

April 2021

Proposed Budget

Fiscal Year 2022
and
Fiscal Year 2023



Solutions that move you

Search Instructions

Items in this PDF version of the FY 2022 and FY 2022 Proposed Budget can be found using one of the following methods:

- 1) Hyperlinks in the Table of Contents.
- 2) Hyperlinks in the Bookmarks Panel. To show the Bookmarks Panel, click on the Bookmark button in the Navigation Panel on the left of the screen. To show the Navigation Panel, right click and select “Show Navigation Panel Buttons”.
- 3) Find Function (Ctrl+F).
- 4) Search function (Shft+Ctrl+F). Please note: in some versions of Adobe Acrobat, it may be necessary to click on the “Arrange Windows” icon in the Search dialogue box for a side-by-side view of the Search dialogue box and the document text.

VTA FY 2022 & FY 2023 PROPOSED BUDGET

TABLE OF CONTENTS

Introduction 1

VTA TRANSIT 3

 Overview..... 5

 Major Budget Assumptions 6

 Comparison of Revenues and Expenses 16

 Sources and Uses of Funds Summary..... 17

 10-Year Projection..... 18

 Capital Program Overview 20

 Schedule of FY 2022 & FY 2023 Appropriation..... 22

2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM..... 27

 Overview..... 29

 Comparison of Revenues and Expenses 30

 2000 Measure A Capital Program Overview..... 31

 Schedule of FY 2022 & FY 2023 Appropriation..... 31

 2000 Measure A Transit Improvement Program 32

 Descriptions of FY 2022 & FY 2023 Appropriated Projects 32

CONGESTION MANAGEMENT PROGRAM..... 35

 Overview..... 37

 Sources and Uses of Funds Summary..... 38

VTP TRANSPORTATION PROGRAM 39

 Overview..... 41

 Schedule of FY 2022 & FY 2023 Appropriation..... 42

 Descriptions of FY 2022 & FY 2023 Appropriated Projects 44

TRANSIT-ORIENTED DEVELOPMENT PROGRAM..... 58

 Overview..... 61

 Comparison of Revenues and Expenses 62

 Sources and Uses of Funds Summary..... 62

VTA FY 2022 & FY 2023 PROPOSED BUDGET

Schedule of FY 2022 & FY 2023 Appropriation..... 63
Description of FY 2022 & FY 2023 Appropriated Project..... 63

SILICON VALLEY EXPRESS LANES PROGRAM 65

Silicon Valley Express Lanes Program 67
 Overview..... 67

2008 MEASURE B—BART OPERATING SALES TAX PROGRAM..... 73
 Overview..... 75
 Comparison of Revenues and Expenses 76
 Sources and Uses of Funds Summary..... 76
 Total Contribution to Other Agencies..... 77

2016 MEASURE B PROGRAM 78
 Overview..... 81
 Projected Revenues..... 82
 Proposed Funding Allocation 82

APPENDIX 83
 Job Classifications and Pay Ranges..... 85

Introduction

This document presents the Santa Clara Valley Transportation Authority's (VTA) Proposed Biennial Budget for Fiscal Years 2022 and 2023. The FY 2022 and FY 2023 Proposed Budget provides funding for the planned activities and initiatives over the next two-year period and lays the groundwork to support VTA's Strategic Plan Core Values of Safety, Integrity, Quality, Sustainability, Diversity and Accountability.

The implementation of the 2019 New Transit Service Plan (NTSP) on December 28, 2019, a comprehensive redesign of Santa Clara County's transit network, had increased ridership and boardings per hour, but it was interrupted by the outbreak of the COVID-19 pandemic and the resulted shelter-in-place order. Still, with the first phase of the BART to Silicon Valley project in revenue service since June 2020, and the anticipated re-opening of the economy and more vaccinations, VTA intends to gradually restore transit services to the intended level of the NTSP during FY 2022.

In addition, the Proposed Budget includes funding for state of good repair projects including the purchase of electric and hybrid buses to replace those that have exceeded their useful life, the rehabilitation of VTA's rail infrastructure, overhead catenary system, light rail system elevators and escalators, passenger facilities, information systems. In FY 2022, the Capital Program also invests in strategies that will focus on increasing VTA transit speed; improving reliability, service, and safety; and reducing operating costs.

The document is divided into sections which cover the eight separate Funds for which a budget is to be adopted:

- VTA Transit
- 2000 Measure A Transit Improvement Program
- Congestion Management Program
- VTP Transportation Program
- Transit-Oriented Development Program
- Silicon Valley Express Lanes Program
- 2008 Measure B - BART Operating Sales Tax Program
- 2016 Measure B Program

Each section contains an overview of the program and various schedules and narratives which detail the specific budget proposal.

The table below summarizes the Proposed Budget amount for each program.

VTA FY 2022 & FY 2023 PROPOSED BUDGET

Fiscal Years 2022 and 2023 Proposed Budget Summary¹
(Dollars in Thousands)

Fund	Fiscal Year 2022	Fiscal Year 2023
VTA Transit-Operating	521,052	544,167
VTA Transit-Capital	227,441	--- ²
2000 Measure A Transit Improvement Program-Operating	139,165	142,082
2000 Measure A Transit Improvement Program-Capital	2,140,874	--- ²
Congestion Management Program-Operating	6,197	7,043
VTP Transportation Program-Capital	403,098	--- ²
Transit-Oriented Development Program-Operating	297	207
Transit-Oriented Development Program-Capital	16,895	--- ²
Silicon Valley Express Lanes Program-Operating	5,826	7,147
2008 Measure B - BART Operating Sales Tax Program-Operating	100,524	103,524
2016 Measure B Program	171,950 ³	--- ²

¹ Includes transfers between funds

² Total Appropriation for FY 2022 and FY 2023 reflected in FY 2022

³ Includes only the portion of Formula Based Program Areas

VTA TRANSIT

VTA FY 2022 & FY 2023 PROPOSED BUDGET



VTA Transit

Overview

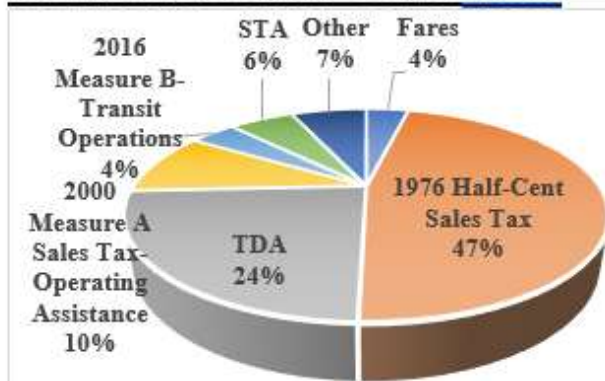
Countywide public transit service in Santa Clara County began on June 6, 1972, with the creation by state legislation, of the Santa Clara County Transit District. This organization initiated countywide bus service, expanded the bus fleet, and developed an initial light rail system. Following the merger in 1995 with the Santa Clara County Congestion Management Agency, the name of the organization was changed to the Santa Clara Valley Transportation Authority (VTA) effective January 1, 2000.

VTA is an independent public agency responsible for bus and light rail operation, regional commuter and inter-city rail service, Americans with Disabilities Act (ADA) paratransit service, congestion management, specific highway improvement projects, and countywide transportation planning. The VTA Transit Fund encompasses the operation and development of transit activities for VTA, which includes bus and light rail operation, regional commuter and inter-city rail service, and ADA paratransit service.

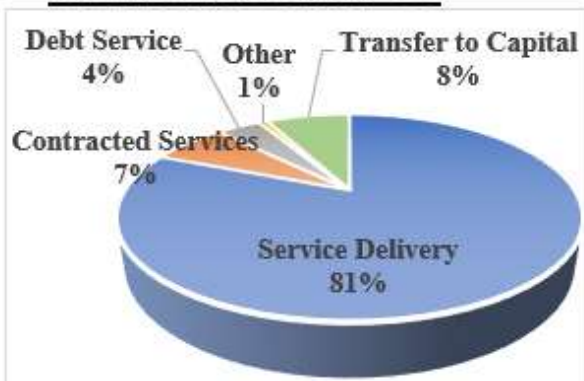
The VTA Transit Proposed Budget funds VTA’s service and capital project delivery plan for the two-year period. As such, the budget reflects the projected increase in service levels by gradually bringing them in line with those approved by the Board under the 2019 New Transit Service Plan.

The charts below illustrate the sources and uses of funds for the FY2022 and FY 2023 VTA Transit Biennial Operating Budget.

Where the Dollars Come From



Where the Dollars Go



Note: Percentages may not be precise due to independent rounding.

VTA Transit Major Budget Assumptions

Service Levels

In May 2019, the VTA Board of Directors unanimously approved the 2019 New Transit Service Plan (NTSP) for FY2020 and FY2021, and it was implemented in December 2019. In the first three months of 2020, until the outbreak of the COVID-19 pandemic, there was an increase in ridership and in boardings per hour. However, with the onset of stay-at-home orders, service was sharply curtailed and VTA has modified transit service levels and route frequencies multiple times since March 2020. During the next two years, VTA's focus is to fulfill the commitment of providing safe, clean and reliable services for its customers and employees as we bring back service to pre-pandemic levels.

The proposed budget reflects these agency service priorities over the next two years. During FY 2022, VTA's transit service levels will gradually increase to the level of service approved by the Board under the 2019 Transit Service Plan, with minor adjustments to specific routes based on ridership demand, public input, and performance data. The budget assumes that this service level will be maintained through the end of FY 2023, resulting in similar service miles and hours in FY 2023 compared to the actual service miles and hours in FY 2019. The slight decrease in projected service miles in FY 2023 compared to the actual service miles in FY 2019 is due to the redeployment of transit service in the NTSP to the busiest transit corridors, which have high ridership but slower speed.

The restored bus service will be consistent with the NTSP, in which high-ridership areas receive more service than prior service plans, as well as connecting bus services at the Milpitas and Berryessa BART stations. Similarly, light rail services will gradually return to the intended service level and frequency under the NTSP, resulting in a net increase of 10% in annual light rail service hours by FY 2023, compared to actual service hours in FY 2019.

The table on the following page compares total service miles and hours for bus and light rail from FY 2019 to FY 2023.

VTA FY 2022 & FY 2023 PROPOSED BUDGET

Service Levels
(In Thousands)

	FY2019 Actual	FY2020 Actual	FY2021 Projected Actual	FY2022 Proposed Budget	FY2023 Proposed Budget
<u>Service Miles</u>					
Bus	18,840	16,748	13,925	17,129	18,655
Light Rail Train	2,285	1,824	1,691	2,080	2,373
Total Service Miles	21,125	18,572	15,616	19,209	21,028
% Change		-12.1%	-15.9%	23.0%	9.5%
<u>Service Hours</u>					
Bus	1,480	1,347	1,121	1,377	1,500
Light Rail Train	155	131	127	153	170
Total Service Hours	1,635	1,478	1,248	1,530	1,670
% Change		-9.6%	-15.6%	22.6%	9.2%

Note: Totals and percentages may not be precise due to independent rounding.

Ridership

The COVID-19 pandemic and related social distancing requirements caused unprecedented decreases in transit ridership across the country. VTA’s FY 2021 ridership is projected to be about one-third of actual ridership in FY 2019 (the last full year before the pandemic). With the resumption of VTA transit services in line with the NTSP, and the gradual reopening of Santa Clara County in FY 2022, VTA transit ridership is anticipated to increase significantly from its nadir in FY 2021. The higher frequency service on the core network and connecting services to BART are expected to facilitate the possible ridership recovery. Still, the FY 2023 ridership is projected to be nearly 17% lower than the FY 2019 actual ridership.

Ridership
(In Thousands)

Category	FY2019 Actual	FY2020 Actual	% Var	FY2021 Projected Actual	% Var	FY2022 Proposed Budget	% Var	FY2023 Proposed Budget	% Var	% Var (FY2023 Proposed to FY2019 Actual)
Bus	27,028	21,702	-19.7%	9,423	-56.6%	14,027	48.9%	21,821	55.6%	-19.3%
Light Rail	8,438	6,282	-25.6%	2,472	-60.6%	4,771	93.0%	7,674	60.8%	-9.1%
Total	35,466	27,984	-21.1%	11,895	-57.5%	18,798	58.0%	29,495	56.9%	-16.8%

Note: Totals and percentages may not be precise due to independent rounding.

Revenues

Fares

There is no change in the current fare pricing structure proposed at this time. The ongoing Transit Fare Coordination and Integration Study, in which VTA is represented in the Fare Integration Task Force, may provide certain recommendations on fares that may affect VTA. The ultimate decision in any fare change rests with the Board of Directors.

Sales Tax-Related Revenues

Sales tax-related revenues include proceeds from five different sources that make up over 85% of the operating revenues. Sales tax proceeds are driven by the economy, and because VTA is so reliant on sales tax proceeds, the authority is vulnerable to cyclical downturns in the economy that are outside of VTA's control. Although the pandemic led to a significant decrease in sales tax receipts, the drop was not as great as had been projected in the summer of 2020. Each of the sales tax measures is discussed in more detail below.

1976 Half-cent Local Sales Tax

In March 1976, voters approved a permanent half-cent sales and use tax to ensure the continued operation and development of transit service in Santa Clara County. The 1976 half-cent sales tax receipts in FY 2020 were 11.8% lower than those in FY 2019 and the FY 2021 sales tax receipts are projected to be 0.7% lower than the actual amounts received in FY 2020.

To forecast sales tax in FY 2022 and FY 2023, staff reviewed multiple projection scenarios. The Proposed Biennial Budget reflects projected growth of 13.7% and 6.5% in FY 2022 and FY 2023 respectively, and is based on the most conservative scenario provided by Avenu Insights & Analytics (formerly MuniServices, LLC), VTA's sales tax consultant. Due to the unprecedented nature of the pandemic-induced recession since March 2020 and the uncertainties of the timing and magnitude of the possible economic recovery in the two-year budget period, staff believes that it is prudent to adopt a conservative outlook.

2000 Measure A Sales Tax - Operating Assistance

In November 2000, Santa Clara County voters approved Measure A, which enacted a half-cent sales tax to be collected beginning April 1, 2006 and continuing for a period of 30 years. A portion of this tax is used to provide operating assistance for VTA Transit. More information on Measure A, including the total appropriations for operating and capital projects is included in the 2000 Measure A Transit Improvement Program section of this report. The Proposed Biennial Budget maintains the percentage of 2000 Measure A sales tax revenue to be used towards funding VTA Transit operations at 20.75%.

2016 Measure B – Transit Operations

On November 8, 2016, the voters of Santa Clara County approved 2016 Measure B, a 30-year one-half cent countywide sales and use tax to enhance transit, highways, expressways and active transportation (bicycles, pedestrians and complete streets). The ballot language directs that Transit Operations receive 7.9% of the Sales Tax's Program Tax Revenue. In April 2021, the VTA Board of Directors approved principles mandating that allocations for formula-based programs such as transit operations be made annually.

VTA FY 2022 & FY 2023 PROPOSED BUDGET

Although there are four categories of projects included under Transit Operations, only the revenues from the first two programs are included in the VTA Transit operating budget. They are:

- Enhance Frequent Core Bus Network
- Expand mobility services and affordable fare programs for seniors, disabled, students and low-income riders

The Proposed VTA Transit Fund Operating Budget includes \$23.6 million and \$17.5 million in 2016 Measure B funds for FY2022 and FY2023 respectively. The FY 2022 allocation also includes the initial true-up of Program Tax Revenue for the 2016 Measure B sales tax from its initiation through the end of FY 2020, which amounts to \$7.1 million.

Additional information on the 2016 Measure B Program, including total appropriations for all operating projects, is included in the 2016 Measure B Program section of this report.

Transportation Development Act (TDA)

Transportation Development Act (TDA) funds are derived from a quarter-cent sales tax levied by the State on taxable transactions occurring in Santa Clara County. Under the 1971 legislation that created TDA, each county in California could elect to impose a quarter-cent sales tax to be collected by the state Board of Equalization and returned to them on a pro rata basis for public transportation purposes. Subsequent to the enactment of TDA, all 58 counties in California elected to impose such a sales tax within their jurisdictions. The Metropolitan Transportation Commission (MTC) retains a portion of these funds for administration and approximately 94.5% is returned to the source county (e.g., Santa Clara).

The Proposed Biennial Budget reflects the MTC projections as of February 2021, which assume growth of 13.7% and 6.5% in FY 2022 and FY 2023 respectively.

State Transit Assistance (STA)

State Transit Assistance (STA) funds are derived from the statewide sales tax on diesel fuel and appropriated by the Legislature to the State Controller's Office. That Office then allocates the tax revenue, by formula, to planning agencies, such as MTC. Statute requires that 50% of STA funds be allocated according to population to the State's Regional Transportation Planning Agencies (RTPA) and 50% be allocated to public transit operators according to operator revenues from the prior fiscal year. In 2017, Senate Bill 1 (Chapter 5, Statutes of 2017; SB1) augmented funding for the STA Program through a 3.5 percent increase of the diesel sales tax rate.

The FY 2022 and FY 2023 Proposed Biennial Budget is based on the latest estimate from MTC and assumes a base amount of \$26.6 million per year. The estimate also reflects an additional \$0.3 million per year for the mobility assistance program for low income communities (the STA share of non-Federal matching funds) and a one-time allocation of \$4.6 million for State of Good Repair (SGR) funding that VTA is allocated for operational uses, an action the VTA Board approved in April 2021.

VTA FY 2022 & FY 2023 PROPOSED BUDGET

Federal Operating Grants

The FY 2022 and FY 2023 Proposed Biennial Budget for federal operating grants includes \$5.1 million and \$4.6 million respectively, for the Americans with Disabilities Act (ADA) set-aside and mobility assistance for low income communities.

Federal Relief Funding

The Federal government made emergency funding available to transit operators through three successive legislative actions in 2020 and 2021, in response to revenue losses sustained as a result of the pandemic. In the San Francisco Bay Area, those funds were awarded to MTC, and the MTC Board approved allocations to individual transit operators. VTA was awarded \$141.6 million from the Coronavirus Aid, Relief, and Economic Security (CARES) Act shortly after the pandemic began, and was later awarded \$39.4 million from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), for a total of \$180.9 million by March 2021. VTA used a small portion of the federal funds to close the operating budget gap of \$5.4 million in FY 2020, and expects to use about \$35-40 million to bridge the shortfall in operating revenues in FY 2021.

The American Rescue Plan Act of 2021 (ARPA), which was approved by Congress in March 2021, provides additional funding for transit operators. At this time, the MTC is discussing allocation strategies to award funding to Bay Area transit operators. Although no additional federal funding is needed during this Biennial Budget cycle to cover expected expenses, the funds will be used in future fiscal years, as shown in the table with the 10-Year Projection.

VTA FY 2022 & FY 2023 PROPOSED BUDGET

Expenses

The FY 2022 and FY 2023 Proposed Biennial Budget has total expenses budgeted at \$521.1 million and \$544.2 million respectively. This represents an increase of 8.4% in FY 2022 compare to the total projected actual expense of FY 2021, and an increase of 4.4% in FY 2023 compare to the total budgeted expense of FY 2022. The largest expense category of the VTA Transit Fund operating budget is labor salaries and benefits, which account for about 67% of the total expense budget.

Labor Cost

Contracts for three bargaining units are currently scheduled to expire before the end of FY 2022.

Bargaining Unit	Expiration Date
SEIU ¹	January 1, 2022
AFSCME ²	June 30, 2022
TAEA ³	June 30, 2022
ATU ⁴	September 8, 2022

The Proposed Budget reflects the following assumptions related to labor costs:

- Wage increases based on currently negotiated contracts. Budgeting of additional costs, if any, for subsequent contracts will be addressed upon contract ratification by the Board of Directors.
- Pension and Retiree Health contributions are based on latest available actuarial information.
- The table below shows the approved positions agencywide for FY 2020 through FY 2023. There are 4 additional janitorial positions budgeted for FY 2022 and FY 2023.

FY20	FY21	FY22	FY23
2,354	2,357	2,361	2,361

Fuel

The Proposed Budget assumes a cost of \$2.65 per gallon for diesel in FY 2022 and \$2.75 in FY 2023, including taxes and fees. The assumed level of service miles could be found in the Service Level section. It is based on changes in the 2019 New Transit Service Plan and reflects 17.1 million miles and 18.7 million miles of service for FY 2022 and FY 2023 respectively. Annual fuel usage is estimated at approximately 3.0 million gallons in both FY 2022 and FY 2023. The actual average cost per gallon of diesel including taxes was \$2.39 for FY 2020 and \$2.01 for FY 2021 through March. However, the average cost between January and March 2021 of \$2.34 is about 26.5% higher than that of \$1.85 in the preceding 6 months.

¹ Service Employees International Union, Local 521

² American Federation of State, County, and Municipal Employees, Local 101

³ Transportation Authority Engineers and Architects Association, Local 21

⁴ Amalgamated Transit Union, Local 265

VTA FY 2022 & FY 2023 PROPOSED BUDGET

Paratransit

In accordance with federal regulations, VTA provides ADA paratransit services to persons who are unable to independently access or navigate VTA's bus or light rail system due to a physical, visual, or cognitive disability. VTA's responsibility to provide ADA paratransit service has been outsourced since 1993. Under VTA's current paratransit service delivery model—*VTA ACCESS*—services are directly contracted (as opposed to brokered) and the rider fares are reported separately as revenues.

VTA Access provides curb-to-curb and door-to-door service for eligible individuals for trips made within $\frac{3}{4}$ -mile of VTA's fixed route transit network at the standard fare of \$4. VTA also offers service for trips within a premium zone extending an additional mile beyond the $\frac{3}{4}$ -mile standard zone, at a premium fare of \$16. Paratransit service is offered during the same hours as the corresponding fixed route service. Changes to the fixed route transit network can impact the geographical footprint and service hours of paratransit service.

Paratransit trips are anticipated to increase significantly during the two-year budget period, from the nadir of FY 2021, and are projected to be about 30% of the actual number in FY 2019 (the last full year before the pandemic). By FY 2023, the number of paratransit trips is forecast to be about 86% of the actual number in FY 2019. The tables next page detail the elements of the Paratransit budget and the major operating metrics for this service.

VTA FY 2022 & FY 2023 PROPOSED BUDGET

Paratransit Expense Detail
(Dollars in Thousands)

Line	Description	FY 2022 Proposed Budget	FY 2023 Proposed Budget
1	Primary Provider-Fixed	4,300	4,657
2	Primary Provider-Revenue Vehicle Hour	15,863	17,781
3	Supplemental Service	1,675	1,912
4	Eligibility	987	993
5	Eligibility - Transportation	--	--
6	Vehicle Maintenance	643	714
7	Fuel	1,289	1,594
8	Facilities/Maintenance/Utilities	361	371
9	Fare Processing	12	13
10	Software/Hardware	305	320
11	VTA Staff Services	1,752	1,738
12	Total Paratransit Expense	27,186	30,093

Note: Totals may not add due to independent rounding

Paratransit Operating Metrics
(in Thousands)

	FY 2020 Actual	FY 2021 Projected	FY 2022 Proposed Budget	FY 2023 Proposed Budget
Ridership	420	160	311	452
Primary Revenue Vehicle Hours	255	158	289	320
Supplemental Trips	63	6	69	77
Fare Revenue	\$1,498	\$454	\$873	\$1,350

VTA FY 2022 & FY 2023 PROPOSED BUDGET

Caltrain

In prior years, VTA contributed to Caltrain's operating budget based on a ridership formula agreed to by the partner agencies. In FY 20 and 21, that contribution totaled \$10.8 million annually. The FY 2022 and FY 2023 Proposed Biennial Budget no longer includes a contribution to Caltrain because of the passage of Measure RR in November 2020. Measure RR implemented a 30-year one-eighth cent sales tax in San Francisco, San Mateo, and Santa Clara counties to fund Caltrain operations and capital improvements. Caltrain is projected to receive about \$57 million in FY 2022 from this tax generated in Santa Clara County.

Transfer to Capital Reserve

The VTA Transit Fund does not have a dedicated local revenue source for capital expenditures. Thus, any capital costs to maintain items to a state of good repair, or to enhance or improve capital projects that not covered by grants or other outside sources must be funded from the same sources as the Operating Budget, primarily sales tax-based revenues. The FY 2022 and FY 2023 Proposed Budget reflects a transfer of \$40 million to the Capital Reserve in each year, including a one-time increase of \$4.6 million of STA State of Good Repair Funding. While the funding need for capital projects is greater than the amount budgeted, projects have been prioritized to match the available funding.

Reserve Accounts

The VTA Transit Fund currently maintains three reserve accounts as described below:

Operating Reserve

It is the policy of VTA to accumulate a prudent level of reserves by building and maintaining an Operating Reserve equal to 15% of the annual operating budget for the VTA Transit Fund. The purpose of this reserve is to ensure that sufficient funds are always available in the event of either unavoidable expenditure needs or unanticipated revenue shortfalls from sources other than sales tax-based revenues. The Board formalized this long-standing practice with adoption of the VTA Transit Fund Operating Reserve Policy on April 5, 2012.

Sales Tax Stabilization Fund

The Sales Tax Stabilization Fund reserve was created by the Board as part of the FY 2012 and FY 2013 Biennial Budget adoption on June 2, 2011 to mitigate the impact of the volatility of sales tax-based revenues on service levels and the operating budget. Per the Board policy adopted on April 5, 2012, this reserve carries a maximum balance of \$35 million.

Debt Reduction Fund

The Debt Reduction Fund was established by the Board on February 7, 2008. Per the Board policy also approved on February 7, 2008, this fund may be used to reduce long-term liabilities or provide funding for approved transit-related capital improvements and replacement of capital assets. This reserve is used primarily to fund the local portion of the VTA Transit capital program in order to keep assets in a state of good repair.

VTA FY 2022 & FY 2023 PROPOSED BUDGET

VTA Transit
Comparison of Revenues and Expenses
(Dollars in Thousands)

Line	Category	FY20 Actual	FY21 Current Budget ¹	FY21 Projected Actual ²	FY22 Proposed Budget	Variance from FY21 Projection	% Var	FY23 Proposed Budget	Variance from FY22 Budget	% Var
1	Fares-Transit	27,318	36,426	13,058	15,558	2,500	19.1%	20,541	4,983	32.0%
2	Fares-Paratransit	1,498	2,146	454	873	418	92.0%	1,350	478	54.8%
3	1976 1/2 Cent Sales Tax	209,828	229,254	207,815	236,381	28,566	13.7%	251,631	15,250	6.5%
4	TDA	110,985	107,749	113,188	123,104	9,916	8.8%	125,566	2,462	2.0%
5	Measure A Sales Tax-Oper. Asst.	43,551	47,570	43,122	49,049	5,928	13.7%	52,213	3,164	6.5%
6	2016 Measure B-Transit Operations	14,500	14,500	14,500	23,586	9,156	63.1%	17,504	(6,082)	-25.7%
7	STA	25,233	40,542	24,000	31,486	7,486	31.2%	26,924	(4,562)	-14.5%
8	Federal Operating Grants	4,009	4,822	4,789	5,054	265	5.5%	4,550	(504)	-10.0%
9	State Operating Grants	864	2,224	1,188	2,406	1,217	102.5%	1,375	(1,030)	-42.8%
10	Investment Earnings	6,068	4,536	3,329	4,230	901	27.1%	4,589	359	8.5%
11	Advertising Income	3,221	4,369	1,801	2,636	835	46.4%	3,226	590	22.4%
12	Measure A Repayment Obligation	14,731	14,665	14,665	17,593	2,928	20.0%	17,553	(40)	-0.2%
13	Other Income	6,003	5,090	3,590	2,241	(1,349)	-37.6%	2,860	619	27.6%
14	Total Revenue/Sources	467,808	513,893	445,496	514,196	68,769	15.4%	529,883	15,687	3.1%
15	Labor Cost	329,629	360,260	330,029	348,988	18,958	5.7%	368,386	19,398	5.6%
16	Materials & Supplies	23,187	31,296	21,281	23,555	2,274	10.7%	25,211	1,656	7.0%
17	Security	15,546	16,910	21,729	24,775	3,046	14.0%	25,731	956	3.9%
18	Professional & Special Services	4,039	6,769	5,408	10,206	4,798	88.7%	9,313	(893)	-8.7%
19	Other Services	12,110	11,277	12,357	12,731	374	3.0%	12,990	258	2.0%
20	Fuel	7,974	10,698	5,693	9,451	3,757	66.0%	10,734	1,283	13.6%
21	Traction Power	4,502	5,360	7,182	5,671	(1,511)	-21.0%	6,327	656	11.6%
22	Tires	1,658	1,640	1,460	1,532	72	5.0%	1,685	153	10.0%
23	Utilities	3,546	4,323	3,800	4,313	513	13.5%	4,439	126	2.9%
24	Insurance	3,834	7,897	7,859	8,546	687	8.7%	8,989	443	5.2%
25	Data Processing	5,457	6,446	6,234	7,471	1,237	19.8%	7,527	56	0.8%
26	Office Expense	270	337	195	286	91	46.6%	287	0	0.2%
27	Communications	1,664	1,820	1,621	1,866	245	15.1%	1,912	47	2.5%
28	Employee Related Expense	550	1,218	1,221	1,081	(140)	-11.5%	1,106	25	2.3%
29	Leases & Rents	887	879	810	983	172	21.3%	983	(0)	0.0%
30	Miscellaneous	836	1,125	868	1,083	216	24.8%	986	(97)	-9.0%
31	Reimbursements	(39,119)	(47,859)	(40,991)	(40,115)	875	-2.1%	(44,104)	(3,988)	9.9%
32	Subtotal Operating Expense	---	420,396	386,758	---	35,666	9.2%	442,502	20,078	4.8%
33	Paratransit	23,269	28,099	20,450	27,186	6,736	32.9%	30,093	2,907	10.7%
34	Caltrain	10,800	10,800	10,800	0	(10,800)	-100.0%	0	-	0.0%
35	Altamont Commuter Express	5,454	5,773	5,668	6,054	386	6.8%	6,242	188	3.1%
36	Highway 17 Express	375	400	400	419	19	4.7%	439	20	4.7%
37	Monterey-San Jose	0	35	0	0	0	0.0%	0	-	0.0%
38	Contribution to Other Agencies	966	1,187	825	1,061	236	28.5%	1,061	-	0.0%
39	Debt Service	20,819	20,784	20,784	20,909	125	0.6%	20,831	(78)	-0.4%
40	Subtotal Other Expense	61,684	67,077	58,926	55,629	(3,298)	-5.6%	58,665	3,037	5.5%
41	Operating and Other Expense	438,251	487,473	445,685	478,052	32,368	7.3%	501,167	23,115	4.8%
42	Transfer to Capital Reserve	35,000	35,000	35,000	40,000	5,000	14.3%	40,000	(5,000)	-12.5%
43	Contingency	0	3,000	0	3,000	3,000	N/A	3,000	-	0.0%
44	Total Expense/Contingency/Cap	473,251	525,473	480,685	521,052	40,368	8.4%	544,167	18,115	3.5%
45	Operating Balance	(5,443)	(11,581)	(35,188)	(6,857)			(14,214)		

Note: Totals and percentages may not be precise due to independent rounding

1 Reflects Adopted Budget approved by the Board on June 6, 2019 and augmentation approved on November 7, 2019

2 Projection as of March 31, 2021

VTA FY 2022 & FY 2023 PROPOSED BUDGET

VTA Transit
Sources and Uses of Funds Summary
(Dollars in Thousands)

<u>Line</u>	<u>Description</u>	<u>FY 2020 Actual</u>	<u>FY 2021 Projected Actual ²</u>	<u>FY 2022 Proposed Budget</u>	<u>FY 2023 Proposed Budget</u>
<u>Operating Balance</u>					
1	Total Operating Revenues	467,808	445,496	514,196	529,883
2	Total Operating Expenses	(473,251)	(480,685)	(521,052)	(544,167)
3	Operating Balance	(5,443)	(35,188)	(6,857)	(14,284)
<u>Operating Balance Transfers</u>					
4	Operating Balance	(5,443)	(35,188)	(6,857)	(14,284)
5	Transfer From/(To) Operating Reserve	-	-	-	-
6	Transfer From/(To) Sales Tax Stabilization Fund	-	-	-	-
7	Transfer From/(To) Debt Reduction Fund	-	-	-	-
<u>Operating Reserve</u>					
8	Beginning Operating Reserve	75,814	75,814	75,814	75,814
9	Transfer From/(To) Operating Balance	-	-	-	-
10	Ending Operating Reserves	75,814	75,814	75,814	75,814
11	Operating Reserve % ²	14.4%	14.6%	13.9%	13.6%
<u>Sales Tax Stabilization Fund</u>					
12	Beginning Sales Tax Stabilization Fund	35,000	35,000	35,000	35,000
13	Transfer From/(To) Sales Tax Stabilization Fund	-	-	-	-
14	Ending Sales Tax Stabilization Fund	35,000	35,000	35,000	35,000
<u>Federal Relief Funding Balance</u>					
15	Beginning Balance ³	141,576	136,133	140,300	133,443
16	Transfer From/(To) Operating Balance	(5,443)	(35,188)	(6,857)	(14,284)
17	Ending Balance	136,133	100,945	133,443	119,159

Note: Totals and percentages may not be precise due to independent rounding.

¹ Reflects Adopted Budget approved by the Board on June 6, 2019 and augmentation approved on November 7, 2019

² Line 10 divided by subsequent fiscal year budgeted Operating Expenses

³ VTA was appropriated with CARES Act Funding of \$141.6M in FY 2020, and expected to receive CRRSAA Funding of \$39.4M in FY 2022

VTA FY 2022 & FY 2023 PROPOSED BUDGET

10-Year Projection

In order to provide a broader picture beyond the two-year budget horizon, the table below shows projected Revenues, Expenses, and Operating Balance through FY 2031 (in millions).

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Revenues	\$ 514.2	\$ 529.9	\$ 540.3	\$ 556.7	\$ 567.6	\$ 561.3	\$ 572.6	\$ 584.0	\$ 595.6	\$ 607.2
Expenses	\$ 521.1	\$ 544.2	\$ 558.7	\$ 573.5	\$ 589.8	\$ 588.7	\$ 605.9	\$ 618.7	\$ 636.9	\$ 654.7
Operating Balance	\$ (6.9)	\$ (14.3)	\$ (18.4)	\$ (16.8)	\$ (22.2)	\$ (27.3)	\$ (33.3)	\$ (34.7)	\$ (41.4)	\$ (47.4)
Federal Relief Funding Balance	\$ 133.4	\$ 119.2	\$ 100.7	\$ 83.9	\$ 61.7	\$ 34.4	\$ 1.1	\$ -	\$ -	\$ -

Note: Totals may not be precise due to independent rounding.

Although the Board is approving a Biennial Budget that covers only the next two fiscal years, it is useful to extend projections for a ten-year horizon to examine revenue and expense trends and their impact on the annual operating balance. The projected revenues and expenses through FY 2031 are based on the following:

Revenues

- Sales Tax-Related Revenues growth during the FY 2024-FY 2031 projection period is based upon the UCLA Anderson Forecast in January 2021, except STA which is based on a growth rate of 2.0% per fiscal year.
- Fare revenues are projected to grow to almost the nominal level of FY 2019 by FY 2025, and a growth rate of 2.0% per fiscal year between FY 2026 and FY 2031, which could be due to either an increase in ridership and/or fare rates.
- Other revenues growth during the FY 2024-FY 2031 projection period are mostly based on the assumption of 2.0% growth per fiscal year.

Expenses

- Service levels remain constant after FY 2023, when the Biennial Budget assumes that service hours reach the pre-pandemic levels called for in the NTSP.

VTA FY 2022 & FY 2023 PROPOSED BUDGET

- Labor costs for FY 2022 and FY 2023 incorporate existing labor agreements but make no assumption for changes after the contracts end (agreements with three of the agency's four labor unions expire by the end of FY 2022, and the last one, with ATU, expires in September 2022). Beginning in FY 2024 labor expenses are assumed to grow at 3.0% annually.
- Non-labor costs are escalated at 3.0% annually starting in FY 2024, except in cases where existing contracts continue beyond that date (e.g., security contracts with law enforcement).
- The agency's contribution to capital costs is assumed to total \$40 million annually in FY 2024 and 2025, and then grow by \$2 million biennially thereafter.

Operating Balance

- The 10-year projection show that expenses outpace revenues in each fiscal year during the projection period, growing from a modest \$6.9 million deficit in FY 2022 to \$47.4 million in FY 2031. As a result of the federal funding that has already been granted to transit operators during the pandemic, the agency is able to use the funds to balance the budget for several fiscal years, through FY 2028.

Federal Relief Funding Balance

- The federal funding shown in the projection reflects \$180.9 million received through April 2021 through the CARES Act and CRRSSA legislation. It does not reflect any funding from the American Rescue Plan Act (ARPA) because no appropriations have yet been made by MTC.

VTA Transit Capital Program Overview

The VTA Transit Capital Program strives to maintain capital infrastructure; keep VTA assets in a state of good repair; and invest in targeted improvements to improve the safety, security and efficiency of the transit system. In support of these objectives, VTA staff has revamped the agency's capital planning and prioritization process to include development and Board adoption of a mid- to long-term comprehensive capital plan called the VTA Strategic Capital Investment Plan (SCIP).

The primary objective of the SCIP process is enhance the Board's involvement and policy-level input at all phases of the capital budgetary process. It has a 20-year horizon that includes (1) the first five-year period, known as CAP5, that consists of capital projects that are prioritized and fiscally constrained, the first two years of could become the VTA Transit Biennial capital budget; and (2) the subsequent 15-year projection of capital needs that is neither prioritized nor fiscally constrained. SCIP is intended to be updated every two years as a vanguard of VTA's biennial budgetary process, with the Board adopting the priorities at the onset to guide each renewal process.

In late 2020, VTA staff submitted 127 projects for consideration for the SCIP's first five-year period. These projects are being scored and ranked using the scoring criteria approved by the Board in September 2020 by the Capital Improvement Program Working Group (CIPWG), which consists of twelve experienced VTA executives and mid-level managers, with at least one representative from each VTA division. The CIPWG's scoring and ranking were then be used for further prioritization by the Capital Improvement Program Oversight Committee (CIPOC), which is composed of the Division Chiefs and Directors. The group organizes projects by a combination of primary fund source and project management responsibility to streamline the prioritization, and considers additional factors, such as:

- Financial aspects including cost, funding availability, and affordability
- Ability to maximize and leverage external grants and other contributions to minimizing VTA's share of funding
- Maximizing retention, or preventing potential loss or reduction of existing external funding
- Integration and sequencing with other current and planned projects
- Completing existing projects
- Current and future operating cost implications

The Proposed Biennial Transit Fund Capital Budget for the first two years of the SCIP was presented to the Board's Capital Program Committee (CPC) on April 8, 2021. The committee will meet again on April 29 and May 27 to consider recommending that the VTA Board of Directors approve the Proposed Biennial Capital Budget, totaling \$152.1 million of grants or other outside funding and a total VTA Transit Fund commitment of \$75.3 million. Any shortfall in anticipated grant funding could require either the use of additional VTA Transit funds if alternate sources are not available, or a reduction in project scope.

VTA FY 2022 & FY 2023 PROPOSED BUDGET

The \$227.4 million VTA Transit Capital appropriation, which creates 43 new VTA Transit Capital projects and augments 18 existing projects, reflects the planned capital spending to be incurred or committed in the next two years. Project funding for the two-year period is appropriated in FY 2022 to facilitate administration of the program.

Capital project appropriations do not expire at the end of the fiscal year and are carried forward until the project is completed. Capital carryover is defined as appropriation that is unspent at the end of the fiscal year. The local share of capital carryover is specifically earmarked for previously appropriated capital needs in VTA's Annual Comprehensive Financial Report.

The table on the following pages lists each project by category and general funding source.

VTA FY 2022 & FY 2023 PROPOSED BUDGET

VTA Transit
Schedule of FY 2022 & FY 2023 Appropriation
(Dollars in Thousands)

Project	Funding Source					Total
	Federal	State	Proposed 2016 Measure B*	Other	VTA Local	
1. Collision Avoidance Deployment Program	0	0	0	0	1,800	1,800
2. Light Rail Platform CCTV Replacement	0	0	0	0	500	500
3. LRV Electronic Equipment Modernization	0	3,057	0	0	1,705	4,761
4. Paratransit Fleet Procurement FY22 & FY23	5,417	0	0	0	1,355	6,772
5. Purchase of Electric Buses	240	0	0	0	60	300
6. Purchase of Hybrid and Electric Buses	65,640	0	0	0	12,660	78,300
7. Video Analytics on Paratransit Accessible Fleet	0	0	0	0	763	763
<i>Revenue Vehicles & Equipment Total</i>	<i>71,297</i>	<i>3,057</i>	<i>0</i>	<i>0</i>	<i>18,842</i>	<i>93,196</i>
8. Non-Revenue Vehicle Replacement Program FY22 & FY23	800	0	0	0	400	1,200
<i>Non-Revenue Vehicles Total</i>	<i>800</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>400</i>	<i>1,200</i>
9. Axle Press Replacement Project	1,736	0	0	0	434	2,170
10. Chaboya Yard Well Removal	0	0	0	0	1,150	1,150
11. Drain Inlet Filter Project	0	0	0	0	881	881

VTA FY 2022 & FY 2023 PROPOSED BUDGET

(Dollars in Thousands)

Project	Funding Source					Total
	Federal	State	Proposed 2016 Measure B*	Other	VTA Local	
12. Electrical Equipment Survey & Replacements FY22 & FY23	0	0	0	0	1,509	1,509
13. Expand Bus Charging Capacity at Cerone Yard for Electric Buses	280	0	0	70	0	350
14. Expand VTA's Chaboya Yard for Electric Buses	0	0	0	0	1,524	1,524
15. Expand VTA's North Yard for Electric Buses	0	0	0	0	500	500
16. Facilities Assessment FY2 & FY23	0	0	0	0	400	400
17. Facilities Equipment Replacement Program FY22-FY23	1,742	0	0	0	436	2,178
18. Guadalupe Elevator And Escalator Drainage Improvement	820	0	0	0	205	1,025
19. Guadalupe Second Entrance - Single Point of Failure	0	0	0	0	200	200
20. Guadalupe Steam Rack Improvements and Liner Replacement	160	0	0	0	40	200
21. HVAC Replacement	1,623	0	0	0	406	2,028
22. Laser Intrusions Detection System (LIDS) Replacement	0	0	0	0	4,280	4,280
23. North Yard Pavement Rehabilitation	0	0	0	0	630	630
24. Overhead Fall Protection on all Bus Bays	0	0	0	0	1,590	1,590
25. Painting Management Program FY22 & FY23	0	0	0	0	1,000	1,000
26. Paving Management Program FY22 & FY23	0	0	0	0	1,000	1,000
27. Roofing Management Program FY22 & FY23	0	0	0	0	2,215	2,215
28. Security Enhancements at Chaboya Parking Lot	480	0	0	0	120	600
29. Traction Power Substation Replacement FY22 & FY23	4,160	0	0	0	1,040	5,200
Operating Facilities & Equipment Total	11,001	0	0	70	19,559	30,630

VTA FY 2022 & FY 2023 PROPOSED BUDGET

(Dollars in Thousands)

Project	Funding Source					Total
	Federal	State	Proposed 2016 Measure B*	Other	VTA Local	
30. Bridge and Structures Repairs FY22 & FY23	1,312	0	0	0	328	1,640
31. Downtown San Jose Speed Improvements	3,560	0	0	0	890	4,450
32. North 1st Street/Tasman Drive - EB Track Switch Addition Proj.	1,640	0	0	0	360	2,000
33. OCS Rehab & Replacement Program FY22 & FY23	13,120	0	0	0	3,280	16,400
34. Rail Replacement/Rehabilitation FY22 & FY23	14,880	0	0	0	3,720	18,600
35. Signal Improvements Guadalupe	4,140	0	0	0	1,035	5,175
36. Systemwide Stray Current and Corrosion Control	0	0	0	0	382	382
37. Track Intrusion Abatement FY22 & FY23	2,227	0	0	0	557	2,784
<i>Light Rail Way, Power & Signal Total</i>	<i>40,879</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>10,552</i>	<i>51,431</i>
38. Better Bus Stops 2023	0	0	1,300	0	0	1,300
39. E-Locker Upgrade and Replacement	0	0	0	784	280	1,064
40. Safety Enhancements at Grade Crossings FY22 & FY23	0	0	0	0	5,230	5,230
41. Transit Center, Park and Ride and Bus Stop Rehabilitation FY22 & FY23	1,600	0	0	0	400	2,000
<i>Passenger Facilities Total</i>	<i>1,600</i>	<i>0</i>	<i>1,300</i>	<i>784</i>	<i>5,910</i>	<i>9,594</i>
42. Advanced Cyber Security	0	0	0	0	353	353
43. Dry Fire Suppression for Communication and Data Rooms	0	0	0	0	460	460
44. Enterprise Database for Key Performance Indicators (TransitDB)	0	0	0	0	150	150

VTA FY 2022 & FY 2023 PROPOSED BUDGET

(Dollars in Thousands)

Project	Funding Source					Total
	Federal	State	Proposed 2016 Measure B*	Other	VTA Local	
45. GIS & Advanced Data Analytics Program Development	0	0	0	0	1,982	1,982
46. Network and Gigabit Fiber Upgrade	0	0	0	0	1,850	1,850
47. Network Switch Replacement/Upgrade	3,680	0	0	0	920	4,600
48. SAP Enterprise Asset Management Enhancement	0	0	0	0	1,809	1,809
49. Server Refresh	0	0	0	0	1,550	1,550
50. Transit Enterprise System Server Replacement	0	0	0	0	1,800	1,800
51. VTA Network Cabling	0	0	0	0	1,150	1,150
Information Systems & Technology Total	3,680	0	0	0	12,024	15,704
52. 2022 Transit Asset Management Plan	0	0	0	0	418	418
53. ADA Transition Plan	0	0	0	0	554	554
54. Climate Action and Adaptation Plan	0	0	0	0	494	494
55. Diridon Integrated Concept Plan (DISC)	0	0	0	0	1,714	1,714
56. Fast Transit Program Implementation	0	0	0	0	1,868	1,868
57. High Capacity Transit Corridors Implementation	0	0	0	0	1,781	1,781
58. Integrated Land Use-Transportation Model Phase II	0	0	0	95	0	95
59. Next Generation High Capacity Transit Study - Phase 2	0	0	0	0	1,247	1,247
60. On-Demand Paratransit Pilot	0	0	400	1,600	0	2,000

VTA FY 2022 & FY 2023 PROPOSED BUDGET

(Dollars in Thousands)

Project	Funding Source					Total
	Federal	State	Proposed 2016 Measure B*	Other	VTA Local	
61. TOD/Joint Development Predevelopment Activities	0	0	0	15,515	0	15,515
<i>Miscellaneous Total</i>	<i>0</i>	<i>0</i>	<i>400</i>	<i>17,210</i>	<i>8,076</i>	<i>25,686</i>
Grand Total	129,257	3,057	1,700	18,064	75,363	227,441

* pending VTA Board of Directors consideration for approval in summer of 2021

***2000 MEASURE A TRANSIT
IMPROVEMENT PROGRAM***

VTA FY 2022 & FY 2023 PROPOSED BUDGET



2000 Measure A Transit Improvement Program

Overview

The 2000 Measure A Transit Improvement Program, a 30-year plan of major transit improvement capital projects, was approved by Santa Clara County voters in November 2000. The 2000 Measure A Ordinance implemented a 30-year half-cent sales tax that became effective on April 1, 2006 and is scheduled to expire on March 31, 2036. Pursuant to the ballot measure, revenues from the Tax are limited to the following uses:

- Fund operating and maintenance costs for increased bus, rail and paratransit service.
- Extend BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station.
- Provide connections from Mineta San Jose International Airport to BART, Caltrain and VTA light rail.
- Extend Light Rail from Downtown San Jose to the East Valley.
- Purchase low-floor light rail vehicles.
- Improve Caltrain: double-track to Gilroy and electrify from Palo Alto to Gilroy.
- Increase Caltrain service.
- Construct a new Palo Alto Intermodal Transit Center.
- Improve bus service in major bus corridors.
- Upgrade Altamont Commuter Express (ACE).
- Improve Highway 17 Express bus service.
- Connect Caltrain with Dumbarton Rail Corridor.
- Purchase Zero Emission buses and construct service facilities.
- Develop new light rail corridors.

The 2000 Measure A Transit Improvement Program budget appropriation is broken into two major components. The operating budget includes appropriation for non-project specific expenditures such as professional services, debt service, and operating assistance to VTA Transit. The capital budget appropriation is comprised of the anticipated expenditures and commitments on capital projects for the two-year budget period.

VTA FY 2022 & FY 2023 PROPOSED BUDGET

***2000 Measure A Transit Improvement Program
Comparison of Revenues and Expenses
(Dollars in Thousands)***

Line	Category	FY20 Actual	FY21 Adopted Budget	FY21 Projected Actual ¹	FY22 Proposed Budget	Variance from FY21 Projection	% Var	FY23 Proposed Budget	Variance from FY22 Budget	% Var
1	2000 Half-Cent Sales Tax	209,885	229,254	207,815	236,381	28,566	13.7%	251,631	15,250	6.5%
2	Federal BABs Subsidy ²	8,837	8,700	8,747	8,271	(476)	-5.4%	7,737	(534)	-6.5%
3	Investment Earnings	12,963	9,026	6,483	575	(5,908)	-91.1%	495	(80)	-13.9%
4	Other Income	835	446	428	1,519	1,091	254.7%	441	(1,079)	-71.0%
5	Total Revenue	232,521	247,426	223,473	246,747	23,274	10.4%	260,304	13,557	5.5%
6	VTA Operating Assistance	43,551	47,570	43,122	49,049	5,928	13.7%	52,213	3,164	6.5%
7	Professional & Special Services	470	585	384	559	175	45.6%	664	105	18.8%
8	Miscellaneous	11	31	16	30	14	90.2%	30	0	0.0%
9	Contributions to Other Agencies	0	0	3	0	(3)	-100.0%	0	0	N/A
10	Debt Service	42,810	44,759	44,759	71,934	27,175	60.7%	71,581	(353)	-0.5%
11	Repayment Obligation	14,731	14,665	14,665	17,593	2,928	20.0%	17,553	(40)	-0.2%
12	Total Expense	101,573	107,610	102,948	139,165	36,217	35.2%	142,042	2,876	2.1%
13	Revenues Over (Under) Expenses	130,948	139,816	120,525	107,581			118,262		

Note: Totals and percentages may not be precise due to independent rounding

¹ Projection as of April 1, 2021

² Represents remittance from the federal government for a portion of the interest cost for 2010 Sales Tax Revenue Bonds, 2010 Series A, Build America Bonds (BABs) which were issued in November 2010

2000 Measure A Capital Program Overview

The Proposed FY 2022 & FY 2023 2000 Measure A Capital Program utilizes cash-on-hand and projected cash receipts and does not anticipate incurring additional debt in the two-year period. The total additional appropriation for the identified projects for FY 2022 and FY 2023 is \$2.1-billion, which reflects the planned capital spending to be incurred or committed in the next two years. Project funding for the two-year period is appropriated in FY 2022 in order to facilitate administration of the program.

The table below lists each project by category and general funding source. The subsequent pages provide a brief description of each project, identified funding sources for the FY 2022 and FY 2023 requested appropriation, potential operating cost impacts, estimated total project cost, and anticipated completion date.

Capital project appropriations do not expire at the end of the fiscal year and are carried forward until the project is completed. Capital carryover is defined as appropriation that is unspent at the end of the fiscal year.

Schedule of FY 2022 & FY 2023 Appropriation

(Dollars in Thousands)

Project	Funding Source				Total
	Federal	State	2000 Measure A	Other	
1. BART Silicon Valley Extension Phase 2	769,000	779,700	386,800	166,000	2,101,500
SVRT Program Total	769,000	779,700	386,800	166,000	2,101,500
2. Eastridge to BART Regional Connector	0	0	24,213	15,161	39,374
Light Rail Program Total	0	0	24,213	15,161	39,374
Grand Total*	769,000	779,700	411,013	181,161	2,140,874

***2000 Measure A Transit Improvement Program
Descriptions of FY 2022 & FY 2023 Appropriated Projects***

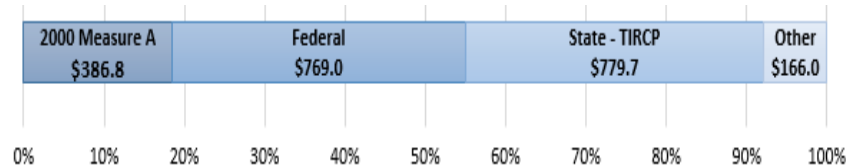
SVRT Program

1. BART Silicon Valley Extension Phase 2

Project Scope

BSV Phase II work to be undertaken in the FY 22/23 timeframe includes, engineering, right-of-way and advance utility relocation efforts, award of three of the four construction contracts (Systems, Stations and Support Facilities, and Newhall Yard Santa Clara Station and Parking Garage Project), as well as management of these activities. A small portion of the Tunnel and Trackwork will also be awarded.

Funding (in millions)



Business Line(s) Supported

- Faster Frequent Reliable Transit
- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact

Ongoing/annual expenditures are covered in the Operations and Maintenance Agreement executed between VTA and BART. 2008 Measure B sales tax proceeds will be the funding source of most such costs attributable to VTA.

Estimated Total Project Cost \$6.9 billion

Anticipated Completion Date May 2030

Light Rail Program

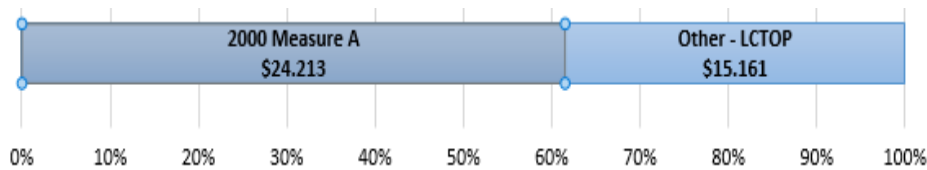
2. Eastridge to BART Regional Connector Project

Project Scope

This project will extend the light rail system to Eastridge Transit Center with a continuous elevated guideway. The Eastridge extension will include LRT stations at Story Road (aerial) and Eastridge (at-grade). Per current project schedule, construction contract is expected to be awarded in mid-2021. FY22/23 budget request will increase the total budget to equal current estimated total project cost including design,

construction, construction management, utility relocation and property acquisition.

Funding (in millions)



Business Line(s) Supported

- Faster Frequent Reliable Transit
- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact

\$2.0 million annual expenditure. The additional track, systems and station components associated with this expansion will incur additional maintenance costs.

Estimated Total Project Cost \$468.0 million

Anticipated Completion Date March 2027



***CONGESTION MANAGEMENT
PROGRAM***



Congestion Management Program

Overview

Congestion Management Agencies (CMAs) were created in 1990 by Proposition 111 and its accompanying legislation, which required that every county with an urbanized population of more than 50,000 establish a CMA. CMAs were designed to meet the goals of increasing the efficiency of existing transit and roadway systems, planning the best capital improvements to these systems, and improving the local land use decision-making process to support and complement the transportation system investments.

In 1994, VTA was designated as the CMA for Santa Clara County through a Joint Powers Agreement entered into by the 15 cities and the County of Santa Clara. VTA's Congestion Management Program (CMP) serves as the CMA for Santa Clara County. The CMP, which is fiscally separate from VTA Transit, is funded through assessments to local jurisdictions (Member Agencies), federal and state planning grants, grant program manager administration fees, State Transportation Improvement Program (STIP) Planning Programming and Monitoring Funds, and fees for services provided.

The Proposed FY 2022 and FY 2023 CMP Budget is a result of a number of inputs including statutory requirements, Board initiated activities, Member Agency requested activities, and staff recommended initiatives regarding federal, state and regional issues. Based on these inputs, the budget reflects major focus on tasks and activities related to coordination and advocacy of funding for local projects, capital project initiatives, state/regional advocacy, land use coordination due to new state mandates, and Member Agency assistance.

Member Agency Fees are based on the fee schedule adopted by the Board in June 2005, which specifies annual increases of 3.5%. The Proposed Budget reflects this increase for both FY 2022 and FY 2023.

***Congestion Management Program
Sources and Uses of Funds Summary
(Dollars in Thousands)***

<u>Line</u>	<u>Description</u>	<u>FY20 Actual</u>	<u>FY21 Projected Actual¹</u>	<u>FY22 Proposed Budget^{1,2}</u>	<u>FY23 Proposed Budget^{1,2}</u>
1	Total Revenues	5,473	6,585	6,572	5,115
2	Total Expenses	(5,430)	(6,031)	(6,197)	(7,043)
3	Revenues Over (Under) Expenses	43	554	375	(1,928)
4	Beginning Fund Balance	2,000	2,043	2,597	2,972
5	Revenues Over (Under) Expenses	43	554	375	(1,928)
6	Ending Fund Balance	2,043	2,597	2,972	1,044

Note: Totals and percentages may not be precise due to independent rounding

¹ Projection as of April 2, 2021

² The CMP Work Program detailing the specific revenues and expenditures for the main activities will be presented to the committees in May and the Board in June 2021.

***Congestion Management Program
Member Assessments***

<u>Member Agency</u>	<u>FY 2022 Assessment</u>	<u>FY 2023 Assessment</u>
County of Santa Clara	\$332,162	\$343,787
Campbell	61,765	63,926
Cupertino	94,890	98,211
Gilroy	46,166	47,782
Los Altos	30,468	31,535
Los Altos Hills	8,125	8,409
Los Gatos	42,051	43,523
Milpitas	94,104	97,398
Monte Sereno	2,443	2,528
Morgan Hill	30,687	31,761
Mountain View	152,820	158,169
Palo Alto	172,929	178,981
San Jose	958,264	991,803
Santa Clara	253,120	261,979
Saratoga	26,514	27,442
Sunnyvale	303,890	314,527
Subtotal:	\$2,610,396	\$2,701,761
VTA - Managing Agency Contribution	332,162	343,787
TOTAL:	\$2,942,558	\$3,045,547

VTP TRANSPORTATION PROGRAM



VTP Transportation Program

Overview

VTP (Valley Transportation Plan) 2040 is the current approved long-range countywide transportation plan for Santa Clara County. Developed by the Congestion Management Program (CMP) and adopted in October 2014, projects must be included in the plan as a pre-requisite for eligibility to receive federal, state, regional, and local discretionary fund programming. VTA enters into construction agreements with cities in the County for various projects that are included in VTP 2040. The next update of the long-range countywide transportation plan, VTP 2050, is scheduled for adoption by the VTA Board in mid-2023.

The appropriation for the identified VTP Transportation Program Capital Projects for FY 2022 and FY 2023 totals \$403.1 million, which reflects the planned capital spending to be incurred or committed in the next two years. The proposed \$403.1 million appropriation includes funding from several sources, including nearly \$140 million from 2016 Measure B. Since the VTA Board will not consider appropriations for 2016 Measure B for Need/Capacity-based projects until later this summer, the VTP appropriations contained in this program are contingent on finalizing that process.

Project funding for the two-year period is appropriated in FY 2022 in order to facilitate administration of the program and includes projects related to express lanes, freeway and highway improvements, complete streets, and bicycle/pedestrian improvements.

The table on the following page lists each project and its general funding source category. The subsequent pages provide a brief description of each project, identified funding sources for the FY 2022 and FY 2023 requested appropriation, potential operating cost impacts, estimated total project cost, and anticipated completion date.

Capital project appropriations do not expire at the end of the fiscal year and are carried forward until the project is completed. Capital carryover is defined as appropriation that is unspent at the end of the fiscal year.

***VTP Transportation Program
Schedule of FY 2022 & FY 2023 Appropriation
(Dollars in Thousands)***

Project	Funding Source				Total
	Federal	State	Proposed 2016 Measure B *	Other	
1. Calaveras Boulevard Near-Term Improvements	0	0	900	100	1,000
2. Charcot Avenue Extension over I-880	0	0	9,216	1,024	10,240
3. I-280 Soundwalls	0	5,201	0	439	5,640
4. I-280/Bird Avenue Interchange Improvement	0	0	0	2,500	2,500
5. I-280/Winchester Boulevard Interchange Improvement	0	0	3,391	2,079	5,470
6. I-280/Wolfe Road Interchange Improvement Project	0	0	67,770	7,530	75,300
7. I-680 Soundwalls	0	0	0	2,400	2,400
8. SR17 Corridor Congestion Relief	0	0	11,829	1,406	13,235
9. SR87/Capitol Expressway Interchange Improvement	0	0	0	5,670	5,670
10. SR237/Caribbean Drive/Lawrence Expressway Interchange Improvement	0	0	0	6,700	6,700
US101/Blossom Hill Road Interchange Improvement Plant Establishment					575
11. Period	0	0	575	0	575
12. US101/Blossom Hill Road Interchange Improvement	0	0	3,500	0	3,500
13. US101/Dela Cruz Blvd/Trimble Rd Interchange Improvement	0	0	0	16,863	16,863
14. US101/Ellis St Interchange Improvement	0	0	0	4,100	4,100
US101/Zanker Road/Skyport Drive/North 4th Street Interchange					53,950
15. Improvement	0	0	26,975	26,975	53,950
16. US101 SB Ramp Improvement at 10th Street in Gilroy	0	0	360	40	400
17. US101 SB San Antonio/Charleston/Rengstorff Ave Ramp Improvements	0	0	5,400	600	6,000
18. US101/SR25 Interchange Improvement - Phase 1	0	0	0	35,100	35,100

VTA FY 2022 & FY 2023 PROPOSED BUDGET

(Dollars in Thousands)

Project	Funding Source				Total
	Federal	State	Proposed 2016 Measure B *	Other	
19. US101/SR25 Interchange Phase 2 - Santa Teresa Boulevard Extension	0	0	4,608	512	5,120
Highways Total	0	5,201	134,523	114,038	253,763
20. I-880 Express Lanes (SR237 to US101)	0	0	0	1,500	1,500
21. Silicon Valley Express Lanes - Future Phase Project B	0	0	0	15,000	15,000
22. Silicon Valley Express Lanes - US101/SR85 - Phase 4	0	0	0	11,000	11,000
23. Silicon Valley Express Lanes - US 101 Phase 5	0	7,961	0	108,604	116,565
Express Lanes Total	0	7,961	0	136,104	144,065
24. Bernardo Caltrain Bike/Ped Undercrossing	0	0	3,000	0	3,000
25. East Channel Trail Feasibility Study				178	178
26. Expressway Bike Superhighway Feasibility Study				123	123
27. Homestead Road Safe Routes to School Improvements	0	0	1,168	350	1,518
Bicycle & Pedestrian Total	0	0	4,168	652	4,819
28. Countywide Traffic Signal Network Project	0	0	0	451	451
Complete Streets Total	0	0	0	451	451
Grand Total	0	13,162	138,691	251,245	403,098

* pending VTA Board of Directors consideration for approval in summer of 2021

VTP Transportation Program Descriptions of FY 2022 & FY 2023 Appropriated Projects

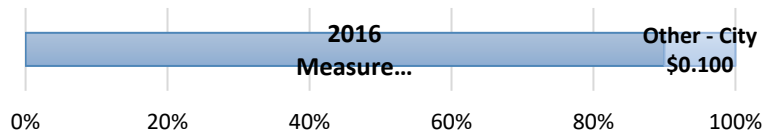
Highways

1. Calaveras Boulevard Near-Term Improvements

Project Scope

The project will construct HOV bypass lanes at the westbound SR 237 on-ramp from McCarthy Boulevard and at the westbound SR 237 on-ramp from Calaveras Boulevard to reduce traffic congestion during peak periods. It will also include a SR 237 Corridor Study in the vicinity of Abel Street and Town Center Drive to address existing congestion.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost \$3.500 million

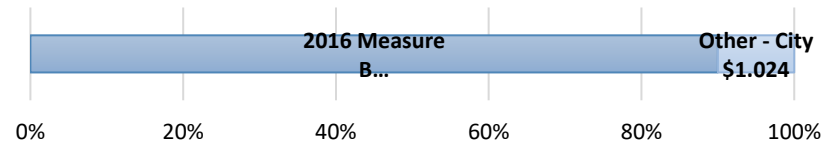
Anticipated Completion Date October 2023

2. Charcot Avenue Extension over I-880

Project Scope

The requested funds are for the completion of final design, right-of-way, and construction phases of the Charcot Avenue Extension Over I-880 project in City of San Jose.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost \$48.000 million

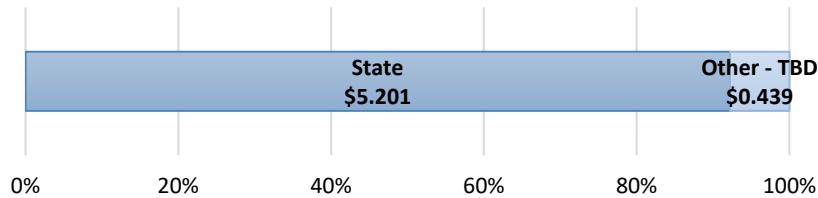
Anticipated Completion Date June 2026

3. I-280 Soundwalls

Project Scope

This project will construct sound walls along I-280 between Los Gatos Creek Bridge and State Route (SR) 87 in San Jose. The requested funds are for the PS&E and Construction phases of the project.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost \$9.000 million

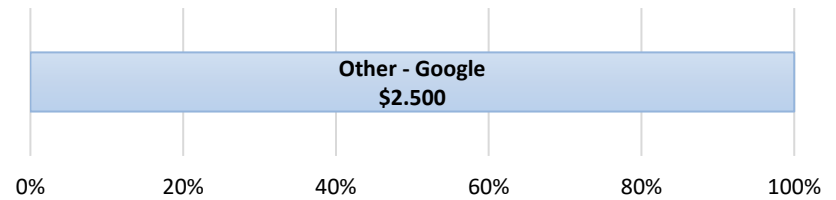
Anticipated Completion Date December 2025

4. I-280/ Bird Avenue Interchange Improvement

Project Scope

The project proposes to improve the bike and ped facilities from Virginia Street, northward through the interchange, to San Carlos Street. The project would also consider signal and signal timing improvements and other roadway and interchange ramp modifications.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost \$9.000 million

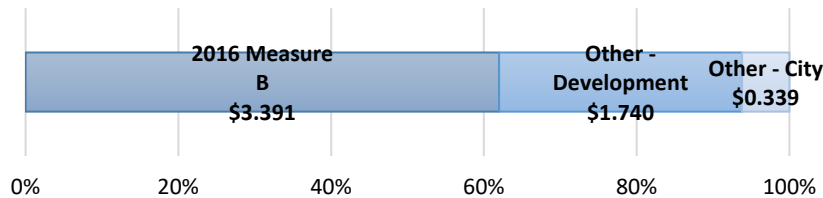
Anticipated Completion Date December 2028

5. I-280/Winchester Boulevard Interchange Improvement

Project Scope

The project proposes constructing a new off-ramp from northbound I-280 that connects to local streets in the vicinity of Tisch Way-Hatton Street intersection. It also proposes a new direct connector ramp from northbound State Route (SR) 17 to northbound I-280. Finally, the Project will extend the northbound auxiliary lane further upstream to begin at the southbound I-880/northbound SR 17 merge on to northbound I-280.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost \$151.440 million

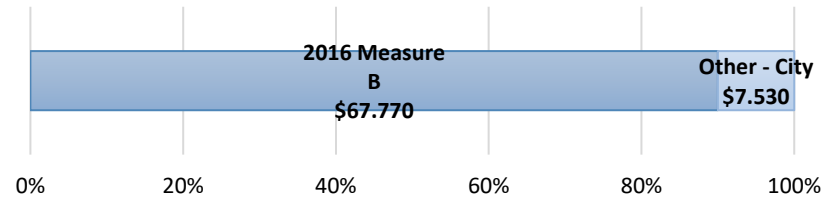
Anticipated Completion Date June 2027

6. I-280/Wolfe Road Interchange Improvement Project

Project Scope

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

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost \$92.000 million

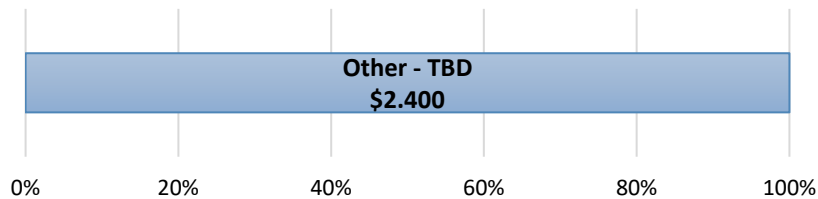
Anticipated Completion Date June 2026

7. I-680 Soundwalls

Project Scope

The project will construct sound walls on I-680 between Capitol Expressway and Mueller Avenue. It is in the design phase and is funded with State Transportation Improvement Program (STIP) funds. The requested funds are for the completion of the construction phase of sound walls for this project.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost \$9.500 million

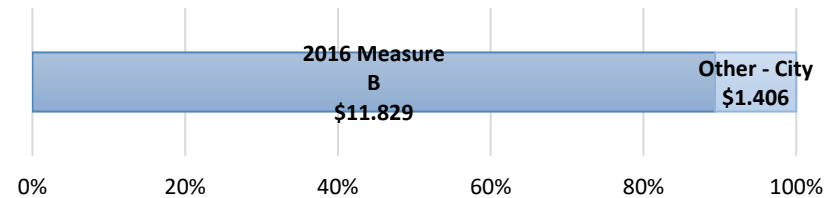
Anticipated Completion Date June 2023

8. SR17 Corridor Congestion Relief

Project Scope

The project proposes to reconstruct the State Route (SR) 17 – SR 9 interchange to replace the outdated full cloverleaf configuration with either a spread diamond, partial cloverleaf or diverging diamond configuration. A new auxiliary lanes along SR 17 from the SR 9 ramps to Lark Avenue will be added; ramp metering will be included at the new onramps.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost \$101.715 million

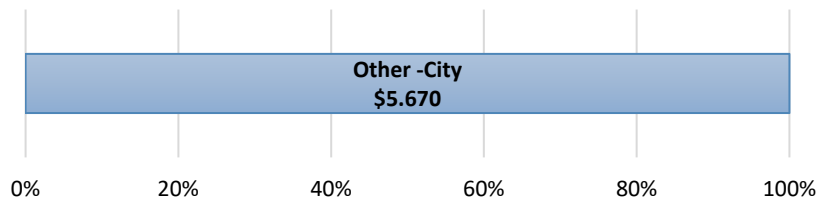
Anticipated Completion Date December 2026

9. SR 87/Capitol Expressway Interchange Improvement

Project Scope

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. The requested funds are for the completion of the project initiation document (PID) required by Caltrans.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost \$43.000 million

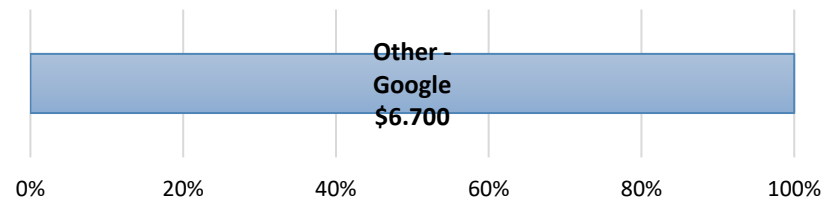
Anticipated Completion Date December 2026

10. SR 237/Caribbean Drive/Lawrence Expressway Interchange Improvement

Project Scope

The requested funds are for the completion of the Project Initiation Document as required by Caltrans and Project Approval/ Environmental Document phases of the SR 237/ Caribbean Drive/ Lawrence Expressway Interchange Improvement project in the City of Sunnyvale.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost \$72.000 million

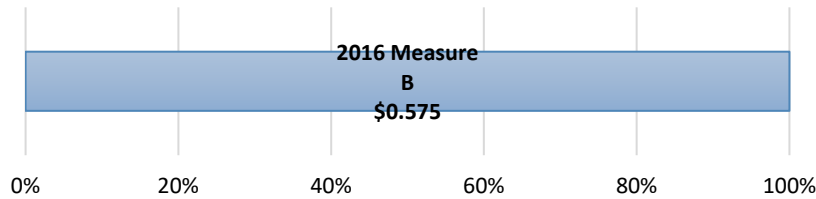
Anticipated Completion Date December 2028

11. US101/Blossom Hill Road Interchange Improvement Plant Establishment Period

Project Scope

The construction of the US 101 /Blossom Hill Road interchange project is in progress and is expected to be completed in Fall 2023 which includes construction of civil infrastructure, landscaping and 1st-year Plant Establishment Period (PEP). This requested fund is for preparing a separate bid package to complete the follow-on 2 years PEP as required by Caltrans.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost \$2.000 million

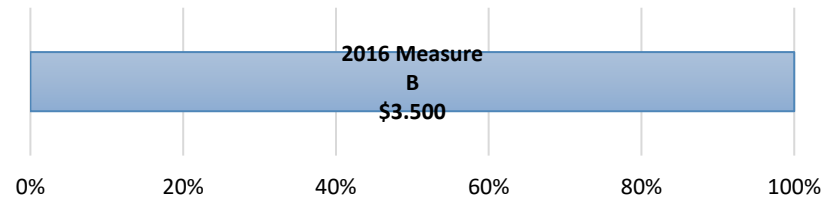
Anticipated Completion Date March 2026

12. US101/Blossom Hill Road Interchange Improvement

Project Scope

The requested funds are for completion of civil/landscape construction and 1st Year Plant Establishment Period (PEP) as required by Cal trans for the US 101 /Blossom Hill Interchange Improvement Project in the City of San Jose. The US 101 /Blossom Hill Road interchange project will 1). construct a new overcrossing structure over US 101 2). widen and reconfigure the existing off- and on-ramps 3). widen Coyote Road on its east side to add a merge lane; and 4). construct a Class I Bicycle/Pedestrian path length through the interchange.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost \$38.500 million

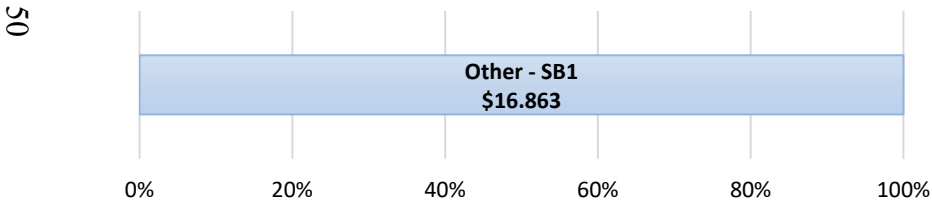
Anticipated Completion Date June 2024

13. US101/Dela Cruz Blvd/Trimble Rd Interchange Improvement

Project Scope

The Project’s improvements include: replace the existing overcrossing structure over US 101, construct new onramps and offramps, modify existing local street intersections, install Class I bicycle and pedestrian facilities along De La Cruz Boulevard, and construct retaining walls. The requested funds are for completion of construction of the US 101/De La Cruz Blvd/Trimble Rd Interchange Improvement Project (Project) in the City of San Jose.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost \$76.450 million

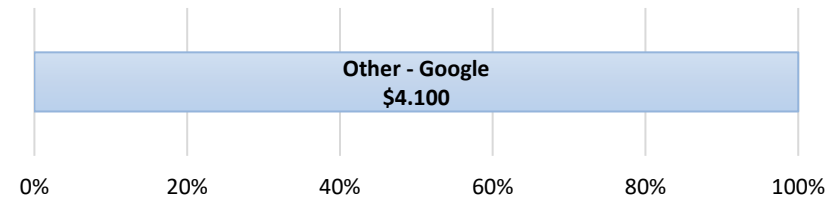
Anticipated Completion Date November 2024

14. US 101/ Ellis St Interchange Improvement

Project Scope

The project proposes to modify the US 101/Ellis Street interchange. Improvements include but not limited to: modify onramps and offramps and complete streets elements including sidewalks, bikeways and intersections improvement. The requested funds are for the completion of the Project Initiation Document as required by Caltrans and Project Approval/Environmental Document phases of the US 101/Ellis Street Interchange Improvement project in the City of Mountain View.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost \$25.000 million

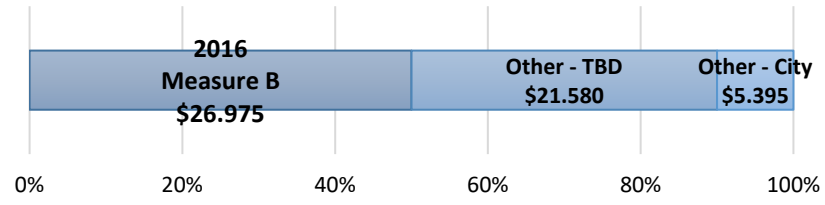
Anticipated Completion Date December 2028

15. US101/ Zanker Road/ Skyport Drive/ North 4th Street Interchange Improvement

Project Scope

The Project, located in the City of San Jose, will construct a new overcrossing structure above US 101 that would connect Zanker Road from 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.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost \$240.000 million

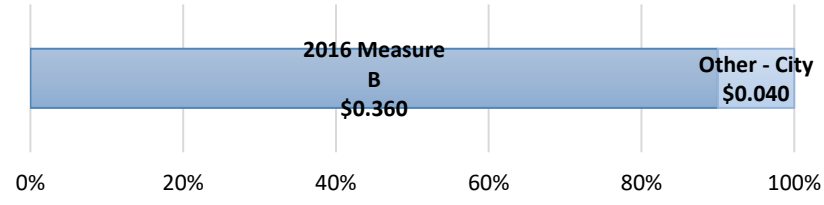
Anticipated Completion Date July 2027

16. US101 SB Ramp Improvement at 10th Street in Gilroy

Project Scope

The project's improvements include, but are not limited to, modify the southbound US 101 off-ramp to 10th St. and SR 152 intersection, modify other existing on-ramps and off-ramps as required, and modify existing local street intersections and upgrade bicycle and pedestrian facilities along 10th Street.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost \$17.500 million

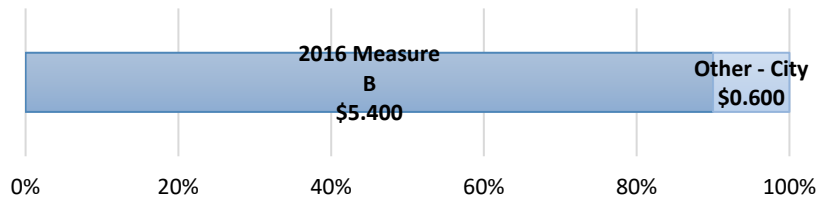
Anticipated Completion Date June 2028

17. US101 SB San Antonio/ Charleston/ Rengstorff Ave Ramp Improvements

Project Scope

The requested funds are for the completion of Final Design Plans Specifications & Estimates (PS&E) I phase for the US 101 SB San Antonio Rd to Charleston/Rengstorff Ave Ramp Improvements (Project) in the Cities of Mountain View and Palo Alto.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost \$40.000 million

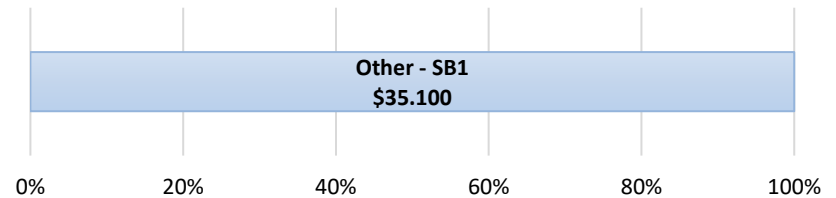
Anticipated Completion Date July 2029

18. US101/SR25 Interchange Improvement - Phase 1

Project Scope

The project located just south of the City of Gilroy, will reconstruct the US101/SR 25 interchange slightly north of the current interchange, replace the SR 25 two-lane overcrossing with a four-lane overcrossing spanning the existing as well as the future widened US 101, increase the length of the southbound US 101 off-ramp to SR 25 to eliminate traffic back-ups onto US 101, upgrade the northbound US 101 ramps to improve exit and merging operations, add bike lanes, and install new traffic signals at the ramp intersections to improve traffic flow.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost \$101.000million

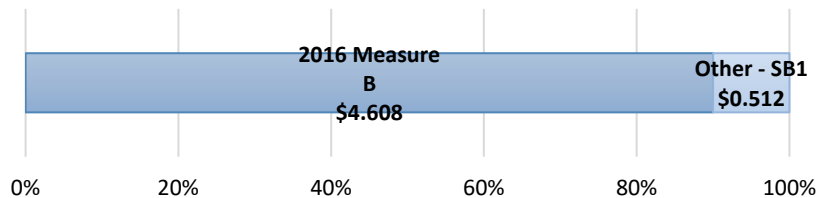
Anticipated Completion Date December 2024

19. US101/SR25 Interchange Phase 2 - Santa Teresa Boulevard Extension

Project Scope

The project would construct a new two-lane roadway from Santa Teresa Blvd just north of Castro Valley Rd to the planned US 101/SR 25 Interchange Improvement Phase 1 project just south of the City of Gilroy. The two-way Santa Teresa Extension would widen to four lanes as it approaches the SR 25/Southbound ramps intersection to match the proposed roadway width at that interchange.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost \$28.500 million

Anticipated Completion Date July 2025

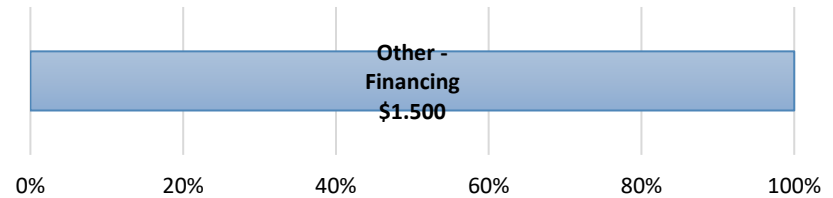
Express Lanes

20. I-880 Express Lanes (SR 237 to US 101)

Project Scope

The I-880 Express Lanes Project will implement a roadway pricing system on I-880 by converting the existing carpool lanes to express lanes from the US 101/I-880 interchange to the Alameda County Line. The requested fund is for completion of Project Initiation Document (PID) and Project Approval/Environmental Document (PA/ED) phases.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost \$60.000 million

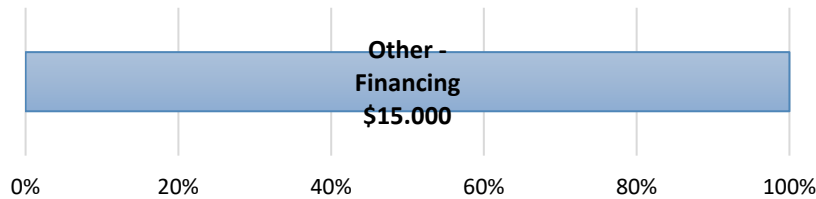
Anticipated Completion Date June 2029

21. Silicon Valley Express Lanes - Future Phase Project B

Project Scope

This project will construct a future phase of the Silicon Valley Express Lane Program on the US 101 or State Route (SR) 85 corridor. There are 4 possible segments that can be selected for this phase: 1) SR 85 from 1-280 to SR 17; 2) SR 85 from SR 17 to SR 87; 3) US 101 from 1-880 to SR 85; 4) US 101 from SR 85 to Dunne Avenue. The requested fund will fund the final civil design for this project.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

\$3.000 million additional revenue and \$1.000 million annual expenditure. The Express Lanes project will generate revenues to VTA through toll collection. Revenues are projected to exceed the operation and administration costs.

Estimated Total Project Cost \$156.000 million

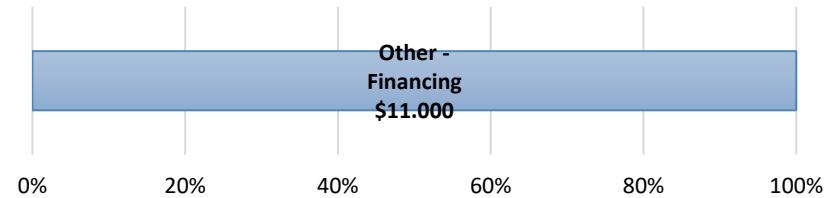
Anticipated Completion Date June 2028

22. Silicon Valley Express Lanes – US 101/ SR 85 Phase 4

Project Scope

The US 101/SR 85 Express Lanes Phase 4 project will implement a roadway pricing system on SR 85 and US 101 by converting the existing carpool lanes to Express Lanes on SR 85 from US 101/SR 85 interchange in San Jose to SR 87, including the existing US 101/SR 85 direct HOV to HOV connector ramps and the approaches to/from US 101.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost \$55.000 million

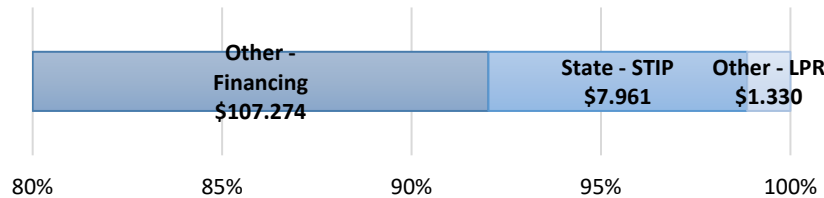
Anticipated Completion Date July 2023

23. Silicon Valley Express Lanes - US 101 Phase 5

Project Scope

The US 101 Express Lanes Phase 5 project will implement a roadway pricing system on US 101 by converting the existing carpool lane to Express Lane on US 101 (between SR 237 and I-880 interchanges), and add a second Express Lane to create a dual Express Lanes system within this segment of US 101. The requested funds are for the construction phase of this project.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

\$3.000 million additional revenue and \$1.000 million annual expenditure. Cost savings are realized in the form of toll revenues collected from the express lanes.

Estimated Total Project Cost \$155.000 million

Anticipated Completion Date June 2025

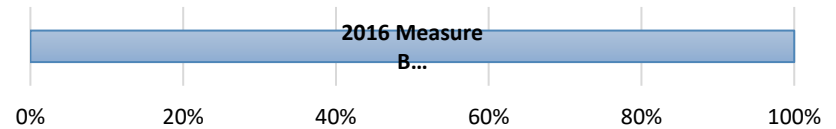
Bicycle & Pedestrian

24. Bernardo Caltrain Bike/Ped Undercrossing

Project Scope

This project will provide a new across-border bicycle and pedestrian connection to close a north-south gap across the Caltrain railroad tracks and County's Central Expressway at the border of Sunnyvale and Mountain View. The project includes design of a pedestrian/ bicycle undercrossing and associated access points between Evelyn Avenue/S Bernardo Avenue intersection and the north side of Central Expressway at N Bernardo Avenue, with possible third ramp for advanced cyclists to access Central Expressway.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact

No operating cost impact.

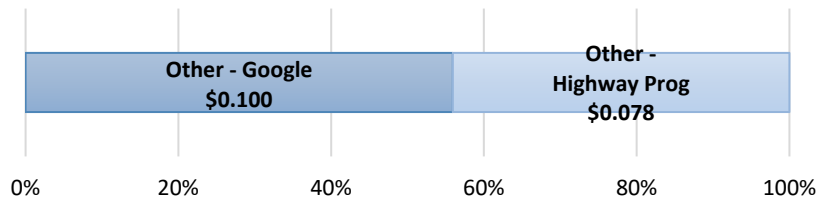
Estimated Total Project Cost \$23.000 million

Anticipated Completion Date December 2026

25. East Channel Trail Feasibility Study Project Scope

VTA will lead a study (funded in large part by Google) to determine the feasibility of building a north-south bikeway (trail) along the Santa Clara Valley Water District's East Channel between the Bay Trail in northern Sunnyvale to Inverness Way in Cupertino, then traveling south along on-street routes to eventually connect to Joe's Trail along the Union Pacific Railroad in Saratoga.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

\$250k one-time annual savings.

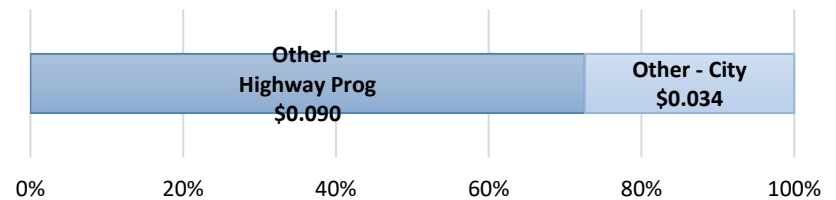
Estimated Total Project Cost \$0.362 million

Anticipated Completion Date June 2024

26. Expressway Bike Superhighway Feasibility Study Project Scope

VTA has been developing a Bicycle Superhighway Implementation Plan, building off efforts from the 2018 Countywide Bicycle Plan. VTA will work with the County Roads and Airports Division to develop a study to determine the feasibility of installing high-quality bikeways that fall into the definition of a bike superhighway along a select number of the county expressways.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost \$0.232 million

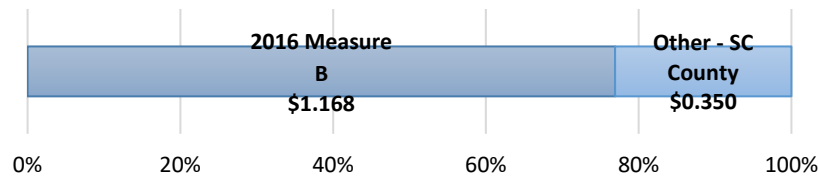
Anticipated Completion Date June 2024

27. Homestead Road Safe Routes to School Improvements

Project Scope

The multi-jurisdictional project upgrades pedestrian and bicycle infrastructure on Homestead Road between Foothill Expressway and Hollenbeck Avenue. The improvements were developed to respond to local concerns about youth bicycle and pedestrian safety and include bike paths, separated bike lanes, widened sidewalks, high-visibility crosswalks, curb ramps, and pedestrian and bicycle detection upgrades.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost \$14.671 million

Anticipated Completion Date August 2024

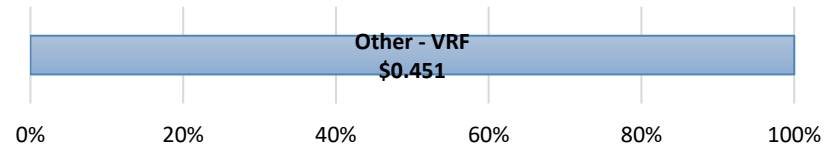
Complete Streets

28. Countywide Traffic Signal Network Project

Project Scope

Build a countywide traffic signal network model with all signalized intersections (2,000) on a database platform that will be procured as part of the project. The original work scope of conducting a countywide traffic signal coordination study is being updated to reflect new technology software that is available to do the same work with better accuracy and efficiency.

Funding (in millions)



Business Line(s) Supported

- Faster Frequent Reliable Transit
- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact

The estimated annual software subscription fee beyond the development period is \$10,000 per license + \$10,000 for work to up-date the model through the existing CMP Monitoring contract.

Estimated Total Project Cost \$0.498 million

Anticipated Completion Date December 2023



***TRANSIT-ORIENTED DEVELOPMENT
PROGRAM***



Transit-Oriented Development Program

Overview

The VTA Board of Directors, based on staff recommendations, has adopted a Transit-Oriented Development (TOD) Policy that establishes an innovative and entrepreneurial real estate development program on VTA-owned sites aimed at increasing transit ridership, catalyzing private TOD on sites around VTA transit centers, and generating long-term revenues.

VTA has identified 26 sites pursuant to Board action and criteria in the Board-adopted TOD Policy that create a TOD Portfolio with more than 200 acres where VTA seeks to create mixed-use, mixed-income TOD pursuant to long-term ground leases in public-private partnerships with developers. Many of these sites are parking lots or facilities that have a federal interest due to federal funding for the original construction pursuant to a FTA (Federal Transit Administration) grant; for these sites FTA approval is required for TOD pursuant to its Circular on Joint Development. Since reactivation of the TOD program in 2016, the Board of Directors has authorized three contracts for TOD projects, and exclusive negotiations for another two TOD projects. A Memorandum of Understanding with Santa Clara County, pending future Board approval of individual projects, is projected to result in four additional affordable housing TOD projects in the next two-year cycle.

The FY 2022 and FY 2023 Proposed Budget for the Transit-Oriented Program represents current and anticipated lease revenues, as well as the level of effort (expenditures) required to implement multiple TOD projects with the goal of generating a substantial new long-term revenue source for the Agency. Prior to FY 2012, activities related to the TOD Program were captured solely in the VTA Transit Operating Budget. Based on the anticipated level of future activities, they are now being captured separately and reported in the Transit-Oriented Development Fund.

The TOD Program budget is broken into two major components. The operating budget includes appropriation for program-wide planning and analysis. The capital budget captures costs for site analysis, entitlement processing, developer solicitation, and Transit-Oriented agreements for individual properties. The work program is focused on accomplishing close to full build-out of the current Transit-Oriented portfolio. The current work effort in a given fiscal year reflects the interaction between obtaining entitlements to support TOD project, current market and economic conditions, developer interest, and VTA staff capacity to initiate as well as complete new Transit-Oriented projects.

The table on page 63 shows the capital budget appropriation requested for FY 2022 and FY 2023 and is followed by a brief project description, funding sources, and potential operating cost impact. Project funding for the two-year period is appropriated in FY 2022 in order to facilitate administration of the program. Capital project appropriations do not expire at the end of the fiscal year and are carried forward until the project is completed.

VTA FY 2022 & FY 2023 PROPOSED BUDGET

***Transit-Oriented Development Program
Comparison of Revenues and Expenses
(Dollars in Thousands)***

Line	Category	FY20 Actual	FY21 Adopted Budget	FY21 Projected Actual ¹	FY22 Proposed Budget	Variance from FY21 Projection	% Var	FY23 Proposed Budget	Variance from FY22 Budget	% Var
1	Investment Earnings	1,301	729	620	69	(551)	-88.9%	99	30	43.5%
2	Property Rental	734	346	564	1,017	453	80.3%	1,037	20	2.0%
3	Total Revenue	2,035	1,075	1,184	1,086	(98)	-8.3%	1,136	50	4.6%
4	Professional & Special Services	152	280	124	275	151	121.9%	185	(90)	-32.7%
5	Other Services	29	0	3	5	2	53.0%	5	0	0.0%
5	Utilities	(1)	0	0	0	0	N/A	0	0	N/A
6	Data Processing	0	1	0	12	11	2465.0%	12	0	0.0%
8	Miscellaneous	1	10	1	3	2	104.7%	3	0	6.7%
9	VTA Staff Services	2	20	0	3	2	457.6%	3	0	0.0%
10	Total Expense	184	311	130	297	167	129.2%	207	(90)	-30.2%
11	Revenues Over (Under) Expenses	1,851	764	1,054	789			929		

Note: Totals and percentages may not be precise due to independent rounding

***Transit-Oriented Program
Sources and Uses of Funds Summary
(Dollars in Thousands)***

Line	Description	FY20 Actual	FY21 Projected Actual ¹	FY22 Proposed Budget	FY23 Proposed Budget
1	Total Operating Revenues	2,035	1,184	1,086	1,136
2	Total Operating Expenses	(184)	(130)	(297)	(207)
3	Total Site-Specific Expenses ²	1,423	(1,263)	(1,423)	(1,263)
4	Revenues Over (Under) Expenses	3,274	(209)	(635)	(335)
5	Beginning Net Position	31,116	34,390	34,181	33,546
6	Revenues Over (Under) Expenses	3,274	(209)	(635)	(335)
7	Ending Net Position	34,390	34,181	33,546	33,212
8	Transit-Oriented Program Share of Capital ³	(4,656)	(1,861)	(4,145)	(3,192)
9	Uncommitted Net Position	29,734	32,320	29,401	30,020

Note: Totals and percentages may not be precise due to independent rounding

¹ Projection as of April 2, 2021

² Expenses for site specific development costs that are managed in the Capital Program

³ Transit-Oriented funded share of previously appropriated projects not yet expended

***Transit-Oriented Capital Program
Schedule of FY 2022 & FY 2023 Appropriation
(Dollars in Thousands)***

Project	FY 2022 & FY 2023		
	Funding Source		Total
	Transit-Oriented Development	Other	
1. Transit-Oriented Predevelopment Activities	14,767	2,218	16,985
Grand Total	14,767	2,218	16,985

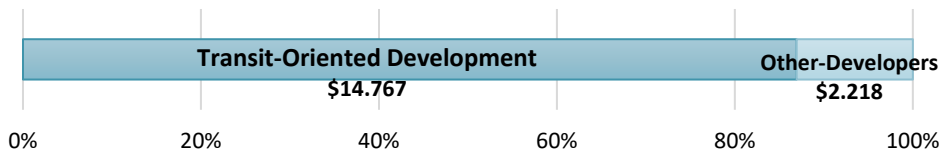
Description of FY 2022 & FY 2023 Appropriated Project

1. Transit-Oriented Development Predevelopment Activities - \$17.0 million

Project Scope

This placeholder project reserves appropriation for various predevelopment and project assistance activities on TOD sites. These activities include, but are not limited to, development feasibility, CEQA (California Environmental Quality Act) analysis, land entitlements, site design, parking and circulation analysis, financial feasibility, legal review, peer review, transactional support, solicitation documentation, and construction management. As expenditure needs are identified, appropriation is reallocated from this placeholder project to the respective site-specific project.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

None

Estimated Total Project Cost-\$18.7 million

Anticipated Completion Date-December 2040

VTA FY 2022 & FY 2023 PROPOSED BUDGET



***SILICON VALLEY EXPRESS LANES
PROGRAM***



Silicon Valley Express Lanes Program

Overview

In December 2008, the VTA Board of Directors approved the Silicon Valley Express Lanes (SVEL) Program that had been under development since 2003. The SVEL Program, as approved, was the result of 18 months of coordination, analysis, and outreach on both technical and policy areas related to implementing express lanes to address congestion levels on highways while also looking towards new solutions to accommodate future growth in travel demand.

The primary objectives of the SVEL Program are to provide congestion relief through more effective use of existing roadways; provide commuters with a new mobility option; and provide a new funding source for transportation improvements including public transit. Currently, due to limited funding availability, VTA is delivering the SVEL network in phases. VTA has pursued several options to leverage funding for these projects including grants and private financing to accelerate the delivery of the SVEL Program. Ultimately, the SVEL Program could be one of the primary sources of revenue to support transit operations to help address long-term sustainability and equity concerns related to travel options in Santa Clara County.

In line with these objectives, combining VTA's role as a transit service provider and a Congestion Management agency, the express lanes projects implement a roadway pricing system to allow for the use of unused capacity in the carpool lanes to provide congestion relief and a new mobility option for some commuters. The roadway pricing system allows solo commuters to use the available capacity in the carpool lanes for a fee. The fee changes dynamically in response to existing congestion levels and available capacity in the carpool lanes. When solo commuters choose to use express lanes, this in turn also provides for traffic congestion relief in the general-purpose lanes.

The SVEL Program is comprised of two corridors: the SR 237 corridor between I-880 and SR 85, and the US 101/SR 85 corridor within Santa Clara County up to the San Mateo County line. VTA has legislative authority to convert existing carpool lanes on two corridors within the county. The legislation also calls for revenues collected within a corridor to be used within the corridor in which the revenues were generated.

SR 237 Corridor

The SR 237/I-880 Express Connectors project was the first phase of the SR 237 Express Lanes project and involved converting existing carpool lane connector ramps at the SR 237/I-880 interchange to express lanes operations. The SR 237 Express Lanes opened for tolling on March 20, 2012.

In September 2017, VTA entered into a loan agreement with Western Alliance Bank (WAB) to provide up to a \$24 million loan to fund construction costs to complete conversion of the remaining carpool lanes on SR 237 to express lanes operations (referred to as the Phase 2 project), pay capitalized interest and fund issuance costs of the loan. The loan is secured solely

VTA FY 2022 & FY 2023 PROPOSED BUDGET

by toll revenues and any other related revenues received from the operation of the SR 237 Express Lanes. Using this financing, this second phase of the SR 237 Express Lanes project extending express lanes operations further to the west on SR 237 to near US 101 opened for service on November 15, 2019.

With the Phase 2 opening, SR 237 Express Lanes now operates under expanded hours of operation (from 5 a.m. to 8 p.m.) and business rules consistent with the long-term vision for all Bay Area express lanes that includes: the requirement that users carry a transponder, the operation of a video-based toll enforcement system; and a toll discount for clean air vehicles (CAVs). The transponder requirement was approved by the VTA Board of Directors in September 2016 whereas the hours of operations are set by the California Department of Transportation (Caltrans). In December 2018, the VTA Board of Directors adopted a toll ordinance for express lanes allowing for the collection of toll violation penalties as well as providing discounted tolls for single occupant CAVs and for two-person carpools where the vehicle occupancy for a carpool is defined as three persons or more.

On October 2, 2020, the SR 237 Express Lanes increased with the minimum vehicle occupancy requirement to HOV 3+ to be consistent with the I-880 Express Lanes operated by the Bay Area Infrastructure Financing Authority (BAIFA) and managed by the Metropolitan Transportation Commission (MTC). The SR 237 Express Lanes seamlessly connects to the I-880 Express Lanes at the Santa Clara/Alameda Countyline.

The map below illustrates the Silicon Valley Express Lanes Program.



US 101/SR 85 Corridor

The US 101 Express Lanes project is the first phase of the US 101/SR 85 Express Lanes project converting the existing dual carpool lanes on US 101 and the carpool connector ramps at the US 101/SR 85 interchange in Mountain View to express lanes operations (referred to as the Phase 3 project). The Phase 3 segment extends from Santa Clara/San Mateo Countyline to SR 237 including the conversion of the existing single-lane carpool lane between the US 101/SR 85 interchange and SR 237. The Phase 3 project is scheduled to open by the end of 2021 and will be seamlessly connected to the San Mateo County US 101 Express Lanes that initially extends to Whipple Avenue.

The Proposed FY 2022 and FY 2023 SVEL Program budget represents the anticipated revenues and expenditures over the next two fiscal years for both the SR 237 Express Lanes and the US 101 Express Lanes (Phase 3). The SVEL Program budget also includes information related to the repayment of loan principal and interest, set-aside amounts for debt service, and other loan related expenses as outlined in the WAB loan agreement. In addition, it also lists information on set-aside amounts for express lanes toll system replacement, expansion of the SVEL Program, equity program funding to provide assistance to low-income residents within the corridor, funding to provide support for VTA transit operations, and future express lanes pavement rehabilitation work by Caltrans along the express lanes corridors. The primary revenue source for these programs is tolls.

Operations

For express lanes operations, the anticipated expenditures incorporate operations and maintenance (O&M) costs including, but are not limited, to labor, professional and special services (such as toll processing fees, enforcement, electronic toll system maintenance, and Caltrans roadway maintenance), utilities, debt service, and contingency.

VTA FY 2022 & FY 2023 PROPOSED BUDGET

*Silicon Valley Express Lanes Program
Comparison of Revenues and Expenses
(Dollars in Thousands)*

Line	Category	FY20 Actual	FY21 Adopted Budget	FY21 Projected Actual ¹	FY22 Proposed Budget	Variance from FY21 Projection	% Var	FY23 Proposed Budget	Variance from FY22 Budget	% Var
1	Toll Revenues	3,466	3,050	2,700	5,830	3,130	115.9%	8,620	2,790	47.9%
2	Investment Earnings	81	51	30	60	30	100.0%	120	60	100.0%
3	Total Revenue	3,547	3,101	2,730	5,890	3,160	115.8%	8,740	2,850	48.4%
4	Professional & Special Services	1,149	1,427	1,204	3,450	2,246	186.5%	4,762	1,312	38.0%
5	Utilities	10	10	25	118	93	372.0%	148	30	25.4%
	Data Processing	0	0	0	0	0	N/A	0	0	N/A
6	Office Expense	0	0	0	0	0	N/A	0	0	N/A
7	Communications	15	50	22	120	98	445.5%	152	32	26.7%
8	Miscellaneous	3	13	5	26	21	420.0%	26	0	0.0%
9	VTA Staff Services	318	330	340	684	344	101.2%	594	(90)	-13.2%
10	Debt Service	0	1,083	1,205	1,254	49	4.0%	1,265	12	0.9%
11	Contingency	0	100	0	175	175	N/A	200	25	14.3%
12	Sub-total Operating Expense	1,495	3,013	2,801	5,826	3,025	108.0%	7,147	1,321	22.7%
13	Contribution to Other Agencies - Ph 2	6,732	0	3,463	0	(3,463)	100.0%	0	0	N/A
14	Sub-total Program-wide Expense	6,732	0	3,463	0	(3,463)	100.0%	0	0	N/A
15	Total Expense	8,227	3,013	6,264	5,826	(438)	-7.0%	7,147	1,321	22.7%
16	Revenues Over (Under) Expenses	(4,680)	88	(3,534)	64			1,593		

Note: Totals may not be precise due to independent rounding

¹ Projection as of April 5, 2021

Silicon Valley Express Lanes Program
Summary of Changes in Net Position
(Dollars in Thousands)

<u>Line</u>	<u>Description</u>	<u>FY20</u>	<u>FY21</u>	<u>FY22</u>	<u>FY23</u>
		<u>Actual</u>	<u>Projected</u> <u>Actual¹</u>	<u>Proposed</u> <u>Budget</u>	<u>Proposed</u> <u>Budget</u>
1	Beginning Net Position	(10,911)	(13,014)	(16,548)	(16,484)
2	Operating & Program-wide Revenues	3,547	2,730	5,890	8,740
3	Operating & Program-wide Expenses	(8,227)	(6,264)	(5,826)	(7,147)
4	Transfer of Completed Assets to Program ²	<u>2,578</u>	<u>0</u>	<u>0</u>	<u>0</u>
5	Ending Net Position	(13,014)	(16,548)	(16,484)	(14,891)

Note: Totals may not be precise due to independent rounding

¹ Projection as of April 5, 2021

² Express Lane assets completed by VTP Transportation Program are transferred to Express Lane Program

In FY 2022, the SVEL Program is projected to end the fiscal year with a positive operating balance of about \$64,000. Staff is proposing to set-aside a portion of the positive balance as Restricted Reserves for debt service and other loan related expense as outlined in the WAB loan agreement.

Set Asides

A portion of the SVEL Program net revenues would be set aside for future expenses to be incurred by the Program. These include set aside amounts for future express lanes toll system replacement, expansion for future phases of SVEL Program, an equity program, and reserves for emergency and for transit operations, which are described below.

The need for express lanes toll system replacement is due to existing toll systems requiring upgrade and replacement about every seven to ten years. Setting aside toll revenues to deliver future phases of the SVEL Program is crucial since there is no other source of funds to implement the SVEL Program.

VTA sales tax measures do not support funding of the SVEL Program. With the limited sources of funding available, it is prudent that toll revenues are set aside to build a collateral amount to help leverage grant and financing opportunities to deliver the SVEL Program quicker, even though in phases. The set aside for the future expansion of the SVEL Program is limited by legislative authority to remain within the corridor from where the tolls were collected. For example, toll revenues collected from the US 101/SR 85 corridor can only be used within the US 101/SR 85 corridor and cannot be used to pay debt services for SR 237 Express Lanes without a legislative change.

VTA FY 2022 & FY 2023 PROPOSED BUDGET

VTA is also proposing to set aside revenues to support a future equity program. As the VTA SVEL Program matures, funding to provide assistance to low-income residents using express lanes could be established. Such an equity program in the Bay Area is being studied.

Set aside funding to provide support for VTA Transit Operations is the goal of the SVEL Program. VTA, as both a transit operator and the Congestion Management agency for Santa Clara County, is in a unique position to use the SVEL Program to help support the transit to provide travel options that are both sustainable and equitable. The revenues could be used to increase service, provide new services, and/or reduce transit fares. To achieve this goal, it is imperative that VTA first delivers the entire SVEL Program, allowing the Program to mature and generate sufficient revenues to support transit operations in a substantial manner.

Caltrans

Caltrans is the owner of the state roadway system. Based on the legislative authority, VTA is the owner/operator of express lanes on SR 237 and US 101/SR 85. VTA has an operations and maintenance (O&M) agreement with Caltrans that includes VTA paying Caltrans to provide roadway maintenance support for express lanes. In addition, VTA would set aside an amount to pay for future express lanes pavement rehabilitation along the express lanes corridors.

The final set aside amount would be to accumulate the remaining balance as undesignated reserves that could be used as directed by the VTA Board including for emergency uses.

Silicon Valley Express Lanes Program

Set Asides

(Dollars in Thousands)

<u>Line</u>	<u>Description</u>	<u>FY21 Projected Actual¹</u>	<u>FY22</u>	<u>FY22</u>	<u>FY23</u>	<u>FY23</u>
			<u>Proposed Budget</u>	<u>Proposed Cumulative Budget</u>	<u>Proposed Budget</u>	<u>Proposed Cumulative Budget</u>
1	SR 237 Express Lanes					
2	Electronic Toll System Replacement	150	0	150	0	150
3	Roadway Rehabilitation Account	150	0	150	0	150
4	Equity Program	0	0	0	0	0
5	VTA Transit Operations	0	0	0	0	0
6	Other Undesignated Reserves	0	0	0	0	0
7	Total Set Aside for SR 237 Express Lanes	300	0	300	0	300
8	US 101/SR 85 Express Lanes					
9	Electronic Toll System Replacement	N/A	214	214	479	693
10	Expansion of Future Phases of Express lanes	N/A	214	214	479	693
11	Roadway Rehabilitation Account	N/A	144	144	319	463
12	Equity Program	N/A	71	71	159	230
13	VTA Transit Operations	N/A	0	0	0	0
14	Other Undesignated Reserves	N/A	71	71	159	230
15	Total Set Aside for US 101/SR 85 Express Lanes		714	714	1,595	2,309
16	Total	300	714	1,014	1,595	2,609

***2008 MEASURE B—BART OPERATING
SALES TAX PROGRAM***



2008 Measure B - BART Operating Sales Tax Program

Overview

On November 4, 2008, the voters of Santa Clara County approved 2008 Measure B (Measure), a 30-year one-eighth cent sales and use tax dedicated solely to providing the operating and maintenance expenses and VTA's share of capital improvement cost for VTA's BART Silicon Valley Extension. Per the measure, the tax would only commence collection if sufficient state and federal funds were secured to match local construction dollars. Federal funds would be considered secured and matched when the Federal Transit Administration (FTA) executed a Full Funding Grant Agreement (FFGA), or its equivalent, in an amount of at least \$750 million. State funds would be considered secured and matched when the California Transportation Commission (CTC) approved an Allocation Request, or its equivalent, in an amount of at least \$240 million.

The FFGA for \$900 million was signed on March 12, 2012, and State funding has been secured and matched through state statute, administered by the CTC. With both the federal and state funding requirements met, the tax commenced collection on July 1, 2012.

Phase I of VTA's BART Silicon Valley project, the 10-mile extension to Milpitas and Berryessa, began passenger service on June 13, 2020. The service levels, maintenance, and costs for the extension are managed under a VTA/BART Operations and Maintenance (O&M) Agreement. The O&M Agreement, which defines each agency's roles, responsibilities, and costs, as well as the revenue allocation for operation of the extension, was finalized on May 22, 2020.

FY 2021 (including the last three weeks of FY 2020) was the first year of revenue service for Phase I of VTA's BART Silicon Valley project. The Proposed FY 2022 and FY 2023 Budget represents a continuation of those costs in areas such as the contributions to BART for operating and maintenance costs and capital improvement projects, as well as VTA operating expenses in security, insurance, staff time, and other services. Fare revenue for the segment came in significantly lower than forecasted as a result of the COVID-19 pandemic, but there is optimism for recovery in FY 2022 and FY 2023.

Contributions to for operating and maintenance costs and capital improvement projects are subject to an annual true-up process. Any remaining appropriation to BART capital improvement projects will not expire and will be carried over to the subsequent fiscal year.

**2008 Measure B - BART Operating Sales Tax Program
Comparison of Revenues and Expenses
(Dollars in Thousands)**

Line	Category	FY20 Actual	FY20 Adopted Budget	FY21 Projected Actual ¹	FY22 Proposed Budget	Variance from FY21 Projection	% Var	FY23 Proposed Budget	Variance from FY22 Budget	% Var
1	Sales Tax Revenues	50,768	55,021	52,800	56,774	3,974	7.5%	60,437	3,663	6.5%
2	Investment Earnings	16,620	8,495	5,997	582	(5,415)	-90.3%	708	126	21.6%
3	Total Revenue	67,388	63,516	58,797	57,356	(1,441)	-2.5%	61,144	3,789	6.6%
4	Materials & Supplies	0	17	16	60	44	266.5%	60	0	0.0%
5	Security	8	288	135	1,889	1,754	1295.3%	1,941	52	2.7%
6	Professional & Special Services	380	1,044	401	561	160	40.0%	658	97	17.4%
7	Other Services	0	721	374	743	369	98.5%	787	44	6.0%
8	Utilities	0	183	68	80	12	17.6%	84	4	5.0%
9	Insurance	0	223	316	418	102	32.3%	460	42	10.0%
10	Data Processing	0	0	37	31	(6)	-16.0%	31	0	0.0%
11	Communications	0	0	0	28	28	N/A	28	0	0.0%
12	Miscellaneous	0	0	0	30	30	N/A	33	3	8.3%
13	Contribution to Other Agencies	0	89,697	73,469	93,425	19,956	27.2%	96,150	2,725	2.9%
14	VTA Staff Time	18	3,330	1,313	2,591	1,278	97.4%	2,591	0	0.0%
15	Contingency	0	468	0	666	666	N/A	700	34	5.1%
16	Total Expense	407	95,971	76,130	100,524	24,394	32.0%	103,524	3,001	3.0%
17	Revenues Over (Under) Expenses	66,981	(32,455)	(17,333)	(43,168)			(42,380)		

Note: Totals and percentages may not be precise due to independent rounding

**2008 Measure B - BART Operating Sales Tax Program
Sources and Uses of Funds Summary
(Dollars in Thousands)**

Line	Description	FY20	FY21	FY22	FY23
		Actual	Projected Actual ¹	Proposed Budget	Proposed Budget
1	Total Revenues	67,388	57,122	54,892	57,603
2	Total Expenses	(407)	(62,973)	(100,524)	(103,524)
3	Revenues Over (Under) Expenses	66,981	(5,851)	(45,632)	(45,921)
4	Beginning Unrestricted Net Position	359,600	426,581	420,731	375,099
5	Revenues Over (Under) Expenses	66,981	(5,851)	(45,632)	(45,921)
6	Ending Net Position ²	426,581	420,731	375,099	329,178

Note: Totals may not be precise due to independent rounding

¹ Projections as of March 30, 2021

² FY20 Ending Net Position is from FY20 Annual Financial Report, Page 2-21

VTA FY 2022 & FY 2023 PROPOSED BUDGET

***BART Operating Sales Tax Program
Total Contribution to Other Agencies
(Dollars in Thousands)***

Line	Category	FY20 Actual	FY20 Adopted Budget	FY21 Projected Actual ¹	FY22 Proposed Budget	Variance from FY21 Projection	% Var	FY23 Proposed Budget	Variance from FY22 Budget	% Var
1	O&M Cost Payment to BART Contribution to BART Capital	0	49,043	49,043	51,145	2,102	4.3%	52,179	1,034	2.0%
2	Improvement Projects	0	40,654	24,426	42,280	17,854	73.1%	43,971	1,691	4.0%
3	Total Contribution to Other Agenci	0	89,697	73,469	93,425	19,956	27.2%	96,150	2,725	2.9%

¹ Projections as of March 30, 2021



2016 MEASURE B PROGRAM



2016 Measure B Program

Overview

On November 8, 2016, the voters of Santa Clara County approved 2016 Measure B, a 30-year, one-half cent countywide sales and use tax to enhance transit, highways, expressways and active transportation (bicycles, pedestrians and Complete Streets). The measure passed by nearly 72%, the highest level of support for any Santa Clara County transportation tax. Collection of the tax began on April 1, 2017.

The 2016 Measure B ballot measure identified nine program categories that use two different methodologies for the purpose of allocating funds:

Formula-based Program Categories

- Local Streets and Roads
- Bicycle and Pedestrian
- Transit Operations

Need/Capacity-based Program Categories

- BART Phase II
- Caltrain Grade Separation
- Caltrain Corridor Capacity Improvements
- Highway Interchanges
- County Expressways
- SR 85 Corridor

The FY 2022 and FY 2023 Proposed 2016 Measure B Program Fund Budget on the following page represents the anticipated program revenues and expenditures for the three Formula-based program categories over the next two fiscal years. Allocations for the Need/Capacity-based programs are on a separate schedule and will be considered for approval in summer 2021. The Biennial Budget will be amended later to reflect those allocations. Funding for the two-year period is appropriated in FY 2022 in order to facilitate administration of the program. Appropriations for the program will not expire at the end of the fiscal year and will be carried forward until the 2016 Measure B Program is completed.

**2016 Measure B Program
Projected Revenues
(Dollars in Thousands)**

Line	Category	FY20 Actual	FY21 Projected Actual	FY22 Proposed Budget	FY23 Proposed Budget
1	Sales Tax Revenues	209,324	207,815	236,381	251,631
2	Investment Earnings	22,800	11,238	1,421	2,247
3	Total Revenue	232,124	219,053	237,802	253,878

Note: Totals and percentages may not be precise due to independent rounding

**Proposed Funding Allocation
(Dollars in Millions)**

		FY22¹	FY23¹
Administrative Costs		1.00	1.00
Program Area			
FORMULA BASED¹	Local Streets & Roads	52.96	47.74
	Transit Operations		
	Enhance Core Network ²	19.65	14.52
	Expand Mobility & Affordable Fares ²	3.94	2.98
	Innovative Transit Models	1.60	1.59
	Improve Amenities	1.90	
	Bicycle & Pedestrian		
	Education/Encouragement	1.97	1.49
	Capital Projects	18.45	
	Planning Projects	1.16	
Total		171.95	

¹ Staff Projections as of April 5, 2021

² These amounts are included in the VTA Transit Fund Operating Budget

APPENDIX



VTA FY 2022 & FY 2023 PROPOSED BUDGET

VTA Administrative Code requires that the Proposed Budget include a list of all employee position classifications and pay ranges. The table below lists the minimum and maximum annual salary for each VTA job classification as of March 1, 2021.

Job Classifications and Pay Ranges

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Accountant Assistant	66,235	80,049
Accountant I	70,397	85,154
Accountant II	77,776	94,107
Accountant III	91,359	110,990
Accounts Payable Support Supervisor	75,126	91,359
Administrative Services Assistant	59,847	78,998
Administrator of Social Media & Electronic Communications	122,394	148,791
Assistant Architect	94,067	114,388
Assistant Board Secretary	107,453	141,838
Assistant Controller	158,745	209,544
Assistant Cost & Schedule Coordinator	94,067	114,388
Assistant Counsel	124,384	164,186
Assistant Real Estate Agent	80,782	97,744
Assistant Supt, Service Management	110,990	134,942
Assistant Supt, Transit Communications	110,990	134,942
Assistant Systems Design Engineer	94,067	114,388
Assistant Transportation Engineer	94,067	114,388
Associate Architect	109,471	133,016
Associate Environmental Engineer	109,471	133,016
Associate Financial Analyst	78,874	95,901
Associate Financial Analyst - NR	80,214	105,882
Associate Human Resources Analyst	80,214	105,882
Associate Land Surveyor	95,901	116,549
Associate Management Analyst	78,874	95,901
Associate Management Analyst - NR	80,214	105,882
Associate Mechanical Engr - Auto Sys	109,471	133,016
Associate Real Estate Agent	99,633	120,649
Associate Real Estate Agent-Transit Oriented Development	99,633	120,649
Associate Systems Design Engineer	109,471	133,016
Associate Systems Engineer	109,471	133,016
Associate Transportation Engineer	109,471	133,016
Audit Program Manager	124,384	164,186
Automotive Attendant	51,092	61,689
Board Assistant	71,061	85,993
Board Secretary	158,745	209,544
Bus Stop Maintenance Worker	58,542	70,746
Business Diversity Program Manager	116,549	141,707
Business Systems Analyst I	77,391	93,651

VTA FY 2022 & FY 2023 PROPOSED BUDGET

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Business Systems Analyst II	93,651	113,376
Buyer I	63,473	76,657
Buyer II	75,223	91,065
Buyer III	83,581	101,101
Capital Project Coordinator	107,453	141,838
Chief Administrative Officer	211,000	275,794
Chief Engineering & Program Delivery Officer	211,000	275,794
Chief External Affairs Officer	211,000	275,794
Chief Financial Officer	211,000	275,794
Chief of System Safety & Security	211,000	275,794
Chief Operating Officer	211,000	275,794
Chief Planning & Programming Officer	211,000	275,794
Claims Analyst	92,849	122,561
Claims Program Manager	112,822	148,925
Communications & Media Spokesperson	118,442	156,343
Communications Systems Analyst I	77,391	93,651
Communications Systems Analyst II	93,651	113,376
Communications Systems Manager	122,394	148,791
Community Outreach Supervisor	95,901	116,549
Construction Contract Compliance Officer	110,990	134,942
Construction Contracts Administration Manager	137,126	181,006
Construction Contracts Administrator I	77,391	93,651
Construction Contracts Administrator II	97,324	117,817
Construction Inspector	86,378	104,528
Contracts Administrator I	77,391	93,651
Contracts Administrator II	97,324	117,817
Contracts Compliance Manager	122,394	148,791
Contracts Manager	122,394	148,791
Cost & Schedule Coordinator	109,471	133,016
Creative Services Manager	116,549	141,707
Customer Analytics & Satisfaction Manager	124,384	164,186
Customer Services Supervisor	91,359	110,990
Cyber Security Analyst	97,467	128,656
Database Administrator I	77,391	93,651
Database Administrator II	93,651	113,376
Deputy Director of Employee Relations & Civil Rights	170,728	225,361
Deputy Director of Finance, Budget & Program Management	170,728	225,361
Deputy Director of Grants & Fund Allocation	170,728	225,361
Deputy Director of Human Resources and OD&T	170,728	225,361
Deputy Director of Innovation & Technology	170,728	225,361
Deputy Director of Procurement, Contracts & Materials	170,728	225,361
Deputy Director of Strategic Initiatives	170,728	225,361
Deputy Director of Transit Operations	170,728	225,361
Deputy Director, Construction	170,728	225,361
Deputy Director, SVRT/BART Project Controls	170,728	225,361
Deputy Director, Technology	170,728	225,361

VTA FY 2022 & FY 2023 PROPOSED BUDGET

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Deputy Director, Transit Planning & Capital Development	170,728	225,361
Deputy General Counsel	174,996	225,361
Deputy General Manager/CFO	225,521	295,568
Director of Real Estate & Transit Oriented Development	183,766	242,570
Director of SVRT Business Operations	183,766	242,570
Disbursements Manager	130,576	172,360
Dispatcher - Bus	62,296	88,982
Dispatcher - LRT	62,296	88,982
Document Services Specialist I	51,861	62,598
Document Services Specialist II	58,542	70,746
Electrician	87,252	105,541
Electro - Mechanic	87,547	99,486
Electronic Technician	87,547	99,486
Employee Relations Manager	143,963	190,031
Engineering Aide	61,689	74,523
Engineering Group Mgr - Capital Program	158,745	209,544
Engineering Group Mgr - Rail	158,745	209,544
Engineering Group Mgr - SCADA	158,745	209,544
Engineering Group Mgr - SVRT Engr	158,745	209,544
Engineering Technician I	67,494	81,552
Engineering Technician II	75,957	91,939
Engineering Technician III	86,378	104,528
Enterprise Risk Manager	151,193	199,575
Environmental Health & Safety Spec	100,611	121,839
Environmental Health & Safety Supv	105,717	128,525
Environmental Planner I	69,103	83,581
Environmental Planner II	82,776	100,122
Environmental Planner III	99,143	120,091
Executive Assistant to the General Manager	80,214	105,882
Executive Secretary	72,769	96,055
Facilities Maintenance Coordinator	110,990	134,942
Facilities Maintenance Manager	124,384	164,186
Facilities Maintenance Representative	75,957	91,939
Facilities Worker	47,590	67,974
Fare Inspector	56,202	80,288
Finance, Debt & Investment Manager	151,193	199,575
Financial Accounting Manager	124,384	164,186
Financial Analyst	91,359	110,990
Financial Analyst - NR	92,849	122,561
Fiscal Resources Manager	151,193	199,575
Foreperson - LRT	95,410	108,430
General Counsel	225,521	295,568
General Maintenance Mechanic	75,957	91,939
General Manager/CEO	319,000	336,190
Graphic Designer I	67,809	81,937
Graphic Designer II	78,474	95,016
Human Resources Administrator	84,223	111,174

VTA FY 2022 & FY 2023 PROPOSED BUDGET

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Human Resources Analyst	92,849	122,561
Human Resources Assistant	62,854	82,967
Human Resources Manager	143,963	190,031
Information Services Representative	49,774	71,094
Information Systems Analyst Assistant	67,494	81,552
Information Systems Analyst I	77,391	93,651
Information Systems Analyst II	93,651	113,376
Information Systems Supervisor	122,394	148,791
Investment Program Manager	122,394	148,791
Janitor	50,184	60,534
Janitor (U)	50,184	60,534
Junior Cost & Schedule Coordinator	86,529	105,122
Junior Real Estate Agent	72,110	87,252
Junior Systems Design Engineer	86,529	105,122
Junior Transportation Engineer	86,529	105,122
Lead Bus Stop Maintenance Worker	62,284	75,223
Lead Janitor	53,085	64,068
Lead Maint Worker - LRT	49,962	71,386
Legal Office Support Supervisor	80,214	105,882
Legal Secretary	76,384	100,827
Light Rail Equipment Superintendent	122,394	148,791
Light Rail Operator	54,933	78,478
Light Rail Power Foreperson	110,968	126,090
Light Rail Power Supervisor	116,549	141,707
Light Rail Signal Maintainer	95,925	116,139
Light Rail Signal Supervisor	110,990	134,942
Light Rail Technical Trainer	100,666	122,394
Light Rail Technical Training Supervisor	110,990	134,942
Light Rail Track Maint Supervisor	100,666	122,394
Light Rail Way, Power & Signal Supervisor	116,549	141,707
Light Rail Way, Power & Signal Supt	122,394	148,791
Mail & Warehouse Worker	60,255	72,810
Maintenance Worker - LRT	47,590	67,974
Maintenance Instructor - Bus	105,717	128,525
Maintenance Instructor - Light Rail	105,717	128,525
Maintenance Scheduler	72,424	87,637
Maintenance Superintendent	122,394	148,791
Management Aide	69,440	84,434
Management Aide - NR	72,769	96,055
Management Analyst	91,359	110,990
Management Analyst - NR	92,849	122,561
Management Secretary	66,004	87,125
Manager of Innovation	130,576	172,360
Manager of Organizational & Human Capital Development	143,963	190,031
Manager of Security Programs	130,576	172,360
Manager, Budget Administration	124,384	164,186
Manager, Bus Engineering, Quality Assurance & Warranty	143,963	190,031

VTA FY 2022 & FY 2023 PROPOSED BUDGET

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Manager, Market Development	128,525	156,224
Manager, Operations Analysis & SCADA Systems	137,126	181,006
Manager, Transit-Oriented Development	151,193	199,575
Materials Manager	122,394	148,791
Materials Resource Scheduler	63,473	76,657
Media & Public Affairs Manager	143,963	190,031
Network Analyst I	77,391	93,651
Network Analyst II	93,651	113,376
Office & Timekeeping Technician	59,415	71,761
Office Specialist I	50,393	60,815
Office Specialist II	56,443	68,123
Office Support Supervisor	75,126	91,359
Operations Manager	151,193	199,575
Operations Manager, Maintenance of Way	151,193	199,575
Operations Manager, Rail Vehicle Maint & Engineering	151,193	199,575
Operations Systems Supervisor	105,717	128,525
Operator	47,091	78,478
Operator - Trainee	43,160	43,160
Overhaul & Repair Foreperson	95,410	108,430
Overhaul & Repair Mechanic	87,547	99,486
Overhead Line Worker	102,877	116,896
Paint & Body Foreperson	95,410	108,430
Paint & Body Foreperson - LRT	95,410	108,430
Paint & Body Worker	87,547	99,486
Paint & Body Worker - LRT	87,547	99,486
Paralegal	76,384	100,827
Parts Clerk	54,704	78,146
Parts Foreperson	85,114	96,720
Passenger Facilities & Wayside Mtc Supv	91,359	110,990
Payroll Support Supervisor	75,126	91,359
Permit Technician	69,767	84,350
Policy Analyst	107,453	141,838
Principal Construction Inspector	110,990	134,942
Principal Environmental Planner	128,525	156,224
Principal Safety Auditor	118,442	156,343
Principal Transp Plnr-Prgmg & Grants	128,525	156,224
Principal Transportation Planner	128,525	156,224
Program Manager-BART Silicon Valley Extension	130,576	172,360
Programmer I	77,391	93,651
Programmer II	98,688	119,496
Project Controls Manager	143,963	190,031
Project Controls Specialist I	77,391	93,651
Project Controls Specialist II	93,651	113,376
Project Controls Supervisor	128,525	156,224
Public Communication Specialist I	77,391	93,651
Public Communication Specialist II	87,252	105,541
Public Communication Specialist II (Project)	87,252	105,541

VTA FY 2022 & FY 2023 PROPOSED BUDGET

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Public Information Officer	130,576	172,360
Purchasing Manager	122,394	148,791
Quality Assurance & Warranty Manager	128,525	156,224
Quality Assurance & Warranty Specialist	91,065	110,193
Regional Transportation Services Manager	130,576	172,360
Revenue Services Manager	122,394	148,791
Risk Analyst	92,849	122,561
Safety Manager	130,576	172,360
Sales & Promotions Supervisor	95,901	116,549
Secretary	61,689	74,523
Service Mechanic	69,930	79,456
Service Worker	53,560	76,502
Service Worker - Foreperson	57,678	82,410
Sr Accountant	105,717	128,525
Sr Architect	128,033	155,610
Sr Assistant Counsel	151,193	199,575
Sr Business Systems Analyst	109,074	132,226
Sr Communications Systems Analyst	109,074	132,226
Sr Construction Contracts Administrator	110,990	134,942
Sr Construction Inspector	94,562	114,425
Sr Contracts Administrator	110,990	134,942
Sr Cost & Schedule Coordinator	128,033	155,610
Sr Database Administrator	109,074	132,226
Sr Environmental Engineer	128,033	155,610
Sr Environmental Planner	116,549	141,707
Sr Financial Analyst	105,717	128,525
Sr Financial Analyst - NR	107,453	141,838
Sr Human Resources Analyst	107,453	141,838
Sr Information Representative	68,661	78,021
Sr Information Systems Analyst	109,074	132,226
Sr Land Surveyor	110,990	134,942
Sr Management Analyst	105,717	128,525
Sr Management Analyst - NR	107,453	141,838
Sr Mechanical Engr-Auto Systems	128,033	155,610
Sr Network Analyst	109,074	132,226
Sr Office & Timekeeping Technician	65,605	79,279
Sr Policy Analyst	118,442	156,343
Sr Programmer	109,074	132,226
Sr Real Estate Agent	116,549	141,707
Sr Real Estate Agent (U)	116,549	141,707
Sr Real Estate Agent-Transit Oriented Development	116,549	141,707
Sr Signal Maintainer	105,541	127,889
Sr Systems Administrator	109,074	132,226
Sr Systems Design Engineer	128,033	155,610
Sr Systems Engineer	128,033	155,610
Sr Track Worker	87,547	99,486
Sr Transportation Engineer	128,033	155,610

VTA FY 2022 & FY 2023 PROPOSED BUDGET

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Sr Transportation Planner	116,549	141,707
Sr Transportation Planner- Model/Analysis	116,549	141,707
Sr Transportation Plnr-Prgmg & Grants	116,549	141,707
Sr Web Developer	109,074	132,226
Staff Attorney I	84,223	111,174
Staff Attorney II	102,335	135,081
Substation Maintainer	102,877	116,896
Supervising Maintenance Instructor	110,990	134,942
Supervising Maintenance Instructor - LRT	110,990	134,942
Support Mechanic	57,678	82,410
Survey & Mapping Manager	128,525	156,224
Systems Administrator I	77,391	93,651
Systems Administrator II	93,651	113,376
Technical Project Manager	109,074	132,226
Technical Trainer	100,666	122,394
Technical Training Supervisor	110,990	134,942
Technology Infrastructure Supervisor	122,394	148,791
Technology Manager	151,193	199,575
Toll Systems Manager	151,193	199,575
Track Worker	75,317	85,592
Transit Division Supervisor	100,666	122,394
Transit Foreperson	95,410	108,430
Transit Maintenance Supervisor	110,990	134,942
Transit Mechanic	87,547	99,486
Transit Radio Dispatcher	62,296	88,982
Transit Safety Officer	100,666	122,394
Transit Service Development Supervisor	100,666	122,394
Transit Svc Development Aide	59,976	72,424
Transit Svc Development Specialist I	65,921	79,663
Transit Svc Development Specialist II	76,657	92,813
Transit Svc Development Specialist III	81,168	98,233
Transit Systems Safety Supervisor	105,717	128,525
Transportation Engineering Manager	134,942	164,038
Transportation Planner I	69,103	83,581
Transportation Planner I (U)	69,103	83,581
Transportation Planner II	82,776	100,122
Transportation Planner II (U)	82,776	100,122
Transportation Planner III	99,143	120,091
Transportation Planner III (U)	99,143	120,091
Transportation Planning Aide	57,492	69,451
Transportation Planning Manager	137,126	181,006
Transportation Planning Manager - Env Res Plng	137,126	181,006
Transportation Planning Manager - TDM, R&A	137,126	181,006
Transportation Superintendent	122,394	148,791
Transportation Superintendent - Svc. Mgt.	122,394	148,791
Transportation Supervisor	100,666	122,394
Upholsterer	87,547	99,486

VTA FY 2022 & FY 2023 PROPOSED BUDGET

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Upholstery Foreperson	95,410	108,430
Utilities Coordination Manager	110,990	134,942
Utility Coordinator	90,609	109,634
Utility Worker	53,821	64,976
Vault Room Worker	54,380	65,605
Vehicle Parts Supervisor	100,666	122,394
Warranty Coordinator	110,990	134,942
Web Developer I	77,391	93,651
Web Developer II	93,651	113,376

END OF DOCUMENT