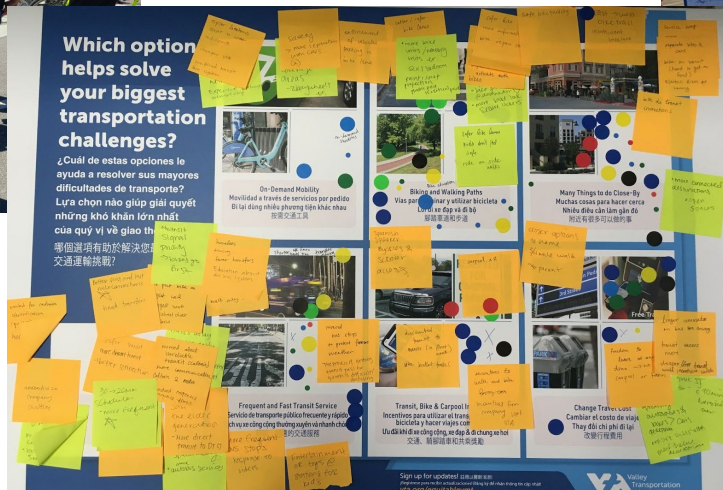


Presentations at
City/County meetings
(upon request)

Phase I Engagement



*Pop-up at Viva CalleSJ
in San José Japantown
9/10/2023*



Sample of input exercises from Pop-Ups



*Pop-up at La Ofrenda
Festival in Gilroy
10/28/2023*

Phase I Engagement

What is the project about?

¿De qué se trata el proyecto?

Dự án này nói về cái gì?

本項目有關何事?

Reducing driving from development projects

Reducir los niveles de conducción vehicular desde los proyectos de desarrollo

Giảm việc lái xe từ các dự án phát triển

減少開發項目的驅動力

Improving transportation options

Mejorar las opciones de transporte

Cải thiện các lựa chọn giao thông

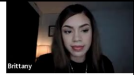
改善交通選項

Improving equity, especially for communities that need it the most

Mejorar la equidad, especialmente para las comunidades que más la necesitan

Cải thiện tính công bằng, đặc biệt là đối với các cộng đồng cần nó nhất

提高公平性，特別是最需要平等的社區



Virtual Community Meeting
10/16/2023



Web Survey of Community Travel Needs, Challenges, Preferences

VTA Equitable VMT Mitigation Program / Web Survey of Community Travel Needs, Challenges, Preferences

Web Survey of Community Travel Behaviors

We need your input! Please respond to the survey before Friday December 8, 2023.

Over the next year, VTA will be developing the framework for an [Equitable Vehicle Miles Traveled \(VMT\) Mitigation Program](#) for Santa Clara County. As a key part of this process, VTA is requesting input from community members like you to learn how we travel. The survey will ask you how you travel in Santa Clara County and around the region, for what purpose, and what challenges you face when traveling. Your input will help us identify ways to improve travel options in Santa Clara County and help us shape the project recommendations in Spring and Summer 2024. As a thank you for completing the survey, VTA is giving out five Clipper cards pre-loaded with \$50 in Clipper cash that can be used on VTA, Caltrain, BART or other transit services. Complete the survey and add your email address for a chance to win.

This survey should take about 5-10 minutes to complete. Draft or partial responses will be saved if the survey is open on your screen. Thank you in advance for your time!

[Regular Trips](#)



Project Concept Diagram

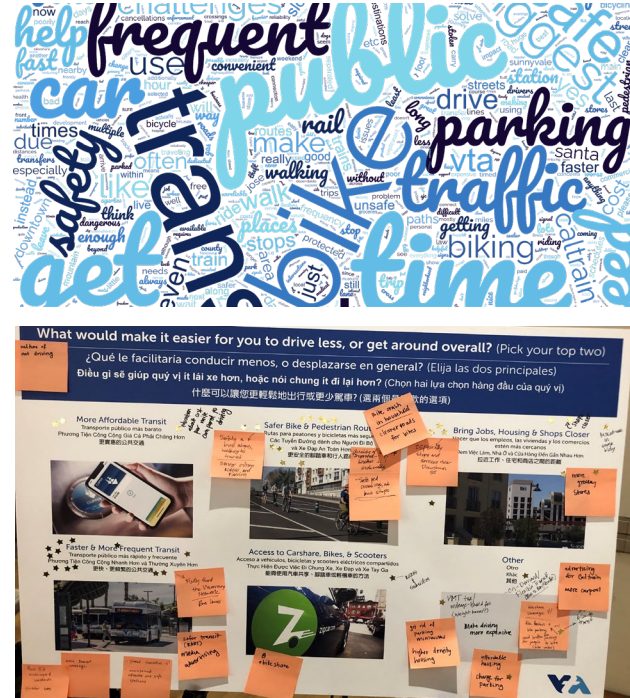
Phase I Community Survey

Phase I Engagement Summary

| Event Type | Participants |
|---------------------------------------|--|
| Pop-Ups (6) | 323 |
| Virtual Community Meeting (1) | 23 |
| Community Web Survey (1) | >350 responses |
| Local Jurisdiction Web Survey (1) | 14 respondents from 13 jurisdictions |
| CBO Focus Groups (2) | 16 participants representing 15 organizations |
| Local Jurisdiction Focus Groups (2) | 31 participants representing 15 of 16 local jurisdictions in Santa Clara County |
| Technical Advisory Group Meetings (2) | 33 participants in TAG #1; 31 participants in TAG #2 |
| Explainer videos (3) | 324 views of VMT Project Introduction 346 views of What is VMT and Why Does it Matter? 218 views of Why It's Important to Reduce VMT |

Broad Community Feedback

- 730+ unique pieces of feedback
- Sample Feedback Topics
 - Transit's time and financial burden
 - Lack of efficient bike/ped routes
 - Safety concerns
 - Need to accommodate kids, pets
 - Using a car reduces time, stress - but not everyone is able to drive



Community Input on VMT Reduction Categories



- What strategies best solve your biggest transportation challenge?



- **Frequent & Fast Transit (389)**
- **Biking and Walking Paths (288)**
- **Many Things to do Close-By (242)**
- Change Travel Costs (107)
- On-Demand Mobility (72)
- Transit, Bike, Carpool Incentives (70)

VMT Reduction Prioritization Process

Categories (Phase I)

- 6 broad categories of VMT reductions
- Balancing community and local jurisdiction staff input

Measures (Phase II)

- Sample Actions
 - Transit priority roadway treatments
 - E-bike purchase incentives
 - Vanpools for non-office workers
- Cost per VMT reduced
- Equity consistency evaluation
- Feasibility considerations

Questions for Discussion & Next Steps

- Suggestions for prioritizing VMT reduction measures?
- Where should we focus VMT reduction?
- Who should be the sponsor (if a program is formed)?
- Who else should we be talking with?

Next Steps:

- Phase II engagement events – April through early June 2024
- Draft recommendations / Committee Item – Fall 2024



Date: March 5, 2024
 Current Meeting: March 14, 2024
 Board Meeting: April 4, 2024

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Policy Advisory Committee

THROUGH: General Manager/CEO, Carolyn M. Gonot

FROM: Chief Planning and Programming Officer, Deborah Dagang

SUBJECT: 2016 Measure B Innovative Transit Service Models Competitive Grant Program Framework

FOR INFORMATION ONLY

EXECUTIVE SUMMARY:

- The Board of Directors approved the criteria for the first 2016 Measure B Innovative Transit Service Models competitive grant program call for projects in December 2019.
- The first call for projects awarded funding to five projects: three on-demand micro transit projects, one community shuttle service expansion and one demand-response program expansion for adults aged 65 years and older.
- Staff is requesting input from committee members and the Board of Directors on the framework of the 2016 Measure B Innovative Transit Service Models competitive grant program prior to the revision of the grant criteria and next call for projects.
- Any revisions to the criteria will be brought through the committee process and to the Board for approval prior to the release of the next call for projects.

STRATEGIC PLAN/GOALS:

The 2016 Measure B Program aligns directly with the goals of VTA's Strategic Plan Business Line 2: Delivering Projects and Programs. 2016 Measure B provides funding for nine transportation categories that assist in addressing "the current and evolving multimodal needs of Silicon Valley" as stated in the Strategic Plan.

BACKGROUND:

The Innovative Transit Service Models subcategory of the 2016 Measure B Transit Operations program category funds candidate projects and programs that support new, innovative transit service models to address first/last-mile connections. Per the ballot language, the Innovative

Transit Service Models program intends to:

“Support affordable new innovative transit service models to address first/last mile connections including FLEX type services, dynamic on-demand subscription shuttles and partnerships with other demand responsive services providers serving vulnerable, underserved and transit-dependent populations.”

The Board of Directors directed staff to implement this sub-category as a competitive grant program with the adoption of the Transit Operations Program Guidelines and approved the criteria for the 2016 Measure B Innovative Transit Service Models Competitive Grant at their December 2019 meeting. The eight criteria were developed directly from the language in the ballot for this Transit Operations sub-category, the points allocated to each criteria were approved by the Board of Directors, and are as follows:

- Innovative service/business model (max. 20 points)
- First/last mile connections (max. 20 points)
- Serves vulnerable/transit-dependent population (max. 20 points)
- Affordable service (max. 10 points)
- Serves underserved market (max. 10 points)
- Project readiness (max. 5 points)
- Non-2016 Measure B contribution (max. 10 points)
- Cost-effectiveness (max. 15 points)

During the committee approval process, there was much discussion on the definition of ‘new’ and ‘innovative’ and whether that language excluded existing programs from applying. For the first call for projects, existing programs could apply only for an expansion or ‘new’ segment of the existing program. Five applications were received and awarded funding during the first call for projects - three on-demand micro transit projects, one community shuttle service expansion and one demand-response program expansion for adults aged 65 years and older.

Based on previous committee discussions and current discussion with project sponsors, staff is seeking committee and Board input on the framework and criteria of the Innovative Transit Service Models competitive grant program prior to updating criteria. As with all the 2016 Measure B competitive grant programs, staff will review and update criteria prior to the next Innovative Transit Service Models competitive grant call for projects, expected fall 2024.

DISCUSSION:

Currently, existing projects or programs are not eligible for Innovative Transit Service Models grant funding, as the focus is for *new* innovative transit service models. Only the expansion piece or new/innovative aspect of the existing service is eligible for the funds. Current definitions of “New” and “Expansion” are as follows:

- “New” means the proposed service provided does not currently exist or has not existed within the last three years within the current proposed service area, including service pilots.
- “Expansion” means targeting new service areas or new riders.

As stated previously, five applications were received during the initial call for projects. Three of the five applications were for new on-demand micro transit programs and the other two expansions of existing service. The program was undersubscribed, and \$186,167 will be included in the next call for projects.

Staff are seeking input on whether existing programs should be allowed to apply for Innovative Transit Service Models funds. If existing programs are eligible to apply, do they need to demonstrate any expansion of service or innovation? Should an existing program be eligible to apply with no changes at all?

Once input has been received from committees and the board, staff will make screening criteria clearer, for the benefit of the applicant, and the following six Innovative Transit Service Models Grant Program criteria will be considered and weighted based on applicability, lessons learned from the previous call for projects, and consistency with other 2016 Measure B competitive grants programs:

- Innovative Service/Business Model
- First/Last Mile Connections
- Equity Considerations
 - Combines three criteria from the previous call for projects: Serves vulnerable/transit-dependent population; Affordable service; and Serves underserved markets
- Community Need/Engagement
- Cost Effectiveness
- Non-2016 Measure B Contribution

Next Steps

Staff will bring revised criteria through the Technical Advisory Committee's Capital Improvements Project Working Group and then to committees and the Board for approval. The next call for projects is expected to be released in fall 2024, with approximately \$6.9 million available to award for the next 4-year cycle.

CLIMATE IMPACT:

The 2016 Measure B Innovative Transit Service Models Competitive Grant Program has the potential to reduce greenhouse gas emissions by supporting first and last-mile connections to the existing transit network, increasing transit ridership and reducing single-occupancy vehicle travel in Santa Clara County.

Prepared By: Jane Shinn
Memo No. 9001

2016 Measure B Innovative Transit Service Models Competitive Grant Framework Discussion

Advisory Committees

March 2024

Innovative Transit Service Models

“Support affordable new innovative transit service models to address first/last mile connections including FLEX type services, dynamic on-demand subscription shuttles and partnerships with other demand responsive services providers serving vulnerable, underserved and transit-dependent populations.”

Projects funded to date

| Project | Sponsor | Service | 2016 Measure B Award |
|--|---|--|----------------------|
| Palo Alto On-demand (Palo Alto Link) | City of Palo Alto | On-demand | \$2,000,000 |
| Ride Morgan Hill (MoGo) | City of Morgan Hill | On-demand | \$1,372,400 |
| Milpitas On-demand (SMART) | City of Milpitas | On-demand | \$1,084,732 |
| Community Shuttle – Service Expansion | Mountain View | Fixed Route | \$704,000 |
| Reach Your Destination Easily (RYDE) – Service Expansion | Santa Clara County Social Services Agency | Demand-response service for adults aged 65 and older | \$652,701 |
| Total 2016 Measure B Funds Awarded | | | \$5,813,833 |

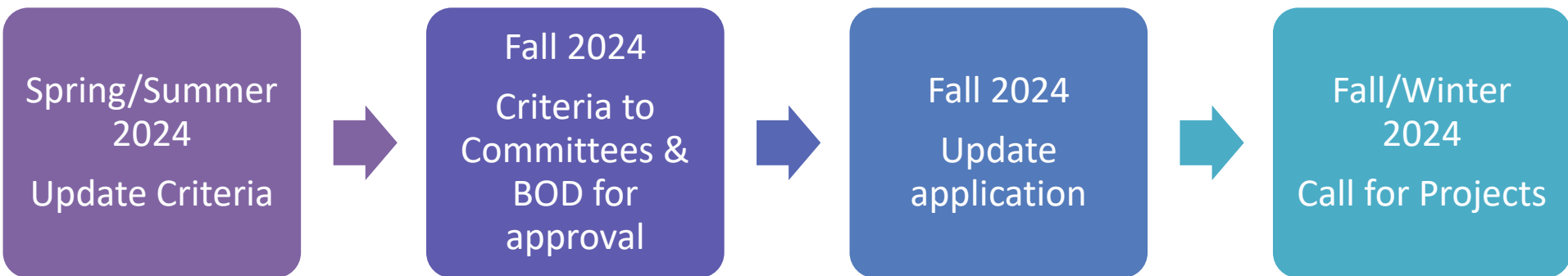
Current Eligibility Criteria

- Only the expansion piece or new/innovative aspect of the existing service is eligible for the funds.
- “New” means the proposed service provided does not currently exist or has not existed within the last three years within the current proposed service area, including service pilots.
- “Expansion” means targeting new service areas or new riders.

Input requested

- Should existing programs be allowed to apply?
 - If so, do they need to demonstrate innovation or expansion of service? Something else?
 - Eligible with no changes at all?
- Anything else?

Next Steps





Date: March 5, 2024
 Current Meeting: March 14, 2024
 Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Policy Advisory Committee

THROUGH: General Manager/CEO, Carolyn M. Gonot

FROM: Chief Planning and Programming Officer, Deborah Dagang

SUBJECT: 2016 MB Bicycle & Pedestrian Education & Encouragement FY2023 Program Update

FOR INFORMATION ONLY

EXECUTIVE SUMMARY:

- This item provides an update on the 2016 Measure B Bicycle & Pedestrian Education & Encouragement program progress for Fiscal Year (FY) 2023.
- In FY2023, member agencies successfully continued in-person activities for bicycle and pedestrian education and encouragement. We saw an increase in public participation and positive feedback, as well as new types of activities from the prior year.

STRATEGIC PLAN/GOALS:

The 2016 Measure B Program aligns directly with the goals of VTA's Strategic Plan Business Line 2: Delivering Projects and Programs. The 2016 Measure B Bicycle & Pedestrian Education & Encouragement program will deliver projects that promote, educate, and/or encourage walking or cycling. This program provides more choices and funding support to promote cycling and walking and address "the current and evolving multimodal needs of Silicon Valley" as stated in the Strategic Plan.

BACKGROUND:

On November 8, 2016, the voters of Santa Clara County approved 2016 Measure B, a 30-year, ½ cent sales tax measure, to enhance active transportation and congestion relief projects and services. Under the 2016 Measure B Program, the Bicycle and Pedestrian Program Category includes the Education and Encouragement (E&E) sub-category program. E&E funds are distributed via formula to the fifteen cities in Santa Clara County and the County of Santa Clara (Member Agencies). VTA and the County of Santa Clara share an allocation for countywide activities.

The E&E program supports activities, development and distribution of materials that are designed to: (i) promote, educate, and/or encourage safe walking or bicycling for residents or visitors of every age and ability; (ii) communicate to residents and visitors the benefits of walking and bicycling; and (iii) communicate to school children, residents, and visitors the rights and responsibilities of pedestrians, bicyclists, and motorists.

Every year Member Agencies report to the 2016 Measure B Program Office on their E&E projects status and progress. This memorandum summarizes the E&E program highlights in FY2023, which covers July 1, 2022 to June 30, 2023.

DISCUSSION:

The FY2023 Education & Encouragement projects fell into four general categories. These four categories are similar to previous fiscal years categories as most Member Agencies spent FY2022 establishing their programs and/or projects. These four categories are:

- (1) Safe Routes to School
- (2) Community Engagement / Safety Education Programs
- (3) Marketing and Distribution of Incentives
- (4) Special Bicycle/Pedestrian Events

Highlights of each of the four categories projects in FY2023 are discussed below.

(1) Safe Routes to School (SRTS):

The SRTS programs continued strong as jurisdictions worked towards increasing participation in the projects and programs established in previous fiscal years. Agencies continued to deliver safety training to students in person, updated SRTS maps, and engaged more students in events such as bike rodeos, Bike Month, and Walk-to-School Day. Many Member Agencies also conducted data gathering via walk audits and guardian/student surveys.

- SRTS Bike & Walk-to-School Day and Bike Month:
 - City of Santa Clara: Developed and distributed safety handbooks and toolkits to 17 schools for Bike to Everywhere Day and September/October Pedestrian Safety Months.
 - Los Altos: Created and distributed a Pedestrian Safety Tip flier to 2,210 students across nine schools for International Walk-to-School Day.
 - Morgan Hill: Over 450 participants from three schools. The number of participants for two of the schools was triple the usual number of students walking to school. For the third school, that number was almost doubled.
 - Sunnyvale: Approximately 30 to 40 students and guardians attended a Walk-To-School event in which attendees were escorted by the city's SRTS Coordinator and Department of Safety officers to Stocklmeir Elementary.

- SRTS Training:
 - Cupertino:
 - Sedgwick Elementary held an on-street instruction workshop for kindergarten students and their families, with over 100 students attending the single workshop.
 - Educational walking workshops, “Walk Smart”, held across six elementary schools - 561 students attended, resulting in a 21% average increase in students’ walking safety knowledge.
 - City of Santa Clara:
 - Held eight bike rodeos with 587 students participating.
 - Held their SRTS Program Kick-off on Earth Day at Hughes Elementary, featuring a bike rodeo and a pedestrian rodeo where 99 students participated.
 - Los Altos:
 - Implemented a Bike/Ped Safety curriculum in collaboration with the Physical Education teachers in the Los Altos School District - it has been piloted at one elementary school.
 - Los Gatos and Monte Sereno:
 - Over 1,875 students participated in various classes and events including Kinder Pedestrian Training, Bike Rodeos, BMX Assemblies, crosswalk training courses, and Middle School Cycling Proficiency.
 - The two agencies collaborated with the Los Gatos-Monte Sereno Police Department and local Youth Commission to create [an eBike safety video <https://youtu.be/n_GD2KH9Ep8?si=h7lla0Z4YceabfuW>](https://youtu.be/n_GD2KH9Ep8?si=h7lla0Z4YceabfuW). The video was distributed by the police department and Los Gatos High School.
 - Mountain View:
 - Over 10,000 students participated in over 30 SRTS education and training classes and events, including safe crossing demonstrations, traffic safety assemblies, and bike rodeos.
 - Palo Alto:
 - 4,409 students participated in the SRTS education and training, such as bike rodeos. This included a “Getting to High School” event supported by the local Parent-Teacher Association and bike rodeos at eleven elementary schools.
 - Sunnyvale:
 - Over 220 children participated in four bike rodeos - two at elementary schools and two during the Sunnyvale Art & Wine Festival.
- SRTS Maps:
 - Cupertino:
 - Electronically distributed walking and biking maps to 1,137 students at two elementary schools - Lincoln and Eaton. Eaton Elementary sent paper maps to 225 new incoming students.

- Campbell:
 - Executed separate cost-share agreements for the development of new Safe Routes to School maps for the shared schools of Rolling Hills Middle School and Castlemont and Rosemary Elementary Schools, with Los Gatos and San Jose, respectively.
- Data Collection:
 - Los Altos:
 - Conducted student travel tallies at six elementaries and two middle schools, totaling 1,569 counts. Results found that 17% of students currently use active transportation.
 - Los Gatos:
 - Student travel surveys were distributed at all Los Gatos Union School District (LGUSD) schools, and 2,056 responses were returned. Manual bike counts were also conducted in October 2022 and May 2023 at all LGUSD schools and Los Gatos High School. Results found that 40% of students currently use active transportation.
 - Milpitas:
 - Collected travel data from 268 parents via survey at all schools within the Milpitas Unified School District. Results found that 44% of students currently use active transportation.
 - Mountain View:
 - Conducted walk audits at two high schools. A survey distributed to parents/caregivers at 15 schools yielded 1,000 responses finding that 36% of students currently use active transportation.
 - Palo Alto:
 - Currently developing a SRTS Equity Plan. Palo Alto Unified School District staff and committees such as the district's Family Engagement Specialist (FES) Group have been engaged to provide data for plan development.
- Walk n' Roll Program, Mountain View and San Jose:
 - Mountain View: Launched Walk n' Roll Days at Landels Elementary School in Spring 2023.
 - San Jose:
 - Elementary schools: Supported encouragement activities by helping to coordinate and schedule days for International Walk to School Day and by providing incentives and event flyers for 31 schools, which exceeded the goal of 17 schools.
 - Middle schools: Four schools received educational events such as safety assemblies and bike rodeos. A bike/ped safety video contest was also piloted.
 - High schools: Launched events at two high schools, including the creation of a Student Traffic Advisory Committee.

The Santa Clara County (SCC) Public Health Department developed and led countywide SRTS activities. In FY2023, the SCC Public Health Department:

- Facilitated four SRTS Providers video teleconference meetings, engaging 11 to 16 SRTS Providers per meeting.
- Conducted a Smartphone Photo Training open to all SRTS Providers. This training provided practical tips and practice for Providers to take and edit event photos effectively, including phone camera settings, composition, and day versus night photos. Nine members attended.
- Distributed seven SRTS newsletters to approximately 37 SRTS providers.
- Assisted ten Member Agencies via email, phone call and video teleconference on SRTS program development and supported efforts to increase potential SRTS programming.
- Launched the 10th countywide bike rack decorating contest - seven schools participated.
- Continued the SCC Library Summer Reading Program with 575 participants successfully achieving the “SRTS Badge”. This achievement included reading at least five books through the summer and completing one of four activities: 1) draw a map of your route to school, 2) visit the County’s Traffic Safety Resource Page for tips on how to walk/bike safely, 3) learn about your local SRTS program, or 4) print out a Traffic Safety Tip bookmark.
- Began development of SRTS evaluation metrics and best practices.

(2) Community Engagement / Safety Education Programs:

Four projects under this category progressed with robust public participation in FY2023.

- Adult Bicycle Education Classes, VTA:
 - The second year of a two-year program: 323 participants over 27 classes, with a mix of online and in-person formats. This is an increase from the 124 participants over 10 classes the previous year.
 - Surveys taken by 26 participants following class participation found that participants have a more positive opinion of bicycling and feel more confident bicycling after taking courses. The survey will be updated for FY2024.
- Vision Zero Safety Education Campaign, VTA: VTA worked with the City of San Jose, the SCC Public Health Department, and a consultant to develop and deliver a countywide bike/ped safety campaign. A public survey was conducted to gather data on perception of active transportation safety - 600 responses were recorded and reflect serious concern for safety when biking or walking.
- Health and Wellness Fair Employee Event, Milpitas: Milpitas collaborated with the city’s Human Resources Department and Lime to offer eBike and eScooter safety education. An estimated 690 city employees received information through the in-person event, newsletters, and social media.

- [Introduction to Pedestrian Scrambles <https://youtu.be/Ia6vefr-aXw?si=TLW_4RFmHG0Mhd1z>](https://youtu.be/Ia6vefr-aXw?si=TLW_4RFmHG0Mhd1z) educational video, Sunnyvale: Created safety video that demonstrates how ped scramble intersections work and how to use them safely when walking, biking, or driving. The video currently has 1,536 views.

(3) Marketing and Distribution of Incentives:

- Countywide Bicycle Maps, VTA: Provided over 7,000 Countywide Bicycle Maps to Silicon Valley Bicycle Coalition and Member Agencies.
- Campbell:
 - Created a [citywide bikeways map and webpage <http://www.campbellca.gov/1278/Citywide-Bicycle-Map-and-Safety-Tips>](http://www.campbellca.gov/1278/Citywide-Bicycle-Map-and-Safety-Tips) that showcases safety tips and survey for users to provide feedback. The survey collected 20 responses through the end of FY2023.
- Morgan Hill:
 - Monthly Newsletter, “The Ride Guide”, saw an increase of 30% in readership and 15% increase in reader engagement.
 - City bike route map distributed in New Resident packets to 130 households.
 - Added four new businesses to the Bicycle Friendly Business Program.
- Los Altos:
 - Launched the city’s [SchoolRoutes.org <http://user.schoolroutes.org/maps.php>](http://user.schoolroutes.org/maps.php) webpage and app page.
 - Printed and distributed 500 “We Slow Down For Each Other” yard signs around the city and along the school routes.
- Sunnyvale:
 - Distributed over 415 bike lights, bike bells, and mirrors at: a bicycle repair workshop and Bike-to-Work Day stations.
- Incentives and safety items:
 - City of Santa Clara: Distributed over 120 helmets and safety reflectors at events for students.
 - Los Altos: Distributed 550 bike lights through three giveaway events at three schools.
 - Morgan Hill: Distributed over 50 incentives via giveaways/raffles, including bike tire patch kits, bike pumps, bike bells, and day passes to the local community recreation center for Bike-To-School Day. Over 2,100 smaller incentives, such as bike lights and stickers, were distributed at four elementary schools.
 - Sunnyvale: Distributed 200 incentives including reflective safety bracelets, reflective backpacks, and safety vests to students.

(4) Special Bicycle/Pedestrian Events:

Member Agencies organized and delivered 50% more in-person bicycle and pedestrian events this year from six events to nine. Agencies learned that repeated publicity and advertisement in social media outlets were very effective at increasing public participation. As evidenced by the number of participants, communities appeared eager to participate in these safe outdoor activities.

- Art & Wine Festival bike valet services, Sunnyvale: Across two days, 91 bikes and scooters were checked in.
- Bike-to-Wherever Day, Gilroy: 50 people stopped by the energizer station. Gilroy promoted with yard signs and advertisements in local recreation guides.
- Bike-to-Wherever Day, Morgan Hill: 20 people stopped by the energizer station - giveaway items included bike lights, bike locks, reflective bracelets, water bottles, stickers, and bike maps.
- Bike-to-Wherever Day, Milpitas: 78 participants.
- Bike-to-Work Day, Sunnyvale: Hosted an energizer station, 320 bicyclists stopped by.
- Bike to the Moon Week, Santa Clara County: Three K-12 schools and San Jose State University participated.
- May is Bike Month 2023, Los Altos:
 - Held citywide guided bike rides during one weekend of Bike Month, with 40 participants.
 - Created and distributed a map of bike racks available downtown.
- Open Streets, Morgan Hill: 1,200 participants for this one-day event, featuring a bike rodeo and bike valet services.
- Open Streets for Viva Escuela SJ: Hosted in conjunction with Walk-To-School Day and Walk 'n Roll Days - five schools participated. This event closes schools' frontage streets to vehicles so students may bike, roll, and walk to school.

NEXT STEPS:

The 2016 Measure B Program Office will continue to oversee and monitor the E&E program.

CLIMATE IMPACT:

The implementation of the 2016 Measure B Bicycle & Pedestrian E&E program promotes, educates, and encourages safe walking or cycling for residents and visitors in Santa Clara County. It ultimately reduces Green House Gas (GHG) emissions by fostering a behavioral change and mode shift towards active transportation.

Prepared By: Triana Crighton
Memo No. 8990

2016 Measure B Bicycle & Pedestrian Education & Encouragement

FY2023 Program Update

VTA Committees
March 2024



FY2023 Activities

Safe Routes to Schools (SRTS)

- In-class activities, bike rodeos, bike skills workshops, bike-to-school week
- SRTS maps, brochures, website, outreach surveys, public meetings
- Countywide SRTS effort

Community Engagement / Safety Education Programs

- Adult bicycle education classes
- Educational videos

Marketing and Distribution of Incentives

- Citywide/countywide maps
- Bike helmets, bike lights, and/or reflective safety items
- Local campaigns through newsletters, business programs, yard campaigns, etc.

Special Bicycle/Pedestrian Events

- Bike-to-Work Day, Bike-to-Wherever Day, Open Street events

SRTS Trainings

- Over 17,800 students reached across eight programs including:
 - Bike Rodeos
 - Safe crossing trainings
 - Traffic safety assemblies
- **Los Gatos & Monte Sereno:** Collaborated with the Los Gatos-Monte Sereno Police Department and local Youth Commission to create an eBike safety video. Los Gatos High School and the LGMSPD distributed the video.



Cupertino education workshop



Cupertino walking field trip



Safe Routes to School (SRTS) – Bike/Walk-To School Days & May is Bike Month

- **Morgan Hill:** Over 450 participants from three schools over three days.
- **Sunnyvale:** 30+ students and guardians escorted by SRTS Coordinator and Department of Safety officers to Stocklmeir Elementary for Walk-To-School Day.
- **Santa Clara:** Developed and distributed safety handbooks and toolkits.



Walk-To-School Day,
Sunnyvale

Safe Routes to School (SRTS)



Safe Routes to School Event,
City of Santa Clara



Walking School Bus,
San Jose



Bike Rodeo,
San Jose

Countywide SRTS Efforts

- Facilitated SRTS Providers meetings.
- Provided SRTS programming technical assistance.
- Bike Rack Decorating Contest.
- SCC Library Summer Reading Program
 - 575 SRTS badges earned.



*Bike Rack Decorating Contest,
Horace Mann Elementary*

Community Engagement / Safety Education

- **VTA**: 27 adult bicycle education classes with 323 participants.
- **Milpitas**: Collaborated with Lime to provide eBike and eScooter safety education to 690 city employees.
- **Sunnyvale**: Created safety video "Introduction to Pedestrian Scrambles".



Introduction to Pedestrian Scrambles

1.5K views • 1 year ago

City of Sunnyvale

A pedestrian scramble is a special traffic signal. When act

CC



Marketing and Distribution of Incentives

- **Campbell:** Created a citywide bikeways map and webpage.
- **Morgan Hill:** City bike route map distributed in New Resident packets to 130 households.
- **Los Altos:** Distributed 500 “We Slow Down For Each Other” yard signs.
- Over **1,300** incentives distributed at various events.



Special Bicycle/Pedestrian Events

- Open-Streets Events:
 - Sunnyvale (bike valet services)
 - Morgan Hill (bike rodeo and bike valet)
 - Viva EscuelaSJ (five schools participated, 2,100 students)



*Viva EscuelaSJ at Walter Bachrodt Elementary,
San Jose*

Special Bicycle/Pedestrian Events

- **May is Bike Month Events:**
 - Six cities participated in various events, totaling over 500 participants
- **Bike to the Moon Week:** Held by Santa Clara County, three K-12 schools and one university participated.



*Top: Bike-to-Wherever Day, Gilroy
Left: Bike to the Moon Flyer*

Special Bicycle/Pedestrian Events

Los Altos hosts family-friendly events as National Bike Month promotes safety

Town Crier Report
May 9, 2023



Students navigate a bike course at the 2022 Los Altos Police Department-sponsored Bike Rodeo at Loyola School.
Shelly Bowers/Town Crier File Photo

[Local new article highlighting Los Altos' Bike Month activities](#)



[Bike-to-Wherever Day, Sunnyvale](#)



[Weller Elementary Bike-to-School Day, Milpitas](#)

Summary



- In-person activities continue to gain traction, with trends of increasing participation and positive feedback.
- Many member agencies conducted walk audits or other forms of data collection, particularly at schools, to better inform future metrics and activities.
- 2016 Measure B Program Office will continue to oversee and monitor program performance.

Questions?

Contact us at 2016MeasureB@vta.org

Annual Reporting and Program of Projects are available at <https://2016measureb.vta.org>





Date: February 29, 2024
 Current Meeting: March 14, 2024
 Board Meeting: April 4, 2024

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Policy Advisory Committee

THROUGH: General Manager/CEO, Carolyn M. Gonot

FROM: Chief Planning and Programming Officer, Deborah Dagang

SUBJECT: Countywide Ped-Bike Safety Campaign Overview and Results

FOR INFORMATION ONLY

EXECUTIVE SUMMARY:

- The Santa Clara Valley Transportation Authority (VTA) collaborated with the City of San José and the Santa Clara County Public Health Department to deliver a three-month countywide safety campaign focused on safe driving around pedestrians and bicyclists.
- The effort extended San José’s “Slow Down San Jose” safety campaign to the entire county and added pedestrian and bicycle specific messaging.
- VTA's campaign ran from August 2023 through October 2023 in English, Spanish, Vietnamese, and Chinese.
- VTA used digital advertisements, physical advertisements, newspaper ads, radio ads, and pitched the message to local newspapers and radio and TV stations. The campaign message was seen an estimated 28 million times over a three-month period.
- The campaign performed well compared to other similar safety campaigns. Before and after surveys of county residents show widespread recognition of the campaign and small positive shifts in attitudes about speeding and inattentive driving.
- The campaign was funded by 2016 Measure B and is part of VTA’s program of projects for countywide bicycle and pedestrian education and encouragement efforts.

STRATEGIC PLAN/GOALS:

The safety campaign falls under Strategic Plan’s Business Line 2, “Delivering Projects and Programs” through collaboration, leadership, and developing new programs. The campaign is a collaboration between three agencies. VTA took the lead and delivered Santa Clara County’s first countywide pedestrian and bicycle safety campaign.

BACKGROUND:

In a coordinated effort with Vision Zero San José and the Santa Clara County Public Health Department, VTA delivered a three-month countywide safety campaign in summer/fall 2023. It focused on improving safety for pedestrians and bicyclists, addressing drivers as the primary audience. The campaign promoted and encouraged safer driving to curb traffic collisions and improve safety across Santa Clara County. The campaign was funded by the 2016 Measure B Bicycle and Pedestrian program area and supports program guidelines to “make walking or biking a safer and more convenient means of transportation for all county residents and visitors.”

DISCUSSION:

VTA launched a countywide traffic safety campaign on July 31, 2023. VTA’s campaign extended San José Vision Zero’s “Slow Down San José” anti-speeding campaign to a countywide audience and added two new messages: “Stop for Pedestrians” and “Watch for Bicyclists.” San José’s campaign ran from May through July 2023, followed by VTA’s campaign, which ran August through October 2023. The two campaigns read as one unified campaign, increasing the audience reach and influence of the messages.

Messaging and Audience

Sample visuals from VTA’s campaign are included in the presentation attached to this memorandum. The campaign uses concise, clear calls to action and realistic photographic imagery, which were found by local driver focus groups to be more effective in getting participants to recognize the gravity of unsafe behaviors and to reconsider their own behavior.

To identify messaging and target audiences for the campaign, VTA and the Public Health Department analyzed pedestrian- and bicycle-involved crashes that occurred in Santa Clara County between 2015 and 2021. Campaign messages address the top driver violations in fatal and severe pedestrian and bicycle crashes: speeding, not yielding to pedestrians in a crosswalk, and improperly turning or entering the roadway. The campaign was targeted to men and drivers between the ages of 26 and 35, groups that are most likely to be involved in fatal or severe pedestrian- or bicycle-involved crashes.

The campaign used the following messages, which were driver-targeted:

Headlines/calls-to-action:

- Slow down.
- When driving, stop for pedestrians.
- When driving, stop for bicyclists.

Subhead(s):

- Speeding is a leading cause of traffic deaths in Santa Clara County.
- Keep families safe.
- Tragedy only takes a second.

Campaign Tactics and Performance

VTA used the following tactics to reach audiences, which together resulted in an estimated 28 million impressions:

Earned Media

VTA leveraged media contacts, news features and press coverage to draw attention and create buzz.

Earned media efforts garnered 3,547,937 impressions, corresponding to \$263,890 in earned media value. These impressions came from 22 media broadcasts/features over the course of four days, August 9-12, 2023. News clips included TV mentions on KTVU Mornings on 2 (2), KTVU Fox 2 News (8), CBS News Bay Area (2), NBC Bay Area News (1), ABC7 News (1); and radio mentions on KCBS-AM (4), KQED (4).

Paid Media Buys

These included out-of-home media (e.g., billboards, transit shelters, light rail wraps), digital media (streaming video, video pre-roll, banners) and newspaper ads. Paid media buys garnered over 25 million impressions. See Attachment A for a table showing language, impressions, and publication date(s) by media type.

Campaign Results

Pre- and post- surveys of county residents show that the campaign was successful in reaching a wide audience and shifting attitudes around safe driving.

To measure the effectiveness of the campaign, VTA's consultant conducted a baseline quantitative survey on road user safety survey findings pre-campaign (April 2023) and a post-campaign tracking survey (November 2023). These were used to measure self-reported behavior changes and compare attitudes of those who engaged with the campaign and those who did not.

The post-campaign tracking survey had a sample size of 600. Respondents included adult residents of Santa Clara County who were surveyed through web and phone in English, Spanish, Chinese and Vietnamese. The following are key findings from the tracking survey, including comparisons of pre-campaign data (Tracking Survey Report, Santa Clara County Resident Survey on Road User Safety, November 2023, Key Findings, Slide 6):

- Recognition of the VTA road user safety campaign is widespread. Four-in-five residents recall hearing or seeing a tested phrase, and nearly half reported seeing a tested campaign image.
- There have been some shifts in attitudes around the connection between speeding and safety for all road users; those with higher campaign recognition are more likely to report holding those attitudes.
- Male residents, people of color, and those in the eastern part of the County report more cautious attitudes regarding speeding compared to April.

Costs

The three-month campaign cost approximately \$293,000 and was funded through 2016 Measure B and VTA budgets:

Consultant contract: \$185,000 - 2016 Measure B

- ~\$65,000 for design consultant to develop campaign strategy and collateral
- ~\$120,000 for pre/post countywide statistically significant survey

Ad Buys: ~ \$108,000 - VTA Marketing Budget

NEXT STEPS:

While the intensive campaign ended in October, VTA continues to publicize the message online, and vehicle wraps and posters will remain on the vehicles until that space is needed for another purpose.

VTA's safety campaign performed very well. Campaign recognition is higher than typical. Shifts in attitudes are on par with other similar campaigns, which see small shifts in attitude over several rounds of campaigns. It is surprising that VTA's campaign resulted in a statistically significant shift in attitude after just a short, first campaign.

Given the positive results of the Safety Campaign, VTA may consider running this or similar campaigns in the future. Several cities are issuing their own similar campaigns. There may also be opportunities to issue geographically-targeted safety campaigns to coincide with safety-related infrastructure improvements.

CLIMATE IMPACT:

This project is expected to have no impact on greenhouse gas emissions or climate change.

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Memo No. 8709



Countywide Bicycle and Pedestrian Safety Campaign

March 2024

Countywide Bicycle and Pedestrian Safety Campaign

- Partners: Public Health Department, San Jose
- Extending “Slow Down, San Jose” campaign countywide
- Target audience: drivers
 - Slow down
 - Stop for pedestrians
 - Watch for bicyclists
- English, Spanish, Vietnamese, Chinese



Crash Data Drives Messaging

In 2022:

529 people were killed or seriously injured by a car in Santa Clara County

- More than 100 bicyclists
- Nearly 70 pedestrians

PEDESTRIAN CRASHES: Top factors when drivers are at fault

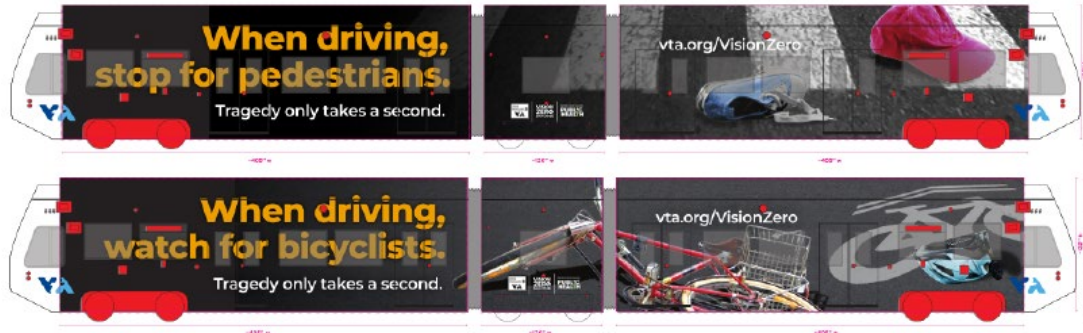
- Drivers not yielding to pedestrian in crosswalk
- Unsafe speed

BICYCLE CRASHES: Top factors when drivers are at fault

- Drivers not yielding to bicyclists when turning or entering a road
- Unsafe speed

Campaign Details

- August through October 2023
- Three-month run



Reach

Over 28 M impressions

- Earned media (TV/radio news features): 3.5M impressions
- Paid media buys: 25 M impressions

| Earned Media | Paid media |
|---|---|
| KTVU Mornings on 2 KTVU Fox 2 News CBS News Bay Area NBC Bay Area News ABC7 News KCBS-AM KQED | Full bus wrap Light rail wrap Bus queens (ads on outside of bus) Bus shelter posters Highway billboards Comcast ads Digital ads on newspaper sites Social media ads Printed newspaper ads |

Pre- and Post-Surveys to Measure Effectiveness

- Pre-campaign survey April 2023
- Post-campaign survey November 2023
- 600 county residents
- Telephone & web surveys
- English, Spanish, Vietnamese, Chinese
- Margin of error ± 4 percent



Key Findings

Recognition of the VTA road user safety campaign is widespread.

4 in 5 recall hearing or seeing a phrase.

Nearly half recall seeing a campaign image.

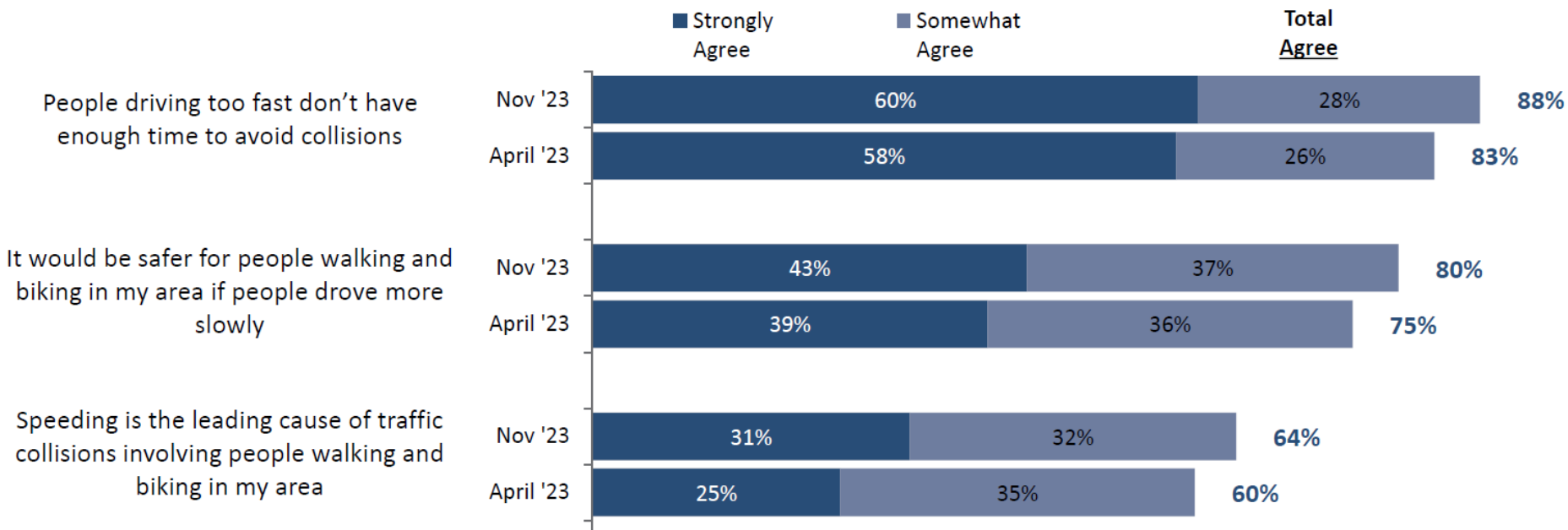
Small positive shifts in attitudes about speeding and inattentive driving:

Higher recognition that speeding is the leading cause of traffic collisions in the county.

Increased caution on speed-related attitudes, particularly among males, people of color, and people in eastern Santa Clara County.

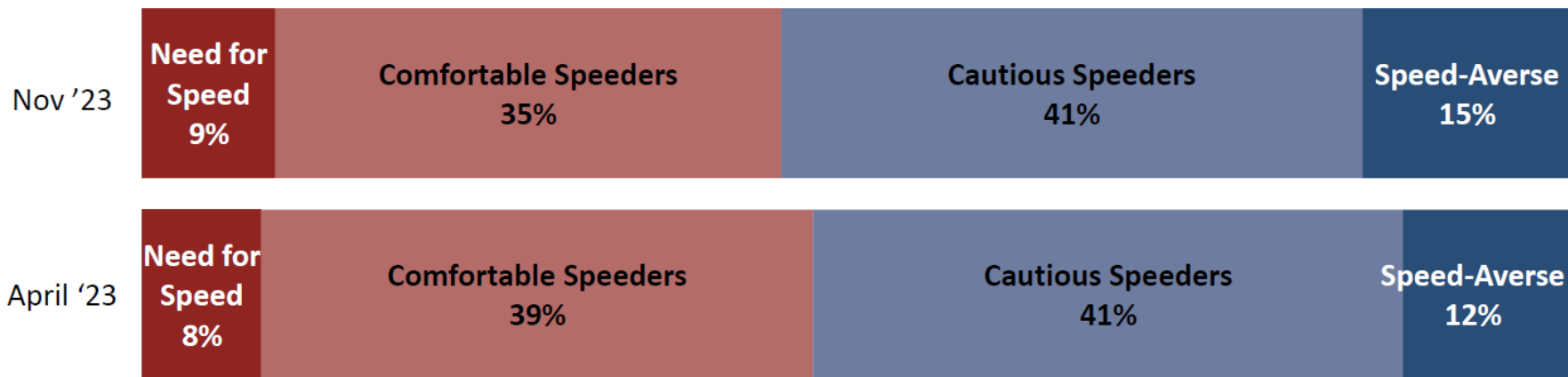
Findings

Residents in Santa Clara County are more likely to report caution about speeding than in April.



Findings

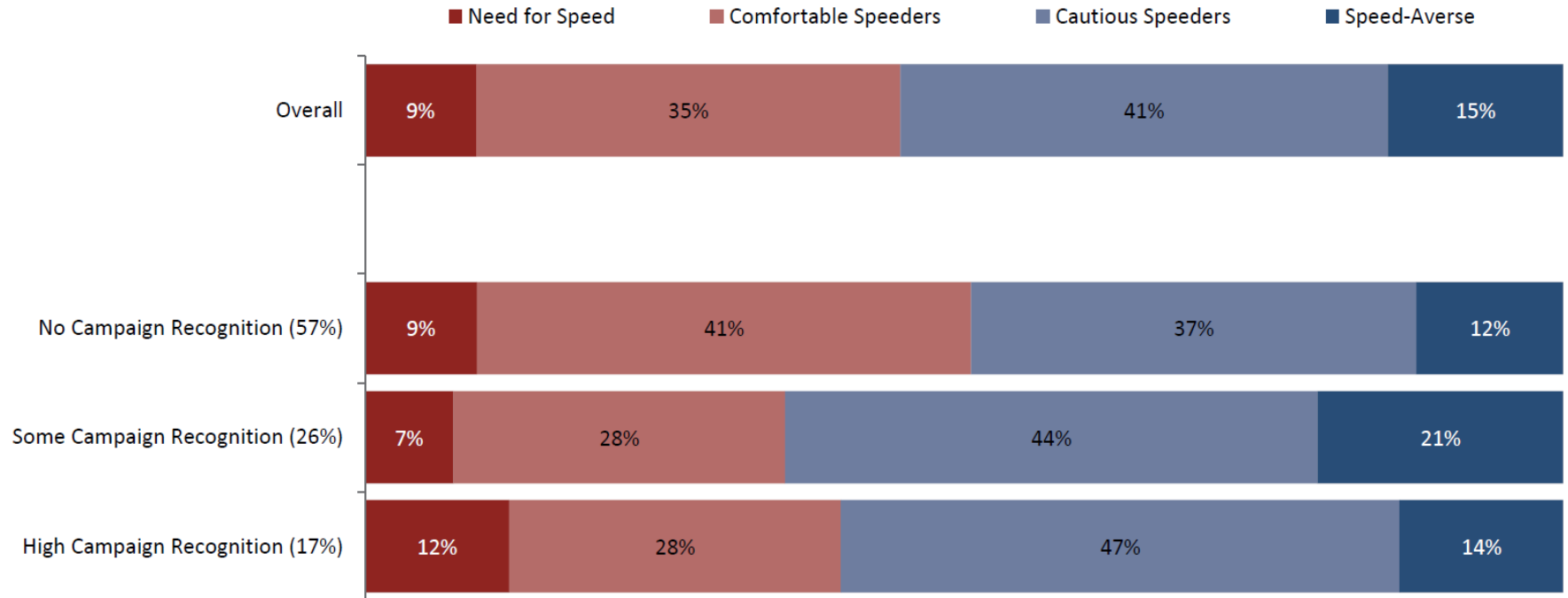
Residents in Santa Clara County are more likely to report caution about speeding than in April.



Findings

Those with campaign recognition are more likely to be cautious or speed-averse.

correlation
≠ causation



Next Steps

- Digital campaign continues
- Potential for future campaigns
- Pair safety campaigns & pre/post evaluation with capital projects



Elementary school students in Sunnyvale at site of future capital improvement

Attachment A: Summary of Paid Media Buys for VTA Safety Campaign August 2023 – October 2023

| Type | Language | Metrics | Publication Date |
|---|---|--|---|
| Full Bus Wrap (1) | Mix (English, Spanish) | 273,255 impressions per 4 weeks | 07/31/2023 (still running) Bus wrap is currently running VTA's longest route from East San Jose to Palo Alto and traveling the El Camino corridor. |
| Full Light Rail Wrap (1) | Mix (English, Spanish) | 430,000 impressions per 4 weeks | 07/31/2023 (still running) Light Rail wrap travels throughout the LRT and will go through all parts of the County providing maximum exposure. Light rail also travels along Route 87. |
| Bus Queens (50) | Mix (English, Spanish, Chinese, Vietnamese) | 8,257,617 impressions | 07/31/2023 for 12 weeks |
| Bus Shelter Posters (60) (20 English, 20 Spanish, 10 Chinese, 10 Vietnamese) | Mix (English, Spanish, Chinese, Vietnamese) | Not available | 08/01/2023 for 12 weeks |
| Static Billboard (1) | English | 4,405,248 impressions | 8 weeks US 101 McKee F/S |
| Static Billboard (2) | English | 5,138,560 impressions | 8 weeks US 101 WL & N/O Lafayette |
| Comcast TV (San Jose DMA, :30 second ads) | English | 742,477 impressions from Targeted TV commercials; 415,584 impressions from OTT/Streaming | 08/01/2023 for 8 weeks |
| Video Pre-Roll BANG (:15 & :30 second ads) | Mix (English, Spanish, Chinese, Vietnamese) | 300,000 to 650,000 impressions | 8 weeks |
| IG/FB & BANG FB Page (1:1, carousel & video ads) | Mix (English, Spanish, Chinese, Vietnamese) | 140,000 to 250,000 impressions | 8 weeks |

Attachment A: Summary of Paid Media Buys for VTA Safety Campaign August 2023 – October 2023

| Type | Language | Metrics | Publication Date |
|--|---|---|---------------------------|
| YouTube (through BANG) (:15, :30 and :06 video ads) | Mix (English, Spanish, Chinese, Vietnamese) | 200,000 to 350,000 impressions | 8 weeks |
| BANG Digital Banners (320x50, 300x250, 970x90, 300x1050, 970x250) | Mix (English, Spanish, Chinese, Vietnamese) | 440,000 to 1,000,000 impressions | 8 weeks |
| Mr. Roadshow E-Newsletter Sponsorship BANG | English | Not available | 8 weeks |
| All BANG South Bay Weeklies (11 publications, 4.937"W x 9.65"H or 10"W x 4.75"H) | English | See below | 8 weeks |
| Mercury News Broadsheet (Quarter Page 4.937"W x 10.5"H) | English | 1,161,225 total buy circulation | 3 days only |
| Sing Tao (6") | Chinese | <u>Not available</u> | 3x/week from 7/31 to 8/30 |
| El Observador (5.10") | Spanish/Hispanic | Not available | 1x/week from 7/31 to 8/30 |
| Viet Nam (5.42") | Vietnamese | 136,000 total buy circulation | 2x/week from 7/31 to 8/30 |
| Morgan Hill Times (4.87") | English | 45,800 total buy circulation | 1x/week from 7/31 to 8/30 |
| Gilroy Dispatch (4.87") | English | 45,800 total buy circulation | 1x/week from 7/31 to 8/30 |
| Santa Clara Weekly (10") | English | 32,880 total buy circulation | 1x/week from 7/31 to 8/30 |
| Mountain View Express (3.78") | English | 58,208 total buy circulation | 1x/week from 7/31 to 8/30 |
| Los Altos Town Crier (5.857") | English | 29,672 total buy circulation | 1x/week from 7/31 to 8/30 |

Policy Advisory Committee (PAC) March - September 2024 Workplan

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