OK

Caltrans

Effective(02/12)

Public Transportation Modernization, Improvement & Service Enhancement Program (PTMISEA)

Final Project Report

Per G.C. 8879.50 (f)(2) "Within six months of the project becoming operable the recipient agency shall provide a report to the administrative agency . . ." Please provide the following information:

Fiscal Year : 2007-08, 2010-11 & 2014-15
PTMISEA Cycle :
Project Sponsor : METROPOLITAN TRANSPORTATION COMMISSION
Contributing PTMISEA Sponsor :
Project Name : **VTA Santa Clara/Alum Rock Corridor BRT**

	Original Application	Final Project
Project Scope	The project will construct improvements in the Santa Clara Street/Alum Rock Avenue (SC/AR) corridor to be used by two Bus Rapid Transit (BRT) lines. Line 522 El Camino Real and Line 523 Stevens Creek Boulevard BRT will operate in the 4.3 mile SC/AR corridor where thirteen new stations will be constructed. The project will provide limited stop, 6-minute frequency BRT service between the Downtown Transit Mall to the Alum Rock Transit Center on the east end of the corridor. The near-term development strategy is to build the project for BRT; however, the corridor and stations will be built to Light Rail Standards to that BRT could be converted to Light Rail at a future time. The Useful life of the project is 50 years. This application is for funding of the Right of Way and Preliminary Engineering Phases of the project described above. The SC/AR project corridor improvements are part of a larger Bus Rapid Transit Project that includes the acquisition on BRT vehicles.	The project completed improvements in the Santa Clara Street/Alum Rock Avenue (SC/AR) corridor. This new Bus Rapid Transit (BRT) operates in the approximately 7.2 miles SC/AR corridor and includes eleven (11) new stations, including the Eastridge Transit Center. BRT began service in May 2017, with limited stop, 12-minute frequency between the Arena station (SAP Center) on west end, to the Eastridge Transit Center on the east end of the corridor. All stations were built to Light Rail standards. The useful life of the project is 50 years. This SC/AR project corridor improvements are part of a larger Bus Rapid Transit project that includes the acquisition of BRT vehicles, Infrastructure and installation of Clipper Interface Devices (CIDs) for fare validation, and facilities modifications at existing facilities that now operate BRT service.
Funding	**Original Approved Project Cost**	**Final Project Cost**
99313 :	$44,563,746	$44,536,746
99314 :	$45,470,847	$45,470,847
PTMISEA Interest :		
Other Funds		
Federal :		
State :		
Local :	$350,000	$48,443,746
Total Project Cost :	**$90,384,593**	**$138,451,339**
Schedule Date	**Original Project Schedule**	**Final Project Schedule**
Begin Environmental :	Sep-08	Nov-07
End Environmental :	Dec-09	Dec-08
Begin Design :	Mar-10	Apr-10
End Design :	Mar-11	Aug-13
Begin Right of Way :	Oct-10	Aug-10
End Right of Way :	Nov-11	Oct-15
Begin Construction :	Apr-12	Apr-14
End Construction :	Jun-13	Jan-18
Begin Vehicle/Equipment Order :	2/1/13	Sep-17
End Vehicle/Equipment Order :	12/1/14	Dec-17
Begin Closeout Phase :	Sep-15	Feb-18
End Closeout Phase :	Jan-16	Jun-18
Performance Outcomes Description/Improvement Percentages :	**Anticipated Performance Outcome**	**Actual Performance Outcome**
	The expected benefits after the completion of the completion of this project will be to Increase Ridership by 30% along the corridor.	Ridership increased average of 30% including weekends. Breakdown by day of service is as follows: Weekday ridership increased 26% Saturday ridership increased 20% Sunday ridership increased 55%
	Increased Ridership 30% Reduced Oper/Maint Cost N/A Reduced Emissions N/A Increased System Reliability by	Increased Ridership by 30% Reduced Oper/Maint Cost by N/A Reduced Emissions by N/A Increased System Reliability by N/A

Signature:

Name and Title

Date 7/23/18