

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

# Adopted Biennial Budget

Fiscal Years 2022 and 2023



**July 1, 2021 – June 30, 2022**  
and

**July 1, 2022 – June 30, 2023**



In dedication to the memory of our colleagues who fell victim to the Guadalupe Division attack  
on May 26, 2021

**Abdolvahab Alaghmandan**

**Adrian Balleza**

**Alex Fritch**

**Henry Gonzalez**

**Jose de Jesus Hernandez III**

**Lars Kepler Lane**

**Paul Delacruz Megia**

**Timothy Michael Romo**

**Michael Joseph Rudometkin**

**Taptejdeep Singh**





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VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

## *Message from the General Manager/CEO*



In accordance with the Santa Clara Valley Transportation Authority (VTA) Administrative Code, I am pleased to present the Adopted Biennial Budget for Fiscal Years 2022 and 2023. This document, identifying actions taken by the Board in June and December 2021, reflects a culmination of Board, community partner, and staff efforts to solidly place VTA on a path to fulfill the commitment of providing safe, clean, and reliable services for our customers and employees and continue progress towards goals outlined in our organization's Strategic Plan.

The first six sections of the book show the action taken by the Board in June 2021. The action taken in December 2021 is reflected in section seven.

### *Commitment to Service*

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 was interrupted by the outbreak of the COVID-19 pandemic and the resulting shelter-in-place order. Still, with the first phase of VTA's BART to Silicon Valley Extension project in revenue service since June 2020, and the 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 Adopted 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, and the rehabilitation of VTA's rail infrastructure, overhead catenary system, light rail elevators and escalators, passenger facilities, and 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.

### **Progress towards Strategic Plan Goals**

VTA's Adopted Budget makes a broad array of investments to support its primary focus areas as outlined in its Strategic Plan:

- Transit Capital Program – to provide a great transit product which is faster, frequent, and reliable through maintain assets in state of good repair, increase safety and security, and enhance system service speed in core areas.
- New Transit Service Plan – to increase transit ridership and improve service productivity through a redesigned transit network that brings faster transit to more of the county's residents and jobs.
- Silicon Valley Express Lanes Program – to maximize the value of existing infrastructure by providing long-term mobility benefits and a funding stream for transportation improvements including public transit, through more effective use of existing roadways and new mobility options for commuters.

## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

- BART Silicon Valley Extension Program – to provide more regionally connected transit services for residents of Santa Clara County. Safety and systems testing, rail acceptance and certification, and start of revenue service for Phase II of the extension is planned for 2028 - 2030.
- 2016 Measure B – in November 2016, the voters of Santa Clara County overwhelmingly 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, which passed by nearly 72%, is anticipated to generate between \$6 billion and \$6.5 billion over the life of the measure. The FY 2022 and FY 2023 Adopted Budget of \$392.19 million includes anticipated program revenues and expenditures of \$171.95 million for the three Formula-based program categories and \$220.24 million for the six Need/Capacity-based program categories as defined in the 2016 Measure B ballot. The allocations for the six Need/Capacity-based programs categories were approved by the Board in December 2021, as was the 2016 Measure B FY 2022 to FY2031 10-year Program.

### **Other Budget Highlights**

The Board of Directors took action in June 2021 to adopt the FY 2022 and FY 2023 Biennial Budget per typical process. However, as this year was anything but normal, the Board took subsequent action in December 2021 to complete the FY 2022 and FY 2023 Biennial Budget. The December 2021 actions include 1) Augmentation of the 2016 Measure B Program; 2) Amendment of the VTP Highway Interchanges Program; and 3) Augmentation of the VTA Transit Fund Operating Budget to include state and federal funding related to the May 26, 2021, Guadalupe Light Rail Attack.

After the December 2021 action, the VTA Transit Operating Budget was increased by \$23.90 million per fiscal year for a total budget of \$531.91 million and \$543.88 million in fiscal years 2022 and 2023, respectively.

The Adopted VTA Transit Fund Budget for FY 2022 and FY 2023 includes an operating budget of \$531.9 million and \$543.8 million respectively. Fiscal Year 2022 budgeted expenditures are \$45.5 million over projected FY 2021 actual of \$486.3 million. This increase is composed primarily of higher labor, materials and supplies, security, professional and special services, fuel, and Paratransit costs. Expenditures for FY 2022 are expected to increase \$12.0 million over FY 2021 primarily due to higher labor, security, and Paratransit costs offset by a decrease in professional and special services. These increased costs are primarily due to normal inflationary and contractual increases.

Total VTA Transit Fund revenues are projected at \$514.2 million in FY 2022 and \$529.9 million in FY 2023. FY 2022 revenues are expected to increase \$54.9 million from current FY 2021 projections of \$459.3 million. Revenues for FY 2023 are expected to increase \$15.7 million over FY 2022. Both expected increases are due primarily to increased sales tax-related revenues and additional fares.

## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

The primary source of funding for the VTA Transit Fund, responsible for delivery of the bus and light rail service in the county, is sales tax. Sales tax-related revenues, including the 1976 half-cent sales tax, a quarter-cent state sales tax that is returned to the county for public transportation purposes, and a portion of the 2000 Measure A half-cent sales tax, account for over 85% of the VTA Transit Fund's budgeted operative revenues for FY 2022 and FY 2023. While sales tax receipts have continued to show positive growth over prior year receipts, the rate of growth has slowed. Meanwhile, expenses continue to increase.

The FY 2022 and FY 2023 Capital Budget for VTA Transit appropriates \$212.0 million in capital projects including \$78.3 million in procurement of hybrid and electric buses, \$65.9 million in safety, security, and state of good repair maintenance to the light rail system, \$20.1 million to maintain, rehabilitate, and improve operating facilities and equipment, as well as \$25.015.7 million in upgrades and enhancements of information systems and technology. Over 64% of the FY 2022 and FY 2023 Capital Program is funded with grants or other non-VTA Transit Fund sources.

The FY 2022 and FY 2023 Adopted 2000 Measure A Transit Improvement Program Capital Budget includes new appropriation of \$2.14 billion. VTA's BART Silicon Valley Extension Project accounts for \$2.10 billion of the new appropriation. The Capitol Expressway Light Rail to Eastridge project receives \$39.4 million of the new appropriation.

The Adopted Congestion Management Program (CMP) Fund Budget for FY 2022 and FY 2023 is \$6.2 million and \$7.0 million, respectively. FY 22 budgeted expenditures reflect an increase of \$289 thousand from current FY 2021 projections. FY 23 budgeted expenditures reflect an increase of \$601 thousand from over FY 2022 projections. Both projected increases are due primarily to increased professional services costs to support activities in the CMP work plan.

The total new appropriation for VTP Highway Improvement Program Projects for FY 2022 and FY 2023 is \$371.80 million. All of the VTP Highway Improvement Program expenditures will be funded by grants, through agreements with the appropriate cities, financing, a fund exchange (consisting of state funding sources swapped with other available funds), 2016 Measure B, or other funding sources as they become available. The Board approved the appropriation for the VTP Highway Improvement Program in two actions, \$228.31 million in June 2021 and \$143.49 million in December 2021.

In closing, I would like to acknowledge the teamwork, commitment, and assistance of our Board Members, Agency staff, and participating members of our community in the preparation of VTA's FY 2022 and FY 2023 budget. Through this collective effort, VTA has taking significant steps toward creating and maintaining a sustainable, balanced budget that ensures VTA is able to implement its planned service, activities, capital expenditures, and initiatives for the two-year period and many years to come.



Carolyn M. Gonot  
General Manager/CEO

## ***Budget Guide & Document Organization***

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The Santa Clara Valley Transportation Authority's Adopted Biennial Budget Book contains numerous financial and statistical schedules as well as general information about the Authority, the service area it covers, and its organizational structure. The following information is presented to assist the reader in using the budget document efficiently and effectively.

### **Document Organization**

The Adopted Biennial Budget Book covers two fiscal years (2022 and 2023) and is divided into eight sections; Introduction, VTA Transit, 2000 Measure A Transit Improvement Program, Congestion Management Program, Valley Transportation Plan (VTP) Program, Miscellaneous Programs, December 2021 Actions, and Appendices.

#### **Section 1 ~ Introduction to VTA**

This section is designed to provide the reader with high-level general information about the organizational structure and history, as well as the current biennial budget. Included here you will find information about the organization and its structure; information about the Board of Directors, committees, and their structure; the Authority's mission, vision, and values statements; the strategic plan goals of the organization; a discussion of VTA's long-term planning; a description of funded programs; a summary appropriation schedule; an overview of the budget development process; and the current board resolution adopting the FY 2022 and FY 2023 Biennial Budget.

#### **Section 2 ~ VTA Transit**

The Santa Clara Valley Transportation Authority 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. This section presents the transit activities of VTA, which includes bus and light rail operation, regional commuter and inter-city rail services, and paratransit service.

This section starts with an overview of the services and programs, followed by an overview of the major budget assumptions, a comparison statement of revenues and expenses agency-wide, and a statement of sources and uses showing the projected change in operating reserve balance. The agency-wide information is then broken down to the division level including the expense budget, division responsibilities and organization charts, position detail, accomplishments from previous two years, and goals and objectives for the two-year budget period of each division followed by a review of performance measurements of the agency.

The next portion of this section contains information on the VTA Transit Fund Capital Program including a schedule of the FY 2022 and FY 2023 appropriation and project details, as well as a schedule of total available appropriation.



This section concludes with debt service information including an overview of the debt policy and limits, schedules of outstanding debt, and descriptions of current obligations.

**Section 3 ~ 2000 Measure A Transit Improvement Program**

The 2000 Measure A Transit Improvement Program is a thirty-year plan of major transit improvement capital projects approved by Santa Clara County voters in November 2000. Voter approval of this program included authorization of a 30-year, half-cent sales tax with collection beginning April 1, 2006.

This section presents an introduction to the structure of the 2000 Measure A Transit Improvement Program. It also includes a comparison statement of revenues and expenses and a statement of sources and uses showing the projected change in undesignated reserve balance. This is followed by a list of budgeted capital projects with descriptions and funding sources, as well as a schedule of total available appropriation.

The section ends with debt service information including an overview of the debt policy and limits, schedules of outstanding debt, and descriptions of current obligations.

**Section 4 ~ Congestion Management Program**

In 1994 VTA was designated as the Congestion Management Agency (CMA) for Santa Clara County through a joint powers agreement entered into by the fifteen cities and the County of Santa Clara. VTA's Congestion Management Program serves as the CMA for Santa Clara County.

This section presents the activities of the Congestion Management Program starting with an introduction to its structure and work program. The section goes on to include a comparative schedule of revenues and expenses, statement of sources and uses showing the projected change in fund balance, and a list of members and their budgeted contributions.

**Section 5 ~ Valley Transportation Plan Program**

The Valley Transportation Plan (VTP) Program includes highway improvement projects identified in the long-range countywide transportation plan for Santa Clara County (County). VTP 2040 is the current approved long-range countywide transportation plan. VTA enters into construction agreements with cities in the County for various highway 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.

This section includes an introduction to the VTP Program, a list of budgeted capital projects with descriptions and funding sources, and a schedule of total available appropriation.

**Section 6 ~ Miscellaneous Programs**

This section contains the overview, comparison statement of revenues and expenses, and statement of sources and uses for four miscellaneous programs: Transit-Oriented Development (TOD) Program formerly known as the Joint Development Program, Silicon Valley Express

## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

Lanes Program, 2008 Measure B - BART Operating Sales Tax Program, and 2016 Measure B Program.

### **Section 7 ~ December 2021 Board Actions**

This section includes the actions taken by the Board in December 2021 to incorporate budget for the 2016 Measure B Need/Capacity-based program categories, amended Valley Transportation Plan (VTP) Highway Improvement Program appropriations and corresponding budget augmentations, and appropriation of funds to the VTA Transit Operating fund related to the May 26, 2021, Guadalupe Light Rail Attack.

### **Section 8 ~ Appendices**

This section provides the reader with additional information about VTA and the materials included in this document. Information is included on VTA's fiscal policies; VTA Transit Fund Unrestricted Net Assets; job classifications and pay ranges; line item descriptions for revenue and expense categories; 1996 Measure B Transportation Improvement Program; VTA/ATU (Amalgamated Transit Union) Pension Plan; general demographic and economic information on Santa Clara County; acronym definitions; and a glossary of terminology used in the document.

***SECTION 1***  
***INTRODUCTION TO VTA***

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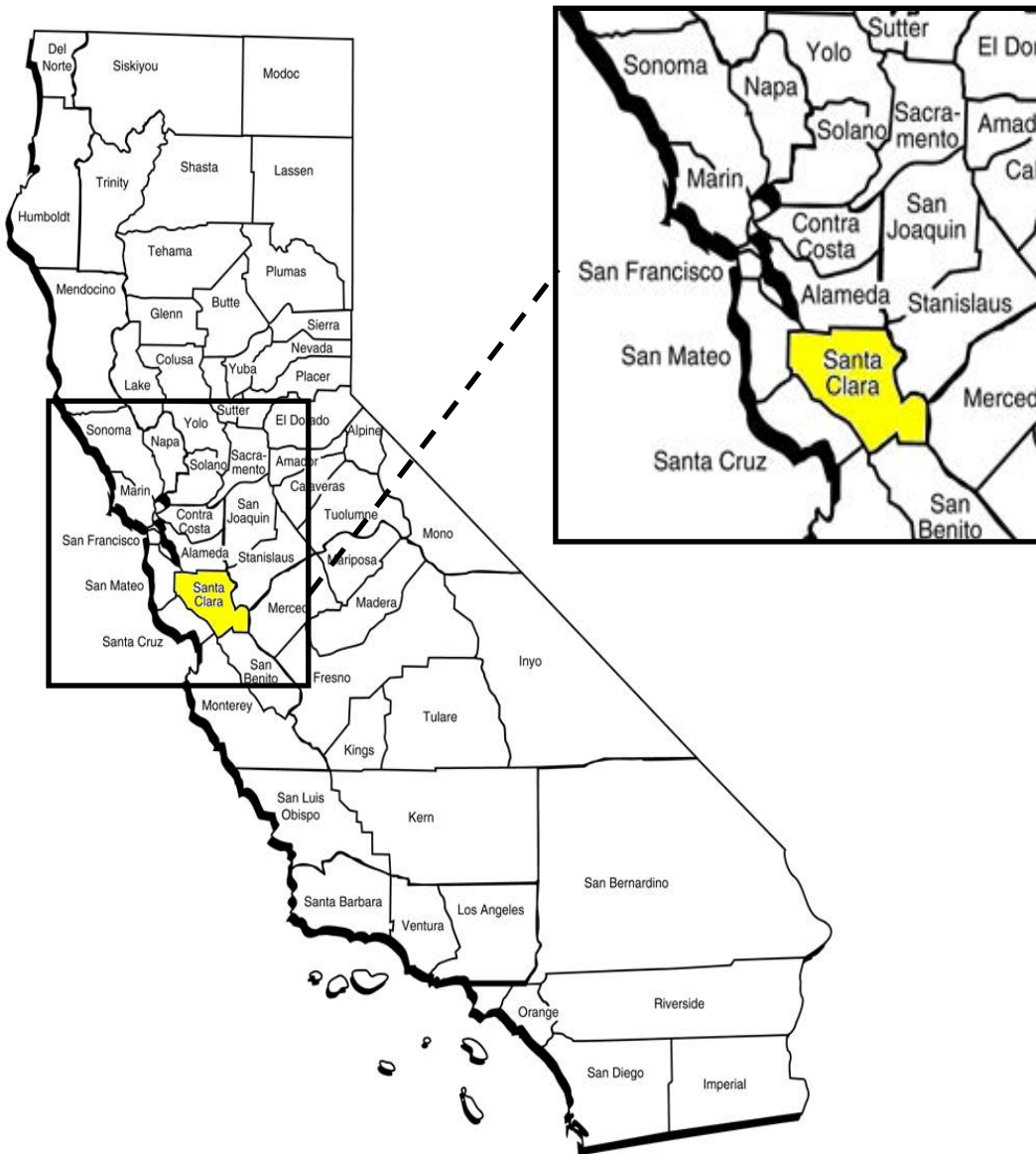


## Organization Profile

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As an independent special district responsible for bus and light rail operation, regional commuter and inter-city rail services, paratransit service, congestion management, specific highway improvement projects, and countywide transportation planning, Santa Clara Valley Transportation Authority (VTA) provides transit services to the 346 square mile urbanized portion of Santa Clara County that is composed of 15 cities and towns and unincorporated areas with a total population of more than 1.95 million residents.

The County of Santa Clara lies immediately south of San Francisco Bay and is the sixth most populous county in the State of California. It encompasses an area of approximately 1,300 square miles. The County was incorporated in 1850 as one of the original 28 counties of the State and operates under a home rule charter adopted by County voters in 1950 and amended in 1976. Additional demographic and economic information on the County can be found in Appendix L.



## *Board of Directors*

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### **Membership**

VTA is an independent special district governed by its own Board of Directors. The Board consists of 12 voting members and 6 alternates, all of whom are elected officials appointed to serve on the Board by the jurisdictions they represent. In addition, Metropolitan Transportation Commissioners who reside in Santa Clara County and who are not members or alternates of the Board are invited to serve as Ex Officio members. Board membership is based on city groupings as follows:

<b>Group Number</b>	<b>Grouping</b>	<b>Representatives</b>
<b>1</b>	San Jose	<b>5 Directors 1 Alternate</b>
<b>2</b>	Los Altos Los Altos Hills Mountain View Palo Alto	<b>1 Director 1 Alternate</b>
<b>3</b>	Campbell Cupertino Los Gatos Monte Sereno Saratoga	<b>1 Director 1 Alternate</b>
<b>4</b>	Gilroy Morgan Hill	<b>1 Director 1 Alternate</b>
<b>5</b>	Milpitas Santa Clara Sunnyvale	<b>2 Directors 1 Alternate</b>
<b>6</b>	Santa Clara County	<b>2 Directors 1 Alternate</b>
<b>Other</b>	Metropolitan Transportation Commissioners	<b>Ex Officio</b>

The 2021 VTA Board of Directors, Alternates, and Ex Officio members are listed on the following page.

## 2021 VTA Board Members

**Glenn Hendricks**  
Chairperson  
Vice Mayor  
City of Sunnyvale

**Charles “Chappie” Jones**  
Vice Chairperson  
Vice Mayor  
City of San Jose

**Patrick “Pat” Burt**  
Vice Mayor  
City of Palo Alto

**Magdalena Carrasco**  
Councilmember  
City of San Jose

**Cindy Chavez\***  
Supervisor  
County of Santa Clara

**Rich Constantine**  
Mayor  
City of Morgan Hill

**Sergio Jimenez**  
Councilmember  
City of San Jose

**Sam Liccardo\***  
Mayor  
City of San Jose

**Carmen Montano**  
Vice Mayor  
City of Milpitas

**Darcy Paul**  
Mayor  
City of Cupertino

**Raul Peralez**  
Councilmember  
City of San Jose

**Joe Simitian**  
Supervisor  
County of Santa Clara

## Board Member Alternates

**Marie Blankley**  
Mayor  
City of Gilroy

**Devora “Dev” Davis**  
Councilmember  
City of San Jose

**Lynette Lee Eng**  
Councilmember  
City of Los Altos

**Lisa Gillmor**  
Mayor  
City of Santa Clara

**Otto Lee**  
Supervisor  
County of Santa Clara

**Rob Rennie**  
Councilmember  
Town of Los Gatos

## Ex Officio Board Member

**Margaret Abe-Koga\***  
Mayor  
City of Mountain View

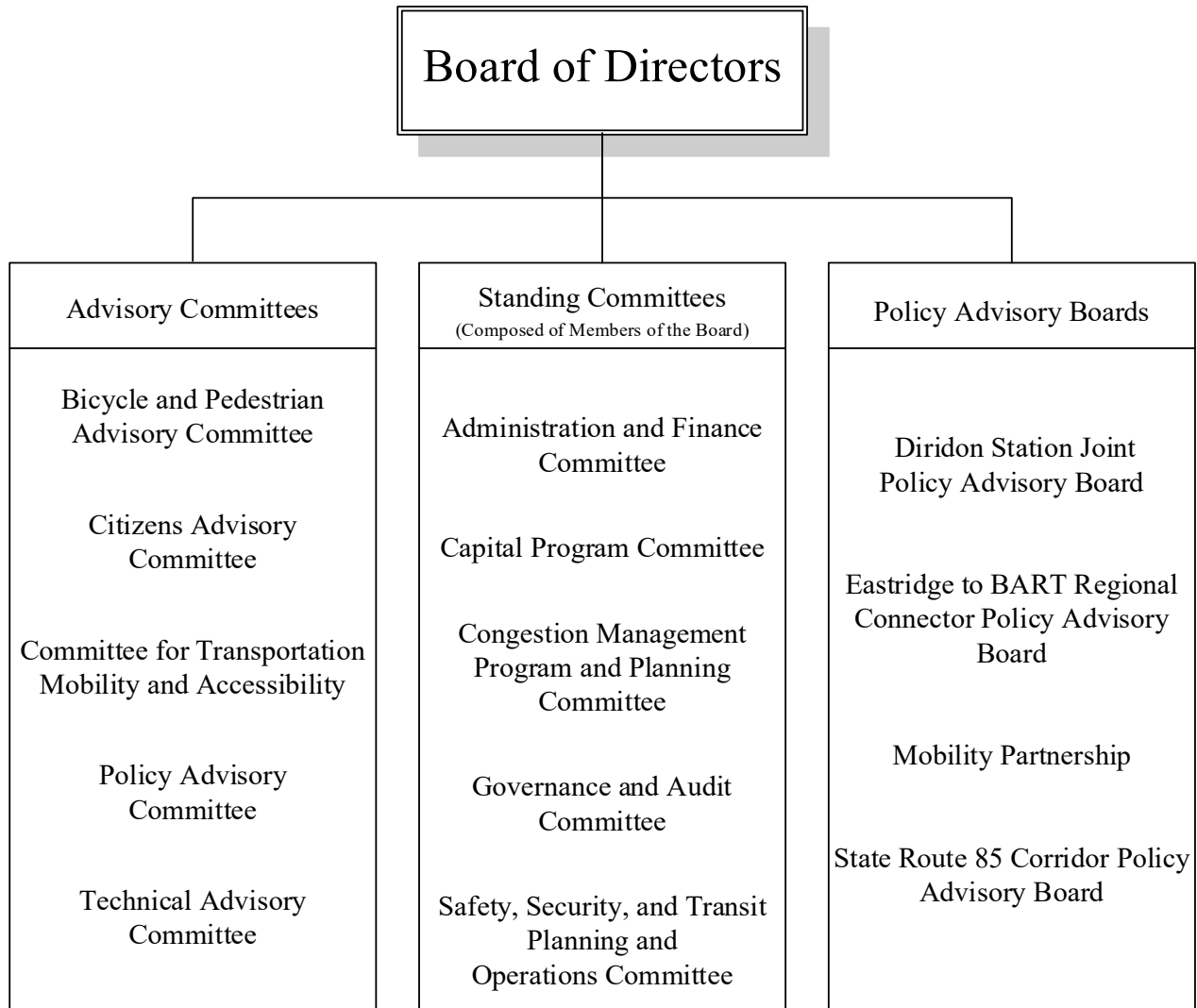
\*Margaret Abe-Koga, Cindy Chavez, and Sam Liccardo also serve on the Metropolitan Transportation Commission.

# Board of Directors

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## Committee Structure

Given the range and complexity of policy issues they oversee, the VTA Board of Directors has established a set of committees to advise it on policy matters and to provide in-depth review of individual issues before the Board of Directors takes final action. The individual committees and their responsibilities are described on the following pages.





## **Standing Committees**

The Board Standing Committees meet regularly to review proposed policies. Committee recommendations are forwarded to the full Board of Directors for final approval. Committees other than the Capital Program and Governance and Audit Committees consist of four Board members who are nominated by the Chairperson and appointed by the Board for a term of one calendar year. The Capital Program Committee consists of one Board member from each of the city groupings. The Governance and Audit Committee consists of the Board Chairperson, Board Vice Chairperson, and the Chairpersons of the Administration and Finance; Congestion Management Program and Planning; and Safety, Security, and Transit Planning and Operations Committees. The general responsibilities of each committee are as follows:

### **Administration and Finance Committee**

Reviews policy recommendations pertaining to the general administration and financial management of VTA.

### **Capital Program Committee**

Monitors and oversees VTA capital projects with major resource, multi-jurisdictional coordination, or public perception/impact factors, making recommendations to the Board on project and policy-related issues.

### **Congestion Management Program and Planning Committee**

Reviews policy recommendations pertaining to the Congestion Management Program and the development of the countywide transportation plan for Santa Clara County.

### **Governance and Audit Committee**

Focuses on the management and coordination of the Board of Directors to assist it with guiding the organization to best accomplish VTA's strategic objectives. The committee also oversees the activities of the VTA Auditor General function and reviews policy decisions required to ensure the integrity of VTA financial statements, compliance with legal and regulatory requirements, and an effective system of internal management and financial controls.

### **Safety, Security, and Transit Planning and Operations Committee**

Reviews policy recommendations pertaining to system safety and security planning, monitoring and reporting, transit planning, transit capital projects, transit operations, and marketing.

## **Advisory Committees**

In addition to the Board Standing Committees, the VTA Board of Directors has established a group of advisory committees. These committees, which do not set VTA policy, review policies under development to ensure that they meet the needs of VTA's constituents—customers, elected officials, the business community, and others. These committees, which meet once a month except as noted, are described below.

### **Bicycle and Pedestrian Advisory Committee**

The committee consists of 16 members representing each of the 15 cities and the County. This committee advises the Board on funding and planning issues for bicycle and pedestrian projects and serves as the countywide bicycle advisory committee for Santa Clara County.

**Citizens Advisory Committee**

The committee consists of 13 members from stakeholder groups representing two broad categories: (1) Community & Societal Interests; and (2) Business & Labor. The committee advises the Board on policy issues referred to the committee either by the Board or the General Manager in consultation with the Chairperson. The committee also serves as the oversight body for the 2000 Measure A Transit Improvement Program.

**Committee for Transportation Mobility and Accessibility**

The committee consists of 17 voting members and two ex officio, non-voting members. This committee's members include seven seniors or persons with disabilities, seven representatives of human service agencies within the county, and three additional members from either of the two categories above. The two ex officio members are one employee of VTA's paratransit provider and the Chairperson of the Board of Directors or his/her designee. The committee advises the Board on transportation mobility and accessibility issues for senior citizens and persons with disabilities, paratransit services, accessibility to VTA transit services, and VTA's efforts to comply with the federal Americans with Disabilities Act (ADA). This committee meets every other month.

**Policy Advisory Committee**

The committee consists of one city council member from each of the 15 cities and one member from the Santa Clara County Board of Supervisors. This committee advises the Board on policy issues, as well as the countywide transportation plan (Valley Transportation Plan-VTP 2040), the Short Range Transit Plan (SRTP), development of the biennial budget, and tariff and service modifications. This committee ensures that all jurisdictions within the county have access to the development of VTA's policies.

**Technical Advisory Committee**

The committee consists of one senior staff member (usually the public works or planning director) from each of the 15 cities and the County of Santa Clara. In addition, the California Department of Transportation, the Metropolitan Transportation Commission, and the Santa Clara Valley Water District may each appoint one ex officio and one alternate, non-voting member. The committee advises the Board on technical aspects of transportation-related policy issues and initiatives.

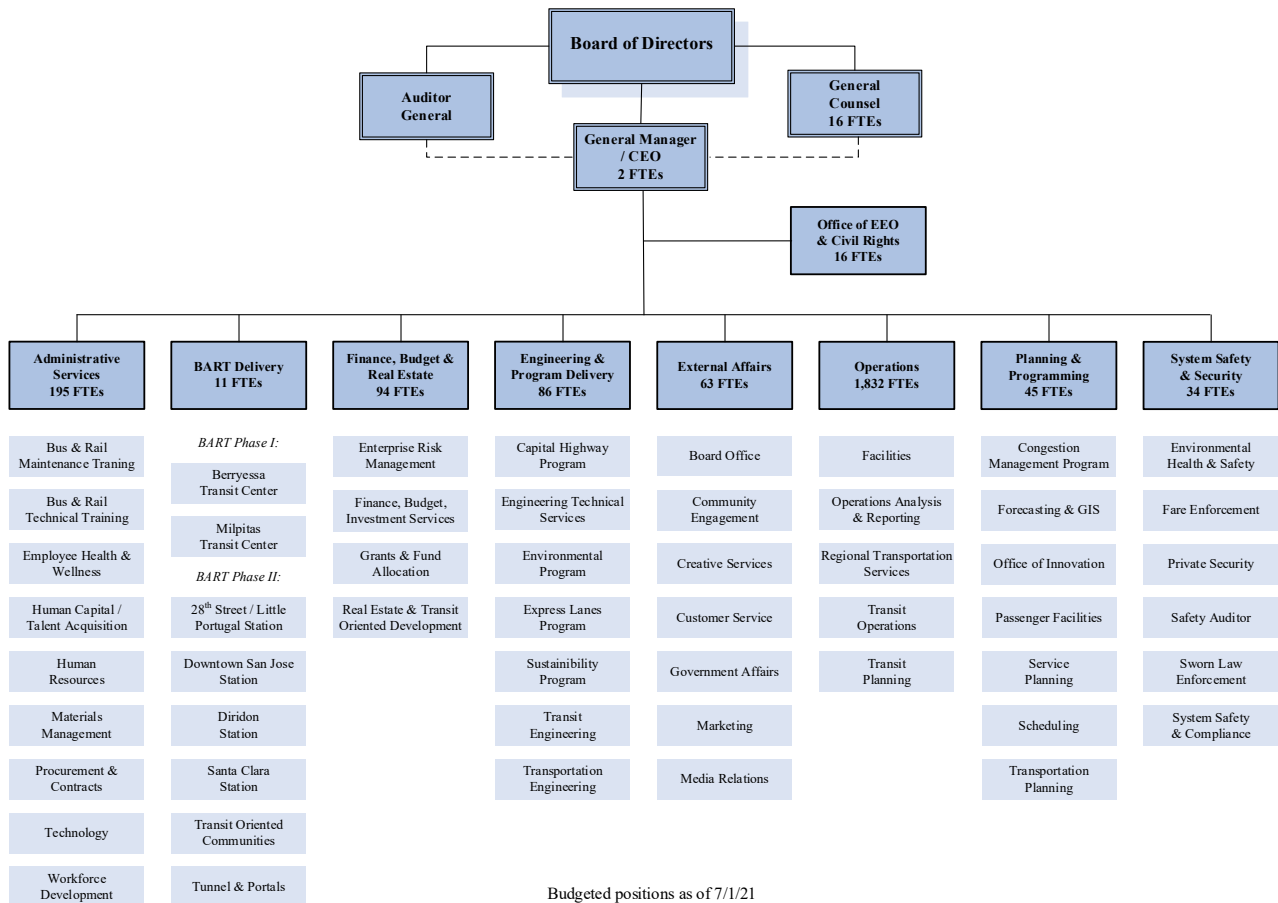
**Policy Advisory Boards**

The purpose of these Policy Advisory Boards (PAB) is to ensure that the local jurisdictions most affected by major transportation improvement projects are involved in guiding the planning, design, and construction of these projects. Each PAB consists of two Board members and other elected officials from jurisdictions within a particular corridor. There are currently four active PABs:

- Diridon Station Joint Policy Advisory Board
- Eastridge to BART Regional Connector Policy Advisory Board
- Mobility Partnership
- State Route (SR) 85 Corridor Policy Advisory Board

# Organization Structure

VTA’s broad array of responsibilities and functions are organized into five divisions as depicted in the organization chart below. VTA’s General Manager/CEO oversees and manages all facets of the organization under policy direction from the Board of Directors. While each division has distinct roles and responsibilities, they work collaboratively to deliver results through an Executive Management Team composed of the General Manager, General Counsel, Auditor General, Board Secretary, and Division Chiefs and Directors. Additional information on each division and the offices of General Manager, General Counsel, and Auditor General can be found on pages 62-111.



## *Executive Management Team*

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## *VTA's Strategic Plan*

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VTA's updated Strategic Plan was adopted by the Board of Directors on December 2, 2016. The new Strategic Plan is designed to establish a strong foundation for VTA to help lead Silicon Valley into a more successful and sustainable future, provide the framework for its two-year budgets, and provide overarching guidance for all aspects of the agency's operations and management. The plan outlines the Mission, Vision, Core Values, Action Values, and Strategic Goals of the agency.

### **Mission**

*Solutions that move you*—VTA's role is to get people moving and keep them moving.

### **Vision**

*To innovate the way Silicon Valley moves*—Position VTA now and in the future as leaders in the effort to help move the residents of Silicon Valley, an area known for innovation where people expect the newest, cutting edge options to be readily available.

### **Core Values**

These values represent VTA's ethics and code of conduct, guiding the agency's decision-making and apply to everything VTA does. VTA's Core Values are:

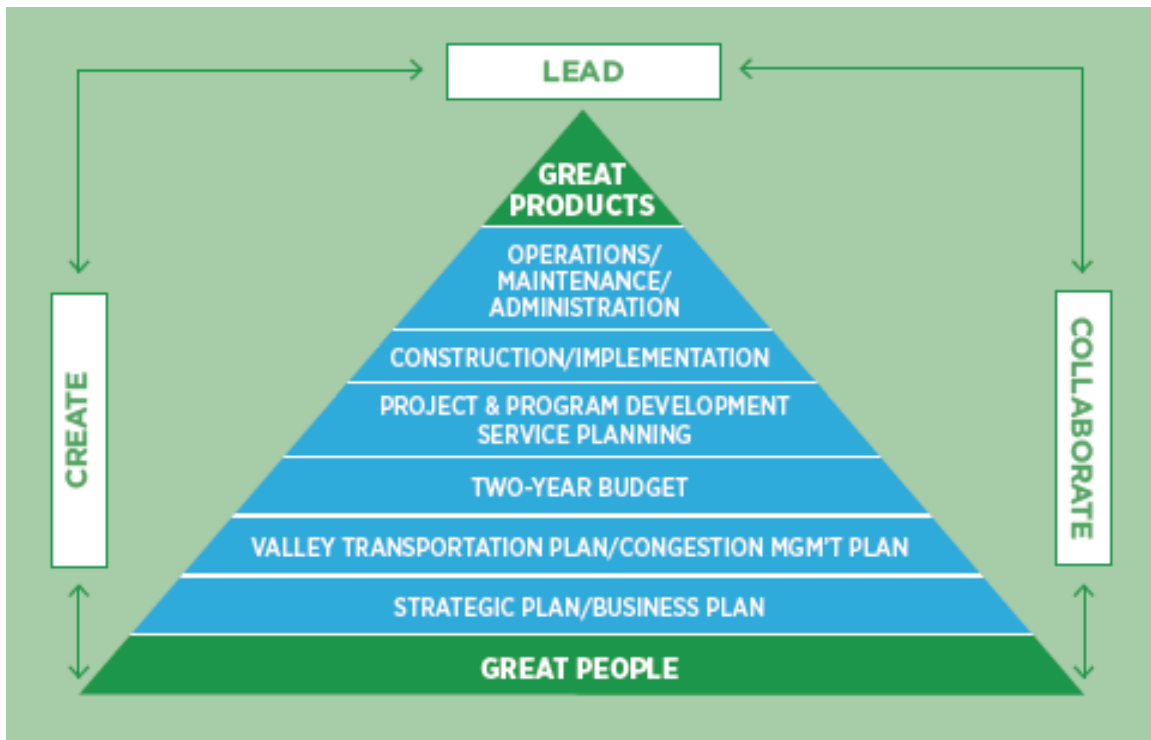
- ✓ **Safety**—We plan and deliver services in a way that promotes the health and safety of our employees and the public.
- ✓ **Integrity**—We conduct our business in an ethical, honest, and transparent manner.
- ✓ **Quality**—We ensure that the services we deliver, and projects that we build, are well designed and maintained to preserve the investment that has been made.
- ✓ **Sustainability**—We operate our services and design our projects to minimize the negative impacts on our environment, in a way that can be maintained over time. Additionally, we operate as a sustainable organization by reducing our carbon footprint.
- ✓ **Diversity**—We value, respect, and serve the unique needs of our community.
- ✓ **Accountability**—We are stewards of the natural resources and transportation tax revenues of the County, take responsibility for our actions, and honestly report our successes and challenges to stakeholders and the public.

## Action Values

These values operationalize VTA’s Core Values and all aspects of the Strategic Plan. VTA’s Action Values are: Creativity, Collaboration and Leadership. Put into practice these values are:

## *Create, Collaborate and Lead*

The pyramid graphic below illustrates VTA’s strategic organization, emphasizing that great people are the foundation upon which great products are built. Through the action value framework of creativity, collaboration, and leadership, VTA can unify the efforts of all divisions to achieve the agency’s goals.



## Strategic Goals

The Strategic Plan identifies three areas of focus or “Business Lines” for VTA. This approach helps employees and the public to better understand what work VTA does; shows how each function of the organization affects the others; relates VTA’s work back to the Mission, Vision, and Values of the organization; helps establish if plans are structured correctly; and indicates if resources are being spent in the right areas, for the right projects and programs. Each area of focus includes an overarching strategy and strategic goals.

## **BUSINESS LINE 1: FASTER FREQUENT RELIABLE TRANSIT**

Strategy: Provide a great transit product that is faster, frequent, and reliable.

**GOAL 1**—Optimize transit travel times and ensure they are preserved and continually improve.

**GOAL 2**—Ensure that transit service, especially in core areas, is frequent (every 15 minutes or better)

**GOAL 3**—Provide customer-focused information systems and preserve and enhance reliable operations through transit-preferential treatments.

## **BUSINESS LINE 2: DELIVERING PROJECTS AND PROGRAMS**

Strategy: Creatively and pragmatically provide a full suite of projects and programs—including land use/transportation integration, bike and pedestrian projects, and project management services—that address the current and evolving multimodal needs of Silicon Valley.

**GOAL 1**—Create concepts, plans, designs, programs, and policies to optimize current conditions and identify and seize new opportunities.

**GOAL 2**—Deliver projects and programs on time and within budget, and creatively pursue new construction, operational, and business practices that make VTA more efficient and successful.

**GOAL 3**—Provide a comprehensive line of services, technical support, funding programs, and mobility solutions to the public and Congestion Management Program Member Agencies.

## **BUSINESS LINE 3: TRANSPORTATION SYSTEM MANAGEMENT**

Strategy: Lead the region in transportation systems management, funding, integration, and innovation.

**GOAL 1**—Address roadway congestion and all modes of transportation system operations by collecting and analyzing data, developing and applying technology, refining current practices, and implementing new planning and management tools.

**GOAL 2**—Retain and increase the value of existing infrastructure and services, and optimize the utility of new investments and services.

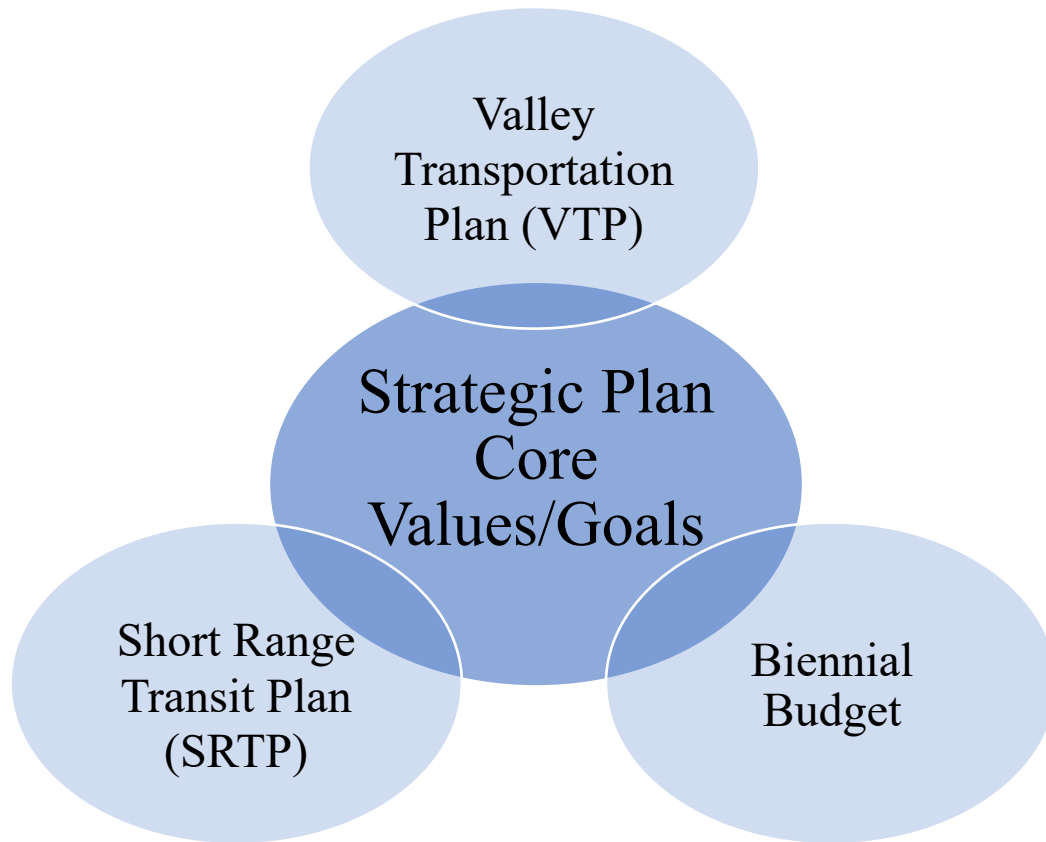
**GOAL 3**—Improve and expand mobility options by innovatively applying technology, planning, design, construction, operations, and business techniques.

Each of the FY 2022 and FY 2023 division specific goals presented on pages 62-110 reference which respective Business Line is supported by that endeavor. The VTA Business Plan, currently under development, will also include implementation goals for each of the strategic goals above.

## *Long-Range Planning*

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The Strategic Plan Core Values and Strategic Goals discussed above provide a framework for the development of VTA’s long-term, mid-term, and near-term plans and budgets.



The Valley Transportation Plan (VTP) provides a long-range vision for transportation systems and services in Santa Clara County. The VTP identifies programs, projects, and policies over the lifetime of the plan to facilitate meeting the mission and vision of the organization. It connects projects and programs with anticipated funds and provides a framework for the development and maintenance of the transportation system over a 25-year horizon. It considers all travel modes and addresses the links between transportation systems, land use planning, air quality, energy use, and community livability.

The Short Range Transit Plan (SRTP) is a planning document that represents VTA’s plan for transit service over a 10-year horizon. The SRTP illustrates a financially constrained projection of transit-related capital and operating expenses and revenues. Capital needs are guided largely by those identified in the long-term plan (VTP). A Financial Forecasting Model is used to identify the projected operating and capital expenditures as well as the forecasted revenues based on various economic and service level assumptions. The adopted two-year capital and operating budgets are used as the base years for the Financial Forecasting Model. The financial capacity identified by the Model determines the constraints on the plan.



## *Funded Programs*

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The Santa Clara Valley Transportation Authority (VTA) is an independent special district responsible for bus and light rail operations, regional commuter and inter-city rail services, paratransit service, congestion management, specific highway improvement projects, and countywide transportation planning. As such, VTA is both an accessible transit provider and a multi-modal transportation planning and implementation organization involved with transit, roadways, bikeways, and pedestrian facilities.

In December 1994, VTA was designated as the Congestion Management Agency and changed from being exclusively a transit provider to an organization responsible for countywide transportation planning, funding, and congestion management within the County. VTA, in partnership with the County of Santa Clara, assumed the responsibility for implementing the 1996 Measure B Transportation Improvement Program of transit and highway improvement projects. In addition, VTA is responsible for implementing the 2000 Measure A Transit Improvement Program and the 2016 Measure B Program.

The FY 2022 and FY 2023 Adopted Biennial Budget consists of eight independent Funds, each corresponding to a specific program:

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

The General Manager may reallocate appropriations between budget types (e.g., operating or capital) and budget units (e.g., project or cost center) within each Fund up to the limits of the Funds' annual appropriations. Any net increase in authorized appropriations to any Fund requires an affirmative vote of at least eight Board members.

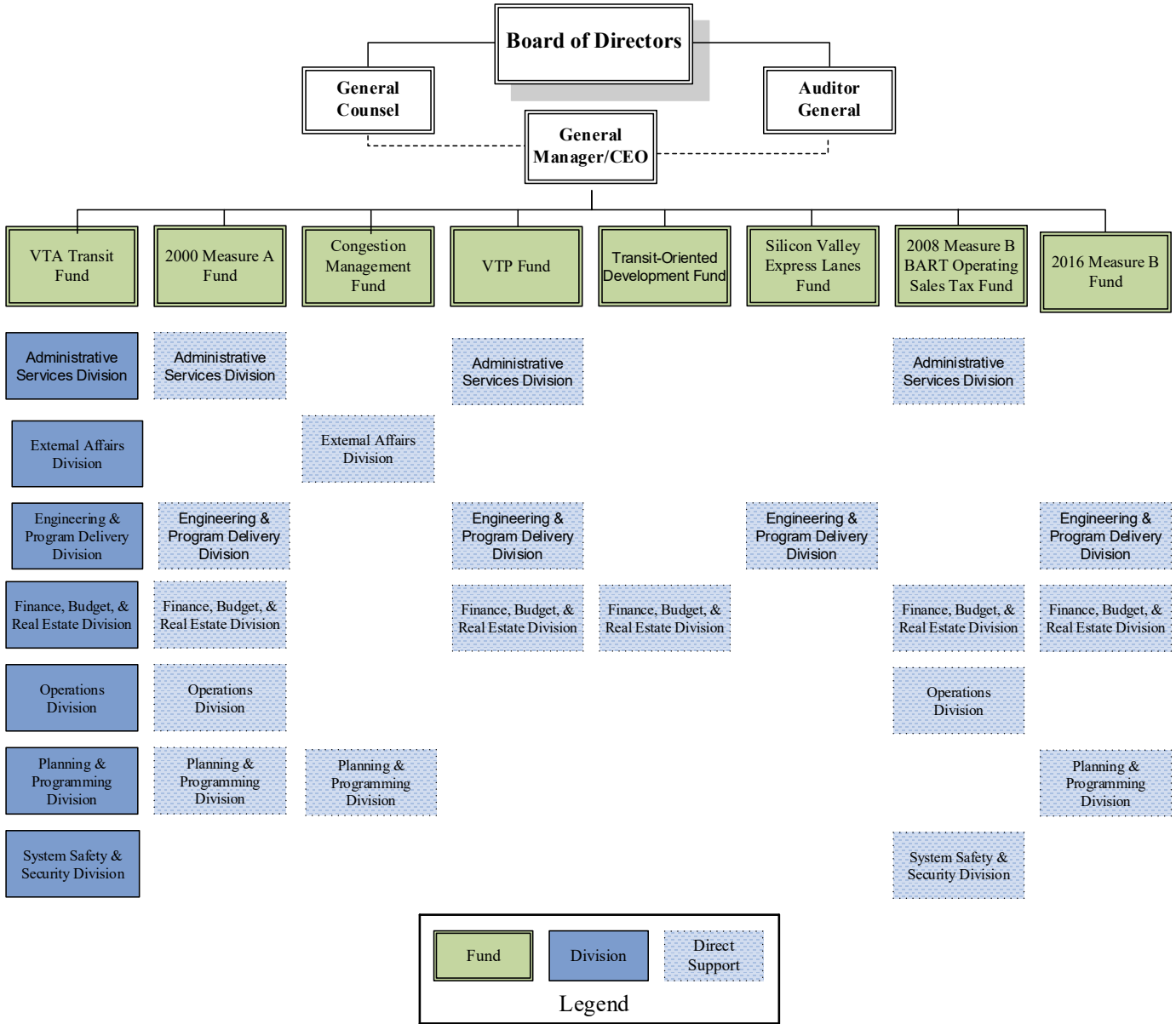
The eight appropriated Funds fall into two categories for accounting purposes: Enterprise funds and Governmental funds.

Enterprise Funds	Governmental Funds
<ul style="list-style-type: none"> <li>• VTA Transit</li> <li>• Transit-Oriented Development</li> <li>• Silicon Valley Express Lanes Program</li> <li>• 2008 Measure B—BART Operating Sales Tax Program</li> </ul>	<ul style="list-style-type: none"> <li>• Congestion Management Program</li> <li>• VTP Program</li> <li>• 2000 Measure A Transit Improvement Program</li> <li>• 2016 Measure B Program</li> </ul>

VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

The chart below depicts the relationship between the appropriated Funds and VTA’s current divisional structure. All VTA employees and divisions are reported in the VTA Transit Fund. The lightly shaded boxes illustrate divisions where one or more departments in that division directly support Funds other than the VTA Transit Fund.

*Appropriated Fund/Division Relationship*



Below is a short description of each Program currently operated and administered by VTA.

## **VTA Transit**

VTA Transit encompasses the operation of 74 bus routes and 3 light rail transit lines, 2 of which travel along the main trunk section between Tasman at the northern end and the Transit Mall in downtown San Jose for a portion of their route. In addition, VTA Transit funds paratransit and privately operated shuttle services in the County and participates in providing inter-regional commuter rail and express bus services.

Additional information and the Operating and Capital Budgets in support of this program can be found in Section 2 - VTA Transit.

## **2000 Measure A Transit Improvement Program**

On November 7, 2000, Santa Clara County voters approved a 30-year half-cent sales tax to fund major transit projects. The tax was designed to take effect after the 1996 Measure B sales tax expired on March 31, 2006. Collection of the 2000 Measure A half-cent sales tax commenced on April 1, 2006.

Additional information and the Operating and Capital Budgets in support of this program can be found in Section 3 - 2000 Measure A Transit Improvement Program.

## **Congestion Management Program (CMP)**

VTA, as the Congestion Management Agency for Santa Clara County, is responsible for coordinating and prioritizing projects for state and federal transportation funds, administering the Transportation Fund for Clean Air Program, and coordinating land use and other transportation planning.

Additional information and the Operating Budget in support of this program can be found in Section 4 - Congestion Management Program.

## **VTP Program**

The Valley Transportation Plan (VTP) Program includes projects from the currently approved long-range countywide transportation plan for Santa Clara County. The VTP provides a comprehensive planning framework for VTA's projects and programs. VTP 2040 is the current approved long-range Countywide Transportation Plan. Developed by VTA's Congestion Management Program 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.

Additional information and the Capital Budget in support of this program can be found in Section 5 - VTP Program.

## **1996 Measure B Transportation Improvement Program (MBTIP)**

In November 1996, the voters in Santa Clara County approved Measure A, an advisory measure listing an ambitious program of transportation improvements for Santa Clara County. Also approved on the same ballot, Measure B authorized the County Board of Supervisors to collect a nine-year half-cent sales tax for general county purposes. Subsequently, the County Board of Supervisors adopted a resolution dedicating the tax for Measure A projects. Collection of the tax began in April 1997. The Measure B tax expired on March 31, 2006.

As this program is nearing completion, there is no additional appropriation for this Fund included in the FY 2022 and FY 2023 Adopted Biennial Budget.

Additional information on this program can be found in Appendix J.

## **Miscellaneous Programs**

### **Transit-Oriented Development Program**

VTA has an extensive portfolio of real estate assets, many of which are presently underutilized. The Transit-Oriented Development Program is responsible for managing the process by which development on these underutilized sites occurs.

### **Silicon Valley Express Lanes Program**

The VTA Board of Directors approved the Silicon Valley Express Lanes Program (SVELP) on December 11, 2008. The SVELP has been undertaken to provide long-term mobility benefits and to provide another funding stream for transportation improvements.

### **2008 Measure B - BART Operating Sales Tax Program**

On November 4, 2008, the voters of Santa Clara County approved 2008 Measure B. This 30-year eighth-cent sales and use tax is dedicated solely to providing the operating and maintenance expenses and capital reserve contribution for the VTA's BART Silicon Valley Extension. The tax commenced collection on July 1, 2012.

### **2016 Measure B Program**

On November 8, 2016, the voters of Santa Clara County approved 2016 Measure B, a 30-year, half-cent countywide sales tax to enhance transit, highways, expressways and active transportation (bicycles, pedestrians and complete streets). The tax commenced collection on April 1, 2017.

Additional information and the Operating and Capital Budgets in support of these programs can be found in Section 6 - Miscellaneous Programs.

***Appropriation Summary<sup>1</sup>***  
*(Dollars in Thousands)*

Fund	Fiscal Year 2022	Fiscal Year 2023
VTA Transit-Operating	531,876	543,848
VTA Transit-Capital	211,976	-- <sup>2</sup>
2000 Measure A Transit Improvement Program-Operating	139,165	142,042
2000 Measure A Transit Improvement Program-Capital	2,140,874	-- <sup>2</sup>
Congestion Management Program-Operating	6,196	7,043
VTP Program-Capital	228,308	-- <sup>2</sup>
Transit-Oriented Development Program-Operating	297	207
Transit-Oriented Development Program-Capital	16,985	-- <sup>2</sup>
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	-- <sup>2</sup>

Note: The Adopted Biennial Budget does not include appropriation for Fiduciary funds which are used to account for resources held for the benefit of parties outside VTA.



***Tagline and Graphics Representing VTA’s Multifaceted Role as the Mobility Solutions Provider for Santa Clara County***

<sup>1</sup> Includes transfers between funds.

<sup>2</sup> Total Appropriation for FY 2022 and FY 2023 reflected in FY 2022.

## *Operating Budget Development Process*

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The following process is used to develop the Operating Budget for all applicable Funds: VTA Transit, 2000 Measure A Transit Improvement Program, Congestion Management Program, Joint Development Program, Silicon Valley Express Lanes Program, and 2008 Measure B - BART Operating Sales Tax Program.

Like VTA's audited financial statements, the biennial budget is developed using the accrual method of accounting: revenues are recognized in the period they are earned and expenditures are recognized in the period they are incurred. Depreciation is not budgeted. The FY 2022 and FY 2023 budgets were developed using zero-based budgeting which included the examination, evaluation, and analysis of all programs and expenditures. The use of zero-based budgeting facilitates the linking of specific programs and expenditures to the strategic goals and values of the organization.

The Budget Department takes the first step in the development of the budget by reviewing prior processes for potential changes and improvements. Once this analysis has been completed, staff moves forward to develop a draft budget calendar which serves as a timeline guide through final budget adoption.

Staff then works with executive management to determine the overall message and strategy for the two-year budget including the identification of major assumptions to be used and the finalizing of the budget calendar.

A budget instruction packet is distributed including the above information along with detailed instructions and historical line item expense activity to be used by division budget coordinators and cost center managers in the development of their respective budgets.

Initial budget requests from the divisions are reviewed by Budget Department staff for reasonableness, accuracy, and completeness of information including reason for variance from prior periods, and conformity to the stated business plan or service levels. Budget staff then meet with budget coordinators and/or cost center managers from each division to discuss questions or receive further clarification as needed. Based on these communications, Budget staff then complete the Draft Proposed Budget which incorporates staff's recommended changes. The Draft Proposed Budget is reviewed by the Chief Financial Officer (CFO) and Deputy Director of Finance, Budget and Program Management and distributed to the division Chiefs and Directors in preparation for review with the General Manager.

Budget review meetings are conducted to provide the General Manager an opportunity to review the budgets for each division with executive management. Upon completion of this review process, the General Manager works with executive staff and the Budget Department to determine changes or recommendations to be included in the Proposed Budget submitted to the Board of Directors.

The Proposed Budget is published and presented at a Board Budget Workshop for input from the Board of Directors and members of the public. Community meetings are also held at various locations throughout the county to receive additional public input and discuss the Proposed

## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

Budget. In addition, the Proposed Budget is presented to various Advisory Committees to receive their input and discussion. The comments received at the community and Advisory Committee meetings are provided to the Board for their review prior to adoption of the budget.

The Final Proposed Budget, including any updates or changes subsequent to the Budget Workshop, is presented to the Board for adoption at the regularly scheduled board meeting in June. Board adoption of the budget specifically authorizes the appropriation of funds. This appropriation is the legal authority to spend or otherwise commit VTA's resources. While VTA adopts a biennial budget, each fiscal year is independently appropriated and operating appropriations expire at the end of the fiscal year.



*Zero Emission Bus*

## *Operating Budget Calendar*

<b>Date</b>	<b>Activity</b>
<b>August 1-31, 2020</b>	<b>Review and analyze prior operating budget processes</b>
<b>September 9, 2020</b>	<b>Review budget calendar with executive management</b>
<b>September 18, 2020</b>	<b>Issue FY 2022 &amp; FY 2023 budget instructions</b>
<b>October 30, 2020</b>	<b>Initial budget requests due to Budget Department</b>
<b>November 2-30, 2020</b>	<b>Budget Department review of submissions</b>
<b>December 1-18, 2020</b>	<b>Review meetings with Budget Department, division budget coordinators and cost center managers as needed</b>
<b>December 21-24, 2020</b>	<b>Budget Department recommendations finalized</b>
<b>January 5, 2021</b>	<b>Draft Proposed Budget reviewed with Deputy General Manager / CFO</b>
<b>January 11, 2021</b>	<b>Finance &amp; Budget Division recommendations finalized</b>
<b>January 12-15, 2021</b>	<b>Finance &amp; Budget Division recommendations reviewed with division Chiefs/Directors</b>
<b>January 21, 2021</b>	<b>Draft Proposed Budget distributed to executive management</b>
<b>Jan. 26 - 29, 2021</b>	<b>General Manager, executive management, and budget staff meet to review and discuss Draft Proposed Budget</b>
<b>Feb. 10 - March 31, 2021</b>	<b>Proposed Budget finalized</b>
<b>April 12, 2021</b>	<b>Proposed Budget distributed to Board and available to public</b>
<b>April 16, 2021</b>	<b>Board Budget Workshop</b>
<b>May 10-13, 2021</b>	<b>Proposed Budget presented at community meetings</b>
<b>May 12-13, 2021</b>	<b>Proposed Budget presented to various Advisory Committees</b>
<b>May 20, 2021</b>	<b>Administration &amp; Finance Committee review of Final Budget</b>
<b>May 6-26, 2021</b>	<b>Proposed Budget updated to reflect changes subsequent to Board Workshop, if applicable</b>
<b>June 3, 2021</b>	<b>Final Budget adopted by VTA Board of Directors</b>



## *Capital Budget Development Process*

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Approximately eleven months prior to the start of the Biennial Budget, the Budget Department issues a call for projects to all divisions for VTA's capital programs: VTA Transit, 2000 Measure A Transit Improvement Program, VTP Program, Transit-Oriented Development Program, and 2016 Measure B Program.

The divisions determine which projects to submit based on a variety of factors including available transit asset management tools. In addition, regular asset inspections and specific needs assessments help to identify potential projects. Project managers are encouraged to work with staff in other divisions, consultants, or other sources to develop scopes of work and cost estimates for submitted projects.

VTA's capital planning and prioritization process was revamped 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 to ensure increased Board understanding, involvement, and policy-level input at all stages of the process. The SCIP is a 20-year horizon comprised of: (A) first five-year period (CAP5) that is prioritized and fiscally constrained, the first two years of which inform the capital element of VTA's biennial budget; and (B) the outer 15-year projection of needs that is not prioritized or fiscally constrained.

Requests for new projects or augmentations to existing project budgets are submitted using a Capital Project Request Form which includes the following information to assist in project prioritization: project description and technical details, project cost, project type, project justification, operating cost impacts, impact of deferring the project, and impact of downsizing the scope of the project.

Once the Capital Project Request Forms are received, requests are reviewed by Budget Department staff for completeness and any outstanding questions or issues are resolved with the respective submitting department. The VTA Transit forms are then reviewed by the Grants Department to determine potential grant eligibility. In addition, any newly requested 2000 Measure A Transit Improvement Program projects are reviewed with General Counsel to confirm they are eligible for 2000 Measure A funding. Any projects submitted utilizing funding from 2016 Measure B are also reviewed by General Counsel to confirm eligibility.

The completed VTA Transit forms are then forwarded to the Capital Improvement Program Working Group (CIPWG) for review. CIPWG is a staff-level committee formed to centralize VTA's capital project request process and consists of up to two representatives per VTA division appointed by the respective Division Chief or Director. CIPWG is charged with rating the VTA Transit Capital Projects against established evaluation criteria. The criteria utilize a weighted scale to rank projects on the following characteristics: transit system preservation; transit system improvements; increases ridership; enhances safety and security; environmental sustainability; and cost impact. Once the VTA Transit Capital Projects have been rated by the CIPWG members, the ratings are consolidated, and the projects are ranked by their respective scores.

## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

CIPWG's VTA Transit project rankings and the Capital Project Request Forms for projects from all five programs are then forwarded to the Capital Improvement Program Oversight Committee (CIPOC) for review. CIPOC, which is composed of the Division Chiefs and Directors, is responsible for matching the VTA Transit requested projects with available levels of grant and local funding. The purpose of CIPOC's analysis is to develop a cohesive and comprehensive capital improvement program recommendation to the General Manager.

CIPOC's recommended VTA Transit projects as well as the projects submitted for the other four capital programs are reviewed with the General Manager. Upon completion of this review process, Budget Department staff work with executive management and the General Manager to determine changes or additions to the respective capital program budgets. Once the recommended capital programs have been finalized, Budget Department staff incorporate the projects into the Proposed Budget document by including general information about each project, funding sources for each project, and operating cost impacts.

Staff presents the proposed recommended prioritized projects for the first two years (FY 2022 & FY 2023) of the initial CAP5 to the Capital Program Committee (CPC), a Board standing committee formed to monitor and oversee VTA capital projects with major resource, multi-jurisdictional coordination, or public impact, and make recommendations to the Board on project and policy-related issues. The Board-approved prioritized project listing for the first two years of the CAP5 will then inform the capital element of the Proposed Budget.

Subsequently, the Proposed Budget is presented at a Board Budget Workshop for input from the Board of Directors and members of the public. Community meetings are also held at various locations throughout the county to receive additional public input and discuss the Proposed Budget. In addition, the Proposed Budget is presented to various Advisory Committees to receive their input and discussion. The comments received at the community and Advisory Committee meetings are provided to the Board for their review prior to adoption of the budget.

The Final Proposed Budget, including any updates or changes subsequent to the Budget Workshop, is presented to the Board for adoption at the regularly scheduled board meeting in June. Board adoption of the budget specifically authorizes the appropriation of funds. This appropriation is the legal authority to spend or otherwise commit VTA's resources. Capital appropriations, with the exception of the VTA Transit Capital Contingency, do not expire and are carried forward until the project is completed. Appropriation for the VTA Transit Capital Contingency expires at the end of the two-year budget cycle.



*BRT Station at Alum Rock Transit Center*

## *Capital Budget Calendar*

<b>Date</b>	<b>Activity</b>
<b>July 1-31, 2020</b>	<b>Review and analyze prior capital budget processes</b>
<b>August 5, 2020</b>	<b>Issue capital call for projects</b>
<b>September 11, 2020</b>	<b>Capital project requests due</b>
<b>September 14-December 14, 2020</b>	<b>Capital project requests reviewed by Grants and Budget Departments</b>
<b>October 27-November 30, 2020</b>	<b>CIPWG rates VTA Transit project submittals using established evaluation guidelines</b>
<b>December 8, 2020</b>	<b>CIPWG reviews consolidated project scores and rankings for VTA Transit projects</b>
<b>December 15, 2020 to January 11, 2021</b>	<b>CIPOC reviews CIPWG VTA Transit project priority rankings</b>
<b>January 12, 2021</b>	<b>CIPOC finalizes recommended capital budget for all programs</b>
<b>January 26, 2021</b>	<b>General Manager and CIPOC members review recommended capital budgets</b>
<b>February 12, 2021</b>	<b>VTA Transit, 2000 Measure A, VTP Highway, and Joint Development Program capital budgets finalized</b>
<b>February 26, 2021</b>	<b>Proposed Budget presented to Capital Program Committee</b>
<b>April 12, 2021</b>	<b>Proposed Budget distributed to Board and available to public</b>
<b>April 16, 2021</b>	<b>Board Budget Workshop</b>
<b>May 10-13, 2021</b>	<b>Proposed Budget presented at community meetings</b>
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<b>June 3, 2021</b>	<b>Final Budget adopted by VTA Board of Directors</b>

## ***Budget Amendment & Transfer Process***

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### **Budget Amendment**

**Definition:**

Any increase to the Board authorized appropriation limit thereby allowing greater spending or commitment of resources than previously established by the Board.

**Application:**

From time to time, circumstances change requiring additional spending authority. Regardless if these changes are accompanied by additional resources, the adopted appropriation limit may not be exceeded without authorization from the Board. The adopted appropriation limit is the total of all expenditures for a specific fund as approved by the Board and specified via the budget resolution.

**Authority Required:**

Per the VTA Administrative Code, only the VTA Board of Directors can authorize a budget amendment and that authorization requires an affirmative vote by at least eight Board members.

### **Budget Transfer**

**Definition:**

To move line item or project spending authority without increasing the Board authorized appropriation limit including those limits placed on specific funds.

**Application:**

From time to time, circumstances change wherein total spending authority remains intact; however, individual line item or project costs change. Regardless if these changes are accompanied by additional resources, a budget transfer may be necessary to appropriately and accurately reflect cost.

**Authority Required:**

The General Manager or his/her designee may authorize budget transfers between budget types (e.g., operating and capital budgets) and budget units (e.g., project or cost center) within those Funds specified in the budget resolution. Division Chiefs and Directors may authorize budget transfers between non-labor line items within their respective divisions so long as they do not exceed the appropriated budget for said division.

**Resolution No. 2021.06.15**

**RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)  
ADOPTING A BIENNIAL BUDGET OF VTA  
FOR THE PERIOD JULY 1, 2021 THROUGH JUNE 30, 2023  
(FY 2022 AND FY 2023)**

WHEREAS:

1. Section 100071(b) of the California Public Utilities Code requires the Board of Directors to adopt an annual budget for VTA.
2. Pursuant to Section 11-2(d) of the VTA Administrative Code, the General Manager has proposed that the Board of Directors adopt a biennial (two-year) budget.
3. The Board of Directors desires to adopt a biennial budget for the period July 1, 2021 through June 30, 2023 (FY 2022 and FY 2023).
4. Pursuant to Section 11-2(a) of the VTA Administrative Code the General Manager presented the FY 2022 and FY 2023 Proposed Budget to the Board of Directors and provided a copy to each City Manager in the County of Santa Clara, and to the County Executive.
5. The Proposed/Recommended Budget was reviewed by the Administration and Finance Committee on May 20, 2021, and by the Board of Directors on April 16 and June 3, 2021, and at public meetings conducted through video and teleconferencing.
6. The Recommended Budget includes all administrative, operational and capital expenses for the Congestion Management Program together with the apportionment of Congestion Management Program expenses by levy against the Managing Agency and each Member Agency to the extent necessary to fund the Congestion Management Program.
7. A list of employee position classifications and pay ranges is included in the Recommended Budget, and the amount of funds budgeted for wages, salaries and benefits for FY 2022 and FY 2023 is based upon VTA's position classification and pay ranges and is set forth in the Statement of Revenues and Expenses in the Recommended Budget.
8. The General Manager proposes an Operating Budget for the VTA Transit Fund for FY 2022 in the amount of \$531,875,978 and for FY 2023 in the amount of \$543,848,114.
9. The General Manager proposes a Capital Budget for the VTA Transit Fund for FY 2022 in the amount of \$211,976,371.

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

10. The General Manager proposes an Operating Budget for the 2000 Measure A Transit Improvement Program Fund for FY 2022 in the amount of \$139,165,279 and for FY2023 in the amount of \$142,041,650.
11. The General Manager proposes a Capital Budget for the 2000 Measure A Transit Improvement Program Fund for FY 2022 in the amount of \$2,140,873,572.
12. The General Manager proposes an Operating Budget for the Congestion Management Program Fund for FY 2022 in the amount of \$6,195,900 and for FY 2023 in the amount of \$7,042,850.
13. The General Manager proposes a Capital Budget for the VTP Highway Improvement Program Fund for FY 2022 in the amount of \$228,308,425.
14. The General Manager proposes an Operating Budget for the Transit-Oriented Development Program Fund for FY 2022 in the amount of \$297,000 and for FY 2023 in the amount of \$207,200.
15. The General Manager proposes a Capital Budget for the Transit-Oriented Development Program Fund for FY 2022 in the amount of \$16,985,242.
16. The General Manager proposes an Operating Budget for the Silicon Valley Express Lanes Program Fund for FY 2022 in the amount of \$5,826,263 and for FY 2023 in the amount of \$7,147,165.
17. The General Manager proposes an Operating Budget for the 2008 Measure B—BART Operating Sales Tax Program Fund for FY 2022 in the amount of \$100,523,796 and for FY 2023 in the amount of \$103,524,356.
18. The General Manager proposes a Program Budget for the 2016 Measure B Program Fund for FY 2022 in the amount of \$171,950,000, consisting of the three Formula-based Programs only (Local Streets and Roads, Bicycle and Pedestrian, and Transit Operations).
19. The General Counsel, pursuant to Section 6-2 of the VTA Administrative Code has prepared and recommended a Budget for the Office of General Counsel for FY 2022 and for FY 2023.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Santa Clara Valley Transportation Authority that:

1. The Recommended Biennial Budget for the Santa Clara Valley Transportation Authority (incorporated herein as though set forth at length), is hereby adopted as VTA's budget for FY 2022 and FY 2023 as stated in the attached Board Memorandum.
2. Effective July 1, 2021, positions may be authorized and filled, as required, by the General Manager and General Counsel, as appropriate, provided that total VTA-wide budget is not exceeded.

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

3. As necessary for efficient administration, position classifications may be added, modified, or deleted and salary ranges adjusted with the approval of the General Manager or General Counsel, as appropriate, provided that the changes are in accordance with applicable VTA personnel policies and procedures and are consistent with pay practices in the transportation industry. Such changes shall include pay and classification adjustments arising from agreements between VTA and its recognized labor organizations.
4. Operating appropriations will expire at the end of each fiscal year.
5. Capital and Program appropriations which are not expended during the fiscal year, shall carry over to successive fiscal years until the projects/programs are completed or otherwise terminated.
6. The VTA locally funded portion of the VTA Transit Fund capital appropriation carry over shall be set-aside as a designation of Unrestricted Net Assets in the Annual Comprehensive Financial Report.
7. The budget shall consist of eight Funds: the VTA Transit Fund, the 2000 Measure A Transit Improvement Program Fund, the Congestion Management Program Fund, the VTP Highway Improvement Program Fund, the Transit-Oriented Development Program Fund, the Silicon Valley Express Lanes Program Fund, the 2008 Measure B—BART Operating Sales Tax Program Fund, and the 2016 Measure B Program Fund. For Operating and Capital Budgets, the General Manager may reallocate appropriations between budget types (Operating or Capital) and budget units (Projects or Cost Centers) within each Fund up to the limits of each Fund's annual appropriation. Any net increase in authorized appropriations to any Fund (including an allocation from reserves) shall require an affirmative vote of at least eight Directors.
8. For the 2016 Measure B Program, the FY 2022 and FY 2023 Funding Allocations for the three Formula-based Program Areas and sub-areas (Local Streets and Roads, Bicycle and Pedestrian, and Transit Operations) are hereby approved. The VTA Board of Directors will approve Funding Allocations for the Need/Capacity-based Program Areas and sub- areas at a later date.
9. The Recommended Assessments of member agencies for the Congestion Management Program are hereby approved.

PASSED AND ADOPTED by the Santa Clara Valley Transportation Authority Board of Directors on June 3, 2021 by the following vote:

AYES: BURT, CHAVEZ, CONSTANTINE, DAVIS, HENDRICKS, JIMENEZ, JONES, LICCARDO, MONTANO, PAUL, PERALEZ, SIMITIAN

NOES: None

ABSENT: None



VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

DocuSigned by:  
*Glenn Hendricks*  
0A87E7950E9341E

Glenn Hendricks, Chairperson

Board of Directors

I HEREBY CERTIFY AND ATTEST that the foregoing resolution was duly and regularly introduced, passed and adopted by the vote of a majority of the Board of Directors of the Santa Clara Valley Transportation Authority, California, at a meeting of said Board of Directors on the date indicated, as set forth above.

Date: June 22, 2021

DocuSigned by:  
*Elaine Baltao*  
42A94D7F90F9463

Elaine Baltao, Secretary

Board of Directors

APPROVED AS TO FORM:

DocuSigned by:  
*Evelynn Tran*  
8990C5823D324E4

Evelynn Tran  
General Counsel

VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET



*Ride with Pride Bus*

***SECTION 2***  
***VTA TRANSIT***

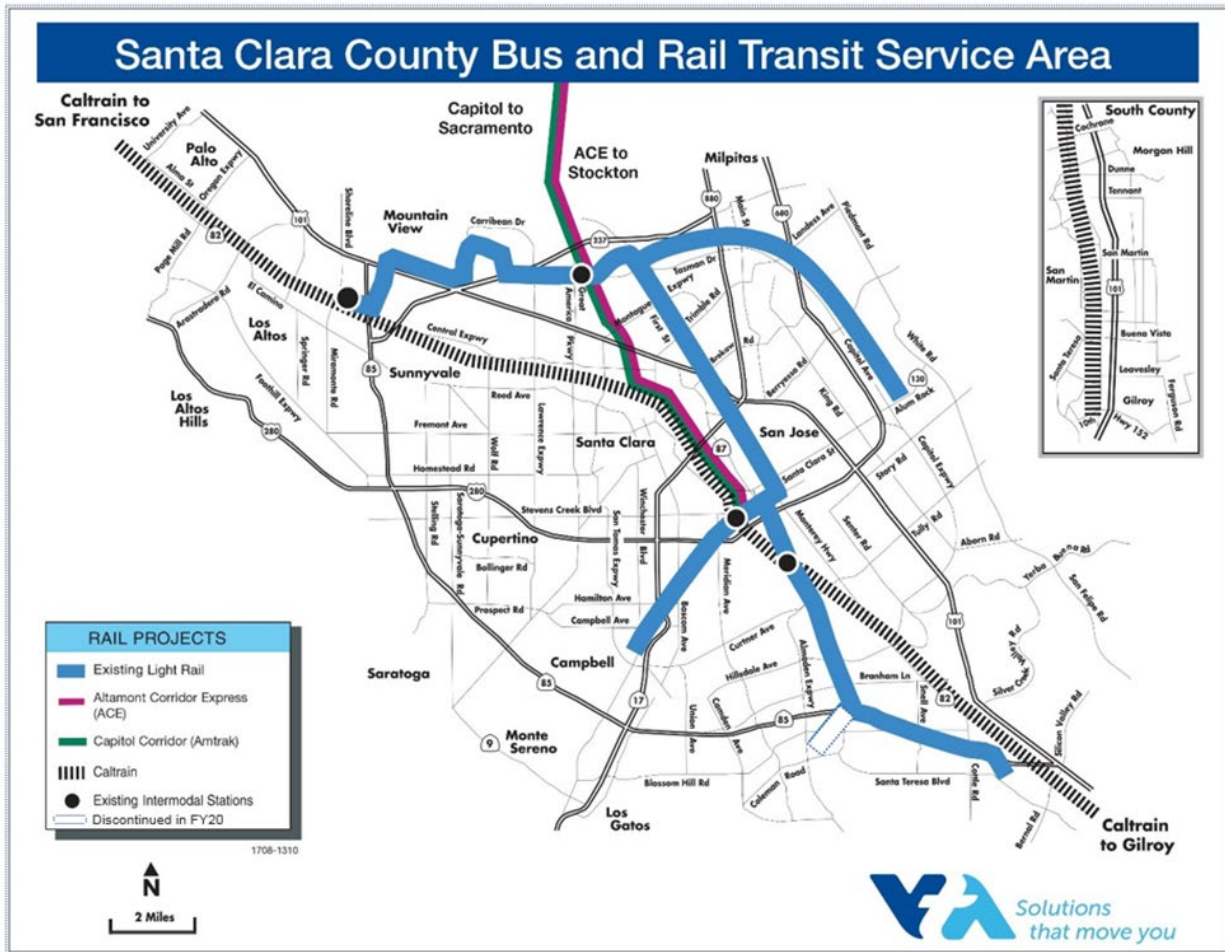
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# VTA Transit Operating

## Overview

VTA Transit encompasses the operation of 47 bus routes and 3 light rail transit lines, two of which travel along the main trunk section between Tasman at the northern end and the Transit Mall in downtown San Jose for a portion of their route. A third line connects Downtown Mountain View with the Milpitas BART Station and Alum Rock Station. In addition, VTA Transit funds paratransit and privately operated shuttle services in the County and participates in providing inter-regional commuter rail and express bus services.



## Bus Operations

VTA has an active bus fleet of 435 buses. VTA’s bus fleet varies in size and configuration based on service requirements. The table on the following page reflects the current makeup of the active fleet.

***Active Bus Fleet***  
*(As of June 2021)*

Bus Type	Number of Vehicles
Articulated (60')	75
Standard (35' & 40')	103
Hybrid (40')	174
Hybrid (30')	38
Hybrid Express	40
Electric	5
Total	435

The average age of the active fleet is 9.64 years. There are 3,146 bus stops and 587 shelters along the bus routes. VTA also maintains 3 bus park & ride lots. Buses are operated and maintained from three operating divisions and an Overhaul and Repair (O&R) facility: Cerone Operating Division, Don Pedro Chaboya Operating Division, North Operating Division, and Cerone O&R Division.

**Light Rail Transit (LRT)**

VTA operates a 42-mile LRT system connecting the Silicon Valley industrial areas of Mountain View, Sunnyvale, Santa Clara, North San Jose, and Milpitas to residential areas in East and South San Jose and Campbell. The LRT system has a total of 61 stations and 23 park & ride lots. Currently, it operates on three alignments: service between Santa Teresa in South San Jose and Baypointe in North San Jose, service between downtown Mountain View and Alum Rock in East San Jose, and service between Old Ironsides in Santa Clara and Winchester in Campbell. A fleet of 98 Kinkisharyo low floor light rail vehicles, stored and maintained at the Guadalupe Operating Division near downtown San Jose, are used to operate these three rail lines.

**ACCESS Paratransit Services**

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 ¾-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 ¾-mile standard zone, at a premium fare of \$16. Paratransit service is offered on the same days and at the same times as the corresponding fixed route service. As such, both zones follow the transit

network, and changes to the fixed route transit network can impact the geographical footprint of paratransit service.

**Contracted and Interagency Transit Services**

VTA is also a partner in various ventures that expand the transportation options for our customers. These relationships include commuter rail, inter-county express bus lines, and rail feeder services. They are operated either by contract or through cooperative agreements. The following is a description of these services:

**Caltrain**

Caltrain is a commuter rail service, provided by the Peninsula Corridor Joint Powers Board (PCJPB), which is composed of three member agencies: VTA, the San Mateo County Transit District (SamTrans) and the City and County of San Francisco. VTA provides funding for a portion of the operating and capital costs of the Caltrain commuter rail service. Ninety-two trains (including 22 Baby Bullet Express trains) operate between San Jose Diridon Station and San Francisco each weekday, with 34 of these trains extended to the Tamien Station in San Jose where a connection can be made to the LRT System. Connection to the LRT System can also be made at the San Jose Diridon and Mountain View Caltrain Stations. Six peak-hour weekday trains extend south of Tamien station to Gilroy. Twenty-eight Saturday trains and 24 Sunday trains, including 4 Baby Bullet Express trains each day, are operated between San Jose Diridon Station and San Francisco. There are 31 stations along the line of which 15 are located in Santa Clara County. In November 2020, voters in San Francisco, Santa Clara and San Mateo counties approved Measure RR, a 1/8 cent tax to provide a dedicated funding source for Caltrain. With the passage of Measure RR, VTA is no longer obligated to contribute to the operating and capital costs of the Caltrain commuter rail service.

**Altamont Corridor Express**

The Altamont Corridor Express (ACE) is administered and funded under a cooperative agreement among VTA, the Alameda County Congestion Management Agency, and the San Joaquin Regional Rail Commission (SJRRC). ACE provides four peak hour round trips on weekdays from the Central Valley to Santa Clara County. Stations along the 86-mile route are located in Stockton, Lathrop, Tracy, Livermore (2), Pleasanton, Fremont, Santa Clara (2), and San Jose. The service operates on tracks owned by the Union Pacific railroad. ACE service began in October 1998. SJRRC is the owner, operator, and policymaking body for ACE service. Pursuant to the ACE agreement, funding of operating costs is based on Fiscal Year 2003 contributions, escalated annually by consumer price index increases.

VTA also provides eight free shuttles to transport ACE riders from the Great America Station in Santa Clara to destinations throughout Silicon Valley. These shuttles are funded by a grant from the Bay Area Air Quality Management District and contributions from ACE and Lockheed Martin Space Systems.

**Capitol Corridor Intercity Rail Service**

VTA is also a member of the Capitol Corridor Joint Powers Authority (Capitol Corridor JPA) that provides Capitol Corridor Intercity Rail Service, which operates 30 week-day trains between Sacramento and Oakland, with 14 continuing to San Jose and operates 22 weekend trains between Sacramento and Oakland, with 14 continuing to San Jose. Stops are located at

## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

stations in Auburn, Rocklin, Roseville, Sacramento, Davis, Suisun/Fairfield, Fairfield/Vacaville, Martinez, Richmond, Berkeley, Emeryville, Oakland (2), Hayward, Fremont, Santa Clara (2), and San Jose. The Capitol Corridor JPA is composed of VTA, the Sacramento Regional Transit District, the Placer County Transportation Planning Agency, the Congestion Management Agencies of Solano and Yolo Counties, and the San Francisco Bay Area Rapid Transit District (BART). Under contract with the Capitol Corridor JPA, BART manages the service and Amtrak operates the service on tracks owned by Union Pacific Railroad. Funding is provided by the State of California.

### **Highway 17 Express**

The Highway 17 Express, operating between Santa Cruz, Scotts Valley, and downtown San Jose, is an inter-county bus service operated through a cooperative arrangement between VTA, the Santa Cruz Metropolitan Transit District (METRO), the Capitol Corridor JPA, and Caltrans. VTA and METRO share the majority of weekday net operating costs equally. The Capitol Corridor JPA and Caltrans provide funding for weekend and holiday service and for certain weekday trips. The service is managed and operated by METRO.

### **San Jose Airport Flyer**

VTA, in partnership with the City of San Jose, provides frequent bus service seven days a week to the Norman Y. Mineta San Jose International Airport. The “Airport Flyer” Route 60 connects the airport with downtown Campbell, downtown Santa Clara, Santa Clara Caltrain, VTA Light Rail, and BART at the Milpitas Transit Center. VTA operates the service, and the City of San Jose provides some operating subsidy annually.



*VTA/SJC Route 60 Airport Flyer*



## ***VTA Transit Operating Budget Assumptions***

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In order to facilitate the preparation of the FY 2022 and FY 2023 Biennial Budget, several major assumptions relating to the economy, revenues, service levels, and other factors that affect costs and revenues were utilized. In addition to the general assumptions listed below, the biennial budget was designed to support VTA's Strategic Plan Core Values and Business Lines.

### **Service Levels**

In May 2019, the VTA Board of Directors unanimously approved the 2019 New Transit Service Plan (NTSP) for FY 2020 and FY 2021, 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 during FY 2022.

The proposed budget reflects these agency service priorities over the next two years. During FY 2022, the Biennial Budget provides funding to return to service levels that were in place under the 2019 Transit Service Plan as early as July 1, 2021. However, because of constraints to the number of operators that can be hired and trained to provide the additional service levels, the increase will be more gradual. When fully implemented, the service will be slightly different than the NTSP, with minor adjustments to specific routes based on ridership demand, public input, and performance data. As a result, there will be a slight decrease in projected service miles compared to the actual service miles in FY 2019, due to the redeployment of transit service in the NTSP to the busiest transit corridors, which have high ridership but slower speed. The budget assumes that this service level will be maintained through the end of FY 2023.

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 decrease of 0.2% 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.

***Service Levels***  
*(In Thousands)*

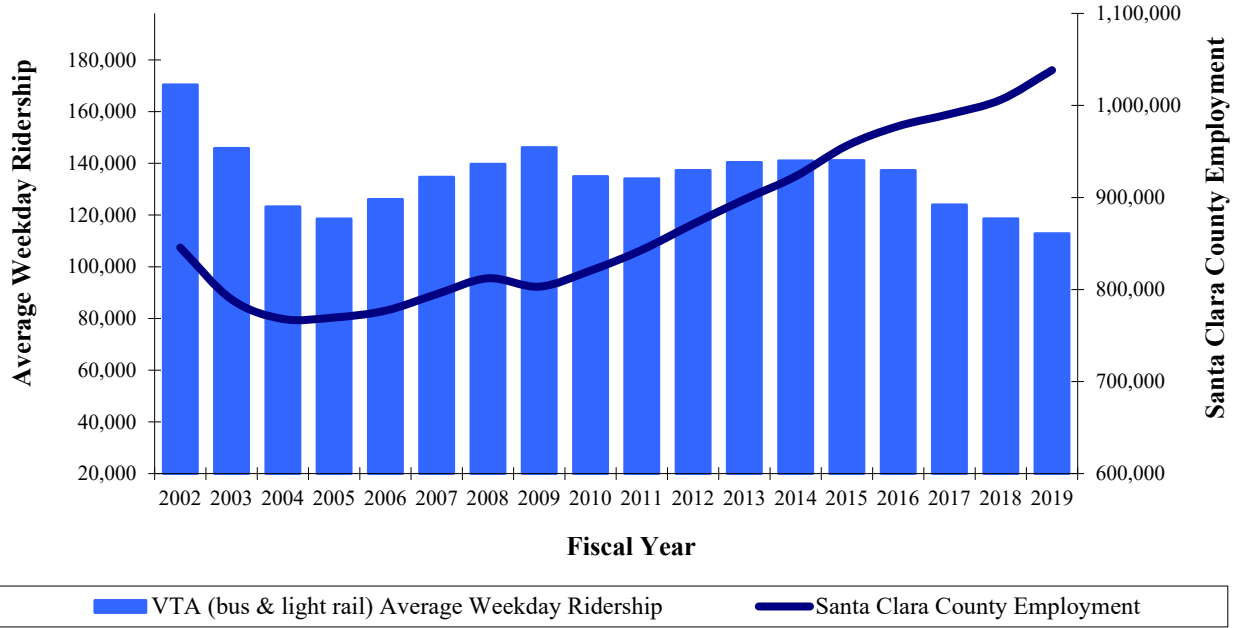
	<b>FY 2019 Actual</b>	<b>FY 2020 Actual</b>	<b>FY 2021 Projected Actual<sup>3</sup></b>	<b>FY 2022 Adopted Budget</b>	<b>FY 2023 Adopted Budget</b>
<b>Service Miles</b>					
Bus	18,840	16,748	13,925	18,690	18,655
Light Rail Train	2,285	1,824	1,691	2,375	2,373
<b>Total Service Miles</b>	<b>21,125</b>	<b>18,572</b>	<b>15,616</b>	<b>21,065</b>	<b>21,028</b>
% change		-12.1%	-15.9%	34.9%	-0.2%
<b>Service Hours</b>					
Bus	1,480	1,347	1,121	1,503	1,500
Light Rail Train	155	131	127	170	170
<b>Total Service Hours</b>	<b>1,635</b>	<b>1,478</b>	<b>1,248</b>	<b>1,673</b>	<b>1,670</b>
% change		-9.6%	-15.6%	34.1%	-0.2%

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

<sup>3</sup> Preliminary Unaudited.

## Ridership

**VTA Average Weekday Ridership and Santa Clara County Employment**



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	FY 2019 Actual	FY 2020 Actual	% Var	FY 2021 Projected Actual	% Var	FY 2022 Adopted Budget	% Var	FY 2023 Adopted Budget	% Var	% Var (FY 2023 to FY 2019)
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%
<b>Total</b>	<b>35,466</b>	<b>27,984</b>	<b>-21.1%</b>	<b>11,895</b>	<b>-57.5%</b>	<b>18,798</b>	<b>58.0%</b>	<b>29,495</b>	<b>56.9%</b>	<b>-16.8%</b>

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

## Revenues

### Fares

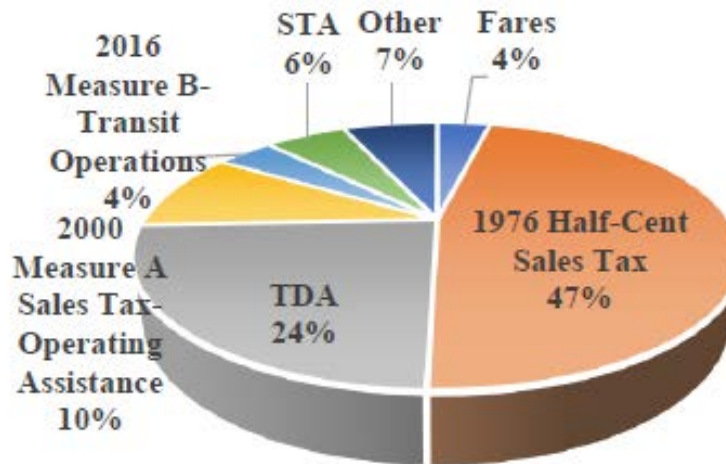
There is no change in the current fare pricing structure at this time. The ongoing regional Transit Fare Coordination and Integration Study, in which VTA is represented in the regional Fare Integration Task Force, may provide certain recommendations on fares that may affect VTA. The ultimate decision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

### Sales Tax-Related Revenues

Sales tax based revenues include 1976 half-cent local sales tax, a quarter-cent state sales tax (from Transportation Development Act or TDA), and 2000 Measure A Sales Tax-Operating Assistance which is derived from 2000 Measure A half-cent sales tax revenues.

As the chart below illustrates, over 85% of VTA’s budgeted operating revenues are generated from these sales tax measures, the proceeds from which are driven by the local economy.

## *FY 2022 and FY 2023 Budgeted Revenues*



### **1976 Half-Cent 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.

## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

To determine the growth assumption for FY 2022 and FY 2023, staff reviewed multiple projection scenarios. The Adopted Budget reflects projected growth of 13.7% and 6.5% in FY 2022 and FY 2023 respectively. The growth rates are 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.

### **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 Adopted Budget reflects MTC projections as of February 2021, which assume growth of 13.7% and 6.5% in FY 2022 and FY 2023 respectively.

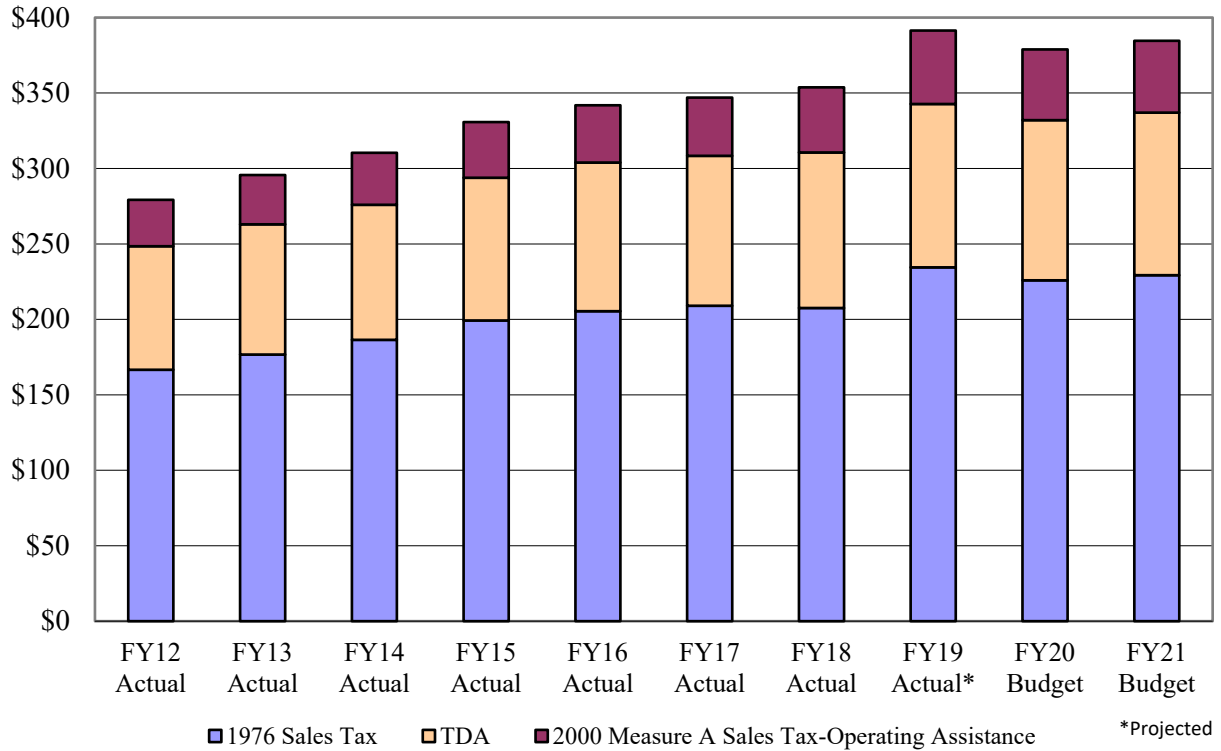
### **2000 Measure A Sales Tax-Operating Assistance**

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 to be used to provide operating assistance for VTA Transit. The Adopted Biennial Budget includes a 20.75% of the 2000 Measure A sales tax revenue to be used towards funding.

The 2000 Measure A tax is derived from the same taxable sales base as the 1976 half-cent tax and the same two-year growth projections were assumed.

The chart and table on the following page reflect the eight-year historical and two-year budgeted receipts for these three sales tax based revenues.

***Sales Tax Based Revenue Trend***  
(Dollars in Millions)



***Sales Tax Based Revenue Trend***  
(Dollars in Millions)

Category	FY14 Actual	FY15 Actual	FY16 Actual	FY17 Actual	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Projected	FY22 Budget	FY23 Budget
1976 Sales Tax	186	199	205	209	208	238	210	212	236	252
TDA	90	95	99	99	103	109	111	107	123	126
2000 Measure A Sales Tax-Operating Assistance	34	37	38	39	43	49	44	44	49	52
2016 Measure B-Transit Oper.	0	0	0	0	0	29	15	15	24	18
<b>Total</b>	<b>310</b>	<b>331</b>	<b>342</b>	<b>347</b>	<b>354</b>	<b>425</b>	<b>380</b>	<b>378</b>	<b>432</b>	<b>448</b>

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

**Additional Revenues**

**2016 Measure B – Transit Operations**

The 2016 Measure B, discussed in more detail on page 235, includes a program category for Transit Operations. Candidate projects and programs included in the ballot language for this category include:

- Expand mobility services and affordable fare programs for seniors, disabled, students and low-income riders;
- Enhance Frequent Core Bus Network;
- Improve amenities at bus stops to increase safety, security and access; and,
- Support new innovative transit service models to address first/last mile connections.

The ballot language also directs that Transit Operations receive 7.9% of 2016 Measure B one-half cent sales tax. The Adopted VTA Transit Fund Operating Budget includes a 7.9% of 2016 Measure B one-half cent sales tax for both FY 2022 and FY 2023.

**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 the Metropolitan Transportation Commission (MTC), and other selected agencies. 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. 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 Adopted Budget assumes a VTA share of \$26.6 million per year and are based on the latest estimates from MTC. 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 funding that VTA is allocated for operational use, an action the VTA Board approved in April 2021.

The table below shows the eight-year historical and two-year budgeted receipts from STA.

***STA Revenue Trend***  
***(Dollars in Millions)***

<b>FY14 Actual</b>	<b>FY15 Actual</b>	<b>FY16 Actual</b>	<b>FY17 Actual</b>	<b>FY18 Actual</b>	<b>FY19 Actual</b>	<b>FY20 Actual</b>	<b>FY21 Projected</b>	<b>FY22 Budget</b>	<b>FY23 Budget</b>
15.3	14.0	13.6	9.0	21.1	45.1	25.2	28.3	31.4	26.9

**Federal Operating Grants**

The FY 2022 and FY 2023 Adopted Budget 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 Operating Grant Revenue Trend***  
*(Dollars in Millions)*

	FY14 Actual	FY15 Actual	FY16 Actual	FY17 Actual	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Projected	FY22 Budget	FY23 Budget
Federal Operating Grant	22.7	24.6	4.1	4.2	4.2	4.4	3.9	4.8	5.1	4.6
Federal Relief Funding	0	0	0	0	0	0	73.0	68.6		

**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 \$35to \$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.

**Expenses**

**Labor Costs**

The Adopted Biennial Budget reflects the following assumptions related to labor costs:

- Wage increases are 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.
- Four janitorial positions are added in FY 2022 and FY 2023 to clean and care for buildings, facilities, and equipment.



VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

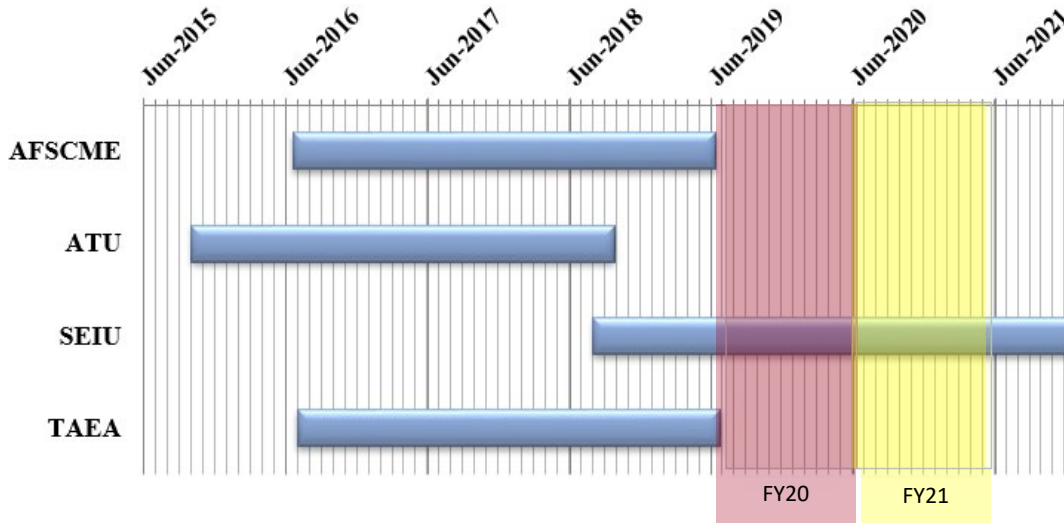
The table below shows the eight-year historical and two-year budgeted labor costs.

**Labor Cost Trend**  
(Dollars in Millions)

FY14 Actual	FY15 Actual	FY16 Actual	FY17 Actual	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Projected Actual <sup>4</sup>	FY22 Budget	FY23 Budget
280.7	289.4	300.2	307.1	324.0	342.4	329.6	342.2	358.6	368.8

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

**Contract Duration**



AFSCME—American Federation of State, County, and Municipal Employees, Local 101  
 ATU—Amalgamated Transit Union, Local 265  
 SEIU—Service Employees International Union, Local 521  
 TAEA—Transportation Authority Engineers and Architects Association, Local 21

**Staffing**

FY 2022 and FY 2023 staffing reflect the addition of four janitorial positions to clean and care for buildings, facilities, and equipment.

<sup>4</sup> Projection as of July 31, 2019; Preliminary Unaudited.

***Position Summary by Division<sup>5</sup>***

<b>Division</b>	<b>FY20<sup>6</sup></b>	<b>FY21<sup>7</sup></b>	<b>FY22<sup>8</sup></b>	<b>FY23<sup>4</sup></b>
Administrative Services	220	244	225	225
Engineering & Program Delivery	86	87	86	86
External Affairs	63	63	63	63
General Counsel	15	15	16	16
General Manager	25	27	28	28
Office of CFO, Finance., Budget., & Real Estate	94	91	95	95
Operations	1,807	1,810	1,805	1,805
Planning & Programming	45	45	43	43
System Safety & Security	34	34	34	34
<b>Grand Total</b>	<b>2,389</b>	<b>2,416</b>	<b>2,395</b>	<b>2,395</b>

**Non-Labor Costs**

**Fuel**

The Adopted Budget assumes \$2.65 per gallon for diesel in FY 2022 and \$2.75 per gallon in FY 2023, including taxes and fees. Assumptions include 18.69 million service miles for FY 2022 and 18.66 million service miles for FY 2023. Annual usage is estimated at approximately 3.9 million gallons in both FY 2022 and FY 2023. The actual average cost per gallon of diesel including taxes, was \$2.21 for FY 2020 and \$2.13 for FY 2021, with prices gradually increase during the latter part of the year. The average price for June 2021 was \$2.83 per gallon.

**Paratransit**

Paratransit trips dropped significantly during the pandemic. The FY 2022 and FY 2023 budget anticipate an increase of ridership and provide service at FY 2019 level (the last full year before the pandemic). The tables on the next page detail the elements of the Paratransit budget and the major operating metric for this service.

***Paratransit Operating Metrics***  
*(in Thousands)*

	<b>FY 2020 Actual</b>	<b>FY 2021 Projected</b>	<b>FY 2022 Adopted Budget</b>	<b>FY 2021 Adopted Budget</b>
Ridership	420	160	278	362
Primary Revenue Vehicle Hours	255	158	320	320
Supplemental Trips	63	0	72	72
Fare Revenue	\$1,498	\$1,111	\$873	\$1,350

<sup>5</sup> Budgeted positions excluding interns, extra-help and long-term leave.

<sup>6</sup> As of 6/30/18, division totals adjusted to reflect reorganizations.

<sup>7</sup> As of 6/30/19, division totals adjusted to reflect reorganizations.

<sup>8</sup> Budgeted positions.

***Paratransit Expense Detail***  
(In Thousands)

Line	Paratransit Expense	FY20 Actual	FY21 Projected Actual <sup>9</sup>	FY 2022 Adopted Budget	FY 2023 Adopted Budget
1	Primary Provider-Fixed	3,471	3,491	4,505	4,657
2	Primary Provider-Revenue Vehicle Hour	13,840	12,119	17,282	17,781
3	Supplemental Service	1,333	0	1,857	1,912
4	Eligibility	1,075	1,022	987	993
5	Vehicle Maintenance	638	453	714	714
6	Fuel	1,359	1,065	1,432	1,594
7	Facilities/Maintenance/Utilities	339	296	361	371
8	Fare Processing	9	2	12	13
9	Software/Hardware	269	295	305	320
10	VTA Staff Services	936	1,063	1,752	1,738
11	<b>Total Paratransit Expense</b>	<b>23,269</b>	<b>19,807</b>	<b>29,206</b>	<b>30,093</b>

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

**Transfer to Capital Reserve**

The VTA Transit Fund does not have a dedicated local revenue source for capital expenditures. Any capital enhancements, improvements or state of good repair 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 Adopted Budget reflects a transfer of \$40.0 million to the Capital Reserve in each year. This two-year transfer is anticipated to fully fund the local share of capital costs in the subsequent FY 2024 and FY 2025 budget cycle.

<sup>9</sup> Projection as of July 31, 2019; Preliminary Unaudited.

VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

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

Line	Category	FY20 Actual	FY21 Current Budget <sup>10</sup>	FY21 Projected Actual <sup>11</sup>	FY22 Adopted Budget	Variance from FY21 Projection	% Var	FY23 Adopted Budget	Variance from FY22 Budget	% Var
1	Fares-Transit	27,318	36,426	13,075	15,558	2,483	19.0%	20,541	4,983	32.0%
2	Fares-Paratransit	1,498	2,146	470	873	402	85.5%	1,350	478	54.8%
3	Sales Tax Revenue	209,82	229,254	212,391	236,381	23,990	11.3%	251,631	15,250	6.5%
4	TDA	110,98	107,749	115,032	123,104	8,072	7.0%	125,566	2,462	2.0%
5	Measure A Sales Tax-Oper. Asst.	43,551	47,570	44,066	49,049	4,983	11.3%	52,213	3,164	6.5%
6	2016 Measure B - Transit OPS	14,500	14,500	14,500	23,586	9,086	62.7%	17,504	-6,082	-25.8%
7	STA	25,233	40,542	29,562	31,486	1,924	6.5%	26,924	-4,562	-14.5%
8	Federal Operating Grants	76,941	4,822	4,813 <sup>12</sup>	5,054	242	5.0%	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	4,013	4,230	217	5.4%	4,589	359	8.5%
11	Advertising Income	3,221	4,369	2,139	2,636	497	23.2%	3,226	590	22.4%
12	Measure A Repayment Obligation	14,731	14,665	14,665	17,593	2,928	20.0%	17,553	-040	-0.2%
13	Other Income	6,003	5,090	3,430	2,241	-1,190	-34.7%	2,860	619	27.6%
<b>14</b>	<b>Total Revenue/Sources</b>	<b>540,74</b>	<b>513,893</b>	<b>459,343</b>	<b>514,196</b>	<b>54,852</b>	<b>11.9%</b>	<b>529,883</b>	<b>15,687</b>	<b>3.1%</b>
15	Labor Costs	329,62	357,905	342,159	358,641	16,482	4.8%	368,771	10,130	2.8%
16	Material & Supplies	23,187	31,296	19,571	25,616	6,045	30.9%	25,211	-405	-1.6%
17	Security	15,546	22,010	20,290	24,775	4,485	22.1%	25,731	956	3.9%
18	Professional & Special Services	4,039	7,067	4,770	10,206	5,436	113.9%	9,313	-893	-8.7%
19	Other Services	12,110	11,110	12,516	12,731	215	1.7%	12,990	258	2.0%
20	Fuel	7,974	10,655	6,163	10,386	4,223	68.5%	10,734	348	3.3%
21	Traction Power	4,502	5,360	4,378	5,946	1,568	35.8%	6,327	381	6.4%
22	Tires	1,658	1,683	1,442	1,624	182	12.6%	1,685	61	3.8%
23	Utilities	3,546	4,323	3,671	4,313	642	17.5%	4,439	126	2.9%
24	Insurance	3,834	7,897	8,154	8,546	392	4.8%	8,989	443	5.2%
25	Data Processing	5,457	6,446	6,075	7,471	1,397	23.0%	7,527	56	0.8%
26	Office Expense	270	337	259	286	27	10.3%	287	1	0.2%
27	Communications	1,664	1,820	1,647	1,866	219	13.3%	1,912	47	2.5%
28	Employee Related Expense	550	1,218	996	1,081	85	8.6%	1,106	25	2.3%
29	Leases & Rents	887	879	898	983	85	9.4%	983	0	-0.0%
30	Miscellaneous	836	1,125	938	1,083	145	15.5%	986	-97	-9.0%
31	Reimbursements	-39,119	-47,859	-40,840	-44,328	-3,488	8.5%	-44,808	-480	1.1%
32	Subtotal Operating Expense	376,56	423,271	393,088	431,227	38,140	9.7%	442,183	10,956	2.5%
33	Paratransit	23,269	28,099	19,842	29,206	9,364	47.2%	30,093	887	3.0%
34	Caltrain	10,800	10,800	10,800						
35	Altamont Corridor Express	5,454	5,773	5,710	6,054	344	6.0%	6,242	188	3.1%
36	Highway 17 Express	375	400	394	419	25	6.3%	439	20	4.7%
37	Monterey San Jose Express	000	035	000	000	000	0.0%	000	000	0.0%
38	Contribution to Other Agencies	966	1,187	728	1,061	333	45.6%	1,061	000	0.0%
39	Debt Service	20,819	20,784	20,773	20,909	136	0.7%	20,831	-78	-0.4%
40	Subtotal Other Expense	61,684	67,077	58,247	57,649	10,202		58,665	1,016	1.8%
41	Operating and Other Expense	438,25	490,348	451,335	488,876		9.7%	500,848	11,972	2.4%
42	Transfer to Capital	35,000	35,000	35,000	40,000	5,000	14.3%	40,000	000	0.0%
43	Contingency	000	000	000	3,000	3,000	0.0%	3,000	000	0.0%
<b>44</b>	<b>Total Expense/Contingency/Cap</b>	<b>473,25</b>	<b>525,348</b>	<b>486,335</b>	<b>531,876</b>	<b>8,000</b>	<b>24.0%</b>	<b>543,848</b>	<b>11,972</b>	<b>2.3%</b>
<b>45</b>	<b>Operating Balance</b>	<b>67,489</b>	<b>-11,456</b>	<b>-26,991</b>	<b>-17,680</b>			<b>-13,965</b>		

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

Descriptions of each Revenue and Expense Category can be found in Appendix D.

<sup>10</sup> Reflects Adopted Budget approved by the Board on June 14, 2019, and augmentation approved on November 7, 2019.

<sup>11</sup> Projection as of July 31, 2021; Preliminary Unaudited.

<sup>12</sup> Reflects the exclusion of CARES Act Funding received and additional ADA funding

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

<u>Line</u>	<u>Description</u>	<u>FY 2020</u> <u>Actual</u>	<u>FY 2021</u> <u>Projected</u> <u>Actual<sup>13</sup></u>	<u>FY 2022</u> <u>Proposed</u> <u>Budget</u>	<u>FY 2023</u> <u>Proposed</u> <u>Budget</u>
<b><u>Operating Balance</u></b>					
1	Total Operating Revenues	467,808	445,496	514,196	529,883
2	Total Operating Expenses	(473,251)	(480,685)	(531,876)	(543,848)
3	Operating Balance	(5,443)	(35,188)	(17,680)	(13,965)
<b><u>Operating Balance Transfers</u></b>					
4	Operating Balance	(5,443)	(35,188)	(17,680)	(13,965)
5	Transfer From/(To) Operating Reserve	-	-	-	-
6	Transfer From/(To) Sales Tax Stabilization Fund	-	-	-	-
7	Transfer From/(To) Debt Reduction Fund	-	-	-	-
<b><u>Operating Reserve</u></b>					
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 % <sup>14</sup>	14.4%	14.3%	13.9%	13.6%
<b><u>Sales Tax Stabilization Fund</u></b>					
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
<b><u>Federal Relief Funding Balance</u></b>					
15	Beginning Balance <sup>15</sup>	141,576	136,133	140,300	122,619
16	Transfer From/(To) Operating Balance	(5,443)	(35,188)	(17,680)	(13,965)
17	Ending Balance	136,133	100,945	122,619	108,654

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

<sup>13</sup> Projection as of March 4, 2021

<sup>14</sup> Line 10 divided by subsequent fiscal year budgeted Operating Expenses

<sup>15</sup> VTA was appropriated with CARES Act Funding of \$141.6M in FY2020 and is expected to receive CRRSAA Funding of \$39.4M in FY2022

## 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	\$531.9	\$543.8	\$559.1	\$573.2	\$590.2	\$589.1	\$606.4	\$619.2	\$637.4	\$655.2
Operating Balance	\$(17.7)	\$(14.0)	\$(18.8)	\$(17.2)	\$(22.6)	\$(27.8)	\$(33.8)	\$(35.2)	\$(41.9)	\$(47.9)
Federal Relief Funding Balance	\$122.6	\$108.7	\$89.8	\$72.6	\$50.0	\$22.2	\$ -	\$ -	\$ -	\$ -

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.
- 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 FY 2025, and then grow by \$2 million biennially thereafter.

VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

Operating Balance

- The 10-year projection shows that expenses outpace revenues in each fiscal year during the projection period, growing from a deficit of \$17.7 million in FY 2022 to a deficit of \$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 2027.

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.

***Division Budget Summary***

*(Dollars in Thousands)*

<b>Division</b>	<b>FY20 Actual</b>	<b>FY21 Current Budget</b>	<b>FY21 Projected Actual</b>	<b>FY22 Adopted Budget</b>	<b>FY23 Adopted Budget</b>
Administrative Services	39,963.5	45,739.2	41,345.2	<b>47,028.0</b>	48,064.0
Auditor General	69.4	400.5	362.6	<b>586.1</b>	586.1
Engineering & Program Delivery	13,750.6	17,736.3	13,489.7	<b>18,622.8</b>	18,444.0
External Affairs	9,981.8	12,642.9	9,702.6	<b>12,453.2</b>	12,636.2
General Counsel	3,084.6	3,444.1	3,272.0	<b>3,919.3</b>	3,973.9
General Manager	4,812.2	5,991.4	4,471.6	<b>10,305.0</b>	10,678.7
Non-Departmental	55,667.8	40,111.7	55,648.7	<b>38,113.7</b>	42,891.3
Finance, Budget & Real Estate	20,640.5	27,595.3	26,164.5	<b>29,600.1</b>	30,884.2
Operations	337,112.9	383,810.6	339,506.5	<b>373,808.9</b>	378,407.4
Planning & Programming	7,496.4	9,021.1	8,571.0	<b>10,734.8</b>	9,981.5
System Safety & Security	19,790.1	26,714.0	24,640.1	<b>31,031.6</b>	32,108.8
<b>Total Expense</b>	<b>512,369.9</b>	<b>537,472.1</b>	<b>493,963.5</b>	<b>534,437.2</b>	<b>546,565.8</b>
Reimbursements	(39,119.2)	(40,840.0)	(47,859.0)	<b>(44,327.7)</b>	(44,808.0)
<b>Net Total</b>	<b>473,250.7</b>	<b>496,632.1</b>	<b>446,104.5</b>	<b>490,109.5</b>	<b>501,757.8</b>

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

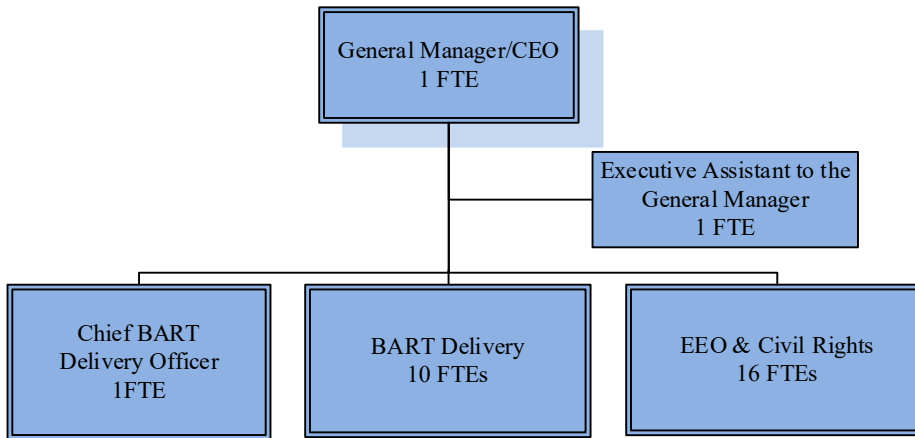
## Office of the General Manager

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The Office of the General Manager/CEO is responsible for the overall administration of VTA and oversees VTA’s construction, planning, financial, and capital program efforts and strategies. The Office also serves as VTA’s Purchasing Agent, executes and implements Real Estate transactions, as authorized by VTA’s Board of Directors, and executes grant agreements in accordance with VTA’s Administrative Code or as authorized by the Board of Directors. VTA’s General Manager/CEO reports directly to the Board.

The Office of the General Manager/Chief Executive Officer is also responsible for executive oversight of the BART Delivery Program, and Office of Civil Rights (OCR).

**29 FTEs**  
(Budgeted Positions as of 7/1/21)



### Department Descriptions

**BART Delivery Program:**

VTA’s BART Silicon Valley Extension Program (BSV) is responsible for expanding BART service into Santa Clara County. The project is being built in two phases.

Phase I extended service from Alameda County into Santa Clara County, with stops at Milpitas and Berryessa/North San José. Service began on June 13, 2020.

Phase II, currently in design and engineering, will extend service from the Berryessa Transit Center to stations at 28th Street/Little Portugal, Downtown San José, Diridon Station with the end of service in Santa Clara.

**Office of Civil Rights:**

The Office of Civil Rights oversees Civil Rights, Title VI, and all diversity and inclusion initiatives and events.



*Office of the General Manager cont.*

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*Office of the General Manager  
Position Detail*

<b>Job Title</b>	<b>Existing Positions FY20<sup>16</sup></b>	<b>Existing Positions FY21<sup>17</sup></b>	<b>Budgeted Positions FY22</b>	<b>Budgeted Positions FY23</b>
Assistant Transportation Engineer	1	0	0	0
Associate Human Resources Analyst	2	2	2	2
Capital Project Coordinator	0	1	1	1
Civil Rights Program Manager	1	0	0	0
Community Outreach Supervisor	1	1	1	1
Deputy Director of EE Relations & Civil Rights	0	1	1	1
Deputy Director, Construction	0	0	1	1
Deputy Director, SVRT/BART Proj Controls	1	1	1	1
Director of SVRT Business Operations	1	1	1	1
EEO & Civil Rights Manager	1	0	0	0
Employee Relations Manager	0	1	1	1
Executive Assistant to General Manager	1	1	1	1
Extra Help	0	1	1	1
General Manager	1	1	1	1
Human Resources Analyst	4	4	4	4
Human Resources Assistant	2	2	2	2
Management Aide - NR	2	2	2	2
Office Specialist II	1	1	1	1
Office Support Supervisor	1	1	1	1
Senior Cost & Schedule Coordinator	1	1	1	1
Senior Human Resources Analyst	2	3	3	3
Senior Management Analyst	1	1	1	1
Senior Transportation Engineer	1	1	1	1
Union Business - SEIU	0	1	1	1
<b>Total</b>	<b>25</b>	<b>28</b>	<b>29</b>	<b>29</b>

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<sup>16</sup> As of 6/30/20, adjusted to reflect division reorganizations.

<sup>17</sup> As of 6/30/21, adjusted to reflect division reorganizations.

*Office of the General Manager cont.*

***Office of the General Manager Expense Budget***  
*(Dollars in Thousands)*

Category	FY20 Actual	FY21 Current Budget <sup>18</sup>	FY21 Projected Actual <sup>19</sup>	FY22 Adopted Budget	Variance from FY21 Projection	% Var	FY23 Adopted Budget	Variance from FY22 Budget	% Var
Wages & Salaries	2,422.1	3,021.3	2,271.5	3,779.7	1,508.1	66.4%	3,963.1	183.4	4.9%
Benefits	1,497.3	1,729.6	1,560.1	1,933.4	373.3	23.9%	2,093.5	160.1	8.3%
<b>Labor Cost</b>	<b>3,919.3</b>	<b>4,750.9</b>	<b>3,831.7</b>	<b>5,713.1</b>	<b>1,881.4</b>	<b>49.1%</b>	<b>6,056.7</b>	<b>343.5</b>	<b>6.0%</b>
Material & Supplies	0.0	0.1	0.0	0.4	0.4	0.0%	0.4	0.0	0.0%
Professional & Special Services	232.6	476.4	157.2	573.5	416.3	264.8%	603.5	30.0	5.2%
Other Services	26.1	2.5	0.0	1.8	1.8	0.0%	1.8	0.0	0.0%
Office Expense	7.2	6.9	5.1	8.5	3.4	67.0%	8.5	0.0	0.0%
Communications	1.5	1.0	(0.0)	1.5	1.5	-8,720.7%	1.5	0.0	0.0%
Employee Related Expense	142.8	258.1	16.4	500.0	483.6	2,951.8%	500.1	0.2	0.0%
Miscellaneous	172.5	174.6	140.4	191.3	50.9	36.3%	191.3	0.0	0.0%
Contribution to Other Agencies	310.1	320.9	320.9	315.0	(5.9)	-1.8%	315.0	0.0	0.0%
Contingency	0.0	0.0	0.0	3,000.0	3,000.0	0.0%	3,000.0	0.0	0.0%
<b>Total Expense</b>	<b>4,812.2</b>	<b>5,991.4</b>	<b>4,471.6</b>	<b>10,305.0</b>	<b>5,833.4</b>	<b>130.5%</b>	<b>10,678.7</b>	<b>373.7</b>	<b>3.6%</b>
Reimbursements	(3,583.5)	(4,113.1)	(3,946.0)	(4,316.0)	(369.9)	9.4%	(4,418.3)	(102.3)	2.4%
<b>Net Total</b>	<b>1,228.6</b>	<b>1,878.3</b>	<b>525.6</b>	<b>5,989.1</b>	<b>5,463.5</b>	<b>1,039.5%</b>	<b>6,260.5</b>	<b>271.4</b>	<b>4.5%</b>

Note: Totals and percentages may not be precise due to independent rounding.  
 Descriptions of each Revenue and Expense Category can be found in Appendix D.

**Major Variances (Variance in excess of 5% and \$100,000)**

**Labor Costs:**

The FY 2022 budget reflects a \$1.9 million increase over FY 2021 actual due to the budgeting of 100% of approved positions in FY 2022 while FY 2021 actual costs reflect only filled positions. The estimated impact of FY 2022 and FY 2023 vacancies for the entire agency is reflected under Non-Departmental.

**Professional & Special Services:**

The FY 2022 budget reflects a \$416,000 increase over FY 2021 actual from Office of Civil Rights on call consultant services to assist with various projects required to be in compliance with the FTA.

<sup>18</sup> Reflects Adopted Budget approved by the Board on June 14, 2019 and augmentation approved on November 7, 2019.

<sup>19</sup> Projection as of July 31, 2021; Preliminary Unaudited.

## ***Office of the General Manager cont.***

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### **Employee Related Expense:**

The FY 2022 budget reflects a \$483,000 increase over FY 2021 actual due to limited travel, workshops, and conferences in FY 2021 from COVID-19.

### **Contingency:**

The FY 2022 budget reflects a \$3.0 million increase over FY 2021. For administrative purposes, the Operating Contingency is budgeted as a separate category. As urgent or unexpected needs arise, the required budget is transferred to the appropriate expenditure category.

### **Reimbursements:**

FY 2022 budgeted reimbursements reflect an increase of \$369,000 from FY 2021 due to higher than anticipated efforts in supporting capital projects.

## **FY 2020 & FY 2021 Accomplishments**

1. Began Phase I revenue service under the conditions of the COVID-19 pandemic.
2. Advanced final Phase II project concept which addressed BART operational and community impact concerns.
3. Initiated an Incremental Work Program for the Phase II key consulting services to provide efficiencies for VTA, reducing consultant scope overlap, redundancies, and costs.
4. Submitted Expedited Project Delivery Pilot Program application for federal funding to the Federal Transit Administration (FTA) in April 2021.
5. Closed all major engineering and design issues with BART.
6. Completed and executed all Phase II critical third-party agreements.
7. Issued Requests for Qualifications for Contract Package (CP) 1 (Systems), CP 2 Tunnel and Trackwork, and CP 4 Stations; and issued shortlists for Requests for Proposals for CPs 1 and 2.
8. Met with the FTA for FTA's Triennial Review of the Office of Civil Rights' effort for EEO, Title VI, and ADA, and FTA found no major deficiencies.
9. Updated and implemented VTA's Title VI Program, which also included updates to VTA's Limited English Proficiency Plan (LEP) and Public Participation Plan (PPP), to submit to the FTA.
10. Organized and completed year-long curriculum on Racial Equity with a cohort of 14 agency employees; Implemented training on diversity, equity, and inclusion with topics such as: core racial equity concepts, community engagement, results-based accountability, racial equity tool kits and action plans.
11. Supported Santa Clara County's Census 2020 effort.
12. For Not on Transit (NoT) program, continued development of implementation plan for grant.
13. Implemented non-supervisory civil rights training.

## *Office of the General Manager cont.*

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### **FY 2022 & FY 2023 Goals**

The following section details the Division's primary goals for the upcoming two years, the estimated implementation timeframe and the Strategic Plan Business Lines supported by those endeavors.

1. Release Requests for Proposals (RFP) for Contract Package (CP) 1 (Systems), CP 2 (Tunnel and Trackwork), CP 3 (Newhall Yard & Santa Clara Station), and CP 4 (Stations). (*Timeframe: FY2022; Business Line Supported: Delivering Projects and Programs*)
2. Receive proposals for Contract Package (CP) 1 (Systems), CP 2 (Tunnel and Trackwork), CP 3 (Newhall Yard & Santa Clara Station), and CP 4. (*Timeframe: receive CP 1 & 2 proposals FY2022, receive CP3 & 4 proposals FY2023; Business Line Supported: Delivering Projects and Programs*)
3. Receive Expedited Project Delivery funding application acceptance and Letter of Intent (LOI) from the Federal Transit Administration (FTA). (*Timeframe: FY2022; Business Line Supported: Delivering Projects and Programs*)
4. Execute a Full Funding Grant Agreement (FFGA) with FTA. (*Timeframe: FY2023; Business Line Supported: Delivering Projects and Programs*)
5. Update VTA's Equal Employment Opportunity/Affirmative Action Program to submit to the EEOC. (*Timeframe: 3<sup>rd</sup> quarter 2022; Business Line Supported: Delivering Projects and Programs*)
6. Update VTA's Title VI Program, which also includes updates to VTA's Limited English Proficiency Plan (LEP) and Public Participation Plan (PPP), to submit to the FTA. (*Timeframe: 3<sup>rd</sup> quarter 2023; Business Line Supported: Delivering Projects and Programs*)
7. Complete VTA's ADA Transition Plan to prioritize and fund improved bus stops and transit facilities for ADA access. (*Timeframe: 2<sup>nd</sup> quarter 2022; Business Line Supported: Faster, Frequent, Reliable Transit*)
8. Update VTA's Diversity and Inclusion Strategic Plan 2021-2025. (*Timeframe: 3<sup>rd</sup> quarter 2022; Business Line Supported: Delivering Projects and Programs*)
9. Implement training on topics such as, but not limited to, normalizing conversations about race, implicit bias, and transgender sensitivity. (*Timeframe: 2<sup>nd</sup> quarter 2023; Business Line Supported: Delivering Projects and Programs*)
10. Review and update all civil rights policies and procedures. (*Timeframe: 4<sup>th</sup> quarter 2023; Business Line Supported: Delivering Projects and Programs*)
11. Develop and implement EEO procedures in employee selection process. (*Timeframe: 4<sup>th</sup> quarter 2023; Business Line Supported: Delivering Projects and Programs*)



*Berryessa BART Station*

## *Auditor General*

VTA’s Auditor General is responsible for assisting the Board of Directors in fulfilling its fiduciary responsibilities of overseeing risks and controls in financial reporting, financial integrity, program activities, and reputation and public perception of the organization. The Auditor General has a direct reporting relationship to the Governance and Audit Committee and Board and an administrative reporting relationship to the General Manager. The Auditor General is, among other duties, responsible for:

- Developing and recommending the Annual Internal Audit Work Plan.
- Assigning and managing the audit resources required to conduct each internal audit.
- Providing progress reports to the Governance and Audit Committee and audit results to the Governance and Audit Committee and Board.

Scott Johnson of Macias Gini & O’Connell, LLP currently serves as VTA’s Auditor General.

### *Auditor General Expense Budget* (Dollars in Thousands)

Category	FY20 Actual	FY21 Current Budget <sup>20</sup>	FY21 Projected Actual <sup>21</sup>	FY22 Adopted Budget	Variance from FY21 Projection	% Var	FY23 Adopted Budget	Variance from FY22 Budget	% Var
Professional & Special Services	58.4	400.5	334.7	<b>585.5</b>	250.8	74.9%	<b>585.5</b>	0.0	0.0%
Office Expense	11.0	0.0	27.9	<b>0.0</b>	(27.9)	-100.0%	<b>0.0</b>	0.0	0.0%
Miscellaneous	0.0	0.0	0.0	<b>0.6</b>	0.6	0.0%	<b>0.6</b>	0.0	0.0%
Total Expense	69.4	400.5	362.6	<b>586.1</b>	223.5	61.6%	<b>586.1</b>	0.0	0.0%
Net Total	<b>69.4</b>	<b>400.5</b>	<b>362.6</b>	<b>586.1</b>	<b>223.5</b>	<b>61.6%</b>	<b>586.1</b>	<b>0.0</b>	<b>0.0%</b>

Note: Totals and percentages may not be precise due to independent rounding.  
Descriptions of each Revenue and Expense Category can be found in Appendix D.

### **Major Variances (Variance in excess of 5% and \$100,000)**

#### **Professional & Special Services:**

The FY 2022 budget reflects a \$251,000 increase over FY 2021 actual due to the contract for VTA Auditor and internal audit services. The level of services is determined by the Board in its approval of each Annual/Biennial Auditor General Work Plan.

<sup>20</sup> Reflects Adopted Budget approved by Board on June 1, 2017 and augmentation on June 6, 2019.

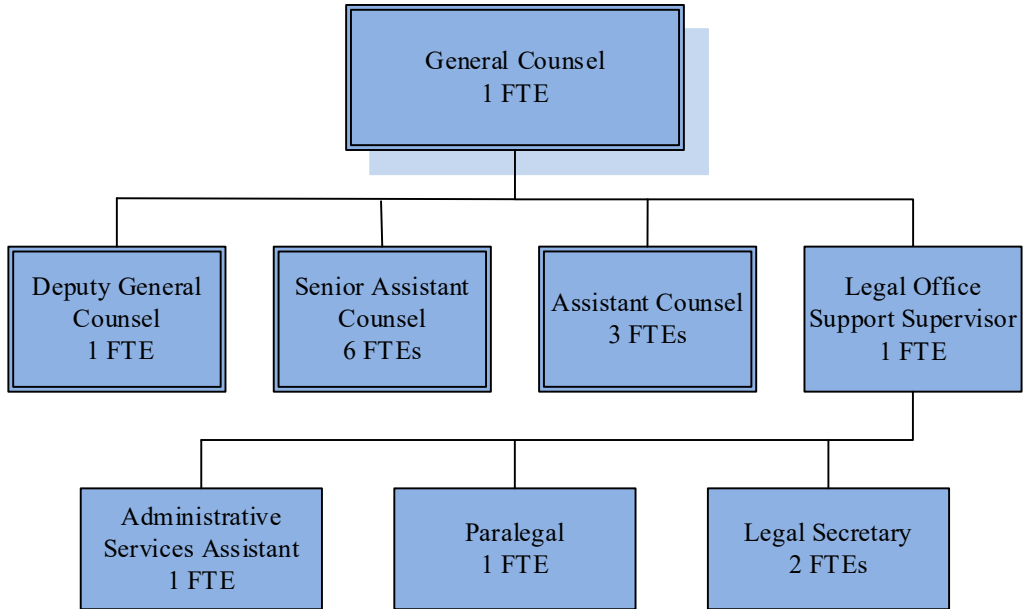
<sup>21</sup> Projection as of July 31, 2021; Preliminary Unaudited.

## Office of the General Counsel

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The General Counsel's Office provides legal advice and counsel with respect to all facets of VTA's various programs to the Board of Directors, General Manager, and all divisions and departments.

**16 FTEs**  
*(Budgeted Positions as of 7/1/21)*



*Office of the General Counsel cont.*

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*Office of the General Counsel Position Detail*

Job Title	Existing Positions FY20 <sup>22</sup>	Existing Positions FY21 <sup>23</sup>	Budgeted Positions FY22	Budgeted Positions FY23
Administrative Services Assistant	1	1	1	1
Assistant Counsel	3	2	3	3
Deputy General Counsel	1	1	1	1
General Counsel	1	1	1	1
Legal Office Support Supervisor	1	1	1	1
Legal Secretary	2	2	2	2
Paralegal	1	1	1	1
Senior Assistant Counsel	5	6	6	6
<b>Total</b>	<b>15</b>	<b>15</b>	<b>16</b>	<b>16</b>

**FY 2020 & FY 2021 Accomplishments**

1. Provided legal opinions relating to the interpretation of the 2016 Measure B ballot language to aid clients in establishing the project principles and goals, project criteria, and the 10-year plan. The General Counsel’s Office was a key contributor to the drafting of the templates for Measure B funding agreement.
2. Provided legal support for all aspects of the BART to Silicon Valley Program Phase I, including completed the Operations & Maintenance Agreement with BART and the Cities of Milpitas and San Jose; Completed and closed out right-of-way acquisitions and assigned to BART, Cities of Milpitas and San Jose, and third-party utilities; Defended multi-million dollar litigation initiated by Skanska-Shimmick-Herzog Joint Venture, the design-build contractor, and prosecuting claims against Skanska-Shimmick-Herzog Joint Venture in connection with construction delays and contract dispute.
3. Provided legal support for all aspects of BART to Silicon Valley Program Phase II, including negotiated and finalized private partnership with Google as a condition precedent for the FTA’s Expedited Project Delivery pilot program application; Negotiated and finalized critical third party agreements with utilities and local jurisdictions; Reviewed and advised on professional services contracts and the Request for Information (RFIs), and various design and construction contracts; Provided advice on potential acquisition and property valuation issues; Defended against litigation initiated by Shark Sports Entertainment, LLC, challenging the environmental review on the project.
4. Successfully resolved several cases for no payment from VTA, either through negotiations or motion practice. In addition, VTA prevailed at trial, obtaining a full defense verdict in a personal injury case.

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<sup>22</sup> As of 6/30/20.

<sup>23</sup> As of 6/30/21.



## ***Office of the General Counsel cont.***

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5. Provided advice on a plethora of legal documents timely and efficiently. In Fiscal Year 2020, the legal office reviewed approximately 700 documents ranging from contracts to requests for proposals. In the last four months, it has reviewed almost 250 legal documents.
6. Provided legal support for the deployment of the autonomous vehicle project at the Palo Alto Veterans Affairs site.
7. Assigned an in-house real estate transactional attorney to head the legal support for the VTA Transit-Oriented Development (TOD) program and to supervise outside counsel relating to VTA's TOD program.
8. Drafted and reviewed the Alpha, Beta, and final User Agreement, along with associated disclaimers that appear online at the VMT page for the VTA Vehicle Miles Traveled Evaluation Tool.

## **FY 2022 & FY 2023 Goals**

The following section details the Division's primary goals for the upcoming two years, the estimated implementation timeframe and the Strategic Plan Business Lines supported by those endeavors.

1. Provide legal guidance, support, and services for matters arising out of the May 26, 2021 incident. (*Timeframe: 3-5 years; Business Line Supported: Faster, Frequent, Reliable Transit*)
2. Provide legal guidance, support, and services for matters arising out of the April 2021 cyber security incident. (*Timeframe: 3-5 years; Business Line Supported: Faster, Frequent, Reliable Transit*)
3. Provide legal guidance, support, and services relating to COVID-19 pandemic. (*Timeframe: 1-2 years; Business Line Supported: Faster, Frequent, Reliable Transit*)
4. Provide training for staff relating to procurement, contracts, and construction issues to minimize risks and support the timely delivery of projects. (*Timeframe: On-going; Business Line Supported: Delivering Projects and Programs*)
5. Continue to provide legal support to ensure proper implementation of the 2016 Measure B Program. (*Timeframe: On-going; Business Line Supported: Faster, Frequent, Reliable Transit and Transportation System Management*)
6. Continue to provide legal support that ensures the efficient progress of important projects such as VTA's BART SVBX Phase I and BART Phase II (*Timeframe: On-going; Business Line Supported: Delivering Projects and Programs*)

***Office of the General Counsel cont.***

7. Continue to provide quality legal services to ensure claims are handled in the best interest of the agency. (*Timeframe: On-going; Business Line Supported: Faster, Frequent, Reliable Transit*)
8. Continue to provide legal support and guidance regarding issues surrounding emerging technologies in transportation. (*Timeframe: On-going; Business Line Supported: Faster, Frequent, Reliable Transit*)
9. Continue to provide legal services and support of Transit-Oriented Joint Development program to promote integration of land use with transportation. (*Timeframe: On-going; Business Line Supported: Transportation System Management*)
10. Continue to provide support on VTA's effort to create a uniform method for transportation impact analysis given the law's change from assessing Level of Service to Vehicle Miles Traveled, which provides a county-wide uniform way to address congestion and greenhouse gas emissions. (*Timeframe: On-going; Business Line Supported: Transportation System Management*)

***Office of the General Counsel Expense Budget***

*(Dollars in Thousands)*

Category	FY20 Actual	FY21 Current Budget <sup>24</sup>	FY21 Projected Actual <sup>25</sup>	FY22 Adopted Budget	Variance from FY21 Projection	% Var	FY23 Adopted Budget	Variance from FY22 Budget	% Var
Wages & Salaries	1,810.9	1,978.8	1,800.0	<b>2,428.0</b>	628.0	34.9%	<b>2,428.0</b>	(0.0)	-0.0%
Benefits	1,088.2	1,025.4	1,180.3	<b>1,219.3</b>	39.0	3.3%	<b>1,261.7</b>	42.4	3.5%
<b>Labor Cost</b>	<b>2,899.1</b>	<b>3,004.1</b>	<b>2,980.3</b>	<b>3,647.3</b>	<b>667.1</b>	<b>22.4%</b>	<b>3,689.7</b>	<b>42.4</b>	<b>1.2%</b>
Material & Supplies	2.0	0.0	0.0	<b>0.0</b>	0.0	0.0%	<b>0.0</b>	0.0	0.0%
Professional & Special Services	103.2	343.7	212.3	<b>170.0</b>	(42.3)	-19.9%	<b>176.0</b>	6.0	3.5%
Other Services	2.8	0.8	3.4	<b>3.1</b>	(0.4)	-10.7%	<b>3.1</b>	(0.0)	-0.0%
Data Processing	2.5	1.7	1.5	<b>2.6</b>	1.1	73.3%	<b>2.6</b>	0.0	1.0%
Office Expense	4.3	11.0	5.4	<b>11.0</b>	5.6	102.0%	<b>11.0</b>	0.0	0.0%
Employee Related Expense	17.3	27.8	6.9	<b>20.0</b>	13.1	190.3%	<b>24.7</b>	4.8	23.8%
Miscellaneous	53.4	55.0	62.3	<b>65.3</b>	3.1	4.9%	<b>66.7</b>	1.4	2.1%
<b>Total Expense</b>	<b>3,084.6</b>	<b>3,364.1</b>	<b>3,272.0</b>	<b>3,919.3</b>	<b>647.3</b>	<b>19.8%</b>	<b>3,973.9</b>	<b>54.5</b>	<b>1.4%</b>
Reimbursements	(1,979.6)	(2,272.0)	(1,644.7)	<b>(1,644.8)</b>	(0.1)	0.0%	<b>(1,662.3)</b>	(17.5)	1.1%
<b>Net Total</b>	<b>1,105.0</b>	<b>1,092.1</b>	<b>1,627.4</b>	<b>2,274.5</b>	<b>647.1</b>	<b>39.8%</b>	<b>2,311.5</b>	<b>37.0</b>	<b>1.6%</b>

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

Descriptions of each Revenue and Expense Category can be found in Appendix D.

<sup>24</sup> Reflects Adopted Budget approved by the Board on June 14, 2019 and augmentation approved on November 7, 2019.

<sup>25</sup> Projection as of July 31, 2021; Preliminary Unaudited.

*Office of the General Counsel cont.*

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**Major Variances (Variance in excess of 5% and \$100,000)**

**Labor Costs:**

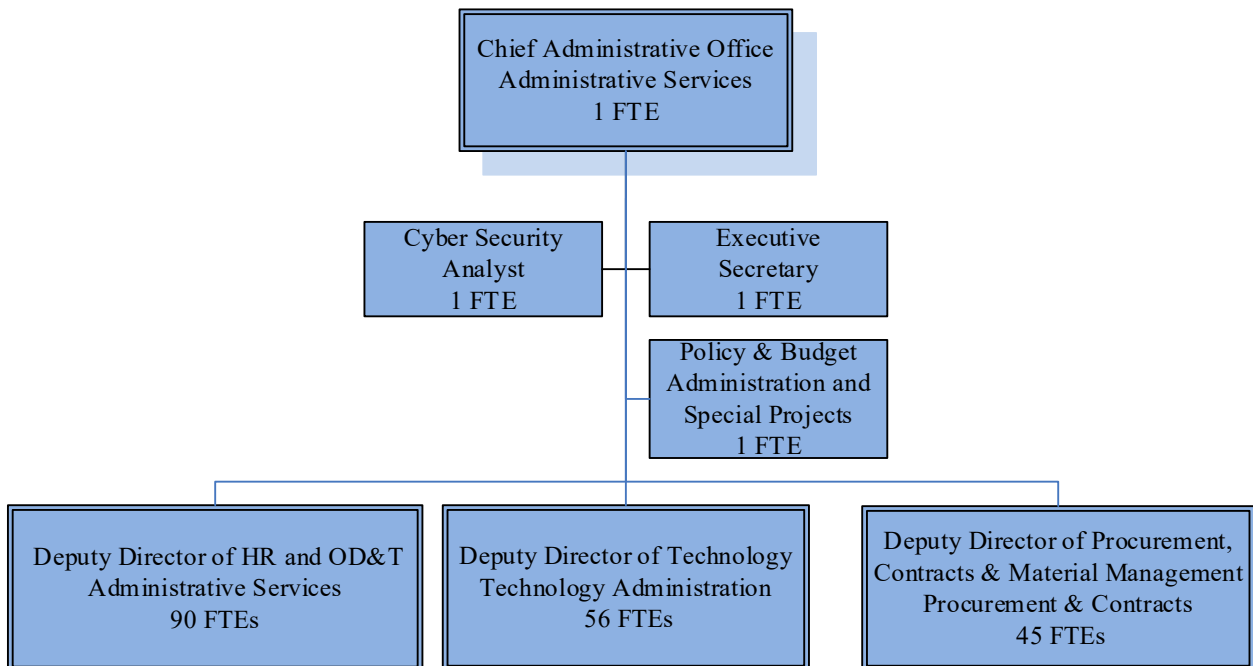
The FY 2022 budget reflects a \$667,000 increase over FY 2021 actual due to the budgeting of 100% of approved positions in FY 2022 while FY 2021 actual costs reflect only filled positions. The estimated impact of FY 2022 and FY 2023 vacancies for the entire agency is reflected under Non-Departmental. In addition, one Assistant Counsel position is added to the FY 2022 and FY 2023 budgets to support the Transit-Oriented Development Program.

## *Administrative Services Division*

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Under the direction of the Chief Administrative Officer, this division is responsible for providing and supporting VTA’s strategic business initiatives, continuous organization improvement, employee development and support functions. The division is also responsible for the general management of business services, training for bus and rail operations and maintenance, transportation technology systems, procurement and materials, and the development of innovative transportation solutions aligned to meet VTA’s goals.

**195 FTEs**  
*(Budgeted Positions as of 7/1/21)*



## **Department Descriptions**

### **Human Resources:**

Responsible for recruitment and hiring; talent acquisition and development, classification and compensation; administering employee and retiree benefits programs; agency wide FMLA and ADA programs; VTA’s Wellness Program; and administering VTA’s retirement programs, including deferred compensation, VTA/ATU (Amalgamated Transit Union) Pension Plan, and CalPERS.

***Administrative Services Division cont.***

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**Organizational Development & Operations Training:**

Responsible for agency-wide bus and light rail operations training, bus and light rail maintenance training, as well as professional development training. OD&T manages such programs as Tuition Reimbursement, Supervisory Home Study, Mentors on Demand, and Internships that support VTA’s commitment and investment to developing employees. The department also collaborates with HR on talent acquisition and development.

**Technology:**

Responsible for management of business and transportation technology hardware, software, and systems. Key areas of focus include the operations, maintenance, and technical support of the wired and wireless networks, SAP, software applications, document management, cyber security, data centers, helpdesk, CCTV, and technology project management office.

**Procurement & Contracts:**

Responsible for commodity and non-professional service procurements, construction and professional services contracting, messenger and mail service, central receiving, materials management, surplus property disposal, Contract Compliance, and the Supplier Diversity Program.

***Administrative Services Division  
Position Detail***

<b>Job Title</b>	<b>Existing Positions FY20<sup>26</sup></b>	<b>Existing Positions FY21<sup>27</sup></b>	<b>Budgeted Positions FY22</b>	<b>Budgeted Positions FY23</b>
Associate Human Resources Analyst	4	5	5	5
Business Diversity Program Manager	1	1	1	1
Business Systems Analyst I	1	2	2	2
Business Systems Analyst II	3	2	2	2
Buyer I	2	2	2	2
Buyer II	5	5	5	5
Buyer III	3	3	3	3
Chief Administrative Officer	1	1	1	1
Communications Systems Manager	1	1	1	1
Construction Contract Compliance Officer	1	1	1	1
Construction Contracts Admin Manager	1	2	2	2
Construction Contracts Administrator II	5	7	7	7
Construction Inspector	2	2	2	2
Contracts Administrator I	3	4	4	4
Contracts Administrator II	3	3	3	3
Contracts Compliance Manager	1	1	1	1
Contracts Manager	2	1	1	1

<sup>26</sup> As of 6/30/20

<sup>27</sup> As of 6/30/21

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Job Title</b>	<b>Existing Positions FY20<sup>26</sup></b>	<b>Existing Positions FY21<sup>27</sup></b>	<b>Budgeted Positions FY22</b>	<b>Budgeted Positions FY23</b>
Cyber Security Analyst	0	1	1	1
Database Administrator II	1	1	1	1
Deputy Director of HR and OD&T	1	1	1	1
Deputy Director of Procrmt, Contr & Matl	1	1	1	1
Deputy Director, Technology	1	1	1	1
Document Services Specialist I	1	2	2	2
Executive Secretary	3	2	2	2
Human Resources Administrator	1	1	1	1
Human Resources Analyst	10	10	10	10
Human Resources Assistant	8	8	8	8
Human Resources Manager	1	1	1	1
Information Systems Analyst II	6	6	6	6
Information Systems Supervisor	3	3	3	3
Light Rail Technical Trainer	4	4	4	4
Light Rail Technical Training Supervisor	1	1	1	1
Mail & Warehouse Worker	2	2	2	2
Maintenance Instructor - Bus	2	2	2	2
Maintenance Instructor - Light Rail	3	3	3	3
Management Aide	0	1	1	1
Management Aide - NR	2	1	1	1
Management Analyst	4	5	5	5
Manager of Org & Human Capital Dev	1	1	1	1
Materials Manager	1	1	1	1
Materials Resource Scheduler	3	3	4	4
Network Analyst II	1	1	1	1
Office Specialist II	9	9	9	9
Office Support Supervisor	1	0	0	0
Parts Clerk	22	22	22	22
Parts Foreperson	1	1	1	1
Programmer II	1	1	1	1
Purchasing Manager	1	1	1	1
SR Business Systems Analyst	6	6	6	6
SR Communications Systems Analyst	7	7	7	7
SR Construction Contracts Administrator	1	0	0	0
SR Contracts Administrator	2	3	3	3
SR Database Administrator	2	2	2	2
SR Human Resources Analyst	5	5	5	5
SR Information Systems Analyst	5	5	5	5
SR Network Analyst	2	2	2	2
SR Programmer	1	1	1	1
SR Systems Administrator	1	1	1	1
SR Web Developer	2	2	2	2
Supervising Maintenance Instructor	1	1	1	1
Supervising Maintenance Instructor - Lr	1	1	1	1
Systems Administrator II	2	2	2	2
Technical Project Manager	2	2	2	2
Technical Trainer	4	4	4	4

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Job Title</b>	<b>Existing Positions FY20<sup>26</sup></b>	<b>Existing Positions FY21<sup>27</sup></b>	<b>Budgeted Positions FY22</b>	<b>Budgeted Positions FY23</b>
Technical Training Supervisor	1	1	1	1
Technology Infrastructure Supervisor	1	1	1	1
Technology Manager	2	1	1	1
Transit Foreperson	1	1	1	1
Vehicle Parts Supervisor	4	4	4	4
Web Developer II	2	2	2	2
<b>Grand Total</b>	<b>190</b>	<b>194</b>	<b>195</b>	<b>195</b>

**FY 2020 & FY 2021 Accomplishments**

*HR, OD&T, Technology and Administrative Services*

1. Completed American Apprenticeship Initiative Grant.
2. Trained 288 Operations-focused employees on how to access their email in an effort to open communication lines.
3. Implemented a comprehensive Mentor/Protegee Program on BART Phase II.
4. Completed Data network switches upgrade at River Oaks closets and various locations at the yards to increase performance and security.
5. Implemented MyVTA Employee Self-Service Functionalities.
6. Completed the regional radio "SVRIA" Project including the Clever Devices CAD/AVL project on all revenue vehicles, includes decommissioning of the legacy "T-band" system.
7. Completed implementation of CloudCompli software for management of Storm Water Reporting in compliance with State Water Board requirements; ProcureNow eProcurement System to automate the solicitation and evaluation process; and B2GNow software to automate processing and maintenance of VTA's DBE/SBE/MWBE certification applications.
8. Expanded Small Business set-asides to include all funding sources to help increase participation of Minority and Women Owned; Lesbian, Gay, Bisexual, and Transgender; and Disabled Veteran business enterprises.

**FY 2022 & FY 2023 Goals**

The following section details the Division’s primary goals for the upcoming two years, the estimated implementation timeframe and the Strategic Plan Business Lines supported by those endeavors.

## *Administrative Services Division cont.*

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### HR, OD&T, Technology and Administrative Services

1. Provide ongoing Operator Training to meet the needs of VTA service levels.  
(*Timeframe: Ongoing; Business Line Supported: Faster, Frequent, Reliable Transit*)
2. Provide resources and training necessary for VTA to resume full operations at Guadalupe.  
(*Timeframe: June 2022; Business Line Supported: Faster, Frequent, Reliable Transit*)
3. Provide customized talent acquisition and retention support to VTA staff.  
(*Timeframe: Ongoing; Business Line Supported: Delivering Projects and Programs*)
4. Implement strategy of recruiting for critical and hard-to-fill classifications.  
(*Timeframe: Ongoing; Business Line Supported: Faster, Frequent, Reliable Transit*)
5. Complete updating of PCMM Policies & Procedures.  
(*Timeframe: June 2022; Business Line Supported: Delivering Projects and Programs*)
6. Develop Project Procurements Standards Manual for BART Phase II.  
(*Timeframe: June 2022; Business Line Supported: Delivering Projects and Programs*)
7. Implement comprehensive invoice approval process and timeline for major construction contracts.  
(*Timeframe: December 2021; Business Line Supported: Delivering Projects and Programs*)
8. Cyber Security Hardening for all VTA Technology networks, systems and assets  
(*Timeframe: December 2021; Business Line Supported: Delivering Projects and Programs*)
9. Complete the install and upgrades all the mobile networking systems on all revenue vehicles.  
(*Timeframe: June 2023; Business Line Supported: Faster, Frequent, Reliable Transit*)
10. Cloud Migration.  
(*Timeframe: June 2023; Business Line Supported: Transportation System Management*)
11. Deliver new VTA facilities Technology infrastructure at Almaden, Zanker and de la Cruz sites.  
(*Timeframe: December 2022; Business Line Supported: Delivering Projects and Programs*)
12. Implement safe and reliable VPN system for VTA staff.  
(*Timeframe: November 2021; Business Line Supported: Transportation System Management*)



*Administrative Services Division cont.*

***Administrative Services Division Expense Budget***  
(Dollars in Thousands)

Category	FY20 Actual	FY21 Current Budget <sup>28</sup>	FY21 Projected Actual <sup>29</sup>	FY22 Adopted Budget	Variance from FY21 Projection	% Var	FY23 Adopted Budget	Variance from FY22 Budget	% Var
Wages & Salaries	17,165.3	21,079.4	17,253.2	<b>21,927.4</b>	4,674.2	27.1%	<b>22,110.6</b>	183.3	0.8%
Benefits	11,768.1	12,978.0	12,843.5	<b>12,393.1</b>	(450.3)	-3.5%	<b>12,911.8</b>	518.7	4.2%
<b>Labor Cost</b>	<b>28,933.4</b>	<b>34,057.3</b>	<b>30,096.6</b>	<b>34,320.5</b>	<b>4,223.8</b>	<b>14.0%</b>	<b>35,022.4</b>	<b>702.0</b>	<b>2.0%</b>
Material & Supplies	918.1	200.7	780.2	<b>429.4</b>	(350.8)	-45.0%	<b>437.3</b>	7.9	1.8%
Professional & Special Services	314.1	203.4	313.0	<b>421.0</b>	107.9	34.5%	<b>344.2</b>	(76.7)	-18.2%
Other Services	1,938.7	1,824.9	1,462.4	<b>2,415.4</b>	953.0	65.2%	<b>2,501.8</b>	86.4	3.6%
Data Processing	5,144.3	6,053.9	5,550.4	<b>6,399.2</b>	848.8	15.3%	<b>6,658.2</b>	258.9	4.0%
Office Expense	50.1	70.3	55.5	<b>58.4</b>	3.0	5.4%	<b>59.2</b>	0.8	1.3%
Communications	1,662.2	1,818.6	1,643.7	<b>1,864.3</b>	220.7	13.4%	<b>1,910.9</b>	46.6	2.5%
Employee Related Expense	298.0	774.8	874.8	<b>394.4</b>	(480.4)	-54.9%	<b>411.8</b>	17.4	4.4%
Leases & Rents	440.1	471.2	311.7	<b>426.5</b>	114.8	36.8%	<b>415.2</b>	(11.3)	-2.6%
Miscellaneous	264.5	264.0	256.9	<b>298.8</b>	41.9	16.3%	<b>302.9</b>	4.1	1.4%
<b>Total Expense</b>	<b>39,963.5</b>	<b>45,739.2</b>	<b>41,345.2</b>	<b>47,028.0</b>	<b>5,682.8</b>	<b>13.7%</b>	<b>48,064.0</b>	<b>1,036.0</b>	<b>2.2%</b>
Reimbursements	(3,523.0)	(4,212.9)	(4,938.2)	<b>(5,375.9)</b>	(437.7)	8.9%	<b>(5,442.6)</b>	(66.7)	1.2%
<b>Net Total</b>	<b>36,440.5</b>	<b>41,526.2</b>	<b>36,406.9</b>	<b>41,652.1</b>	<b>5,245.1</b>	<b>14.4%</b>	<b>42,621.5</b>	<b>969.4</b>	<b>2.3%</b>

**Major Variances (Variance in excess of 5% and \$100,000)**

**Labor Costs:**

The FY 2022 budget reflects a \$4.3 million increase over FY 2021 actual due to the budgeting of 100% of approved positions in FY 2022 while FY 2021 actual costs reflect only filled positions. The estimated impact of FY 2022 and FY 2023 vacancies for the entire agency is reflected under Non-Departmental.

**Material & Supplies:**

FY 2022 budget is \$350,000 lower than FY 2021 actual due to impact of Covid-19.

**Professional & Special Services:**

FY 2022 budget is \$108,000 higher than FY 2021 actual due to specialized IT needs.

**Other Services:**

FY 2022 budget is \$953,000 higher than FY 2021 actual due to budget for mobile and fixed CCTV and increase CCTV maintenance costs.

<sup>28</sup> Reflects Adopted Budget approved by the Board on June 14, 2019, and augmentation approved on November 7, 2019.

<sup>29</sup> Projection as of July 31, 2021; Preliminary Unaudited.

## ***Administrative Services Division cont.***

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### **Data Processing:**

The FY 2022 increase of \$849,000 from FY 2021 actual is due to increase in hardware and software costs. The FY 2023 budget is \$259,000 higher than FY 2022 due to an assumed percentage increase.

### **Communications:**

FY 2022 budget is \$221,000 higher than FY 2021 actual due to budget for increase data usage and rates increase.

### **Leases & Rents:**

FY 2022 budget is \$114,000 more than FY 2021 actual due to budget for enterprise copy machines leases and rents.

### **Reimbursements:**

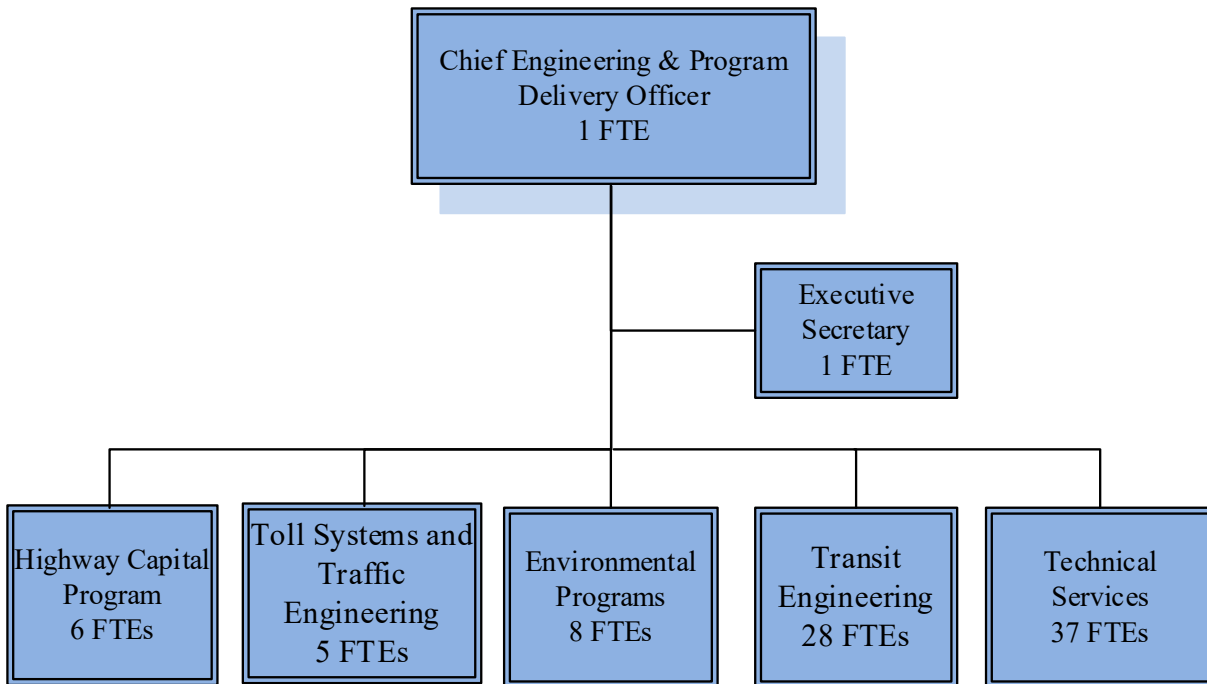
FY 2022 budgeted reimbursements decreased by \$438,000 from FY 2019 actual due to an anticipated decrease in project activity and staff support.

## *Engineering & Program Delivery*

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Under the direction of the Chief Engineering and Program Delivery Officer, this division is responsible for project development, and delivery of various capital projects under the capital program and ensuring that VTA’s current system achieves a state-of-good repair. This division is responsible for the development and operations of the Silicon Valley Express Lanes Program.

**86 FTEs**  
*(Budgeted Positions as of 7/1/21)*



### **Department Descriptions**

**Highway Capital Program:**

Responsible for the development and delivery of transportation improvements associated with the State highway system and other roadways. The projects managed involve consideration of all modes of transportation, complete streets design features, sound walls/noise abatement, roadway landscaping, and environmental mitigation.

**Toll Systems and Traffic Engineering:**

Responsible for day-to-day operations, management, and maintenance of VTA’s Silicon Valley Express Lanes Program. The Department is also responsible for Transportation Technology, traffic engineering, and traffic operations analysis for VTA.

## ***Engineering & Program Delivery cont.***

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**Environmental Programs:**

Responsible for environmental clearance for VTA capital projects, environmental commitment records, resource agency permitting, VTA’s Sustainability Program, and VTA’s Stormwater Management Program.

**Transit Engineering:**

Responsible for providing technical support for the assessment and delivery of capital projects necessary for the operation of the infrastructure owned by VTA including bus, light rail, commuter rail, and facility improvements.

**Technical Services:**

Responsible for providing support delivery of capital projects including project controls, quality assurance, permits, surveying and mapping, environmental engineering, and utility coordination.

### ***Engineering & Program Delivery Division Position Detail***

Job Title	Existing Positions FY20 <sup>30</sup>	Existing Positions FY21 <sup>31</sup>	Budgeted Positions FY22	Budgeted Positions FY23
Assistant Architect	1	1	1	1
Assistant Cost & Schedule Coordinator	1	1	1	1
Assistant Systems Design Engineer	2	2	2	2
Assistant Transportation Engineer	10	11	11	11
Associate Systems Design Engineer	1	1	1	1
Associate Transportation Engineer	6	6	6	6
Chief Engineering & Program Delivery Officer	1	1	1	1
Construction Inspector	6	6	6	6
Deputy Director	2	2	2	2
Engineering Aide	1	1	1	1
Engineering Group Manager - Rail	1	1	1	1
Engineering Group Manager - SVRT Engr	1	1	1	1
Engineering Group Manager - Capital Program	1	1	1	1
Engineering Technician II	1	1	1	1
Environmental Planner I	1	1	1	1
Environmental Planner II	1	1	0	0
Environmental Planner III	1	1	2	2
Executive Secretary	1	1	1	1
Junior Transportation Engineer	1	0	0	0

<sup>30</sup> As of 6/30/20.

<sup>31</sup> As of 6/30/21.

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Job Title</b>	<b>Existing Positions FY20<sup>30</sup></b>	<b>Existing Positions FY21<sup>31</sup></b>	<b>Budgeted Positions FY22</b>	<b>Budgeted Positions FY23</b>
Management Analyst	1	1	1	1
Management Secretary	1	1	1	1
Office Specialist II	3	3	3	3
Permit Technician	1	1	1	1
Principal Construction Inspector	1	1	1	1
Project Controls Manager	1	1	1	1
Project Controls Specialist I	1	0	1	1
Project Controls Specialist II	4	5	4	4
Quality Assurance & Warranty Manager	1	1	1	1
Secretary	1	1	1	1
Senior Architect	2	2	2	2
Senior Construction Inspector	4	4	4	4
Senior Cost & Schedule Coordinator	2	2	2	2
Senior Environmental Engineer	1	1	1	1
Senior Environmental Planner	3	3	3	3
Senior Land Surveyor	1	1	1	1
Senior Systems Design Engineer	1	1	1	1
Senior Transportation Engineer	7	7	7	7
Senior Transportation Planner	1	1	1	1
Survey And Mapping Manager	1	1	1	1
Toll Systems Manager	0	1	1	1
Transportation Planning Manager - Env Resource Plng	1	1	1	1
Transportation Engineering Manager	4	3	3	3
Utilities Coordination Manager	1	1	1	1
Utility Coordinator	2	2	2	2
<b>Total</b>	<b>86</b>	<b>87</b>	<b>86</b>	<b>86</b>

**FY 2020 & FY 2021 Accomplishments**

1. Completed construction of the Mathilda Avenue Improvements at US 101 and SR 237 in the City of Sunnyvale.
2. Extended the existing Caltrans two-year blanket Encroachment Permit for the VTA Highway Program.
3. Completed construction of the Northbound I-280/Foothill Off-ramp Widening project.
4. Completed construction of the SR 237 Express Lanes Phase 2 project.
5. Negotiated funding from Google for contribution towards the US 101/San Antonio Road/Charleston Road/Rengstorff Avenue Interchange improvements.
6. Completed the project approval and environmental documentation phase for the I-280/Wolfe Road Interchange improvements.

## ***Engineering & Program Delivery Division cont.***

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7. Advertised and awarded the US 101/De La Cruz Boulevard/Trimble Road Interchange Improvement project, including award of \$25 million in funding for construction from the Senate Bill 1 (SB 1) Local Partnership Program.
8. Received California Transportation Foundation (CTF) award for the Advanced Technology Program of the Year for VTA's SR 237 Express Lanes project.
9. Secured a Caltrans safety grant to fund a Local Roads Safety Plan for Santa Clara County.
10. Completed the FY 2020 Transportation Systems Monitoring Report.
11. Implemented a clean air vehicle tolling, violation enforcement system, changed hours of operations and increased the toll-free occupancy requirement to three people for SR 237 Express Lanes.
12. Completed Silicon Valley Express Lanes Operations & Maintenance agreement with Caltrans.
13. Completed Quarterly and Annual SR 237 Express Lanes Operations Reports.
14. Provided support in the delivery of projects through six functional groups: Project Controls; Survey & Mapping; Environmental Engineering; Utility Coordination; Construction Inspection and Quality Assurance. (*Timeframe: 4<sup>th</sup> Quarter 2023; Business Line Supported: Delivering Projects and Programs*)
15. A Climate Emergency Resolution was adopted by the VTA Board of Directors on February 6, 2020. The Resolution outlines the actions VTA will take to address climate change, adaptation, and resilience.
16. Completed Sustainability Plan 2020 that recommended short-term (2025) and stretch (2040) targets for key performance indicators: greenhouse gas emissions, criteria air pollutants, energy, water, and waste with approval of the final plan by the VTA Board of Directors.
17. Obtained VTA Board approval for the mechanism by which VTA's Low Carbon Fuel Standard Credits could be sold on the open market to generate income.
18. Became an account holder of the Western Renewable Energy Generation Information System that enables VTA to earn Renewable Energy Credits (RECs) for the solar generation at five VTA facilities.
19. Received the Envision® Platinum Sustainability Award for the Berryessa Transit Center from the Institute for Sustainable Infrastructure for outstanding sustainability features.
20. Received a Sustainable Transportation Planning Grant award from the California Department of Transportation (Caltrans) in the amount of \$434,682 to develop a Climate Action and Adaptation Plan. The Plan will identify specific actions VTA could take to minimize contributions to climate change and adapt and build resilience to long-term climate impacts.

## ***Engineering & Program Delivery Division cont.***

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21. Executed the BART Silicon Valley Phase II Extension Project Sustainability Charter and Master Sustainability Plan, confirming VTA's commitment to take a comprehensive sustainable approach to the design, construction, operation, and maintenance of the Project.
22. Completed property acquisition and utility relocation engineering for the EBRC project.
23. Completed project for light rail track intrusion prevention that included security fencing at locations with trespassing along the light rail alignment and at traction power substations.
24. Completed construction for rail rehabilitation for special track improvements, including a new crossover at Cropley, a new switch at Hostetter, a new crossing at Sonora, new track joints at Devine, Market and Almaden, and trackwork fabrication for the replacement of the Younger Half Grand.
25. Completed engineering and advertised for construction improvements to include emergency power for the elevated light rail platforms along the Guadalupe Southline alignment.
26. Completed engineering for improvements and rehabilitation of North Facility bus fleet.
27. Completed engineering and advertisement for construction of King Road bus stop to improve connection to SVRT Berryessa extension.
28. Completed engineering for Chaboya Facility Improvements with scope to expand the maintenance shop with new bays to accommodate articulated buses (site currently cannot maintain articulated buses).
29. Completed engineering for Vasona Back Gate project to provide safety enhancements along the Vasona light rail extension.

### **FY 2022 & FY 2023 Goals**

The following section details the Division's primary goals for the upcoming two years, the estimated implementation timeframe and the Strategic Plan Business Lines supported by those endeavors.

1. Complete construction of the Cerone Generator project providing safe and reliable emergency electrical power. (*Timeframe: 1<sup>st</sup> Quarter 2022; Business Line Supported: Delivering Projects and Programs*)
2. Complete construction and open for use the Montague Pedestrian Overcrossing project to provide direct passage to the Milpitas BART Station from points north of Montague Expressway. (*Timeframe: 2<sup>nd</sup> Quarter 2022; Business Line Supported: Delivering Projects and Programs*)
3. Complete the Countywide Local Roads Safety Plan project. (*Timeframe: 3rd Quarter 2022; Business Line Supported: Transportation System Management*)

## ***Engineering & Program Delivery Division cont.***

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4. Complete construction and begin revenue service for the US 101/SR 85 Express Lanes - Phase 3 project from SR 237 to the San Mateo County Line. (*Timeframe: 4<sup>th</sup> Quarter 2022; Business Line Supported: Delivering Projects and Programs*)
5. Complete construction of Better Bus Stops. (*Timeframe: 4<sup>th</sup> Quarter 2022; Business Line Supported: Delivering Projects and Programs*)
6. Complete construction of the Younger Half Grand Union trackwork. (*Timeframe: 4<sup>th</sup> Quarter 2022; Business Line Supported: Delivering Projects and Programs*)
7. Complete utility relocation and final design for the Eastridge to BART Regional Connector (EBRC) project. (*Timeframe: 1<sup>st</sup> Quarter 2023; Business Line Supported: Delivering Projects and Programs*)
8. Implement Electric Vehicle Chargers at the River Oaks Campus (eight dual port level 2 charging stations near the park and ride area). (*Timeframe: 1<sup>st</sup> Quarter 2023; Business Line Supported: Delivering Projects and Programs*)
9. Complete Traffic and Revenue study to facilitate securing financing for the implementation of SR 85 Express Lanes (Phase 4) and US 101 Express Lanes (Phase 5). (*Timeframe: 1<sup>st</sup> Quarter 2023; Business Line Supported: Transportation System Management*)
10. Complete construction of the southbound US 101 to SR 87 direct connector widening and southbound US 101/Story Road on-ramp ramp meter project. (*Timeframe: 1<sup>st</sup> Quarter 2023; Business Line Supported: Delivering Projects and Programs*)
11. Implement Energy Storage Systems at the Cerone and North Bus Divisions through an energy service master agreement with Stem, Inc. over a ten-year term at no cost to VTA. (*Timeframe: 2<sup>nd</sup> Quarter 2023; Business Line Supported: Delivering Projects and Programs*)
12. Complete strategic plan for the implementation of the Silicon Valley Express Lanes Program. (*Timeframe: 2<sup>nd</sup> Quarter 2023; Business Line Supported: Transportation System Management*)
13. Install virtualized light rail detection system for improved transit signal priority (TSP) service. The new system will minimize failed detection system and reduce operations and maintenance cost. (*Timeframe: 2<sup>nd</sup> Quarter 2023; Business Line Supported: Faster, Frequent, Reliable Transit*)
14. Initiate and complete the Project Initiation Document (PID) phase of the SR 87/Capitol Expressway Interchange improvements. (*Timeframe: 3<sup>rd</sup> Quarter 2023; Business Line Supported: Delivering Projects and Programs*)
15. Complete strategic plan for the implementation of the Silicon Valley Express Lanes Program. (*Timeframe: 4<sup>th</sup> Quarter 2023; Business Line Supported: Delivering Projects and Programs*)



## ***Engineering & Program Delivery Division cont.***

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16. Complete preliminary engineering to allow environmental approval and identify right of way needs for enhanced pedestrian and bicycle use as part of the complete street criteria for sections of Bascom Avenue and Homestead Road. (*Timeframe: 4<sup>th</sup> Quarter 2023; Business Line Supported: Delivering Projects and Programs*)
17. Implement LED Lighting Upgrades at River Oaks Campus and Cerone Division in parking lot areas to result in more efficient LED lighting to move us towards our 2025 Building Energy target per the 2020 Sustainability Plan. (*Timeframe: 4<sup>th</sup> Quarter 2023; Business Line Supported: Delivering Projects and Programs*)
18. Complete Climate Action and Adaption Plan to fulfill an action item of the Climate Emergency Resolution approved by the VTA Board in 2020. (*Timeframe: 4<sup>th</sup> Quarter 2023; Business Line Supported: Delivering Projects and Programs*)
19. Provide support in the delivery of projects through six functional groups: Project Controls; Survey & Mapping; Environmental Engineering; Utility Coordination; Construction Inspection and Quality Assurance. (*Timeframe: 4<sup>th</sup> Quarter 2023; Business Line Supported: Delivering Projects and Programs*)
20. Complete construction and closeout of the Mathilda Avenue Improvements at US 101 and SR 237 in the City of Sunnyvale. (*Timeframe: 3rd Quarter 2020; Business Line Supported: Delivering Projects and Programs*)
21. Extend the existing Caltrans two-year blanket Encroachment Permit for the VTA Highway Program. (*Timeframe: 3rd Quarter 2020; Business Line Supported: Delivering Projects and Programs*)

***Engineering & Program Delivery Division cont.***

***Engineering & Program Delivery Expense Budget***  
*(Dollars in Thousands)*

Category	FY20 Actual	FY21 Current Budget <sup>32</sup>	FY21 Projected Actual <sup>33</sup>	FY22 Adopted Budget	Variance from FY21 Projection	% Var	FY23 Adopted Budget	Variance from FY22 Budget	% Var
Wages & Salaries	7,738.4	10,746.1	7,463.9	<b>11,179.3</b>	3,715.4	49.8%	<b>11,030.3</b>	(149.0)	-1.3%
Benefits	5,352.7	6,030.3	5,137.6	<b>6,177.0</b>	1,039.4	20.2%	<b>6,315.0</b>	138.0	2.2%
<b>Labor Cost</b>	<b>13,091</b>	<b>16,776</b>	<b>12,601</b>	<b>17,356</b>	<b>4,755</b>	<b>37.7%</b>	<b>17,345</b>	<b>-11</b>	<b>-0.1%</b>
Material & Supplies	1.1	0.5	0.2	<b>1.0</b>	0.8	440.0%	<b>1.0</b>	(0.0)	-0.0%
Professional & Special Services	569.9	846.8	791.8	<b>1,116.7</b>	324.9	41.0%	<b>974.5</b>	(142.3)	-12.7%
Other Services	0.0	10.0	10.0	<b>78.0</b>	68.0	683.4%	<b>53.0</b>	(25.0)	-32.1%
Data Processing	8.1	7.5	7.9	<b>9.2</b>	1.3	17.0%	<b>9.7</b>	0.5	5.4%
Office Expense	11.0	16.5	6.3	<b>13.0</b>	6.7	107.7%	<b>13.0</b>	(0.0)	-0.0%
Employee Related Expense	2.1	3.6	2.3	<b>4.9</b>	2.6	113.8%	<b>4.3</b>	(0.6)	-12.9%
<b>Total Expense</b>	<b>13,750.6</b>	<b>17,736.3</b>	<b>13,489.7</b>	<b>18,622.8</b>	<b>5,133.1</b>	<b>38.1%</b>	<b>18,444.0</b>	<b>(178.8)</b>	<b>-1.0%</b>
Reimbursements	(15,742.4)	(18,150.9)	(14,782.3)	<b>(16,058.9)</b>	(1,276.6)	8.6%	<b>(16,149.8)</b>	(90.9)	0.6%
<b>Net Total</b>	<b>(1,991.8)</b>	<b>(414.6)</b>	<b>(1,292.6)</b>	<b>2,563.9</b>	<b>3,856.4</b>	<b>-298.4%</b>	<b>2,294.2</b>	<b>(269.7)</b>	<b>10.5%</b>

Note: Totals and percentages may not be precise due to independent rounding.  
 Descriptions of each Revenue and Expense Category can be found in Appendix D.

**Major Variances (Variance in excess of 5% and \$100,000)**

**Labor Costs:**

The FY 2022 budget reflects a \$4.8 million increase over FY 2021 actual due to the budgeting of 100% of approved positions in FY 2022 while FY 2021 actual costs reflect only filled positions. The estimated impact of FY 2022 and FY 2023 vacancies for the entire agency is reflected under Non-Departmental.

**Professional & Special services:**

The FY 2022 budget is \$325,000 higher than FY 2021 and is due to the additional service for new software, sensitivity map and additional support for Transit Operations.

**Reimbursements:**

FY 2022 budgeted reimbursements reflect an increase of \$1.2 million from FY 2021 due to an increase in the indirect cost charge rate and the impact from a reorganization of the division.

<sup>32</sup> Reflects Adopted Budget approved by the Board on June 14, 2019 and augmentation approved on November 7, 2019.

<sup>33</sup> Projection as of July 31, 2021; Preliminary Unaudited.

## *External Affairs*

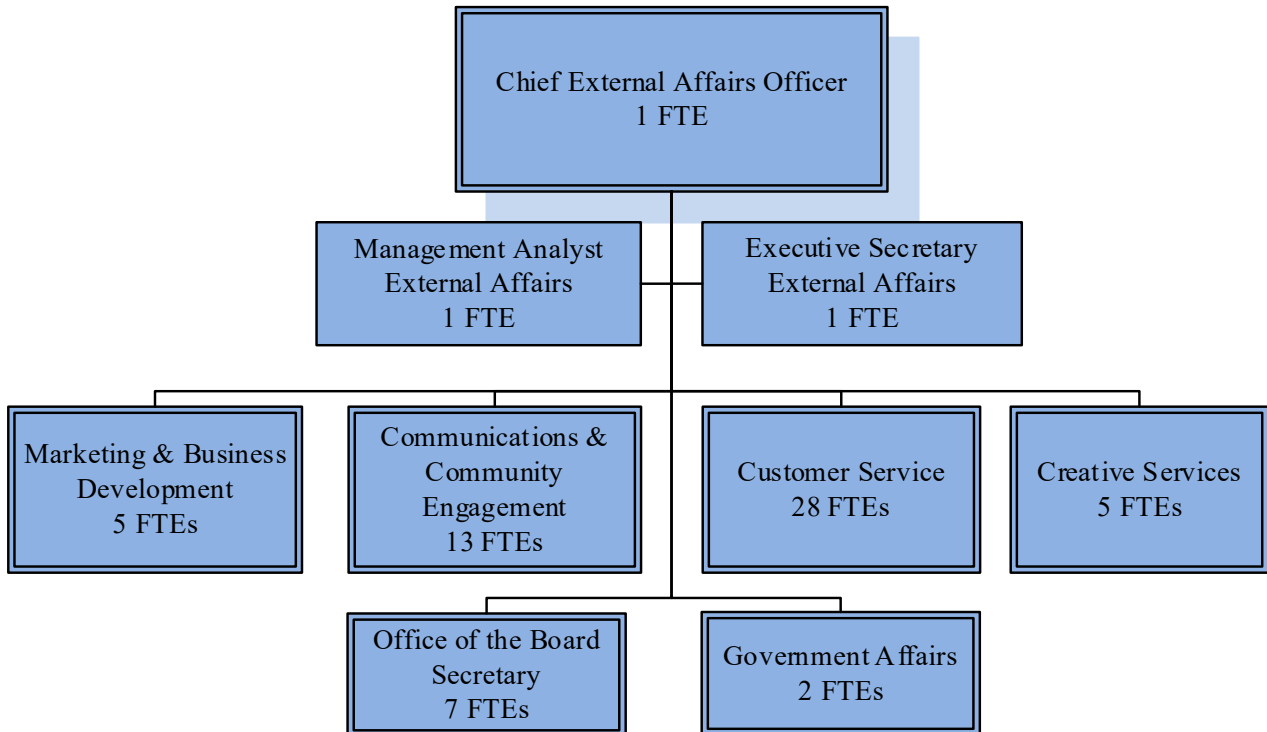
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Under the direction of the Chief External Affairs Officer, this division is responsible for:

- Developing and executing a cohesive communication plan for the agency, integrating media relations, community outreach, marketing, and customer service;
- Developing and coordinating VTA’s legislative and intergovernmental programs at the federal, state, regional, and local levels;
- Improving the communication and information flow between VTA and its Board of Directors, its committees, and the public.

**63 FTEs**

*(Budgeted Positions as of 7/1/21)*



## *External Affairs Division cont.*

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### **Department Descriptions**

#### **Communications:**

Responsible for initiating and responding to media contacts; managing internal, external and executive communications; and maintaining updated information about VTA through both traditional and digital media outlets.

#### **Community Outreach & Public Engagement (COPE):**

Responsible for informing the public about various mobility solutions that are being delivered by VTA, while encouraging public involvement and input to best deliver these long-term transportation improvements.

#### **Creative Services:**

Responsible for creative design and production services for all VTA departments to ensure that VTA materials meet established graphic standards and are easy to understand.

#### **Customer Service:**

Responsible for providing customer service to current and potential customers through our customer contact center, community events, site visits and the VTA website [www.vta.org](http://www.vta.org), as well as conducting fare sales at the River Oaks and Downtown San Jose Customer Service Centers. Also responsible for gathering, processing, and channeling customer experience feedback information to VTA management.

#### **Government Affairs:**

Responsible for developing and coordinating VTA's legislative and intergovernmental programs at the federal, state, regional, and local levels.

#### **Marketing and Business Development:**

Responsible for identification of target markets and development of positive advertising campaigns to promote utilization of VTA transit services.

#### **Office of the Board Secretary:**

Responsible for improving the communication and information flow between VTA and the Board, its committees, and the public.

*External Affairs Division cont.*

*External Affairs Division  
Position Detail*

<b>Job Title</b>	<b>Existing Positions FY20<sup>34</sup></b>	<b>Existing Positions FY21<sup>35</sup></b>	<b>Budgeted Positions FY22</b>	<b>Budgeted Positions FY23</b>
Admin of Social Media & Electronic Comm	1	0	1	1
Assistant Board Secretary	1	1	1	1
Associate Management Analyst - NR	1	1	1	1
Board Assistant	4	4	4	4
Board Secretary	1	1	1	1
Chief External Affairs Officer	1	1	1	1
Communications and Media Spokesperson	2	2	2	2
Community Outreach Supervisor	2	2	2	2
Creative Services Manager	1	1	1	1
Customer Analytics & Satisfaction Manager	1	1	1	1
Customer Services Supervisor	3	3	3	3
Executive Secretary	1	1	1	1
Extra Help	0	1	0	0
Graphic Designer I	1	0	0	0
Graphic Designer II	3	4	4	4
Information Services Representative	19	19	19	19
Management Analyst	1	2	1	1
Management Secretary	1	1	1	1
Manager, Market Development	1	1	1	1
Media & Public Affairs Manager	1	1	1	1
Office Specialist II	2	2	2	2
Policy Analyst	1	1	1	1
Public Communication Specialist II (Project)	1	1	1	1
Public Communication Specialist II	8	8	8	8
Public Information Officer	1	1	1	1
Sales and Promotion Supervisor	1	1	1	1
Senior Information Representative	2	2	2	2
Senior Policy Analyst	1	1	1	1
<b>Grand Total</b>	<b>63</b>	<b>64</b>	<b>63</b>	<b>63</b>

<sup>34</sup> As of 6/30/20.

<sup>35</sup> As of 6/30/21.

## *External Affairs Division cont.*

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### **FY 2020 & FY 2021 Accomplishments**

1. Significantly increased internal communications reach during the following efforts: Section 218 election; employee resources for aftermath of the mass shooting on May 26, 2021, setup of separate webpages on VTA.org and the Hub for employees to access resources and information updates. Internal communications continue a strong outreach along traditional methods of website, hub VTA All memos and outreach to individual unions to pass along information to their members.
2. Work ensured traditional media coverage was accurate and enhanced our brand journalism efforts to increase awareness about VTA projects and initiatives- namely widespread coverage of COVID protocol beginning in March 2020, coverage of BART opening in June 2020. Successfully communicated the condition of VTA service after the mass shooting at Guadalupe Division.
3. Successfully opened the BART extension in FY 2020 with a tremendous amount of community outreach and media coverage for several weeks leading up to and including the opening on June 13, 2020.
4. Mathilda Avenue Improvements at SR 237 and US 101 project completion. Blog, media coverage, and video ribbon-cutting ceremony were published in November 2020. 101 Blossom Hill Road Interchange Improvement project, construction broke ground in September 2020. There was no public event due to COVID, however we did do a blog post and social media.
5. Made steady progress on other projects in this timeframe, with marketing, community outreach and media communications: Winchester Boulevard Interchange Improvement project EIR public meetings and stakeholder engagement; Central Bikeway Study rounds 1 and 2 of community outreach and route selection; Construction of the Montague Pedestrian Overcrossing neared completion including hoisting the bridge span into place July 2020; public meetings and stakeholder Community Working Groups for transit-oriented development; public meetings, right-of-way acquisition and utility relocation for Eastridge to BART Regional Connector (EBRC).
6. Completed all printed material and photography duties for BART Phase 1 opening in June 2020; Completed all signage and graphics for COVID-related service changes (i.e., stoppage, mask, etc.); Completed all graphics related to the Guadalupe incident on May 26th which included vehicle decals, light rail wrap, invitations, program and press coverage.
7. Upgraded contact Center technology; Established data analytics and dashboard; Improved VTA.Org searchability; Worked to change of culture/attitude relating to Customer Experience initiative.

## ***External Affairs Division cont.***

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8. Secured federal legislative delegation support for the BART Phase II grant application (Expedited Project Delivery) as well as for federal earmarks for the electrification of the Cerone and Chaboya divisions and the Santa Teresa Road extension to US101/SR25 interchange; Advocated for transit relief funding for VTA through CARES, CRRSAA, and ARPA relief bills.
9. In January 2021, working with our Chief of Innovation and Technology, developed a framework to promote aVTAr (Autonomous VTA Ride), that will be our first autonomous vehicle program to be launched in partnership with the Palo Alto Veterans Affairs hospital.
10. In partnership with the County of Santa Clara and Valley Medical Center (VMC) at Bascom, launched the SCVMC shuttle on June 15, 2021, with a full complement of marketing activities, that would provide Valley Medical employees frequent, peak-period connecting service from the San Jose Diridon Station to VMC at Bascom.
11. On June 7, 2021, VTA, together with all Bay Area Transit Agencies, started to promote Clipper mobile.
12. Successfully implemented the launch of New Transit Service with a tremendous amount of community outreach and media coverage, both leading up to the launch date in December 2019 and throughout the implementation of the service in 2020. Promotion was successful and service lead to increased ridership until COVID-19 shelter in place orders impacted ridership.

## **FY 2022 & FY 2023 Goals**

The following section details the Division's primary goals for the upcoming two years, the estimated implementation timeframe and the Strategic Plan Business Lines supported by those endeavors.

1. Advocate for VTA's Legislative Program goals to maximize federal funding for transit and highways, and champion VTA's local share of regional discretionary funds before the Metropolitan Transportation Commission. (*Timeframe: Ongoing; Business Line Supported: Transportation System Management*)
2. Maintain excellent customer service by providing Board/Committee meeting materials in a timely and efficient manner; ensuring timely responses to Board/Committee referrals; and improving access to historical Board/Committee documents. (*Timeframe: Ongoing; Business Line Supported: Transportation System Management*)

***External Affairs Division cont.***

3. Redesign VTA's website by incorporating a holistic strategy for effective web-based customer interaction, particularly through microsites, a Headways blog, and the deployment of a mobile app that can be conveniently used by customers. (*Timeframe: Ongoing; Business Line Supported: Transportation System Management*)
4. Partner with local event organizers and major employers located along key transit corridors to promote public transportation use among their employees and event-goers. (*Timeframe: Ongoing; Business Line Supported: Transportation System Management*)
5. Continue to provide accurate, accessible, and timely customer service to VTA riders and the general public through the www.VTA.org website, VTA Call Center, VTA Downtown Customer Service Center, and youth/senior outreach efforts. (*Timeframe: Ongoing; Business Line Supported: Faster, Frequent, Reliable Transit*)
6. Engage community stakeholders during all VTA project and program phases (planning, environmental, design and construction) through a robust program of public engagement. (*Timeframe: Ongoing; Business Line Supported: Delivering Projects and Programs*)

***External Affairs Division Expense Budget***  
(Dollars in Thousands)

Category	FY20 Actual	FY21 Current Budget <sup>36</sup>	FY21 Projected Actual <sup>37</sup>	FY22 Adopted Budget	Variance from FY21 Projection	% Var	FY23 Adopted Budget	Variance from FY22 Budget	% Var
Wages & Salaries	4,482.3	6,361.3	4,699.9	<b>6,340.4</b>	1,640.5	34.9%	<b>6,379.1</b>	38.7	0.6%
Benefits	3,432.4	4,034.0	3,692.7	<b>3,748.5</b>	55.9	1.5%	<b>3,889.2</b>	140.6	3.8%
<b>Labor Cost</b>	<b>7,914.7</b>	<b>10,395.3</b>	<b>8,392.6</b>	<b>10,088.9</b>	<b>1,696.4</b>	<b>20.2%</b>	<b>10,268.3</b>	<b>179.3</b>	<b>1.8%</b>
Material & Supplies	2.2	0.3	7.6	<b>2.2</b>	(5.4)	-71.1%	<b>2.2</b>	0.0	0.0%
Professional & Special Services	423.5	496.7	300.0	<b>682.5</b>	382.5	127.5%	<b>682.5</b>	0.0	0.0%
Other Services	1,261.4	1,342.8	703.8	<b>1,241.3</b>	537.5	76.4%	<b>1,241.3</b>	0.0	0.0%
Data Processing	10.4	2.5	0.0	<b>2.0</b>	2.0	0.0%	<b>2.0</b>	0.0	0.0%
Office Expense	18.4	15.9	7.7	<b>17.2</b>	9.5	123.2%	<b>17.2</b>	(0.0)	-0.0%
Employee Related Expense	1.9	17.1	1.2	<b>9.5</b>	8.3	680.4%	<b>9.5</b>	0.0	0.0%
Leases & Rents	117.3	126.3	120.7	<b>125.7</b>	5.0	4.1%	<b>129.4</b>	3.6	2.9%
Miscellaneous	143.9	151.0	88.8	<b>188.9</b>	100.1	112.7%	<b>188.9</b>	0.0	0.0%
Contribution to Other Agencies	88.1	95.0	80.2	<b>95.0</b>	14.8	18.5%	<b>95.0</b>	0.0	0.0%
<b>Total Expense</b>	<b>9,981.8</b>	<b>12,642.9</b>	<b>9,702.6</b>	<b>12,453.2</b>	<b>2,750.6</b>	<b>28.3%</b>	<b>12,636.2</b>	<b>183.0</b>	<b>1.5%</b>
Reimbursements	(793.4)	(915.5)	(829.0)	<b>(898.3)</b>	(69.3)	8.4%	<b>(914.5)</b>	(16.2)	1.8%
<b>Net Total</b>	<b>9,188.4</b>	<b>11,727.4</b>	<b>8,873.6</b>	<b>11,554.9</b>	<b>2,681.4</b>	<b>30.2%</b>	<b>11,721.7</b>	<b>166.8</b>	<b>1.4%</b>

Note: Totals and percentages may not be precise due to independent rounding.  
Descriptions of each Revenue and Expense Category can be found in Appendix D.

<sup>36</sup> Reflects Adopted Budget approved by the Board on June 14, 2019 and augmentation approved on November 7, 2019.

<sup>37</sup> Projection as of July 31, 2021; Preliminary Unaudited.



*External Affairs Division cont.*

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**Major Variances (Variance in excess of 5% and \$100,000)**

**Labor Costs:**

The FY 2022 budget reflects a \$1.7 million increase over FY 2021 actual due to the budgeting of 100% of approved positions in FY 2022 while FY 2021 actual costs reflect only filled positions. The estimated impact of FY 2022 and FY 2023 vacancies for the entire agency is reflected under Non-Departmental.

**Professional & Special Services:**

The FY 2022 budget reflects a \$383,000 increase over FY 2021 actual due to the impact of the COVID-19 pandemic.

**Other Services:**

The FY 2022 budget reflects a \$538,000 increase over FY 2021 actual due to the impact of the COVID-19 pandemic.

**Miscellaneous:**

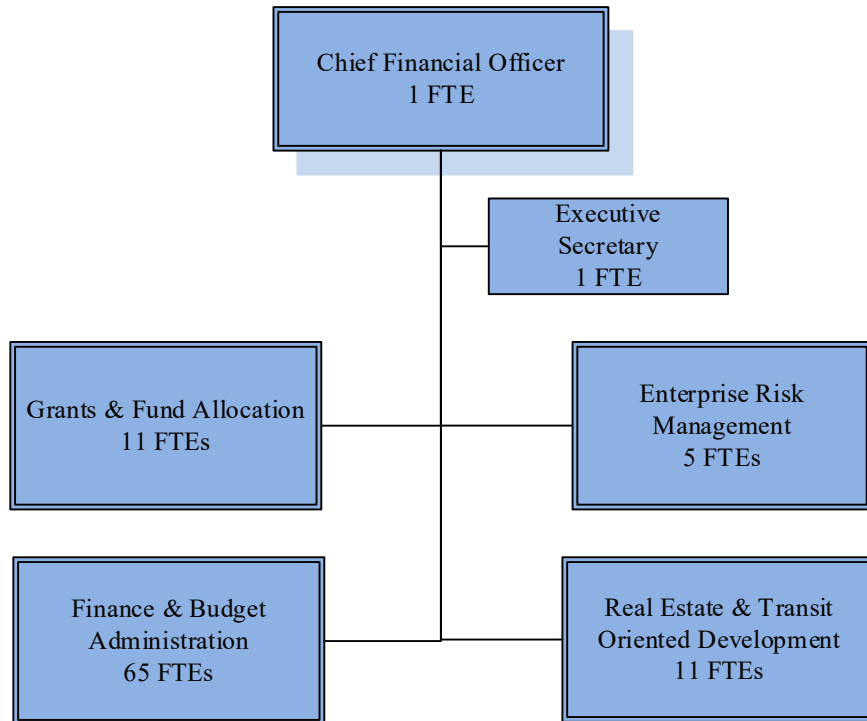
The FY 2022 budget reflects a \$100,000 increase over FY 2021 actual due to the impact of COVID-19 pandemic.

## *Finance, Budget & Real Estate Division*

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Under the direction of the Chief Financial Officer, the Finance, Budget & Real Estate Division fulfills all of the back-office functions for the Agency including: Finance, Budget, Program Management, Grants Management, Transit-Oriented Development, Real Estate, and Enterprise Risk Management.

**94 FTEs**  
(Budgeted Positions as of 7/1/21)



### **Department Descriptions**

***Finance, Budget & Program Management*** – This functional area encompasses five departments.

**Accounting:** Responsible for managing financial and capital accounting activities; maintaining the financial accounting system; external and internal financial reporting; preparation of revenue billings for projects, program contracts, and other program services; and processing and recording of cash deposits.

**Budget:** Responsible for development of the biennial operating and capital budget and monitoring the adopted budget throughout the fiscal year.

***Finance, Budget & Real Estate Division cont.***

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**Disbursements:** Responsible for processing payments to employees and outside vendors.

**Fare Programs & Systems:** Responsible for managing the activities of fare media sales and reporting of revenue collection for the bus and light rail operations.

**Finance:** Responsible for identifying need and implementing debt related transactions, preparing and analyzing the financial capacity of VTA, long-term financial planning, establishing effective investment strategies, analyzing investment portfolio performance, reporting investment performance to the Board of Directors, and designing and managing cash management and cash forecasting systems.

**Grants and Fund Allocation:**

Responsible for advocating, programming, managing, and ensuring compliance for all federal, state and regional highway/transit/roadway/bicycle/pedestrian grants.

**Real Estate and Transit-Oriented Development:**

Responsible for managing VTA’s real property assets, acquiring right-of-way to support VTA capital projects, as well as implementing the Joint Development Program

**Enterprise Risk Management:**

Responsible for management of self-insured Workers’ Compensation and Liability claims and Operations and Construction insurance programs

***Finance, Budget & Real Estate Division  
Position Detail***

Job Title	Existing Positions FY20 <sup>38</sup>	Existing Positions FY21 <sup>39</sup>	Budgeted Positions FY22	Budgeted Positions FY23
Accountant Assistant	14	14	16	16
Accountant I	1	1	1	1
Accountant III	9	9	9	9
Accounts Payable Support Supervisor	1	1	1	1
Assistant Controller	1	1	1	1
Assistant Real Estate Agent	1	0	1	1
Associate Real Estate Agent	3	3	3	3
Associate Real Estate Agent-Transit O Dv	0	1	1	1
Audit Program Manager	1	1	1	1

<sup>38</sup> As of 6/30/20.

<sup>39</sup> As of 6/30/21.

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Job Title</b>	<b>Existing Positions FY20<sup>38</sup></b>	<b>Existing Positions FY21<sup>39</sup></b>	<b>Budgeted Positions FY22</b>	<b>Budgeted Positions FY23</b>
Chief Financial Officer	1	1	1	1
Claims Analyst	2	2	2	2
Claims Program Manager	1	1	1	1
Cyber Security Analyst	1	0	0	0
Deputy Director of Fin, Budg & Prog Mgmt	1	1	1	1
Deputy Director of Grants & Fund Alloc	1	1	1	1
Director of Real Estate & Tod	1	1	1	1
Disbursements Manager	1	1	1	1
Employee Relations Manager	1	0	0	0
Enterprise Risk Manager	1	1	1	1
Executive Secretary	2	1	1	1
Extra Help	1	0	0	0
Finance, Debt & Investment Manager	1	1	1	1
Financial Accounting Manager	1	1	1	1
Financial Analyst - NR	1	1	1	1
Fiscal Resources Manager	1	1	1	1
Investment Program Manager	1	1	1	1
Management Aide - NR	0	1	1	1
Management Analyst	4	2	2	2
Management Analyst - NR	1	1	1	1
Management Secretary	1	2	1	1
Manager, Budget Administration	1	1	1	1
Manager, Transit-Oriented Development	1	1	1	1
Office Specialist II	1	1	1	1
Office Support Supervisor	1	1	1	1
Payroll Support Supervisor	1	1	1	1
Principal Transp Planner-Progmg & Grants	1	1	1	1
Program Manager-Bart Silicon Valley Ext	1	1	1	1
Revenue Services Manager	1	1	1	1
Risk Analyst	1	1	1	1
SR Accountant	10	11	11	11
SR Financial Analyst	2	2	2	2
SR Financial Analyst - NR	1	1	1	1
SR Management Analyst	4	3	3	3
SR Policy Analyst	1	1	1	1
SR Real Estate Agent	1	1	1	1
SR Real Estate Agent-Transit Oriented Dv	0	1	1	1
SR Transportation Plnr - Progmg & Grants	4	4	5	5
Transportation Planner II	2	1	1	1
Transportation Planner III	1	2	2	2
Union Business - Seiu	1	0	0	0
Vault Room Worker	3	3	3	3
<b>Total</b>	<b>95</b>	<b>91</b>	<b>94</b>	<b>94</b>

## ***Finance, Budget & Real Estate Division cont.***

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### **FY 2020 & FY 2021 Accomplishments**

#### *Finance, Budget and Program Management*

1. Received the Award for Excellence in Financial Reporting for the submission of the FY 2020 and FY 2021 Annual Comprehensive Financial Reports.
2. Obtained clean audit opinion on programs such as 2000 Measure A, 2016 Measure B, and other annual reporting such as the Single Audit and National Transit Database.
3. Commissioned six new ticket vending machines at Milpitas BART and Light Rail stations.
4. Issued the 2000 Measure A 2020 Refunding Bonds, locking in \$6.1 million of savings over the life of the bonds.
5. Implemented six new investment managers for the ATU pension fund to better diversify the investment portfolio, reduce fees, and improve risk adjusted investment returns.
6. Successfully negotiated and executed the Operations and Maintenance Agreement (O&M Agreement), including executing and delivering all related documents and agreements between VTA and BART. The O&M Agreement and all related documents/agreements are to facilitate the operations and maintenance of BART service on the Silicon Valley BART Extension from Warm Springs, through Milpitas, to the BART Berryessa Station to provide an integrated transportation network for Bay Area residents.

#### *Real Estate*

7. Obtained possession of majority of properties needed to commence construction of the Eastridge to BART Regional Connector Project. Completed all acquisitions required for PG&E transmission line relocation.
8. Completed real estate portion of O&M Agreement with BART and conveyed majority of property interest to BART required per the Agreement.
9. Commenced acquisitions on BSVII Project.
10. Provided necessary input and analysis to Project teams to ensure successful delivery of the I101/25 Interchange Project, the Highway I-280/Wolfe Interchange Project and BSVII.
11. Asset inventory and valuation performed report to inform VTA on potential revenues and requirements for a naming rights program. VTA engaged consultant firm to begin strategic sales on behalf of VTA.
12. Launched of digital advertising at Berryessa and Milpitas Transit Centers and planning for BART Phase 2 digital advertising opportunities.
13. Completed negotiations and obtained Board approval for new development agreement at Blossom Hill light rail for more than 350 residential units, ground floor commercial, and site improvements. Completed successful RFP and entered into Exclusive Negotiation Agreements for 1 million square feet of commercial development at Cerone and 400,000 square feet of mixed-use development at Curtner.

## ***Finance, Budget & Real Estate Division cont.***

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14. Entered into a MOU with Santa Clara County committing Measure A affordable housing for projects at 4 VTA sites, with reimbursement of VTA planning and predevelopment costs, highly advantageous funding for VTA's land cost, and use of County's preapproved developer list for projects.
15. TOD - Worked with BART Delivery Program, consultants, and stakeholders to define the potential for up to 3 million square feet of mixed-use TOD on VTA-owned sites at 3 Phase 2 BART Stations. Completed Transit-Oriented Communities Playbooks at 3 stations to establish station area vision, future collaboration with cities. Completed first phase of planning at one site, obtained entitlements for 500,000 square feet at another site.

### *Risk Management*

16. Recovered \$1,031,221 reimbursement for Cyber Liability Insurance Carrier for Ransom Payment.
17. Recovered \$653,392 replacement costs for Bus #6416 from Property Insurance Carrier, Allianz.
18. Recovered from responsible third parties approximately \$650,000 in property subrogation claims.
19. Insured within budget of \$3,750,000 all coverage lines for the Fiscal Year 2021 Transit Operations Insurance Program effective July 1, 2020 within budget for a total premium cost including taxes and fees of \$3,723,826.
20. Insured VTA owned BART Real Property and fifty of VTA owned BART Rail Cars under VTA's Property Insurance Program for Fiscal Year 2021.
21. Implemented an updated Ergonomic procedure pursuant with IIPP guidelines.
22. Fostered collaboration of COVID 19 Response as it relates to Workers' Compensation Claims.
23. Completed OCIP Implementation with BSVII including breakout meetings, and provided Insurance Specification Requirements for RFII, RFQ, and RFP segments.

## **FY 2022 & FY 2023 Goals**

The following section details the Division's primary goals for the upcoming two years, the estimated implementation timeframe and the Strategic Plan Business Lines supported by those endeavors.

### *Finance, Budget and Program Management*

1. Submit the FY 2022 and FY 2023 Annual Comprehensive Financial Reports to the Government Finance Officer Association for consideration of the Award for Excellence in Financial Reporting. (*Timeframe*: December 2021; *Business Line Supported*: Delivering Projects and Programs)
2. Commission six Point of Sale Cash Registers at VTA's Customer Services Lobbies. (*Timeframe*: November 2021; *Business Line Supported*: Delivering Projects and Programs)

## ***Finance, Budget & Real Estate Division cont.***

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3. Transition away from moovel EZFare app to the Clipper fare payment app instead. (*Timeframe: December 2021; Business Line Supported: Delivering Projects and Programs*)
4. Support negotiation of Full Funding Grant Agreement with FTA for Phase II of the BART Silicon Valley Extension Project. (*Timeframe: December 2022; Business Line Supported: Delivering Projects and Programs*)
5. Provide debt financing alternatives to help fund the construction of Express Lanes phases 4 and 5. (*Timeframe: July 2022; Business Line Supported: Delivering Projects and Programs*)
6. Negotiate and execute Administrative Amendments and Implementation Letters for the O&M VTA/BART Agreement. (*Timeframe: June 2023; Business Line Supported: Faster, Frequent, Reliable Transit*)

### Real Estate

7. Complete timely ROW acquisitions for BSVII Project. (*Timeframe: 2022; Business Line Supported: Delivering Projects and Programs*)
8. Complete timely ROW acquisitions for I102/25 Interchange Project. (*Timeframe: 2022; Business Line Supported: Delivering Projects and Programs*)
9. Complete timely ROW acquisitions for I280/Wolfe Interchange Project. (*Timeframe: 2022; Business Line Supported: Delivering Projects and Programs*)
10. Secure naming rights partners for VTA assets including Light Rail lines and stations. (*Timeframe: 1 Light Rail Station in 2022; Business Line Supported: Transportation System Management*)
11. Amendment to extend Clear Channel Outdoor advertising agreement. Agreement will have greater focus on bus shelter maintenance service to enhance the image of VTA amongst the public. (*Timeframe: 2022; Business Line Supported: Faster, Frequent, Reliable Transit*)
12. Construction Commences for Tamien and Blossom Hill TOD Projects. (*Timeframe: commences 2023; Business Line Supported: Delivering Projects and Programs*)
13. Complete Development Agreements for 500 units of housing under County-VTA MOU for Measure A affordable housing. (*Timeframe: commences 2022; Business Line Supported: Delivering Projects and Programs*)
14. Have 2 million+ square feet of other mixed-use new development underway with signed development agreements and predevelopment underway. (*Timeframe: commences 2022; Business Line Supported: Delivering Projects and Programs*)

### Risk Management

15. Manage all claim matters arising out of the Guadalupe Event on May 26, 2021: Property Claim of approximately \$5,500,000, Workers' Compensation Claims of approximately \$6,500,000, Public Officials/Employment potential causes of action, Excess General Liability potential causes of action
16. Manage all claim matters arising out of the Cyber Security Incident in April, 2021
17. Manage ongoing claim matters resulting from COVID-19 claims
18. Publish the Transitional Work Program for modified and alternative

***Finance, Budget & Real Estate Division cont.***

- 19. Publish the Fitness for Duty Program
- 20. Update the Procedure Manual for Indemnity & Insurance
- 21. Complete all BSVII OCIP Procedures, Policies and implement day to day responsibilities after marketing and placing coverage
- 22. Manage the OCIP for CP1 & CP2

***Finance, Budget & Real Estate Division Expense Budget***  
*(Dollars in Thousands)*

Category	FY20 Actual	FY21 Current Budget <sup>40</sup>	FY21 Projected Actual <sup>41</sup>	FY22 Adopted Budget	Variance from FY21 Projection	% Var	FY23 Adopted Budget	Variance from FY22 Budget	% Var
Wages & Salaries	8,362.3	9,584.2	8,711.9	<b>11,048.1</b>	2,336.1	26.8%	<b>11,299.4</b>	251.3	2.3%
Benefits	5,361.2	5,890.8	5,891.2	<b>5,972.6</b>	81.4	1.4%	<b>6,328.3</b>	355.7	6.0%
<b>Labor Cost</b>	<b>13,723.4</b>	<b>15,475.0</b>	<b>14,603.2</b>	<b>17,020.7</b>	<b>2,417.5</b>	<b>16.6%</b>	<b>17,627.7</b>	<b>607.0</b>	<b>3.6%</b>
Material & Supplies	1.3	0.5	1.5	<b>2.2</b>	0.7	46.6%	<b>2.5</b>	0.3	14.5%
Professional & Special Services	1,718.5	2,140.3	2,096.4	<b>2,710.4</b>	614.0	29.3%	<b>2,777.8</b>	67.4	2.5%
Other Services	511.0	872.0	714.4	<b>330.8</b>	(383.6)	-53.7%	<b>336.6</b>	5.7	1.7%
Utilities	0.0	133.3	0.1	<b>137.9</b>	137.9	262,861.0%	<b>285.5</b>	147.6	107.0%
Insurance	3,833.8	7,897.0	8,154.4	<b>8,546.0</b>	391.6	4.8%	<b>8,989.0</b>	443.0	5.2%
Data Processing	11.3	19.3	12.2	<b>21.4</b>	9.2	75.6%	<b>22.1</b>	0.7	3.3%
Office Expense	25.1	28.8	12.3	<b>16.9</b>	4.6	37.3%	<b>16.6</b>	(0.4)	-2.1%
Communications	0.0	0.0	2.9	<b>0.0</b>	(2.9)	-100.0%	<b>0.0</b>	0.0	0.0%
Employee Related Expense	2.7	4.6	1.0	<b>3.5</b>	2.5	243.2%	<b>7.7</b>	4.2	122.5%
Leases & Rents	199.9	206.6	203.0	<b>213.7</b>	10.7	5.3%	<b>221.1</b>	7.4	3.5%
Miscellaneous	45.7	47.0	35.7	<b>45.6</b>	10.0	27.9%	<b>46.7</b>	1.0	2.3%
Contribution to Other Agencies	567.8	771.0	327.4	<b>551.0</b>	223.6	68.3%	<b>551.0</b>	0.0	0.0%
<b>Total Expense</b>	<b>20,640.5</b>	<b>27,800.3</b>	<b>26,164.5</b>	<b>29,600.1</b>	<b>3,435.6</b>	<b>13.1%</b>	<b>30,884.2</b>	<b>1,284.1</b>	<b>4.3%</b>
Reimbursements	(2,233.0)	(2,527.4)	(3,503.9)	<b>(3,771.2)</b>	(267.2)	7.6%	<b>(3,859.0)</b>	(87.8)	2.3%
<b>Net Total</b>	<b>18,407.5</b>	<b>25,272.8</b>	<b>22,660.6</b>	<b>25,828.9</b>	<b>3,168.3</b>	<b>14.0%</b>	<b>27,025.2</b>	<b>1,196.3</b>	<b>4.6%</b>

Note: Totals and percentages may not be precise due to independent rounding.  
 Descriptions of each Revenue and Expense Category can be found in Appendix D.

**Major Variances (Variance in excess of 5% and \$100,000)**

**Labor Costs:**

FY 2022 budget reflects a \$2.4 million increase over FY 2021 actual due to the budgeting of 100% of approved positions in FY 2022 while FY 2021 actual costs reflect only filled positions. The estimated impact of FY 2022 and FY 2023 vacancies for the entire agency is reflected under Non-Departmental.

<sup>40</sup> Reflects Adopted Budget approved by the Board on June 14, 2019 and augmentation approved on November 7, 2019.

<sup>41</sup> Projection as of July 31, 2021; Preliminary Unaudited.



## ***Finance, Budget & Real Estate Division cont.***

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### **Professional & Special Services:**

FY 2022 budget is \$614,000 higher than FY 2021 actual due to Fare Clipper O&M fees and Real Estate naming rights sponsorships.

### **Other Services:**

FY 2022 budget is \$383,000 lower than FY 2021 due to contract employees supporting the Office of the CFO and the Social Security Section 218 Agreement.

### **Utilities:**

FY 2022 budget is \$137,000 higher than FY 2021 due to the BART parking garages.

### **Insurance:**

FY 2022 budget is \$391,000 higher than FY 2021 due to insurance market conditions. The worldwide COVID-19 pandemic has impacted the insurance marketplace, leading to higher premiums.

### **Contribution to Other Agencies:**

FY 2022 budget is \$223,000 higher than FY 2021 actual due to the Fare Transit Assistance Program with Santa Clara County and Real Estate's new contract with Clear Channel Ad Company.

### **Reimbursements:**

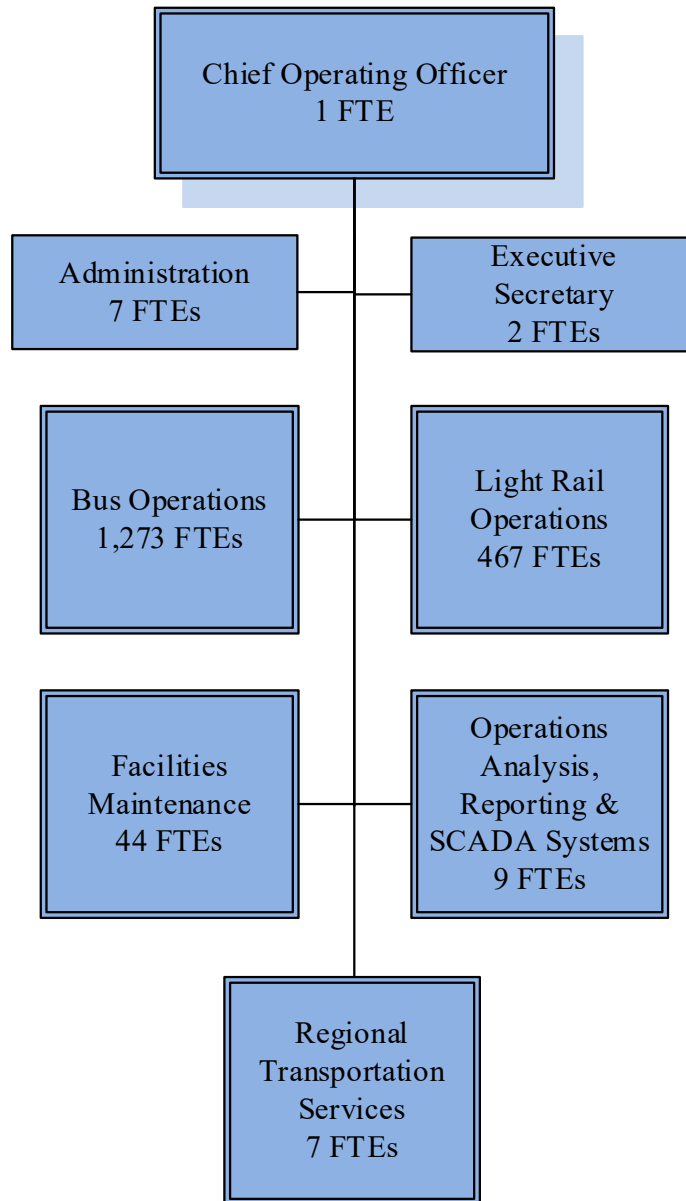
FY 2022 budgeted reimbursements reflect a decrease of \$267,000 from FY 2021 primarily due to lower than anticipated efforts in supporting capital projects and reimbursable program activities.

## *Operations Division*

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Under the direction of the Chief Operating Officer, the Operations Division operates, maintains, analyzes, and manages VTA's bus and light rail transit system and facilities. It also oversees contracted shuttle and Paratransit services.

**1,810 FTEs**  
*(Budgeted Positions as of 7/1/21)*



## *Operations Division cont.*

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### **Department Descriptions**

#### **Administration:**

Responsible for division budget, capital projects, policies and procedures, and personnel administration. In addition, this department coordinates VTA's apprenticeship program in conjunction with the Joint Workforce Investment (JWI) Program and Amalgamated Transit Union, Local 265 (ATU).

#### **Bus Operations:**

Responsible for operating and maintaining VTA's fleet of buses. This department is also responsible for bus engineering and quality assurance warranty.

#### **Facilities Maintenance:**

Responsible for maintaining all VTA facilities, including passenger facilities, and non-revenue vehicles.

#### **Light Rail Operations:**

Responsible for operating and maintaining VTA's fleet of light rail vehicles, as well as the light rail system consisting of track, operating signals, power distribution system, and the adjoining right-of-way. In addition, this department is responsible for rail maintenance engineering and configuration management, field supervision and the operations control center.

#### **Operations Analysis, Reporting & Systems:**

Responsible for the analysis and reporting of VTA's transportation and maintenance performance and managing SCADA as well as providing support for VTA operations-related business information systems.

#### **Regional Transportation Services:**

Responsible for management of the paratransit provider contract, ensuring compliance with the Americans with Disabilities Act (ADA) for fixed-route transit operations, and coordination of other contracted and regional interagency transit services.

*Operations Division cont.*

***Operations Division  
Position Detail***

<b>Job Title</b>	<b>Existing Positions FY20<sup>42</sup></b>	<b>Existing Positions FY21<sup>43</sup></b>	<b>Budgeted Positions FY22</b>	<b>Budgeted Positions FY23</b>
Assistant Supt, Service Management	4	4	4	4
Assistant Supt, Transit Communications	3	3	3	3
Assistant Transportation Engineer	2	2	2	2
Associate Transportation Engineer	1	1	1	1
Automotive Attendant	1	1	1	1
Bus Operator	924	924	924	924
Bus Stop Maintenance Worker	14	14	14	14
Chief Operating Officer	1	1	1	1
Communications Systems Analyst I	1	1	1	1
Communications Systems Analyst II	1	1	1	1
Deputy Director Transit Operations	2	2	2	2
Dispatcher - Bus	21	21	21	21
Dispatcher - LRT	4	4	4	4
Electrician	1	1	1	1
Electro Mechanic	61	61	61	61
Electronic Technician	13	13	13	13
Engineering Technician III	1	1	1	1
Executive Secretary	2	2	2	2
Facilities Maintenance Coordinator	3	3	3	3
Facilities Maintenance Manager	1	1	1	1
Facilities Maintenance Representative	5	5	5	5
Facilities Worker	23	23	23	23
Foreperson - LRT	6	6	6	6
General Maintenance Mechanic	2	2	2	2
Janitor	5	9	9	9
Lead Bus Stop Maintenance Worker	2	2	2	2
Lead Janitor	1	1	1	1
Lead Maintenance Worker - LRT	7	7	7	7
Light Rail Equipment Superintendent	1	1	1	1
Light Rail Operator	143	143	143	143
Light Rail Power Foreperson	2	2	2	2
Light Rail Power Supervisor	2	2	2	2
Light Rail Signal Maintainer	22	22	22	22
Light Rail Signal Supervisor	2	2	2	2
Light Rail Track Maintenance Supervisor	2	2	2	2
Light Rail Way, Power & Signal Supt	1	1	1	1
Lr Way, Power, And Signal Supervisor	1	1	1	1
Maintenance Scheduler	6	6	6	6
Maintenance Superintendent	4	4	4	4
Maintenance Worker - LRT	25	25	25	25
Management Aide	2	2	2	2
Management Analyst	10	10	10	10
Manager, Bus Engineering, QA & Warranty	1	1	1	1
Manager, Ops Analysis & Scada Systems	1	1	1	1

<sup>42</sup> As of 6/30/20, adjusted to reflect division reorganizations.

<sup>43</sup> As of 6/30/21, adjusted to reflect division reorganizations.

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Job Title</b>	<b>Existing Positions FY20<sup>42</sup></b>	<b>Existing Positions FY21<sup>43</sup></b>	<b>Budgeted Positions FY22</b>	<b>Budgeted Positions FY23</b>
Office & Timekeeping Technician	22	22	22	22
Office Specialist II	3	3	3	3
Office Support Supervisor	4	4	4	4
Operations Manager	1	1	1	1
Operations Manager, Maintenance of Way	1	1	1	1
Operations Systems Supervisor	2	2	2	2
Ops Mgr, Rail Vehicle Maintenance & Engr	1	1	1	1
Overhaul & Repair Foreperson	3	3	3	3
Overhaul & Repair Mechanic	25	25	25	25
Overhead Line Worker	12	12	12	12
Paint & Body Foreperson	1	1	1	1
Paint & Body Foreperson - LRT	1	1	1	1
Paint & Body Worker	13	13	13	13
Paint & Body Worker - LRT	5	5	5	5
Passenger Facilities & Wayside Mtce Supv	2	2	2	2
Quality Assurance & Warranty Specialist	4	4	4	4
Regional Transportation Svcs Mgr	1	1	1	1
Service Mechanic	22	22	22	22
Service Worker	73	73	73	73
Service Worker Foreperson	4	4	4	4
SR Communications Systems Analyst	3	3	3	3
SR Management Analyst	2	2	2	2
SR Management Analyst - NR	1	1	1	1
SR Mechanical Engineer - Auto Systems	1	1	1	1
SR Office & Timekeeping Technician	1	1	1	1
SR Signal Maintainer	2	2	2	2
SR Systems Engineer	1	1	1	1
SR Track Worker	9	9	9	9
Substation Maintainer	10	10	10	10
Support Mechanic	2	2	2	2
Track Worker	12	12	12	12
Transit Division Supervisor	9	9	9	9
Transit Foreperson	9	9	9	9
Transit Maintenance Supervisor	15	15	15	15
Transit Mechanic	117	117	117	117
Transit Radio Dispatcher	12	12	12	12
Transportation Planning Manager	1	0	0	0
Transportation Superintendent	4	4	4	4
Transportation Superintendent, Svc Mgt	2	2	2	2
Transportation Supervisor	42	42	42	42
Union Business - ATU	3	3	3	3
Upholsterer	8	8	8	8
Upholstery Foreperson	1	1	1	1
Utility Worker	2	2	2	2
Warranty Coordinator	1	1	1	1
<b>Total<sup>44</sup></b>	<b>1,807</b>	<b>1,810</b>	<b>1,810</b>	<b>1,810</b>

<sup>44</sup> Does not include Long-Term Leave positions

## ***Operations Division cont.***

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### **FY 2020 & FY 2021 Accomplishments**

1. Completed 53% of the CAD/AVL system installation on all VTA Light Rail cars.
2. Completed network infrastructure design for the SCADA-TVM separation.
3. Expanded VTA's electric bus fleet to 10 electric buses.
4. Installed Operator Barriers on seventy-five (75) 60-foot articulated buses and twenty-five (25) 40-foot buses.
5. Developed the Upholsterer Pilot Program with Joint Workforce Investment (JWI) and ATU.
6. Completed 30% of the Coupler Overhaul Program.
7. Completed 94% of the major mid-life rehabilitation and overhaul on VTA's Light Rail Fleet.
8. Complete the Light Rail Operator Apprenticeship application and submitted to the Department of Apprenticeship Standards for approval.
9. Completed the implementation of MyAccess to the Paratransit customers.
10. Implemented lactation rooms at all Divisions.
11. Installed a gender-neutral restroom at the River Oaks campus.
12. Installed hand sanitizer and masks on all coaches and light rail vehicles due to the COVID-19 pandemic.

### **FY 2022 & FY 2023 Goals**

The following section details the Division's primary goals for the upcoming two years, the estimated implementation timeframe and the Strategic Plan Business Lines supported by those endeavors.

1. Complete the network upgrade for SCADA Hardware and Software. (*Timeframe: March 2023; Business Lines Supported: Faster, Frequent, Reliable Transit*)
2. Complete the upgrade to the Light Rail Public Address Systems. (*Timeframe: June 2022; Business Lines Supported: Faster, Frequent, Reliable Transit*)
3. Complete the CAD/AVL system installation on Light Rail. (*Timeframe: June 2023; Business Line Supported: Faster, Frequent, Reliable Transit*)
3. Implement the Automated Daily Driver Logbook for bus. (*Timeframe: December 2022; Business Lines Supported: Faster, Frequent, Reliable Transit*)

## ***Operations Division cont.***

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4. Complete the Coupler Overhaul Program on the Light Rail Fleet. (*Timeframe: June 2023; Business Line Supported: Faster, Frequent, Reliable Transit*)
5. Complete the major mid-life rehabilitation and overhaul of the entire VTA Light Rail Fleet. (*Timeframe: June 2022; Business Line Supported: Faster, Frequent, Reliable Transit*)
6. Complete the Door and HVAC Overhauls on the Light Rail Fleet. (*Timeframe: June 2023; Business Line Supported: Faster, Frequent, Reliable Transit*)
7. Complete the purchase of up to one hundred (100) 40-foot hybrid buses. (*Timeframe: June 2023; Business Line Supported: Faster, Frequent, Reliable Transit*)
8. Complete the installation of the Operator barriers on the remainder of the VTA bus fleet. (*Timeframe: June 2022; Business Line Supported: Faster, Frequent, Reliable Transit*)
9. Continue to expand the charging capacity of the electric bus fleet at Cerone Division to meet the zero emissions requirements. (*Timeframe: June 2023; Business Line Supported: Faster, Frequent, Reliable Transit*)
10. Begin the conceptual design for electric charging station expansion at Chaboya and North Divisions for electric buses. (*Timeframe: June 2023; Business Line Supported: Faster, Frequent, Reliable Transit and Delivering Projects and Programs*)
11. Update the Maintenance Apprenticeship Programs to better align the timeline with On-The-Job Training and classroom structure. (*Timeframe: June 2023; Business Line Supported: Faster, Frequent, Reliable Transit*)
12. Integrate with the MTC Blue Ribbon plan to advance regional eligibility improvements that provide ADA passengers regional eligibility. (*Timeframe: June 2022; Business Lines Supported: Faster, Frequent, Reliable Transit*)

VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

*Operations Division cont.*

***Operations Division Expense Budget***  
*(Dollars in Thousands)*

Category	FY20 Actual	FY21 Current Budget <sup>45</sup>	FY21 Projected Actual <sup>46</sup>	FY22 Adopted Budget	Variance from FY21 Projection	% Var	FY23 Adopted Budget	Variance from FY22 Budget	% Var
Wages & Salaries	133,214	166,834	129,627	<b>175,496</b>	45,870	35.4%	<b>175,896</b>	400	0.2%
Benefits	115,461	110,425	128,534	<b>103,964</b>	-24,570	-19.1%	<b>106,903</b>	2,939	2.8%
<b>Labor Cost</b>	<b>248,675</b>	<b>277,259</b>	<b>258,160</b>	<b>279,460</b>	<b>21,300</b>	<b>8.3%</b>	<b>282,799</b>	<b>3,339</b>	<b>1.2%</b>
Material & Supplies	22,124	30,871	18,507	<b>24,860</b>	6,353	34.3%	<b>24,393</b>	-467	-1.9%
Professional & Special Services	187	1,434	386	<b>2,474</b>	2,087	540.1%	<b>2,196</b>	-277	-11.2%
Other Services	7,964	6,742	9,327	<b>8,270</b>	-1,057	-11.3%	<b>8,380</b>	110	1.3%
Fuel	7,974	10,698	6,163	<b>10,386</b>	4,223	68.5%	<b>10,734</b>	348	3.3%
Traction Power	4,502	5,360	4,378	<b>5,946</b>	1,568	35.8%	<b>6,327</b>	381	6.4%
Tires	1,658	1,640	1,400	<b>1,624</b>	224	16.0%	<b>1,685</b>	61	3.8%
Utilities	3,546	4,189	3,671	<b>4,175</b>	504	13.7%	<b>4,154</b>	-22	-0.5%
Data Processing	260	244	276	<b>385</b>	109	39.7%	<b>415</b>	30	7.7%
Office Expense	97	148	104	<b>117</b>	12	12.0%	<b>117</b>	0	-0.0%
Communications	0	0	0	<b>0</b>	0	0.0%	<b>0</b>	0	0.0%
Employee Related Expense	32	30	17	<b>17</b>	0	-2.4%	<b>16</b>	-1	-7.3%
Leases & Rents	130	75	263	<b>217</b>	-46	-17.5%	<b>217</b>	0	0.0%
Miscellaneous	67	57	83	<b>100</b>	18	21.2%	<b>102</b>	2	1.6%
<b>Subtotal Operating Expense</b>	<b>297,214</b>	<b>338,747</b>	<b>302,734</b>	<b>338,030</b>	<b>35,296</b>	<b>11.7%</b>	<b>341,534</b>	<b>3,504</b>	<b>1.0%</b>
Paratransit	23,269	28,099	19,842	29,206	9,364	47.2%	30,093	887	3.0%
Caltrain	10,800	10,800	10,800	0	-10,800	-100.0%	0	0	0.0%
Altamont Corridor Express	5,454	5,773	5,710	6,054	344	6.0%	6,242	188	3.1%
Highway 17 Express	375	400	394	419	25	6.3%	439	20	4.7%
Monterey San Jose Express	0	35	0	0	0	0.0%	0	0	0.0%
Contribution to Other Agencies	0	0	0	100	100	0.0%	100	0	0.0%
<b>Subtotal Other Expense</b>	<b>39,899</b>	<b>45,106</b>	<b>36,745</b>	<b>35,779</b>	<b>-967</b>	<b>-2.6%</b>	<b>36,874</b>	<b>1,095</b>	<b>3.0%</b>
Reimbursements	-5,855	-9,903	-5,275	<b>-5,754</b>	-479	9.1%	<b>-5,914</b>	-160	2.8%
<b>Net Total</b>	<b>331,258</b>	<b>373,951</b>	<b>334,204</b>	<b>368,055</b>	<b>33,851</b>	<b>10.1%</b>	<b>372,493</b>	<b>4,439</b>	<b>1.2%</b>

Note: Totals and percentages may not be precise due to independent rounding.  
Descriptions of each Revenue and Expense Category can be found in Appendix D.

<sup>45</sup> Adopted Budget approved by the Board on June 14, 2019 and augmentation approved on November 7, 2019.

<sup>46</sup> Projection as of July 31, 2021; Preliminary Unaudited.



## *Operations Division cont.*

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### **Major Variances (Variance in excess of 5% and \$1.0 million)**

#### **Labor Costs:**

The FY 2022 budget reflects a \$21.3 million increase over FY 2021 actual due to the budgeting of 100% of approved positions in FY 2022 while FY 2021 actual costs reflect only filled positions. The estimated impact of FY 2022 and FY 2023 vacancies for the entire agency is reflected under the Non-Departmental Division.

#### **Materials & Supplies:**

The FY 2022 budget shows a \$6.4 million higher than FY 2021 due to higher parts costs related to higher service miles budgeted in FY 2022. FY 2021 actual service level was lower due to factors relating to the COVID-19 pandemic.

#### **Professional & Special Services:**

The FY 2022 budget reflects a \$2.1 million higher than FY 2021 actual to fund special services that were delayed or postponed due to the COVID-19 pandemic.

#### **Other Service:**

The FY 2022 budget reflects a \$1.1 million lower than FY 2021 actual mainly due to FY 2021 expenses include additional costs to accommodate COVID-19 related requirements.

#### **Fuel:**

The FY 2022 budget reflects a \$4.2 million increase over FY 2021 due primarily to higher projected price per gallon for diesel and additional usage related to increase in service hours. The price per gallon assumptions for FY 2022 and FY 2023 are \$2.65 and \$2.75 per gallon, respectively. Average price per gallon paid in FY 2021 was \$2.17.

#### **Traction Power:**

FY 2022 budget is \$1.6 million higher than FY 2021 actual primarily due to additional usage related to higher service hours.

#### **Paratransit:**

The FY 2022 budget shows a \$9.4 million increase over FY 2021 actual. Due to COVID-19 pandemic restrictions, Paratransit services demand was lower in FY 2021. FY 2022 budget provide funding for services at the pre-pandemic level.

#### **Caltrain:**

The FY 2022 and FY 2023 biennial budget do not include a contribution to Caltrain because of the passage of Measure RR in November 2020. This measure implemented a 30-year one-eighth sales tax in the three counties San Francisco, San Mateo, and Santa Clara to fund Caltrain operations and capital improvements.

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**



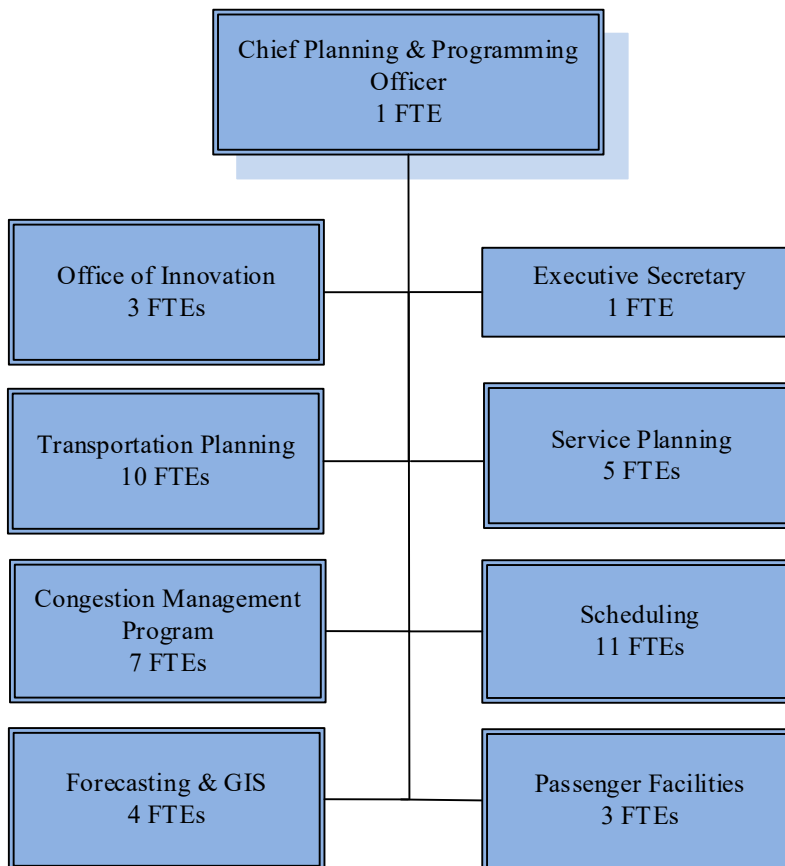
**VTA Access Paratransit Vehicles**

## *Planning & Programming Division*

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Under the direction of the Chief Planning & Programming Officer, this division is responsible for transit and transportation planning, travel demand forecasting and geographic information systems (GIS) services, transit service planning, the office of innovation, and programming of Congestion Management Program (CMP) funds. This division is responsible for the Congestion Management Agency functions (CMA) as well as development review and bicycle & pedestrian planning.

**45 FTEs**  
*(Budgeted Positions as of 7/1/21)*



## ***Planning & Programming Division cont.***

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### **Department Descriptions**

#### **Transit Planning & Transportation Planning:**

Responsible for the planning and conceptual design of all major transit projects as well as the long-range planning functions of VTA, including the CMP.

#### **Travel Demand Forecasting and Geographic Information Services:**

Responsible for maintaining and applying VTA's travel demand model and GIS to evaluate the community impacts of transportation investment and policy decisions made by VTA, including the CMP. Also responsible for developing GIS-based web applications and providing advanced data analytics services to support other business needs of the VTA enterprise.

#### **Service Planning:**

Responsible for developing annual transit service plans, managing VTA's partnership transit services, monitoring transit performance, developing service change recommendations, managing bus stop planning projects, and other transit service planning efforts.

#### **Scheduling:**

Responsible for developing transit service schedules and producing operator shifts.

#### **Passenger Facilities:**

Responsible for managing VTA's bus stops, transit centers, rail stations, and other passenger facilities.

#### **Office of Innovation:**

The Office of Innovation works collaboratively with VTA staff, other transit agencies, academic, non-profit, and private sector institutions to drive innovation in the transportation sector. In partnership with colleagues across the country, the Office of Innovation supports cross-functional teams to accelerate the pace of technology or policy to solve transit interest challenges for the people of Santa Clara County.

#### **Congestion Management Program:**

Responsible for the programming of funds for the CMP, for the proactive review and input on local land-use decisions and their impacts on the transportation network, and for the development of countywide planning for bicycle and pedestrian infrastructure and programs. Also responsible for administering specific functions of the CMA.

***Planning & Programming Division cont.***

***Planning & Programming Division  
Position Detail***

Job Title	Existing Positions FY20 <sup>47</sup>	Existing Positions FY21 <sup>48</sup>	Budgeted Positions FY22	Budgeted Positions FY23
Chief Planning & Programming Officer	1	1	1	1
Deputy Director of Innovation & Tech	1	1	1	1
Deputy Director of Strategic Initiatives	1	0	0	0
Deputy Director, Transit Plng & Cap Dev	2	1	1	1
Executive Secretary	1	1	1	1
Management Analyst	0	1	1	1
Innovative Mobility Program Manager	0	1	1	1
Office Specialist II	1	1	1	1
Principal Transportation Planner	2	2	2	2
SR Transportation Planner	8	7	7	7
SR Transportation Plnr - Modeling & Anal	2	2	2	2
Technical Project Manager	1	1	1	1
Transit Service Development Spec I	2	0	1	1
Transit Service Development Spec II	9	11	10	10
Transit Service Development Spec III	1	1	1	1
Transit Service Development Supervisor	2	2	2	2
Transportation Planner I	1	1	1	1
Transportation Planner II	1	1	1	1
Transportation Planner III	6	7	7	7
Transportation Planning Aide	1	1	1	1
Transportation Planning Manager	1	1	1	1
Transportation Planning Mgr, Tdm, R&A	1	1	1	1
<b>Total</b>	<b>45</b>	<b>45</b>	<b>45</b>	<b>45</b>

**FY 2020 & FY 2021 Accomplishments**

1. Performed the modeling and cost-benefit analyses to support VTA's applications for SB 1 grant to help fund the US 101/Trimble/De La Cruz interchange improvement and the US 101/SR 25 Interchange improvement. VTA was awarded a total of \$80 million state funding.

<sup>47</sup> As of 6/30/20.

<sup>48</sup> As of 6/30/21.

## *Planning & Programming Division cont.*

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2. Provided technical assistance to member agencies as they developed their VMT policy, in compliance with State Bill 743.
3. Provided modeling, GIS, and data analytics support to different divisions and the BSV Program. This support has helped propel the progress of capital projects (e.g., BSV EPD funding application) and programs (e.g., Express Lane Phase 5); it has also streamlined special projects (e.g., inventory of 4000+ bus stops) and business processes (e.g., TOD, community outreach).
4. Completed the requirements, playbook and procurement process for the first phase of our Accessible Automated electric Vehicle AAeV. Took delivery of the AAeV in January 2021 and completed accessibility testing in June 2021. Working with Mineta Institute and academia completed a research paper on Automated Vehicle Accessibility.
5. Completed the requirements, and Request for Information (RFI) on the next generation accessible and automated electric transit shuttle. Acquired FTA funding and put on the street a Request for Purchase.
6. In partnership with Prospect Silicon Valley, acquired \$1.9 million from the California Energy Commission to build, test, and report on an Energy Management System and Electric Bus Monitoring System.
7. Awarded 2016 Measure B funding for three bike and pedestrian grant applications: Bernardo Undercrossing, Homestead Improvements and Bascom Complete Streets.
8. The VTA Board of Directors adopted the goals for the VTA Business Plan.
9. Developed a web-based countywide VMT Estimation Tool, which has become the main tool used by Member Agencies and stakeholders to evaluate land development impacts and potential mitigation measures.
10. Completed cross jurisdictional complete streets studies for Tasman and Bascom avenues in collaboration with Member Agencies.
11. The VTA Board of Directors adopted the recommendations of the SR 85 Fixed Guideway Study.
12. The VTA Board of Directors accepted the Concept Layout for the Diridon Integrated Station Concept.
13. Implemented the 2019 New Transit Service Plan in December 2019 to adapt VTA's transit network to increase overall ridership, meet changes in travel patterns and demand and provide connections to BART's new service to Santa Clara County. In the three months the new service plan was in effect (prior to COVID), ridership had increased by 3%, an increase that is not typically expected for a new network until its second year.
14. Developed a dedicated program to plan and manage bus stop and transit facility improvements equitably and strategically throughout VTA's transit network.
15. Adopted and launched transit service partnerships in 2020 that support the diverse array of mobility needs of County riders, such as the Express Bus Partnership Program, Vanpool Program, and the Santa Clara Valley Medical Center first-last mile shuttle to Diridon Station.

## ***Planning & Programming Division cont.***

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16. Implemented several special service plans in 2020 in order to adjust to varying impacts and respond to continually changing objectives caused by the COVID-19 pandemic.
17. Invested in and utilized new schedule optimizing software and data visualization programs to efficiently and cost-effectively schedule, service, and enhance VTA's transit performance monitoring tools.
18. Programmed and monitored several local, regional, and state programs totaling approximately \$46 million.
19. Developed and submitted countywide program of projects for the Safe and Seamless Mobility Quick-Strike Program that resulted in \$17 million for local projects.

## **FY 2022 & FY 2023 Goals**

The following section details the Division's primary goals for the upcoming two years, the estimated implementation timeframe and the Strategic Plan Business Lines supported by those endeavors.

1. Improve VTA travel demand modeling capabilities. Three key components are (1) completing 50% or more in the development of VTA's activity-based model; (2) completing the development of VTA's first land-use model; and (3) refining the forecasting capabilities of the current trip-based model. *(Timeframe: complete 50% by end of FY2023; Business Line Supported: Transportation System Management)*
2. Leverage new technologies and data to provide high-quality modeling, GIS, and data analytics support to all divisions, the BART Silicon Valley Program, and a variety of projects and programs. *(Timeframe: Q4 2023; Business Line Supported: Delivering Projects and Programs)*
3. Operate an Automated Vehicle (AV) at the VA in Palo Alto to learn and validate operation of an AV with the disabled community. Identify partners to build the next generation of Accessible Automated AVs that meet NHTSA and ALTOONA requirements. *(Timeframe: phase 3 in Q4 2022, phase 4 in Q4 2023; Business Line Supported: Delivering Projects and Programs)*
4. Deploy a mini fleet of collision avoidance equipment on VTA's 40 foot bus fleet and track safety performance of the mini fleet. *(Timeframe: Q4 2023; Business Line Supported: Faster, Frequent, Reliable Transit)*
5. Advance and/or complete major studies crucial for the future of transportation in the Valley. This includes but is not limited to the Business Plan, High Capacity Transit, the Central Bikeway, NextGen, and the update for the Community Design for Transportation manual. *(Timeframe: several studies will be completed within the Budget Cycle; Business Line Supported: Transportation System Management)*
6. Develop, program, and assist with the delivery of Cycle 3 One Bay Area Grant (OBAG) program, which may total \$100 million. *(Timeframe: Fall 2022; Business Line Supported: Delivering Projects and Programs)*

***Planning & Programming Division cont. cont.***

7. Implement projects within the Fast Transit Program including transit signal priority (TSP) on Monterey corridor, an innovative multi-jurisdictional TSP pilot project, TSP improvements on El Camino Real, balance bus stops on eleven frequent network routes, and implement faster fares strategies that remove barriers for people who want to switch from cash to non-cash forms of payment. *(Timeframe: end of 2023; Business Line Supported: Faster, Frequent, Reliable Transit)*
8. Refine VTA's transit service network to accommodate changes in rider demand and access, efficiently and effectively schedule service connections, and position the network for growth. *(Timeframe: ongoing; Business Line Supported: Faster, Frequent, Reliable Transit)*
9. Enhance VTA's transit service partnership model to diversify the mobility solutions offered to organizations, businesses, and County residents. *(Timeframe: February 2022, February 2023; Business Line Supported: Delivering Projects and Programs)*

***Planning & Programming Division Expense Budget***

*(Dollars in Thousands)*

Category	FY20 Actual	FY21 Current Budget <sup>49</sup>	FY21 Projected Actual <sup>50</sup>	FY22 Adopted Budget	Variance from FY21 Projection	% Var	FY23 Adopted Budget	Variance from FY22 Budget	% Var
Wages & Salaries	4,203.9	5,089.3	4,646.7	<b>5,362.4</b>	715.8	15.4%	<b>5,306.0</b>	(56.4)	-1.1%
Benefits	2,731.9	2,768.2	3,117.3	<b>2,881.0</b>	(236.3)	-7.6%	<b>2,930.9</b>	49.9	1.7%
<b>Labor Cost</b>	<b>6,936</b>	<b>7,857</b>	<b>7,764</b>	<b>8,243</b>	<b>479</b>	<b>6.2%</b>	<b>8,237</b>	<b>-07</b>	<b>-0.1%</b>
Material & Supplies	104.5	160.3	259.8	<b>236.5</b>	(23.3)	-9.0%	<b>286.0</b>	49.5	20.9%
Professional & Special Services	175.4	378.5	0.4	<b>1,147.0</b>	1,146.6	326,885.6%	<b>647.0</b>	(500.0)	-43.6%
Other Services	238.5	216.0	128.2	<b>327.6</b>	199.4	155.5%	<b>363.9</b>	36.3	11.1%
Data Processing	20.2	117.0	224.7	<b>651.9</b>	427.2	190.1%	<b>418.1</b>	(233.8)	-35.9%
Office Expense	7.5	5.4	3.1	<b>4.5</b>	1.4	45.7%	<b>4.5</b>	0.0	0.0%
Employee Related Expense	2.8	2.7	0.8	<b>3.4</b>	2.6	319.2%	<b>3.4</b>	0.0	0.0%
Miscellaneous	11.6	283.7	190.1	<b>120.5</b>	(69.6)	-36.6%	<b>21.7</b>	(98.8)	-82.0%
<b>Total Expense</b>	<b>7,496.4</b>	<b>9,021.1</b>	<b>8,571.0</b>	<b>10,734.8</b>	<b>2,163.8</b>	<b>25.2%</b>	<b>9,981.5</b>	<b>(753.3)</b>	<b>-7.0%</b>
Reimbursements	(5,408.8)	(5,764.2)	(5,920.6)	<b>(6,508.2)</b>	(587.6)	9.9%	<b>(6,447.5)</b>	60.8	-0.9%
<b>Net Total</b>	<b>2,087.5</b>	<b>3,256.9</b>	<b>2,650.3</b>	<b>4,226.6</b>	<b>1,576.2</b>	<b>59.5%</b>	<b>3,534.1</b>	<b>(692.5)</b>	<b>-16.4%</b>

Note: Totals and percentages may not be precise due to independent rounding.  
 Descriptions of each Revenue and Expense Category can be found in Appendix D.

<sup>49</sup> Reflects Adopted Budget approved by the Board on June 14, 2019 and augmentation approved on November 7, 2019.

<sup>50</sup> Projection as of July 31, 2021; Preliminary Unaudited.



## *Planning & Programming Division cont. cont.*

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### **Major Variances (Variance in excess of 5% and \$100,000)**

#### **Labor Costs:**

The FY 2022 budget reflects a \$479,000 increase over FY 2021 actual due to the budgeting of 100% of approved positions in FY 2022 while FY 2021 actual costs reflect only filled positions. The estimated impact of FY 2022 and FY 2023 vacancies for the entire agency is reflected under Non-Departmental.

#### **Professional & Special Services:**

The FY 2022 budget is \$1.1 million higher than FY 2021 due to consultants working on VTA Business Plan, Travel Demand Modeling, and AV Passenger Modeling.

#### **Other Services:**

The FY 2022 budget is \$199,000 higher than FY 2021 due to the support for AAV Testing and Mobility On Demand Microtransit.

#### **Data Processing:**

The FY 2022 budget is \$427,000 higher than FY 2021 due to the Trapeze Block Optimizer software, ChargePoint EMP license fee, and Intersection Design.

#### **Reimbursements:**

FY 2022 budgeted reimbursements reflect an increase of \$587,000 from FY 2021 due to an increase in supporting capital projects and reimbursable program activities.



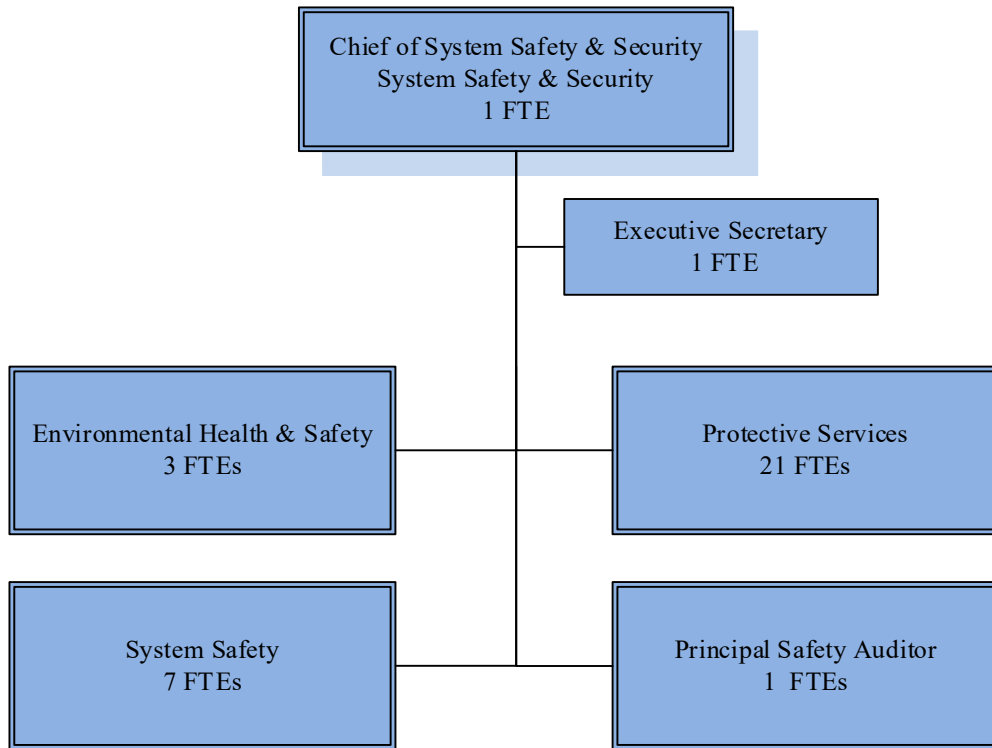
**VTA Bus Services in Downtown San Jose**

## *System Safety & Security Division*

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Under the direction of the Chief of System Safety and Security, this division is responsible for oversight of all security functions and the management and oversight of all VTA safety functions including training, emergency preparedness, accident response, and regulatory compliance.

**34 FTEs**  
*(Budgeted Positions as of 7/1/21)*



***System Safety & Security Division cont.***

**Department Descriptions**

**Protective Services:**

Responsible for oversight of all security functions including contracted supplemental law enforcement and private security services, and VTA’s fare enforcement.

**Environmental, Health & Safety:**

Responsible for ensuring the environmental health and safety of VTA employees, in accordance with federal, state, and local requirements.

**Safety & Compliance:**

Responsible for ensuring the safe mechanical and procedural operation of the transit system, in accordance with federal, state and local requirements, including the development of emergency operations plans, threat & hazard assessments, and safety training.

***System Safety & Security Division  
Position Detail***

Job Title	Existing Positions FY20 <sup>51</sup>	Existing Positions FY21 <sup>52</sup>	Budgeted Positions FY22	Budgeted Positions FY23
Chief of System Safety & Security	1	1	1	1
Environmental Health & Safety Specialist	2	2	2	2
Environmental Health & Safety Supervisor	1	1	1	1
Executive Secretary	1	1	1	1
Extra Help	0	1	0	0
Fare Inspector	16	16	16	16
Manager of Security Programs	1	1	1	1
Office Specialist I	0	1	0	0
Office Specialist II	2	1	2	2
Principal Safety Auditor	1	1	1	1
Safety Manager	1	1	1	1
Senior Management Analyst	1	1	1	1
Transit Safety Officer	4	4	4	4
Transit Systems Safety Supervisor	1	1	1	1
Transportation Supervisor	2	2	2	2
Total	34	35	34	34

<sup>51</sup> As of 6/30/20, adjusted to reflect division reorganizations.

<sup>52</sup> As of 6/30/21, adjusted to reflect division reorganizations.

## ***System Safety & Security Division cont.***

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### **FY 2020 & FY 2021 Accomplishments**

1. Completed final review of VTA's System Security Plan and obtained approval from the California Public Utilities Commission (CPUC) for its agency-wide distribution and utilization.
2. Collaborated and assisted with the critical implementation of various major VTA programs/projects which included, but were not limited to, New Transportation Service Plan; VTA/BART transit center openings; Milpitas and Berryessa Transit Center paid parking procedures and revenue collection; Section 218 Election; and Enforcement of COVID-19 restrictions/requirements while utilizing public transit.

### **FY 2022 & FY 2023 Goals**

The following section details the Division's primary goals for the upcoming two years, the estimated implementation timeframe and the Strategic Plan Business Lines supported by those endeavors.

1. Complete a Transportation Security Administration (TSA) approved agency-wide Security Training Program in accordance with 49 CFR 1570.109(a). The training program is focused on training security-sensitive personnel on how to observe, assess and respond to suspected terrorist-related threats and/or incidents. All security-sensitive employees must receive recurrent training every three years after initial training. (*Timeframe: Ongoing; Business Line Supported: Transportation System Management*)

*System Safety & Security Division cont.*

***System Safety & Security Division Expense Budget***  
*(Dollars in Thousands)*

Category	FY20 Actual	FY21 Current Budget <sup>53</sup>	FY21 Projected Actual <sup>54</sup>	FY22 Adopted Budget	Variance from FY21 Projection	% Var	FY23 Adopted Budget	Variance from FY22 Budget	% Var
Wages & Salaries	2,059.9	2,341.8	2,059.4	<b>3,466.8</b>	1,407.4	68.3%	<b>3,472.2</b>	5.3	0.2%
Benefits	1,628.8	1,702.1	1,836.6	<b>2,118.8</b>	282.3	15.4%	<b>2,191.9</b>	73.1	3.4%
<b>Labor Cost</b>	<b>3,688.7</b>	<b>4,043.9</b>	<b>3,896.0</b>	<b>5,585.7</b>	<b>1,689.7</b>	<b>43.4%</b>	<b>5,664.1</b>	<b>78.4</b>	<b>1.4%</b>
Material & Supplies	33.7	62.5	15.1	<b>84.4</b>	69.2	457.4%	<b>88.4</b>	4.0	4.8%
Security	15,546.0	22,010.5	20,289.7	<b>24,774.8</b>	4,485.1	22.1%	<b>25,730.8</b>	956.0	3.9%
Professional & Special Services	256.1	347.0	178.1	<b>326.0</b>	147.9	83.0%	<b>326.0</b>	0.0	0.0%
Other Services	167.7	98.9	143.0	<b>63.4</b>	(79.6)	-55.7%	<b>108.4</b>	45.0	71.0%
Office Expense	37.7	34.1	31.9	<b>40.0</b>	8.1	25.5%	<b>40.0</b>	0.0	0.0%
Employee Related Expense	50.6	99.4	75.5	<b>129.1</b>	53.6	71.0%	<b>129.1</b>	0.0	0.0%
Miscellaneous	9.6	17.8	10.7	<b>28.3</b>	17.6	163.6%	<b>22.0</b>	-6.3	-22.3%
<b>Total Expense</b>	<b>19,790.1</b>	<b>26,714.0</b>	<b>24,640.1</b>	<b>31,031.6</b>	<b>6,391.6</b>	<b>25.9%</b>	<b>32,108.8</b>	<b>1,077.2</b>	<b>3.5%</b>
<b>Net Total</b>	<b>19,790.1</b>	<b>26,714.0</b>	<b>24,640.1</b>	<b>31,031.6</b>	<b>6,391.6</b>	<b>25.9%</b>	<b>32,108.8</b>	<b>1,077.2</b>	<b>3.5%</b>

Note: Totals and percentages may not be precise due to independent rounding.  
 Descriptions of each Revenue and Expense Category can be found in Appendix D.

**Major Variances (Variance in excess of 5% and \$500,000)**

**Labor Costs:**

The FY 2022 budget reflects a \$1.7 million increase over FY 2021 actual due to the budgeting of 100% of approved positions in FY 2022 while FY 2021 actual costs reflect only filled positions. The estimated impact of FY 2022 and FY 2023 vacancies for the entire agency is reflected under Non-Departmental.

**Security:**

The FY 2022 budget is \$4.5 million higher than FY 2021 due primarily to additional security staffing and coverage for the new Milpitas Transit Center and the San Jose Berryessa Transit Center.

<sup>53</sup> Reflects Adopted Budget approved by the Board on June 14, 2019 and augmentation approved on November 7, 2019.

<sup>54</sup> Projection as of July 31, 2021; Preliminary Unaudited.

## *Non-Departmental*

Non-Departmental represents all expenses that are beyond the control of an individual division or difficult to be allocated meaningfully to any one division.

### *Non-Departmental Expense Budget* (Dollars in Thousands)

Category	FY20 Actual	FY21 Current Budget <sup>55</sup>	FY21 Projected Actual <sup>56</sup>	FY22 Adopted Budget	Variance from FY21 Projection	% Var	FY23 Adopted Budget	Variance from FY22 Budget	% Var
Wages & Salaries	0.0	(9,365.5)	0.0	(14,572.2)	(14,572.2)	0.0%	(11,350.1)	3,222.1	-22.1%
Benefits	(151.3)	(6,349.3)	(166.8)	(8,223.0)	(8,056.2)	4,831.2%	(6,589.1)	1,633.9	-19.9%
<b>Labor Cost</b>	<b>-151</b>	<b>-15,715</b>	<b>-167</b>	<b>-22,795</b>	<b>-22,628</b>	<b>13,569.9%</b>	<b>-17,939</b>	<b>4,856</b>	<b>-21.3%</b>
Tires	0	43	42	0	(42)	(-100%)	0	0	N/A
Contribution to Other Agencies	0	0	0	0	0	N/A	0	0	N/A
Debt Service	20,819	20,784	20,773	20,909	136	0.7%	20,831	(78)	(-0.4%)
Transfer to Capital	35,000	35,000	35,000	40,000	5,000	14.3%	40,000	0	0.0%
<b>Total Expense</b>	<b>55,668</b>	<b>40,112</b>	<b>55,649</b>	<b>38,114</b>	<b>(17,535)</b>	<b>-31.5%</b>	<b>42,891</b>	<b>4,778</b>	<b>12.5%</b>

Note: Totals and percentages may not be precise due to independent rounding.  
Descriptions of each Revenue and Expense Category can be found in Appendix D.

### **Major Variances (Variance in excess of 5% and \$100,000)**

#### **Labor Costs:**

FY 2022 budgeted labor costs reflect a \$22.6 million decrease from FY 2021 actual. For ease of budget administration, the anticipated labor costs for all approved positions are reflected in each respective division and an estimated vacancy rate for the overall agency is reflected in Non-Departmental.

#### **Transfer to Capital Reserve:**

The FY 2022 budget reflects a \$5.0 million increase over FY 2021. The actuals in FY 2021 included the set-aside for local share of capital for both FY 2020 and FY 2021.

<sup>55</sup> Adopted Budget approved by the Board on June 14, 2019 and augmentation approved on November 7, 2019.

<sup>56</sup> Projection as of July 31, 2019; Preliminary Unaudited.

## Performance Measures

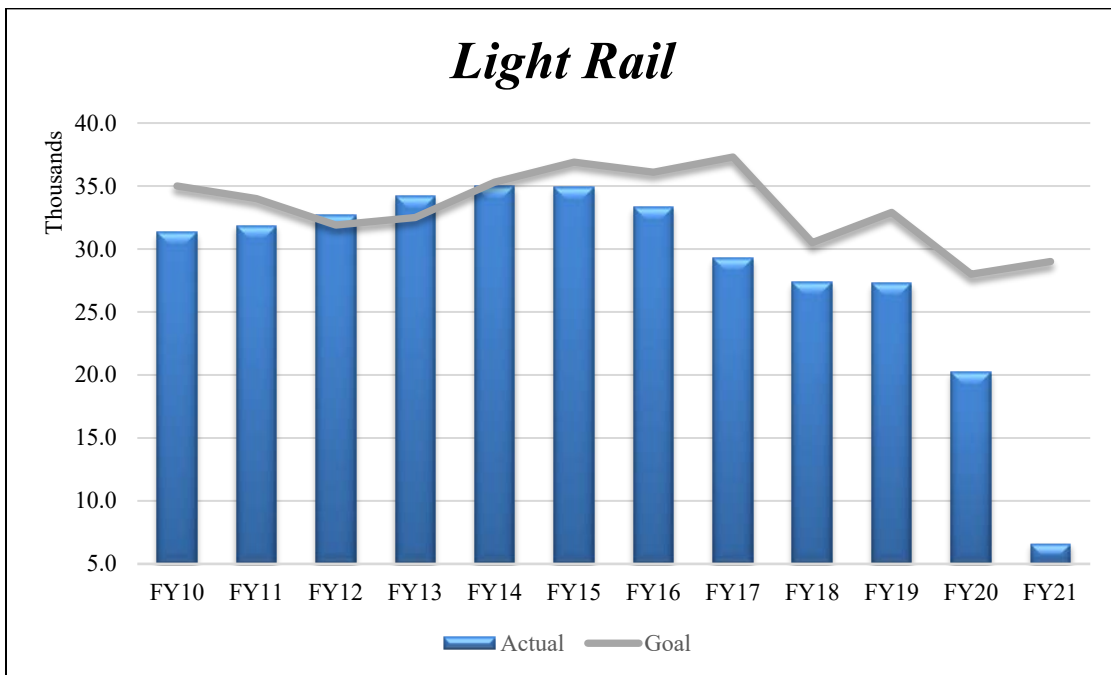
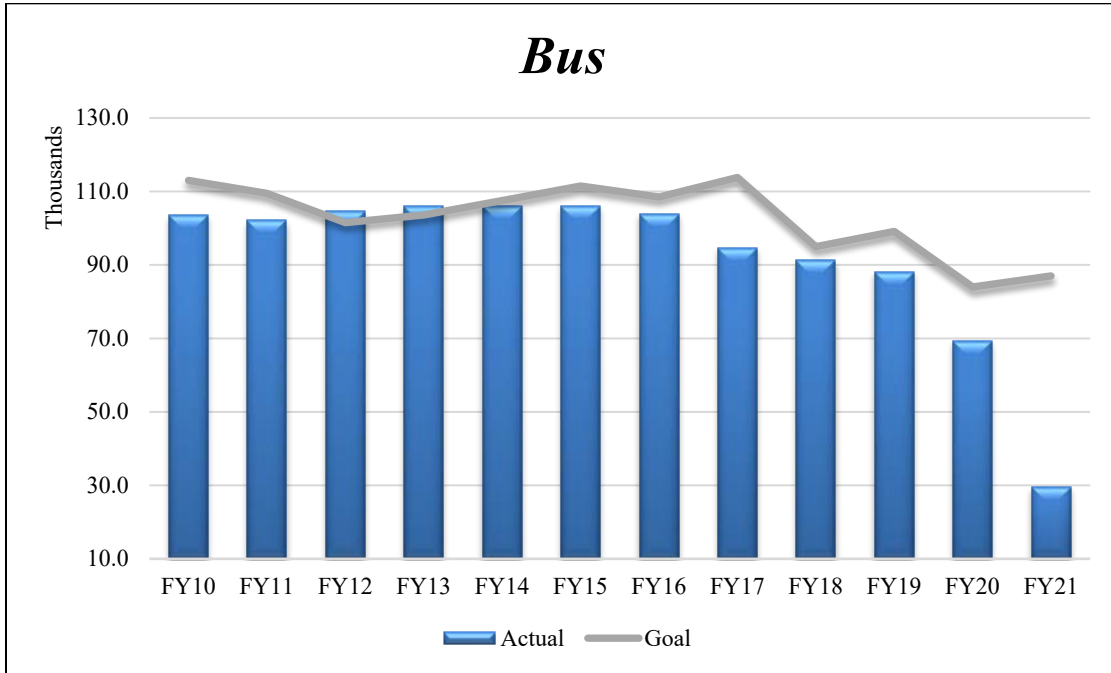
VTA sets and monitors key operating performance indicators<sup>57</sup> to measure reliability, efficiency, safety, productivity, and customer satisfaction for VTA’s bus and light rail service. The goals are established using historical trend analysis adjusted for variables or factors that affect the results of the performance indicators (e.g., service reductions, enhancements). Where goals have not been met, corrective action plans are developed. The prior two years’ performance and the goal for each of the next two fiscal years are presented below. The charts on the following pages show the 10-year historical performance for several key operating indicators against the applicable annual goal.

	FY2020 Actual		FY2021 Goal	FY2021 Actual	Goal Met?	FY2022 Goal	FY2023 Goal
<b>SYSTEM (Bus &amp; Light Rail)</b>							
Total Boarding Riders (in millions)	27.98	>=	35.69	11.88	No	>= 18.80	>= 29.50
Average Weekday Boarding Riders	89,639	>=	116,000	36,414	No	>= 58,100	>= 93,600
BPRH	19.5	>=	24.7	9.1	No	>= 13.3	>= 20.9
Percent of Scheduled Service Operated	99.71%	>=	99.55%	99.80%	YES	>= 99.55%	>= 99.55%
Miles Between Major Mechanical Schedule Loss	14,711	>=	9,000	16,207	YES	>= 9,000	>= 9,000
Miles Between Chargeable Accidents	153,936	>=	113,500	178,196	YES	>= 112,000	>= 112,000
Passenger Concerns per 100,000 Boardings	23.8	<=	10.6	38.9	No	<= 10.6	<= 10.6
<b>BUS OPERATIONS</b>							
Total Boarding Riders (in millions)	21.70	>=	26.64	9.71	No	>= 14.03	>= 21.82
Average Weekday Boarding Riders	69,386	>=	87,000	29,808	No	>= 44,000	>= 70,000
BPRH	17.5	>=	19.4	9.4	No	>= 11.2	>= 17.5
Percent of Scheduled Service Operated	99.69%	>=	99.50%	99.98%	YES	>= 99.50%	>= 99.50%
Miles Between Major Mechanical Schedule Loss	15,760	>=	8,000	22,219	YES	>= 8,000	>= 8,000
Miles Between Chargeable Accidents	149,997	>=	100,000	173,362	YES	>= 100,000	>= 100,000
On-time Performance	84.8%	>=	92.5%	83.9%	No	>= 92.5%	>= 92.5%
Operator Personal Time-off	15.8%	<=	10.0%	17.0%	No	<= 10.0%	<= 10.0%
Maintenance Personal Time-off	12.6%	<=	8.0%	9.5%	No	<= 8.0%	<= 8.0%
Passenger Concerns per 100,000 Boardings	27.4	<=	11.8	45.4	No	<= 11.8	<= 11.8
<b>LIGHT RAIL OPERATIONS</b>							
Total Boarding Riders (in millions)	6.28	>=	9.05	2.17	No	>= 4.77	>= 7.67
Average Weekday Boarding Riders	20,253	>=	29,000	6,606	No	>= 14,100	>= 23,600
BPRH	50.8	>=	56.9	7.9	No	>= 29.1	>= 47
Percent of Scheduled Service Operated	99.35%	>=	99.90%	99.94%	YES	>= 99.90%	>= 99.90%
Miles Between Major Mechanical Schedule Loss	21,489	>=	25,000	22,777	No	>= 25,000	>= 25,000
Miles Between Chargeable Accidents	202,954	>=	2,529,000	1,457,724	No	>= 2,375,000	>= 2,373,000
On-time Performance	82.6%	>=	95.0%	89.9%	No	>= 95.0%	>= 95.0%
Operator Personal Time-off	16.4%	<=	10.0%	22.7%	No	<= 10.0%	<= 10.0%
Maintenance Personal Time-off	12.3%	<=	8.0%	14.3%	No	<= 8.0%	<= 8.0%
Way, Power, & Signal Personal Time-off	11.0%	<=	8.0%	19.9%	No	<= 8.0%	<= 8.0%
Passenger Concerns per 100,000 Boardings	11.6	<=	2.8	10.1	No	<= 2.8	<= 2.8
Fare evasion	1.7%	<=	5.0%	2.2%	YES	<= 5.0%	<= 5.0%

<sup>57</sup> Definitions for individual indicators can be found in the glossary in Appendix N.

*Performance Measures cont.*

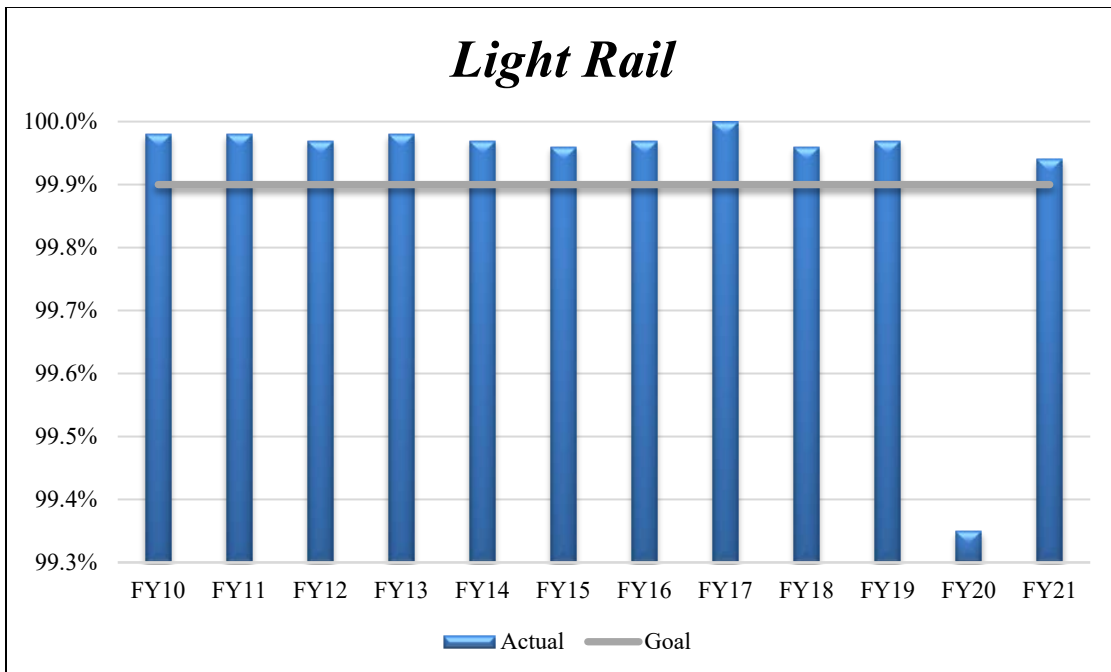
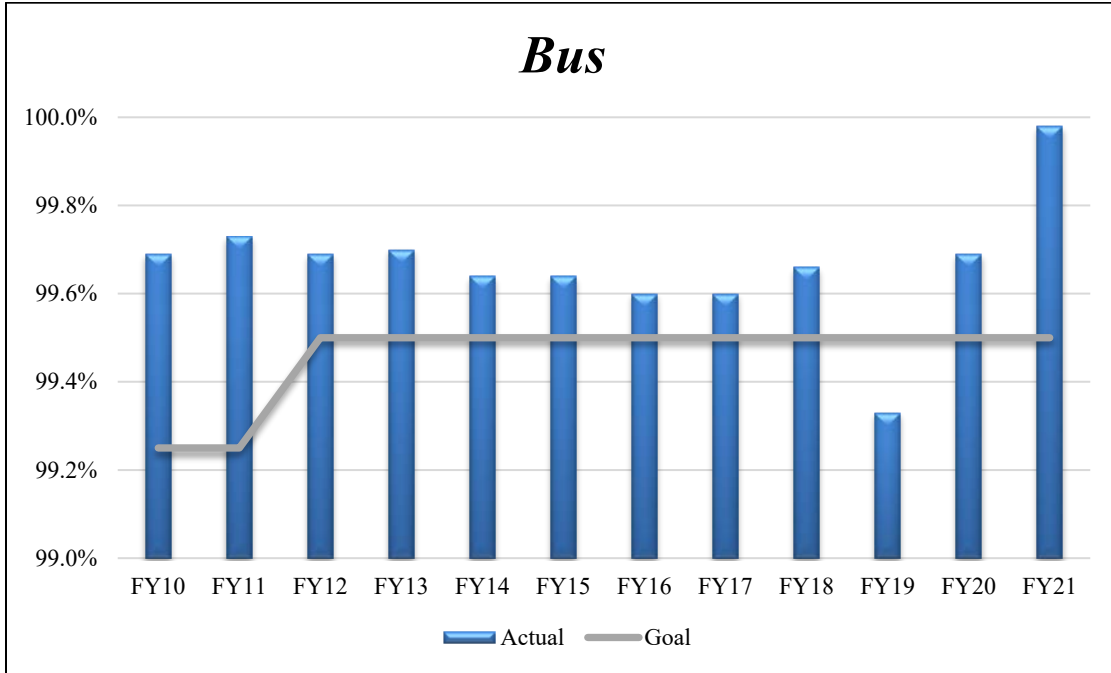
**Average Weekday Boardings**





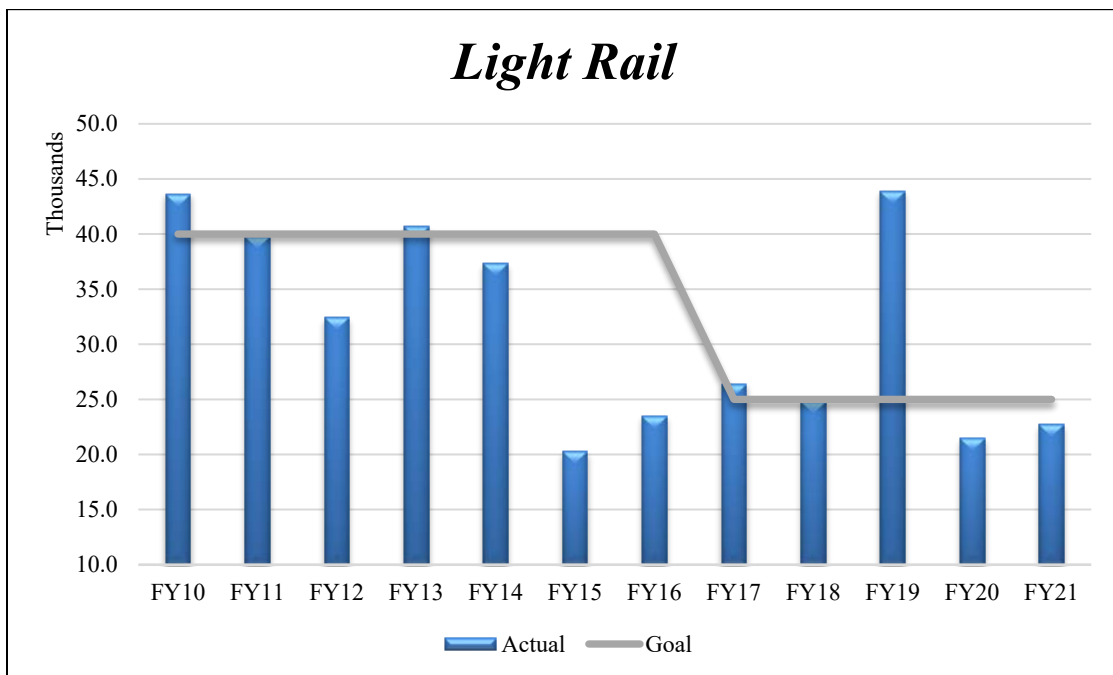
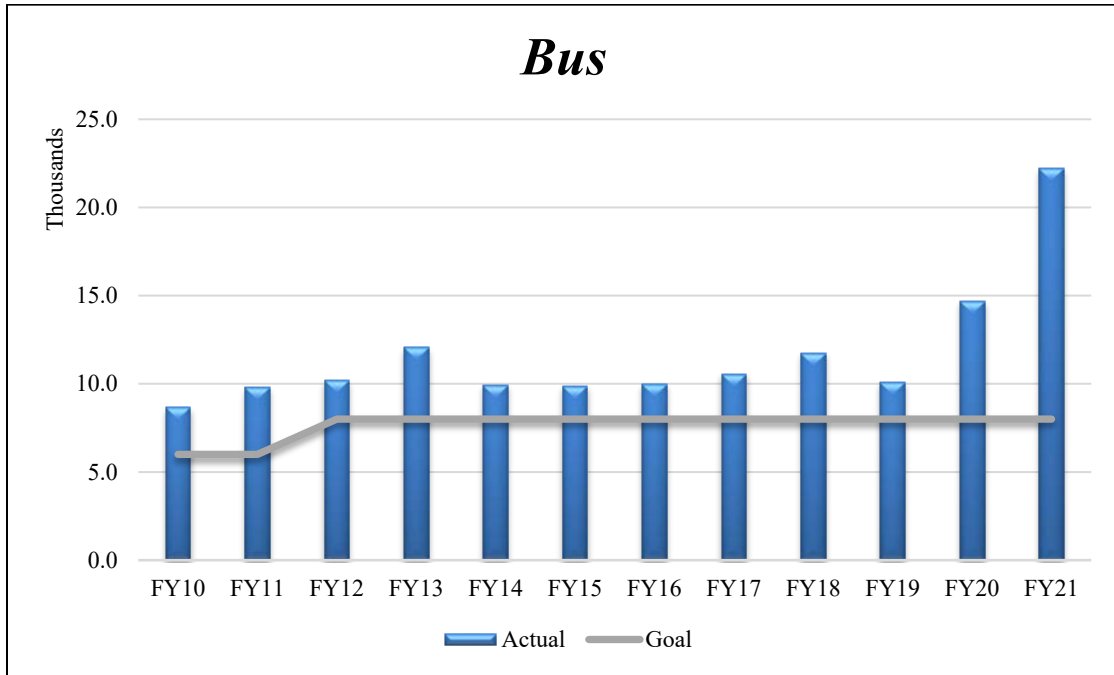
*Performance Measures cont.*

**Percent of Scheduled Service Operated**



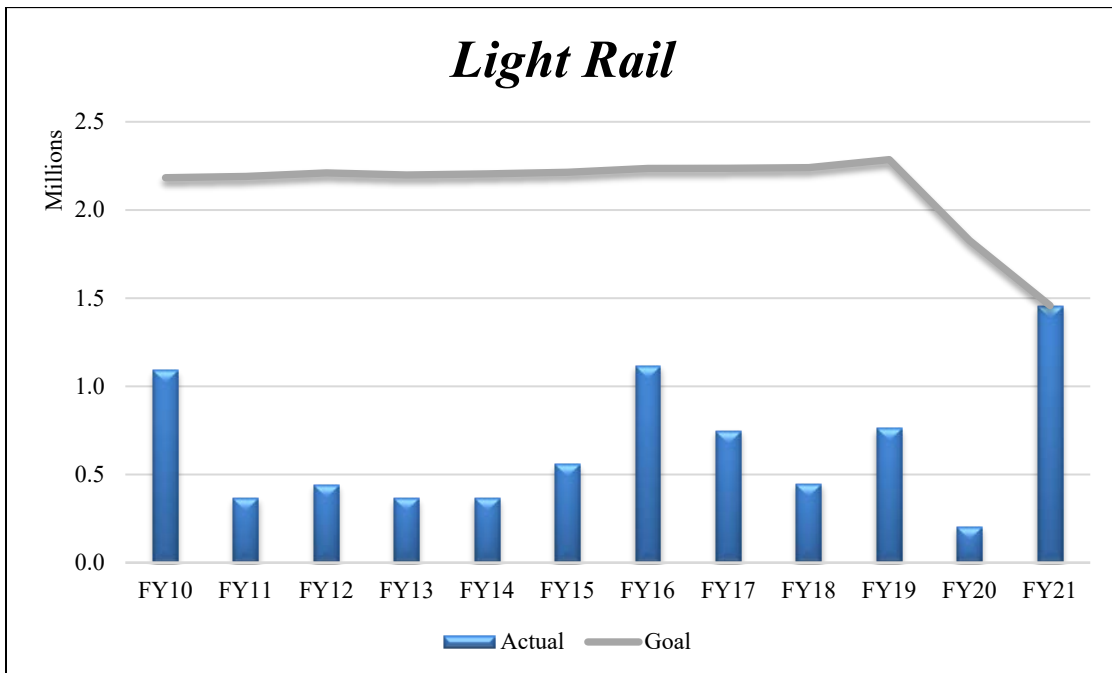
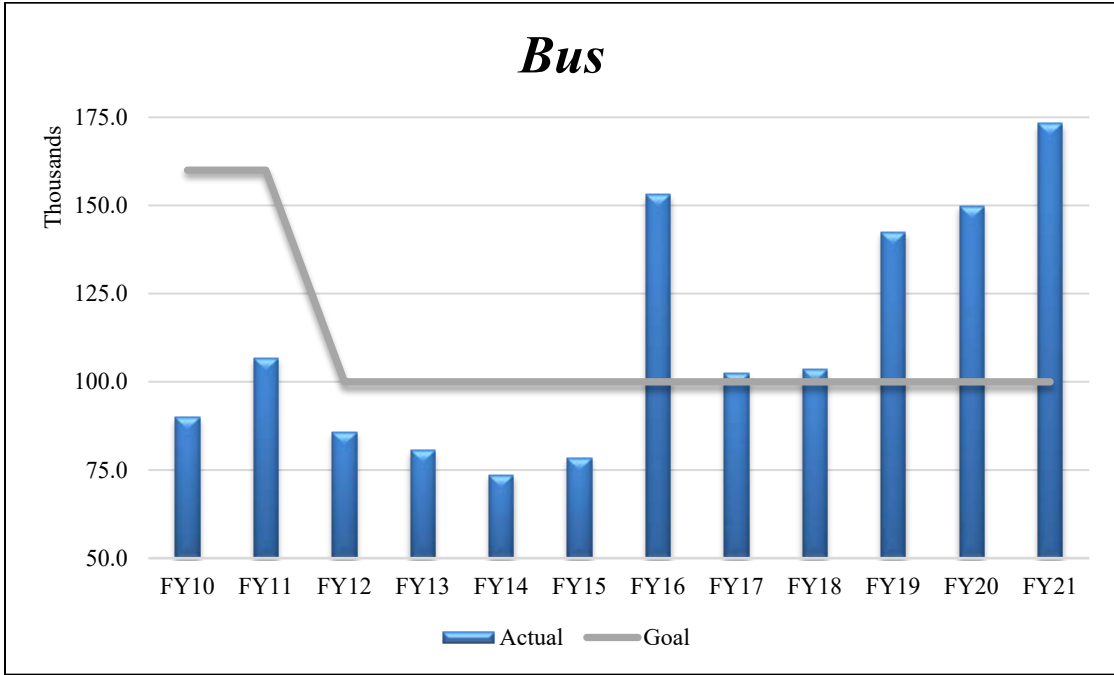
*Performance Measures cont.*

**Miles Between Major Mechanical Schedule Loss**



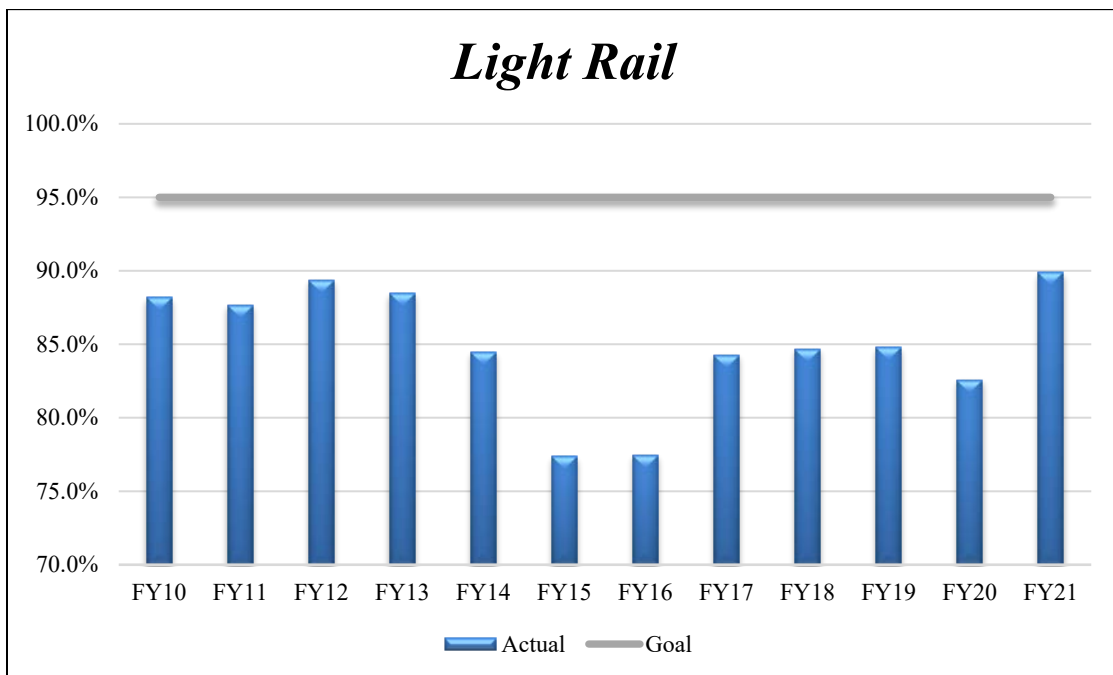
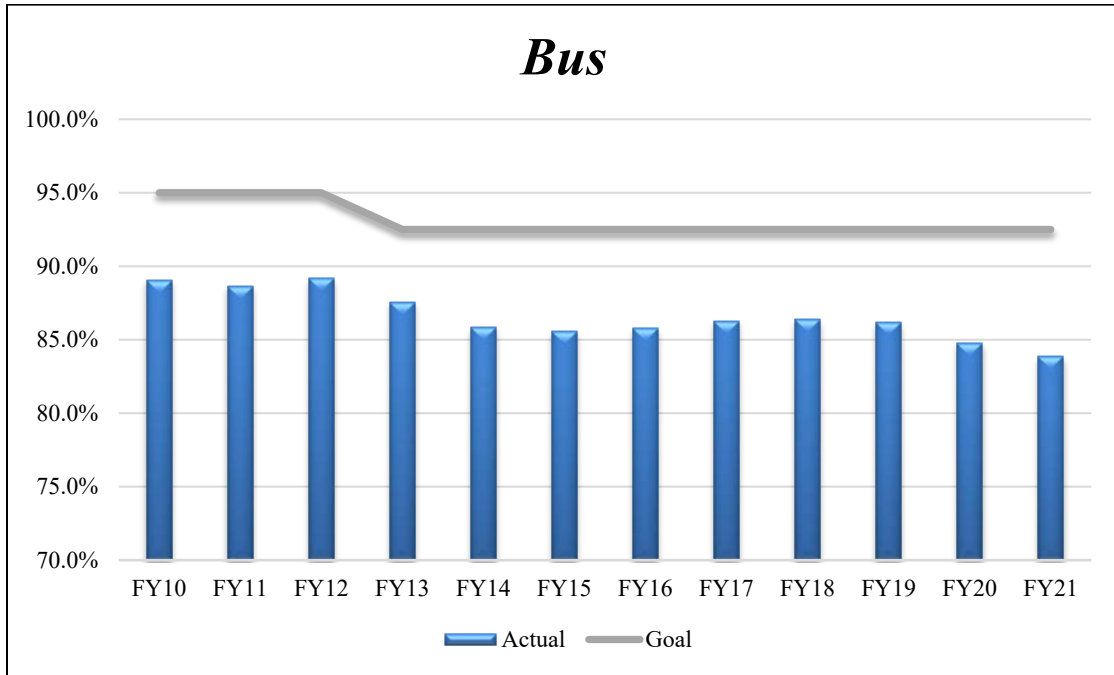
*Performance Measures cont.*

**Miles Between Chargeable Accidents**



*Performance Measures cont.*

**On-time Performance**



## *VTA Transit Capital Program Overview*

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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 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 initial two years of the SCIP was presented to the Board's Capital Program Committee (CPC) on April 8, 2021 and again on April 29, at which time they recommended projects for inclusion in the Biennial Budget. At the May 6 Board meeting, the VTA Board of Directors approved the recommended projects for inclusion in the Biennial Budget totaling \$212.0 million, \$136.6 million from grants or other outside funding

## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

and a VTA Transit Fund commitment of \$75.4 million. The FY 2022 and FY 2023 Recommended Biennial Budget incorporates the capital projects approved by the Board.

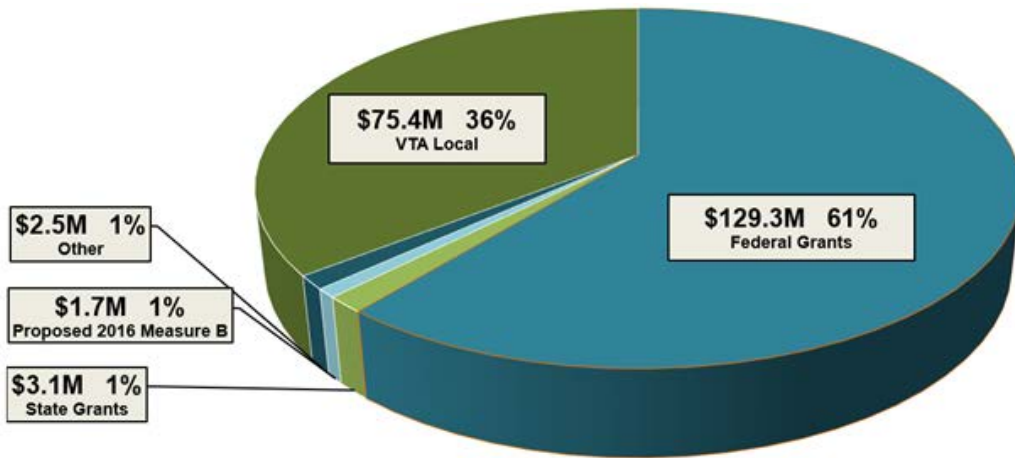
Any shortfall in anticipated grant funding could require either the use of additional VTA Transit funds if alternate sources are not available, or a reduction in project scope.

The \$212.0 million VTA Transit Capital appropriation, which creates 44 new VTA Transit Capital projects and augments 17 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.

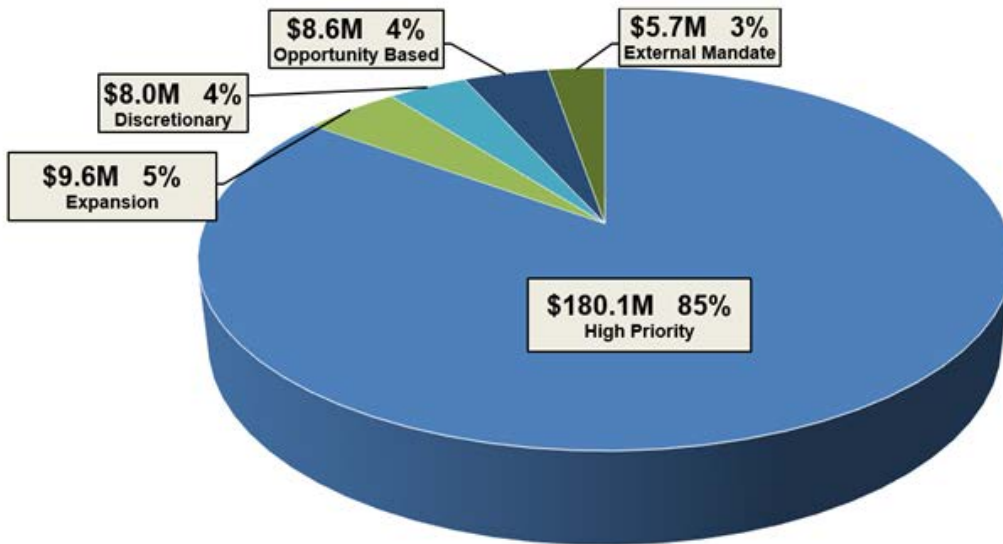
Capital project appropriations do not expire at the end of the fiscal year and are carried forward until the project is completed. Capital carryover is defined as appropriation that is unspent at the end of the fiscal year. The local share of capital carryover is specifically earmarked for previously 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 Transit  
FY 2022 and FY 2023 Appropriation by Funding Source*



*VTA Transit  
FY 2022 and FY 2023 Appropriation by Project Type*



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

Project	Funding Source					Total
	Federal	State	2016 Measure B Formula Fund	Other	VTA Local	
1. Purchase of Electric Buses	240	0	0	0	60	300
2. LRV Electronic Equipment Modernization	0	3,057	0	0	1,705	4,761
3. Light Rail Platform CCTV Replacement	0	0	0	0	500	500
4. Purchase of Hybrid and Electric Buses	65,640	0	0	0	12,660	78,300
5. Paratransit Fleet Procurement FY22 & FY23	5,417	0	0	0	1,355	6,772
6. Collision Avoidance Deployment Program	0	0	0	0	1,800	1,800
7. Video Analytics on Paratransit Accessible Fleet	0	0	0	0	763	763
<b>Revenue Vehicles &amp; Equipment Total</b>	<b>71,297</b>	<b>3,057</b>	<b>0</b>	<b>0</b>	<b>18,842</b>	<b>93,196</b>
8. Facilities Assessment FY2 & FY23	0	0	0	0	400	400
9. Drain Inlet Filter Project	0	0	0	0	881	881
10. Expand Bus Charging Capacity at Cerone Yard for Electric Buses	280	0	0	70	0	350
11. Axle Press Replacement Project	1,736	0	0	0	434	2,170



(Dollars in Thousands)

Project	Funding Source					Total
	Federal	State	2016 Measure B Formula Fund	Other	VTA Local	
12. Guadalupe Steam Rack Improvements and Liner Replacement	160	0	0	0	40	200
13. HVAC Replacement	1,623	0	0	0	406	2,028
14. Guadalupe Second Entrance - Single Point of Failure	0	0	0	0	200	200
15. Chaboya Yard Well Removal	0	0	0	0	1,150	1,150
16. Facilities Equipment Replacement Program FY22-FY23	1,742	0	0	0	436	2,178
17. Overhead Fall Protection on all Bus Bays	0	0	0	0	1,590	1,590
18. Security Enhancements at Chaboya Parking Lot	480	0	0	0	120	600
19. Expand VTA's North Yard for Electric Buses	0	0	0	0	500	500
20. Expand VTA's Chaboya Yard for Electric Buses	0	0	0	0	1,524	1,524
21. Roofing Management Program FY22 & FY23	0	0	0	0	2,215	2,215
22. North Yard Pavement Rehabilitation	0	0	0	0	630	630
23. Painting Management Program FY22 & FY23	0	0	0	0	1,000	1,000
24. Paving Management Program FY22 & FY23	0	0	0	0	1,000	1,000
25. Electrical Equipment Survey & Replacements FY22 & FY23	0	0	0	0	1,509	1,509
<b>Operating Facilities &amp; Equipment Total</b>	<b>6,021</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14,034</b>	<b>20,125</b>
26. Bridge and Structures Repairs FY22 & FY23	1,312	0	0	0	328	1,640
27. Downtown San Jose Speed Improvements	3,560	0	0	0	890	4,450

(Dollars in Thousands)

Project	Funding Source					Total
	Federal	State	2016 Measure B Formula Fund	Other	VTA Local	
28. North 1st Street/Tasman Drive - EB Track Switch Addition Proj. - TSP	1,640	0	0	0	410	2,050
29. OCS Rehab & Replacement Program FY22 & FY23	13,120	0	0	0	3,280	16,400
30. Laser Intrusions Detection System (LIDS) Replacement	0	0	0	0	4,280	4,280
31. Signal Improvements Guadalupe	4,140	0	0	0	1,035	5,175
32. Guadalupe Elevator And Escalator Drainage Improvement	820	0	0	0	205	1,025
33. Traction Power Substation Replacement FY22 & FY23	4,160	0	0	0	1,040	5,200
34. Safety Enhancements at Grade Crossings FY22 & FY23	0	0	0	0	3,869	3,869
35. Track Intrusion Abatement FY22 & FY23	2,227	0	0	0	557	2,784
36. Rail Replacement/Rehabilitation FY22 & FY23	14,880	0	0	0	3,720	18,600
37. Systemwide Stray Current and Corrosion Control	0	0	0	0	382	382
<b><i>Light Rail Way, Power &amp; Signal Total</i></b>	<b><i>45,859</i></b>	<b><i>0</i></b>	<b><i>0</i></b>	<b><i>0</i></b>	<b><i>19,996</i></b>	<b><i>65,855</i></b>
38. Better Bus Stops 2023	0	0	1,300	0	0	1,300
39. Transit Center, Park and Ride and Bus Stop Rehabilitation FY22 & FY23	1,600	0	0	0	400	2,000
40. E-Locker Upgrade and Replacement	0	0	0	784	280	1,064
<b><i>Passenger Facilities Total</i></b>	<b><i>1,600</i></b>	<b><i>0</i></b>	<b><i>1,300</i></b>	<b><i>784</i></b>	<b><i>680</i></b>	<b><i>4,364</i></b>

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(Dollars in Thousands)

Project	Funding Source					Total
	Federal	State	2016 Measure B Formula Fund	Other	VTA Local	
41. Transit Enterprise System Server Replacement	0	0	0	0	1,800	1,800
42. Dry Fire Suppression for Communication and Data Rooms	0	0	0	0	460	460
43. GIS & Advanced Data Analytics Program Development	0	0	0	0	1,982	1,982
44. Network Switch Replacement/Upgrade	3,680	0	0	0	920	4,600
45. Advanced Cyber Security	0	0	0	0	353	353
46. Network and Gigabit Fiber Upgrade	0	0	0	0	1,850	1,850
47. Server Refresh	0	0	0	0	1,550	1,550
48. VTA Network Cabling	0	0	0	0	1,150	1,150
49. SAP Enterprise Asset Management Enhancement	0	0	0	0	1,809	1,809
50. Enterprise Database for Key Performance Indicators (TransitDB)	0	0	0	0	150	150
<b><i>Information Systems &amp; Technology Total</i></b>	<b><i>3,680</i></b>	<b><i>0</i></b>	<b><i>0</i></b>	<b><i>0</i></b>	<b><i>12,024</i></b>	<b><i>15,704</i></b>
51. ADA Transition Plan	0	0	0	0	554	554
52. Integrated Land Use-Transportation Model Phase II	0	0	0	95	0	95
53. 2022 Transit Asset Management Plan	0	0	0	0	418	418
54. Diridon Integrated Concept Plan (DISC)	0	0	0	0	1,714	1,714
55. Climate Action and Adaptation Plan	0	0	0	0	494	494

(Dollars in Thousands)

Project	Funding Source					Total
	Federal	State	2016 Measure B Formula Fund	Other	VTA Local	
56. Next Generation High Capacity Transit Study - Phase 2	0	0	0	0	1,247	1,247
57. On-Demand Paratransit Pilot	0	0	400	1,600	0	2,000
58. Fast Transit Program Implementation	0	0	0	0	1,868	1,868
59. High Capacity Transit Corridors Implementation	0	0	0	0	1,781	1,781
60. Downtown Transit Study	0	0	0	0	1,361	1,361
<b>Miscellaneous Total</b>	<b>0</b>	<b>0</b>	<b>400</b>	<b>1,695</b>	<b>9,437</b>	<b>11,532</b>
61. Non-Revenue Vehicle Replacement Program FY22 & FY23	800	0	0	0	400	1,200
<b>Non-Revenue Vehicles Total</b>	<b>800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>400</b>	<b>1,200</b>
<b>GRAND TOTAL</b>	<b>129,257</b>	<b>3,057</b>	<b>1,700</b>	<b>2,549</b>	<b>75,413</b>	<b>211,976</b>

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

# *VTA Transit Program*

## *Descriptions of FY 2022 & FY 2023 Appropriated Projects*

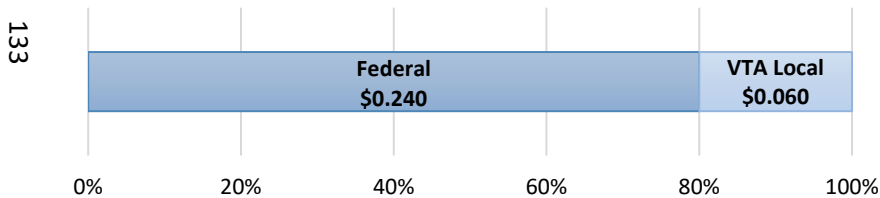
### Revenue Vehicles & Equipment

#### 1. Purchase of Electric Buses

##### Project Scope

Purchase (48) electric buses to replace 2010 40' hybrid buses, including (8) express style buses.

##### Funding (in millions)



##### Business Line(s) Supported

- Faster Frequent Reliable Transit
- Delivering Projects and Programs

##### Operating Budget Impact

Lower cost per mile for fuel by using electric in place of hybrids in the buses being replaced will save at least \$270k per year.

**Estimated Total Project Cost** \$56.578 million

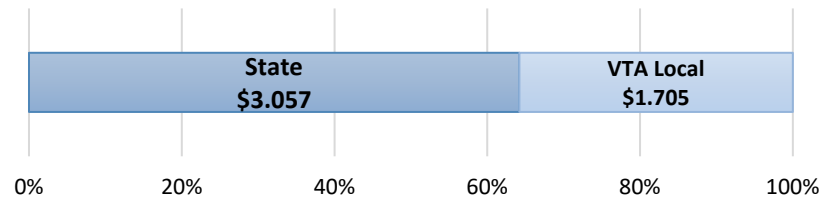
**Anticipated Completion Date** December 2025

#### 2. LRV Electronic Equipment Modernization

##### Project Scope

This project is for the upgrading and replacement of the VTA light rail vehicle fleet primary DC to AC propulsion system, auxiliary power equipment, and fault monitoring system network on the light rail vehicles. Instead of overhauling or continuing to maintain the aging technology, this capital project will phase-in a replacement technology on the existing vehicle fleet to maintain operability of the Kinkisharyo fleet for an additional number of years.

##### Funding (in millions)



##### Business Line(s) Supported

- Faster Frequent Reliable Transit
- Transportation System Management

##### Operating Budget Impact

Moving to a new primary and auxiliary technology will reduce the maintenance costs of these components, estimated at \$2,000k per year and escalating quickly as the technology is outdated.

**Estimated Total Project Cost** \$55.744 million

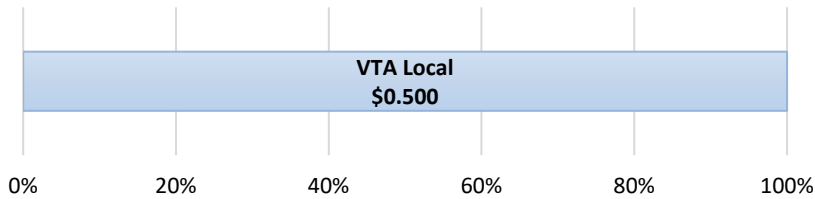
**Anticipated Completion Date** June 2026

### 3. Light Rail Platform CCTV Replacement

#### Project Scope

This project is to replace the Closed Circuit Television (CCTV) systems that are 5 years or older, exceeding the end of their useful life. The scope includes removal of the old CCTV systems, furnishing, installing, programming and testing of updated fully functional CCTV systems compatible with the existing VTA CCTV systems.

#### Funding (in millions)



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#### Business Line(s) Supported

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

#### Operating Budget Impact

On-going annual expenditure of \$7k.

**Estimated Total Project Cost** \$1.057 million

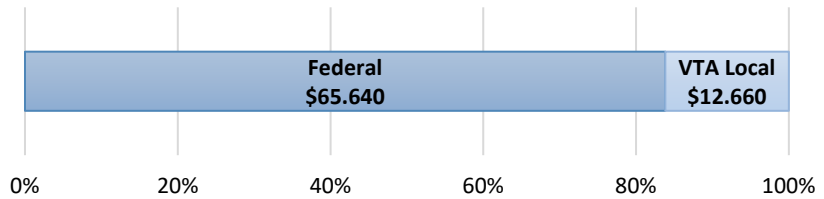
**Anticipated Completion Date** June 2023

### 4. Purchase of Hybrid and Electric Buses

#### Project Scope

Project is intended to purchase 40 forty-foot hybrid buses and 37 electric forty-foot buses along with spare parts, training, training equipment, tools and manuals. All items purchased will be in accordance with VTA contract specifications which are based on the APTA standard Bus Procurement Guidelines.

#### Funding (in millions)



#### Business Line(s) Supported

- Faster Frequent Reliable Transit
- Delivering Projects and Programs

#### Operating Budget Impact

Lower cost per mile for fuel by using hybrid and electric buses in place or straight diesel in the buses being replaced will save at least \$400k per year, lower brake maintenance costs due to regeneration feature of hybrid and electric buses will save at least \$200k per year.

**Estimated Total Project Cost** \$78.300 million

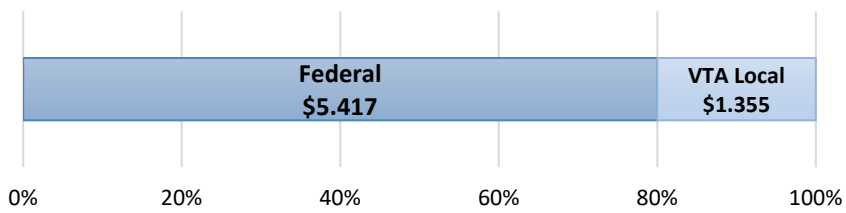
**Anticipated Completion Date** December 2023

## 5. Paratransit Fleet Procurement FY22 FY23

### Project Scope

In FY22 procure: 25 dodge caravans & supplemental hardware/ services, 25 cutaway & supplemental hardware/services. In FY23 procure: 20 Toyota Prius & supplemental hardware/services, 10 dodge caravans & supplemental hardware/services, 20 cutaways & supplemental hardware/services

### Funding (in millions)



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### Business Line(s) Supported

- Faster Frequent Reliable Transit
- Transportation System Management

### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$16.171 million

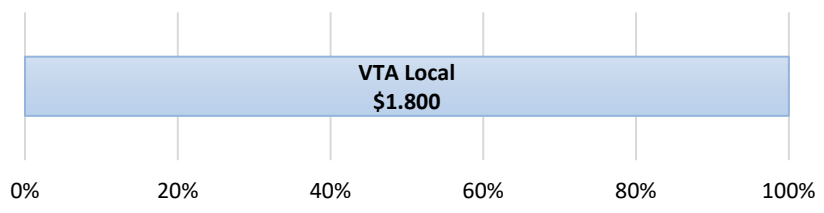
**Anticipated Completion Date** June 2023

## 6. Collision Avoidance Deployment Program

### Project Scope

The Safety System will be installed on vehicles which consists of a multi-vision-sensor system, sensor housings/mountings, driver interface displays and control units. In addition, a new on-board video system will also be installed on the transit bus. The project will also modify the Collision Avoidance system and will integrate into the new on-board Video system.

### Funding (in millions)



### Business Line(s) Supported

- Delivering Projects and Programs

### Operating Budget Impact

Maintenance on software and hardware \$35k/year

**Estimated Total Project Cost** \$1.800 million

**Anticipated Completion Date** June 2023

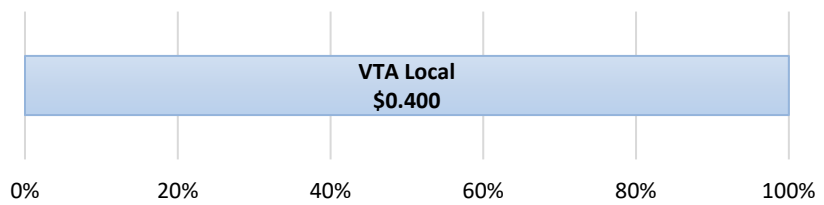
**Operating Facilities & Equipment**

**8. Facilities Assessment FY22 FY23**

**Project Scope**

As VTA facilities age, it is important to assess the condition of our infrastructure to plan our rehabilitation nor replacement program to maintain our assets in a state of good repair. These assessments will evaluate the condition of the assets and determine the investment required to bring the assets to a state of good repair. FTA requires such assessments to be done every four years.

**Funding (in millions)**



**Business Line(s) Supported**

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

**Operating Budget Impact**

No operating cost impact.

**Estimated Total Project Cost** \$2.000 million

**Anticipated Completion Date** June 2023

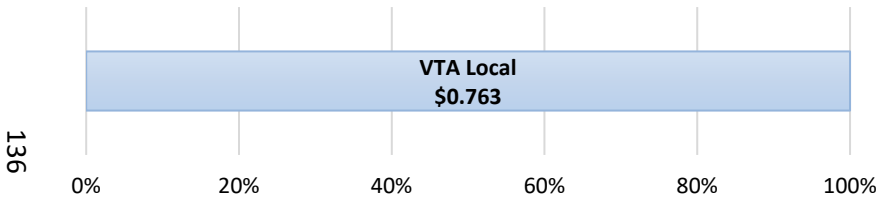
**7. Video Analytics on Paratransit Accessible Fleet**

**Project Scope**

The project scope is to install the Video Analytics Software on the Para Transit fleet of 50 vehicles. In addition 27 Smarter Artificial Intelligence Models will be deployed like Detecting Mobility Device;

Checking Ramp Area Clearance; Monitoring Ramp Deployment; Monitoring Customer Boarding, etc.

**Funding (in millions)**



**Business Line(s) Supported**

- Delivering Projects and Programs

**Operating Budget Impact**

Maintenance and licensing cost on the software and hardware. Annual hosting of the software and networking and 4G/5G LTE costs where the wired connections are not available.

**Estimated Total Project Cost** \$2.206 million

**Anticipated Completion Date** June 2023

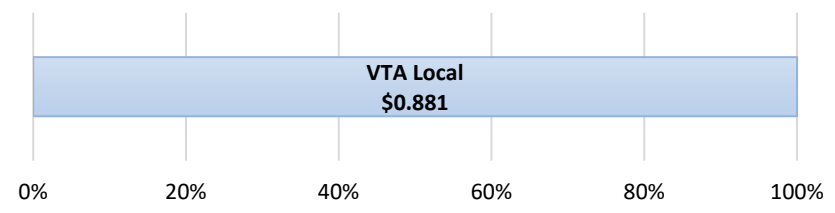


## 9. Drain Inlet Filter Project

### Project Scope

The Retractable Drain Inlet Screens Project will consist of installing retractable drain inlet screens on VTA's storm drain inlets to address the trash capture requirements of VTA's MS4 Stormwater Permit.

### Funding (in millions)



### Business Line(s) Supported

- Delivering Projects and Programs

### Operating Budget Impact

The estimated cost includes two years of maintenance. Maintenance for subsequent years will be included in the landscaping maintenance contracts and is estimated to be approximately \$30k per year.

**Estimated Total Project Cost** \$0.881 million

**Anticipated Completion Date** September 2022

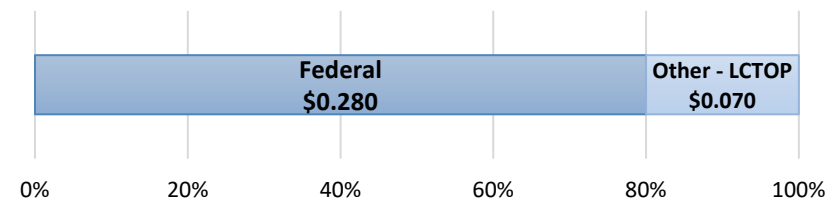
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## 10. Expand Bus Charging Capacity at Cerone Yard for Electric Buses

### Project Scope

VTA is mandated to transition to a zero-emission bus fleet by 2040. Since buses have a 12 year minimum service life, the last nonzero emission bus will be purchased in 2027 at the latest. This project is for the installation of a 1 OMW transformer for charging up to 130 buses, along with the chargers and needed electrical infrastructure at Cerone yard, where ongoing projects will be accomplishing the first phase of electrical infrastructure.

### Funding (in millions)



### Business Line(s) Supported

- Faster Frequent Reliable Transit
- Delivering Projects and Programs

### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$31.000 million

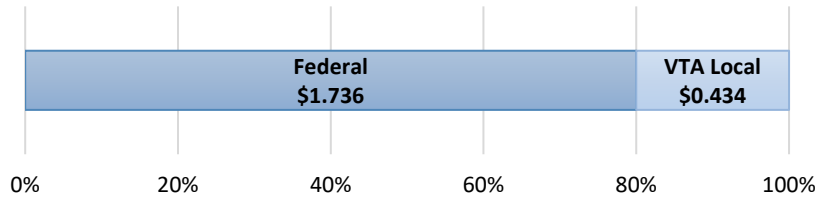
**Anticipated Completion Date** December 2025

## 11. Axle Press Replacement Project

### Project Scope

The current Axle Press is over 30 years old, is passed its useful life, and needs to be replaced. The Axle Press is a critical piece of equipment for Guadalupe Vehicle Maintenance. This project will replace the Ajax-Ceco Axle Press for the LRVs at the Guadalupe Division.

### Funding (in millions)



### Business Line(s) Supported

- Faster Frequent Reliable Transit

### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$2.170 million

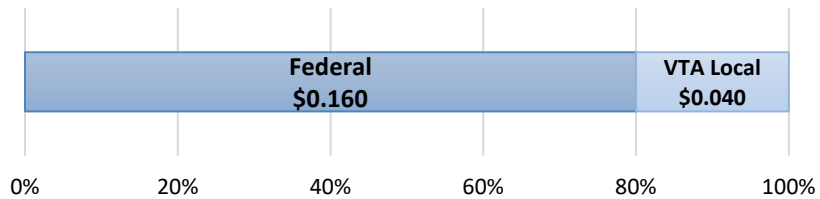
**Anticipated Completion Date** March 2023

## 12. Guadalupe Steam Rack Improvements and Liner Replacement

### Project Scope

The project will replace and upgrade the existing steam rack track with a new liner system, and overhead roof structure. This includes removal of existing liner, install/construct new liner system, rebuild trackwork, and construct overhead roof structure. New roof structure will be installed long and wide enough to reduce the unnecessary collection and treatment of rainwater.

### Funding (in millions)



### Business Line(s) Supported

- Faster Frequent Reliable Transit

### Operating Budget Impact

The estimated cost savings are due to the cost of the chemicals used to treat the rainwater in the water treatment plant. The annual ongoing expenses are the chemicals needed to process the water through the water treatment plant.

**Estimated Total Project Cost** \$3.200 million

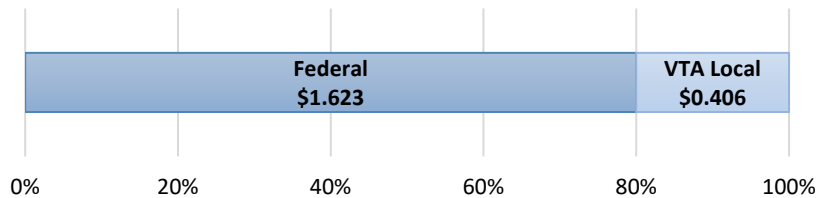
**Anticipated Completion Date** June 2022

### 13. HVAC Replacement

#### Project Scope

Make physical and programming changes to agency wide HVAC systems to suggested safety functionalities as recommended by ASH RAE and the Centers for Disease Control (CDC). Install 22 A/C units to the light rail SCADA Cabinets.

#### Funding (in millions)



#### Business Line(s) Supported

- Transportation System Management

#### Operating Budget Impact

Cost saving will occur because of increased efficiency standards applied to the new equipment via Title 24 but is difficult to determine due to the way VTA is metered by PG&E.

**Estimated Total Project Cost** \$5.830 million

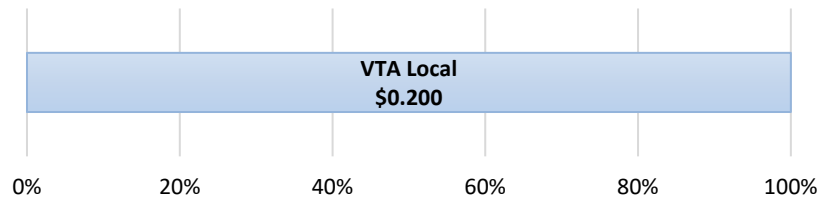
**Anticipated Completion Date** June 2023

### 14. Guadalupe Second Entrance - Single Point of Failure

#### Project Scope

Provide secondary access from the North First Street mainline into the Guadalupe Depot. This has been identified as a single point of failure that can impact operations. The request for this cycle is for preliminary and final engineering.

#### Funding (in millions)



#### Business Line(s) Supported

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

#### Operating Budget Impact

The additional track and systems components will incur additional maintenance costs which are difficult to accurately estimate at this time.

**Estimated Total Project Cost** \$40.000 million

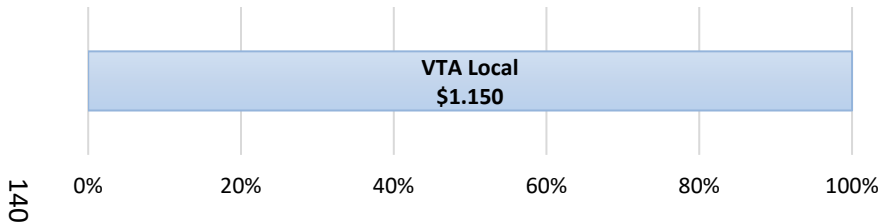
**Anticipated Completion Date** October 2026

## 15. Chaboya Yard Well Removal

### Project Scope

This project is intended to obtain case closure and demolish the ground water remediation system and wells at the Chaboya Yard. This project includes the abandonment (removal) of 50 monitoring wells, abandonment of 5 extraction wells, closure for 2 groundwater extraction trenches and closure of 1 recharge trench.

### Funding (in millions)



### Business Line(s) Supported

- Delivering Projects and Programs

### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$4.735 million

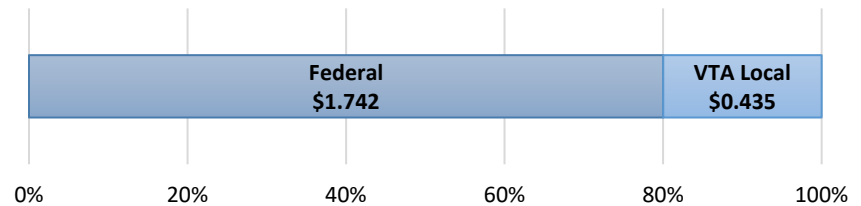
**Anticipated Completion Date** March 2023

## 16. Facilities Equipment Replacement Program FY22 FY23

### Project Scope

The scheduled Facilities Maintenance capital program replaces equipment that has exceeded useful life as of FY22: (38) Bus Lifts, (8) Artie Bus Lifts, (16) Floor Scrubbers, (15) Freon Recycling Units (5) Brake Lathes (2) Mill Type A (6) Hot Tanks FY23: (1) Tug, (11) Stationary Pressure Washers, (1) Crane (1) Burden Carrier, (5) Parts Washers.

### Funding (in millions)



### Business Line(s) Supported

- Faster Frequent Reliable Transit

### Operating Budget Impact

The annual cost savings of \$50k includes any repairs that would have to be made if the equipment breaks since it is no longer under the manufacturer's warranty. The ongoing annual expense of \$25k will be for regularly scheduled preventive maintenance per the manufacturer recommendations.

**Estimated Total Project Cost** \$4.281 million

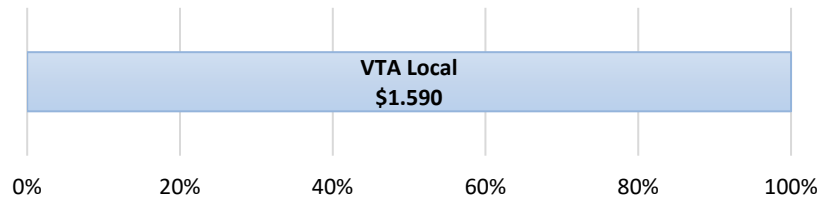
**Anticipated Completion Date** June 2023

## 17. Overhead Fall Protection on all Bus Bays

### Project Scope

All VTA buses will soon be either hybrid or electric powered. All hybrid and all electric buses have a significant amount of key equipment mounted on the roof. This project will add fall protection harnesses and the necessary structure reinforcement as needed to 12 bays at Cerone, 12 bays at North yard and 14 bays at Chaboya yard.

### Funding (in millions)



### 141 Business Line(s) Supported

- Faster Frequent Reliable Transit
- Transportation System Management

### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$1.590 million

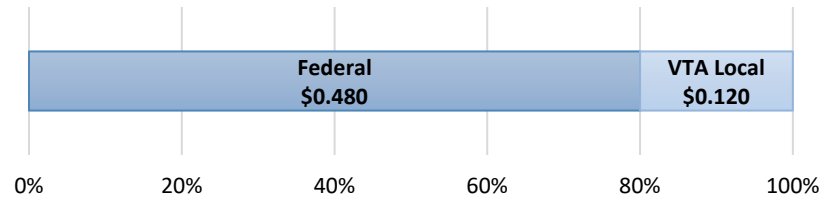
**Anticipated Completion Date** December 2024

## 18. Security Enhancements at Chaboya Parking Lot

### Project Scope

In coordination with Protective Services and System Safety & Security, the employee parking lot was identified as a location with an opportunity to enhance security. This project will address the next phase of security and safety enhancement/hardening of the yard, in particular the employee parking lot.

### Funding (in millions)



### Business Line(s) Supported

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

### Operating Budget Impact

Difficult to quantify cost savings from deterring vandalism.

**Estimated Total Project Cost** \$0.600 million

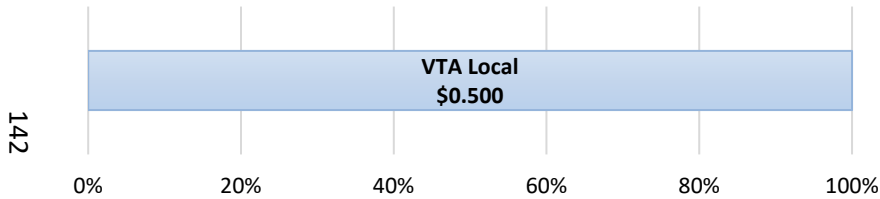
**Anticipated Completion Date** July 2023

## 19. Expand VTA's North Yard for Electric Buses

### Project Scope

VTA is mandated to transition to a zero emission bus fleet by 2040. Since buses have a 12 year minimum service life, the last nonzero emission bus will be purchased in 2027 at the latest. Zero emission buses require much more space for “fueling”; either dozens of electric bus chargers or major storage tanks for hydrogen. Expansion of yard space is required to physically fit the required infrastructure.

### Funding (in millions)



### Business Line(s) Supported

- Faster Frequent Reliable Transit
- Delivering Projects and Programs

### Operating Budget Impact

Zero emission bus technology continues to evolve. It is not currently possible to assess the operational costs of the vehicles in the future.

**Estimated Total Project Cost** \$36.950 million

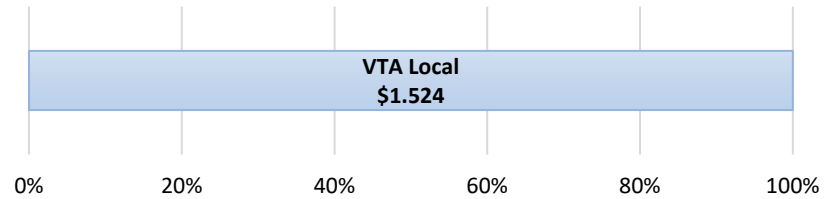
**Anticipated Completion Date** December 2024

## 20. Expand VTA's Chaboya Yard for Electric Buses

### Project Scope

VTA is mandated to transition to a zero emission bus fleet by 2040. Since buses have a 12-year minimum service life, the last non-zero emission bus will be purchased in 2027 at the latest. Zero emission buses require much more space for “fueling”; either dozens of electric bus chargers or major storage tanks for hydrogen. Expansion of yard space is required to physically fit the required infrastructure.

### Funding (in millions)



### Business Line(s) Supported

- Faster Frequent Reliable Transit
- Delivering Projects and Programs

### Operating Budget Impact

Zero emission bus technology continues to evolve. It is not currently possible to assess the operational costs of the vehicles in the future.

**Estimated Total Project Cost** \$46.950 million

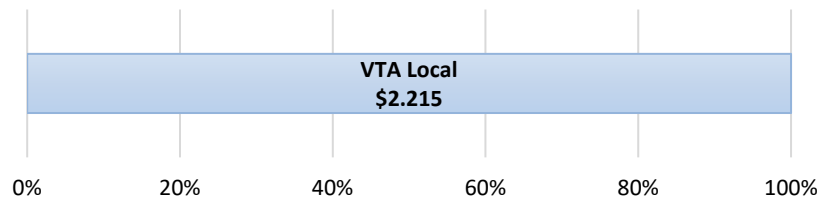
**Anticipated Completion Date** December 2024

## 21. Roofing Management Program FY22 FY23

### Project Scope

The project will fund two years of the roofing maintenance contract. The project will also fund the replacement of 4 roofs at Cerone Division and 3 roofs at Guadalupe Division that have reached or are beyond their intended lifespans.

### Funding (in millions)



### Business Line(s) Supported

- Transportation System Management

### Operating Budget Impact

Cost savings varies on the type of building and its purpose.

**Estimated Total Project Cost** \$6.261 million

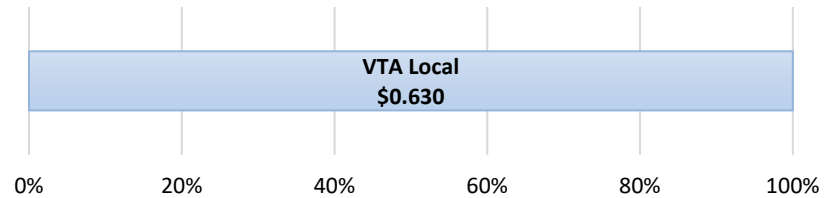
**Anticipated Completion Date** June 2023

## 22. North Yard Paving Rehabilitation

### Project Scope

This project will provide the pavement rehabilitation and repair for the North Yard Operating Facility. The scope will include but not limited to the following: removal and replacement of AC and concrete pavement; pavement slurry seal; adjust the grade of inlets, vaults, pull boxes, manholes; and installation of pavement striping and legends.

### Funding (in millions)



### Business Line(s) Supported

- Delivering Projects and Programs

### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$4.067 million

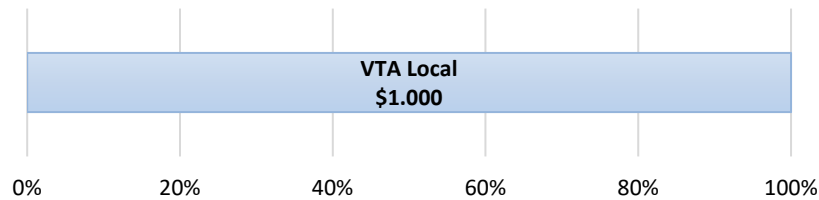
**Anticipated Completion Date** January 2022

## 23. Painting Management Program FY22 FY23

### Project Scope

This project funds the Painting Management Program's Painting Maintenance contract, from which all large scale painting projects are scoped and executed. This program provides maintenance and repair to the exteriors and interiors of all VTA operational, administrative, and passenger facilities.

### Funding (in millions)



### Business Line(s) Supported

- Transportation System Management

### Operating Budget Impact

The costs are specifically detailed in painting tasks issued to the contractor. The current budget is approximately \$650,000 per year

**Estimated Total Project Cost** \$3.833 million

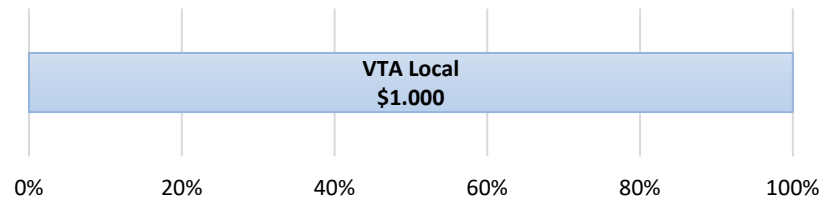
**Anticipated Completion Date** June 2023

## 24. Paving Management Program FY22 FY23

### Project Scope

The current maintenance and maintenance construction schedules for various types of work is that the Bus Yards should be seal coated every 5 years, and erosion of asphalt by fluids that leak out of the buses removed and replaced every 8 to 10 years.

### Funding (in millions)



### Business Line(s) Supported

- Transportation System Management

### Operating Budget Impact

Cost savings varies on the particular paved asset and its design purpose. Material costs are linked to the commodity market and price fluctuates daily.

**Estimated Total Project Cost** \$6.860 million

**Anticipated Completion Date** June 2023



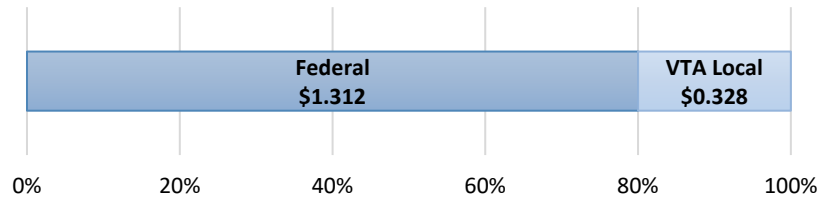
## Light Rail Way, Power & Signal

### 26. Bridge and Structures Repairs FY22 FY23

#### Project Scope

A biennial inspection of the VTA Light Rail Bridge and Structure has been completed in accordance with CPUC requirements. The findings indicate that a number of structures are showing defects that either need further detailed investigation or require corrective actions.

#### Funding (in millions)



#### Business Line(s) Supported

- Delivering Projects and Programs

#### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$10.640 million

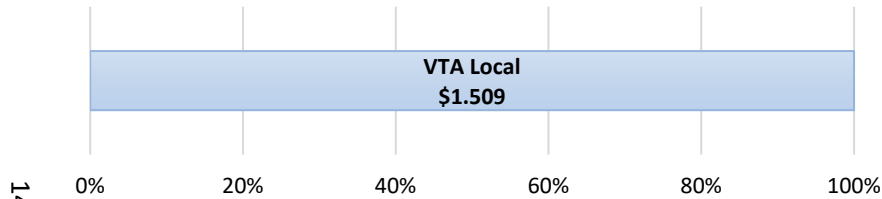
**Anticipated Completion Date** March 2022

### 25. Electrical Equipment Survey & Replacements FY22 FY23

#### Project Scope

Review, manage, and replace main electrical equipment throughout VTA. Many of VTA's main power equipment is the age of the facilities themselves and are in need of review and possible replacement.

#### Funding (in millions)



#### Business Line(s) Supported

#### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$1.509 million

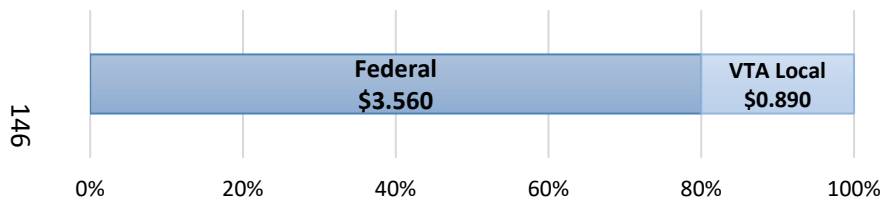
**Anticipated Completion Date** June 2023

## 27. Downtown San Jose Speed Improvements

### Project Scope

Extend safety enhancements tested in the Downtown San Jose Light Rail Safety and Speed Pilot project to the rest of the transit mall on 1st and 2nd streets between Devine and St. John. This includes procuring and installing two types of railing between the sidewalk and the trackway, also includes but not limited to adding or updating driveway warning signals that cross the trackway, moving crosswalks away from trackway, and applying paint and signage to prevent vehicles from driving in the trackway

### Funding (in millions)



### Business Line(s) Supported

- Faster Frequent Reliable Transit

### Operating Budget Impact

The railings, signs, and street paint will require cleaning and occasional maintenance. The annual maintenance cost is \$5k.

**Estimated Total Project Cost** \$11.500 million

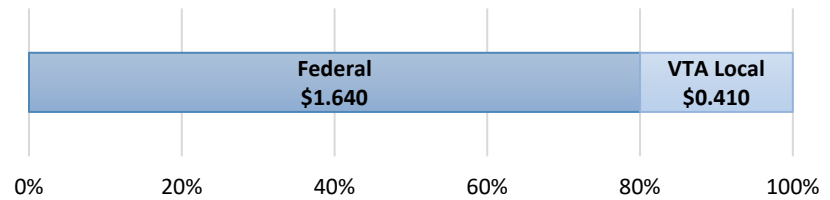
**Anticipated Completion Date** April 2024

## 28. North 1st Street/Tasman Drive -EB Track Switch Addition Proj - TSP Enhancements

### Project Scope

This project seeks to add an eastbound trackway circuit at the Champion station to trigger the eastbound transit signal priority (TSP) service calls earlier for the N. First Street/Tasman Drive intersection with the goal of reducing delays for eastbound light rail vehicles.

### Funding (in millions)



### Business Line(s) Supported

- Faster Frequent Reliable Transit
- Delivering Projects and Programs

### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$2.050 million

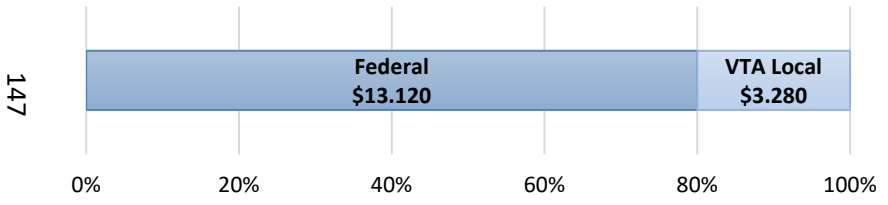
**Anticipated Completion Date** January 2024

## 29. OCS Rehab & Replacement Program FY22 FY23

### Project Scope

The Overhead Catenary System (OCS) originally installed for the Tasman West corridor is approaching 25 years old. In 2017, an assessment study identified elements of the OCS that need to be rehabilitated and/or replaced. Further assessment was performed during Phase 2 in 2017 to determine contact wire wear for the entire system. The first phase of rehabilitation was completed in early 2014 through project P-0707. Each future budget request for OCS Rehabilitation is expected to be a new project number.

### Funding (in millions)



### Business Line(s) Supported

- Faster Frequent Reliable Transit
- Delivering Projects and Programs

### Operating Budget Impact

Though difficult to quantify, there is savings in maintenance costs and emergency repair costs with maintaining the OCS in state of good repair.

**Estimated Total Project Cost** \$38.350 million

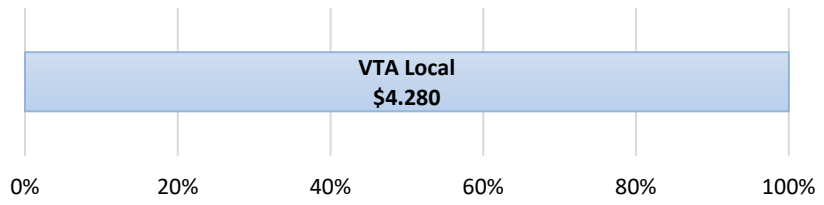
**Anticipated Completion Date** June 2023

## 30. Laser Intrusions Detection System (LIDS) Replacement

### Project Scope

Design, procure and replace/upgrade the laser intrusion detection system (LIDS) on elevated guideways to enable VTA's Protective Services Department and Operations Control Center (OCC) to remotely monitor unauthorized access. The LIDS systems at various locations installed around 2010 has a life expectancy of 10 years and is now due for replacement.

### Funding (in millions)



### Business Line(s) Supported

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

### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$4.280 million

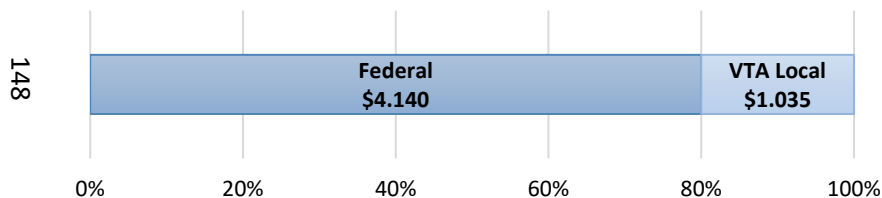
**Anticipated Completion Date** July 2023

### 31. Signal Improvements Guadalupe

#### Project Scope

Based on a recent assessment and study analysis of the Light Rail Transit Signal system funded under P-0762, a need for the replacement/improvement of the signal system along the Guadalupe Corridor was identified in order to maintain a state of good repair. This assessment recommended replacement and/or improvements to the system which include new switches and control equipment, new cabling, and new signal shelters with microprocessor control and standby battery backup.

#### Funding (in millions)



#### Business Line(s) Supported

- Faster Frequent Reliable Transit
- Delivering Projects and Programs

#### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$26.590 million

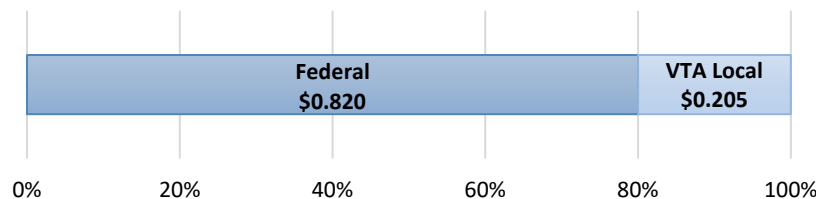
**Anticipated Completion Date** January 2026

### 32. Guadalupe Elevator and Escalator Drainage Improvement

#### Project Scope

The light rail platforms along the Guadalupe South line alignment includes elevators and escalators to access the grade separated platforms. The scope of this project is to intercept the waste water into a bio-retention filter system.

#### Funding (in millions)



#### Business Line(s) Supported

- Delivering Projects and Programs

#### Operating Budget Impact

Annual additional expenditure to clean the bio retention system once a year is estimated to be \$2k per system.

**Estimated Total Project Cost** \$1.025 million

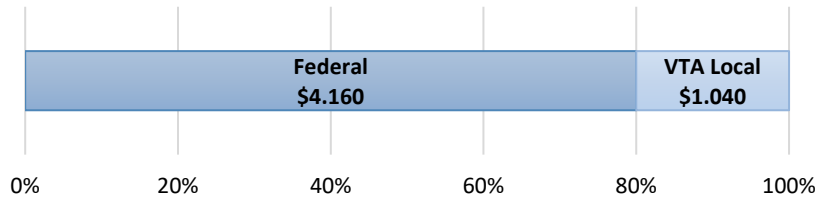
**Anticipated Completion Date** March 2023

### 33. Traction Power Substation Replacement FY22 FY23

#### Project Scope

This is a continuation of the traction power substation (TPSS) replacement program to replace TPSS along the Guadalupe Corridor. Previous projects P-0689 and P-0928 replaced ten (10) of the fourteen (14) substations and installed one new substation along the Guadalupe Corridor.

#### Funding (in millions)



#### Business Line(s) Supported

- Faster Frequent Reliable Transit
- Delivering Projects and Programs

#### Operating Budget Impact

There could be potential maintenance savings associated with replacing older substations. There could also be ongoing/annual expenditures for the regular maintenance of the replacement TPSS.

**Estimated Total Project Cost** \$77.500 million

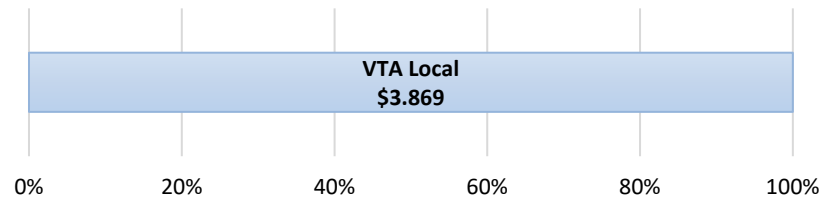
**Anticipated Completion Date** May 2024

### 34. Safety Enhancements at Grade Crossings FY22 FY23

#### Project Scope

This project will install automatic pedestrian back gates, emergency swing gates, railings, at various VTA Light Rail at-grade crossing. The scope will also include civil improvements and related signal modifications as necessary.

#### Funding (in millions)



#### Business Line(s) Supported

- Faster Frequent Reliable Transit

#### Operating Budget Impact

The railings, pedestrian back gate and emergency swing gate will require occasional inspection and maintenance. The annual maintenance cost is \$10,000 for all 10 Crossings/15 Quadrants.

**Estimated Total Project Cost** \$5.230 million

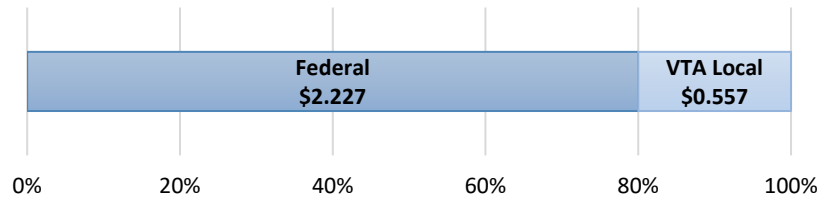
**Anticipated Completion Date** June 2025

### 35. Track Intrusion Abatement FY22 FY23

#### Project Scope

This is part of a continuing program to enhance light rail safety by taking steps to prevent track intrusion into the light rail trackway at locations subject to trespassing as identified and approved by VT A's Safety Committee including light rail infrastructure such as substations and light rail facilities.

#### Funding (in millions)



#### Business Line(s) Supported

- Faster Frequent Reliable Transit

#### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$10.910 million

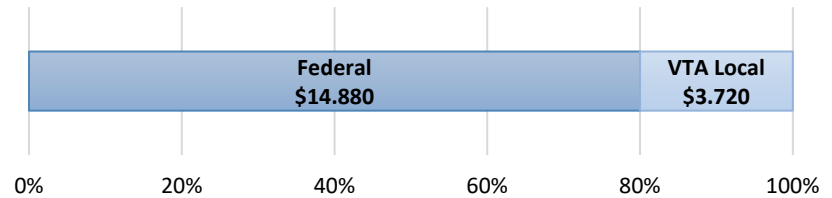
**Anticipated Completion Date** December 2023

### 36. Rail Replacement and Rehabilitation FY22 FY23

#### Project Scope

The scope for this request includes further rehabilitation and replacement of various track components at various locations including special track work switches, embedded/ panelized grade crossings, heel blocks, timber ties and defective/worn-out rail and is derived from a long term program for rehabilitation of the rail system.

#### Funding (in millions)



#### Business Line(s) Supported

- Faster Frequent Reliable Transit
- Delivering Projects and Programs

#### Operating Budget Impact

Though difficult to quantify, there is savings in maintenance costs and emergency repair costs associated with maintaining the track system in state of good repair. Moreover, there are unquantifiable costs due to reduced ridership impacted by a slower light rail system due to various defects.

**Estimated Total Project Cost** \$239.170 million

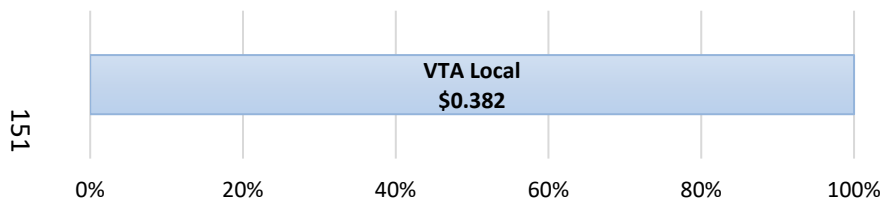
**Anticipated Completion Date** May 2025

### 37. Systemwide Stray Current and Corrosion Control

#### Project Scope

A detailed systemwide assessment of stray current conditions under the supervision of a Corrosion Engineer who is a Registered Professional Corrosion Engineer or a NACE CP4 (CP Specialist) performing detailed track-to-earth resistance testing, stray current control measurement, testing, data analysis as necessary to develop corrective actions reports for a stray current and corrosion control program.

#### Funding (in millions)



#### Business Line(s) Supported

- Faster Frequent Reliable Transit
- Delivering Projects and Programs

#### Operating Budget Impact

Annual savings are realized in terms of predictive maintenance of VTA's bridges and structures by extending their useful life through effective stray current monitoring and corrosion control thus preventing degradation and improving system safety.

**Estimated Total Project Cost** \$1.470 million

**Anticipated Completion Date** December 2025

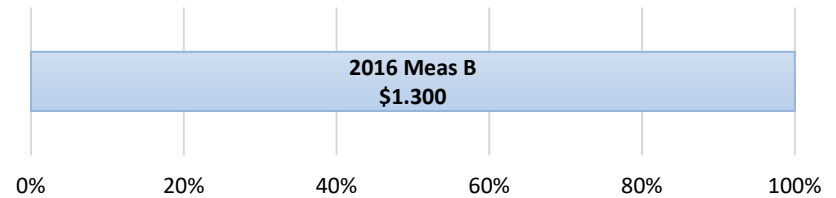
### Passenger Facilities

### 38. Better Bus Stops 2023

#### Project Scope

2023 Better Bus Stops project is part of a bi-annual Better Bus Stops program to upgrade bus stops throughout the VT A system by improving amenities to increase safety, security and access. The project will physically construct wider sidewalks for improved transit passenger boarding areas, concrete bus pads, and purchase & install new solar shelters, solar lighting, transit signage, trash receptacles and real time information signs.

#### Funding (in millions)



#### Business Line(s) Supported

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

#### Operating Budget Impact

Ongoing/ annual cost savings include increased potential marketing advertisement revenue at bus stop shelters with advertisement cases. Ongoing/ annual expenditures include VTA regular maintenance and storage of spare parts of each new shelter installed.

**Estimated Total Project Cost** \$1.300 million

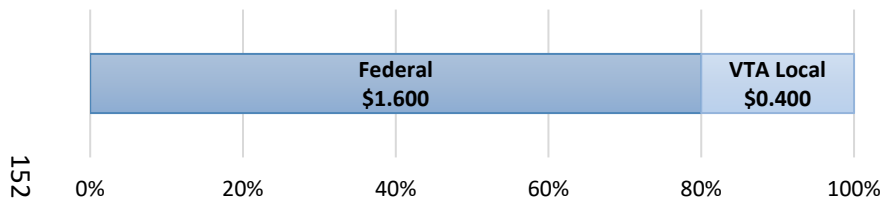
**Anticipated Completion Date** December 2023

### 39. Transit Center, Park and Ride and Bus Stop Rehabilitation FY22 FY23

#### Project Scope

The project will provide the rehabilitation and repair of maintenance issues outlined in the condition assessment as well as rehabilitation and improvements for various bus stops. The scope will include but is not limited to the following: asphalt pavement replacement and slurry seal; striping and pavement legend replacement; sidewalk, curb ramp, curb and gutter replacement.

#### Funding (in millions)



#### Business Line(s) Supported

- Faster Frequent Reliable Transit
- Delivering Projects and Programs

#### Operating Budget Impact

Potential savings exist by keeping transit center and park-and-ride lot locations in a state of good repair.

**Estimated Total Project Cost** \$20.000 million

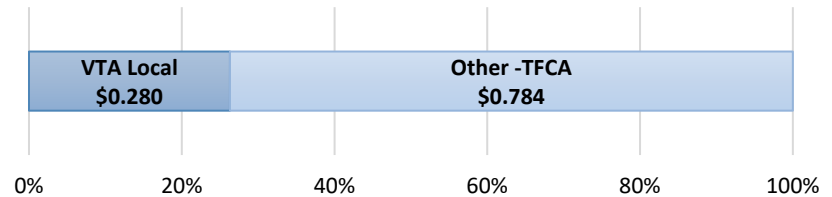
**Anticipated Completion Date** January 2024

### 40. E-Locker Upgrade and Replacement

#### Project Scope

This project will replace 189 bicycle lockers (providing 378 secure bicycle parking spaces) located at VTA park and ride lots, Light Rail Stations and Transit Centers (the "enterprise fleet"). This CPRF does not include the new e-lockers at the Milpitas and Berryessa BART Stations.

#### Funding (in millions)



#### Business Line(s) Supported

- Delivering Projects and Programs

#### Operating Budget Impact

We estimate additional annual operating costs for 135 new e-lockers to be \$37k. These additional annual service costs are partially offset by approximately \$6k in VTA labor savings that we will realize by eliminating the rental locker program and outsourcing all locker customer support to a vendor.

**Estimated Total Project Cost** \$1.910 million

**Anticipated Completion Date** June 2025



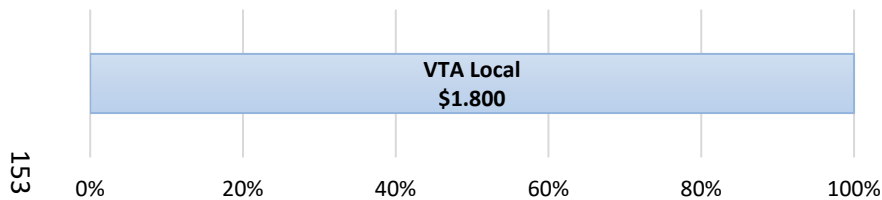
## **Information Systems & Technology**

### **41. Transit Enterprise System Server Replacement**

#### **Project Scope**

Replace/Procure servers and associated storage and software licenses for Mission Critical transit systems. Replace/Procure servers and associated storage and software licenses for the following mission transit systems: CAD-AVL and Trapeze.

#### **Funding (in millions)**



#### **Business Line(s) Supported**

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

#### **Operating Budget Impact**

Cost Savings from Operational Efficiencies. Additional Expenditure from Annual Maintenance.

**Estimated Total Project Cost** \$9.200 million

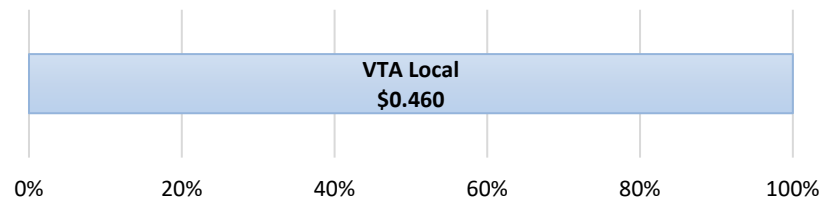
**Anticipated Completion Date** June 2023

### **42. Dry Fire Suppression for Communication and Data Rooms**

#### **Project Scope**

Convert water-based fire suppression system to dry fire suppression technology in Guadalupe light rail communication rooms and install sprinkler cages to prevent accidental damage to unprotected sprinklers causing water leaks in communication rooms in River Oaks, Cerone, Chaboya, Downtown and North Yard.

#### **Funding (in millions)**



#### **Business Line(s) Supported**

- Delivering Projects and Programs

#### **Operating Budget Impact**

No operating cost impact.

**Estimated Total Project Cost** \$0.460 million

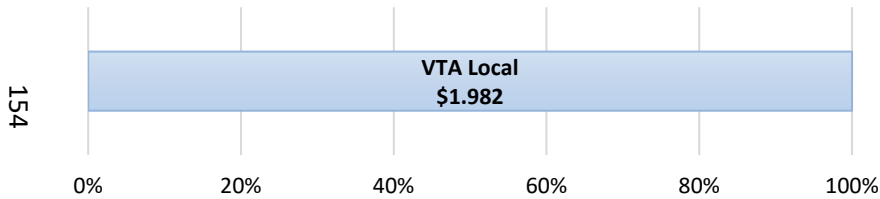
**Anticipated Completion Date** June 2023

### 43. GIS & Advanced Data Analytics Program Development

#### Project Scope

This project will, by funding on-site contractors, continue to fund the program that provides the essential cartographic and geospatial (location-based) data analytic services and products to VTA and its partners. In addition to delivering geospatial services, customized and user-friendly GIS-based applications will also be developed to meet specific needs of different user groups.

#### Funding (in millions)



#### Business Line(s) Supported

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

#### Operating Budget Impact

Savings will be realized in the improvement of labor efficiencies, reduction of duplicative work, streamlining workflows, consolidation of data and analytics, and improved business relationships with stakeholders

**Estimated Total Project Cost** \$8.482 million

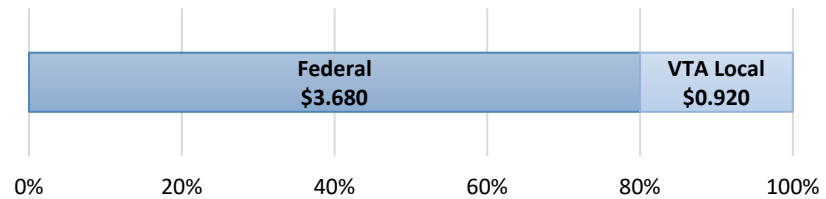
**Anticipated Completion Date** June 2031

### 44. Network Switch Replacement/Upgrade

#### Project Scope

Based on a 2019 assessment and study analysis of the SCADA Fiber Network System funded under P-0762, a need for the replacement/ improvement of the SCADA Fiber Optic Network through the VTA Light Rail system was identified in order to maintain a state of good repair. The currently installed SCADA network backbone Cisco switches are approaching their end-of-support date of October 2021.

#### Funding (in millions)



#### Business Line(s) Supported

- Faster Frequent Reliable Transit
- Delivering Projects and Programs

#### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$4.6000 million

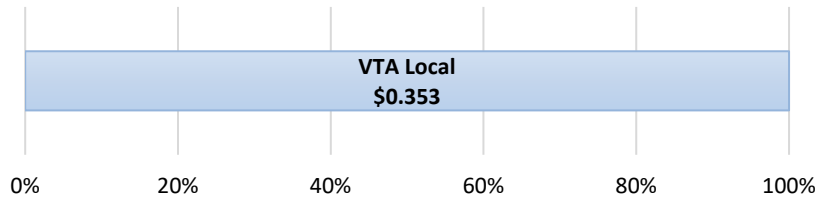
**Anticipated Completion Date** March 2024

## 45. Advanced Cyber Security

### Project Scope

Project scope includes but is not limited to purchasing of software, hardware, network monitoring tools, anti-malware tools, consulting services, audit services, testing services, development and/or purchasing of user awareness training, and development & update of policies and procedures to mitigate risk.

### Funding (in millions)



155

### Business Line(s) Supported

### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$2.085 million

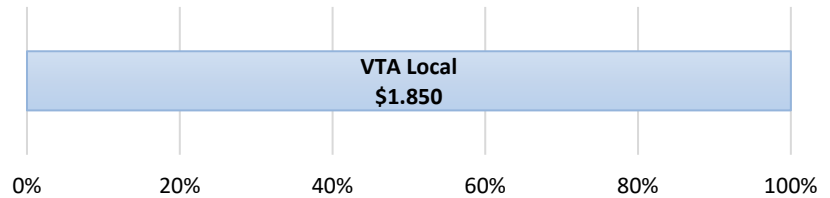
**Anticipated Completion Date** June 2026

## 46. Network and Gigabit Fiber Upgrade

### Project Scope

The goals of this project are to: 1) Provide a highly reliable, load balanced internet connection to support VTA's use of cloud services and internet communication. 2) Upgrade the depth and capability of the network security system. 3) Provide optic fiber installation as well as equipment and materials in helping augment the VTA's existing fiber wide area network infrastructure.

### Funding (in millions)



### Business Line(s) Supported

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

### Operating Budget Impact

\$120k annual savings. \$800k annual expenditure.

**Estimated Total Project Cost** \$3.500 million

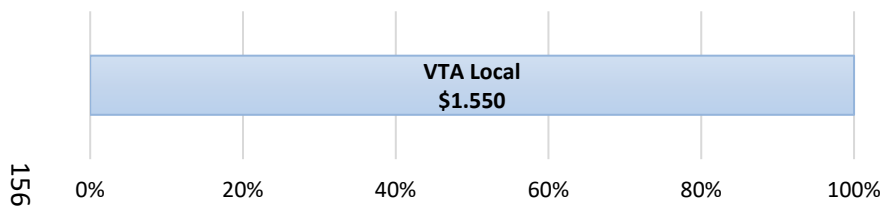
**Anticipated Completion Date** June 2023

## 47. Server Refresh

### Project Scope

Procurement of hardware, software and storage to support VTA Enterprise Datacenters at River Oaks and Light Rail facility for over 4000 Active Directory accounts and 1800 mailboxes. Server replacement of aging systems. VTA utilizes HP server equipment to provide VTA staff access to File/Print services, applications, Intranet sites (the Hub) internal resources and communications.

### Funding (in millions)



### Business Line(s) Supported

- Faster Frequent Reliable Transit

### Operating Budget Impact

\$85k annual savings. \$65k annual expenditure.

**Estimated Total Project Cost** \$23.000 million

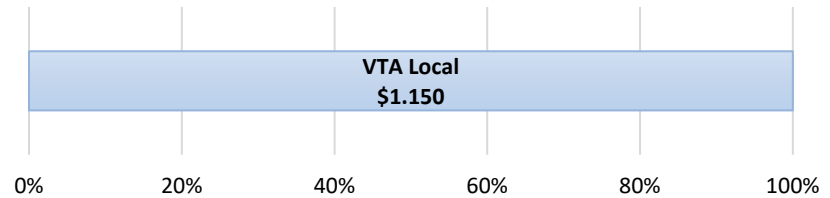
**Anticipated Completion Date** December 2024

## 48. VTA Network Cabling

### Project Scope

VTA Locations, Yards, and Building all have outdated copper & fiber data cabling. The scope is to replace the old cabling to furnish CAT6 Cable, Fiber Optic, and new communications room infrastructure. This is required to support newer technology like VOIP (Voice-over-IP) and higher networking speeds.

### Funding (in millions)



### Business Line(s) Supported

### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$2.610 million

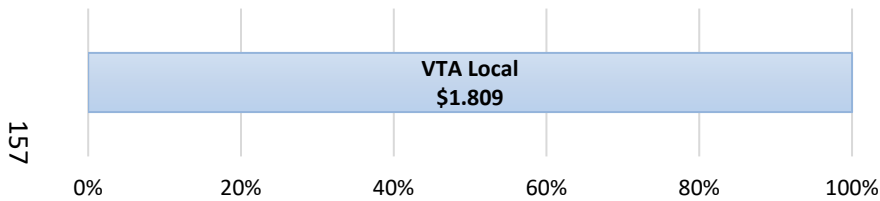
**Anticipated Completion Date** July 2023

## 49. SAP Enterprise Asset Management Enhancement

### Project Scope

The scope of this project is to convert the simple Plant Maintenance (PM) module that was implemented in 1999 to the more sophisticated Enterprise Asset Management (EAM) module offered from SAP. VTA will procure licenses for Linear Asset Management (LAM), Integration with Geographic Information Systems (GIS), a new Mobile/Accessibility Platform which will vastly improve the User Experience (UX) of Operations employees.

### Funding (in millions)



### Business Line(s) Supported

### Operating Budget Impact

VTA will purchase the Hydrogen Suite (User Experience/Mobility Functionality) that will have an annual maintenance fee associated. This new functionality will improve work efficiency across all operating divisions, creating an associated cost saving in operating productivity.

**Estimated Total Project Cost** \$4.035 million

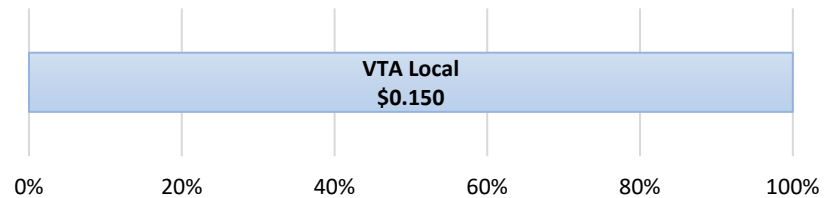
**Anticipated Completion Date** December 2021

## 50. Enterprise Database for Key Performance Indicators (TransitDB)

### Project Scope

To build a VTA's Transit Enterprise Database for purposes of business intelligence, dashboarding, and reporting and implement a reporting mechanism.

### Funding (in millions)



### Business Line(s) Supported

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

### Operating Budget Impact

Savings- \$26k Operational Efficiencies. Expenditure- \$8k Annual Maintenance

**Estimated Total Project Cost** \$0.650 million

**Anticipated Completion Date** June 2022

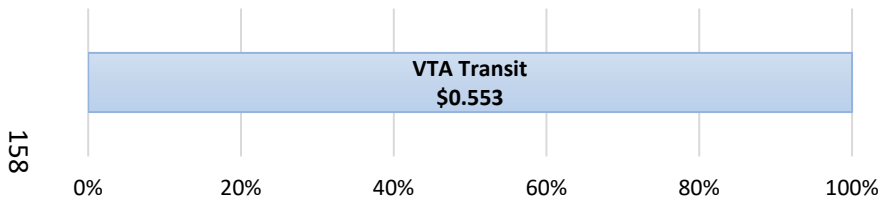
## Miscellaneous

### 51. ADA Transition Plan

#### Project Scope

VTA has completed an ADA inventory of its transit facilities and will engage the public to assist with the development of a Transition Plan to build a schedule and budget for improvements to facilities that are not ADA compliant. Funds will be used to make ADA improvements to, bus stops, curb cuts, bathrooms, among other improvements identified in the inventory.

#### Funding (in millions)



#### Business Line(s) Supported

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

#### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$4.921 million

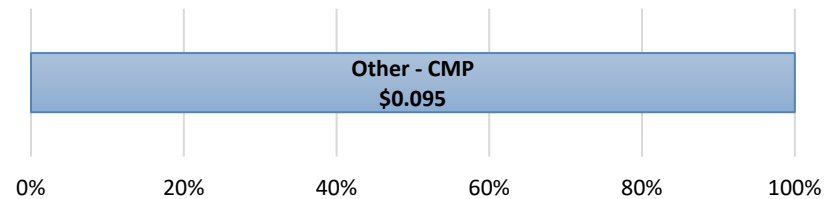
**Anticipated Completion Date** June 2023

### 52. Integrated Land Use-Transportation Model Phase II

#### Project Scope

This funding request is to complete Phase II of the development of the Integrated Land Use-Transportation Model (CUBE LAND). About two-thirds of the budget is for professional services for a consultant to complete model development. The remaining one-third of the budget is to account for VTA labor, the administration cost of the project, procurement of data and/or software, and contingency.

#### Funding (in millions)



#### Business Line(s) Supported

- Delivering Projects and Programs

#### Operating Budget Impact

The land-use model would obviate the need to convey an expert panel to study the long-term land-use impacts every time VTA conducts a transportation impact study for projects on a state highway.

**Estimated Total Project Cost** \$0.245 million

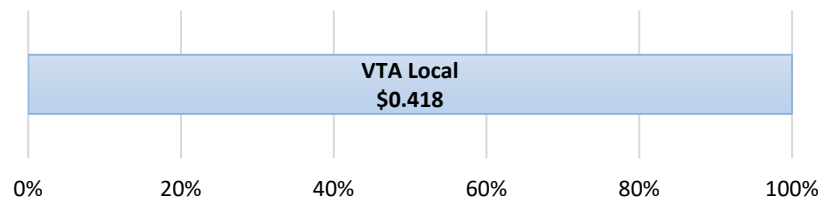
**Anticipated Completion Date** June 2022

### 53. 2022 Transit Asset Management Plan

#### Project Scope

This planning project will develop the 2022 Transit Asset Management (TAM) Plan, required by FTA as the four year renewal to the 2018 TAM Plan. The project will also review and update as necessary the TAM Policy, the TAM Inventory, and TERM Lite updates and improvements, as well as produce a VTA TAM Procedures document.

#### Funding (in millions)



159 **Business Line(s) Supported**

#### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$0.418 million

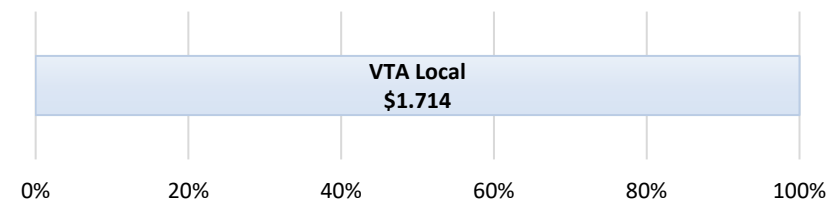
**Anticipated Completion Date** March 2022

### 54. Diridon Integrated Concept Plan (DISC)

#### Project Scope

In FY23-24 and FY25-26 VTA will procure professional services for Architectural, Engineering, and Environmental Assessment. During this period of 4 years, Conceptual and Preliminary design will be completed; Environmental Impact analysis documentation will be completed, and portions of Final Design will be completed or started. A funding Plan will be developed and grant funding will be pursued and secured.

#### Funding (in millions)



#### Business Line(s) Supported

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

#### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$531.730 million

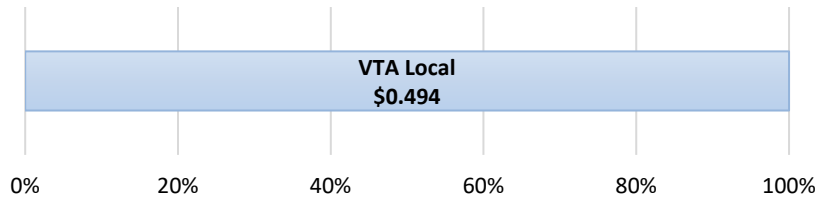
**Anticipated Completion Date** June 2037

## 55. Climate Action and Adaptation Plan

### Project Scope

The project will study climate change impacts to VTA's system and operations. This may include extreme heat, wildfire, flooding, sea level rise, storm surge, and other hazards. This information will be used to identify actions to reduce greenhouse gas emissions, prepare for extreme weather events, and adapt to climate change in a cost-effective and proactive manner.

### Funding (in millions)



### Business Line(s) Supported

- Delivering Projects and Programs

### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$0.494 million

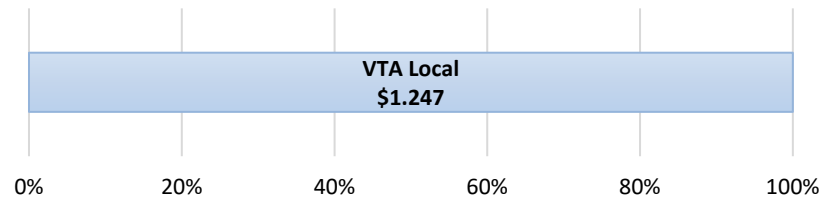
**Anticipated Completion Date** June 2023

## 56. Next Generation High Capacity Transit Study Phase 2

### Project Scope

Study would be a follow up to the existing Next Generation High Capacity Transit Study. Exact scope of the study is dependent on direction given by VTA Board of Directors (BOD) at the completion of the current study.

### Funding (in millions)



### Business Line(s) Supported

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

### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$1.797 million

**Anticipated Completion Date** December 2022

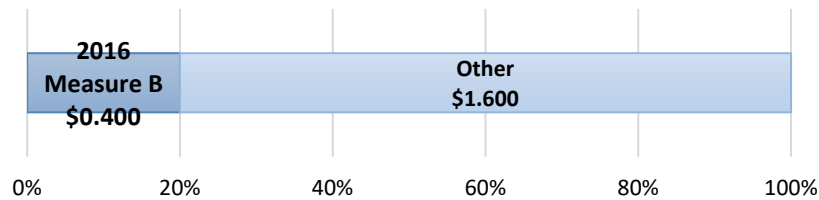


## 57. On-Demand Paratransit Pilot

### Project Scope

VTA is in search with partnering with a TNC provider to provide an On-Demand transit option for Paratransit riders. This would enhance the consumer's experience.

### Funding (in millions)



### Business Line(s) Supported

- Transportation System Management

### Operating Budget Impact

The goal for the on-demand program is to reduce the number of trips on the ADA paratransit and place them on the on-demand program. Our goal is to get this program is to offset between 2,000 & 4,000 trips monthly. This would be an annual savings up to \$960k.

**Estimated Total Project Cost** \$2.000 million

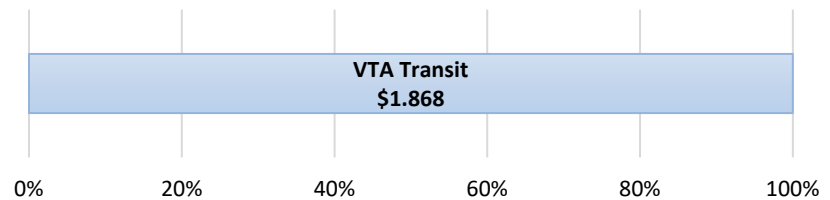
**Anticipated Completion Date** June 2022

## 58. Fast Transit Program Implementation

### Project Scope

1) Build tactical bus lanes to make transit faster in corridors where transit is most impacted from congestion; 2) Implement next wave of countywide transit signal priority improvements for light rail and bus to reduce delay at intersections; 3) Develop a Fast Transit Program dashboard to report on transit speed and reliability needs, improvements, results.

### Funding (in millions)



### Business Line(s) Supported

- Faster Frequent Reliable Transit
- Delivering Projects and Programs

### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$84.565 million

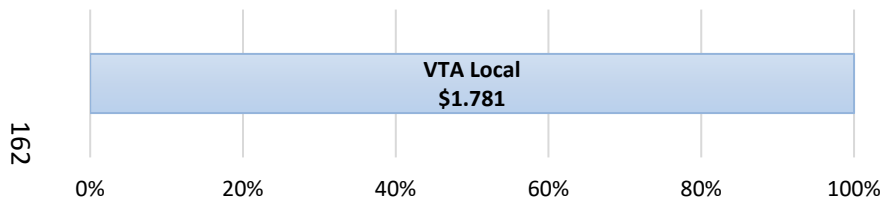
**Anticipated Completion Date** June 2041

## 59. High Capacity Transit Corridors Implementation

### Project Scope

The first phase of this project will undertake a community-led process to inform the project definition and develop up to 30% engineering design necessary to implement the corridor recommendations from the Strategic Plan for Advancing High Capacity Transit Corridors. This new approach to transit corridor investment focuses on phased steps to high capacity transit that are triggered as ridership increases and land uses change to stop support transit.

### Funding (in millions)



### Business Line(s) Supported

- Faster Frequent Reliable Transit
- Delivering Projects and Programs

### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$540.848 million

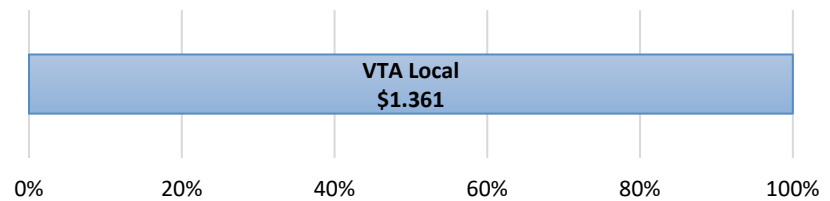
**Anticipated Completion Date** June 2041

## 60. Downtown Transit Study

### Project Scope

Study would be a follow up to a number of existing efforts related to Transit Planning in Downtown San Jose including the Downtown West Plan, the Diridon Station Area Plan update, the Downtown Transportation Plan. With the completion of these plans, VTA along with the City of San Jose will be considering many infrastructure intensive transit solutions for Downtown San Jose in an effort to provide faster, frequent, and more reliable transit.

### Funding (in millions)



### Business Line(s) Supported

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

### Operating Budget Impact

No Operating cost impact

**Estimated Total Project Cost** \$1.361 million

**Anticipated Completion Date** December 2022

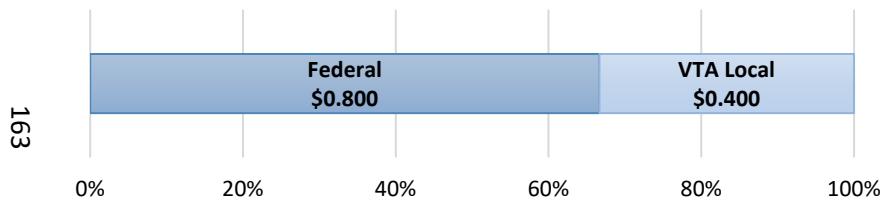
## Non-Revenue Vehicles

### 61. Non-Revenue Vehicle Replacement Program FY22 FY23

#### Project Scope

This program replaces Non-Revenue Vehicles (NRVs) in the VTA fleet that have either been lost due to accidents, decommissioned because of mechanical failures which were not cost-effective to repair, or replace vehicles that have exceeded their useful life. This project also includes an option to replace retired vehicles with vehicles that are hybrid/electric and higher mile per gallon (MPG) when possible per our Sustainable Fleet Policy.

#### Funding (in millions)



#### Business Line(s) Supported

- Transportation System Management

#### Operating Budget Impact

The annual estimated savings are due to less critical maintenance repairs of the aging fleet. Ongoing annual expenses are incurred by routine, preventative maintenance and any expenses not covered under warranty.

**Estimated Total Project Cost** \$8.955 million

**Anticipated Completion Date** June 2023

## *VTA Transit Total Available Appropriation*

Capital project appropriations, with the exception of the VTA Transit Capital Contingency, do not expire at the end of the fiscal year and are carried forward until the project is completed. Appropriation for the VTA Transit Capital Contingency expires at the end of the two-year budget cycle. 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 following table reflects the projected carryover at June 30, 2021, as well as the total available appropriation for the VTA Transit Capital Program after the FY 2022 and FY 2023 appropriations, by project and funding source. Project funding for the two-year period is appropriated in FY 2022 in order to facilitate administration of the program.

*(Dollars in Thousands)*

Project #	Project Name	Funding Source	A Adopted Budget Through FY21	B Projected Expenditures Through FY21	C=(A-B) Projected FY21 Capital Carryover	D FY22 Appropriation	E=(C+D) Total Available Appropriation
P-0834	60' Articulated Bus Procurement	VTA	22,103	21,758	345	0	345
		State	29,919	29,919	0	0	0
		<b>Total</b>	<b>52,022</b>	<b>51,677</b>	<b>345</b>	<b>0</b>	<b>345</b>
P-0924	40' Bus Procurement FY16	VTA	12,508	8,187	4,321	0	4,321
		Federal	50,030	32,748	17,282	0	17,282
		<b>Total</b>	<b>62,538</b>	<b>40,935</b>	<b>21,603</b>	<b>0</b>	<b>21,603</b>
P-0945	Light Rail Vehicle CCTV Upgrade	VTA	658	658	0	0	0
		State	8,280	8,280	0	0	0
		<b>Total</b>	<b>8,937</b>	<b>8,937</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-0951	3-Position Exterior Bike Racks for Buses	VTA	80	80	0	0	0
		State	697	697	0	0	0
		<b>Total</b>	<b>777</b>	<b>777</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-0961	Electric Bus Pilot Project	VTA	7,251	318	6,933	0	6,933
		Federal	12,941	2,458	10,483	0	10,483
		State	23,620	7,556	16,064	0	16,064
		Others	2	0	2	0	2
		<b>Total</b>	<b>43,815</b>	<b>10,332</b>	<b>33,482</b>	<b>0</b>	<b>33,482</b>
P-0964	Tire Barrier Retrofit	VTA	329	329	0	0	0
		<b>Total</b>	<b>329</b>	<b>329</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-1000	Trapezoid Paratransit Scheduling Software	VTA	1,663	1,663	0	0	0
		<b>Total</b>	<b>1,663</b>	<b>1,663</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-1034	Paratransit Fleet Program FY18	VTA	1,052	527	525	0	525
		Federal	4,195	2,106	2,089	0	2,089

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Project #</b>	<b>Project Name</b>	<b>Funding Source</b>	<b>A Adopted Budget Through FY21</b>	<b>B Projected Expenditures Through FY21</b>	<b>C=(A-B) Projected FY21 Capital Carryover</b>	<b>D FY22 Appropriation</b>	<b>E=(C+D) Total Available Appropriation</b>
		Total	5,247	2,633	2,614	0	2,614
<b>P-1036</b>	<b>Upgrade Fault Monitoring Sys LR Vehicles</b>	VTA	564	0	564	0	564
		Federal	2,255	0	2,255	0	2,255
		<b>Total</b>	<b>2,819</b>	<b>0</b>	<b>2,819</b>	<b>0</b>	<b>2,819</b>
P-1039	40' Bus Procurement FY18	VTA	13,016	0	13,016	0	13,016
		Federal	47,630	0	47,630	0	47,630
		Total	60,647	0	60,647	0	60,647
<b>P-1050</b>	<b>Automatic Passenger Counters (APC)</b>	VTA	1,835	491	1,344	0	1,344
		<b>Total</b>	<b>1,835</b>	<b>491</b>	<b>1,344</b>	<b>0</b>	<b>1,344</b>
P-1102	Paratransit Fleet Program FY20	VTA	995	0	995	0	995
		Federal	3,978	0	3,978	0	3,978
		Total	4,973	0	4,973	0	4,973
<b>P-1103</b>	<b>Cameras for VTA ACCESS Paratransit Vehicles</b>	VTA	451	0	451	0	451
		Federal	1,805	0	1,805	0	1,805
		<b>Total</b>	<b>2,256</b>	<b>0</b>	<b>2,256</b>	<b>0</b>	<b>2,256</b>
P-1173	Purchase of Electric Buses	VTA	0	0	0	60	60
		Federal	0	0	0	240	240
		Total	0	0	0	300	300
<b>P-1174</b>	<b>LRV Electronic Equipment Modernization</b>	VTA	0	0	0	1,704	1,704
		State	0	0	0	3,057	3,057
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,761</b>	<b>4,761</b>
P-1175	Purchase of Hybrid and Electric Buses	VTA	0	0	0	15,660	15,660
		Federal	0	0	0	62,640	62,640
		Total	0	0	0	78,300	78,300
<b>P-1176</b>	<b>Paratransit Fleet Procurement FY22 &amp; FY2</b>	VTA	0	0	0	1,354	1,354
		Federal	0	0	0	5,417	5,417
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,771</b>	<b>6,771</b>
P-1177	Collision Avoidance Deployment Program	VTA	0	0	0	1,800	1,800
		Total	0	0	0	1,800	1,800
<b>P-1178</b>	<b>Video Analytics Paratransit Accessible</b>	VTA	0	0	0	763	763
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>763</b>	<b>763</b>
	<b>Revenue Vehicles &amp; Equipment Total</b>		<b>247,857</b>	<b>117,775</b>	<b>130,082</b>	<b>92,696</b>	<b>222,779</b>
<b>P-0572</b>	<b>Bus Signal Priority</b>	VTA	182	160	22	0	22
		Federal	729	640	89	0	89
		<b>Total</b>	<b>911</b>	<b>800</b>	<b>111</b>	<b>0</b>	<b>111</b>
P-0646	Green Facility Improvements	VTA	5,788	5,786	2	0	2
		Total	5,788	5,786	2	0	2

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Project #</b>	<b>Project Name</b>	<b>Funding Source</b>	<b>A Adopted Budget Through FY21</b>	<b>B Projected Expenditures Through FY21</b>	<b>C=(A-B) Projected FY21 Capital Carryover</b>	<b>D FY22 Appropriation</b>	<b>E=(C+D) Total Available Appropriation</b>
<b>P-0675</b>	<b>Pavement Management Program-FY09</b>	VTA	717	717	0	0	0
		<b>Total</b>	<b>717</b>	<b>717</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-0741	SCADA System Hardening	VTA	581	479	102	0	102
		Federal	755	755	0	0	0
		State	2,567	2,567	0	0	0
		Others	331	0	331	0	331
	<b>Total</b>	<b>4,234</b>	<b>3,800</b>	<b>433</b>	<b>0</b>	<b>433</b>	
<b>P-0750</b>	<b>GFCI (switchgear) Testing &amp; Replacement</b>	VTA	<b>589</b>	<b>589</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total</b>	<b>589</b>	<b>589</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-0780	River Oaks Auditorium & Lobby Reconfig	VTA	555	508	47	0	47
		<b>Total</b>	<b>555</b>	<b>508</b>	<b>47</b>	<b>0</b>	<b>47</b>
<b>P-0839</b>	<b>Replace Wheel Turning Machine</b>	VTA	<b>5,810</b>	<b>40</b>	<b>5,770</b>	<b>0</b>	<b>5,770</b>
		<b>Total</b>	<b>5,810</b>	<b>40</b>	<b>5,770</b>	<b>0</b>	<b>5,770</b>
P-0840	LED Exterior Lighting Replacement	VTA	1,838	463	1,375	0	1,375
		<b>Total</b>	<b>1,838</b>	<b>463</b>	<b>1,375</b>	<b>0</b>	<b>1,375</b>
<b>P-0844</b>	<b>Cerone Propane Tank Replacement</b>	VTA	<b>1,110</b>	<b>480</b>	<b>630</b>	<b>0</b>	<b>630</b>
		<b>Total</b>	<b>1,110</b>	<b>480</b>	<b>630</b>	<b>0</b>	<b>630</b>
P-0846	Facilities Maint. Equipment Program FY14	VTA	980	679	300	0	300
		<b>Total</b>	<b>980</b>	<b>679</b>	<b>300</b>	<b>0</b>	<b>300</b>
<b>P-0847</b>	<b>Paving Management Program FY14</b>	VTA	<b>3,437</b>	<b>1,362</b>	<b>2,075</b>	<b>630</b>	<b>2,705</b>
		<b>Total</b>	<b>3,437</b>	<b>1,362</b>	<b>2,075</b>	<b>630</b>	<b>2,705</b>
P-0849	Cerone Boiler Replacement	VTA	2,166	716	1,450	0	1,450
		<b>Total</b>	<b>2,166</b>	<b>716</b>	<b>1,450</b>	<b>0</b>	<b>1,450</b>
<b>P-0852</b>	<b>Cerone Emergency Generator Replacement</b>	VTA	<b>3,438</b>	<b>2,655</b>	<b>784</b>	<b>0</b>	<b>784</b>
		<b>Total</b>	<b>3,438</b>	<b>2,655</b>	<b>784</b>	<b>0</b>	<b>784</b>
P-0917	OCC Rail Control Reconfiguration	VTA	150	130	20	0	20
		<b>Total</b>	<b>150</b>	<b>130</b>	<b>20</b>	<b>0</b>	<b>20</b>
<b>P-0931</b>	<b>Automated Wheel Measmnt Sys for LR Vehicles</b>	VTA	<b>879</b>	<b>9</b>	<b>870</b>	<b>0</b>	<b>870</b>
		<b>Total</b>	<b>879</b>	<b>9</b>	<b>870</b>	<b>0</b>	<b>870</b>
P-0932	Guadalupe Train Wash Replacement	VTA	562	51	511	0	511
		Federal	2,248	204	2,044	0	2,044
		<b>Total</b>	<b>2,810</b>	<b>255</b>	<b>2,555</b>	<b>0</b>	<b>2,555</b>
<b>P-0941</b>	<b>Facilities Maintenance Equipment Program FY16</b>	VTA	<b>949</b>	<b>40</b>	<b>909</b>	<b>0</b>	<b>909</b>
		<b>Total</b>	<b>949</b>	<b>40</b>	<b>909</b>	<b>0</b>	<b>909</b>
P-0947	HVAC Replacement Program FY16	VTA	1,306	1,298	9	0	9
		<b>Total</b>	<b>1,306</b>	<b>1,298</b>	<b>9</b>	<b>0</b>	<b>9</b>
<b>P-0962</b>	<b>Chaboya Yard Well Removal</b>	VTA	<b>79</b>	<b>78</b>	<b>1</b>	<b>1,150</b>	<b>1,151</b>

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Project #</b>	<b>Project Name</b>	<b>Funding Source</b>	<b>A Adopted Budget Through FY21</b>	<b>B Projected Expenditures Through FY21</b>	<b>C=(A-B) Projected FY21 Capital Carryover</b>	<b>D FY22 Appropriation</b>	<b>E=(C+D) Total Available Appropriation</b>
		<b>Federal</b>	<b>316</b>	<b>313</b>	<b>3</b>	<b>0</b>	<b>3</b>
		<b>Total</b>	<b>395</b>	<b>391</b>	<b>4</b>	<b>1,150</b>	<b>1,154</b>
P-0965	Employee Facility Updates at Chaboya	VTA	533	347	186	0	186
		Total	533	347	186	0	186
<b>P-1004</b>	<b>SCADA and TVM Network Separation</b>	VTA	<b>4,715</b>	<b>882</b>	<b>3,833</b>	<b>0</b>	<b>3,833</b>
		Total	<b>4,715</b>	<b>882</b>	<b>3,833</b>	<b>0</b>	<b>3,833</b>
P-1005	Eastridge Paratransit Facility	VTA	6,124	6,124	0	0	0
		Total	6,124	6,124	0	0	0
<b>P-1006</b>	<b>Emergency Electrical Repair River Oaks</b>	VTA	<b>225</b>	<b>193</b>	<b>32</b>	<b>0</b>	<b>32</b>
		Total	<b>225</b>	<b>193</b>	<b>32</b>	<b>0</b>	<b>32</b>
P-1029	HVAC Replacement Program FY18	VTA	1,944	816	1,128	0	1,128
		Total	1,944	816	1,128	0	1,128
<b>P-1030</b>	<b>Painting Management Program FY18</b>	VTA	<b>800</b>	<b>749</b>	<b>51</b>	<b>0</b>	<b>51</b>
		Total	<b>800</b>	<b>749</b>	<b>51</b>	<b>0</b>	<b>51</b>
P-1031	Paving Management Program FY18	VTA	1,800	1,800	0	0	0
		Total	1,800	1,800	0	0	0
<b>P-1032</b>	<b>Facilities &amp; Equip Emergency Repair FY18</b>	VTA	<b>594</b>	<b>0</b>	<b>594</b>	<b>0</b>	<b>594</b>
		Total	<b>594</b>	<b>0</b>	<b>594</b>	<b>0</b>	<b>594</b>
P-1040	Sustainability Program FY18	VTA	1,112	720	391	0	391
		State	32	17	15	0	15
		Total	1,144	737	406	0	406
<b>P-1051</b>	<b>SCADA Control Center &amp; System Replacemen</b>	VTA	<b>754</b>	<b>159</b>	<b>595</b>	<b>0</b>	<b>595</b>
		Federal	<b>3,015</b>	<b>637</b>	<b>2,379</b>	<b>0</b>	<b>2,379</b>
		Total	<b>3,769</b>	<b>796</b>	<b>2,973</b>	<b>0</b>	<b>2,973</b>
P-1055	Roofing Management Program FY18	VTA	1,300	604	696	0	696
		Total	1,300	604	696	0	696
<b>P-1056</b>	<b>Facilities Maint Equip Replacement FY18</b>	VTA	<b>1,770</b>	<b>111</b>	<b>1,659</b>	<b>0</b>	<b>1,659</b>
		Total	<b>1,770</b>	<b>111</b>	<b>1,659</b>	<b>0</b>	<b>1,659</b>
P-1072	HSQ RTU Replacement	VTA	1,680	1,220	459	0	459
		Total	1,680	1,220	459	0	459
<b>P-1077</b>	<b>Trapeze Ops Web Module</b>	VTA	<b>106</b>	<b>0</b>	<b>106</b>	<b>0</b>	<b>106</b>
		Total	<b>106</b>	<b>0</b>	<b>106</b>	<b>0</b>	<b>106</b>
P-1100	Cerone Energy Storage System	State	2,905	0	2,905	0	2,905
		Total	2,905	0	2,905	0	2,905
<b>P-1108</b>	<b>Facilities Equipment Replacement Project</b>	VTA	<b>1,219</b>	<b>0</b>	<b>1,219</b>	<b>0</b>	<b>1,219</b>
		Total	<b>1,219</b>	<b>0</b>	<b>1,219</b>	<b>0</b>	<b>1,219</b>
P-1109	HVAC Replacement Program FY20	VTA	362	0	362	0	362

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Project #</b>	<b>Project Name</b>	<b>Funding Source</b>	<b>A Adopted Budget Through FY21</b>	<b>B Projected Expenditures Through FY21</b>	<b>C=(A-B) Projected FY21 Capital Carryover</b>	<b>D FY22 Appropriation</b>	<b>E=(C+D) Total Available Appropriation</b>
		Federal	1,448	0	1,448	0	1,448
		Total	1,810	0	1,810	0	1,810
<b>P-1111</b>	<b>Painting Management Program FY20</b>	VTA	1,755	0	1,755	0	1,755
		Total	1,755	0	1,755	0	1,755
P-1112	Pavement Management Program FY20	VTA	1,856	43	1,812	0	1,812
		Total	1,856	43	1,812	0	1,812
<b>P-1113</b>	<b>Replace Uninterruptible Power Supplies at Guad.</b>	VTA	94	8	86	0	86
		Federal	377	33	344	0	344
		Total	472	42	430	0	430
P-1114	Roofing Management Program FY20	VTA	1,365	0	1,365	0	1,365
		Total	1,365	0	1,365	0	1,365
<b>P-1115</b>	<b>Guadalupe Entrance Security Improvement Proj</b>	VTA	250	0	250	0	250
		Federal	1,000	0	1,000	0	1,000
		Total	1,250	0	1,250	0	1,250
P-1118	Replace Roll Up Doors at Guadalupe Division	VTA	460	0	460	40	500
		Federal	1,840	0	1,840	160	2,000
		Total	2,300	0	2,300	200	2,500
<b>P-1119</b>	<b>Guadalupe Steam Rack Improvements</b>	VTA	640	0	640	0	640
		Federal	2,560	0	2,560	0	2,560
		Total	3,200	0	3,200	0	3,200
P-1120	Replace Fire Alarm Sys at Guadalupe & Chaboya	VTA	300	0	300	0	300
		Federal	1,200	0	1,200	0	1,200
		Total	1,500	0	1,500	0	1,500
<b>P-1121</b>	<b>Fuel Dispenser Replacement</b>	VTA	480	0	480	0	480
		Federal	1,920	0	1,920	0	1,920
		Total	2,400	0	2,400	0	2,400
P-1123	Way, Power, and Signals Storage Building	VTA	560	0	560	0	560
		Total	560	0	560	0	560
<b>P-1151</b>	<b>Guadalupe Line Elevated Stn Emerg Bkup P</b>	VTA	563	75	488	0	488
		Total	563	75	488	0	488
P-1152	Guadalupe Admin Office Reconfigure	VTA	361	111	251	0	251
		Total	361	111	251	0	251
<b>P-1153</b>	<b>Almaden LR Modular Bldg/Training Center</b>	VTA	468	125	343	0	343
		Total	468	125	343	0	343
P-1155	Security Fencing at Chaboya Empl Pk Lot	VTA	123	89	34	0	34
		Total	123	89	34	0	34
<b>P-1162</b>	<b>Emergency Operations Center (EOC) Move</b>	VTA	613	1	612	0	612



**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Project #</b>	<b>Project Name</b>	<b>Funding Source</b>	<b>A Adopted Budget Through FY21</b>	<b>B Projected Expenditures Through FY21</b>	<b>C=(A-B) Projected FY21 Capital Carryover</b>	<b>D FY22 Appropriation</b>	<b>E=(C+D) Total Available Appropriation</b>
		<b>Total</b>	<b>613</b>	<b>1</b>	<b>612</b>	<b>0</b>	<b>612</b>
P-1164	Equipment Upholsterer Apprenticeship Pro	VTA	25	0	25	0	25
		<b>Total</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>
<b>P-1179</b>	<b>Facilities Assessment FY2 &amp; FY23</b>	VTA	<b>0</b>	<b>0</b>	<b>0</b>	<b>400</b>	<b>400</b>
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>400</b>	<b>400</b>
P-1180	Drain Inlet Filter Project	VTA	0	0	0	881	881
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>881</b>	<b>881</b>
<b>P-1181</b>	<b>Expand Bus Charging Capacity@Cerone Yrd</b>	VTA	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>70</b>
		<b>Federal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>280</b>	<b>280</b>
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>350</b>	<b>350</b>
P-1182	Axle Press Replacement Project	VTA	0	0	0	434	434
		Federal	0	0	0	1,736	1,736
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,170</b>	<b>2,170</b>
<b>P-1183</b>	<b>HVAC Replacement</b>	VTA	<b>0</b>	<b>0</b>	<b>0</b>	<b>406</b>	<b>406</b>
		<b>Federal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,623</b>	<b>1,623</b>
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,029</b>	<b>2,029</b>
P-1184	Guadalupe 2nd Entrance Single Point Fail	VTA	0	0	0	200	200
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200</b>	<b>200</b>
<b>P-1185</b>	<b>Facilities Equip Replacement ProgFY22-23</b>	VTA	<b>0</b>	<b>0</b>	<b>0</b>	<b>436</b>	<b>436</b>
		<b>Federal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,742</b>	<b>1,742</b>
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,178</b>	<b>2,178</b>
P-1186	Overhead Fall Protection on all Bus Bays	VTA	0	0	0	1,590	1,590
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,590</b>	<b>1,590</b>
<b>P-1187</b>	<b>Security Enhancement Chaboya Parking Lot</b>	VTA	<b>0</b>	<b>0</b>	<b>0</b>	<b>120</b>	<b>120</b>
		<b>Federal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>480</b>	<b>480</b>
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>600</b>	<b>600</b>
P-1188	Expand VTA's North Yard for Electric Bus	VTA	0	0	0	500	500
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500</b>	<b>500</b>
<b>P-1189</b>	<b>Expand VTA's Chaboya Yard Electric Buses</b>	VTA	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,524</b>	<b>1,524</b>
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,524</b>	<b>1,524</b>
P-1190	Roofing Management Program FY22 & FY23	VTA	0	0	0	2,215	2,215
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,215</b>	<b>2,215</b>
<b>P-1191</b>	<b>Painting Management Program FY22 &amp; FY23</b>	VTA	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>	<b>1,000</b>
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>	<b>1,000</b>
P-1192	Paving Management Program FY22 & FY23	VTA	0	0	0	1,000	1,000
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>	<b>1,000</b>
<b>P-1193</b>	<b>Electrical Equip Survey Replc FY22-23</b>	VTA	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,509</b>	<b>1,509</b>

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Project #</b>	<b>Project Name</b>	<b>Funding Source</b>	<b>A Adopted Budget Through FY21</b>	<b>B Projected Expenditures Through FY21</b>	<b>C=(A-B) Projected FY21 Capital Carryover</b>	<b>D FY22 Appropriation</b>	<b>E=(C+D) Total Available Appropriation</b>
<b>Total</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>1,509</b>	<b>1,509</b>
<i>Operating Facilities &amp; Equipment Total</i>			<i>89,308</i>	<i>35,583</i>	<i>53,726</i>	<i>20,126</i>	<i>73,852</i>
<b>P-0670</b>	<b>Rail Replacement &amp; Rehab-FY09</b>	VTA	3,022	3,022	0	0	0
		Federal	15,899	15,899	0	0	0
		State	1,559	1,559	0	0	0
		<b>Total</b>	<b>20,479</b>	<b>20,479</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-0689	Traction Power Substation Procurement	VTA	4,362	4,361	1	0	1
		Federal	14,580	14,580	0	0	0
		State	1,592	1,592	0	0	0
		<b>Total</b>	<b>20,535</b>	<b>20,517</b>	<b>1</b>	<b>0</b>	<b>1</b>
<b>P-0707</b>	<b>Guadalupe OCS Rehab &amp; Replacement Program</b>	VTA	818	817	0	0	0
		Federal	7,030	7,030	0	0	0
		State	1,231	1,231	0	0	0
		<b>Total</b>	<b>9,079</b>	<b>9,078</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-0757	LRT Crossovers and Switches	VTA	789	789	0	0	0
		Federal	3,155	3,155	0	0	0
		<b>Total</b>	<b>3,944</b>	<b>3,944</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>P-0761</b>	<b>Bridge Repair/Hamilton Struct.Stabilizat</b>	VTA	1,030	933	97	0	97
		Federal	2,520	2,315	205	0	205
		<b>Total</b>	<b>3,550</b>	<b>3,248</b>	<b>302</b>	<b>0</b>	<b>302</b>
P-0762	Guada Signal Assessment/SCADA Sys Replac	VTA	700	330	370	0	370
		Federal	2,800	1,321	1,479	0	1,479
		<b>Total</b>	<b>3,500</b>	<b>1,651</b>	<b>1,849</b>	<b>0</b>	<b>1,849</b>
<b>P-0763</b>	<b>N 1st and DT SJ LR Speed Improvmt Design</b>	VTA	761	761	0	0	0
		2000 Measure A	304	304	0	0	0
		Federal	400	400	0	0	0
		<b>Total</b>	<b>1,464</b>	<b>1,464</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-0771	Update Santa Teresa Interlock Sig. House	VTA	432	432	0	0	0
		Federal	1,728	1,728	0	0	0
		<b>Total</b>	<b>2,160</b>	<b>2,160</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>P-0821</b>	<b>LR Transit Signal Priority Improvements</b>	VTA	1,063	456	607	0	607
		Federal	1,587	892	695	0	695
		<b>Total</b>	<b>2,650</b>	<b>1,347</b>	<b>1,302</b>	<b>0</b>	<b>1,302</b>
P-0843	Upgrade Ohlone/Chynoweth Interlocking	VTA	920	34	886	0	886
		Federal	3,680	135	3,545	0	3,545
		<b>Total</b>	<b>4,600</b>	<b>169</b>	<b>4,431</b>	<b>0</b>	<b>4,431</b>
<b>P-0845</b>	<b>Track Intrusion Abatement FY14</b>	VTA	400	400	0	0	0

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Project #</b>	<b>Project Name</b>	<b>Funding Source</b>	<b>A Adopted Budget Through FY21</b>	<b>B Projected Expenditures Through FY21</b>	<b>C=(A-B) Projected FY21 Capital Carryover</b>	<b>D FY22 Appropriation</b>	<b>E=(C+D) Total Available Appropriation</b>
		<b>Federal</b>	<b>1,600</b>	<b>1,600</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total</b>	<b>2,000</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-0918	Guadalupe SCADA and OCC UPS replacement proj	VTA	105	104	2	0	2
		<b>Total</b>	<b>105</b>	<b>104</b>	<b>2</b>	<b>0</b>	<b>2</b>
<b>P-0922</b>	<b>SCADA Rehabilitation</b>	VTA	<b>1,803</b>	<b>1,549</b>	<b>254</b>	<b>0</b>	<b>254</b>
		<b>Total</b>	<b>1,803</b>	<b>1,549</b>	<b>254</b>	<b>0</b>	<b>254</b>
P-0923	Downtown San Jose Speed Improvement-Ph1	VTA	2,130	881	1,249	890	2,139
		Federal	4,920	0	4,920	3,560	8,480
		<b>Total</b>	<b>7,050</b>	<b>881</b>	<b>6,169</b>	<b>4,450</b>	<b>10,619</b>
<b>P-0925</b>	<b>Light Rail Crossovers and Switches FY16</b>	VTA	<b>3,805</b>	<b>3,763</b>	<b>42</b>	<b>0</b>	<b>42</b>
		<b>Federal</b>	<b>500</b>	<b>500</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>State</b>	<b>4,132</b>	<b>3,737</b>	<b>396</b>	<b>0</b>	<b>396</b>
		<b>Total</b>	<b>8,438</b>	<b>8,000</b>	<b>438</b>	<b>0</b>	<b>438</b>
P-0926	Rail Rehabilitation & Replacement FY16	VTA	900	851	49	0	49
		Federal	3,600	3,404	196	0	196
		<b>Total</b>	<b>4,500</b>	<b>4,255</b>	<b>245</b>	<b>0</b>	<b>245</b>
P-0928	Traction Power Substation Procurement FY16	VTA	1,920	1,889	31	0	31
		Federal	7,200	7,189	11	0	11
		<b>Total</b>	<b>9,120</b>	<b>9,078</b>	<b>42</b>	<b>0</b>	<b>42</b>
P-0938	Bridge and Structure Repairs FY16	VTA	140	27	113	0	113
		Federal	560	110	450	0	450
		<b>Total</b>	<b>700</b>	<b>137</b>	<b>563</b>	<b>0</b>	<b>563</b>
<b>P-0956</b>	<b>Track Intrusion Abatement FY16</b>	VTA	<b>400</b>	<b>400</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Federal</b>	<b>1,600</b>	<b>1,600</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total</b>	<b>2,000</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-0958	Traction Power Substation Monitoring Sys	VTA	235	114	121	0	121
		<b>Total</b>	<b>235</b>	<b>114</b>	<b>121</b>	<b>0</b>	<b>121</b>
<b>P-1023</b>	<b>Rail Replacement and Rehabilitation FY18</b>	VTA	<b>4,857</b>	<b>2,743</b>	<b>2,114</b>	<b>0</b>	<b>2,114</b>
		<b>Federal</b>	<b>19,428</b>	<b>10,971</b>	<b>8,456</b>	<b>0</b>	<b>8,456</b>
		<b>Total</b>	<b>24,285</b>	<b>13,714</b>	<b>10,570</b>	<b>0</b>	<b>10,570</b>
P-1024	Track Intrusion Abatement FY18	VTA	400	391	9	0	9
		Federal	1,600	1,569	31	0	31
		<b>Total</b>	<b>2,000</b>	<b>1,960</b>	<b>40</b>	<b>0</b>	<b>40</b>
<b>P-1035</b>	<b>Roadway Protection System for Light Rail</b>	VTA	<b>2,039</b>	<b>1,942</b>	<b>97</b>	<b>0</b>	<b>97</b>
		<b>Total</b>	<b>2,039</b>	<b>1,942</b>	<b>97</b>	<b>0</b>	<b>97</b>
P-1037	Upgrade Hwy Rail Grade Crossing Ctrl Equ	VTA	1,092	35	1,057	0	1,057
		Federal	4,368	139	4,229	0	4,229

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Project #</b>	<b>Project Name</b>	<b>Funding Source</b>	<b>A Adopted Budget Through FY21</b>	<b>B Projected Expenditures Through FY21</b>	<b>C=(A-B) Projected FY21 Capital Carryover</b>	<b>D FY22 Appropriation</b>	<b>E=(C+D) Total Available Appropriation</b>
		Total	5,460	173	5,287	0	5,287
<b>P-1054</b>	<b>Guadalupe Overhead Catenary System Rehab</b>	VTA	1,615	1,234	381	0	381
		Federal	6,460	4,938	1,522	0	1,522
		<b>Total</b>	<b>8,075</b>	<b>6,172</b>	<b>1,903</b>	<b>0</b>	<b>1,903</b>
P-1127	OCS Rehabilitation & Replacement FY20	VTA	3,130	0	3,130	0	3,130
		Federal	12,520	0	12,520	0	12,520
		Total	15,650	0	15,650	0	15,650
<b>P-1145</b>	<b>LRT Alternative Technologies Tech Review</b>	VTA	550	457	93	1,247	1,340
		<b>Total</b>	<b>550</b>	<b>457</b>	<b>93</b>	<b>1,247</b>	<b>1,340</b>
P-1194	Bridge and Structures Repairs FY22 & FY2	VTA	0	0	0	328	328
		Federal	0	0	0	1,312	1,312
		Total	0	0	0	1,640	1,640
<b>P-1195</b>	<b>N. 1st St/Tasman Dr EB Track Switch Add'</b>	VTA	0	0	0	410	410
		Federal	0	0	0	1,640	1,640
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,050</b>	<b>2,050</b>
P-1196	OCS Rehab & Replacement Prog FY22 & F23	VTA	0	0	0	3,280	3,280
		Federal	0	0	0	13,120	13,120
		Total	0	0	0	16,400	16,400
<b>P-1197</b>	<b>Laser Intrusions Detection System (LIDS)</b>	VTA	0	0	0	4,280	4,280
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,280</b>	<b>4,280</b>
P-1198	Signal Improvements Guadalupe	VTA	0	0	0	1,035	1,035
		Federal	0	0	0	4,140	4,140
		Total	0	0	0	5,175	5,175
<b>P-1199</b>	<b>Guadalupe Elevator/Escalator Drainage Im</b>	VTA	0	0	0	205	205
		Federal	0	0	0	820	820
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,025</b>	<b>1,025</b>
P-1200	Traction Power Substation Reple FY22 & 23	VTA	0	0	0	1,040	1,040
		Federal	0	0	0	4,160	4,160
		Total	0	0	0	5,200	5,200
<b>P-1201</b>	<b>Safety Enhancements Grade Crssng FY22-23</b>	VTA	0	0	0	3,869	3,869
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,869</b>	<b>3,869</b>
P-1202	Track Intrusion Abatement FY22 & FY23	VTA	0	0	0	557	557
		Federal	0	0	0	2,227	2,227
		Total	0	0	0	2,784	2,784
<b>P-1203</b>	<b>Rail Replacement/Rehab FY22 &amp; F23</b>	VTA	0	0	0	3,720	3,720
		Federal	0	0	0	14,880	14,880
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18,600</b>	<b>18,600</b>

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Project #</b>	<b>Project Name</b>	<b>Funding Source</b>	<b>A Adopted Budget Through FY21</b>	<b>B Projected Expenditures Through FY21</b>	<b>C=(A-B) Projected FY21 Capital Carryover</b>	<b>D FY22 Appropriation</b>	<b>E=(C+D) Total Available Appropriation</b>
P-1204	Systemwide Stray Current/Corrosion Cntrl	VTA	0	0	0	382	382
		Total	0	0	0	382	382
<b>Light Rail Way, Power &amp; Signal Total</b>			<b>165,971</b>	<b>116,611</b>	<b>49,360</b>	<b>67,102</b>	<b>116,463</b>
P-0811	West San Carlos Infill Station	Others	1,000	0	1,000	0	1,000
		Total	1,000	0	1,000	0	1,000
<b>P-0818</b>	<b>High Volume Bus Stop Improvement</b>	VTA	<b>1,300</b>	<b>1,060</b>	<b>240</b>	<b>0</b>	<b>240</b>
		Federal	<b>600</b>	<b>592</b>	<b>8</b>	<b>0</b>	<b>8</b>
		<b>Total</b>	<b>1,900</b>	<b>1,652</b>	<b>248</b>	<b>0</b>	<b>248</b>
P-0819	Ped Swing Gates Replacement	VTA	1,426	616	810	0	810
		Federal	3,424	316	3,108	0	3,108
		Total	4,850	933	3,917	0	3,917
<b>P-0948</b>	<b>Light Rail Station Signage Replacement</b>	VTA 2000 Measure A	<b>606</b> <b>614</b>	<b>606</b> <b>614</b>	<b>0</b> <b>0</b>	<b>0</b> <b>0</b>	<b>0</b> <b>0</b>
		<b>Total</b>	<b>1,220</b>	<b>1,220</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-0949	Transit Center Park & Ride Upgrades FY16	VTA	602	593	8	0	8
		Others	8	7	1	0	1
		Total	609	600	9	0	9
<b>P-0954</b>	<b>Vasona Corridor Pedestrian Back Gates</b>	VTA	<b>580</b>	<b>226</b>	<b>354</b>	<b>0</b>	<b>354</b>
		Federal	<b>2,320</b>	<b>905</b>	<b>1,415</b>	<b>0</b>	<b>1,415</b>
		City	<b>190</b>	<b>0</b>	<b>190</b>	<b>0</b>	<b>190</b>
		<b>Total</b>	<b>3,090</b>	<b>1,131</b>	<b>1,959</b>	<b>0</b>	<b>1,959</b>
P-0944	Ticket Vending Machines for Stadium Events	VTA 2000 Measure A	1,700 500	1,369 499	332 1	0 0	332 1
		Total	2,200	1,868	333	0	333
<b>P-0989</b>	<b>Diridon Sta. Intermodal Conceptual Plan</b>	VTA 2016 Measure B	<b>1,635</b> <b>2,500</b>	<b>1,583</b> <b>2,500</b>	<b>52</b> <b>0</b>	<b>1,714</b> <b>0</b>	<b>1,765</b> <b>0</b>
		Federal	<b>1,793</b>	<b>1,793</b>	<b>0</b>	<b>0</b>	<b>0</b>
		State	<b>1,800</b>	<b>1,800</b>	<b>0</b>	<b>0</b>	<b>0</b>
		City 1996 Measure B	<b>1,500</b> <b>700</b>	<b>781</b> <b>700</b>	<b>719</b> <b>0</b>	<b>0</b> <b>0</b>	<b>719</b> <b>0</b>
		Others	<b>6,207</b>	<b>630</b>	<b>5,577</b>	<b>0</b>	<b>5,577</b>
		<b>Total</b>	<b>16,135</b>	<b>9,787</b>	<b>6,348</b>	<b>1,714</b>	<b>8,062</b>
P-1025	Transit Center Park & Ride Upgrades FY18	VTA	500	435	65	0	65
		Total	500	435	65	0	65
<b>P-1038</b>	<b>Bus Stop Improvement Program FY18</b>	2016 Measure B	<b>2,600</b>	<b>142</b>	<b>2,458</b>	<b>0</b>	<b>2,458</b>
		Federal	<b>1,581</b>	<b>0</b>	<b>1,581</b>	<b>0</b>	<b>1,581</b>
		State	<b>2,548</b>	<b>494</b>	<b>2,054</b>	<b>0</b>	<b>2,054</b>

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Project #</b>	<b>Project Name</b>	<b>Funding Source</b>	<b>A Adopted Budget Through FY21</b>	<b>B Projected Expenditures Through FY21</b>	<b>C=(A-B) Projected FY21 Capital Carryover</b>	<b>D FY22 Appropriation</b>	<b>E=(C+D) Total Available Appropriation</b>
		<b>Total</b>	<b>6,729</b>	<b>636</b>	<b>6,093</b>	<b>0</b>	<b>6,093</b>
P-1045	North SJ Transportation Improvements	Others	6,000	0	6,000	0	6,000
		<b>Total</b>	<b>6,000</b>	<b>0</b>	<b>6,000</b>	<b>0</b>	<b>6,000</b>
<b>P-1098</b>	<b>Light Rail Platform CCTV Replacement</b>	VTA	<b>111</b>	<b>10</b>	<b>101</b>	<b>500</b>	<b>601</b>
		<b>Federal</b>	<b>446</b>	<b>41</b>	<b>404</b>	<b>0</b>	<b>404</b>
		<b>Total</b>	<b>557</b>	<b>52</b>	<b>505</b>	<b>500</b>	<b>1,005</b>
P-1104	Light Rail Platform Public Address Sys Upgrade	VTA	554	0	554	0	554
		Federal	2,216	92	2,124	0	2,124
		<b>Total</b>	<b>2,770</b>	<b>92</b>	<b>2,678</b>	<b>0</b>	<b>2,678</b>
<b>P-1122</b>	<b>Rehab of LR Sys Elevators and Escalators</b>	VTA	<b>1,860</b>	<b>0</b>	<b>1,860</b>	<b>0</b>	<b>1,860</b>
		<b>Federal</b>	<b>7,440</b>	<b>0</b>	<b>7,440</b>	<b>0</b>	<b>7,440</b>
		<b>Total</b>	<b>9,300</b>	<b>0</b>	<b>9,300</b>	<b>0</b>	<b>9,300</b>
P-1205	Better Bus Stops 2023	2016 Measure B	0	0	0	1,300	1,300
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,300</b>	<b>1,300</b>
<b>P-1206</b>	<b>Transit Cnter P&amp;R Bus Stop Rehab FY22/23</b>	VTA	<b>0</b>	<b>0</b>	<b>0</b>	<b>400</b>	<b>400</b>
		<b>Federal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,600</b>	<b>1,600</b>
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>2,000</b>
P-1207	E-Locker Upgrade and Replacement	VTA	0	0	0	280	280
		State	0	0	0	784	784
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,064</b>	<b>1,064</b>
		<b>Passenger Facilities Total</b>	<b>56,861</b>	<b>18,405</b>	<b>38,456</b>	<b>6,577</b>	<b>45,034</b>
P-0711	Infrastructure Replacement Fund	VTA	310	0	310	0	310
		<b>Total</b>	<b>310</b>	<b>0</b>	<b>310</b>	<b>0</b>	<b>310</b>
<b>P-0769</b>	<b>SCADA GEisys Software Upgrade</b>	VTA	<b>1,250</b>	<b>558</b>	<b>692</b>	<b>0</b>	<b>692</b>
		<b>Total</b>	<b>1,250</b>	<b>558</b>	<b>692</b>	<b>0</b>	<b>692</b>
P-0779	Trapeze OPS Software Installation	VTA	3,200	3,119	81	0	81
		<b>Total</b>	<b>3,200</b>	<b>3,119</b>	<b>81</b>	<b>0</b>	<b>81</b>
<b>P-0782</b>	<b>VTA Gigabit Network Project</b>	VTA	<b>1,630</b>	<b>1,029</b>	<b>600</b>	<b>0</b>	<b>600</b>
		<b>Federal</b>	<b>960</b>	<b>609</b>	<b>351</b>	<b>0</b>	<b>351</b>
		<b>Total</b>	<b>2,590</b>	<b>1,638</b>	<b>952</b>	<b>0</b>	<b>952</b>
P-0841	Train to Wayside Communicat.Sys.Upgrade	VTA	321	155	166	0	166
		Federal	1,285	622	663	0	663
		<b>Total</b>	<b>1,606</b>	<b>777</b>	<b>829</b>	<b>0</b>	<b>829</b>
<b>P-0848</b>	<b>TERM Lite Deployment</b>	VTA	<b>400</b>	<b>379</b>	<b>21</b>	<b>0</b>	<b>21</b>
		<b>Total</b>	<b>400</b>	<b>379</b>	<b>21</b>	<b>0</b>	<b>21</b>
P-0850	SAP Plant Maint. & Materials Management	VTA	300	0	300	0	300
		<b>Total</b>	<b>300</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>300</b>

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Project #</b>	<b>Project Name</b>	<b>Funding Source</b>	<b>A Adopted Budget Through FY21</b>	<b>B Projected Expenditures Through FY21</b>	<b>C=(A-B) Projected FY21 Capital Carryover</b>	<b>D FY22 Appropriation</b>	<b>E=(C+D) Total Available Appropriation</b>
<b>P-0869</b>	<b>Upgrade Countywide Travel Demand Model</b>	VTA	280	0	280	0	280
		City	209	75	134	0	134
		Others	1,121	157	964	0	964
		<b>Total</b>	<b>1,610</b>	<b>232</b>	<b>1,378</b>	<b>0</b>	<b>1,378</b>
P-0874	Telecommunications System Updates	VTA	375	170	205	0	205
		Total	375	170	205	0	205
<b>P-0879</b>	<b>CAD-AVL Update</b>	VTA	28,684	22,005	6,679	0	6,679
		State	703	703	0	0	0
		<b>Total</b>	<b>29,386</b>	<b>22,708</b>	<b>6,679</b>	<b>0</b>	<b>6,679</b>
P-0880	Upgrade LR Ring #1 Communications Equip.	VTA	440	72	368	0	368
		Federal	1,760	290	1,470	0	1,470
		Total	2,200	362	1,838	0	1,838
<b>P-0904</b>	<b>Des/Install ICMB Signs@Transit Locations</b>	VTA	536	536	0	0	0
		<b>Total</b>	<b>536</b>	<b>536</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-0905	Multimodal TripDataCollector/Planner APP	VTA	213	178	35	0	35
		Others	63	63	0	0	0
		Total	275	240	35	0	35
<b>P-0906</b>	<b>Integrated Landuse/Transportation Model</b>	Others	150	75	75	95	170
		<b>Total</b>	<b>150</b>	<b>75</b>	<b>75</b>	<b>95</b>	<b>170</b>
P-0927	Network and Gigabit Fiber Upgrade	VTA	1,000	384	616	1,850	2,466
		Federal	1,200	0	1,200	0	1,200
		Total	2,200	384	1,816	1,850	3,666
<b>P-0937</b>	<b>Server Refresh</b>	VTA	1,600	1,119	481	1,550	2,031
		<b>Total</b>	<b>1,600</b>	<b>1,119</b>	<b>481</b>	<b>1,550</b>	<b>2,031</b>
P-0939	Credit Card Authorization System Enhancement	VTA	180	91	89	0	89
		Total	180	91	89	0	89
<b>P-0943</b>	<b>GIS Program Development</b>	VTA	1,052	774	278	1,982	2,259
		<b>Total</b>	<b>1,052</b>	<b>774</b>	<b>278</b>	<b>1,982</b>	<b>2,259</b>
P-0946	Server Security Repl and Sys Perf Upgrade	VTA	1,675	1,150	525	0	525
		Total	1,675	1,150	525	0	525
<b>P-0955</b>	<b>Connected Vehicles Technology Platform</b>	VTA	200	0	200	0	200
		Federal	800	0	800	0	800
		<b>Total</b>	<b>1,000</b>	<b>0</b>	<b>1,000</b>	<b>0</b>	<b>1,000</b>
P-0963	Dynamic Transit Pilot Service	VTA	667	153	514	0	514
		Federal	1,129	0	1,129	0	1,129
		City	500	0	500	0	500
		Total	2,296	153	2,143	0	2,143

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Project #</b>	<b>Project Name</b>	<b>Funding Source</b>	<b>A Adopted Budget Through FY21</b>	<b>B Projected Expenditures Through FY21</b>	<b>C=(A-B) Projected FY21 Capital Carryover</b>	<b>D FY22 Appropriation</b>	<b>E=(C+D) Total Available Appropriation</b>
<b>P-0988</b>	<b>Project/Const Mgmt Software</b>	<b>VTA</b>	<b>325</b>	<b>257</b>	<b>68</b>	<b>0</b>	<b>68</b>
		<b>Total</b>	<b>325</b>	<b>257</b>	<b>68</b>	<b>0</b>	<b>68</b>
P-1007	Advanced Cyber Security	VTA	1,200	554	646	353	999
		Total	1,200	554	646	353	999
<b>P-1022</b>	<b>Next generation Call Center</b>	<b>VTA</b>	<b>277</b>	<b>0</b>	<b>277</b>	<b>0</b>	<b>277</b>
		<b>Total</b>	<b>277</b>	<b>0</b>	<b>277</b>	<b>0</b>	<b>277</b>
P-1041	Survey and Data Collection Program	VTA	220	154	66	0	66
		Others	220	149	71	0	71
		Total	440	303	137	0	137
<b>P-1046</b>	<b>Mobile Network Upgrade</b>	<b>VTA</b>	<b>550</b>	<b>129</b>	<b>421</b>	<b>0</b>	<b>421</b>
		<b>Total</b>	<b>550</b>	<b>129</b>	<b>421</b>	<b>0</b>	<b>421</b>
P-1047	PCI and EMV Compliance Enhancements	VTA	1,500	122	1,378	0	1,378
		Total	1,500	122	1,378	0	1,378
<b>P-1049</b>	<b>VTA Big Data Analytics Program</b>	<b>VTA</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>
		<b>Others</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>
		<b>Total</b>	<b>100</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>100</b>
P-1052	SCADA Middleware Replacement	VTA	288	81	206	0	206
		Federal	1,150	324	826	0	826
		Total	1,438	406	1,032	0	1,032
<b>P-1053</b>	<b>Office 365 Deployment</b>	<b>VTA</b>	<b>350</b>	<b>176</b>	<b>174</b>	<b>0</b>	<b>174</b>
		<b>Total</b>	<b>350</b>	<b>176</b>	<b>174</b>	<b>0</b>	<b>174</b>
P-1068	Automate Travel, Exp and Pcard Processes	VTA	94	94	0	0	0
		Total	94	94	0	0	0
<b>P-1069</b>	<b>VTA External Website Redesign/Upgrade</b>	<b>VTA</b>	<b>500</b>	<b>459</b>	<b>41</b>	<b>0</b>	<b>41</b>
		<b>Total</b>	<b>500</b>	<b>459</b>	<b>41</b>	<b>0</b>	<b>41</b>
P-1070	Advanced Transit Bus VGI Project	VTA	879	756	123	0	123
		State	562	498	64	0	64
		Others	46	0	46	0	46
		Total	1,487	1,254	233	0	233
<b>P-1076</b>	<b>SVRIA Radio High Availability Connection</b>	<b>VTA</b>	<b>250</b>	<b>0</b>	<b>250</b>	<b>0</b>	<b>250</b>
		<b>Total</b>	<b>250</b>	<b>0</b>	<b>250</b>	<b>0</b>	<b>250</b>
P-1099	River Oaks Campus Network Cabling	VTA	1,400	186	1,214	1,150	2,364
		Total	1,400	186	1,214	1,150	2,364
<b>P-1105</b>	<b>SCADA Hard/Software &amp; Network Upgrade</b>	<b>VTA</b>	<b>1,112</b>	<b>44</b>	<b>1,068</b>	<b>0</b>	<b>1,068</b>
		<b>Federal</b>	<b>4,447</b>	<b>177</b>	<b>4,270</b>	<b>0</b>	<b>4,270</b>
		<b>Total</b>	<b>5,559</b>	<b>221</b>	<b>5,338</b>	<b>0</b>	<b>5,338</b>
P-1106	Enterprise Database for Key Perform Indicators	VTA	500	0	500	150	650



**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

Project #	Project Name	Funding Source	A Adopted Budget Through FY21	B Projected Expenditures Through FY21	C=(A-B) Projected FY21 Capital Carryover	D FY22 Appropriation	E=(C+D) Total Available Appropriation
		Total	500	0	500	150	650
<b>P-1107</b>	<b>Bus Yard Vehicle Management Solution</b>	VTA	2,266	0	2,266	0	2,266
		<b>Total</b>	<b>2,266</b>	<b>0</b>	<b>2,266</b>	<b>0</b>	<b>2,266</b>
P-1128	Vehicle-Miles-Traveled (VMT) Estimation Tool	Federal	132	132	0	0	0
		Others	248	236	12	0	12
		Total	380	368	12	0	12
<b>P-1149</b>	<b>Impr Plant Mnt Process/Assess VTA Asset</b>	VTA	2,226	1,158	1,068	1,809	2,877
		<b>Total</b>	<b>2,229</b>	<b>1,158</b>	<b>1,071</b>	<b>1,809</b>	<b>2,880</b>
P-1208	Transit Enterprise Sys Server Replacemen	VTA	0	0	0	1,800	1,800
		Total	0	0	0	1,800	1,800
<b>P-1209</b>	<b>Dry Fire Suppression Comms Data Room</b>	VTA	0	0	0	460	460
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>460</b>	<b>460</b>
P-1210	Network Switch Replacement/Upgrade	VTA	0	0	0	920	920
		Federal	0	0	0	3,680	3,680
		Total	0	0	0	4,600	4,600
	<b>Information Sys &amp; Technology Total</b>		<b>75,035</b>	<b>40,153</b>	<b>34,882</b>	<b>15,799</b>	<b>50,681</b>
P-0822	VETS Transpt.& Community Living Initiat.	Federal	1,999	1,999	0	0	0
		Total	1,999	1,999	0	0	0
<b>P-0915</b>	<b>Slow Speed Zone Study</b>	VTA	600	299	301	0	301
		Others	175	0	175	0	175
		<b>Total</b>	<b>775</b>	<b>299</b>	<b>476</b>	<b>0</b>	<b>476</b>
P-1028	Condition Assessment Rail/Bus Infrastruc	VTA	550	348	202	0	202
		Total	550	348	202	0	202
<b>P-1042</b>	<b>Bus-on-Shoulder Feasibility Study</b>	VTA	72	0	72	0	72
		State	288	0	288	0	288
		<b>Total</b>	<b>360</b>	<b>0</b>	<b>360</b>	<b>0</b>	<b>360</b>
P-1044	Innovative First/Last-Mile Services Prog	2016 Measure B	3,000	0	3,000	0	3,000
		Total	3,000	0	3,000	0	3,000
<b>P-1048</b>	<b>VA Pilot Smart Shuttle</b>	VTA	1,045	163	882	0	882
		Federal	2,700	566	2,134	0	2,134
		Others	995	0	995	0	995
		<b>Total</b>	<b>4,740</b>	<b>729</b>	<b>4,011</b>	<b>0</b>	<b>4,011</b>
P-1078	Caltrain Grade Separation Implementation	2016 Measure B	1,000	405	595	0	595
		Total	1,000	405	595	0	595
<b>P-1079</b>	<b>Dev Portal- CMA Land Use/Dev Review Prog</b>	VTA	49	4	45	0	45
		Others	49	4	45	0	45
		<b>Total</b>	<b>98</b>	<b>7</b>	<b>91</b>	<b>0</b>	<b>91</b>

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Project #</b>	<b>Project Name</b>	<b>Funding Source</b>	<b>A Adopted Budget Through FY21</b>	<b>B Projected Expenditures Through FY21</b>	<b>C=(A-B) Projected FY21 Capital Carryover</b>	<b>D FY22 Appropriation</b>	<b>E=(C+D) Total Available Appropriation</b>
P-1101	Caltrain Capital - Annual Local Match	VTA	2,318	1,887	431	0	431
		State	0	0	0	0	0
		<b>Total</b>	<b>2,318</b>	<b>1,887</b>	<b>431</b>	<b>0</b>	<b>431</b>
<b>P-1125</b>	<b>Facility and Fleet Plan</b>	<b>VTA</b>	<b>715</b>	<b>589</b>	<b>126</b>	<b>0</b>	<b>126</b>
		<b>Total</b>	<b>715</b>	<b>589</b>	<b>126</b>	<b>0</b>	<b>126</b>
P-1126	Community Based Transportation Plans	Federal	300	0	300	0	300
		<b>Total</b>	<b>300</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>300</b>
<b>P-1129</b>	<b>State Rt 85 Transit Guideway Prelim Enginr</b>	<b>2016 Measure B</b>	<b>2,365</b>	<b>0</b>	<b>2,365</b>	<b>0</b>	<b>2,365</b>
		<b>Total</b>	<b>2,365</b>	<b>0</b>	<b>2,365</b>	<b>0</b>	<b>2,365</b>
P-1131	Fast Program Implementation	VTA	3,400	287	3,113	1,869	4,982
		State	2,844	0	2,844	0	2,844
		<b>Total</b>	<b>6,244</b>	<b>287</b>	<b>5,958</b>	<b>1,869</b>	<b>7,826</b>
<b>P-1132</b>	<b>SC Great America Intermodal Stat Master Plan</b>	<b>Others</b>	<b>750</b>	<b>0</b>	<b>750</b>	<b>0</b>	<b>750</b>
		<b>Total</b>	<b>750</b>	<b>0</b>	<b>750</b>	<b>0</b>	<b>750</b>
P-1146	Not on Transit (NoT) Program	VTA	150	10	140	0	140
		Federal	350	0	350	0	350
		<b>Total</b>	<b>500</b>	<b>10</b>	<b>490</b>	<b>0</b>	<b>490</b>
<b>P-1156</b>	<b>ADA Transition Plan</b>	<b>VTA</b>	<b>431</b>	<b>25</b>	<b>405</b>	<b>554</b>	<b>959</b>
		<b>State</b>	<b>3,937</b>	<b>101</b>	<b>3,837</b>	<b>0</b>	<b>3,837</b>
		<b>Total</b>	<b>4,368</b>	<b>126</b>	<b>4,242</b>	<b>554</b>	<b>4,796</b>
P-1165	CIPOC Local Balance FY 2021	VTA	30	0	30	0	30
		<b>Total</b>	<b>30</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>30</b>
<b>P-1211</b>	<b>2022 Transit Asset Management Plan</b>	<b>VTA</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>418</b>	<b>418</b>
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>418</b>	<b>418</b>
P-1212	Climate Action and Adaptation Plan	VTA	0	0	0	60	60
		Federal	0	0	0	435	435
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>494</b>	<b>494</b>
<b>P-1213</b>	<b>On-Demand Paratransit Pilot</b>	<b>2016 Measure B</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>400</b>	<b>400</b>
		<b>Others</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,600</b>	<b>1,600</b>
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>2,000</b>
P-1214	High Capacity Transit Corridors Implemen	VTA	0	0	0	1,781	1,781
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,781</b>	<b>1,781</b>
<b>P-1215</b>	<b>Downtown Transit Study</b>	<b>VTA</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,361</b>	<b>1,361</b>
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,361</b>	<b>1,361</b>
<i>Miscellaneous Total</i>			<b>30,112</b>	<b>6,685</b>	<b>23,427</b>	<b>8,476</b>	<b>31,903</b>
<b>P-0857</b>	<b>Non-Revenue Vehicle Procurement FY14</b>	<b>VTA</b>	<b>1,072</b>	<b>1,040</b>	<b>32</b>	<b>0</b>	<b>32</b>
		<b>Total</b>	<b>1,072</b>	<b>1,040</b>	<b>32</b>	<b>0</b>	<b>32</b>

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

Project #	Project Name	Funding Source	A Adopted Budget Through FY21	B Projected Expenditures Through FY21	C=(A-B) Projected FY21 Capital Carryover	D FY22 Appropriation	E=(C+D) Total Available Appropriation
P-0940	Non-Revenue Vehicle Procurement FY16	VTA	863	488	375	0	375
		Total	863	488	375	0	375
<b>P-1033</b>	<b>NRV Replacement Program FY18</b>	VTA	<b>1,300</b>	<b>551</b>	<b>749</b>	<b>0</b>	<b>749</b>
		Total	<b>1,300</b>	<b>551</b>	<b>749</b>	<b>0</b>	<b>749</b>
P-1110	NRV Replacement Program	VTA	2,354	0	2,354	0	2,354
		Total	2,354	0	2,354	0	2,354
<b>P-1216</b>	<b>Non-Revenue Vehicle Reple Prog FY22-23</b>	VTA	<b>0</b>	<b>0</b>	<b>0</b>	<b>400</b>	<b>400</b>
		Federal	<b>0</b>	<b>0</b>	<b>0</b>	<b>800</b>	<b>800</b>
		Total	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,200</b>	<b>1,200</b>
	<i>Non-Revenue Vehicles Total</i>		<i>5,589</i>	<i>2,079</i>	<i>3,510</i>	<i>1,200</i>	<i>4,710</i>
	<b>Grand Total</b>		<b>670,734</b>	<b>337,290</b>	<b>333,444</b>	<b>211,977</b>	<b>545,421</b>

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

***VTA Transit  
Total Available by Funding Source  
(Dollars in Thousands)***

Funding Source	A Adopted Budget Through FY21	B Projected Expenditures Through FY21	C=(A-B) Projected FY21 Capital Carryover	D FY22 Appropriation	E=(C+D) Total Available Appropriation
1996 Measure B	700	700	0	0	0
2000 Measure A	1,418	1,417	1	0	1
2016 Measure B	11,465	3,047	8,418	1,700	10,118
City	2,398	856	1,542	0	1,542
Federal	296,011	127,825	168,186	129,257	294,879
Others	17,415	1,320	16,095	2,549	17,790
State	89,216	60,749	28,466	3,057	32,307
VTA	252,109	141,376	110,733	75,413	188,782
<b>Grand Total</b>	<b>670,733</b>	<b>337,290</b>	<b>333,442</b>	<b>211,976</b>	<b>545,419</b>

Note: Totals may not be precise due to independent rounding

VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET



*Diesel/Electric Hybrid Bus*

## *VTA Transit Debt Service*

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### **Debt Policy Overview**

VTA’s debt policy permits issuance of long-term debt to accomplish the following objectives: accelerate the delivery of projects, spread cost over the useful life of an asset, smooth out annual cash flow, optimize overall financial resources, and refund existing debt. As of June 30, 2021, VTA had two outstanding bond issues secured by 1976 half-cent sales tax revenues.

VTA’s debt policy states that debt affordability shall be determined by the requirements of VTA’s bond indentures (e.g., additional bonds test/debt service coverage) and VTA’s ability to meet all of its ongoing operating, capital, and reserve requirements. If VTA were to issue new 1976 half-cent sales tax bonds the bond indenture requires a minimum gross sales tax revenue bond coverage ratio of 2.0 times maximum annual debt service.

The table below shows the calculation of the current maximum annual debt coverage ratio for FY 2022 and FY 2023 for debt secured by the 1976 half-cent sales tax as of June 30, 2021.

***VTA Transit  
Debt Coverage Ratio<sup>58</sup>  
Issues Secured by 1976 Half-Cent Sales Tax  
(Dollars in Thousands)***

	<b>FY22</b>	<b>FY23</b>
Sales Tax Revenues	236,381	251,631
Maximum Annual Debt Service <sup>59</sup>	20,891	20,891
Coverage Ratio	11.3	12.0

All bonds secured by the 1976 half-cent sales tax have a bond reserve requirement. The requirement is zero unless the coverage ratio drops below 3.0 times coverage in which case VTA is required to fund the debt service reserve fund to the lesser of: a) 10% of original principal amount, b) 125% of average annual debt service, or c) 100% of maximum annual debt service. At the start of FY 2022 there is no bond reserve fund required.

The tables on the following pages show additional information about outstanding debt secured by the 1976 half-cent sales tax.

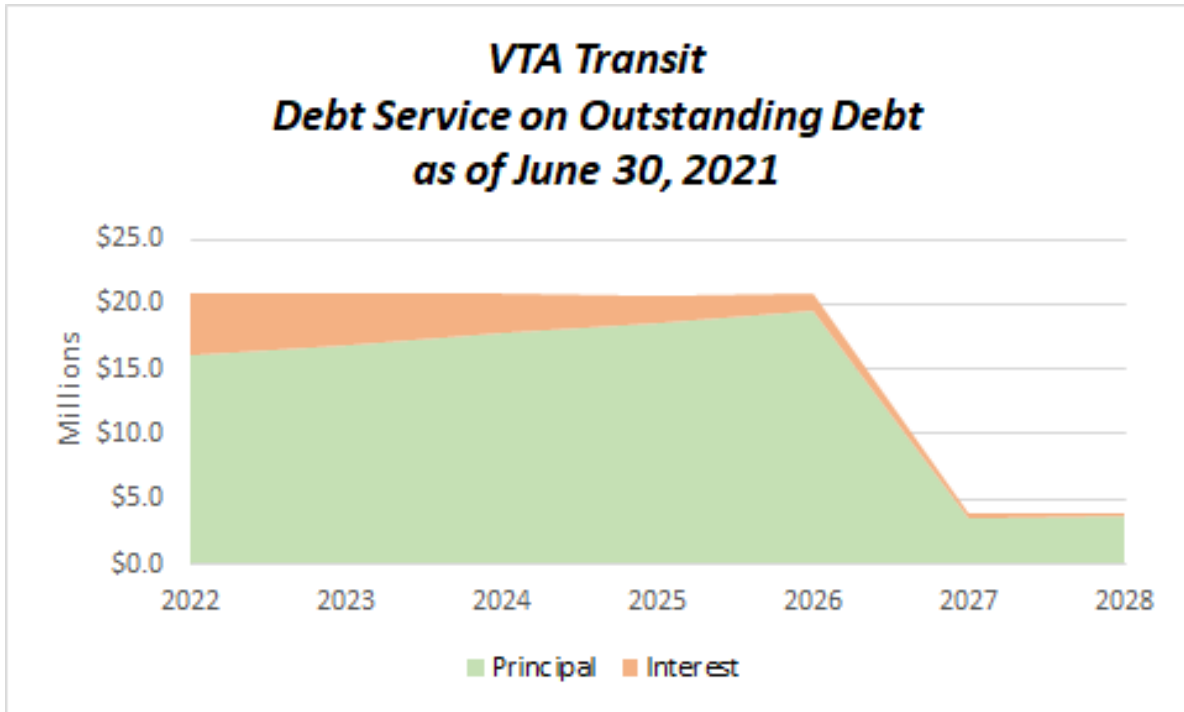
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<sup>58</sup> Reflects outstanding debt as of June 30, 2021.

<sup>59</sup> The maximum amount of annual debt service (principal and interest) becoming due and payable through the final maturity date of all outstanding obligations.

***VTA Transit  
Outstanding Debt as of June 30, 2021  
Sales Tax Revenues Bonds  
Secured by 1976 Half-Cent Sales Tax  
(Dollars in Thousands)***

Series	Type of Debt	Interest Rate	Par Amount
2017 Series B Refunding	Traditional Fixed	1.98% <sup>60</sup>	19,865
2018 Series A Refunding	Traditional Fixed	3.14%	76,115
<b>Total</b>			<b>95,980</b>



***VTA Transit  
Debt Service Schedule<sup>61</sup>  
Sales Tax Revenues Bonds  
Secured by 1976 Half-Cent Sales Tax***

<sup>60</sup> All-in True Interest Cost.

<sup>61</sup> Reflects outstanding debt as of June 30, 2021.

VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

*(Dollars in Thousands)*

<b>Fiscal Year</b>	<b>Principal</b>	<b>Interest</b>	<b>Total</b>
2022	16,160	4,732	20,892
2023	16,910	3,921	20,831
2024	17,710	3,072	20,782
2025	18,535	2,183	20,718
2026	19,415	1,322	20,737
2027	3,525	348	3,873
2028	3,725	171	3,896
<b>Total</b>	<b>95,980</b>	<b>15,747</b>	<b>111,727</b>

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

***VTA Transit  
FY 2022 and FY 2023 Debt Service Detail  
Sales Tax Revenues Bonds  
Secured by 1976 Half-Cent Sales Tax  
(Dollars in Thousands)***

<b>Category</b>	<b>FY22 Adopted Budget</b>	<b>FY23 Adopted Budget</b>
Interest Expense	4,732	3,921
Principal	16,160	16,910
Other Bond Charges <sup>62</sup>	17	18
<b>Total</b>	<b>20,909</b>	<b>20,848</b>

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

<sup>62</sup> Includes trustee fees, and other bond related charges.

## **Overview of Outstanding Debt Issues**

### **2017 Series B Refunding**

In December 2017, \$27.8 million of VTA 2017 Series B Sales Tax Revenue Refunding Bonds were issued to advance refund \$31.5 million principal amount of the VTA 2011 Series A bonds maturing on June 1, 2028. The refunding was done in order to take advantage of the lower interest cost of the refunding bonds. The refunding bonds were issued at an all-in true interest cost of 1.98%. The 2017 Series B Bonds were issued as a traditional fixed rate bond in a negotiated sale.

### **2018 Series A Refunding**

In September 2018, \$103.2 million of VTA 2018 Series A Sales Tax Revenue Refunding Bonds were issued to current refund \$114.9 million principal amount of the VTA 2008 Series A, B and C Bonds (the “2008 Bonds”) maturing on June 1, 2026. As part of the refunding, VTA terminated the three fixed payor interest rate swaps associated with the 2008 Bonds. Unlike a traditional refunding for debt service savings, the purpose of the 2018 Bonds was to simplify VTA’s debt portfolio, and to eliminate future uncertainty related to variable rate 2008 Bonds and the related interest rate swaps. Nonetheless, the 2018 Series A Bonds also generated a net present value savings of \$1.6 million. The refunding bonds were issued at an all-in true interest cost of 3.14%. The 2018 Series A Bonds were issued as a traditional fixed rate bond in a negotiated sale.



*Berryessa Extension Ribbon Cutting*



***SECTION 3***  
***2000 MEASURE A TRANSIT***  
***IMPROVEMENT PROGRAM***

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## ***2000 Measure A Transit Improvement Program***

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### **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.

## ***2000 Measure A Transit Improvement Program Operating Budget Assumptions***

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### **Revenues**

#### **2000 Measure A Half-Cent Sales Tax**

During FY 2020, sales tax receipts from the 2000 Measure A half-cent sales tax decreased 11.8%, following an unprecedented increase of 14.4% in FY 2019. Year-to-date growth in FY 2021 increased at a modest rate of 1.2%.

To determine the growth assumptions for FY 2022 and FY 2023, staff reviewed various scenarios including “Optimistic”, “Most Likely”, and “Conservative.” The Adopted Budget reflects projected growth in the “Conservative” Scenarios, with a 13.7% and 6.5% increase in FY 2022 and FY 2023, respectively.

#### **Federal BABs Subsidy**

Funds a portion of the interest cost for 2010 Sales Tax Revenue Bonds, 2010 Series A, Build America Bonds which were issued in November 2010.

#### **Investment Earnings**

Investment earnings are derived from three primary sources; short, mid, and long-term investment portfolios. Pursuant to VTA’s adopted investment policy and California Government Code, 100% of surplus assets are invested in domestic fixed income. All three portfolios are invested by a money manager whose performance is evaluated by comparing actual earnings against the appropriate benchmark for each portfolio’s duration. The estimated earnings rates for these funds are .83% in FY 2022 and 1.52% in FY 2023.

### **Expenses**

#### **VTA Operating Assistance**

A portion of the 2000 Measure A tax is used to provide operating assistance for VTA Transit. The Adopted Budget reflects a 20.75% of sales tax revenues contribution to VTA Transit.

#### **Debt Service**

This expense category reflects the debt service attributable to assets already placed in service. The remaining debt service is eligible for capitalization and is appropriated under the Capital Budget (page 181).

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

Line	Category	FY20 Actual	FY21 Current Budget	FY21 Projected Actual <sup>63</sup>	FY22 Adopted Budget	Variance from FY21 Projection	% Var	FY23 Adopted Budget	Variance from FY22 Budget	% Var
1	2000 Half-Cent Sales Tax	209,885	229,254	212,364	<b>236,381</b>	24,017	11.3%	<b>251,631</b>	15,250	6.5%
2	Federal BABs Subsidy <sup>64</sup>	8,837	8,701	8,759	<b>8,271</b>	(488)	-5.6%	<b>7,737</b>	(534)	-6.5%
3	Investment Earnings	12,963	9,026	6,226	<b>575</b>	(5,651)	-90.8%	<b>495</b>	(80)	-13.9%
4	Other Income	835	446	430	<b>1,519</b>	1,089	253.5%	<b>441</b>	(1,079)	-71.0%
5	<b>Total Revenue</b>	<b>232,521</b>	<b>247,426</b>	<b>227,779</b>	<b>246,747</b>	<b>18,967</b>	<b>8.3%</b>	<b>260,304</b>	<b>13,557</b>	<b>5.5%</b>
6	VTA Operating Assistance	43,551	47,570	44,066	<b>49,049</b>	4,983	11.3%	<b>52,213</b>	3,164	6.5%
7	Professional & Special Services	470	585	438	<b>559</b>	121	27.6%	<b>664</b>	105	18.8%
8	Miscellaneous	11	31	23	<b>30</b>	7	29.9%	<b>30</b>	0	0.0%
9	Contributions to Other Agencies	0	0	3	<b>0</b>	(3)	-100.0%	<b>0</b>	0	N/A
10	Debt Service	42,810	63,259	63,069	<b>71,934</b>	8,865	14.1%	<b>71,581</b>	(353)	-0.5%
11	Repayment Obligation	14,731	14,665	14,665	<b>17,593</b>	2,928	13.5%	<b>17,553</b>	(40)	-0.2%
12	<b>Total Expense</b>	<b>101,573</b>	<b>126,110</b>	<b>122,264</b>	<b>139,165</b>	<b>16,901</b>	<b>13.8%</b>	<b>142,042</b>	<b>2,876</b>	<b>2.1%</b>
13	<b>Revenues Over (Under) Expenses</b>	<b>130,948</b>	<b>121,316</b>	<b>105,515</b>	<b>107,581</b>	<b>2,066</b>	<b>2.0%</b>	<b>118,262</b>	<b>10,681</b>	<b>9.9%</b>

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

Descriptions of each Revenue and Expense Category can be found in Appendix E.

**Major Variances (Variance in excess of 5% and \$500,000)**

**Expenses**

**VTA Operating Assistance:**

The FY 2022 budget shows a \$5.0 million increase from FY 2021 and FY 2023 shows a \$3.2 million from FY 2022 due to the projected increase in Sales Tax Revenue.

**Debt Service:**

The FY 2022 budget shows a \$8.9 million increase from FY 2021 due to a decrease in interest expense eligible for capitalization as more projects are completed.

**Repayment Obligation:**

FY 2022 reflects a \$3.0 million increase from FY 2021 actual due to a bond refunding, which lowered the 2000 Measure A Fund's annual repayment obligation for debt service to the Transit Fund in FY 2021.

<sup>63</sup> Projection as of July 31, 2021; Preliminary Unaudited.

<sup>64</sup> 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 Transit Improvement Program Capital Budget Assumptions***

The Adopted 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)*

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

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

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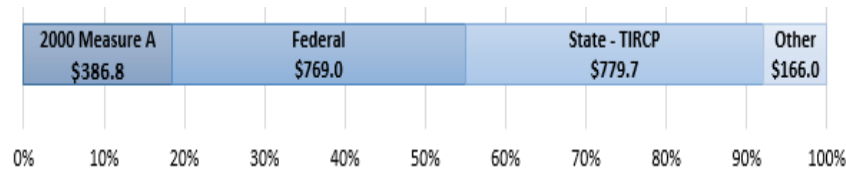
### **SVRT Program**

#### **1. BART Silicon Valley Extension Phase II**

##### **Project Scope**

BSV Phase II work to be undertaken in the FY 2022 & FY 2023 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

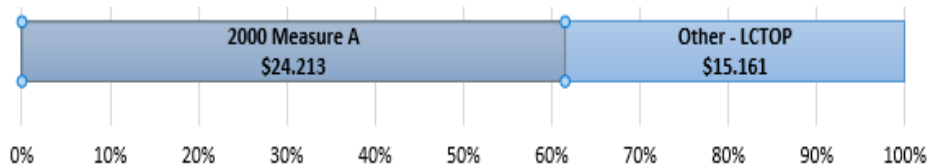
## **Light Rail Program**

### **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. FY 2022 & FY 2023 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



## *2000 Measure A Transit Improvement Program Total Available Appropriation*

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 following table reflects the projected carryover at June 30, 2021, as well as the total available appropriation for the 2000 Measure A Capital Program after the FY 2022 and FY 2023 appropriations, by project and funding source. Project funding for the two-year period is appropriated in FY 2022 in order to facilitate administration of the program.

*(Dollars in Thousands)*

Project #	Project Name	Funding Source	A Adopted Budget Through FY21	B Projected Expenditures Through FY21 <sup>65</sup>	C=(A-B) Projected FY21 Capital Carryover	D FY22 Appropriation	E=(C+D) Total Available Appropriation
P-0475	Alum Rock/Santa Clara BRT Project	2000 Measure A	53,976	47,488	6,488	0	6,488
		State	90,008	90,008	0	0	0
		City	4,243	4,235	8	0	8
		<b>Total</b>	<b>148,227</b>	<b>141,730</b>	<b>6,497</b>	<b>0</b>	<b>6,497</b>
P-0715	Stevens Creek BRT Project	2000 Measure A	3,671	3,210	461	0	461
		Federal	713	575	138	0	138
		<b>Total</b>	<b>4,384</b>	<b>3,785</b>	<b>599</b>	<b>0</b>	<b>599</b>
P-0717	El Camino Real BRT	2000 Measure A	24,102	10,531	13,571	0	13,571
		<b>Total</b>	<b>24,102</b>	<b>10,531</b>	<b>13,571</b>	<b>0</b>	<b>13,571</b>
P-0783	King Road BART BRT	2000 Measure A	3,025	812	2,212	0	2,212
		<b>Total</b>	<b>3,025</b>	<b>812</b>	<b>2,212</b>	<b>0</b>	<b>2,212</b>
P-0785	Mod.of Chaboya & North Div.for BRT Buses	2000 Measure A	14,470	4,513	9,956	0	9,956
		<b>Total</b>	<b>14,470</b>	<b>4,513</b>	<b>9,956</b>	<b>0</b>	<b>9,956</b>
P-0967	De Anza College Transit Center Improvements	2000 Measure A	7,435	320	7,115	0	7,115
		<b>Total</b>	<b>7,435</b>	<b>320</b>	<b>7,115</b>	<b>0</b>	<b>7,115</b>
P-0998	Rapid 523 Bus Stop Improvements	2000 Measure A	3,716	3,378	338	0	338
		City	207	207	0	0	0
		<b>Total</b>	<b>3,922</b>	<b>3,585</b>	<b>338</b>	<b>0</b>	<b>338</b>
P-1008	Stelling Road Bus Stop Improvement Proje	2000 Measure A	1,325	1,255	70	0	70
		City	585	585	0	0	0
		<b>Total</b>	<b>1,911</b>	<b>1,840</b>	<b>70</b>	<b>0</b>	<b>70</b>
<b>Bus Program Total</b>			<b>207,475</b>	<b>167,116</b>	<b>40,359</b>	<b>0</b>	<b>40,359</b>
P-0595	Caltrain Electrification:SF to Tamien	2000 Measure A	611	611	0	0	0

<sup>65</sup> Projection as of July 31, 2021; Preliminary Unaudited.

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

Project #	Project Name	Funding Source	A Adopted Budget Through FY21	B Projected Expenditures Through FY21 <sup>65</sup>	C=(A-B) Projected FY21 Capital Carryover	D FY22 Appropriation	E=(C+D) Total Available Appropriation
		Total	611	611	0	0	0
P-0829	Caltrain Electrification Invest. Program	2000 Measure A	80,395	67,663	12,731	0	12,731
		<b>Total</b>	<b>80,395</b>	<b>67,663</b>	<b>12,731</b>	<b>0</b>	<b>12,731</b>
P-1158	SC Stnt Ped Underpass Ext Repair/Mainten	2000 Measure A	0	0	0	0	0
		City	815	7	808	0	808
		<b>Total</b>	<b>815</b>	<b>7</b>	<b>808</b>	<b>0</b>	<b>808</b>
P-3201	Caltrain Mountain View Parking Structure	2000 Measure A	577	239	338	0	338
		City	425	86	339	0	339
		<b>Total</b>	<b>1,002</b>	<b>325</b>	<b>677</b>	<b>0</b>	<b>677</b>
P-3203	Caltrain Safety Enhancements	2000 Measure A	31,326	15,779	15,547	0	15,547
		City	90	90	0	0	0
		<b>Total</b>	<b>31,415</b>	<b>15,868</b>	<b>15,547</b>	<b>0</b>	<b>15,547</b>
P-3204	SC Sta. Pedestrian Underpass Extension	2000 Measure A	742	703	39	0	39
		Federal	2,719	2,719	0	0	0
		State	117	117	0	0	0
		City 1996	5,158	5,158	0	0	0
		Measure B	3,556	1,347	2,210	0	2,210
		Others	675	675	0	0	0
		<b>Total</b>	<b>12,967</b>	<b>10,719</b>	<b>2,249</b>	<b>0</b>	<b>2,249</b>
		<b>Commuter Rail Program Total</b>		<b>127,206</b>	<b>95,193</b>	<b>32,012</b>	<b>0</b>
P-0552	New Rail Corridors	2000 Measure A	3,056	1,909	1,147	0	1,147
		<b>Total</b>	<b>3,056</b>	<b>1,909</b>	<b>1,147</b>	<b>0</b>	<b>1,147</b>
P-0744	Eastridge Transit Center - CELR	2000 Measure A	43,309	33,799	9,510	0	9,510
		Federal	18,540	18,540	0	0	0
		State	8,340	8,340	0	0	0
		Others	2,120	0	2,120	0	2,120
		<b>Total</b>	<b>72,309</b>	<b>60,679</b>	<b>11,630</b>	<b>0</b>	<b>11,630</b>
P-0784	Northern Light Rail Express	VTA 2000 Measure A	8,000	8,000	0	0	0
		<b>Total</b>	<b>68,142</b>	<b>60,955</b>	<b>7,188</b>	<b>0</b>	<b>7,188</b>
P-0787	Eastridge to BART Regional Connector	2000 Measure A	289,211	35,474	253,737	24,213	277,949
		State	14,223	5,164	9,059	0	9,059
		Others	125,219	0	125,219	15,161	140,380
		<b>Total</b>	<b>428,653</b>	<b>40,638</b>	<b>388,015</b>	<b>39,374</b>	<b>427,388</b>
P-0966	N 1st St Speed Improvemnts & 1st/Tasman Modifications	2000 Measure A	892	3	889	0	889
		State	875	0	875	0	875

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Project #</b>	<b>Project Name</b>	<b>Funding Source</b>	<b>A Adopted Budget Through FY21</b>	<b>B Projected Expenditures Through FY21<sup>65</sup></b>	<b>C=(A-B) Projected FY21 Capital Carryover</b>	<b>D FY22 Appropriation</b>	<b>E=(C+D) Total Available Appropriation</b>
		<b>Total</b>	<b>1,767</b>	<b>3</b>	<b>1,764</b>	<b>0</b>	<b>1,764</b>
P-1003	SR 85 Major Transit Investment Study	2000 Measure A	606	606	0	0	0
		2016 Measure B	983	983	0	0	0
		<b>Total</b>	<b>1,589</b>	<b>1,589</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Light Rail Program Total</b>	<b>575,515</b>	<b>165,772</b>	<b>409,744</b>	<b>39,374</b>	<b>449,117</b>
P-0500	Capitalize Int.& Other Costs-2000 Meas.A	2000 Measure A	17,116	0	17,116	0	17,116
		<b>2000 Measure A Programwide</b>	<b>2,854</b>	<b>(0)</b>	<b>2,854</b>	<b>0</b>	<b>2,854</b>
P-0712	Swap Payments to Other Agencies	2000 Measure A	122,850	117,790	5,060	0	5,060
		<b>Measure A Programwide Total</b>	<b>142,820</b>	<b>117,790</b>	<b>25,030</b>	<b>0</b>	<b>25,030</b>
P-0588	San Jose Mineta APM	2000 Measure A	5,026	2,092	2,934	0	2,934
		<b>San Jose Mineta APM Total</b>	<b>5,026</b>	<b>2,092</b>	<b>2,934</b>	<b>0</b>	<b>2,934</b>
P-0501	SVRTP - Programwide	2000 Measure A	85,519	85,519	0	0	0
		Federal	246	246	0	0	0
		State	125,499	125,499	0	0	0
		<b>Total</b>	<b>204,261</b>	<b>204,261</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-0502	SVRTP - Line Segment	<b>Federal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>State</b>	<b>4,207</b>	<b>4,207</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total</b>	<b>4,207</b>	<b>4,207</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-0503	SVRTP - Tunnel Segment	2000 Measure A	74	74	0	0	0
		State	69,035	69,035	0	0	0
		<b>Total</b>	<b>69,109</b>	<b>69,109</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-0504	SVRTP - Facilities	<b>2000 Measure A</b>	<b>466</b>	<b>466</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>State</b>	<b>25,425</b>	<b>25,425</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total</b>	<b>25,891</b>	<b>25,891</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-0505	SVRTP - Systems	2000 Measure A	0	0	0	0	0
		State	17,893	17,893	0	0	0
		<b>Total</b>	<b>17,893</b>	<b>17,893</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-0506	SVRTP - BART Elements	<b>2000 Measure A</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Federal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>State</b>	<b>9,474</b>	<b>9,474</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total</b>	<b>9,488</b>	<b>9,488</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-0507	SVRTP - Stations	State	31,744	31,744	0	0	0
		<b>Total</b>	<b>31,744</b>	<b>31,744</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-0508	SVRT Related Other Funding Sources	City	4,496	4,496	0	0	0
		Others	2,490	2,490	0	0	0
		<b>Total</b>	<b>6,985</b>	<b>6,985</b>	<b>0</b>	<b>0</b>	<b>0</b>

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Project #</b>	<b>Project Name</b>	<b>Funding Source</b>	<b>A Adopted Budget Through FY21</b>	<b>B Projected Expenditures Through FY21<sup>65</sup></b>	<b>C=(A-B) Projected FY21 Capital Carryover</b>	<b>D FY22 Appropriation</b>	<b>E=(C+D) Total Available Appropriation</b>	
P-0509	SVX Pre-New Starts (PE)	2000						
		Measure A	953,102	353,694	599,408	386,800	986,208	
		2016						
		Measure B	150,000	0	150,000	0	150,000	
		Federal	1,520	1,520	0	769,000	769,000	
		State	831	831	0	779,700	779,700	
		Others	0	0	0	166,000	166,000	
		<b>Total</b>	<b>1,105,453</b>	<b>356,046</b>	<b>749,408</b>	<b>2,101,500</b>	<b>2,850,908</b>	
P-0728	Berryessa Extension Project - SVBX	2000						
		Measure A	1,107,010	1,044,009	63,001	0	63,001	
		Federal	899,270	832,398	66,872	0	66,872	
		State	369,219	362,282	6,937	0	6,937	
		City	18,019	17,920	99	0	99	
		Others	1,041	1,041	0	0	0	
		<b>Total</b>	<b>2,394,559</b>	<b>2,257,650</b>	<b>136,908</b>	<b>0</b>	<b>136,908</b>	
P-0800	20 Non New Starts BART Vehicles	2000						
		Measure A	52,380	15,405	36,975	0	36,975	
		State	15,649	10,013	5,636	0	5,636	
		<b>Total</b>	<b>68,029</b>	<b>25,418</b>	<b>42,611</b>	<b>0</b>	<b>42,611</b>	
P-0801	Bart HMC and ROW (exl. HYPSC)	2000						
		Measure A	96,681	93,612	3,069	0	3,069	
		State	54,129	54,129	0	0	0	
		<b>Total</b>	<b>150,810</b>	<b>147,741</b>	<b>3,069</b>	<b>0</b>	<b>3,069</b>	
P-0832	Montague Reconstruction Project	City	3,661	3,585	75	0	75	
		Others	19,147	18,205	942	0	942	
		<b>Total</b>	<b>22,808</b>	<b>21,790</b>	<b>1,018</b>	<b>0</b>	<b>1,018</b>	
P-0861	BART Core System Modifications	2000						
		Measure A	32,036	2,155	29,881	0	29,881	
		<b>Total</b>	<b>32,036</b>	<b>2,155</b>	<b>29,881</b>	<b>0</b>	<b>29,881</b>	
P-0890	Upper Penitencia Creek Trail Connector	2000						
		Measure A	619	619	0	0	0	
		Federal	1,514	1,413	101	0	101	
		City	100	100	0	0	0	
		<b>Total</b>	<b>2,233</b>	<b>2,131</b>	<b>101</b>	<b>0</b>	<b>101</b>	
P-0985	Montaque Exwy POC Design	Federal	10,513	10,142	371	0	371	
		State	4,497	3,495	1,002	0	1,002	
		City	7,616	5,750	1,866	0	1,866	
		<b>Total</b>	<b>22,625</b>	<b>19,387</b>	<b>3,238</b>	<b>0</b>	<b>3,238</b>	
P-3100	Berryessa Creek Project - SCVWD	Others	8,071	8,071	0	0	0	
		<b>Total</b>	<b>8,071</b>	<b>8,071</b>	<b>0</b>	<b>0</b>	<b>0</b>	
P-3121	FRR-UPR Relocation	2000						
		Measure A	83,764	82,297	1,466	0	1,466	
		State	9,813	9,813	0	0	0	
		Others	914	904	10	0	10	
		<b>Total</b>	<b>94,491</b>	<b>93,015</b>	<b>1,476</b>	<b>0</b>	<b>1,476</b>	

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Project #</b>	<b>Project Name</b>	<b>Funding Source</b>	<b>A Adopted Budget Through FY21</b>	<b>B Projected Expenditures Through FY21<sup>65</sup></b>	<b>C=(A-B) Projected FY21 Capital Carryover</b>	<b>D FY22 Appropriation</b>	<b>E=(C+D) Total Available Appropriation</b>
P-3122	FRR-Mission Warren Truck Rail-VTA	2000 Measure A	6,951	6,951	0	0	0
		<b>Total</b>	<b>6,951</b>	<b>6,951</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-3123	FRR-Lower Berryessa Creek - VTA	<b>2000 Measure A</b>	<b>3,975</b>	<b>3,975</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>State</b>	<b>846</b>	<b>846</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total</b>	<b>4,821</b>	<b>4,821</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-3124	Newhall Yard	2000 Measure A	39,210	38,424	786	0	786
		Federal	131	131	0	0	0
		State	183	183	0	0	0
		<b>Total</b>	<b>39,524</b>	<b>38,738</b>	<b>786</b>	<b>0</b>	<b>786</b>
P-3125	VTA Block Parcel	<b>2000 Measure A</b>	<b>31,979</b>	<b>31,070</b>	<b>909</b>	<b>0</b>	<b>909</b>
		<b>State</b>	<b>142</b>	<b>142</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total</b>	<b>32,121</b>	<b>31,212</b>	<b>909</b>	<b>0</b>	<b>909</b>
P-3126	Kato Road Grade Separation-VTA	2000 Measure A	45,887	45,887	0	0	0
		State	9,124	9,124	0	0	0
		City	287	287	0	0	0
		<b>Total</b>	<b>55,298</b>	<b>55,298</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-3127	FRR & Other Activities	<b>2000 Measure A</b>	<b>3,011</b>	<b>3,011</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total</b>	<b>3,011</b>	<b>3,011</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-3128	MWT Project	2000 Measure A	53,164	52,530	634	0	634
		Federal	4,110	4,110	0	0	0
		State	50,162	50,162	0	0	0
		City	18,193	18,190	3	0	3
		Others	12,612	12,612	0	0	0
		<b>Total</b>	<b>138,240</b>	<b>137,603</b>	<b>637</b>	<b>0</b>	<b>637</b>
P-3129	LBC Project	<b>2000 Measure A</b>	<b>25,895</b>	<b>25,895</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>State</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>City</b>	<b>80</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Others</b>	<b>5,628</b>	<b>5,628</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total</b>	<b>31,613</b>	<b>31,613</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>SVRT Program Total</b>			<b>4,589,276</b>	<b>3,619,234</b>	<b>970,042</b>
<b>Grand total</b>			<b>5,647,318</b>	<b>4,167,197</b>	<b>1,480,121</b>	<b>2,140,874</b>	<b>3,620,995</b>

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

VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

***2000 Measure A***  
***Total Available by Funding Source***  
*(Dollars in Thousands)*

<b>Funding Source</b>	<b>A Adopted Budget Through FY21</b>	<b>B Projected Expenditures Through FY21<sup>66</sup></b>	<b>C=(A-B) Projected FY21 Capital Carryover</b>	<b>D FY22 Appropriation</b>	<b>E=(C+D) Total Available Appropriation</b>
Federal	939,275	871,793	67,482	769,000	836,482
State	911,446	887,938	23,508	779,700	803,208
City	63,974	60,776	3,198	0	3,198
Other	177,917	49,625	128,291	181,161	309,452
1996 Measure B	3,556	1,347	2,210	0	2,210
2000 Measure A	3,392,167	2,286,735	1,105,431	411,013	1,516,444
2016 Measure B	150,983	983	150,000	0	150,000
VTA	8,000	8,000	0	0	0
<b><i>Grand Total</i></b>	<b><i>5,647,318</i></b>	<b><i>4,167,197</i></b>	<b><i>1,480,121</i></b>	<b><i>2,140,874</i></b>	<b><i>3,620,995</i></b>

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

<sup>66</sup> Projection as of August 16, 2021 Preliminary Unaudited

## ***2000 Measure A Transit Improvement Program Debt Service***

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### ***Debt Policy Overview***

VTA’s debt policy permits issuance of long-term debt to accomplish the following objectives: accelerate the delivery of projects, spread cost over the useful life of an asset, smooth out annual cash flow, optimize overall financial resources, and refund existing debt. As of June 30, 2019, VTA had four outstanding bond issues secured by 2000 Measure A half-cent sales tax revenues.

VTA’s debt policy states that debt affordability shall be determined by the requirements of the 2000 Measure A bond indentures (e.g., additional bonds test/debt service coverage) and VTA’s ability to meet all of its ongoing operating, capital, and reserve requirements. If VTA were to issue new 2000 Measure A bonds the bond indenture requires a minimum gross sales tax revenue bond coverage ratio of 1.3 times maximum annual debt service.

The table below shows the calculation of the current maximum annual debt coverage ratio for FY 2022 and FY 2023 for debt secured by the 2000 Measure A half-cent sales tax.

### ***Debt Coverage Ratio<sup>67</sup>*** ***Issues Secured by 2000 Measure A Half-Cent Sales Tax*** *(Dollars in Thousands)*

	<b>FY22</b>	<b>FY23</b>
Sales Tax Revenues	225,866	229,254
Maximum Annual Debt Service <sup>68</sup>	71,489	71,489
Coverage Ratio	3.31	3.52

Currently VTA has two outstanding bonds secured by the 2000 Measure A half-cent sales tax that have a bond reserve fund requirement. The 2008 bonds reserve fund requirement is zero unless the coverage ratio drops below 2.0 times coverage in which case VTA is required to fund the debt service reserve fund to fifty percent of maximum annual debt service within twelve months. At the start of FY 2021, there is no reserve required for the 2008 bonds. For the 2010 bond there is an ongoing reserve requirement that is cash funded at fifty percent of maximum annual debt service of the 2010 bonds. At the start of FY 2021, the 2010 bond reserve fund has a balance of \$28.5 million. For the 2015 bonds and the 2020 bonds, there is no requirement to fund a reserve.

The tables on the following pages show additional information about outstanding debt secured by the 2000 Measure A half-cent sales tax.

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<sup>67</sup> Reflects outstanding debt as of June 30, 2021

<sup>68</sup> The maximum amount of annual debt service (principal and interest) becoming due and payable through the final maturity date of all outstanding obligations.

***Outstanding Debt as of June 30, 2021***  
***Sales Tax Revenues Bonds***  
***Secured by 2000 Measure A Half-Cent Sales Tax***  
*(Dollars in Thousands)*

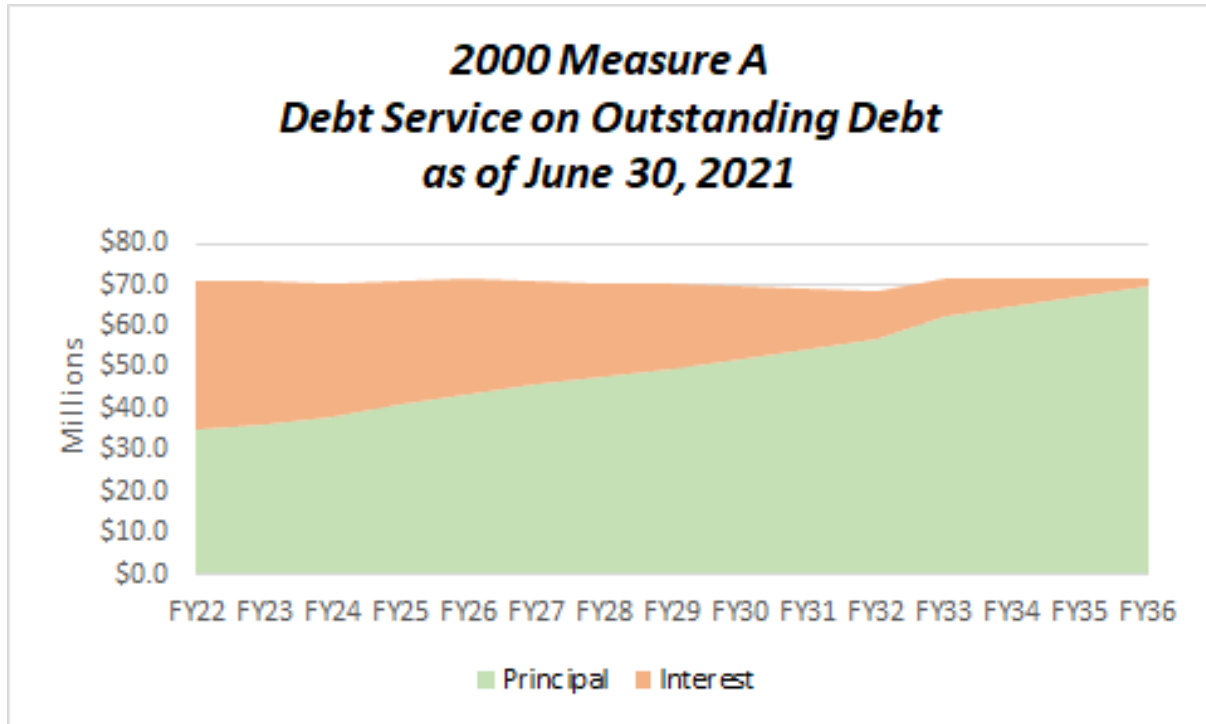
Series	Type of Debt	Interest Rate	Par Amount
2008 Series A-D Refunding	Synthetically Fixed	4.01% <sup>69</sup>	235,875
2010 Series A	Traditional Fixed (Taxable BABs <sup>70</sup> )	3.79% <sup>71</sup>	439,445
2015 Series A	Traditional Fixed	2.93%	19,700
2020 Series A	Traditional Fixed	1.86%	<u>69,675</u>
<b>Total</b>			<b><u><u>764,695</u></u></b>

<sup>69</sup> Effective interest rate including liquidity and remarketing fees as of June 30, 2021.

<sup>70</sup> Build America Bonds.

<sup>71</sup> All-in True Interest Cost.





**Debt Service Schedule<sup>72</sup>  
Sales Tax Revenues Bonds  
Secured by 2000 Measure A Half-Cent Sales Tax  
(Dollars in Thousands)**

Fiscal Year	Principal	Interest <sup>73</sup>	Total
2022	35,015	36,090	71,105
2023	36,460	34,290	70,750
2024	38,180	32,207	70,387
2025	41,100	29,969	71,069
2026	43,645	27,614	71,259
2027	45,700	25,180	70,880
2028	47,690	22,752	70,442
2029	49,790	20,194	69,984
2030	51,995	17,512	69,507
2031	54,310	14,698	69,008
2032	56,735	11,741	68,476
2033	62,545	8,885	71,430
2034	64,855	6,634	71,489
2035	67,145	4,296	71,441
2036	69,530	1,870	71,400
<b>Total</b>	<b>764,695</b>	<b>293,932</b>	<b>1,058,627</b>

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

<sup>72</sup> Reflects outstanding debt as of June 30, 2019.

<sup>73</sup> Interest rate on swap related obligations is based on the fixed part of the swaps 3.765%.

***FY 2020 and FY 2021 Debt Service Detail  
Sales Tax Revenues Bonds  
Secured by 2000 Measure A Half-Cent Sales Tax<sup>74</sup>  
(Dollars in Thousands)***

<b>Category</b>	<b>FY22 Adopted Budget</b>	<b>FY23 Adopted Budget</b>
Interest Expense	36,090	34,290
Principal	35,015	36,460
Other Bond Charges <sup>75</sup>	829	831
<b>Total</b>	<b>71,934</b>	<b>71,581</b>

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

**Overview of Outstanding Debt Issues**

**2008 Measure A Series A-D**

In June 2008, \$236.7 million of 2008 Series A-D Measure A Sales Tax Revenue Refunding Bonds (2008 Measure A Bonds) were issued to current refund Series A-D of the 2006 Bonds (Defeased Bonds). The Defeased Bonds were originally issued to finance the retirement of a portion of Measure A Sales Tax Revenue Bonds Series 2003 A, 2004 A, and 2004 B. The 2008 Measure A Bonds were issued as variable rate demand bonds and bear interest at a weekly rate, which is determined by the Remarketing Agent to be the rate necessary to remarket the 2008 Measure A Bonds at par value. The Defeased Bonds were issued as auction rate securities insured by Ambac Assurance Corporation, a municipal insurance provider, who had been downgraded by all three national rating agencies. As a result of the downgrade and disruption in the auction rate market, VTA was paying weekly interest rates that were above market rates. By issuing the 2008 Measure A Bonds as uninsured variable rate demand bonds, VTA was able to eliminate the higher interest rates caused by the Ambac bond insurance and the auction rate structure.

In conjunction with the Defeased 2006 Bonds and subsequently the 2008 Measure A Bonds, VTA entered into swap agreements with various counterparties. Under the agreements, VTA pays a fixed rate to the counterparties and in return, the counterparties pay VTA a variable rate based on a percentage of LIBOR<sup>76</sup>. The variable rate that VTA receives from the counterparties is intended, over the life of the bonds, to offset the payments VTA makes to bondholders.

<sup>74</sup> Includes debt service from the Operating Budgets (page 189).

<sup>75</sup> Includes liquidity fees, remarketing fees, trustee fees, and other bond related charges.

<sup>76</sup> LIBOR—London Interbank Offering Rate—A daily reference rate based on the interest rate at which banks offer to lend unsecured funds to other banks in the London wholesale (interbank) money market.

**2010 Measure A Series A-B**

In November 2010, \$645.9 million of 2010 Series A-B Measure A Sales Tax Revenue Bonds (2010 Measure A Bonds) were issued to fund certain Measure A transit capital improvement projects, most notably the BART extension to Berryessa. The bonds were issued as a combination of taxable, Build America Bonds (BABs) (Series A), and traditional tax-exempt bonds (Series B). Both are fixed interest rate bonds. VTA receives a 35% Federal subsidy on its interest cost for the taxable Build America Bonds, which brings the net cost on those bonds in line with the interest rate for tax-exempt bonds. The true interest cost for the 2010 Measure A Bonds was 3.54%.

**2015 Measure A Series A-B**

In January 2015, \$90.0 million of 2015 Measure A Series A-B were issued to current refund the 2007 Measure A Series A bonds maturing on April 1, 2018 or later. The refunding was done in order to take advantage of the lower interest cost of the refunding bonds. The refunding bonds were issued at a true interest cost of 2.894% and resulted in a debt service cost savings of \$14.5 million.

**2020 Measure A Series A**

In September 2020, \$69.7 million of 2020 Measure A Series A were issued to advance refund the 2027-2036 maturities of the 2015 Measure A Series A bonds. . The refunding was done in order to take advantage of the lower interest cost of the refunding bonds. The refunding bonds were issued at a true interest cost of 1.822% and resulted in a debt service cost savings of \$6.2 million.



*Montague Expressway Pedestrian Overcrossing*

***SECTION 4***  
***CONGESTION MANAGEMENT***  
***PROGRAM (CMP)***

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## *Congestion Management Program*

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### **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.

Proposition 111 mandates that the CMP contain five elements: 1) a system definition and traffic level of service standard; 2) a multimodal performance measures; 3) transportation demand management and trip reduction; 4) a land use impact analysis; and 5) a capital improvement program (CIP). In addition to the Proposition 111 requirements, each CMP Work Program also addresses and incorporates other federal, state, regional, or local statutory requirements.

The Adopted 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.

The Adopted CMP Work Program is funded through the following sources:

- Member Agency Fees
- Metropolitan Transportation Commission (MTC) STP Planning Grant
- STIP Programmed Project Monitoring (PPM) Funds
- Vehicle Registration Fee (VRF) Program Administration Fee
- TFCA 40% Local Program Manager Administration Fee
- Investment Earnings

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

***Congestion Management Program  
Comparison of Revenues and Expenses  
(Dollars in Thousands)***

Line	Category	FY20 Actual	FY21 Current Budget <sup>77</sup>	FY21 Projected Actual <sup>78</sup>	FY22 Adopted Budget	Variance from FY21 Projection	% Var	FY23 Adopted Budget	Variance from FY22 Budget	% Var
1	Federal Operating Grants	2,171	2,222	2,084	1,465	-619	-29.7%	1,265	-200	-13.7%
2	State Operating Grants	164	1,072	1,076	1,402	326	30.3%	252	-1,150	-82.0%
3	Investment Earnings	7	2	2	2	0	22.8%	2	0	0.0%
4	Other Income	3,131	3,203	3,095	3,703	608	19.6%	3,596	-107	-2.9%
5	<b>Total Revenue</b>	<b>5,473</b>	<b>6,499</b>	<b>6,256</b>	<b>6,572</b>	<b>315</b>	<b>5.0%</b>	<b>5,115</b>	<b>-1,457</b>	<b>-22.2%</b>
6	Professional & Special Services	311	429	361	650	289	79.9%	1,251	601	92.4%
7	Other Services	15	0	15	15	0	0.0%	15	0	0.0%
8	Data Processing	0	6	0	8	8	0.0%	141	133	1622.0%
9	Contribution to Other Agencies	195	192	168	357	189	112.0%	420	63	17.7%
10	VTA Staff Services	4,909	5,614	5,538	5,166	-373	-6.7%	5,216	50	1.0%
11	<b>Total Expense</b>	<b>5,430</b>	<b>6,241</b>	<b>6,083</b>	<b>6,196</b>	<b>113</b>	<b>1.9%</b>	<b>7,043</b>	<b>847</b>	<b>13.7%</b>
12	<b>Revenues Over (Under) Expenses</b>	<b>43</b>	<b>258</b>	<b>173</b>	<b>376</b>			<b>-1,928</b>		

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

**Major Variances (Variance in excess of 5% and \$100,000)**

**Revenues**

**Federal Operating Grants:**

The FY 2022 budget reflects a \$619,000 decrease from FY 2021 actual. FY 2023 budget reflects a \$200,000 decrease from FY 2022 budget. These two years coincide with the end of the One Bay Area Grant cycle 2 (OBAG 2) federal grant, as such additional grant funds were not available. Once the new OBAG 3 cycle is approved later in the budget cycle, additional funds may be available.

**State Operating Grants:**

The FY 2022 budget reflects a \$326,000 increase from FY 2021 actual due to an increase in the Programmed Projects Monitoring grant amount. This increase is due to the availability of additional funds under Coronavirus Response and Relief Supplement Appropriation Act. The FY 2023 budget reflects a significant decrease of \$1,150,000 because State funds were advanced to earlier budget years.

<sup>77</sup> Reflects Adopted Budget approved by the Board on June 14, 2019

<sup>78</sup> Projection as of July 31, 2021; Preliminary Unaudited.



**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

**Other Income:**

The FY 2022 budget reflects a \$608,000 increase from FY 2021 actual due to increased efforts for the Vehicle Registration Fee (VRF) Program and purchases of the CMP data model by third-party entities.

**Expenses**

**Professional & Special Services:**

The FY 2022 budget reflects a \$289,000 increase over FY 2021 actual due to consultant support and on-site modeling. FY 2023 reflects a \$600,000 increase over FY 2022 due to additional expenditures related the TIA Guideline update and Vehicle Miles Traveled+ Multimodal Mitigation Framework.

**Contribution to Other Agencies:**

FY 2022 budget reflects a \$189,000 increase from FY 2021 actual and FY 2023 budget reflects a \$63,000 increase. These increases are due to the timing of various projects implemented in the VTA Transit Fund that are partially funded by the Congestion Management Fund.

**VTA Staff Services:**

FY 2022 budget reflects a \$373,000 decrease from FY 2021 actual due to decreased utilization of VTA staff to offset lower than anticipated expenditures.

***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 Actual<sup>79</sup></u>	<u>FY20 Adopted Budget</u>	<u>FY22 Adopted Budget</u>
1	Total Revenues	5,473	6,256	6,572	5,115
2	Total Expenses	(5,430)	(6,083)	(6,196)	(7,043)
3	Revenues Over (Under) Expenses	43	173	376	(1,928)
4	Beginning Fund Balance	2,000	2,043	2,216	2,592
5	Revenues Over (Under) Expenses	43	173	376	(1,928)
6	Ending Fund Balance	2,043	2,216	2,592	664

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

<sup>79</sup> Projection as of July 31, 2021; Preliminary Unaudited.

***Congestion Management Program  
Member Assessments***

<b>Member Agency</b>	<b>FY 2022</b>	<b>FY 2023</b>
	<b>Assessment</b>	<b>Assessment</b>
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
<b>TOTAL:</b>	<b>\$2,942,558</b>	<b>\$3,045,547</b>

***SECTION 5***  
***VTP PROGRAM***

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## ***VTP Program***

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### **Overview**

Valley Transportation Plan (VTP) 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 total additional appropriation for the identified VTP Program Capital Projects for FY 2022 and FY 2023 is \$228.3 million, 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 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 Program**  
**Schedule of FY 2022 & FY 2023 Appropriation**  
(Dollars in Thousands)

Project	Funding Source				Total
	State	2016 Measure B Formula Fund	Senate Bill 1	Other	
1. SR87/Capitol Expressway Interchange Improvement	0	0	0	5,670	5,670
2. US101/Dela Cruz Blvd/Trimble Rd Interchange Improvement	0	0	16,863	0	16,863
3. US101/SR25 Interchange Improvement - Phase 1	0	0	35,100	0	35,100
4. SR237/Caribbean Drive/Lawrence Express Interchange Improvement	0	0	0	6,700	6,700
5. US101/Ellis St Interchange Improvement	0	0	0	4,100	4,100
6. I-680 Soundwalls	2,400	0	0	0	2,400
7. I-280 Soundwalls	5,201	0	0	439	5,640
<b>Highways Total - Fully Funded Projects</b>	<b>7,601</b>	<b>0</b>	<b>51,963</b>	<b>16,909</b>	<b>76,473</b>
8. Homestead Corridor Improvements	0	1,168	0	350	1,518
9. Bernardo Caltrain Bike/Ped Undercrossing	0	3,000	0	0	3,000
10. Expressway Bike Superhighway Feasibility Study	0	0	0	124	124
<b>Bicycle &amp; Pedestrian Total - Fully Funded Projects</b>	<b>0</b>	<b>4,168</b>	<b>0</b>	<b>474</b>	<b>4,642</b>
<b>Sub-Total Fully Funded Projects</b>	<b>7,601</b>	<b>4,168</b>	<b>51,963</b>	<b>17,383</b>	<b>81,115</b>

VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

(Dollars in Thousands)

Project	Funding Source				Total
	State	2016 Measure B Formula Fund	Senate Bill 1	Other	
11. I-280/Bird Ave Interchange Improvement	0	0	0	2,500	2,500
<b>Highways Total - Contingent Projects</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,500</b>	<b>2,500</b>
12. Silicon Valley Express Lanes - US 101 Phase 5	7,961	0	0	108,604	116,565
13. Silicon Valley Express Lanes - US101/SR85 - Phase 4	0	0	0	11,000	11,000
14. I-880 Express Lanes (SR237 to US101)	0	0	0	1,500	1,500
15. Silicon Valley Express Lanes - Future Phase Project B	0	0	0	15,000	15,000
<b>Express Lanes Total - Contingent Projects</b>	<b>7,961</b>	<b>0</b>	<b>0</b>	<b>136,104</b>	<b>144,065</b>
16. East Channel Trail Feasibility Study	0	0	0	178	178
<b>Bicycle &amp; Pedestrian Total - Contingent Projects</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>178</b>	<b>178</b>
17. Countywide Traffic Signal Network Project	0	0	0	451	451
<b>Complete Streets Total - Contingent Projects</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>451</b>	<b>451</b>
<b>Sub-Total Contingent Projects</b>	<b>7,961</b>	<b>0</b>	<b>0</b>	<b>139,233</b>	<b>147,194</b>
<b>GRAND TOTAL</b>	<b>15,562</b>	<b>4,168</b>	<b>51,963</b>	<b>156,616</b>	<b>228,308</b>

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

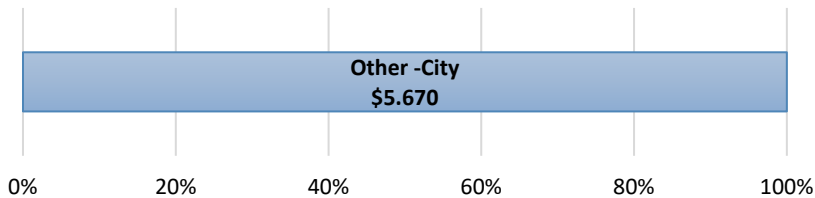
**Fully Funded - Highways**

**1. 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

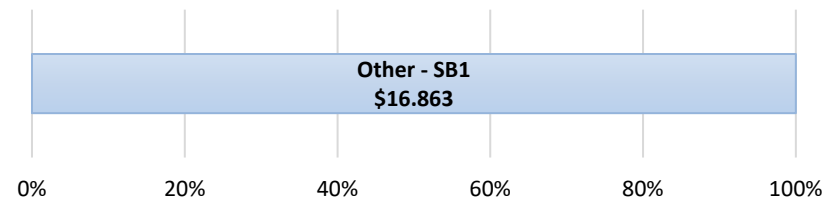
**Anticipated Completion Date** December 2026

**2. 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



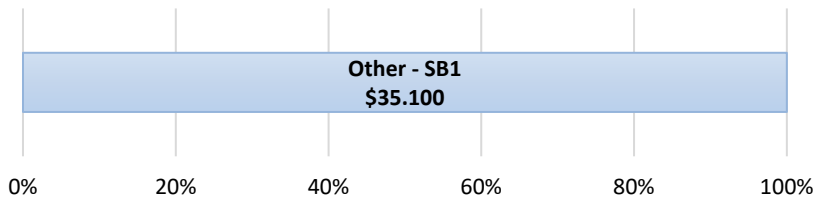
**Anticipated Completion Date** November 2024

### 3. 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 1 01, 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

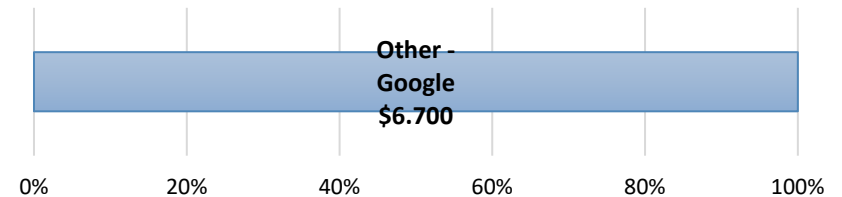
**Anticipated Completion Date** December 2024

### 4. SR 237/Caribbean Drive/Lawrence Express 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

#### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$72.000 million

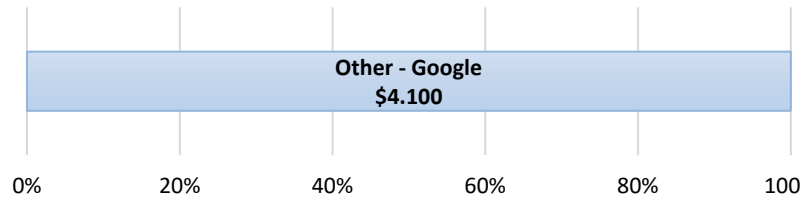
**Anticipated Completion Date** December 2028

## 5. 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

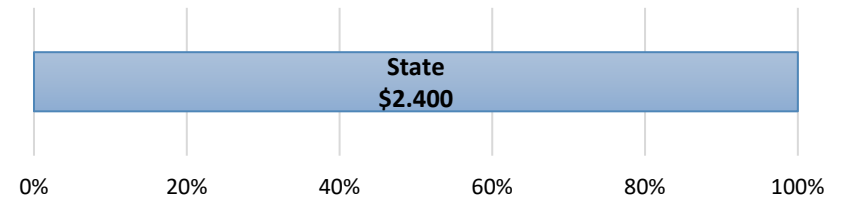
**Anticipated Completion Date** December 2028

## 6. 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

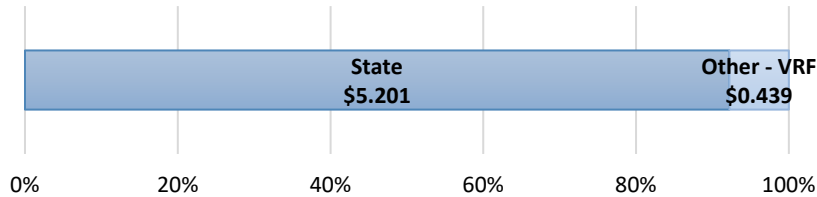
**Anticipated Completion Date** June 2023

## 7. I-280 Sound Walls

### 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

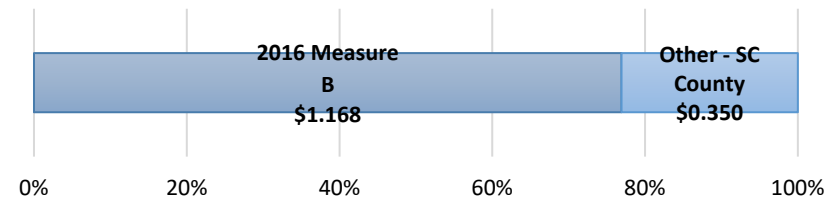
## Fully Funded - Bicycle & Pedestrian

## 8. Homestead Corridor 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

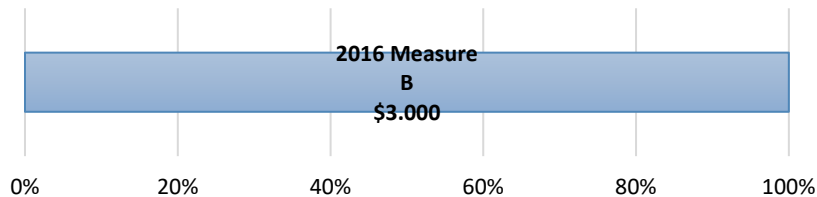
**Anticipated Completion Date** August 2024

## 9. 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

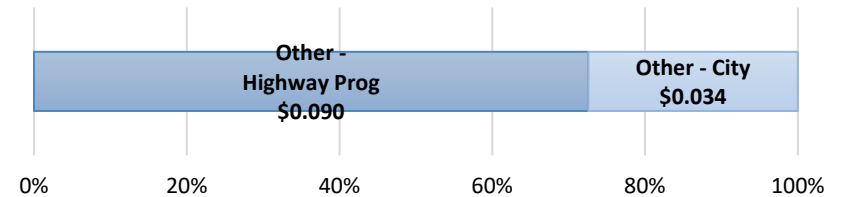
**Anticipated Completion Date** December 2026

## 10. 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

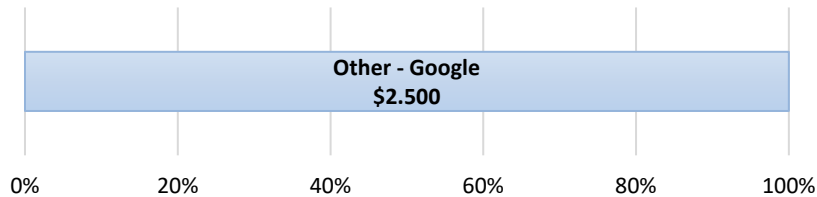
**Contingent - Highways**

**11. I-280/ Bird Ave 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

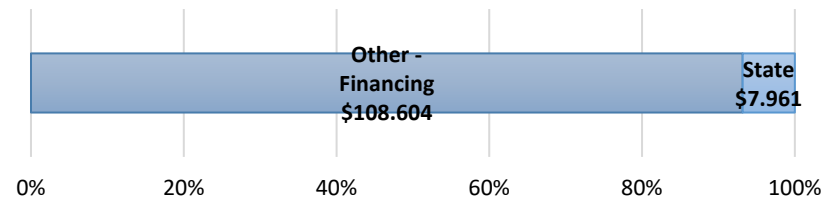
**Contingent - Express Lanes**

**12. 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 annual expenditure. Cost savings are realized in the form of toll revenues collected from the express lanes.

**Estimated Total Project Cost** \$155.000 million

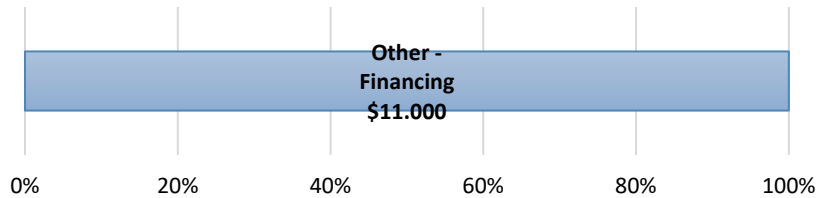
**Anticipated Completion Date** June 2025

### 13. Silicon Valley Express Lanes - US101/SR85 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

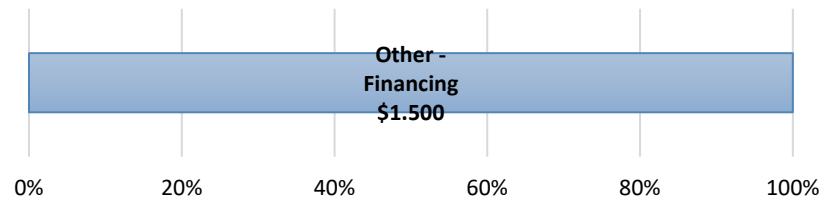
**Anticipated Completion Date** July 2023

### 14. I-880 Express Lanes (SR237 to US101)

#### 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

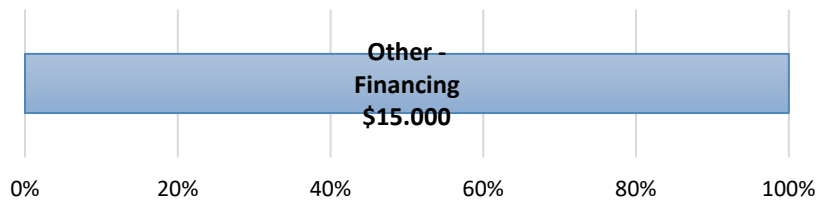
**Anticipated Completion Date** June 2029

## 15. 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 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

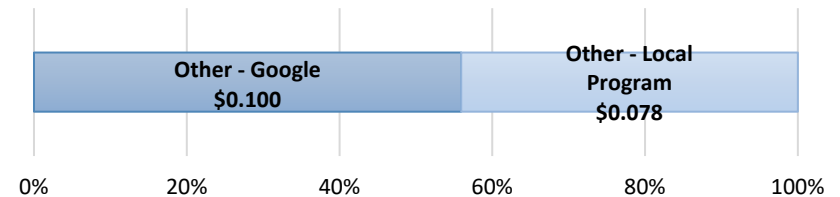
## Contingent - Bicycle & Pedestrian

## 16. 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

Anticipated Completion Date December 2023

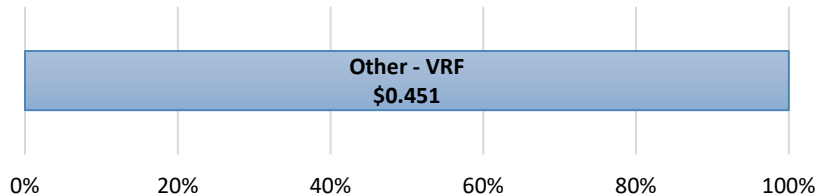
**Contingent - Complete Streets**

**17. 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 update the model through the existing CMP Monitoring contract.

**Estimated Total Project Cost** \$0.498 million



VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

***VTP Program  
Total Available Appropriation***

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 following table reflects the projected carryover at June 30, 2021, as well as the total available appropriation for the VTP Program after the FY 2022 and FY 2023 appropriations, by project and funding source. Project funding for the two-year period is appropriated in FY 2022 in order to facilitate administration of the program.

*(Dollars in Thousands)*

Project #	Project Name	Funding Source	(A) Adopted Budget Through FY21	(B) Projected Expenditures Through FY21 <sup>80</sup>	C=(A-B) Projected FY21 Capital Carryover	(D) FY22 Appropriation	E=(C+D) Total Available Appropriation
P-0535	Coyote Ridge Butterfly Habitat Mngmnt	City	996	996	0	0	0
		1996 Measure B	1,600	85	1,515	0	1,515
		Fund Swap	245	222	23	0	23
		<b>Total</b>	<b>2,841</b>	<b>1,303</b>	<b>1,538</b>	<b>0</b>	<b>1,538</b>
P-0565	Route 101/De La Cruz Blvd./Trimble Road	2016 Measure B	46,463	4,965	41,498	0	41,498
		State	8,137	0	8,137	16,863	25,000
		City	3,850	3,760	90	0	90
		Fund Swap	54	54	0	0	0
	<b>Total</b>	<b>58,504</b>	<b>8,779</b>	<b>49,725</b>	<b>16,863</b>	<b>66,588</b>	
P-0617	SR 152 Realignment Concept Study	Federal	2,862	0	2,862	0	2,862
		State	20,428	4,195	16,233	0	16,233
		Others	150	144	6	0	6
		Fund Swap	5,000	4,199	801	0	801
	<b>Total</b>	<b>28,440</b>	<b>8,538</b>	<b>19,902</b>	<b>0</b>	<b>19,902</b>	
P-0654	Rt 87/Capitol Expressway	City	800	12	788	4,200	4,988
		Others	0	0	0	1,470	1,470
		<b>Total</b>	<b>800</b>	<b>12</b>	<b>788</b>	<b>5,670</b>	<b>6,458</b>
P-0678	Rt 237/Rt 101 Mathilda Interchange	2016 Measure B	19,000	17,126	1,874	0	1,874
		State	17,000	16,762	238	0	238
		City	8,000	7,854	146	0	146
		Fund Swap	900	867	33	0	33
	<b>Total</b>	<b>44,900</b>	<b>42,610</b>	<b>2,290</b>	<b>0</b>	<b>2,290</b>	
P-0749	Double Lane SB US 101 off-ramp to SB SR 87	2016 Measure B	3,000	230	2,770	0	2,770
		Federal	3,800	1,563	2,238	0	2,238
		Fund Swap	200	119	81	0	81
		<b>Total</b>	<b>7,000</b>	<b>1,912</b>	<b>5,088</b>	<b>0</b>	<b>5,088</b>
P-0788	SR 237 Express Lanes-Phase II Extension	Federal	1,600	1,600	0	0	0
		City	3,119	3,025	94	0	94
		Others	28,820	26,442	2,378	0	2,378
		Fund Swap	9,025	8,608	417	0	417
	<b>Total</b>	<b>42,564</b>	<b>39,675</b>	<b>2,890</b>	<b>0</b>	<b>2,890</b>	
P-0812	I-280/Foothill Expressway Ramp Improv.	2016 Measure B	4,800	4,390	410	0	410
		Fund Swap	700	700	0	0	0
		<b>Total</b>	<b>5,500</b>	<b>5,090</b>	<b>410</b>	<b>0</b>	<b>410</b>

<sup>80</sup> Projection as of July 31, 2021; Preliminary Unaudited.

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Project #</b>	<b>Project Name</b>	<b>Funding Source</b>	<b>(A) Adopted Budget Through FY21</b>	<b>(B) Projected Expenditures Through FY21<sup>80</sup></b>	<b>C=(A-B) Projected FY21 Capital Carryover</b>	<b>(D) FY22 Appropriation</b>	<b>E=(C+D) Total Available Appropriation</b>
P-0826	Combined Landscaping & Maint. Project	State	1,000	1,000	0	0	0
		City	624	624	0	0	0
		Fund Swap	2,175	2,172	3	0	3
		<b>Total</b>	<b>3,799</b>	<b>3,796</b>	<b>3</b>	<b>0</b>	<b>3</b>
P-0864	Innovat. Transportation Technology Prog.	Others	1,915	0	1,915	0	1,915
		Fund Swap	85	76	9	0	9
		<b>Total</b>	<b>2,000</b>	<b>76</b>	<b>1,924</b>	<b>0</b>	<b>1,924</b>
P-0865	Intelligent Transportation System Proj.	Federal	13,700	0	13,700	0	13,700
		Others	300	300	0	0	0
		<b>Total</b>	<b>14,000</b>	<b>300</b>	<b>13,700</b>	<b>0</b>	<b>13,700</b>
P-0866	Landscaping@ I-280/I-880/StevensCrk Blvd	Federal	1,921	1,719	201	0	201
		City	1,596	1,458	139	0	139
		Fund Swap	141	141	0	0	0
		<b>Total</b>	<b>3,658</b>	<b>3,318</b>	<b>340</b>	<b>0</b>	<b>340</b>
P-0867	US 101 / Buena Vista Avenue	City	1,000	0	1,000	0	1,000
		Others	3,000	0	3,000	0	3,000
		<b>Total</b>	<b>4,000</b>	<b>0</b>	<b>4,000</b>	<b>0</b>	<b>4,000</b>
P-0868	US 101 SB Ramp Improv.10th St. in Gilroy	Others	3,600	0	3,600	0	3,600
		<b>Total</b>	<b>3,600</b>	<b>0</b>	<b>3,600</b>	<b>0</b>	<b>3,600</b>
P-0876	Silicon Valley Express Lanes - I-880	Others	4,000	0	4,000	1,500	5,500
		<b>Total</b>	<b>4,000</b>	<b>0</b>	<b>4,000</b>	<b>1,500</b>	<b>5,500</b>
P-0877	101 SB SanAntonio/Charleston/Rengstorff	2016 Measure B	2,000	794	1,206	0	1,206
		Others	4,000	85	3,915	0	3,915
		<b>Total</b>	<b>6,000</b>	<b>880</b>	<b>5,120</b>	<b>0</b>	<b>5,120</b>
P-0878	US 101/Old Oakland Road Improvements	Others	3,450	0	3,450	0	3,450
		<b>Total</b>	<b>3,450</b>	<b>0</b>	<b>3,450</b>	<b>0</b>	<b>3,450</b>
P-0900	SV Express Lanes-US101/SR85 PH 3 Civil	State	31,768	26,431	5,337	0	5,337
		Others	832	0	832	0	832
		Fund Swap	5,500	5,330	170	0	170
		<b>Total</b>	<b>38,100</b>	<b>31,761</b>	<b>6,339</b>	<b>0</b>	<b>6,339</b>
P-0901	Silicon Valley Exp.Lanes-US101/SR85,PH 4	State	11,500	294	11,206	0	11,206
		Others	29,645	315	29,330	11,000	40,330
		Fund Swap	2,855	2,727	128	0	128
		<b>Total</b>	<b>44,000</b>	<b>3,336</b>	<b>40,664</b>	<b>11,000</b>	<b>51,664</b>
P-0902	SV Express Lanes-US101/SR85 PH 3 ETS	State	15,700	7,557	8,143	0	8,143
		Others	553	0	553	0	553
		Fund Swap	3,748	2,094	1,654	0	1,654
		<b>Total</b>	<b>20,001</b>	<b>9,651</b>	<b>10,350</b>	<b>0</b>	<b>10,350</b>
P-0903	Noise Reduction Program on SR85	2016 Measure B	9,615	257	9,358	0	9,358
		State	100	0	100	0	100
		Fund Swap	285	284	1	0	1
		<b>Total</b>	<b>10,000</b>	<b>542</b>	<b>9,458</b>	<b>0</b>	<b>9,458</b>
P-0919	Bicycle Safety Educat./Promotional Act.	1996 Measure B	143	143	0	0	0
		<b>Total</b>	<b>143</b>	<b>143</b>	<b>0</b>	<b>0</b>	<b>0</b>
P-0920	Local PDA Planning- Santa Clara	Federal	899	742	157	0	157
		City	116	96	20	0	20
		Others	1	0	1	0	1
		<b>Total</b>	<b>1,015</b>	<b>838</b>	<b>177</b>	<b>0</b>	<b>177</b>
P-0969	Freeway Performance Initiative Phase 2	2016 Measure B	3,000	176	2,824	0	2,824
		Federal	1,000	0	1,000	0	1,000
		<b>Total</b>	<b>4,000</b>	<b>176</b>	<b>3,824</b>	<b>0</b>	<b>3,824</b>
P-0970	Silicon Valley Express Lanes - US 101 Phase 5	Federal	3,278	890	2,389	0	2,389

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Project #</b>	<b>Project Name</b>	<b>Funding Source</b>	<b>(A) Adopted Budget Through FY21</b>	<b>(B) Projected Expenditures Through FY21<sup>80</sup></b>	<b>C=(A-B) Projected FY21 Capital Carryover</b>	<b>(D) FY22 Appropriation</b>	<b>E=(C+D) Total Available Appropriation</b>
		State	20,777	1,814	18,963	7,961	26,924
		Others	7,945	0	7,945	108,604	116,549
		Fund Swap	1,035	281	754	0	754
		<b>Total</b>	<b>33,035</b>	<b>2,985</b>	<b>30,050</b>	<b>116,565</b>	<b>146,615</b>
P-0971	Silicon Valley Express Lanes - Future Phase - Project B	Others	1,000	0	1,000	15,000	16,000
		<b>Total</b>	<b>1,000</b>	<b>0</b>	<b>1,000</b>	<b>15,000</b>	<b>16,000</b>
P-0972	US101/Zanker Rd/Skyport Dr/N 4th St Interchange Imp-Ph 1	2016 Measure B	5,900	220	5,680	0	5,680
		City	4,100	3,870	230	0	230
		Others	3,100	0	3,100	0	3,100
		<b>Total</b>	<b>13,100</b>	<b>4,090</b>	<b>9,010</b>	<b>0</b>	<b>9,010</b>
P-0973	SR 237 Improvements - Lawrence Expressway to US 10	City	103	27	76	0	76
		Others	1,897	0	1,897	0	1,897
		<b>Total</b>	<b>2,000</b>	<b>27</b>	<b>1,973</b>	<b>0</b>	<b>1,973</b>
P-0974	I-280 Corridor Improvements-Initiation Doc Development	Others	2,500	0	2,500	0	2,500
		<b>Total</b>	<b>2,500</b>	<b>0</b>	<b>2,500</b>	<b>0</b>	<b>2,500</b>
P-0975	I-680 Corridor Improvements-Initiation Doc Development	Others	2,500	0	2,500	0	2,500
		<b>Total</b>	<b>2,500</b>	<b>0</b>	<b>2,500</b>	<b>0</b>	<b>2,500</b>
P-0976	I-680 Sound Walls	State	3,824	934	2,890	2,400	5,290
		Others	2,376	1,503	872	0	872
		<b>Total</b>	<b>6,200</b>	<b>2,437</b>	<b>3,763</b>	<b>2,400</b>	<b>6,163</b>
P-0977	New Corridor Studies-SR87/SR237/I-880/SR17	Others	1,675	0	1,675	0	1,675
		<b>Total</b>	<b>1,675</b>	<b>0</b>	<b>1,675</b>	<b>0</b>	<b>1,675</b>
P-0979	Countywide Traffic Signal Coordination Study	State	13	0	13	0	13
		Others	35	0	35	451	486
		<b>Total</b>	<b>48</b>	<b>0</b>	<b>48</b>	<b>451</b>	<b>499</b>
P-0980	Tasman Drive Complete Street Corridor Study	2016 Measure B	7,452	0	7,452	0	7,452
		Federal	2,014	965	1,049	0	1,049
		State	188	0	188	0	188
		Others	178	125	53	0	53
		<b>Total</b>	<b>9,833</b>	<b>1,091</b>	<b>8,742</b>	<b>0</b>	<b>8,742</b>
P-0981	Bascom Avenue Complete Street Corridor Study	Federal	4,771	931	3,840	0	3,840
		Others	129	121	8	0	8
		<b>Total</b>	<b>4,900</b>	<b>1,052</b>	<b>3,848</b>	<b>0</b>	<b>3,848</b>
P-0987	I-280/Wolfe Rd Interchange Improv Proj	2016 Measure B	7,500	4,557	2,943	0	2,943
		City	1,960	1,959	1	0	1
		Others	0	0	0	0	0
		<b>Total</b>	<b>9,460</b>	<b>6,515</b>	<b>2,945</b>	<b>0</b>	<b>2,945</b>
P-1058	Countywide Noise Abatement Program	2016 Measure B	4,000	0	4,000	0	4,000
		<b>Total</b>	<b>4,000</b>	<b>0</b>	<b>4,000</b>	<b>0</b>	<b>4,000</b>
P-1059	SR 87/Charcot Avenue On-Ramp HOV Bypass	2016 Measure B	3,000	6	2,994	0	2,994
		<b>Total</b>	<b>3,000</b>	<b>6</b>	<b>2,994</b>	<b>0</b>	<b>2,994</b>
P-1060	Traffic Analysis Software Procurement	Others	145	144	1	0	1
		<b>Total</b>	<b>145</b>	<b>144</b>	<b>1</b>	<b>0</b>	<b>1</b>
P-1061	SR 237 Exp LN: Mathilda Ave to SR 85	Others	2,000	0	2,000	0	2,000
		<b>Total</b>	<b>2,000</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>2,000</b>
P-1062	King Rd Ped Safety/Transit Access Improv	Federal	607	0	607	0	607

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Project #</b>	<b>Project Name</b>	<b>Funding Source</b>	<b>(A) Adopted Budget Through FY21</b>	<b>(B) Projected Expenditures Through FY21<sup>80</sup></b>	<b>C=(A-B) Projected FY21 Capital Carryover</b>	<b>(D) FY22 Appropriation</b>	<b>E=(C+D) Total Available Appropriation</b>
		State	2,816	0	2,816	0	2,816
		Others	79	0	79	0	79
		<b>Total</b>	<b>3,502</b>	<b>0</b>	<b>3,502</b>	<b>0</b>	<b>3,502</b>
P-1063	I-280 NB Braided Ramps Btw Foothill Expw	2016 Measure B	3,000	0	3,000	0	3,000
		<b>Total</b>	<b>3,000</b>	<b>0</b>	<b>3,000</b>	<b>0</b>	<b>3,000</b>
P-1064	US 101/SR 25 Interchange Improvements- Phase 1	2016 Measure B	59,000	2,143	56,857	0	56,857
		State	4,200	3,403	797	35,100	35,897
		Others	1,800	0	1,800	0	1,800
		<b>Total</b>	<b>65,000</b>	<b>5,546</b>	<b>59,454</b>	<b>35,100</b>	<b>94,554</b>
P-1071	I-280/Winchester Boulevard Impr Project	2016 Measure B	10,000	2,241	7,759	0	7,759
		City	2,000	1,952	48	0	48
		<b>Total</b>	<b>12,000</b>	<b>4,193</b>	<b>7,807</b>	<b>0</b>	<b>7,807</b>
P-1075	Keep Santa Clara Valley Beautiful Project	Others	106	14	91	0	91
		<b>Total</b>	<b>106</b>	<b>14</b>	<b>91</b>	<b>0</b>	<b>91</b>
P-1083	I-280 Soundwalls (through PS&E)	State	2,000	524	1,476	5,201	6,677
		Others	800	0	800	439	1,239
		<b>Total</b>	<b>2,800</b>	<b>524</b>	<b>2,276</b>	<b>5,640</b>	<b>7,916</b>
P-1133	I-280 HOV Magdalena/ San Mateo Cnty Line	2016 Measure B	1,800	0	1,800	0	1,800
		Others	200	0	200	0	200
		<b>Total</b>	<b>2,000</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>2,000</b>
P-1134	I-680/Alum Rock/McKee Rd Interchange Imp	2016 Measure B	1,800	0	1,800	0	1,800
		Others	200	0	200	0	200
		<b>Total</b>	<b>2,000</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>2,000</b>
P-1135	Calaveras Boulevard Near-term Improvements	2016 Measure B	1,800	467	1,333	0	1,333
		City	200	0	200	0	200
		Others	500	0	500	0	500
		<b>Total</b>	<b>2,500</b>	<b>467</b>	<b>2,033</b>	<b>0</b>	<b>2,033</b>
P-1136	I-280/Saratoga Ave. Interchange Improvements	2016 Measure B	1,800	0	1,800	0	1,800
		Others	200	0	200	0	200
		<b>Total</b>	<b>2,000</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>2,000</b>
P-1137	SR 237/Great America WB Off-Ramp Imp Prj	2016 Measure B	1,500	0	1,500	0	1,500
		<b>Total</b>	<b>1,500</b>	<b>0</b>	<b>1,500</b>	<b>0</b>	<b>1,500</b>
P-1138	SR 17 Corridor Congestion Relief (PID & PA/ED Task)	2016 Measure B	5,400	1,056	4,344	0	4,344
		Others	600	0	600	0	600
		<b>Total</b>	<b>6,000</b>	<b>1,056</b>	<b>4,944</b>	<b>0</b>	<b>4,944</b>
P-1139	SR237 Westbound On-Ramp Middlefield Rd	2016 Measure B	13,940	204	13,736	0	13,736
		City	4,000	487	3,513	0	3,513
		Others	1,500	0	1,500	0	1,500
		<b>Total</b>	<b>19,440</b>	<b>691</b>	<b>18,749</b>	<b>0</b>	<b>18,749</b>
P-1140	SR 237/US 101/Mathilda Ave Landscaping Project	2016 Measure B	3,000	264	2,736	0	2,736
		<b>Total</b>	<b>3,000</b>	<b>264</b>	<b>2,736</b>	<b>0</b>	<b>2,736</b>
P-1141	US 101/ I-880 Interchange Improvement Feasibility Study	Others	1,500	0	1,500	0	1,500
		<b>Total</b>	<b>1,500</b>	<b>0</b>	<b>1,500</b>	<b>0</b>	<b>1,500</b>
P-1142	Lawrence Expressway Grade Separation	2016 Measure B	22,500	0	22,500	0	22,500
		Others	2,500	0	2,500	0	2,500
		<b>Total</b>	<b>25,000</b>	<b>0</b>	<b>25,000</b>	<b>0</b>	<b>25,000</b>
P-1143	Bicycle Superhwy Feasibility&Alternt Ana	2016 Measure B	480	0	480	0	480
		State	800	382	418	0	418

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Project #</b>	<b>Project Name</b>	<b>Funding Source</b>	<b>(A) Adopted Budget Through FY21</b>	<b>(B) Projected Expenditures Through FY21<sup>80</sup></b>	<b>C=(A-B) Projected FY21 Capital Carryover</b>	<b>(D) FY22 Appropriation</b>	<b>E=(C+D) Total Available Appropriation</b>
		Others	616	0	616	0	616
		Fund Swap	104	50	54	0	54
		<b>Total</b>	<b>2,000</b>	<b>432</b>	<b>1,568</b>	<b>0</b>	<b>1,568</b>
P-1144	Countywide Bicycle&Ped ED/Encourage Prog	2016 Measure B	500	11	489	0	489
		<b>Total</b>	<b>500</b>	<b>11</b>	<b>489</b>	<b>0</b>	<b>489</b>
P-1147	US 101/Blossom Hill Road Interchange Imp	2016 Measure B	35,000	17,064	17,936	0	17,936
		<b>Total</b>	<b>35,000</b>	<b>17,064</b>	<b>17,936</b>	<b>0</b>	<b>17,936</b>
P-1148	Highway Prog Mgmt/2016 Measure B Oversig	2016 Measure B	400	59	341	0	341
		<b>Total</b>	<b>400</b>	<b>59</b>	<b>341</b>	<b>0</b>	<b>341</b>
P-1159	Countywide Local Roads Safety Plan	State	72	0	72	0	72
		Others	50	0	50	0	50
		<b>Total</b>	<b>122</b>	<b>0</b>	<b>122</b>	<b>0</b>	<b>122</b>
P-1163	Bascom Compete Corridor Impr (Hamilt/880	2016 Measure B	6,844	15	6,829	0	6,829
		<b>Total</b>	<b>6,844</b>	<b>15</b>	<b>6,829</b>	<b>0</b>	<b>6,829</b>
P-1166	Homestead Corridor Improvements	2016 Measure B	0	0	0	1,168	1,168
		Others	0	0	0	350	350
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,518</b>	<b>1,518</b>
P-1167	US101_Ellis Street Interchange Improv	Others	0	0	0	4,100	4,100
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,100</b>	<b>4,100</b>
P-1168	Bernardo Caltrain Bike Ped Undercross	2016 Measure B	0	0	0	3,000	3,000
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,000</b>	<b>3,000</b>
P-1169	East Channel Trail Feasibility Study	Others	0	0	0	178	178
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>178</b>	<b>178</b>
P-1170	Expwy Bike Superhighway Feasibility Stud	Others	0	0	0	124	124
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>124</b>	<b>124</b>
P-1171	I280 Bird Avenue Interchange Improvement	Others	0	0	0	2,500	2,500
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,500</b>	<b>2,500</b>
P-1172	SR237_Caribbean Dr Lawrence Expwy Improv	Others	0	0	0	6,700	6,700
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,700</b>	<b>6,700</b>
<b>Grand Total</b>			<b>643,923.32</b>	<b>211,416.84</b>	<b>432,506.48</b>	<b>228,308.43</b>	<b>660,814.90</b>

VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

***VTP Program***  
***Total Available by Funding Source***  
*(Dollars in Thousands)*

<b>Funding Source</b>	<b>(A)</b> <b>Adopted Budget Through FY21</b>	<b>(B)</b> <b>Projected Expenditures Through FY21<sup>81</sup></b>	<b>C=(A-B)</b> <b>Projected FY21 Capital Carryover</b>	<b>FY22 Appropriation</b>	<b>Total Available Appropriation</b>
2016 Measure B	284,493	56,246	228,247	4,168	232,415
Federal	36,452	8,410	28,042	0	28,042
State	140,324	63,297	77,027	67,525	144,551
City	32,465	26,119	6,346	4,200	10,546
1996 Measure B	1,743	228	1,515	0	1,515
99-Others	116,396	29,194	87,202	152,416	239,619
Fund Exchange	32,051	27,924	4,128	0	4,128
<b><i>Grand Total</i></b>	<b><i>643,923</i></b>	<b><i>211,417</i></b>	<b><i>432,506</i></b>	<b><i>228,308</i></b>	<b><i>660,815</i></b>

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

<sup>81</sup> Projection as of July 31, 2021; Preliminary Unaudited.

***SECTION 6***  
***MISCELLANEOUS PROGRAMS***

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## *Transit-Oriented Development Program*

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### **Overview**

The VTA Board of Directors, based on staff recommendations, has adopted a Transit-Oriented Development (TOD) Policy that establishes an innovative and entrepreneurial development program 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 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 Adopted Budget for the Transit-Oriented Program represents current and anticipated lease revenues, as well as the level of effort (expenditures) required to implement multiple joint development projects with the goal of generating a substantial new long-term revenue source for the Agency. Prior to FY 2012, activities related to the Joint Development 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 TOD 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 224 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.

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

Line	Category	FY20 Actual	FY21 Adopted Budget <sup>82</sup>	FY21 Projected Actual <sup>83</sup>	FY22 Adopted Budget	Variance from FY21 Projection	% Var	FY23 Adopted Budget	Variance from FY22 Budget	% Var
1	Investment Earnings	1,301	729	142	69	(74)	-51.8%	99	30	43.5%
2	Other Income	734	346	634	1,017	383	60.4%	1,037	20	2.0%
3	<b>Total Revenue/Sources</b>	<b>2,035</b>	<b>1,075</b>	<b>776</b>	<b>1,086</b>	<b>309</b>	<b>39.8%</b>	<b>1,136</b>	<b>50</b>	<b>4.6%</b>
4	Professional & Special Services	152	280	97	275	178	183.8%	185	-90	-32.7%
5	Other Services	29	0	18	5	-13	-72.6%	5	0	0.0%
6	Utilities	1	0	0	0	0	0.0%	0	0	0.0%
7	Data Processing	0	1	0	12	12	0.0%	12	0	0.0%
8	Employee Related Expense	0	0	1	0	-1	-100.0%	0	0	0.0%
9	Miscellaneous	1	10	2	3	1	99.3%	3	0	6.7%
10	VTA Staff	2	20	0	3	2	736.4%	3	0	0.0%
11	<b>Total Expense</b>	<b>184</b>	<b>311</b>	<b>118</b>	<b>297</b>	<b>179</b>	<b>151.6%</b>	<b>207</b>	<b>-90</b>	<b>-30.2%</b>
12	<b>Revenues Over (Under) Expenses</b>	<b>1,851</b>	<b>764</b>	<b>658</b>	<b>789</b>	<b>130</b>	<b>19.8%</b>	<b>929</b>	<b>140</b>	<b>17.7%</b>

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

Descriptions of each Revenue and Expense Category can be found in Appendix G.

**Major Variances (Variance in excess of 5% and \$100,000)**

**Revenues**

**Property Rental:**

The FY 2022 budget reflects an increase of \$308,000 from FY 2021 actual due primarily to additional licensing opportunities.

**Expenses**

**Professional & Special Services:**

The FY 2022 budget increase of \$178,000 over FY 2021 is due primarily to a planning effort for a TOD portfolio implementation.

<sup>82</sup> Adopted Budget approved by the Board on June 6, 2019.

<sup>83</sup> Projection as of July 31, 2021; Preliminary Unaudited.

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

<u>Line</u>	<u>Description</u>	<u>FY20 Actual</u>	<u>FY21 Projected Actual<sup>84</sup></u>	<u>FY22 Adopted Budget</u>	<u>FY23 Adopted Budget</u>
1	Total Operating Revenues	2,035	776	1,086	1,136
2	Total Operating Expenses	(184)	(118)	(297)	(207)
3	Total Site-Specific Expenses <sup>85</sup>	<u>(1,423)</u>	<u>(1,263)</u>	<u>(1,423)</u>	<u>(2,507)</u>
4	Revenues Over (Under) Expenses	428	(605)	(635)	(1,578)
5	Beginning Net Position	31,116	31,544	30,939	30,304
6	Revenues Over (Under) Expenses	<u>428</u>	<u>(605)</u>	<u>(605)</u>	<u>(1,578)</u>
7	Ending Net Position	31,544	30,939	30,304	28,726
8	Joint Development Program Share of Capital <sup>86</sup>	<u>(5,569)</u>	<u>(1,861)</u>	<u>(4,145)</u>	<u>(1,948)</u>
9	Uncommitted Net Position	25,975	29,078	26,158	26,778

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

<sup>84</sup> Projection as of July 31, 2021; Preliminary Unaudited.

<sup>85</sup> Expenses for site specific development costs that are managed in the Capital Program

<sup>86</sup> Joint Development funded share of previously appropriated projects not yet expended

***Transit-Oriented Development 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
<b>Grand Total</b>	<b>14,767</b>	<b>2,218</b>	<b>16,985</b>

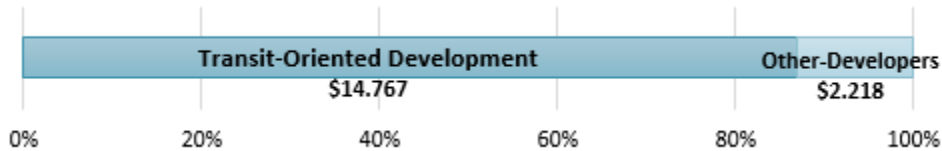
***Description of FY 2022 & FY 2023 Appropriated Project***

**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

## *Transit-Oriented Development Capital Program Total Available Appropriation*

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 following table reflects the projected carryover at June 30, 2021, as well as the total available appropriation for the Transit-Oriented Development Capital Program after the FY 2022 and FY 2023 appropriations, by project and funding source. Project funding for the two-year period is appropriated in FY 2022 in order to facilitate administration of the program.

*(Dollars in Thousands)*

Project #	Project Name	Funding source	A Adopted Budget Through FY21	B Projected Expenditures Through FY21 <sup>87</sup>	C=(A-B) Projected FY21 Capital Carryover	D FY22 Appropriation	E=(C+D) Total Available Appropriation
P-0825	Tamien Joint Development	Joint Dev	2,380	2,042	338	0	338
		Others	645	403	242	0	242
		<b>Total</b>	<b>3,025</b>	<b>2,445</b>	<b>580</b>	<b>0</b>	<b>580</b>
P-0870	Cerone Joint Development	Joint Dev	700	453	247	0	247
P-0871	Alder Joint Development	Joint Dev	295	273	23	0	23
P-0872	River Oaks Joint Development	Joint Dev	380	264	116	0	116
P-1001	Joint Develop. Predevelopment Activities	Joint Dev	98	0	98	14,767	14,864
		Others	1,616	0	1,616	2,219	3,834
		<b>Total</b>	<b>1,714</b>	<b>0</b>	<b>1,714</b>	<b>16,985</b>	<b>18,699</b>
P-1002	Ohlone/Chynoweth Joint Development	Joint Dev	346	173	173	0	173
P-1009	Cottle Station JD	Joint Dev	272	270	2	0	2
P-1010	Almaden Station JD	Joint Dev	128	76	52	0	52
P-1011	Branham Station JD	Joint Dev	794	377	417	0	417
		Others	200	21	179	0	179
		<b>Total</b>	<b>994</b>	<b>398</b>	<b>596</b>	<b>0</b>	<b>596</b>
P-1012	Blossom Hill Station JD	Joint Dev	1,010	752	258	0	258
		Others	542	411	131	0	131
		<b>Total</b>	<b>1,552</b>	<b>1,163</b>	<b>389</b>	<b>0</b>	<b>389</b>
P-1013	Capitol Station JD	Joint Dev	237	148	89	0	89
		Others	200	1	199	0	199
		<b>Total</b>	<b>437</b>	<b>149</b>	<b>288</b>	<b>0</b>	<b>288</b>
P-1014	Curtner Station JD	Joint Dev	796	582	214	0	214
P-1015	Diridon Station JD	Joint Dev	691	171	520	0	520
P-1016	VTA Block JD	Joint Dev	747	585	163	0	163
P-1017	Morgan Hill Caltrain Lot JD	Joint Dev	11	11	0	0	0

<sup>87</sup> Projection as of July 31, 2021; Preliminary Unaudited.

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Project #</b>	<b>Project Name</b>	<b>Funding source</b>	<b>A Adopted Budget Through FY21</b>	<b>B Projected Expenditures Through FY21<sup>87</sup></b>	<b>C=(A-B) Projected FY21 Capital Carryover</b>	<b>D FY22 Appropriation</b>	<b>E=(C+D) Total Available Appropriation</b>
P-1018	Santa Teresa Station JD	Joint Dev	2	2	0	0	0
<b>P-1019</b>	<b>Milpitas Transit Center JD</b>	<b>Joint Dev</b>	<b>515</b>	<b>303</b>	<b>212</b>	<b>0</b>	<b>212</b>
P-1021	Evelyn Station JD	Joint Dev	849	790	59	0	59
<b>P-1065</b>	<b>Snell Station JD</b>	<b>Joint Dev</b>	<b>45</b>	<b>9</b>	<b>36</b>	<b>0</b>	<b>36</b>
P-1066	Great Mall Station JD	Joint Dev	50	25	25	0	25
<b>P-1067</b>	<b>Santa Clara Transit Center JD</b>	<b>Joint Dev</b>	<b>390</b>	<b>339</b>	<b>51</b>	<b>0</b>	<b>51</b>
		<b>4-City</b>	<b>37</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total</b>	<b>427</b>	<b>376</b>	<b>51</b>	<b>0</b>	<b>51</b>
P-1073	Berryessa/N. San Jose Transit Center JD	Joint Dev	530	166	364	0	364
		Others	200	7	193	0	193
		<b>Total</b>	<b>730</b>	<b>173</b>	<b>557</b>	<b>0</b>	<b>557</b>
<b>P-1074</b>	<b>Tamien West JD</b>	<b>Joint Dev</b>	<b>96</b>	<b>60</b>	<b>36</b>	<b>0</b>	<b>36</b>
P-1082	Community Design &Transportation Manual Update	Joint Dev	204	70	134	0	134
		Others	166	35	132	0	132
		<b>Total</b>	<b>370</b>	<b>104</b>	<b>266</b>	<b>0</b>	<b>266</b>
<b>P-1157</b>	<b>28th Street/Little Portugal TOD</b>	<b>Joint Dev</b>	<b>500</b>	<b>127</b>	<b>373</b>	<b>0</b>	<b>373</b>
P-1160	Santa Clara BART Station TOD	Joint Dev	50	0	50	0	50
<b>P-1161</b>	<b>Gilroy Station TOD</b>	<b>Joint Dev</b>	<b>175</b>	<b>82</b>	<b>93</b>	<b>0</b>	<b>93</b>
		<b>Others</b>	<b>200</b>	<b>98</b>	<b>102</b>	<b>0</b>	<b>102</b>
		<b>Total</b>	<b>375</b>	<b>180</b>	<b>195</b>	<b>0</b>	<b>195</b>
<b>Grand Total</b>			<b>16,097</b>	<b>9,159</b>	<b>6,938</b>	<b>16,985</b>	<b>23,923</b>

Note: Totals may not be precise due to independent rounding

## *Silicon Valley Express Lanes Program*

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### **Overview**

In December 2008, the VTA Board of Directors approved the Silicon Valley Express Lanes Program (SVELP) which had been under development since 2003. The SVELP, 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 the 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 ADOPTED BIENNIAL 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.



## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

The map below illustrates the Silicon Valley Express Lanes Program corridors.



### 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 Adopted 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

VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

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 not limited to labor, professional and special services (such as toll processing fees, enforcement, electronic toll system maintenance, and Caltrans road maintenance), utilities, debt service, and contingency.

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

Line	Category	FY20 Actual	FY21 Adopted Budget <sup>88</sup>	FY21 Projected Actual <sup>89</sup>	FY22 Adopted Budget	Variance from FY21 Projection	% Var	FY23 Adopted Budget	Variance from FY22 Budget	% Var
1	Toll Revenues	3,466	3,050	3,140	5,830	2,690	85.6%	8,620	2,790	47.9%
2	Investment Earnings	81	51	9	60	51	588.9%	120	60	100.0%
3	<b>Total Revenue/Sources</b>	<b>3,547</b>	<b>3,101</b>	<b>3,149</b>	<b>5,890</b>	<b>2,741</b>	<b>87.0%</b>	<b>8,740</b>	<b>2,850</b>	<b>48.4%</b>
4	Professional & Special Services	1,149	1,427	1,140	3,450	2,310	202.6%	4,762	1,312	38.0%
5	Utilities	10	10	20	118	98	487.5%	148	30	25.4%
6	Data Processing	0	0	0	0	0	0.0%	0	0	0.0%
7	Communications	15	50	23	120	97	420.3%	152	32	26.7%
8	Contingency	0	100	0	175	175	0.0%	200	25	14.3%
9	Miscellaneous	3	13	5	26	21	426.6%	26	0	0.0%
10	VTA Staff Services	318	330	332	684	352	105.9%	594	-90	-13.2%
11	Contribution to Other Agencies	6,732	3,463	1,212	0	-1,212	-100.0%	0	0	0.0%
12	Debt Service		1,083	603	1,254	651	108.0%	1,265	12	0.9%
13	<b>Total Expense</b>	<b>8,227</b>	<b>6,476</b>	<b>3,335</b>	<b>5,826</b>	<b>2,491</b>	<b>74.7%</b>	<b>7,147</b>	<b>1,321</b>	<b>22.7%</b>
14	<b>Revenues Over (Under) Expenses</b>	<b>-4,680</b>	<b>-3,375</b>	<b>-186</b>	<b>64</b>			<b>-1,593</b>		

Note: Totals and percentages may not be precise due to independent rounding. Descriptions of each Revenue and Expense Category can be found in Appendix H.

**Major Variances (Variance in excess of 5% and \$100,000)**

**Revenues**

**Toll Revenues:**

FY 2022 budget is \$2.8 million higher than FY 2021 actual and FY 2023 budget is \$2.8 million higher than FY 2022 reflecting the additional revenue from the opening of the US 101/SR 85 Express Lanes which is set to open in late fall FY 2021.

<sup>88</sup> Reflects Adopted Budget approved by the Board on June 6, 2019.

<sup>89</sup> Projection as of July 31, 2021; Preliminary Unaudited.

## **Expenses**

### **Professional & Special Services:**

The FY 2022 budget is \$2.3 million higher than FY 2021 actual and FY 2022 is \$1.3 million higher than FY 2022 due primarily to increased cost of Bay Area Toll Authority for increased toll transaction processing, issuance and collection of toll violation penalty, and electronic toll system integration costs for the post warranty period.

### **Debt Service:**

The FY 2022 budget reflects a \$651,000 increase over FY 2021. The increase is due primarily to higher bond principal payments and interest expense in FY 2021.

### **Contingency:**

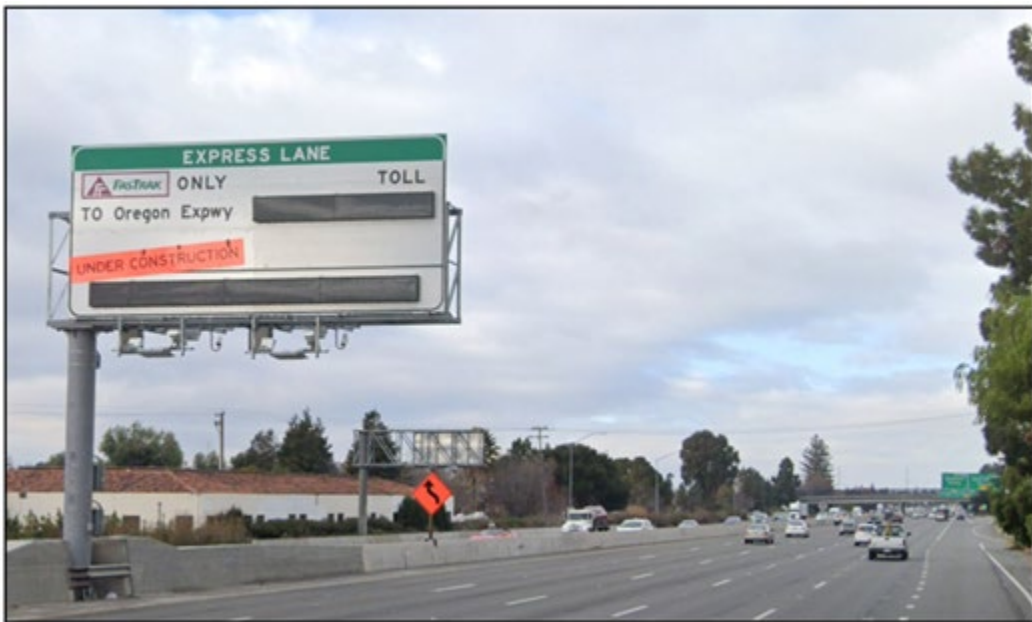
The FY 2022 budget reflects a \$175,000 increase over FY 2021. This budget is to allow for urgent and unexpected needs as they arise.

### **VTA Staff Services:**

The FY 2022 budget is \$352,000 higher than FY 2021 actual due to additional staffing to oversee the new work related to the addition of US 101/SR 85 Express Lanes and related supervision for Traffic Operations Center staffing.

### **Contribution to Other Agency-Phase 2 Upgrades:**

The FY 2022 budget reflects a \$1.21 million decrease over FY 2021. The FY 2021 actual represents reclassification of cost relating to the loan.



*US 101/SR 85 Express Lanes*

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

<u>Line</u>	<u>Description</u>	<u>FY20</u> <u>Actual</u>	<u>FY21</u> <u>Projected</u> <u>Actual</u> <sup>90</sup>	<u>FY22</u> <u>Adopted</u> <u>Budget</u>	<u>FY23</u> <u>Adopted</u> <u>Budget</u>
1	Beginning Net Position	(10,911)	(13,014)	(6,018)	(5,954)
2	Operating & Program-wide Revenues	3,547	3,149	5,890	8,740
3	Operating & Program-wide Expenses	(8,227)	(3,335)	(5,826)	(7,147)
4	Transfer of Completed Assets to Program	<u>2,578</u>	<u>7,182</u>	<u>(0)</u>	<u>(0)</u>
5	Ending Net Position	(13,014)	(6,018)	(5,954)	(4,361)

Note: Totals may not be precise due to independent rounding

In FY 2022, the SVEL Program is projected to end the fiscal year with a positive operating balance of approximately \$64 thousand. 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.

<sup>90</sup> Projection as of July 31, 2021; Preliminary Unaudited.

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL 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)*

Line	Description	FY21	FY22		FY23	
		Projected	Proposed	Proposed	Proposed	Proposed
		Actual <sup>1</sup>	Budget	Cumulative Budget	Budget	Cumulative Budget
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
13	Total Set Aside for US 101/SR 85 Express Lanes		714	714	1,595	2309
16	Total	300	714	1,014	1,595	2,609

## ***2008 Measure B - BART Operating Sales Tax Program***

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### **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 capital reserve contribution 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 will be 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.

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

Line	Category	FY20 Actual	FY21 Adopted Budget <sup>91</sup>	FY21 Projected Actual <sup>92</sup>	FY22 Adopted Budget	Variance from FY21 Projection	% Var	FY23 Adopted Budget	Variance from FY22 Budget	% Var
1	Sales Tax Revenue	50,768	55,021	51,796	56,774	4,978	9.6%	60,437	3,663	6.5%
2	Investment Earnings	16,620	8,495	3,508	582	-2,926	-83.4%	708	126	21.6%
3	<b>Total Revenue/Sources</b>	<b>67,388</b>	<b>63,516</b>	<b>55,304</b>	<b>57,356</b>	<b>2,052</b>	<b>3.7%</b>	<b>61,144</b>	<b>3,789</b>	<b>6.6%</b>
4	Material & Supplies	0	17	1	60	59	9214.7%	60	0	0.0%
5	Security	8	288	178	1,889	1,712	963.6%	1,941	52	2.7%
6	Professional & Special Services	380	1,044	481	561	80	16.7%	658	97	17.4%
7	Other Services	0	721	56	743	687	1234.7%	787	44	6.0%
8	Utilities	0	183	22	80	59	268.5%	84	4	5.0%
9	Insurance	0	223	306	418	113	36.9%	460	42	10.0%
10	Data Processing	0	0	25	31	6	26.0%	31	0	0.0%
11	Communications	0	0	0	28	28	0.0%	28	0	0.0%
12	Contingency	0	468	0	666	666	0.0%	700	34	5.1%
13	Miscellaneous	0	0	0	30	30	0.0%	33	3	8.3%
14	VTA Staff Time	18	3,330	1,120	2,591	1,471	131.2%	2,591	0	0.0%
15	Contribution to Other Agencies	0	89,697	60,246	93,425	33,179	55.1%	96,150	2,725	2.9%
16	<b>Total Expense</b>	<b>407</b>	<b>95,971</b>	<b>62,433</b>	<b>100,524</b>	<b>38,090</b>	<b>61.0%</b>	<b>103,524</b>	<b>3,001</b>	<b>3.0%</b>
17	<b>Revenues Over (Under) Expenses</b>	<b>66,981</b>	<b>-32,455</b>	<b>-7,130</b>	<b>-43,168</b>			<b>-42,380</b>		

Note: Totals and percentages may not be precise due to independent rounding. Descriptions of each Revenue and Expense Category can be found in Appendix I.

**Major Variances (Variance in excess of 5% and \$100,000)**

**Revenues**

**Sales Tax Revenues:**

The FY 2022 budget increase of \$5.0 million from FY 2021 actual and FY 2023 increase of \$3.7 million from FY 2022 are based on staff utilization of the most conservative projection scenario.

**Investment Earnings:**

The FY 2022 budget is \$2.9 million lower than FY 2021 actual due primarily to recording of an unrealized gain in FY 2021. The FY 2023 budget is \$126,000 higher than FY 2022 due to higher portfolio balance and interest rate assumptions.

<sup>91</sup> Reflects Adopted Budget approved by the Board on June 6, 2019.

<sup>92</sup> Projection as of July 31, 2021; Preliminary Unaudited.

**Expenses**

**Security:**

The FY 2022 budget is \$1.7 million higher than FY 2021 due to planned additional security staffing and coverage.

**Other Services:**

The FY 2022 budget is \$687,000 higher than FY 2021 is due to increased costs for the maintenance of the east and west BART track areas, and general Milpitas and Berryessa campus areas.

**Insurance:**

The FY 2022 budget is \$113,000 higher than FY 2021 due to the increase in the number of BART cars insured and changes in the insurance market.

**Contributions to Other Agencies:**

The FY 2022 increase of \$33.2 million from FY 2021 and FY 2023 increase of \$2.7 million from FY 2022 are due primarily to increased costs for the BART’s planned capital improvement program and labor services.

**VTA Staff Services:**

The FY 2022 budget is \$1.5 million higher than FY 2021 actual primarily due to an anticipated increase in VTA staff services to support the operations and maintenance activities.

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

<u>Line</u>	<u>Description</u>	<u>FY20 Actual</u>	<u>FY21 Projected Actual<sup>93</sup></u>	<u>FY22 Adopted Budget</u>	<u>FY23 Adopted Budget</u>
1	Total Revenues	(67,388)	(55,304)	(57,356)	(61,144)
2	Total Expenses	<u>407</u>	<u>62,433</u>	<u>100,524</u>	<u>103,524</u>
3	Revenues Over (Under) Expenses	(66,981)	7,130	43,168	42,380
4	Beginning Net Assets	(361,300)	(428,282)	(421,152)	(377,984)
5	Revenues Over (Under) Expenses	<u>(66,981)</u>	<u>7,130</u>	<u>43,168</u>	<u>42,380</u>
6	Ending Net Assets	(428,282)	(421,152)	(377,984)	(335,604)

Note: Totals may not be precise due to independent rounding

<sup>93</sup> Projection as of July 31, 2021; Preliminary Unaudited.



## ***2016 Measure B Program***

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### **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 identified nine program categories for funding allocations:

- Local Streets and Roads
- BART Phase II
- Bicycle and Pedestrian
- Caltrain Grade Separation
- Caltrain Corridor Capacity Improvements
- Highway Interchanges
- County Expressways
- SR 85 Corridor
- Transit Operations

The FY 2022 and FY 2023 Adopted 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 <sup>94</sup>	FY22 Adopted Budget	FY23 Adopted 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	<b>Total Revenue</b>	<b>232,124</b>	<b>219,053</b>	<b>237,802</b>	<b>253,878</b>

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

### *Adopted Funding Allocation* (Dollars in Millions)

		FY22	FY23
Administrative Costs		1.00	1.00
<b>Program Area</b>			
<b>FORMULA BASED</b>	<b>Local Streets &amp; Roads</b>	52.96	47.74
	<b>Transit Operations</b>		
	Enhance Core Network	19.65	14.52
	Expand Mobility & Affordable Fares	3.94	2.98
	Innovative Transit Models	1.60	1.59
	Improve Amenities	1.90	
	<b>Bicycle &amp; Pedestrian</b>		
	Education/Encouragement	1.97	1.49
	Capital Projects	18.45	
	Planning Projects	1.16	
	<b>Total</b>	<b>171.95</b>	

<sup>94</sup> Projection as of July 31, 2019, includes all revenue collected and held in escrow prior to FY 2019

***SECTION 7***  
***December 2, 2021, Board of Directors***  
***Actions***

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## *December 2, 2021, Board of Directors Actions*

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### **Overview**

The VTA Board of Directors took action at their December 2, 2021, meeting to augment the FY2022/FY2023 Biennial Budget since its adoption on June 3, 2021. These changes include the following:

- Augmentation of the 2016 Measure B Program to include allocations for the Need/Capacity-based program categories. The augmentation of \$220.24 million increases the total 2016 Measure B Program FY2022 and FY2023 Biennial Budget to \$392.19 million.
- Incorporate appropriations and corresponding budget augmentations to the VTP Highway Improvement Program. This action includes appropriation and corresponding budget augmentations for eight (8) projects with a budget increase of \$143.49 million. The FY2022 and FY2023 total for the VTP Highway Improvement Program is \$371.80 million.
- Appropriation of funds to VTA's Transit Operating fund from the state and federal governments in response to the aftermath of the attack at the Guadalupe Light Rail Yard on May 26, 2021. The Transit Operating fund is increased by \$23.30 million increase per fiscal year for a total budget of \$531.91 million and \$543.88 million in fiscal years 2022 and 2023, respectively.

The updates are shown as approved by the Board of Directors in the following pages.



Date: November 24, 2021  
 Current Meeting: December 2, 2021  
 Board Meeting: December 2, 2021

**BOARD MEMORANDUM**

**TO:** Santa Clara Valley Transportation Authority Board of Directors

**THROUGH:** General Manager/CEO, Carolyn M. Gonot

**FROM:** Interim Chief Financial Officer, Kathleen Kelly

**SUBJECT:** Adopted Fiscal Years 2022 and 2023 Biennial Budget Augmentation and Amendment

\*consistent with 8.1 amendment  
 ADOPTED ADOPTED ADOPTED AMENDED REFERRED REPEALED  
 Santa Clara Valley Transportation Authority  
 Board of Directors  
 Elaine F. Soltes, Board Secretary  
 BY: Raymond J. [Signature]  
 DATE: 12/2/2021

Policy-Related Action: Yes Government Code Section 84308 Applies: No

**ACTION ITEM**

**RECOMMENDATION:**

Approve the \$422.33 million amendment and augmentation of the Adopted Fiscal Years 2022 and 2023 Biennial Budget to incorporate the following:

1. Augmentation of the 2016 Measure B Program by \$220.24 million for the Need/Capacity-based Programs.
2. Amended Valley Transportation Plan (VTP) Highway Improvement Program to include requested appropriations and corresponding budget augmentations for VTP Highway Improvement Program projects and augment the budget by \$143.49 million.
3. Appropriation of funds to VTA’s Transit Operating fund related to the May 26, 2021, Guadalupe Light Rail Attack and authorize the General Manager to execute necessary agreements.
  - a. American Rescue Plan Act “Hardship” Funds - \$28.6 million
  - b. California Senate Bill 129 - \$20 million
  - c. Victims Relief Fund - up to \$10 million

**EXECUTIVE SUMMARY:**

- The 2016 Measure B Program Fiscal Years 2022 and 2023 Biennial Budget augmentation of \$220.24 million for a total of \$392.19 million includes the allocations to 2016 Measure B Need/Capacity-based programs. The allocations for the BART Phase II, Caltrain Corridor Capacity, County Expressways and SR 85 Corridor programs were approved by the Board at

their August 2021 meeting. The Highway Interchanges and Caltrain Grade Separations program allocations were considered by the Board at their December 2021 meeting.

- An additional eight (8) projects with a request for \$143.49 million in appropriations are included in the updated VTP Highway Improvement Program Schedule of FY2022 & FY2023 Appropriation. The appropriations include budget from various sources, including state, federal and 2016 Measure B.
- As a result of the May 26 incident at Guadalupe Light Rail Facility, \$48.6 million was made available by federal and state government to VTA for victim compensation, worker support, counseling and other mental health services, and capital costs associated with facility needs.
- An additional amount up to \$10 million is anticipated from the Victims Relief Fund via the Federal Antiterrorist and Emergency Assistance Grant for mental health and other supportive services for victims, witnesses and their families impacted by the event.

### **STRATEGIC PLAN/GOALS:**

The proposed amendment to augment the Fiscal Years 2022 and 2023 Biennial Budget aligns directly with the goals of all three of VTA's Strategic Plan Business Line focus areas: 1) Faster, Frequent, Reliable Transit; 2) Delivering Projects and Programs; and 3) Transportation System Management.

### **FISCAL IMPACT:**

This action will augment the Adopted Fiscal Years 2022 and 2023 Biennial Budget by \$422.33 million. Specifically:

- The \$220.24 million increase to the 2016 Measure B Program will increase the overall 2016 Measure B Program to \$392.19 million.
- The amendment to the Valley Transportation Plan (VTP) Highway Improvement Program projects increases appropriation and budget by \$143.49 million, of which \$123.00 million is funded by 2016 Measure B and the balance of \$20.49 million funded by external sources.
- The \$58.6 million increase to the VTA Transit Operating Budget results in a total budget of \$531.91 million and \$543.88 million in fiscal years 2022 and 2023, respectively.

### **BACKGROUND:**

Actions taken by the Board of Directors in spring 2021, resulted in allocation requests for 2016 Measure B Administrative Costs and Formula-based programs - Local Streets & Roads, Bicycle & Pedestrian, and Transit Operations, that were included in the Adopted Fiscal Years 2022 and 2023 Biennial Budget, adopted in June 2021. Four of the six Need/Capacity-based program allocations were approved by the Board at their August 2021 meeting. The remaining two program allocation requests - Highway Interchanges and Caltrain Grade Separations - subject of a separate memo, were brought to the December 2021 Board meeting for consideration. The approvals at the August and December 2021 Board meetings need to be augmented into the

Adopted Fiscal Years 2022 and 2023 Biennial Budget for projects to receive funding.

Prior to the approval of the Fiscal Years 2022 and 2023 Biennial Budget in June 2021, Valley Transportation Program (VTP) highway projects requesting 2016 Measure B Highway Interchange allocations or appropriations were removed from consideration from the Biennial Budget because the Board had not yet approved a prioritization process for the 2016 Measure B Highway Interchange Program. This removal was consistent with the recommendation of the Capital Program Committee (CPC) and approved by the Board in May.

To provide financial assistance to VTA in the aftermath of the attack at the Guadalupe Light Rail Yard on May 26, 2021, funding was allocated by the federal and state governments for both personnel and eligible capital needs. As the funds were provided after the adoption of the Fiscal Years 2022 and 2023 Biennial Budget, an augmentation to the Biennial Budget needs to occur so that VTA can accept and utilize the funds.

### **DISCUSSION:**

#### **2016 Measure B Program Fiscal Years 2022 and 2023 Biennial Budget - Increase by \$220.24 million**

Staff complied with the direction and prioritization processes approved by the Board of Directors and as a result, the 2016 Measure B Program budget was approved in three different actions. Beginning with the next budget cycle, the 2016 Measure B Program is expected to be approved as one program and incorporated into and approved as part of VTA's regular biennial budget approval cycle.

The final two actions by the Board in August and December 2021 will increase the 2016 Measure B Program Budget by \$220.24 million for a Fiscal Years 2022 and 2023 Biennial Budget total of \$392.19. As these allocations are for capital projects, the augmentation and allocation will occur in fiscal year 2022.

The augmented 2016 Measure B Program Fiscal Years 2022 and 2023 Biennial Budget can be found on Attachment A, with the Need/Capacity-based increases highlighted in yellow.

#### **Valley Transportation Program (VTP) Highway Improvement Program**

VTP program projects with future 2016 Measure B Highway funds were removed from consideration in the proposed Fiscal Years 2022 and 2023 Biennial Budget until the VTA Board could adopt a prioritization process. The Board approved that project prioritization process at their August 2021 meeting.

That process has now been applied to 2016 Measure B Highway Interchanges Program project candidates and the resulting allocations approved. The corresponding VTP Highway Improvement Program project appropriations - which include state and other sources of funding as well, now need to be amended into the adopted 'VTP Highway Improvement Program Schedule of FY2022 & FY2023 Appropriations' in order to proceed as scheduled. The appropriation amendments and their associated project descriptions, as shown Attachment B, include eight (8) additional projects with a budget increase of \$143.49 million. The budget



increase of \$143.49 million is comprised of \$123.00 million from 2016 Measure B and \$20.49 million from other funding. As these allocations are for capital projects, the augmentation and allocation will occur in fiscal year 2022.

FY2022 - \$143.49 million

**Transit Operating Budget - Increase by \$58.6 million**

In response to the horrific events of May 26, 2021, at the Guadalupe Light Rail Yard, the following funds have been made available to VTA to assist in the aftermath of the tragedy. So that VTA can accept and utilize these funds, the Adopted Fiscal Years 2022 and 2023 Biennial Budget needs to be augmented by \$58.6 million. These funds will be added to VTA's Transit Operating Budget for each fiscal year. Execution of funding agreements will be necessary to receive these funds.

American Rescue Plan Act "Hardship" Funding - \$28.6 million

Offsets costs associated with, but not limited to, victim compensation, increased liability costs, non-insurable losses and costs associated with facility needs.

FY 2022 - \$14.3 million to Transit Operating Budget

FY 2023 - \$14.3 million to Transit Operating Budget

California Senate Bill 129 (Cortese) - \$20 million

A total of \$20 million in state funding for VTA to be used for:

- Worker support and assistance
- Mental health services
- Worker training and retraining
- Trauma counseling
- Reasonable accommodations
- Facility improvements (*if funds remain after prioritizing worker support and assistance*)

FY 2022 - \$10 million to Transit Operating Budget

FY 2023 - \$10 million to Transit Operating Budget

Victims Relief Fund via the Federal Antiterrorist and Emergency Assistance Grant - Anticipate up to \$10 million

This federal funding, administered through the County of Santa Clara, provides reimbursement for costs related to mass victimization incidents. It funds mental health and other supportive services for victims, witnesses and their families impacted by the event.

FY 2022 - Up to \$5 million to Transit Operating Budget

FY 2023 - Up to \$5 million to Transit Operating Budget

**ALTERNATIVES:**

The Board of Directors can choose to reject staff's recommendations, modify the amounts, or proposed alternative categories for the Adopted Fiscal Years 2022 and 2023 Biennial Budget. A delay in the approval of the proposed augmentation of the Adopted Biennial Budget may significantly impact the Transit Operating budget to cover costs associated with the tragedy at the Gudalupe Light Rail Facility, may significantly impact the completion of highway projects entering into and currently closing out their respective construction phases, as well as impact the schedules of the various Highway Interchange and Caltrain Grade Separation projects.

The Board of Directors can choose not to approve the proposed update to the VTP Highway Improvement Program Schedule of FY2022 & FY2023 Appropriation and corresponding budget increase. This may significantly impact the schedules of the VTA-led highway projects, specifically those entering construction.

**CLIMATE IMPACT:**

There is no direct impact to the climate based on amendment to the Adopted Fiscal Years 2022 and 2023 Biennial Budget document, but many of the programs and strategies contained in the Budget will have a positive impact on the environment.

**STANDING COMMITTEE DISCUSSION/RECOMMENDATION:**

The November 18, 2021, Administration & Finance Committee was cancelled.

Prepared by: Jane Shinn  
Memo No. 7962

**ATTACHMENTS:**

- MT7962\_Attachment A\_2016MeasureB\_FY22FY23\_Budget Augmentation (PDF)
- MT7962\_AttachmentB\_VTPHighwayScheduleAugmentation (PDF)
- Presentation-VTA\_FY22FY23\_Budget\_Augmentation\_Dec2021BOD (PDF)

Attachment A  
Proposed Augmented 2016 Measure B Program FY2022/FY2023 Biennial Budget  
Allocations (\$ in Millions)

	FY2022	FY2023
Administrative Costs	\$1.00	\$1.00
<b>Program Category</b>		
<b>Formula-based Programs</b>		
Local Streets & Roads	\$52.96	\$47.74
Bicycle & Pedestrian		
Education & Encouragement	\$1.97	\$1.49
Capital Projects	\$18.45	
Planning Projects	\$1.16	
Transit Operations		
Enhance Core Network <sup>(1)</sup>	\$19.65	\$14.52
Expand Mobility & Affordable Fares <sup>(1)</sup>	\$3.94	\$2.98
Innovative Transit Models	\$1.60	\$1.59
Improve Amenities	\$1.90	
<b>Need/Capacity-based Programs</b>		
BART Phase II <sup>(2)</sup>	\$0	
Caltrain Corridor Capacity	\$12.34	\$17.01
SR 85 Corridor <sup>(2)</sup>	\$0	
County Expressways <sup>(2)</sup>	\$0	
Caltrain Grade Separation	\$33.00	
Highway Interchanges	\$157.89	
<b>TOTAL</b>	<b>\$392.19</b>	

<sup>(1)</sup> Total is included in the VTA Transit Fund Operating Budget for the FY2022 & FY2023 Biennial Budget

<sup>(2)</sup> Previous allocations or other funding available for work to continue through FY022 and FY2023

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

Project	Funding Source				Total
	State	Senate Bill 1	Proposed 2016 Measure B	Other	
1. Calaveras Boulevard Near-Term Improvements	0	0	850	150	1,000
2. Charcot Avenue Extension over I-880	0	0	15,800	4,320	20,120
3. I-280/Winchester Boulevard Interchange Improvement	0	0	<b>14,670</b>	<b>2,030</b>	16,700
4. I-280/Wolfe Road Interchange Improvement Project	0	0	77,064	7,436	84,500
5. SR17 Corridor Congestion Relief	0	0	<b>7,803</b>	<b>867</b>	8,670
6. US101/Blossom Hill Road Interchange Improvement	0	0	5,500	0	5,500
7. US101 SB San Antonio/Charleston/Rengstorff Ave Ramp Improvements	0	0	1,317.5	682.5	2,000
8. US101/SR25 Interchange Phase 2 - Santa Teresa Boulevard Extension	0	0	0	5,000	5,000
<b><i>Highways Total</i></b>	<b>0</b>	<b>0</b>	<b>123,004.5</b>	<b>20,485.5</b>	<b>143,490</b>

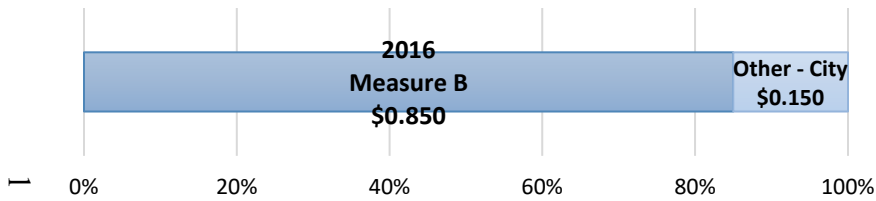
# Highways

## 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

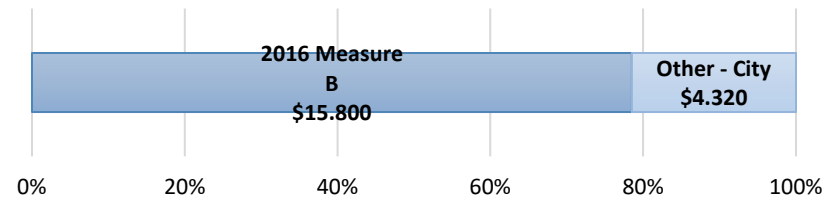
**Anticipated Completion Date** October 2023

## 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** \$57.8800 million

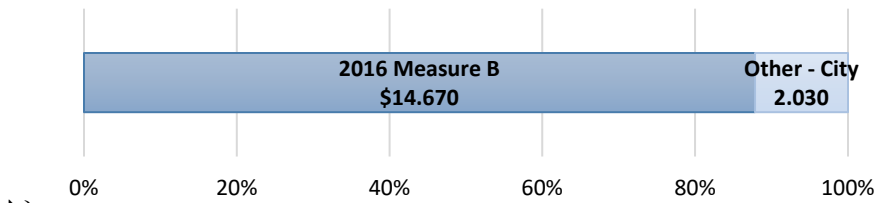
**Anticipated Completion Date** April 2026

### 3. 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.

#### Funding (in millions)



#### Business Line(s) Supported

- Delivering Projects and Programs

#### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$228.700 million

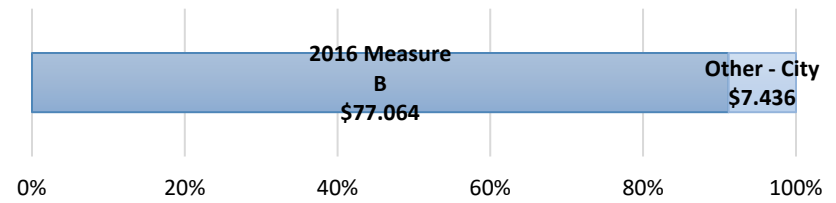
**Anticipated Completion Date** December 2028

### 4. 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** \$103.000 million

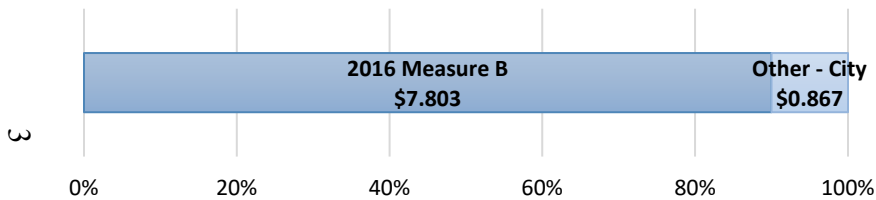
**Anticipated Completion Date** June 2026

## 5. SR 17 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 on-ramps. Improved bicycle and pedestrian facilities at the SR 9 crossing of the SR 17 corridor are also included.

### Funding (in millions)



### Business Line(s) Supported

- Delivering Projects and Programs

### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$110.820 million

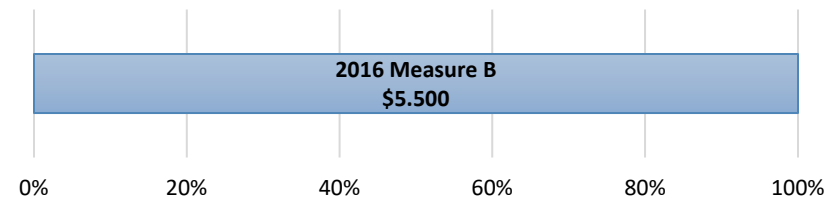
**Anticipated Completion Date** September 2028

## 6. US 101/Blossom Hill Road Interchange Improvement

### Project Scope

The requested funds are for completion of civil/landscape construction and 3 years Plant Establishment Period (PEP) as required by Caltrans 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; 4). construct a Class I Bicycle/Pedestrian path length through the interchange; and 5). install landscaping.

### Funding (in millions)



### Business Line(s) Supported

- Delivering Projects and Programs

### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$40.500 million

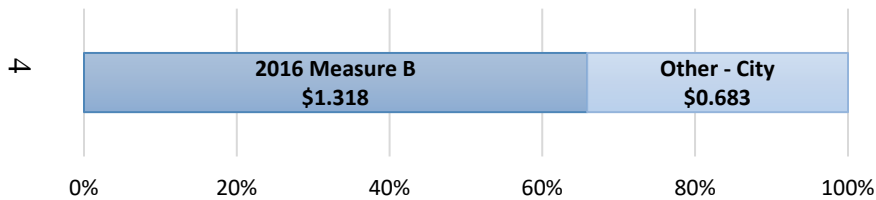
**Anticipated Completion Date** June 2024

## 7. US 101 SB San Antonio/ Charleston/ Rengstorff Ave Ramp Improvements

### Project Scope

The requested funds are for the completion of PAED/Environmental Clearance 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. Scope includes providing a new access from San Antonio Rd to SB US 101, adding new auxiliary lanes as necessary, modifying existing on- and off-ramps and local intersections, and upgrading bicycle/pedestrian facilities at these two interchanges.

### Funding (in millions)



### Business Line(s) Supported

- Delivering Projects and Programs

### Operating Budget Impact

No operating cost impact.

**Estimated Total Project Cost** \$192.000 million

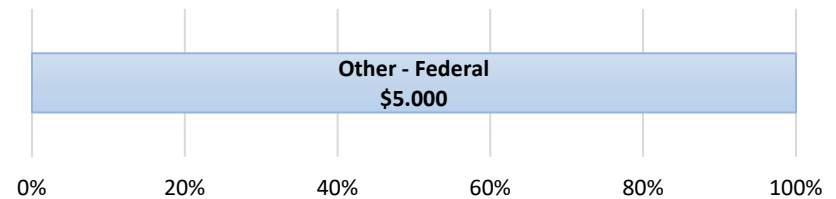
**Anticipated Completion Date** December 2028

## 8. US 101/SR 25 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** \$30.000 million

**Anticipated Completion Date** February 2028



# VTA FY2022/FY2023 Biennial Budget Augmentation & Amendment

VTA Board of Directors  
December 2, 2021



## 2016 Measure B November Committees/December BOD Actions



### Highway IC Prioritized Project List

- Approve project list
- Approve funding strategy
- Authorize General Manager to execute agreements
- TAC/CAC/PAC/CMPP

### 2016 Measure B FY22/FY23 Biennial Budget & 10-year Program Augmentation

- Approve augmentation to 2016 MB Program Budget for Highway & Caltrain Grade Sep allocations
- TAC/CAC/PAC/CMPP/A&F

### *VTA FY22/FY23 Biennial Budget Amendment*

- 2016 Measure B augmentation for Need/Capacity-based programs
- Appropriations & augmentation for VTP Highway Program
- Augment Transit Ops Funds for Guadalupe attack
- A&F only

## Program Categories

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### Formula-based Program

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

### Need/Capacity-based

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

## Proposed Amended FY2022/FY2023 2016 Measure B Program Budget (\$ Millions)

	FY2022	FY2023
Administrative Costs	1.00	1.00
<b>Formula-based Program Category</b>		
Local Streets & Roads	\$52.96	\$47.74
Transit Operations	\$26.28	\$19.89
Bicycle & Pedestrian	\$13.13	\$9.95
<b>Subtotal Administrative Costs &amp; Formula-based Programs</b>	<b>\$171.95</b>	
<b>Need/Capacity-based Program Category</b>		
BART Phase II*	\$0	
Caltrain Corridor Capacity Improvements	\$12.34	\$17.01
County Expressways*	\$0	
SR 85 Corridor*	\$0	
Highway Interchanges	\$157.89	
Caltrain Grade Separations	\$33.00	
<b>Subtotal Four Need/Capacity-based Programs</b>	<b>\$220.24</b>	
<b>TOTAL</b>	<b>\$392.19</b>	

\*Previous allocations or other funding available for work to continue through FY2022 and FY2023

# Proposed Augmentation to VTP Transportation Program Schedule of FY22/FY23 Appropriation

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

Project	Funding Source				Total
	State	Senate Bill 1	Proposed 2016 Measure B	Other	
1. Calaveras Boulevard Near-Term Improvements	0	0	850	150	1,000
2. Charcot Avenue Extension over I-880	0	0	15,800	4,320	20,120
3. I-280/Winchester Boulevard Interchange Improvement	0	0	<b>14,670</b>	<b>2,030</b>	16,700
4. I-280/Wolfe Road Interchange Improvement Project	0	0	77,064	7,436	84,500
5. SR17 Corridor Congestion Relief	0	0	<b>7,803</b>	<b>867</b>	8,670
6. US101/Blossom Hill Road Interchange Improvement	0	0	5,500	0	5,500
7. US101 SB San Antonio/Charleston/Rengstorff Ave Ramp Improvements	0	0	1,317.5	682.5	2,000
8. US101/SR25 Interchange Phase 2 - Santa Teresa Boulevard Extension	0	0	0	5,000	5,000
<b>Highways Total</b>	<b>0</b>	<b>0</b>	<b>123,004.5</b>	<b>20,485.5</b>	<b>143,490</b>

## Appropriation of funds to VTA Transit Operating funds related to Guadalupe Light Rail Attack

- American Rescue Plan Act “Hardship” Funds - \$28.6 million
- California Senate Bill 129 - \$20 million
- Victims Relief Fund – up to \$10 million

## Summary

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- Amend and augment the Adopted FY2022 and FY2023 Biennial Budget by \$422.33 million to incorporate:
  - 1) Augmentation of the 2016 Measure B Program by \$220.24 million for the Need/Capacity-based Programs.
  - 2) Amended Valley Transportation Plan (VTP) Highway Improvement Program to include requested appropriations and corresponding budget augmentations for VTP Highway Improvement Program projects and augment the budget by \$143.49 million.
  - 3) Appropriation of \$58.6 million to VTA's Transit Operating fund related to the May 26, 2021, Guadalupe Light Rail Attack and authorize the General Manager to execute necessary agreements.





***SECTION 8***  
***APPENDICES***

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## ***VTA Financial Policies***

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VTA's various financial policies provide guidance to staff and the Board of Directors regarding the administration of the agencies financial affairs. The financial policy statements below are a summarization of the current financial policies. The objective of the financial policy statements is to provide an overview of guidelines, policies, and procedures utilized during the budget preparation process.

### **Accounting**

- VTA shall establish and maintain a high standard of accounting practices.
- VTA shall maintain records on a basis consistent with generally accepted accounting principles for local governments.
- The accounts of the Authority shall be reported using the appropriate fund accounting. Revenues shall be recognized when earned and expenses shall be recognized when incurred.
- An independent firm of certified public accountants shall perform an annual financial and grant compliance audit and shall issue an opinion that will be incorporated into the Annual Comprehensive Financial Report (ACFR).
- VTA shall submit the annual ACFR to the Government Finance Officers Association for consideration for the Certificate of Excellence in Financial Reporting.
- Internal Control policies shall be developed and maintained to include procedures that separate control of assets from accounting for those assets.
- The establishment of internal controls shall be based on the recognition that the cost of a system of internal control should not exceed the benefits derived thereof.

### **Revenues**

- VTA shall avoid dependence on temporary/one-time revenues to fund ongoing services. Every effort shall be made to use one-time revenues for one-time expenditures.
- VTA shall continuously explore additional sources of revenue to help balance the budget, such as identifying on an annual basis excess capital property and equipment, including real property, and shall make an ongoing attempt to sell or enter into Transit-Oriented Development arrangements for such property to enhance revenue.
- One hundred percent of eligible capital funding may be used for operating purposes, but should be reviewed on an annual basis.
- VTA shall maintain a Fare Policy to ensure that there is a fair and reasonable relationship between the fares or fees charged for transit service provided and the operating costs of such services, and that fares are reviewed regularly.
- Funds shall be invested within the guidelines of the Board's approved Investment Policy and in compliance with applicable California Government Code.

## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

- VTA shall review its investment policy annually to ensure consistency with the following objectives (in order of priority):
  - Safety of invested funds
  - Maintenance of sufficient liquidity to meet cash flow needs
  - Attainment of the maximum yield possible consistent with the first two objectives
- On an annual basis, VTA shall benchmark, against peer agencies (such as other governmental agencies, including transit districts), the investment performance for the following investment portfolios: VTA unrestricted and restricted funds, VTA/ATU Pension funds, and Other Post-Employment Benefits funds.
- When appropriate, the Board of Directors (Board) shall actively pursue legislation that would help ensure the continued accomplishment of VTA’s goals and mission statement. The Board shall support efforts to ensure that legislative intent is realized in allocation of state financial resources to public transit. The Board shall actively oppose legislation that would limit or diminish revenue.

### Expenditures

- VTA shall work to achieve service levels that will make the bus system easier to use, improve travel times, and be more effective.
- VTA shall continue to look for and implement the most cost effective and reliable methods of delivering transportation services.
- VTA shall maintain all assets at a level that protects capital investment and minimizes future maintenance and replacement costs.
- The risk management program shall provide protection against loss and a reduction in exposure to liability.
- VTA shall develop service changes as needed to respond to budget shortfalls using performance measures established in the Transit Sustainability Policy.
- Quarterly variance reports shall be presented to the Board of Directors to enhance operational accountability.
- An annual actuarial analysis shall be performed on VTA’s Other Post-Employment Retirement Benefit Trust funds. VTA shall make annual contributions that fund the actuarially required contribution.

### Budget

- VTA shall comply with all legal budget requirements of the State of California and the VTA Administrative Code.
- The budget shall be appropriated at the Fund and budget type (operating or capital) level. The General Manager may reallocate appropriations between budget types and budget units (e.g., division, cost group or project) within each Fund up to the limits of each Fund’s annual appropriation.
- There shall be a budgetary monitoring system that charges expenditures against approved budget appropriations.

## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

- A balanced operating budget, in which total operating revenues exceed total operating expenditures, shall be prepared.
- The budget shall be prepared using Generally Accepted Accounting Principles with the following exceptions:
  - Inclusion of capital outlays and bond principal payments as expenditures
  - Exclusion of depreciation, amortization of bond discounts, interest earnings on restricted reserves, and unrealized gains and losses on investments
- An operating budget, in which total projected operating and unrestricted revenues less total budgeted operating expenditures, including interest expense, maintains an Operating Reserve balance of at least 15% of the operating expenditures shall be prepared and presented for adoption.
- The budget document shall be submitted to the Government Finance Officers Association for consideration for the Distinguished Budget Presentation Award, which evaluates the document as a communications device, financial plan, operations guide, and policy document.
- Budgetary procedures that fund current expenditures at the expense of future needs, such as postponing preventative maintenance expenditures or replacement of equipment, shall be avoided.
- VTA shall provide conservative revenue estimates that take into consideration recent experience and reflect reasonable future growth.
- The Authority shall monitor revenue sources regularly and quarterly modify forecasts as necessary to reflect the most current information available. The Authority shall also change the level of expenditures, as needed, to fit within sources of revenue.
- A budget shall be prepared that contains essential programs and projects needed to support the goals and objectives of the Authority, responds to citizen demands, is within the parameters of the Transit Sustainability Policy, and reflects administrative evaluation of current needs.

### **Long-Range Planning**

- VTA shall annually update and incorporate the VTA Financial Forecasting Model as part of its long-range planning process.

### **Grants**

- Grants are accounted for in accordance with the purpose for which the funds are intended.
  - Approved grants for the acquisition of land, building, and equipment are recorded as revenue as the related expenses are incurred
  - Approved grants for operating assistance are recorded as revenues in the year in which the related grant conditions are met
  - Advances received on grants are recorded as a liability until related grant conditions are met

## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

- When both restricted and unrestricted resources are available for the same purpose VTA shall use restricted resources first
- All grants shall be managed to comply with the laws, regulations and guidance of the grantor.
- All potential grants shall be carefully examined for matching requirements (both dollar and level-of-efforts matches).
- VTA shall program its federal grant funds to minimize the time between appropriation and draw down of federal funds.

### Debt

- Sales Tax Revenue Bonds shall not be issued to support current operating expenditures.
- Capital projects funded through the issuance of bonds shall be financed for a period not to exceed the expected useful life of the project.
- Debt may be issued to accomplish the following objectives: accelerate the delivery of projects, spread cost over the useful life of an asset, smooth out annual cash flow, optimize overall financial resources, and refund existing debt.
- Debt affordability shall be determined by the requirements of VTA's bond indentures (e.g., additional bonds test/debt service coverage) and VTA's ability to meet all of its ongoing operating, capital, and reserve requirements.
- The Authority shall remain in compliance with Securities and Exchange Commission Rules 15c2-12 by filing its annual financial statements and other financial and operating data for the benefit of its bondholders within the period required by each Continuing Disclosure Agreement.

### Capital Improvement

- The Authority shall prepare a 10-Year Capital Improvement Plan (CIP) including projected capital construction and improvements, service levels and operating costs and revenues to fund the capital operating programs in accordance with the requirements and schedule set by the Metropolitan Transportation Commission (MTC). Capital projects included in the CIP shall be evaluated using the following criteria:
  - Total project cost (design and construction) and schedule for completion
  - Source of funding
  - Ongoing operating and maintenance costs
  - Benefits and contributions to the Authority and the community such as safety and service enhancements, including, but not limited to the effect on future operating and maintenance costs, economy, service, and gains in boardings
  - Alternatives considered
  - Consequences of not funding
- Priority shall be given to replacement of existing assets before consideration of new assets.

**Capitalized Assets**

- The Authority capitalizes all assets with an individual cost of more than \$5,000 and a useful life in excess of one year.
- Capital assets shall be stated at historical cost, and infrastructure, which includes light rail vehicle tracks, shall be capitalized.
- Improvements shall be capitalized and depreciated over the remaining useful lives of the related properties.
- VTA computes depreciation using the straight-line method over estimated useful lives as follows:
  - Buildings and improvements 30 to 50 years
  - Buses and maintenance vehicles 4 to 12 years
  - Light-rail structures and light-rail vehicles 25 to 45 years
  - Other operating equipment 5 to 15 years

**Risk Management and Self-Insurance**

- Appropriate insurance coverage shall be maintained to mitigate the risk of material loss. For self-insured retentions, VTA shall record the liabilities, including losses incurred but not reported, at 100% of the net present value. The goal is to maintain restricted cash balances in amounts equal to the present value of estimated liabilities but in no event less than the next year’s projected cash outflows. An actuarial review of self-insured liabilities shall be made annually.

**Reserves**

- The Authority shall maintain an Operating Reserve of at least 15% of the operating budget for the VTA Transit Fund. These funds are to remain unappropriated for any operating or capital use except to meet emergency needs that cannot be funded from any other source. 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.
- VTA Transit Fund Operating Reserves in excess of 15% of the operating budget at year end shall be transferred to the Debt Reduction Fund, the use of which is governed by the Debt Reduction Fund Policy.
- The Authority shall maintain a Sales Tax Stabilization Fund up to a maximum balance of \$35M for the VTA Transit Fund. The purpose of this reserve is to mitigate the impact of the volatility of sales tax based revenues on service levels. Sales tax based revenues received in excess of the budgeted amount shall be placed in the Sales Tax Stabilization Fund up to the maximum balance. The Sales Tax Stabilization Fund may be used to supplement budgeted declines in sales tax based revenues or offset declines in actual sales tax based revenue receipts.

## ***VTA Transit Fund Unrestricted Net Assets/Reserves***

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Because of the recognized volatility of VTA's primary revenue source (e.g., sales tax receipts) it is prudent to maintain reserves that enable VTA to survive periodic swings in the economy without impacting service levels to the public and agency employment/compensation levels. It is also prudent to ensure that funds are available to sustain a capital program that maintains VTA's infrastructure and keeps assets in a state of good repair. The VTA Board of Directors has been proactive in managing VTA's finances in a manner that protects the interests of the public and helps provide a level of security for VTA's personnel by designating funds for specific purposes. VTA's reserves are largely static with adjustments approved by the Board either directly or through the budget process. Any changes to the policies governing these reserves or the appropriate level of reserves are subject to Board policy decisions.

### **Reserve Accounts**

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

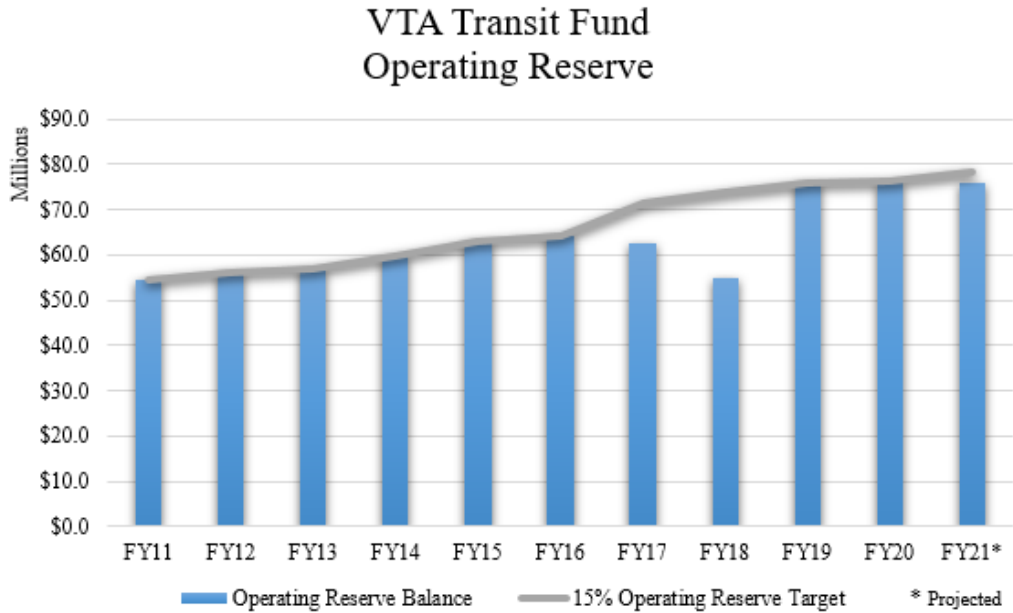
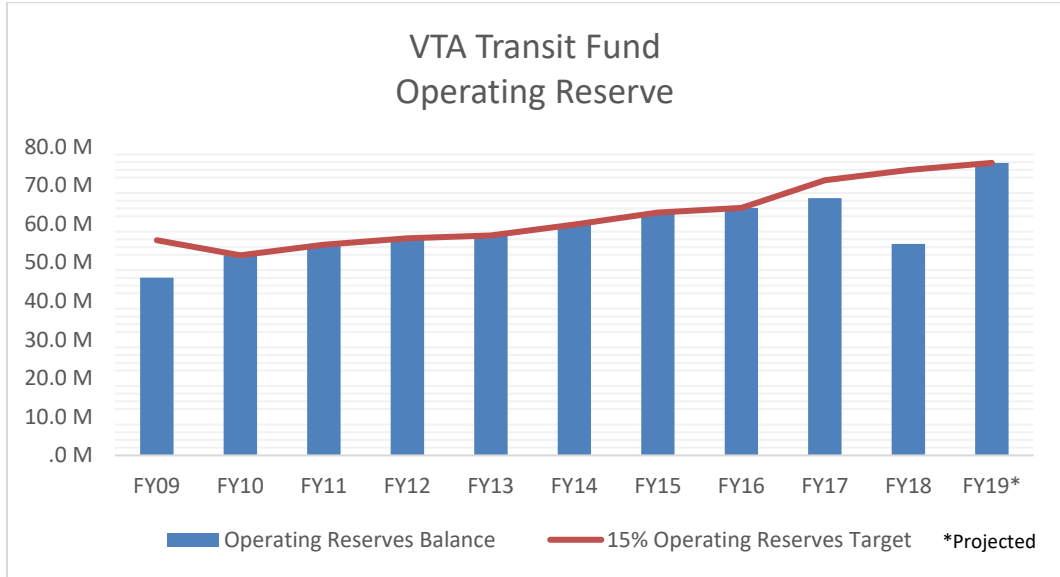
#### **Operating Reserve**

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.

The chart below shows the Operating Reserve balance versus the 15% target for the previous 10-year period.



VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET



**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 may be utilized during development of the biennial budget if sales tax based revenues are projected to decline. In the event sales tax based revenues received for a fiscal year are in excess of the amount budgeted, the excess shall be transferred to the VTA Transit Sales Tax Stabilization Fund up to 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.

### **Other Designated Funds**

In addition to the reserve accounts listed above, there are three other components to the VTA Transit Fund Unrestricted Net Assets that have been restricted by board resolution, contractual requirements, or other practical reasons.

#### **Local Share of Capital Projects**

This designation represents funds previously appropriated for and committed to capital projects. Per VTA Budget Resolution, “Capital appropriations, which are not expended during the fiscal year, shall carry over to successive fiscal years until the projects are completed or otherwise terminated.” The Local Share of Capital Projects designation represents the locally funded portion of this carryover. The Budget Resolution also states that “The locally funded portion of the VTA Transit Fund capital appropriation carry over shall be set-aside as a designation of Unrestricted Net Assets in the Comprehensive Annual Financial Report.”

#### **Inventory and Prepaid Expenses**

This component of net assets represents the value of parts inventory and the prepayment of expenses which are not liquid or otherwise unavailable for use.

### **Unrestricted Net Assets Status**

The table on the following page shows the VTA Transit Fund Unrestricted Net Assets as reported in the FY 2020 Comprehensive Annual Financial Report as well as the projected balances for FY 2021 through FY 2023.

***VTA Transit Fund Unrestricted Net Assets***  
*(Dollars in Thousands)*

Fund	FY20 Ending Balance	FY21 Projected Ending Balance <sup>95</sup>	FY22 Projected Ending Balance <sup>95</sup>	FY23 Projected Ending Balance <sup>95</sup>
<u>Reserves:</u>				
Operating Reserve	75,814	75,814	75,814	75,814
Sales Tax Stabilization Fund	35,000	35,000	35,000	35,000
Debt Reduction Fund	135,696	197,042	197,042	197,042
<b>Total Reserves</b>	<b>246,510</b>	<b>307,856</b>	<b>307,856</b>	<b>307,856</b>
<u>Other Designated Funds:</u>				
Local Share of Capital Projects	142,740	164,893	146,893	146,893
Inventory and Prepaid Expenses <sup>96</sup>	31,305	30,593	30,593	30,593
<b>Total Other Designated Funds</b>				
Net OPEB Asset (GASB 75) <sup>96,97</sup>	70,638	84,387	84,387	84,387
Net Pension Liability (GASB 68) <sup>96,97</sup>	(289,455)	(292,027)	(292,027)	(292,027)
<b>Total Unrestricted Net Assets</b>	<b>201,738</b>	<b>277,703</b>	<b>277,703</b>	<b>277,703</b>

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

<sup>95</sup> Projection as of July 31, 2021

<sup>96</sup> Balance assumed to remain stable over time

<sup>97</sup> Represents amount owed by VTA for benefits provided through an Other Post Employment Benefit (OPEB) plan or defined benefit pension (net of related deferred inflows/outflows)

VTA Administrative Code requires that the recommended 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 as presented in the FY 2022 and FY 2023 Adopted Budget.

### *Job Classifications and Pay Range*

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
Business Systems Analyst II	93,651	113,376
Buyer I	63,473	76,657

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Job Classification</b>	<b>Minimum Annual Salary</b>	<b>Maximum Annual Salary</b>
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
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

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Job Classification</b>	<b>Minimum Annual Salary</b>	<b>Maximum Annual Salary</b>
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
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

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Job Classification</b>	<b>Minimum Annual Salary</b>	<b>Maximum Annual Salary</b>
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
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

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Job Classification</b>	<b>Minimum Annual Salary</b>	<b>Maximum Annual Salary</b>
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
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



**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Job Classification</b>	<b>Minimum Annual Salary</b>	<b>Maximum Annual Salary</b>
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
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

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Job Classification</b>	<b>Minimum Annual Salary</b>	<b>Maximum Annual Salary</b>
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
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

## *VTA Transit Revenue and Expense Category Descriptions*

<b>Line</b>	<b>Category</b>	<b>Description</b>
1	Fares-Transit	Fares from bus, light rail, & VTA operated shuttles
2	Fares-Paratransit	Fares from Paratransit service
3	1976 Half-Cent Sales Tax	1976 half-cent sales tax
4	TDA	Transportation Development Act (TDA), derived from a quarter-cent sales tax, limited to development & support of public transit
5	Measure A Sales Tax-Operating Assistance	Portion of 2000 Measure A half-cent sales tax allocated to fund VTA operating and maintenance costs (20.75%)
6	2016 Measure B-Transit Operations	Funding from Transit Operations Program Area of 2016 Measure B
7	STA	State Transit Assistance (STA)—Sales tax on gasoline & diesel fuel distributed based on population & annual transit operator revenues
8	Federal Operating Grants	Americans with Disabilities Act (ADA) set-aside from Section 5307 of FAST (Fixing America's Surface Transportation) Act
9	State Operating Grants	AB 434 Transportation Fund for Clean Air (TFCA) Program grants derived from vehicle registration fees used to fund DASH and ACE shuttles
10	Investment Earnings	Earnings on investments
11	Advertising Income	Advertising on vehicles and bus shelters
12	Measure A Repayment Obligation	Payment to VTA for debt service incurred on behalf of 2000 Measure A projects
13	Other Income	Property rental; permit fees; parking citations; ACE shuttle revenue; other non-operating revenues
14	Total Revenue	Sum of lines 1 to 13
15	Labor Costs	Wages & fringe benefits for all employees
16	Materials & Supplies	Vehicle parts; fasteners; small tools; maintenance supplies; lubricants; oils; fluids; gasoline for non-revenue vehicles; propane; janitorial & safety supplies
17	Security	Allied Universal & Santa Clara County Sheriff's contracts
18	Professional & Special Services	Outside consulting & specialized professional services; auditors; special studies
19	Other Services	Outside repair; laundry service; towing; ads & promotion; external printing
20	Fuel	Diesel for revenue vehicles
21	Traction Power	Electricity cost for light rail system
22	Tires	Tires for revenue vehicles
23	Utilities	Non-traction power electricity; gas; water; trash
24	Insurance	Property & Casualty premiums and self-insurance annual reserve contribution
25	Data Processing	Software license fees and PC/hardware purchases
26	Office Expense	Office supplies
27	Communications	Telephone, Wi-Fi, and cell phone usage
28	Employee Related Expense	Mileage, parking, and toll reimbursements; professional licenses; education & training; workshops; travel; employee recognition costs; operators' drivers licenses

**VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET**

<b>Line</b>	<b>Category</b>	<b>Description</b>
29	Leases & Rents	<b>Equipment leases (reproduction equipment) and property rentals (such as transit centers)</b>
30	Miscellaneous	<b>Books &amp; subscriptions; Board member expenses; legal notices; membership dues; in-house printing costs; postage</b>
31	Reimbursements	<b>Reimbursement of staff labor &amp; indirect costs or overhead for staff time spent in support of projects and programs</b>
32	Subtotal Operating Expense	<b>Sum of lines 15 to 31</b>
33	Paratransit	<b>VTA costs associated with providing Paratransit service</b>
34	Caltrain	<b>VTA costs associated with Caltrain rail service operating between San Francisco &amp; Gilroy</b>
35	Altamont Corridor Express	<b>VTA costs associated with Altamont Corridor Express (ACE) including shuttles</b>
36	Highway 17 Express	<b>VTA costs associated with Highway 17 Express bus service</b>
37	Monterey-San Jose Express	<b>VTA costs associated with Monterey to San Jose Express bus service</b>
38	Contribution to Other Agencies	<b>Managing Agency (VTA) contribution to Congestion Management Program; payment to BART for administering the Regional Transit Connection Discount Card Program (RTC) for paratransit passenger IDs; payments to cities for a portion of the revenue generated from bus shelter advertising; reimbursement to other agencies for Eco Pass/VTA SmartPass usage; payment to Santa Clara County for low-income fare program administration costs</b>
39	Debt Service	<b>Interest; principal; other bond charges</b>
40	Subtotal Other Expense	<b>Sum of lines 33 to 39</b>
41	Operating and Other Expense	<b>Line 32 plus line 40</b>
42	Transfer to Capital Reserve	<b>Set-aside to fund future Capital needs</b>
43	Contingency	<b>Organization-wide contingency fund for urgent and unexpected programs</b>
44	Total Expense/Contingency/Capital Transfer	<b>Sum of lines 41 to 43</b>
45	<b>Operating Balance</b>	<b>Line 14 minus line 44</b>

***2000 Measure A Transit Improvement Program  
Revenue and Expense Category Descriptions***

<b>Line</b>	<b>Category</b>	<b>Description</b>
<b>1</b>	2000 Half-Cent Sales Tax	<b>2000 Measure A half-cent sales tax</b>
<b>2</b>	Federal BABs Subsidy	<b>Federal subsidy on Build America Bonds (BABs)</b>
<b>3</b>	Investment Earnings	<b>Earnings on investments</b>
<b>4</b>	Other Income	<b>Property rental</b>
<b>5</b>	Total Revenue	<b>Sum of lines 1 to 4</b>
<b>6</b>	VTA Operating Assistance	<b>Portion of 2000 Measure A half-cent sales tax allocated to fund VTA operating and maintenance costs (20.75%)</b>
<b>7</b>	Professional & Special Services	<b>Outside consulting and specialized professional services; auditors; special studies</b>
<b>8</b>	Miscellaneous	<b>Legal notices and printing for Citizens Watchdog Committee</b>
<b>9</b>	Contributions to Other Agencies	<b>Payment for operating contribution for phase II ZEB project, and contribution of funding for various projects implemented in the VTA Transit Fund</b>
<b>10</b>	Debt Service	<b>Interest; principal; other bond charges</b>
<b>11</b>	Repayment Obligation	<b>Payment to VTA for debt service incurred on behalf of 2000 Measure A projects</b>
<b>12</b>	Total Expense	<b>Sum of lines 6 to 11</b>
<b>13</b>	<b>Revenues Over (Under) Expenses</b>	<b>Line 5 minus line 12</b>

## *Congestion Management Program Revenue and Expense Category Descriptions*

<b>Line</b>	<b>Category</b>	<b>Description</b>
<b>1</b>	Federal Operating Grants	<b>Surface Transportation Program Planning grant</b>
<b>2</b>	State Operating Grants	<b>Transportation Fund for Clean Air 40% Local Program Manager Administrator fees and SB 45 Programmed Project Monitoring Funds</b>
<b>3</b>	Investment Earnings	<b>Earnings on investments</b>
<b>4</b>	Member Agency Fees	<b>Fees paid by the County of Santa Clara, the 15 cities, and the managing agency (VTA)</b>
<b>5</b>	Other Income	<b>Revenues received for providing CMP's Regional Transportation Model to other entities and reimbursement for administration of SB 83 Vehicle Registration Fee Program</b>
<b>6</b>	Total Revenue	<b>Sum of lines 1 to 5</b>
<b>7</b>	Professional & Special Services	<b>Outside consulting and specialized professional services</b>
<b>8</b>	Other Services	<b>Ads &amp; promotion; external printing</b>
<b>9</b>	Data Processing	<b>Software license fees and PC/hardware purchases</b>
<b>10</b>	Employee Related Expense	<b>Mileage, parking, and toll reimbursements; professional licenses; education &amp; training; workshops; travel; employee recognition costs</b>
<b>11</b>	Contribution to Other Agencies	<b>Contribution of funding for various projects implemented in the VTA Transit and VTP Highway Funds</b>
<b>12</b>	VTA Staff Services	<b>Labor, benefits, and allocation of indirect costs for VTA staff providing support of Congestion Management Program</b>
<b>13</b>	Total Expense	<b>Sum of lines 7 to 12</b>
<b>14</b>	<b>Revenues Over (Under) Expenses</b>	<b>Line 6 minus line 13</b>

***Transit-Oriented Program  
Revenue and Expense Category Descriptions***

Line	Category	Description
1	Investment Earnings	Earnings on investments
2	Property Rental	Rental income from VTA owned properties
3	Total Revenue	Sum of lines 1 and 2
4	Professional & Special Services	Specialized professional services
5	Other Services	Ads & promotion; external printing
6	Utilities	Electricity; gas; water; trash
7	Data Processing	Software license fees and PC/hardware purchases
8	Miscellaneous	Printing and reproduction services
9	VTA Staff Services	Labor, benefits, and allocation of indirect costs for VTA staff providing support of Joint Development Program
10	Total Expense	Sum of lines 4 to 9
11	Revenues Over (Under) Expenses	Line 3 minus line 10

***Silicon Valley Express Lanes Program  
Revenue and Expense Category Descriptions***

Line	Category	Description
1	Toll Revenues	Tolls collected from express lane users
2	Investment Earnings	Earnings on investments
3	Total Revenue	Sum of line 1 and 2
4	Professional & Special Services	Toll collection administration fees; toll collection system maintenance; enforcement
5	Utilities	Electricity; gas; water; trash
6	Data Processing	Software license fees and PC/hardware purchases
7	Office Expense	Office supplies
8	Communications	Data lines
9	Miscellaneous	Membership dues
10	VTA Staff Services	Labor, benefits, and allocation of indirect costs for VTA staff providing support of Silicon Valley Express Lanes Program
11	Debt Service	Interest; principal; other bond charges
12	Contingency	For urgent or unexpected needs
13	Sub-total Operating Expense	Sum of lines 4 to 12
14	Contribution to Other Agencies-Phase 2 Upgrades	Program expenditure for signage upgrades related to Phase 2
15	Sub-total Program Expense	Line 14
16	Total Expense	Line 13 plus line 15
17	Revenues Over (Under) Expenses	Line 3 minus line 16

***2008 Measure B - BART Operating Sales Tax Program  
Revenue and Expense Category Descriptions***

<b>Line</b>	<b>Category</b>	<b>Description</b>
<b>1</b>	Sales Tax Revenues	<b>2008 Measure B eighth-cent sales tax</b>
<b>2</b>	Investment Earnings	<b>Earnings on investments</b>
<b>3</b>	Total Revenue	<b>Sum of lines 1 and 2</b>
<b>4</b>	Materials & Supplies	<b>Vehicle parts; fasteners; small tools; maintenance supplies; lubricants; oils; fluids; gasoline for non-revenue vehicles; propane; janitorial &amp; safety supplies</b>
<b>5</b>	Security	<b>Allied Universal &amp; Santa Clara County Sheriff's contracts</b>
<b>6</b>	Professional & Special Services	<b>Specialized professional services</b>
<b>7</b>	Other Services	<b>Contracted facility maintenance and repairs</b>
<b>8</b>	Utilities	<b>Electricity; gas; water; trash</b>
<b>9</b>	Insurance	<b>Property &amp; Casualty premiums</b>
<b>10</b>	Data Processing	<b>Software license fees and PC/hardware purchases</b>
<b>11</b>	Communications	<b>Data lines</b>
<b>12</b>	Miscellaneous	<b>Membership dues</b>
<b>13</b>	Contributions to Other Agencies	<b>Operating and Maintenance payments to BART</b>
<b>14</b>	VTA Staff Services	<b>Labor, benefits, and allocation of indirect costs for VTA staff providing support of 2008 Measure B - BART Operating Sales Tax Program</b>
<b>15</b>	Contingency	<b>For urgent or unexpected needs</b>
<b>16</b>	Total Expense	<b>Sum of lines 4 to 15</b>
<b>17</b>	<b>Revenues Over (Under) Expenses</b>	<b>Line 3 minus line 16</b>



## ***1996 Measure B Transportation Improvement Program***

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### **Overview**

In November 1996, the voters in Santa Clara County approved Measure A, an advisory measure listing an ambitious program of transportation improvements for Santa Clara County. Also approved on the same ballot, Measure B authorized the County Board of Supervisors to collect a nine-year half-cent sales tax for general county purposes. Subsequently, the County Board of Supervisors adopted a resolution dedicating the tax for Measure A projects. Collection of the tax began in April 1997. However, use of the revenue was delayed pending the outcome of litigation challenging the legality of the sales tax. In August 1998, the California courts upheld the tax allowing the implementation of the Measure A transportation projects to move forward.

In February 2000, the VTA Board of Directors approved a Master Agreement formalizing the partnership with the County of Santa Clara to implement the 1996 Measure B Transportation Improvement Program (1996 MBTIP). With this partnership in place, the County and VTA were in a position to complete a transportation program valued at over \$1.4 billion. VTA was responsible for project implementation and management of the transit and highway projects and assisted in the administration of the pavement management and bicycle elements of the program.

The Measure B sales tax expired on March 31, 2006. Subsequent to expiration of the tax, VTA executed two amendments to the Master Agreement; one to allocate Measure B funding for station improvements at the Palo Alto and California Avenue Caltrain stations, and one to define the financial terms and responsibilities to complete the 1996 MBTIP. This final amendment, No. 20, takes into consideration the projects still in progress, reconciles remaining payments between VTA and the County, and establishes priorities in the event that remaining contracts are closed-out under budget. Pursuant to the amendment, the County made a lump sum payment to VTA for the completion of the projects remaining to be advertised and closed out.

There are no new funds appropriated to this program as part of the FY 2022 and FY 2023 budget.

## *1996 Measure B Transportation Improvement Program Total Available Appropriation*

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 following table reflects the projected carryover at June 30, 2019 for the 1996 Measure B Transportation Improvement Program.

*(Dollars in Thousands)*

Project #	Project Name	Funding Source	Adopted Budget Through FY21	Projected Expenditures Through FY21 <sup>98</sup>	Projected FY21 Capital Carryover	FY22 Appropriation	Total Available Appropriation
P-0002	Vasona Light Rail	1996 Measure B	161,332	161,267	65		65
		City	580	580	0		0
		Fund Exchange	1,644	1,644	0		0
		Federal	61,505	61,505	0		0
		State	15,000	15,000	0		0
		Other	56,417	56,417	0		0
		VTA Transit	16,500	16,500	0		0
		<b>Total</b>	<b>312,977</b>	<b>312,913</b>	<b>65</b>		<b>65</b>
P-0189	RT 85/101 Interchange Mt. View	1996 Measure B	101,513		59		59
		Fund Exchange	27,154		0		0
		<b>Total</b>	<b>128,667</b>		<b>59</b>		<b>59</b>
P-0273	Route 152 Improvement	1996 Measure B	18,957	18,490	467		467
		City	5,494	5,494	0		0
		<b>Total</b>	<b>24,451</b>	<b>23,984</b>	<b>467</b>		<b>467</b>
P-0560	SC Valley Habitat Conservation Plan/NCCP	1996 Measure B	1,280		96		96
		Fund Exchange	150		0		0
		<b>Total</b>	<b>1,430</b>		<b>96</b>		<b>96</b>
P-0652	Measure B Close Out	1996 Measure B	10,105		726		726
		<b>Total</b>	<b>10,105</b>		<b>726</b>		<b>726</b>
<b>Grand Total</b>			<b>477,630</b>	<b>336,897</b>	<b>1,413</b>		<b>1,413</b>

Note: Totals may not be precise due to independent rounding

<sup>98</sup> Projection as of July 31, 2021; Preliminary Unaudited.

***VTA/ATU Pension Plan***

All VTA employees represented by Amalgamated Transit Union, Local 265 (ATU) are covered by the VTA/ATU Pension Plan. The Pension Plan and Pension contract are administered and enforced by the Board of Pensions. The Board of Pensions is composed of seven Trustees, three appointed by ATU, three appointed by VTA, and one jointly appointed by ATU and VTA. The Board of Pensions oversees, directs, and administers the Pension contract and its funds.

The table below shows the FY 2022 and FY 2023 VTA/ATU Pension Plan Budget adopted by the Board of Pensions.

***VTA/ATU Pension Plan  
Comparison of Revenues and Expenses  
(Dollars in Thousands)***

Line	Category	FY22 Adopted Budget	FY23 Adopted Budget	% Var
1	VTA Employer Contribution	29,149	29,149	0.00%
2	Investment Earnings	46,744	49,899	6.75%
3	<b>Total Revenue</b>	<b>75,893</b>	<b>79,048</b>	4.16%
4	Pension Payments to Retirees	59,343	64,143	8.09%
5	Professional & Special Services	3,454	3,687	6.85%
6	<b>Total Expense</b>	<b>62,798</b>	<b>67,830</b>	8.02%
7	<b>Surplus/(Deficit) to Fund Balance</b>	<b>13,095</b>	<b>11,218</b>	

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

## *Santa Clara County Demographic and Economic Information*

### **General Information**

The County of Santa Clara (the "County") lies immediately south of San Francisco Bay and is the sixth most populous county in the State of California (the "State"). It encompasses an area of approximately 1,300 square miles. The County was incorporated in 1850 as one of the original 28 counties of the State and operates under a home rule charter adopted by County voters in 1950 and amended in 1976.

The southern portion of the County has retained the agricultural base which once existed throughout the area and has two cities, separated by roughly 10 miles. The northern portion of the County is densely populated, extensively urbanized and heavily industrialized. The County contains 15 cities, the largest of which is the City of San Jose, the third largest city in the State and the County seat. The uppermost northwestern portion of the County, with its concentration of high-technology, electronics-oriented industry, is popularly referred to as the "Silicon Valley." Large employers include Apple Inc., Cisco Systems Inc., Google Inc., and Oracle Corporation.

Neighboring counties include San Mateo in the northwest, Santa Cruz in the southwest, San Benito in the south, Merced and Stanislaus in the east, and Alameda in the northeast. The City of San Jose is approximately 50 miles south of San Francisco and 42 miles south of the City of Oakland. These are the three largest cities of the nine-county San Francisco Bay Area, with the City of San Jose being the largest.



*View of Hellyer Park in Santa Clara County*

## **Population**

### **Historical Population Growth**

Over the past 60 years, the County's population growth pattern has exhibited three decades of rapid growth followed by three decades of more sustainable growth rates.

According to U.S. Census figures, the number of County residents grew by 66% between 1940 and 1950, with most of the increase concentrated in the unincorporated areas and in the largest cities of San Jose, Palo Alto and Santa Clara. In the next decade, from 1950 to 1960, population grew by 121% with every major city, as well as the unincorporated areas experiencing huge increases. The County also recorded the incorporation of four new cities during the 1950s, raising the total number of cities to its current level of fifteen.

The County's population growth subsided somewhat during the 1960s, although the 66% growth rate was over four times the 15.4% statewide increase. The population of San Jose doubled for the second decade in a row, while the cities of Mountain View, Santa Clara, and Sunnyvale added at least 23,000 residents each. As a result of the incorporation of four cities, the unincorporated area of the County posted its first decline in the 1960s, setting the stage for further drops in each of the subsequent three decades.

The County population growth rate fell to 21.5% during the 1970s. San Jose continued to add more residents (183,621) than any other city, while two of the larger cities (Palo Alto and Santa Clara) recorded small population declines and residents in the unincorporated area fell by 25,160. The slower growth of the 1970s reflected a slowing urbanization, due in part to policies adopted by the County to preserve agricultural areas.

The data from the 2010 U.S. Census indicate that the County's population reached 1,954,286, representing a 50.9% increase from the population base in 1980, an average rate of 11.2% per Census count. Over the same period, statewide population grew more rapidly at a rate of 16.3%. San Jose surpassed San Francisco as the largest city in the Bay Area, with a population of 945,942. According to the 2010 census data, over one-half of the County's residents live in San Jose.

The proportion of residents living in cities is currently 95.5%, in contrast to the County's makeup in 1940 when urban residents made up only 6.5% of the County's population. Since the 1940s, the increasing maturation of the County's employment and economic sectors has resulted in the incorporation of new cities, as well as the expansion of city boundaries, resulting in a shrinking fraction (currently 4.5%) of residents living in unincorporated areas.

### **Recent Annual Population Performance**

Between 2010 and 2019, the County population grew another 9.7%. All of the cities in the County experienced growth during this period, with the City of Morgan Hill posting the fastest growth (20.8%). The number of residents living in the unincorporated areas of the County declined 1.8% from 2010 to 2019. Currently, approximately 4.5% of the County residents live in unincorporated areas, a percentage which has steadily decreased over time as the population continues to migrate toward the cities.

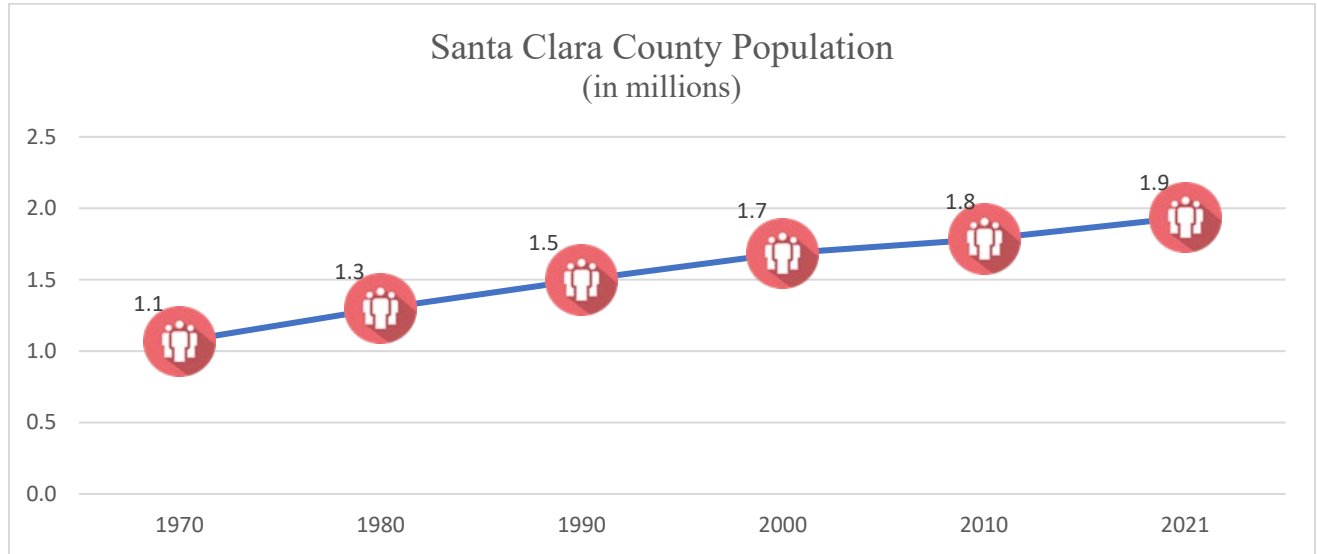
VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

By the year 2030, the State Department of Finance predicts that the County’s population will grow by approximately 217,439 residents, a 11% increase from 2017. (Source: State of California, Department of Finance, Demographic Research Unit (Report P-1). The table and chart below provide a historical summary of population in the County and its incorporated cities.

*County of Santa Clara Population*

<u>City</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>2021<sup>99</sup></u>
Campbell	23,797	26,910	36,088	38,138	39,349	41,533
Cupertino	17,895	34,297	39,967	50,602	58,302	58,656
Gilroy	12,684	21,641	31,487	41,464	48,821	56,599
Los Altos	25,062	25,769	26,599	27,693	28,976	30,510
Los Altos Hills	6,871	7,421	7,514	8,025	7,922	8,390
Los Gatos	22,613	26,906	27,357	28,592	29,413	30,836
Milpitas	26,561	37,820	50,690	62,698	66,790	75,663
Monte Sereno	2,847	3,434	3,287	3,483	3,341	3,604
Morgan Hill	5,579	17,060	23,928	33,586	37,882	47,374
Mountain View	54,132	58,655	67,365	70,708	74,066	82,814
Palo Alto	56,040	55,225	55,900	58,598	64,403	67,657
San Jose	459,913	629,400	782,224	895,131	945,942	1,029,782
Santa Clara	86,118	87,700	93,613	102,361	116,468	130,746
Saratoga	26,810	29,261	28,061	29,849	29,926	30,546
Sunnyvale	95,976	106,618	117,324	131,844	140,081	153,827
Unincorporated	142,415	126,954	106,173	99,104	89,960	85,634
County Total	<u>1,067,283</u>	<u>1,297,051</u>	<u>1,499,567</u>	<u>1,683,876</u>	<u>1,783,652</u>	<u>1,936,192</u>
California	18,136,045	23,668,145	29,758,213	33,873,086	37,253,956	39,466,855

Source: U.S. Census 1970-2010; State of California, Department of Finance, Demographic Research Unit.



<sup>99</sup> As of January 1, 2021.

**Employment and Industry**

The County is home to a highly skilled and diverse work force, a situation that has traditionally translated into lower unemployment rates in the County when compared to state and national average unemployment rates. Four major industry sectors account for nearly 78% of the County’s employment for 2020: Professional & Business Activities (236,642); Goods Producing (214,767); Education & Health Services (170,217); and Trade, Transportation & Utilities (115,792).

Development of high technology has been enhanced by the presence of Stanford University, Santa Clara University, San Jose State University, other institutions of higher education, and research and development facilities within the County.

The table below lists wage and salary employment in the County by Industry.

***County of Santa Clara***  
***Average Annual Employment by Industry***  
*(In Thousands)*

TITLE	2015	2016	2017	2018	2019	2020
Civilian Labor Force	1,012	1,028	1,038	1,042	1,048	1,021
Civilian Employment	970	989	1,004	1,015	1,022	949
Civilian Unemployment	42	39	34	28	27	71
<b>Unemployment Rate:</b>						
Civilian Unemployment Rate	4.17 %	3.78%	3.24%	2.65%	2.54%	6.99%
Civilian Unemployment Rate - State	6.23 %	5.43%	4.78%	4.19%	4.04%	10.28%
<b>Industry Employment</b>						
Total, All Industries	1,029	1,061	1,094	1,115	1,138	1,067
Total Farm	4	4	4	4	3	3
Total Nonfarm	1,025	1,057	1,090	1,112	1,135	1,064
<b>Goods Producing</b>	203	209	211	217	220	215
Manufacturing	160	161	163	169	169	166
Service Providing	822	847	879	894	914	850
Trade, Transportation and Utilities	136	137	132	132	128	116
Information	70	75	85	92	100	106
Financial Activities	34	35	36	36	38	38
Professional and Business Services	215	224	236	236	242	237
Educational and Health Services	155	161	167	172	177	170
Leisure and Hospitality	95	98	102	104	106	70
Other Services	27	27	28	28	28	22
<b>Government</b>	90	91	93	94	94	91

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

Source: State of California Employment Development Department. Data based on June 2021 Benchmark.

**Major Employers**

The County, which is centered in the heart of Silicon Valley, is home to numerous high technology and computer software and hardware manufacturing companies. According to the Silicon Valley Business Journal, as of December 2020, Apple Inc., a consumer electronics company, was the largest employer in the Silicon Valley with 25,000 employees. Among Public-sector employers, the County ranks as number one, employing over 18,570 workers.

The following tables list the 10 largest employers in the Silicon Valley, which encompasses the County and surrounding areas.

***10 Largest Employers  
Silicon Valley***

<b>Employer Name</b>	<b>Employees</b>	<b>Nature of Operations</b>
Apple Inc.	25,000	Consumer electronics
Alphabet Inc./Google Inc..	23,000	Search, advertising and web software
Santa Clara County	18,570	County Government
Cisco Systems Inc.	15,792	Design, manufacture and sell networking equip
Stanford University.	15,576	Research university
Facebook, Inc.	14,000	Social Media, Advertising
Tesla Motors Inc..	15,000	Electric Vehicle Designer & Manufacturer
Stanford Health Care	14,143	Health system
Kaiser Permanente Northern California	12,500	Integrated healthcare delivery plan
University of California, Santa Cruz	8,915	University

Source: Silicon Valley Business Journal, 2020-2021 *Book of Lists*, December 25, 2020.

**Income**

The American Community Survey, a nationwide survey conducted by the U.S. Census Bureau, reported that in 2019 the County had a median household income of \$124,055, whereas the state median was \$75,235.

**Commercial Activity**

The County is an important center of commercial activity. Taxable sales activity at business and personal service outlets, as well as at other non-retail commercial establishments, is a significant component of the County's commercial activity.

The table on the following page sets forth the amount of taxable transactions by business type from 2016 through 2020, the last full calendar year for which information is available.



***County of Santa Clara***  
***Taxable Transactions by Business Type***  
***2016 through 2020<sup>100</sup>***  
*(Dollars in Millions)*

<b>Type of Business</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Building Material and Garden Equipment and Supplies Dealers	1,853	1,927	2,055	2,087	2,235
Clothing and Clothing Accessories Stores	2,502	2,502	2,643	2,672	1,750
Food and Beverage Stores	1,250	1,299	1,302	1,337	1,357
Food Services and Drinking Places	4,678	4,844	5,087	5,351	3,336
Food and Beverage Stores	1,169.20	1,227.35	1,250.06	1,298.59	1,301.22
Gasoline Stations	1,880	2,029	2,290	2,297	1,408
General Merchandise Stores	2,561	2,631	2,750	2,819	2,527
Home Furnishings and Appliance Stores	2,279	2,335	2,524	2,340	1,922
Motor Vehicle and Parts Dealers	4,454	4,673	5,189	4,897	4,065
Other Retail Group	2,997	2,965	3,046	4,082	8,867
<b>Total All Outlets</b>	<b>42,128</b>	<b>43,149</b>	<b>45,353</b>	<b>47,002</b>	<b>46,445</b>

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

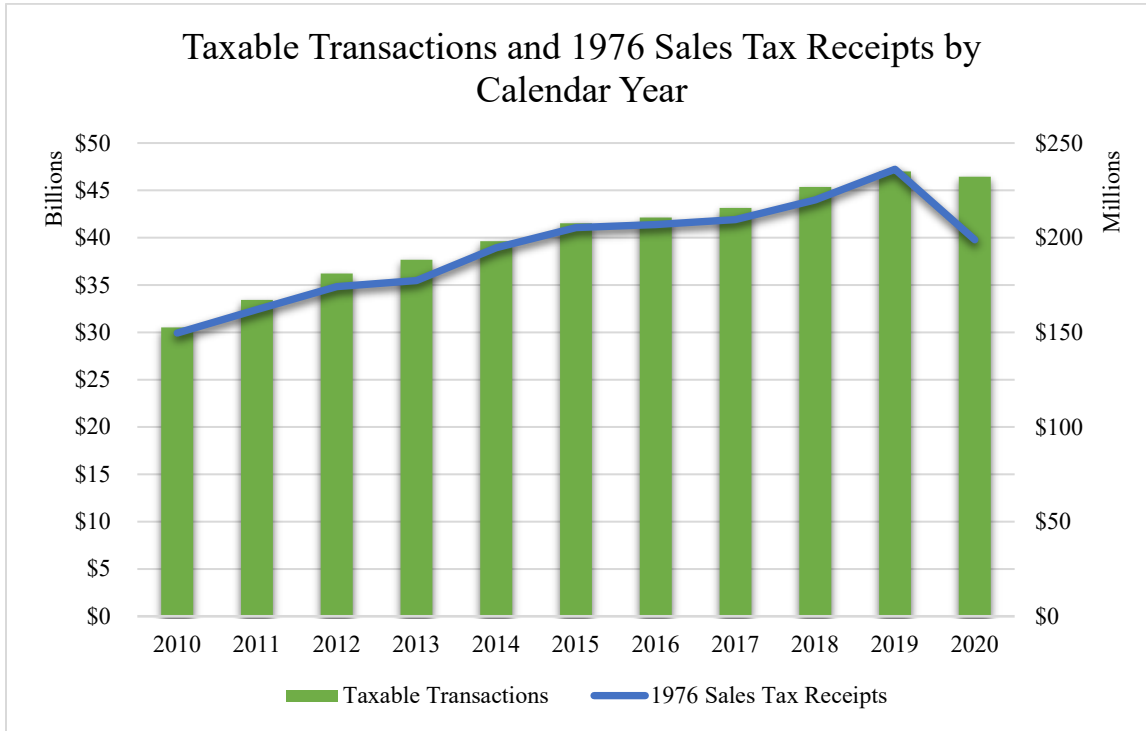
Source: State Board of Equalization, Taxable Sales in California (Sales & Use Tax).

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<sup>100</sup> Most recent data available.

VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

The chart below illustrates the trend in taxable transactions in the county since 2010 and the corresponding sales tax receipts from the 1976 half-cent local sales tax.

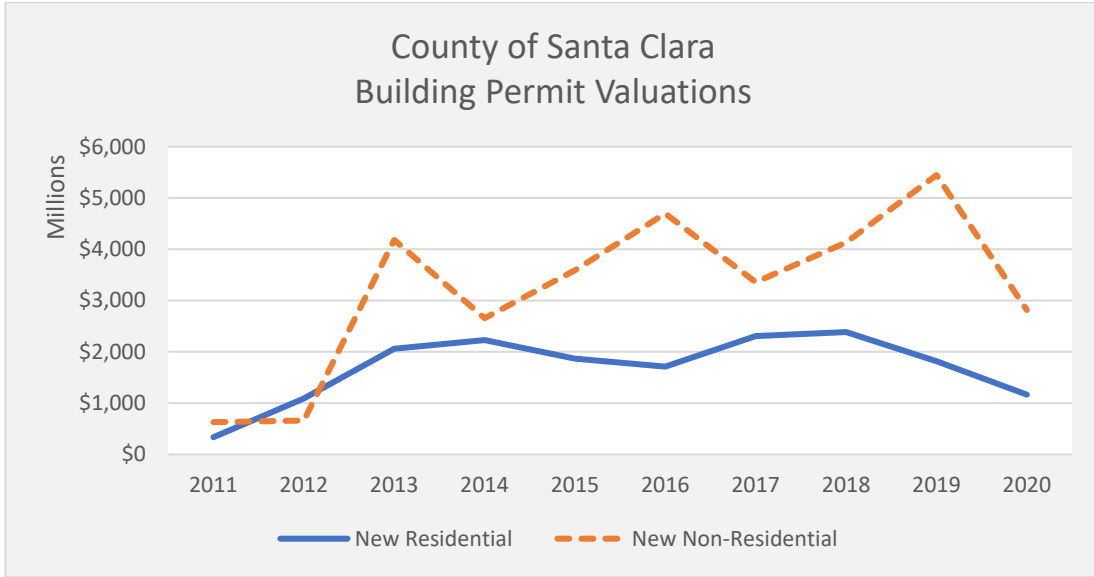


**Construction Activity and Home Sales**

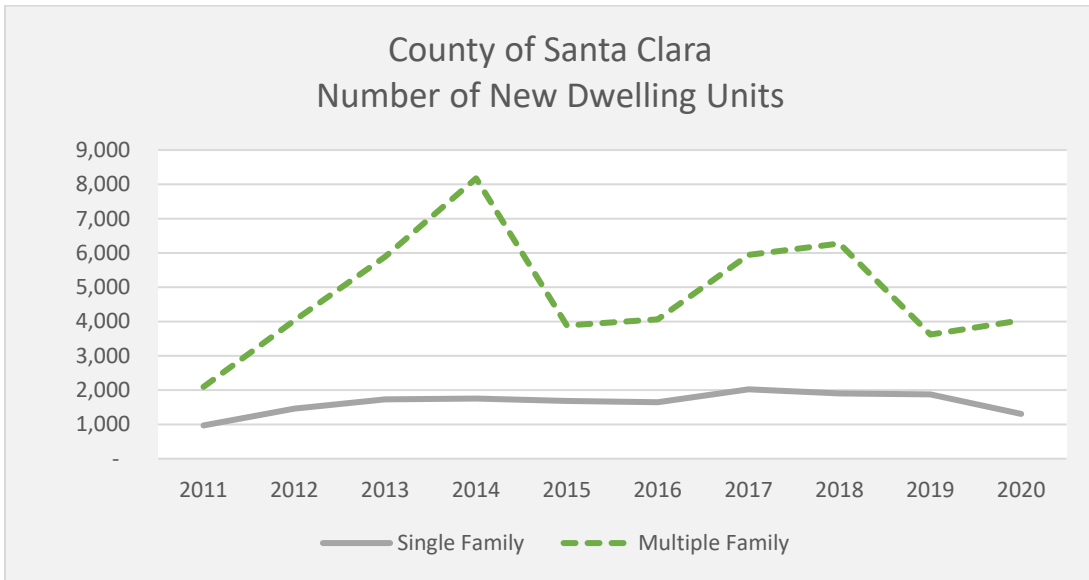
Following a major slowdown from 2008-2012, construction and home sales activity in the County have returned to pre-Great Recession levels during 2013-2018. The decline from 2019-2020 was caused by the COVID-19 Pandemic. Construction data for the County indicates that the average value of new residential and non-residential permits from 2019-2020 was 4% lower than those from the previous six year period. The total valuation of new residential and non-residential construction permits issued in the County was approximately \$3.9 billion in 2020. The number of new single family dwelling units in the County has decreased in 2020 while the number of new multiple-family dwelling units has stabilized in the last 5 years.

The charts on the following page provide a summary of building permit valuations and the number of new dwelling units authorized in the County since 2011.

VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET



Source: Construction Industry Research Board



Source: State of the Cities Data Systems (SOCDS)

While the number of sales of single-family homes decreased slightly for calendar year 2020 compared to calendar year 2019, the median sales price for a single-family home in the County increased by 3.5%.

## *List of Acronyms*

<u>Term</u>	<u>Definition</u>
AB	Assembly Bill
AC	Alameda County
ACE	Altamont Corridor Express
ACFR	Annual Comprehensive Financial Report
ACTC	Alameda County Transportation Commission
ADA	The Americans with Disabilities Act of 1990
AFSCME	American Federation of State, County, and Municipal Employees
APC	Automatic Passenger Counter
APM	Airport People Mover
APP	Application
ATU	Amalgamated Transit Union
BAAQMD	Bay Area Air Quality Management District
BABs	Build America Bonds
BART	Bay Area Rapid Transit
BRT	Bus Rapid Transit
CAD-AVL	Computer Aided Dispatch-Automated Vehicle Location
CalPERS	California Public Employees' Retirement System
CARB	California Air Resources Board
CAV	Clean Air Vehicle
CCTV	Closed Circuit Television
CELR	Capitol Expressway Light Rail
CEO	Chief Executive Officer
CEQA	California Environmental Quality Act
CFO	Chief Financial Officer
CIP	Capital Improvement Plan
CIPOC	Capital Improvement Program Oversight Committee
CIPWG	Capital Improvement Program Working Group
CMA	Congestion Management Agency
CMP	Congestion Management Program
CPUC	California Public Utilities Commission
CTC	California Transportation Commission
CUSIP	Committee on Uniform Securities Identification Procedures
DASH	Downtown Area Shuttle

## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

<b><u>Term</u></b>	<b><u>Definition</u></b>
DTEV	Downtown East Valley
EMV	Europay, MasterCard, AMEX & Visa
FAST	Fixing America's Surface Transportation
FFGA	Full Funding Grant Agreement
FMS	Fault Monitoring System
FTA	Federal Transit Administration
FTE	Full-Time Equivalent
FY	Fiscal Year
GASB	Governmental Accounting Standards Board
GFCI	Ground Fault Circuit Interrupter
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HCP	Habitat Conservation Plan
HOV	High Occupancy Vehicle
HVAC	Heating, Ventilation and Air Conditioning
IT	Information Technology
JD	Joint Development
JPA	Joint Powers Authority
JWI	Joint Workforce Investment
KPM	Key Performance Metrics
LED	Light-Emitting Diode
LGBTQ	Lesbian, Gay, Bisexual, Transgender, Questioning
LIBOR	London Interbank Offering Rate
LLP	Limited Liability Partnership
LOS	Level of Service
LPG	Liquid Propane Gas
LR	Light Rail
LRT	Light Rail Transit
LRV	Light Rail Vehicle
LUTI	Land Use/Transportation Integration
MAN	Metropolitan Area Network
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century Act
MBTIP	1996 Measure B Transportation Improvement Program
METRO	Santa Cruz Metropolitan Transit District
MPG	Miles per Gallon

## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

<b><u>Term</u></b>	<b><u>Definition</u></b>
MST	Monterey-Salinas Transit
MTC	Metropolitan Transportation Commission
NASA	National Aeronautics and Space Administration
NB	Northbound
NCCP	Natural Community Conservation Planning
NR	Non-represented
O&M	Operations and Maintenance
O&R	Overhaul and Repair
OBAG	One Bay Area Grant
OCC	Operations Control Center
OCS	Overhead Catenary System
OH	Overhead
OPEB	Other Post-Employment Benefits
PA/ED	Project Approval/Environmental Document
PAB	Policy Advisory Board
PC	Personal Computer
PCI DSS	Payment Card Industry Data Security Standard
PCJPB	Peninsula Corridor Joint Powers Board (Caltrain)
PDA	Priority Development Area
PID	Project Initiation Document
PPM	Programmed Project Monitoring
RFP	Request for Proposal
RTC	Regional Transit Connection Discount Card Program
RTCI	Regional Transit Capital Inventory
RTI	Real Time Information
SAP	Systems, Applications and Products Software
SB	Senate Bill
SC	Santa Clara
SCADA	Supervisory Control and Data Acquisition
SEIU	Services Employees International Union
SJ	San Jose
SJRRC	San Joaquin Regional Rail Commission
SOM	Systems Operations & Management
SR	State Route
SRTP	Short Range Transit Plan

## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

<u>Term</u>	<u>Definition</u>
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SVBX	Silicon Valley Berryessa Extension
SVELP	Silicon Valley Express Lanes Program
SVRIA	Silicon Valley Radio Interoperability Authority
SVRT	Silicon Valley Rapid Transit Corridor Project
TAC	Technical Advisory Committee
TAEA	Transportation Authority Engineers and Architects Association
TAP	Transit Assistance Program
TB	Terabyte
TBD	To Be Determined
TDA	Transportation Development Act
TERM	Transit Economics Requirements Model
TFCA	Transportation Fund for Clean Air
TIC	True Interest Cost
TNC	Transportation Network Company
TOD	Transit-Oriented Development
TVM	Ticket Vending Machine
UPRR	Union Pacific Railroad
UPS	Uninterruptable Power Supply
US	United States
UZA	Urbanized Area
VA	Veterans Affairs
VES	Violation Enforcement System
VETS	Veterans' Employment and Training Service
VGI	Vehicle Grid Integration
VMT	Vehicle Miles Traveled
VRF	Vehicle Registration Fee
VTA	Santa Clara Valley Transportation Authority
VTP	Valley Transportation Plan
WAN	Wide Area Network
ZEB	Zero Emission Bus

## *Glossary of Terms*

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### **A**

**Accrual Accounting**

A method of accounting where revenues are recognized in the accounting period in which they are earned and become measurable, and expenses are recognized in the period incurred, if measurable.

**Administrative Code**

A set of rules which have been formally adopted or amended by the Board of Directors.

**Adopted Budget**

The official budget adopted by VTA Board of Directors.

**Altamont Corridor Express (ACE)**

A commuter rail service that runs between the City of Stockton in San Joaquin County and the City of San Jose in Santa Clara County. The service is a partnership involving VTA, the San Joaquin Regional Rail Commission, and the Alameda County Congestion Management Agency.

**American Recovery and Reinvestment Act of 2009 (ARRA)**

A job and economic stimulus bill intended to help states and the nation restart their economies and stimulate employment.

**Americans with Disabilities Act (ADA)**

Federal civil rights legislation that, among other provisions, gives disabled persons the right to equal access to fixed route transit service or to comparable paratransit service if they are unable to use fixed route transit.

**Appropriation**

Legal authorization expressed by fund and budget type granted by the Board of Directors to make expenditures and to incur obligations for specific purposes. Operating appropriations are time period limited and must be expended or encumbered within the time limits. Capital appropriations have no expiration.

**Articulated Bus**

A bus usually 55-feet or more in length that bends at a connecting point when the bus turns a corner.

**Avaya Stadium**

18,000 seat soccer stadium in San Jose, California home of Major League Soccer's San Jose Earthquakes. Opened in February 2015.

**Average Weekday Boarding Riders**

The average number of persons who board the transit system on a day that normal weekday revenue service is provided.

### **B**

**Balanced Budget**

A budget in which expected revenues equal expected expenses during a fiscal period.



## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

### **Bay Area Air Quality Management District**

Commonly referred to as the “air district,” this agency regulates industry and employers to keep air pollution in check and sponsors programs to clean the air in the San Francisco Bay Area.

### **Bay Area Council**

A public policy advocacy organization sponsored by businesses throughout the San Francisco Bay region.

### **Bay Area Rapid Transit (BART)**

The San Francisco Bay Area Rapid Transit District (BART) provides heavy passenger rail service in Alameda, Contra Costa, San Mateo, and San Francisco counties, between the cities of Fremont, Pleasanton, Richmond, Pittsburg, Millbrae, and San Francisco.

### **Board Designation**

Designations by the Board of Directors reflecting self-imposed limitations on the use of otherwise available and expendable financial resources.

### **Boardings per Revenue Hour**

A productivity measure comparing the number of boardings to the number of revenue hours operated. Used to measure service utilization per unit of service operated.

### **Bond**

Long-term debt issued by an agency to help finance new acquisitions of property, facilities, and equipment.

### **Bond Indenture**

A contract between an issuer of bonds and the bondholder stating the time period before repayment, amount of interest paid, if the bond is convertible, if the bond is callable, and the amount to be repaid.

### **Budget Type**

A unit of budget funding control (e.g., operating or capital).

### **Budget Unit**

A unit of budget funding control (e.g., division, cost group, or project number).

### **Build America Bonds (BABs)**

Taxable municipal bonds that carry special tax credits and federal subsidies for either the bond issuer or the bondholder. Build America Bonds were created as part of the 2009 American Recovery and Reinvestment Act (ARRA).

### **Bus Rapid Transit (BRT)**

BRT combines the quality of rail transit and the flexibility of buses. It can operate on exclusive transit-ways, HOV lanes, expressways, or ordinary streets. A BRT system combines Intelligent Transportation Systems technology, priority for transit, cleaner and quieter vehicles, rapid and convenient fare collection, and integration with land use policy.

## C

### **California Air Resources Board (CARB)**

The “clean air agency” in the government of California.

### **California Environmental Quality Act (CEQA)**

A statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible.

## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

### **California Public Utilities Commission (CPUC)**

A regulatory agency that regulates privately owned utilities in the State of California, including electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies.

### **California Transportation Commission (CTC)**

A commission of eleven voting members appointed by the Governor (9), Senate Rules Committee (1), and Speaker of the Assembly (1) formed in 1978 to provide a single, unified California transportation policy. The CTC is responsible for the programming and allocating of funds for the construction of highway, passenger rail, active transportation, aeronautics, and transit improvements throughout California.

### **Caltrain**

Commuter rail service running between Gilroy and San Francisco through San Jose. The Peninsula Corridor Joint Powers Board (PCJPB), made up of representatives from the counties of San Francisco, San Mateo, and Santa Clara, oversees this commuter rail service.

### **Caltrans**

California Department of Transportation.

### **Capital Budget**

Appropriation of funds for the purchase of capital equipment items, capital projects, or studies that lead to or inform future capital projects.

### **Capital Expenditure**

Expenses that acquire, improve, or extend the useful life of any item with an expected life of one or more years and a value of more than \$5,000.

### **Capital Project**

Expenditure for tangible long-lived assets, such as property and equipment used by VTA in its operations, which is expected to benefit future periods.

### **Capital Reserve**

A designated reserve fund established to provide funds for capital improvements and replacement of capital assets.

### **Capitol Corridor Intercity Rail Service**

A 150-mile intercity rail service along the Union Pacific right-of-way, which runs between San Jose and Auburn, through Oakland and Sacramento.

### **Catenary**

Suspended overhead wire which carries high voltage for electrically powered transit vehicles from a central power source.

### **Clipper®**

A regional electronic fare payment collection system in the San Francisco Bay Area. Previously known as Translink®.

### **Congestion Management Agency (CMA)**

A countywide organization responsible for preparing and implementing the county's Congestion Management Program. CMAs came into existence as a result of state legislation and voter approval of Proposition 111 in 1990 (later legislation removed the statutory requirements of Proposition 111, making CMAs optional). TA is the designated CMA in Santa Clara County.

## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

### **Congestion Management Program (CMP)**

A comprehensive program designed to reduce traffic congestion, enhance the effectiveness of land use decisions, and improve air quality. The program must comply with CMP state statutes, and with State and Federal Clean Air Acts.

### **Contingency**

A reserve created to cover the deficiency that may arise where an original appropriation proves inadequate to cover the necessary expenditures.

### **Cost Center**

A unit of business under a single manager that incurs costs for an activity or group of activities.

### **Cost Group**

VTA uses expenditure cost groups such as labor costs, non-labor costs, contracted and interagency transit services, and debt service. They are the lowest units of budget funding control.

### **Counterparty**

A party in a swap transaction.

### **CUSIP**

A nine-character alphanumeric code that identifies North American financial securities for the purposes of facilitating clearing and settlement of trades.

## **D**

### **Debt Reduction Fund**

A designated reserve fund established to facilitate reductions in unfunded obligations and long-term liabilities and to provide funds for transit related capital improvements and for replacement of capital assets in lieu of financing.

### **Debt Service**

The payment of interest and principal on long-term borrowed funds according to a predetermined payment schedule. May also include other bond-related costs such as remarketing, liquidity, and trustee fees.

### **Defeased Bonds**

Bonds that have been secured by cash or securities which have been placed in escrow until the maturity date of the bonds.

### **Department**

Mid-level unit of organization structure. A sub-section of a division responsible for specific functions or duties.

### **Designated Fund**

Fund designated by the Board of Directors for specific use.

### **Division**

Top-level grouping of departments representing the functions of the organization.

## E

### **Eco Pass**

Partnership between VTA and Santa Clara Valley employers, residential communities, and colleges/universities for transit card with unlimited use of VTA bus and light rail services. Employers, residential communities, colleges, or universities purchase annual/school-term passes for full-time employees/residents/students at a given site for one low cost. Rebranded in January 2018 as VTA SmartPass.

### **Enterprise Fund**

A fund type used to account for “business-type activities” – activities similar to those found in the private sector.

### **Envision Silicon Valley**

An effort spearheaded by VTA to engage community leaders in a dynamic visioning process to discuss current and future transportation needs in Santa Clara County, identify solutions and craft funding priorities.

### **Ex Officio Board Members**

Metropolitan Transportation Commissioners who reside in Santa Clara County, and who are not members or alternates of the Board of Directors, are invited to serve as Ex Officio members of the Board of Directors. Upon acceptance as Ex Officio Board members they are invited to, and may regularly attend, Board meetings including closed sessions. Their attendance is not counted for purposes of establishing a quorum, they do not have voting rights, and they do not serve on the standing committees of the Board.

### **Express Bus Service**

Long-distance, limited stop bus routes operated primarily to connect commuters from outlying suburban areas with urban employment centers/areas and schools. Express buses primarily operate in peak commute periods and usually only on weekdays.

### **Express Lanes**

High occupancy toll lanes that combine the characteristics of High Occupancy Vehicle (HOV) lanes and toll roads by allowing carpools, vanpools, and buses free access, while charging for single occupant vehicle or drive alone use.

## F

### **Fare Evasion Rate**

Number of passengers checked who do not have a valid paid fare divided by total number of passengers checked.

### **Farebox Recovery/Farebox Recovery Ratio**

The percentage of operating expenses which are met by the fares paid by passengers. Computed by dividing fare revenues by total operating expenses.

### **Fares**

Income generated from passengers using transit service. This includes cash deposited in fareboxes; income from the sales of tokens, tickets, and monthly passes; and revenues from special pass programs.

### **FAST Act (Fixing America’s Surface Transportation Act)**

Legislation passed by Congress in 2015 to reauthorize federal surface transportation grant programs.

## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

### **FasTrak**

The electronic toll collection system used in the state of California.

### **Federal Transit Administration (FTA)**

A component of the U.S. Department of Transportation that provides financial assistance to cities and communities to provide mobility to their citizens.

### **Fiduciary Funds**

Funds used to account for resources held for the benefit of parties outside VTA.

### **Financial Forecasting Model**

A financial analysis model that integrates projections of expenses and revenues, both capital and operating, to assess financial capacity.

### **First/Last-Mile**

The portion of a transit trip between a transit stop and a rider's final destination, most often a home or work place.

### **Fiscal Year**

Period of any 12 consecutive months used as an accounting period. VTA's fiscal year is July 1 through June 30.

### **Fixed Rate Swap**

A swap, under which a borrower pays a counterparty a fixed rate in exchange for receiving a variable rate; most commonly used to convert variable rate bonds into synthetic fixed rate obligations.

### **Freeway Performance Initiative**

A Metropolitan Transportation Commission (MTC) initiative consisting of concurrent corridor studies with an emphasis on effective management and operations as a means to improve system performance.

### **FTA Section 5307**

Funds provided through the Federal Transit Administration to Urbanized Areas (UZAs) using a complex formula, also known as Federal Formula Funds. These funds are not available for operating assistance in UZAs with a population over 200,000; however, they can be used for preventive maintenance purposes. Additionally, in UZAs with populations greater than 200,000, one percent of the UZA formula funds are to be spent on transit enhancements, which include rehabilitation, connections to parks, signage, pedestrian and bicycle access, and enhance access for those persons with disabilities; and one percent must be spent on security.

### **FTA Section 5337**

Discretionary and formula transit capital funds provided through the Federal Transit Administration. Categories include "State of Good Repair Funding" (restricted to rail system uses) and "High Intensity Bus". Replaced the Fixed Guideway Modernization program (Section 5309 FG).

### **FTA Section 5339**

"Bus and Bus Facilities Funding, and Surface Transportation Program" transit capital funds provided through the Federal Transit Administration. Replaced the Bus and Bus Facilities discretionary program (Section 5309 Bus).

### **Full-Time Equivalent Position (FTE)**

Numeric equivalent of one person, occupying one employment position, for one year (equivalent of 2,080 hours).

## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

### **Fund**

A group of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives.

### **Fund Balance**

The difference between assets and liabilities reported in a governmental fund.

### **Fund Exchange**

An exchange of State Transportation Improvement Program (STIP) and 2000 Measure A Sales Tax funding approved by the VTA Board of Directors on June 7, 2007, December 13, 2007, and November 7, 2013.

## **G**

### **GASB 68**

Governmental Accounting Standards Board (GASB) Statement 68 which requires public employers that participate in a defined benefit pension plan to record the net pension liability, pension contributions, and deferred outflows/inflows of resources related to pensions in their financial statements.

### **Geographic Information System (GIS)**

A system designed to capture, store, manipulate, analyze, manage, and present all types of geographical data.

### **Governmental Fund**

A fund type used to account for “governmental-type activities” including services largely funded through non-exchange revenues (i.e., taxes).

### **Grants**

A contribution by a government or other organization to support a particular function. Grants may be classified as either operational or capital, depending upon the grantee.

## **H**

### **HOV Lanes – High Occupancy Vehicle Lanes**

Lanes on heavily congested roadways that are used exclusively by carpools, vanpools, buses, or any vehicle that transports multiple passengers.

## **I**

### **Indirect Cost**

Expenses of doing business that are not readily identified with a particular activity, program, or project, but are necessary for the general operation of the organization and the conduct of activities it performs.

### **Innovative Delivery Team Program (iTEAM)**

Collaboration between VTA and Caltrans for the cooperative delivery of transportation projects and operations of the State highways and federal aid funding of local streets within Santa Clara County.

### **Intelligent Transportation Systems**

Technologies that improve the management and efficiency of transportation systems, such as electronic fare payment systems, ramp metering, timed traffic signals, and on-board navigation systems.

## J

### **Joint Workforce Investment**

A partnership between VTA and the Amalgamated Transit Union, Local 265 (ATU) dedicated to creating a work environment that supports the long-term professional development and health and wellness of employees.

## L

### **Level of Service (LOS) Standards**

LOS measures the interrelationship between travel demand (volume) and supply (capacity) of the transportation system. LOS is a quantitative measure categorized into six levels, “A” through “F”, with “A” representing ideal conditions—or no congestion—and LOS “F” representing poor conditions or congested flow.

### **Levi’s Stadium**

68,500 seat stadium located in Santa Clara, California. Home of the San Francisco 49ers football team and various other events. Opened in August 2014 and host of Super Bowl 50 in February 2016.

### **LIBOR – London Interbank Offering Rate**

A daily reference rate based on the interest rate at which banks offer to lend unsecured funds to other banks in the London wholesale (interbank) money market.

### **Light Rail**

A transit mode that typically is an electric railway with a light volume traffic capacity compared to heavy rail. It is characterized by passenger rail cars operating individually or in short, usually two car, trains on fixed rails in shared or exclusive right-of-way; low or high platform loading; and vehicle power drawn from an overhead electric line via a trolley pole or a pantograph.

### **LoNo Grant**

Funding provided through the Federal Transit Administration’s Low or No Emission Vehicle Deployment Program. The LoNo program focuses on deploying the cleanest and most energy-efficient U.S.-made transit buses designed to cut carbon pollution and other traditional pollutants.

## M

### **MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century Act)**

Legislation passed by Congress in 2012 to reauthorize federal surface transportation grant programs through 2014.

### **Maximum Annual Debt Service**

The maximum amount of annual debt service (principal and interest) becoming due and payable through the final maturity date of all outstanding obligations.

### **Metropolitan Transportation Commission (MTC)**

MTC is recognized by the state as the Regional Transportation Planning Agency and by the federal government as the Metropolitan Planning Organization for the nine counties in the San Francisco Bay Area. It has 21 commissioners, of which 18 are voting members appointed by local elected officials. The two most populous counties, Alameda and Santa Clara, each have three representatives on the Commission. The next three most populous counties, Contra Costa, San Francisco, and San Mateo, are represented by two members each. The four less populous northern counties of Marin, Napa, Solano and Sonoma each appoint one

## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

commissioner. In addition, two voting members represent regional agencies — the Association of Bay Area Governments and the Bay Conservation and Development Commission. Finally, three nonvoting members represent federal and state transportation agencies and the federal housing department.

### **Miles Between Chargeable Accidents**

A safety measure capturing the number of total scheduled miles traveled between each preventable accident.

### **Miles Between Major Mechanical Schedule Loss**

A service quality measure capturing the number of total scheduled miles traveled between each mechanical breakdown that results in a loss of service to the public.

## **N**

### **Net Assets**

The difference between assets and liabilities reported in an enterprise fund.

### **Non-Represented Employee**

Any VTA employee whose position is not represented by an organized bargaining unit for the purpose of negotiating wages, benefits, and work rules.

### **Non-Revenue Vehicle**

Vehicles used for purposes other than to transport passengers, including supervisors' cars/vans, service trucks, and equipment.

## **O**

### **One Bay Area Grant (OBAG)**

A new funding approach that better integrates the region's federal transportation program with California's climate law and the Sustainable Communities Strategy.

### **On-Time Performance**

A reliability measure capturing the percentage of time a bus or light rail service meets the published schedule.

### **Operating Budget**

The planning of revenues and expenses for a given period of time to maintain daily operations.

### **Operating Reserve**

Funds unavailable for appropriation for any operating or capital use except to meet emergency needs that cannot be funded from any other source.

## **P**

### **Par Value**

The face or maturity value of a security or bond.

### **Paratransit**

Comparable transportation service required by the Americans with Disabilities Act (ADA) of 1990 for individuals with disabilities who are unable to use fixed-route transportation systems.



## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

### **Peninsula Corridor Joint Powers Board (PCJPB)**

A joint powers authority made up of representatives from the counties of San Francisco, San Mateo, and Santa Clara, who oversee Caltrain commuter rail service.

### **Percent of Scheduled Service Operated**

A service reliability measure indicating the percent of service hours completed based on the published schedule.

### **Performance Measure**

A quantitative measurement of an activity used to judge program effectiveness.

### **Personal Time Off**

Time off for non-scheduled absences such as: sick, industrial injury, Family Medical Leave Act, excused/unexcused leave, union business, and suspension.

### **Preventive Maintenance**

Maintaining equipment and facilities in satisfactory operating condition by providing for systematic inspection, detection, and correction of incipient failures either before they occur or before they develop into major defects.

### **Priority Development Area**

Locally identified infill development areas near transit.

### **Program**

A set of interrelated work, activities, or tasks which, when completed, satisfies a stated objective.

### **Program Budget**

Appropriation of funds related to a particular funding source limited to use for specific purposes.

## **R**

### **Regional Measure 2**

Measure passed on March 2, 2004 raising the toll on the seven State-owned toll bridges in the San Francisco Bay Area by \$1.00 to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors.

### **Regional Transportation Plan**

A multimodal blueprint required by state and federal law to guide the region's transportation development for a 20-year period. Updated every two to three years, it is based on projections of growth and travel demand coupled with financial assumptions.

### **Represented Employee**

Any VTA employee whose position is represented by the American Federation of State, County, and Municipal Employees, Local 101 (AFSCME), Amalgamated Transit Union, Local 265 (ATU), Service Employees International Union, Local 521 (SEIU), or Transportation Authority Engineers and Architects Association, Local 21 (TAEA) for the purpose of negotiating wages, benefits, and work rules.

### **Reserves**

Unrestricted Net Assets represented by cash, investments, and receivables that are unappropriated and designated by the Board of Directors to be used for a specific purpose.

## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

### **Revenue Service**

The time that a revenue vehicle is available to pick up or discharge passengers.

### **Revenue Vehicle**

Vehicles used to transport passengers.

## **S**

### **Sales and Use Tax**

A tax on the retail sale, storage, use, or other consumption of tangible personal property.

#### **Sales Tax – 1976 Measure A**

A permanent half-cent sales and use tax passed in March 1976 to ensure the continued operation and development of transit service in Santa Clara County.

#### **Sales Tax – 1996 Measure B**

A nine-year half-cent sales and use tax passed in November 1996 for general county purposes. The County Board of Supervisors subsequently adopted a resolution dedicating the tax for transportation improvements. The tax expired on March 31, 2006.

#### **Sales Tax – 2000 Measure A**

A 30-year half-cent sales and use tax passed in November 2000 to fund major transit improvement capital projects effective on April 1, 2006.

#### **Sales Tax – 2008 Measure B**

A 30-year eighth-cent sales and use tax passed in November 2008 to fund operating and maintenance expenses and capital reserve contributions for the Silicon Valley Rapid Transit extension of BART to Santa Clara County. The tax becomes effective only if sufficient state/federal funds are secured to match local construction dollars.

#### **Sales Tax – 2016 Measure B**

A 30-year half-cent sales and use tax passed in November 2016 to fund enhancements for transit, highways, expressways and active transportation (bicycles, pedestrians and complete streets).

#### **Sales Tax Stabilization Fund**

Board designated reserve fund used to mitigate impact of volatility of sales tax based revenues on service levels.

#### **Senate Bill 1 (SB 1)**

California State Senate Bill signed in 2017 implementing various taxes and fees to provide funding for repair and maintenance of state highways and local roads, trade corridor improvements, and public transit and active transportation support.

#### **Senate Bill 743**

California State Senate Bill signed in 2013 requiring a move away from vehicle delay and level of service (LOS) within California Environmental Quality Act (CEQA) transportation analysis. Also require the identification of new metrics for identifying and mitigating transportation impacts, such as Vehicle Miles Traveled (VMT) per capita and VMT per employee.

### **Service Hours**

Hours incurred by revenue vehicles from the time the vehicle leaves the operating division until it returns to the operating division.

**Service Miles**

Miles incurred by revenue vehicles from the time the vehicle leaves the operating division until it returns to the operating division.

**Short Range Transit Plan (SRTTP)**

A 10-year financially constrained projection of transit-related capital and operating expenses and revenues.

**Silicon Valley BART Extension (SVRT)**

VTA's BART Silicon Valley Extension. The project extends BART from Warm Springs, through Milpitas and downtown San Jose to Santa Clara, a distance of 16.1 miles. The project includes construction of a heavy rail rapid transit system, all ancillary requirements, and the upgrading of the existing BART system to be fully integrated with the enhanced service of the Silicon Valley Extension. Six stations and a maintenance and vehicle storage yard are proposed along the alignment.

**Silicon Valley BART Extension-Phase II**

The second phase of VTA's BART Silicon Valley Extension. Implements the remaining 6 miles from the Berryessa Station through downtown San Jose continuing onto the City of Santa Clara. Includes four stations and a maintenance and vehicle storage yard.

**Silicon Valley Berryessa Extension (SVBX)**

The first phase of the BART to Santa Clara County Project. Implements the first 10 miles from Warm Springs to San Plumas Avenue in San Jose.

**Silicon Valley Radio Interoperability Authority (SVRIA)**

A joint powers authority formed in 2010 to coordinate, manage, and plan regional public safety technology initiatives.

**State Transit Assistance (STA)**

A portion of the revenues budgeted annually by the state for the Transportation Planning & Development Account. Funds are used for mass transit operations, transit coordination projects, and transportation planning. These funds are apportioned to the regional transportation planning agencies according to a formula based on population and annual transit operator revenues.

**State Transportation Improvement Program (STIP)**

A multi-year planning and expenditure plan adopted by the California Transportation Commission for the State Transportation System that is updated in even-numbered years.

**Supervisory Control and Data Acquisition (SCADA)**

Industrial control systems—computer systems that monitor and control industrial, infrastructure, or facility-based processes.

**Surface Transportation Program**

A flexible funding program for mass transit and highway projects.

**Sustainability Program**

A program designed to strengthen VTA's commitment to the environment through the conservation of natural resources, the reduction of greenhouse gases, the prevention of pollution, and the use of renewable energy and materials. Goals and strategies for VTA's Sustainability Program were formally adopted by the Board of Directors in February 2008.

**Sustainable Communities Strategy**

Senate Bill 375 (Steinberg) signed into law in 2008. This legislation directs the California Air Resources Board (CARB) to set regional targets for reducing greenhouse gas emissions. SB 375 requires each

## VTA FY 2022 & FY 2023 ADOPTED BIENNIAL BUDGET

Metropolitan Planning Organization to include a “Sustainable Communities Strategy” in the regional transportation plan that demonstrates how the region will meet the greenhouse gas emission targets.

### **Swap Agreement**

An agreement between a borrower and a swap counterparty in conjunction with a fixed-to-variable rate or variable-to-fixed rate swap.

### **Synthetic Fixed Rate**

The resulting rate a borrower will pay on an issue of variable rate obligations after entering into a variable-to-fixed interest rate swap.

## **T**

### **Title VI**

Section of the Civil Rights Act of 1964 which assures nondiscrimination in the distribution of funds under federally assisted programs.

### **Traffic Congestion Relief Program**

A program established in 2000 to provide \$2 billion in funding for traffic relief and local street and road maintenance projects throughout California.

### **Transit and Intercity Rail Program**

A program that provides grants to fund transformative capital improvements to modernize intercity, commuter, and urban rail systems, and bus and ferry transit systems.

### **Transit Assistance Program**

A program providing discounted fares for low income adults not receiving other forms of transportation support.

### **Transit Sustainability Policy**

A policy that provides a framework for the efficient and effective expenditure of funds to achieve the highest return on transit investments. The policy guides the development and implementation of new transit services, as well as the refinement of existing services. VTA’s Transit Sustainability Policy was adopted by the Board of Directors in February 2007.

### **Transportation Development Act (TDA)**

An act passed by the state Legislature in 1972 allowing each county to elect to participate in a quarter-cent state sales tax program for public transportation purposes. TDA sales tax revenues are apportioned by the state, through the regional transportation planning organizations, to each participating county based on the amount collected within that county.

### **Transportation Fund for Clean Air (TFCA)**

Funds generated by a \$4.00 surcharge on vehicle registrations used to implement projects and programs to reduce air pollution from motor vehicles.

### **Transportation Network Company (TNC)**

An organization that provides pre-arranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using the driver’s personal vehicle.

**True Interest Cost (TIC)**

A method of calculating the overall cost of a financing that takes into account the time value of money. The TIC is the rate of interest that will discount all future payments so that the sum of their present value equals the issue proceeds.

**U**

**Undesignated Reserves**

Reserves that have not been restricted or designated by the entity for other specific use.

**Unfunded Obligations**

Obligations or liabilities for which funds have not been identified or provided.

**Urbanized Area (UZA)**

An area defined by the United States Census Bureau that includes one or more incorporated cities, villages, and towns (or “central place”) and the adjacent densely settled surrounding territories (or “urban fringe”) that together have a minimum of 50,000 persons.

**V**

**Vehicle Registration Fee – SB 83**

Senate Bill 83 (Hancock), signed into law in 2009, authorized countywide transportation agencies to implement a vehicle registration fee of up to \$10 on motor vehicles registered within the county to fund transportation programs and projects.

**VTA SmartPass**

Partnership between VTA and Santa Clara Valley employers, residential communities, and colleges/universities for transit card with unlimited use of VTA bus and light rail services. Employers, residential communities, colleges, or universities purchase annual/school-term passes for full-time employees/residents/students at a given site for one low cost. Formerly known as Eco Pass.

**VTP 2040**

A 25-year plan developed by VTA which provides policies and programs for transportation in the Santa Clara Valley including roadways, transit, Intelligent Transportation Systems, bicycle, pedestrian facilities, and land use. The VTP is updated every three to four years to coincide with the update of the Regional Transportation Plan.

**Z**

**Zero Emission Bus (ZEB)**

An urban bus certified to have zero exhaust emissions of any pollutant under any and all conditions and operations. This includes hydrogen-powered fuel cell buses, electric trolley buses, and battery electric buses.

**Zero-Based Budgeting**

A budgeting method in which all expenses must be justified for each new period. Zero-based budgeting starts from a “zero base” and every function within an organization is analyzed for its needs and costs.

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***END OF DOCUMENT***



**OUR MISSION**

*"Solutions that move you."*

**OUR VISION**

*"Innovate the way Silicon Valley moves."*



**OUR CORE VALUES**

- Safety
- Integrity
- Quality
- Sustainability
- Diversity
- Accountability