May 2021

Recommended Budget

Fiscal Year 2022
and
Fiscal Year 2023

Santa Clara Valley Transportation Authority

Solutions that move you

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Introduction

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

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

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

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

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

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

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

Fiscal Years 2022 and 2023 Proposed Budget Summary[1]

(Dollars in Thousands)

Fund	Fiscal Year 2022	Fiscal Year 2023
VTA Transit-Operating	531,876	543,848
VTA Transit-Capital	211,976	---[2]
2000 Measure A Transit Improvement Program-Operating	139,165	142,042
2000 Measure A Transit Improvement Program-Capital	2,140,874	---[2]
Congestion Management Program-Operating	6,196	7,043
VTP Transportation Program-Capital	228,308	---[2]
Transit-Oriented Development Program-Operating	297	207
Transit-Oriented Development Program-Capital	16,985	---[2]
Silicon Valley Express Lanes Program-Operating	5,826	7,147
2008 Measure B - BART Operating Sales Tax Program-Operating	100,524	103,524
2016 Measure B Program	171,950[3]	---[2]

[1] Includes transfers between funds
[2] Total Appropriation for FY 2022 and FY 2023 reflected in FY 2022
[3] Includes only the portion of Formula Based Program Areas

VTA TRANSIT

VTA Transit

Overview

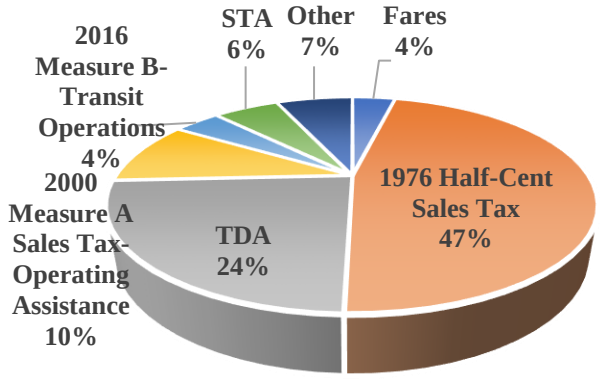
Countywide public transit service in Santa Clara County began on June 6, 1972, with the creation by state legislation, of the Santa Clara County Transit District. This organization initiated countywide bus service, expanded the bus fleet, and developed an initial light rail system. Following the merger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

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

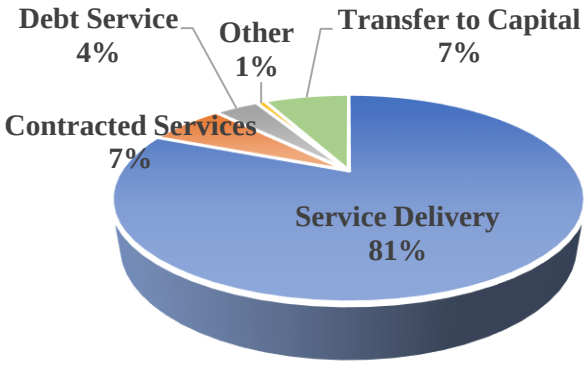
The VTA Transit Proposed Budget funds VTA's service and capital project delivery plan for the two-year period. As such, the budget reflects the projected increase in service levels by gradually bringing them in line with those approved by the Board under the 2019 New Transit Service Plan.

The charts below illustrate the sources and uses of funds for the FY 2022 and FY 2023 VTA Transit Biennial Operating Budget.

Where the Dollars Come From



Where the Dollars Go



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

VTA Transit
Major Budget Assumptions

Service Levels

In May 2019, the VTA Board of Directors unanimously approved the 2019 New Transit Service Plan (NTSP) for 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)

	FY2019 Actual	FY2020 Actual	FY2021 Projected Actual	FY2022 Proposed Budget	FY2023 Proposed Budget
Service Miles					
Bus	18,840	16,748	13,925	18,690	18,655
Light Rail Train	2,285	1,824	1,691	2,375	2,373
Total Service Miles	21,125	18,572	15,616	21,065	21,028
% Change		-12.1%	-15.9%	34.9%	-0.2%
Service Hours					
Bus	1,480	1,347	1,121	1,503	1,500
Light Rail Train	155	131	127	170	170
Total Service Hours	1,635	1,478	1,248	1,673	1,670
% Change		-9.6%	-15.6%	34.1%	-0.2%

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

Ridership

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

Ridership

(In Thousands)

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

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

Revenues

Fares

There is no change in the current fare pricing structure proposed at this time. The ongoing 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-related revenues include proceeds from five different sources that make up over 85% of the operating revenues. Sales tax proceeds are driven by the economy, and because VTA is so reliant on sales tax proceeds, the authority is vulnerable to cyclical downturns in the economy that are outside of VTA's control. Although the pandemic led to a significant decrease in sales tax receipts, the drop was not as great as had been projected in the summer of 2020. Each of the sales tax measures is discussed in more detail below.

1976 Half-cent Local Sales Tax

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

To forecast sales tax in FY 2022 and FY 2023, staff reviewed multiple projection scenarios. The Proposed Biennial Budget reflects projected growth of 13.7% and 6.5% in FY 2022 and FY 2023 respectively. 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.

2000 Measure A Sales Tax - Operating Assistance

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

2016 Measure B – Transit Operations

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

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

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

The Proposed VTA Transit Fund Operating Budget includes $23.6 million and $17.5 million in 2016 Measure B funds for FY 2022 and FY 2023 respectively. The FY 2022 allocation also includes the initial true-up of Program Tax Revenue for the 2016 Measure B sales tax from its initiation through the end of FY 2020, which amounts to $7.1 million.

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

Transportation Development Act (TDA)

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

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

State Transit Assistance (STA)

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

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

Federal Operating Grants

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

Federal Relief Funding

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

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

Expenses

The FY 2022 and FY 2023 Proposed Biennial Budget has total expenses budgeted at $531.9 million and $543.8 million respectively. This represents an increase of 10.6% in FY 2022 compare to the total projected actual expense of FY 2021, and an increase of 2.3% in FY 2023 compare to the total budgeted expense of FY 2022. The largest expense category of the VTA Transit Fund operating budget is labor salaries and benefits, which account for about 68% of the total expense budget.

Labor Cost

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

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

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

- Wage increases based on currently negotiated contracts. Budgeting of additional costs, if any, for subsequent contracts will be addressed upon contract ratification by the Board of Directors.
- Pension and Retiree Health contributions are based on latest available actuarial information.
- The table below shows the approved positions agencywide for FY 2020 through FY 2023. There are 4 additional janitorial positions and 1 Senior Assistant Counsel position budgeted for FY 2022 and FY 2023.

FY20	FY21	FY22	FY23
2,354	2,357	2,362	2,362

Fuel

The Proposed Budget assumes a cost of $2.65 per gallon for diesel in FY 2022 and $2.75 in FY 2023, including taxes and fees**.** The assumed level of service miles could be found in the Service Level section. It is based on changes in the 2019 New Transit Service Plan and reflects 18.7 million miles of service for FY 2022 and FY 2023. Annual fuel usage is estimated at approximately 3.0 million gallons in both FY 2022 and FY 2023. The actual average cost per gallon of diesel including taxes was $2.39 for FY 2020 and $2.01 for FY 2021 through March.

[1] Service Employees International Union, Local 521
[2] American Federation of State, County, and Municipal Employees, Local 101
[3] Transportation Authority Engineers and Architects Association, Local 21
[4] Amalgamated Transit Union, Local 265

However, the average cost between January and March 2021 of $2.34 is about 26.5% higher than that of $1.85 in the preceding 6 months.

Paratransit

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

VTA ACCESS provides curb-to-curb and door-to-door service for eligible individuals for trips made within 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 during the same hours as the corresponding fixed route service. Changes to the fixed route transit network can impact the geographical footprint and service hours of paratransit service.

Paratransit trips are anticipated to increase significantly during the two-year budget period, from the nadir of FY 2021, and are projected to be about 30% of the actual number in FY 2019 (the last full year before the pandemic). By FY 2023, the number of paratransit trips is forecast to be about 69% of the actual number in FY 2019. The tables on the next page detail the elements of the Paratransit budget and the major operating metrics for this service.

Paratransit Expense Detail

(Dollars in Thousands)

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

Note: Totals may not add due to independent rounding

Paratransit Operating Metrics

(in Thousands)

	FY 2020 Actual	FY 2021 Projected	FY 2022 Proposed Budget	FY 2023 Proposed Budget
Ridership	420	160	278	362
Primary Revenue Vehicle Hours	255	158	289	320
Supplemental Trips	63	0	69	77
Fare Revenue	$1,498	$454	$873	$1,350

Caltrain

In prior years, VTA contributed to Caltrain's operating budget based on a ridership formula agreed to by the partner agencies. In FY 2020 and FY 2021, that contribution totaled $10.8 million annually. The FY 2022 and FY 2023 Proposed Biennial Budget no longer includes a contribution to Caltrain because of the passage of Measure RR in November 2020. Measure RR implemented a 30-year one-eighth cent sales tax in San Francisco, San Mateo, and Santa Clara counties to fund Caltrain operations and capital improvements. Caltrain is projected to receive about $57 million in FY 2022 from this tax generated in Santa Clara County.

Transfer to Capital Reserve

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

Reserve Accounts

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

Operating Reserve

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

Sales Tax Stabilization Fund

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

Debt Reduction Fund

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

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

Line	Category	FY20 Actual	FY21 Current Budget[1]	FY21 Projected Actual[2]	FY22 Proposed Budget	Variance from FY21 Projection	% Var	FY23 Proposed Budget	Variance from FY22 Budget	% Var
1	Fares-Transit	27,318	36,426	13,058	15,558	2,500	19.1%	20,541	4,983	32.0%
2	Fares-Paratransit	1,498	2,146	454	873	418	92.0%	1,350	478	54.8%
3	1976 1/2 Cent Sales Tax	209,828	229,254	207,815	236,381	28,566	13.7%	251,631	15,250	6.5%
4	TDA	110,985	107,749	113,188	123,104	9,916	8.8%	125,566	2,462	2.0%
5	Measure A Sales Tax-Oper. Asst.	43,551	47,570	43,122	49,049	5,928	13.7%	52,213	3,164	6.5%
6	2016 Measure B-Transit Operations	14,500	14,500	14,500	23,586	9,086	62.7%	17,504	(6,082)	-25.8%
7	STA	25,233	40,542	24,000	31,486	7,486	31.2%	26,924	(4,562)	-14.5%
8	Federal Operating Grants	4,009	4,822	4,789	5,054	265	5.5%	4,550	(504)	-10.0%
9	State Operating Grants	864	2,224	1,188	2,406	1,217	102.5%	1,375	(1,030)	-42.8%
10	Investment Earnings	6,068	4,536	3,329	4,230	901	27.1%	4,589	359	8.5%
11	Advertising Income	3,221	4,369	1,801	2,636	835	46.4%	3,226	590	22.4%
12	Measure A Repayment Obligation	14,731	14,665	14,665	17,593	2,928	20.0%	17,553	(40)	-0.2%
13	Other Income	6,003	5,090	3,590	2,241	(1,349)	-37.6%	2,860	619	27.6%
14	**Total Revenue/Sources**	**467,808**	**513,893**	**445,496**	**514,196**	**68,699**	**15.4%**	**529,883**	**15,687**	**3.1%**
15	Labor Cost	329,629	360,260	330,029	358,641	28,611	8.7%	368,771	10,130	2.8%
16	Materials & Supplies	23,187	31,296	21,281	25,616	4,335	20.4%	25,211	(405)	-1.6%
17	Security	15,546	16,910	21,729	24,775	3,046	14.0%	25,731	956	3.9%
18	Professional & Special Services	4,039	6,769	5,408	10,206	4,798	88.7%	9,313	(893)	-8.7%
19	Other Services	12,110	11,277	12,357	12,731	374	3.0%	12,990	258	2.0%
20	Fuel	7,974	10,698	5,693	10,386	4,692	82.4%	10,734	348	3.3%
21	Traction Power	4,502	5,360	7,182	5,946	(1,236)	-17.2%	6,327	381	6.4%
22	Tires	1,658	1,640	1,460	1,624	164	11.3%	1,685	61	3.8%
23	Utilities	3,546	4,323	3,800	4,313	513	13.5%	4,439	126	2.9%
24	Insurance	3,834	7,897	7,859	8,546	687	8.7%	8,989	443	5.2%
25	Data Processing	5,457	6,446	6,234	7,471	1,237	19.8%	7,527	56	0.8%
26	Office Expense	270	337	195	286	91	46.6%	287	0	0.2%
27	Communications	1,664	1,820	1,621	1,866	245	15.1%	1,912	47	2.5%
28	Employee Related Expense	550	1,218	1,221	1,081	(140)	-11.5%	1,106	25	2.3%
29	Leases & Rents	887	879	810	983	172	21.3%	983	(0)	0.0%
30	Miscellaneous	836	1,125	868	1,083	216	24.8%	986	(97)	-9.0%
31	Reimbursements	(39,119)	(47,859)	(40,991)	(44,328)	(3,337)	8.1%	(44,808)	(480)	1.1%
32	**Subtotal Operating Expense**	**376,567**	**420,396**	**386,758**	**431,227**	**44,469**	**11.5%**	**442,183**	**10,956**	**2.5%**
33	Paratransit	23,269	28,099	20,450	29,206	8,756	42.8%	30,093	887	3.0%
34	Caltrain	10,800	10,800	10,800	0	(10,800)	-100.0%	0	-	0.0%
35	Altamont Commuter Express	5,454	5,773	5,668	6,054	386	6.8%	6,242	188	3.1%
36	Highway 17 Express	375	400	400	419	19	4.7%	439	20	4.7%
37	Monterey-San Jose	0	35	0	0	0	0.0%	0	-	0.0%
38	Contribution to Other Agencies	966	1,187	825	1,061	236	28.5%	1,061	-	0.0%
39	Debt Service	20,819	20,784	20,784	20,909	125	0.6%	20,831	(78)	-0.4%
40	**Subtotal Other Expense**	**61,684**	**67,077**	**58,926**	**57,649**	**(1,278)**	**-2.2%**	**58,665**	**1,016**	**1.8%**
41	**Operating and Other Expense**	**438,251**	**487,473**	**445,685**	**488,876**	**43,191**	**9.7%**	**500,848**	**11,972**	**2.4%**
42	Transfer to Capital Reserve	35,000	35,000	35,000	40,000	5,000	14.3%	40,000	-	0.0%
43	Contingency	0	3,000	0	3,000	3,000	N/A	3,000	-	0.0%
44	**Total Expense/Contingency/Cap**	**473,251**	**525,473**	**480,685**	**531,876**	**51,191**	**10.6%**	**543,848**	**11,972**	**2.3%**
45	**Operating Balance**	**(5,443)**	**(11,581)**	**(35,188)**	**(17,680)**			**(13,965)**		

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

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

2 Projection as of March 31, 2021

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

Line	Description	FY 2020 Actual	FY 2021 Projected Actual [1]	FY 2022 Proposed Budget	FY 2023 Proposed Budget
Operating Balance					
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)***
Operating Balance Transfers					
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	-	-	-	-
Operating Reserve					
8	Beginning Operating Reserve	***75,814***	***75,814***	***75,814***	***75,814***
9	Transfer From/(To) Operating Balance	-	-	-	-
10	Ending Operating Reserves	***75,814***	***75,814***	***75,814***	***75,814***
11	Operating Reserve %[2]	***14.4%***	***14.3%***	***13.9%***	***13.6%***
Sales Tax Stabilization Fund					
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***
Federal Relief Funding Balance					
15	Beginning Balance[3]	***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.

1 Projections as of March 4, 2021

[2] Line 10 divided by subsequent fiscal year budgeted Operating Expenses

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

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	$ 573.9	$ 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.

Operating Balance

- The 10-year projection show that expenses outpace revenues in each fiscal year during the projection period, growing from a deficit of $17.7 million in FY 2022 to $47.4 million in FY 2031. As a result of the federal funding that has already been granted to transit operators during the pandemic, the agency is able to use the funds to balance the budget for several fiscal years, through FY 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.

VTA Transit
Capital Program Overview

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

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

In late 2020, VTA staff submitted 127 projects for consideration for the SCIP's first five-year period. These projects are being scored and ranked using the scoring criteria approved by the Board in September 2020 by the Capital Improvement Program Working Group (CIPWG), which consists of twelve experienced VTA executives and mid-level managers, with at least one representative from each VTA division. The CIPWG's scoring and ranking were then 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 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
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
	Revenue Vehicles & Equipment Total	***71,297***	***3,057***	***0***	***0***	***18,842***	***93,196***
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
	Operating Facilities & Equipment Total	***6,021***	***0***	***0***	***70***	***14,034***	***20,125***
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
	Light Rail Way, Power & Signal Total	***45,859***	***0***	***0***	***0***	***19,996***	***65,855***
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
	Passenger Facilities Total	***1,600***	***0***	***1,300***	***784***	***680***	***4,364***

(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
	Information Systems & Technology Total	***3,680***	***0***	***0***	***0***	***12,024***	***15,704***
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
	Miscellaneous Total	***0***	***0***	***400***	***1,695***	***9,437***	***11,532***
61.	Non-Revenue Vehicle Replacement Program FY22 & FY23	800	0	0	0	400	1,200
	Non-Revenue Vehicles Total	***800***	***0***	***0***	***0***	***400***	***1,200***
	GRAND TOTAL	***129,257***	***3,057***	***1,700***	***2,549***	***75,413***	***211,976***

VTA Transit Program
Descriptions of FY 2022 & FY 2023 Appropriated Projects

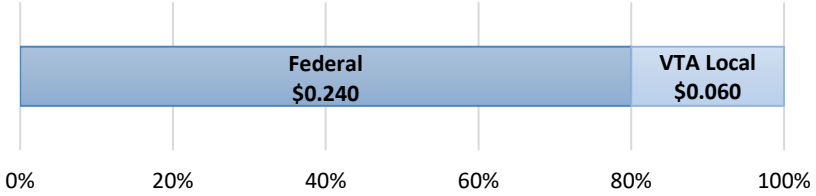
Revenue Vehicles & Equipment

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

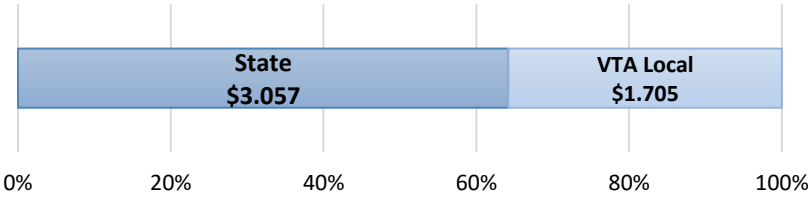
Anticipated Completion Date December 2025

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

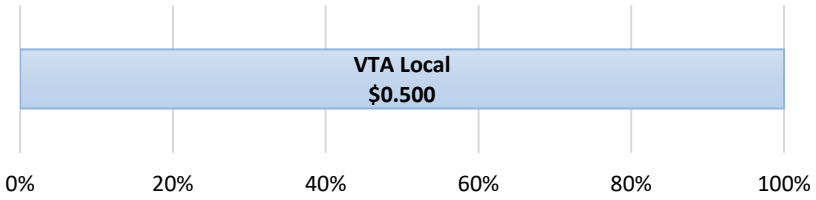
Anticipated Completion Date June 2026

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)



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

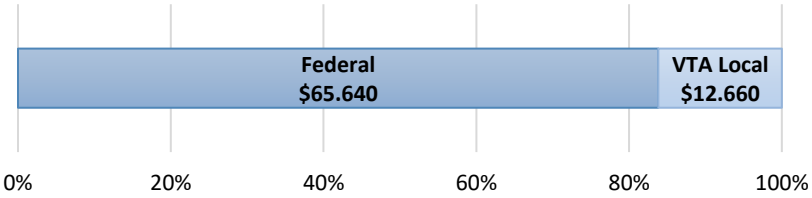
Anticipated Completion Date June 2023

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

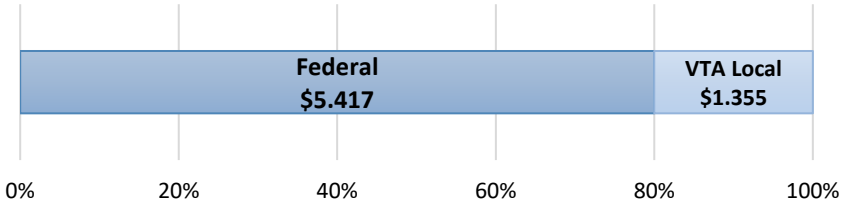
Anticipated Completion Date December 2023

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)



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

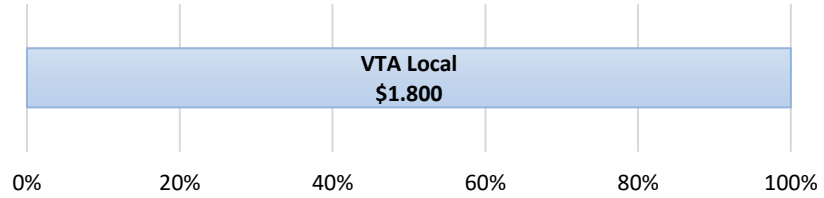
Anticipated Completion Date June 2023

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

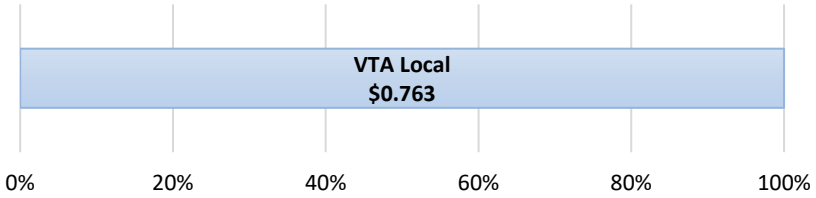
Anticipated Completion Date June 2023

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

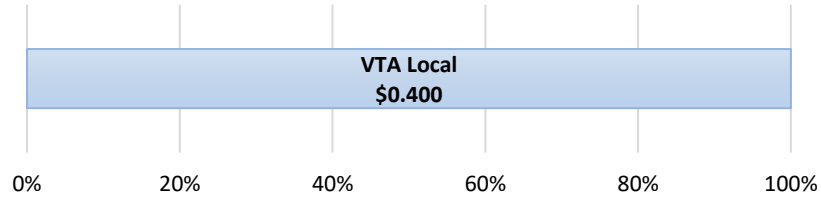
Operating Facilities & Equipment

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

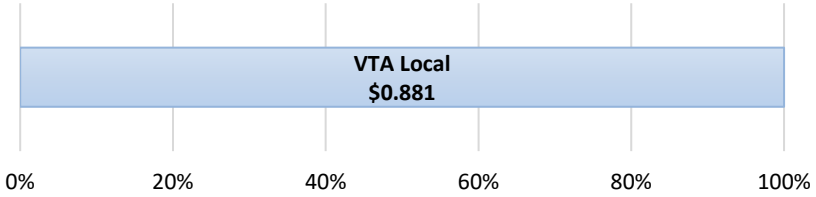
Anticipated Completion Date June 2023

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

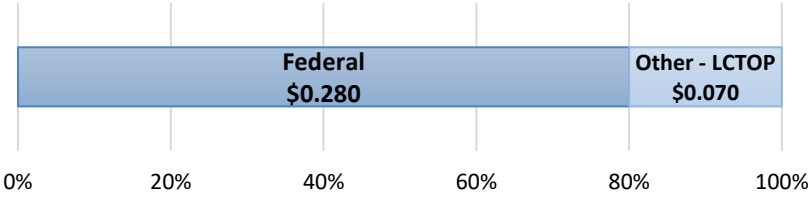
Anticipated Completion Date September 2022

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

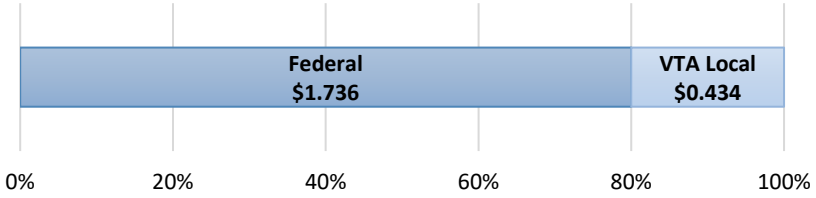
Anticipated Completion Date December 2025

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

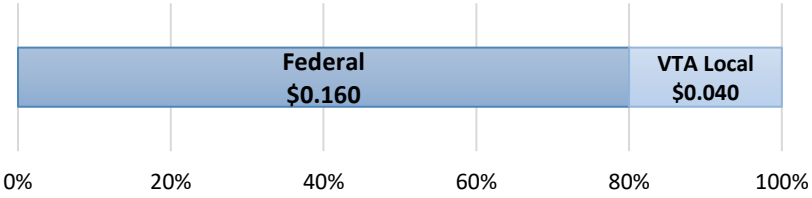
Anticipated Completion Date March 2023

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 rain water 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

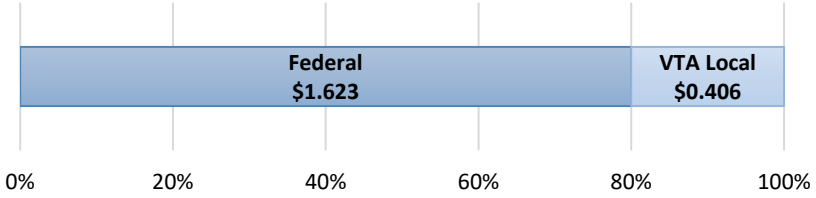
Anticipated Completion Date June 2022

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

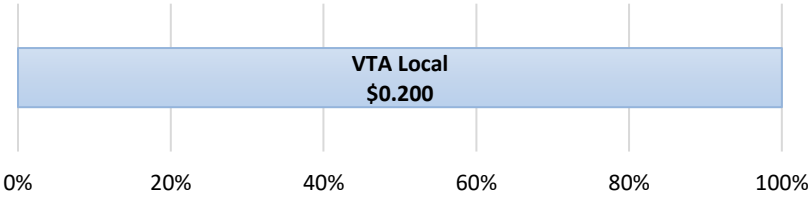
Anticipated Completion Date June 2023

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

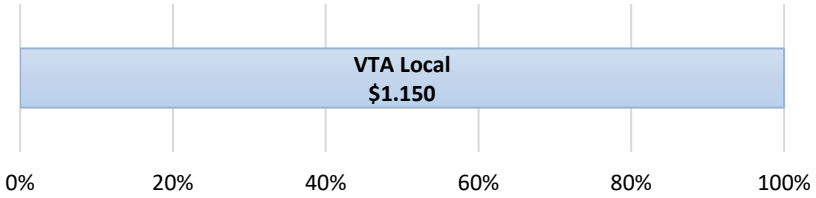
Anticipated Completion Date October 2026

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

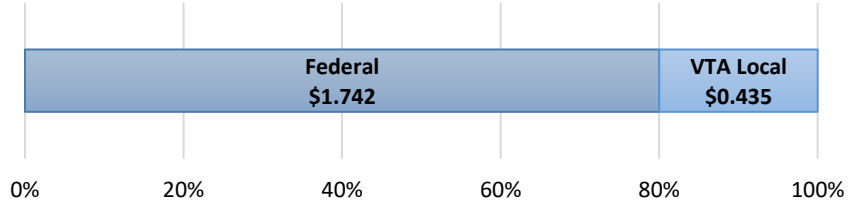
Anticipated Completion Date March 2023

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

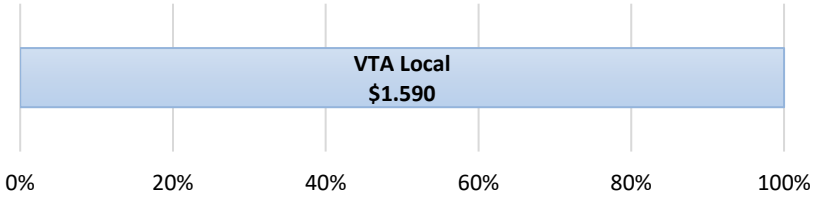
Anticipated Completion Date June 2023

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)



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

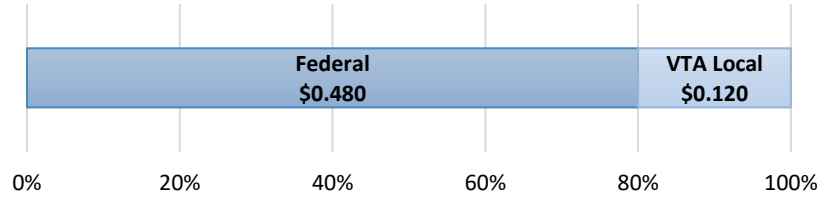
Anticipated Completion Date December 2024

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

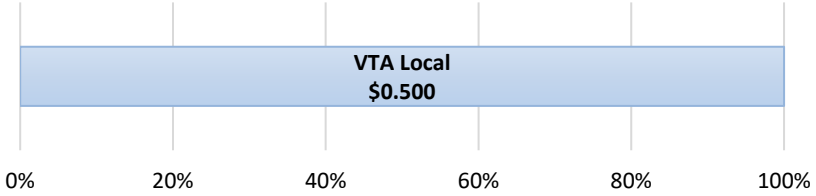
Anticipated Completion Date July 2023

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

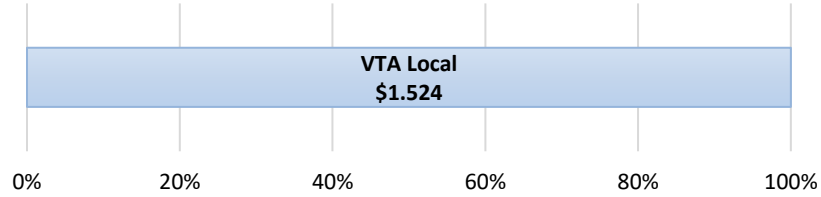
Anticipated Completion Date December 2024

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

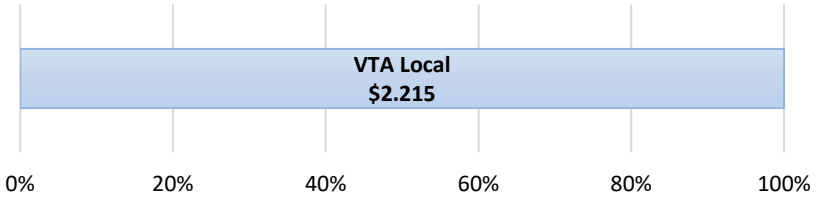
Anticipated Completion Date December 2024

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

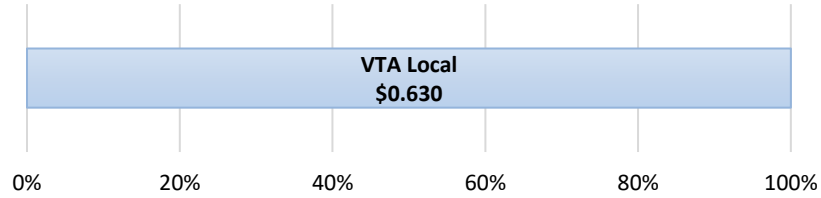
Anticipated Completion Date June 2023

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

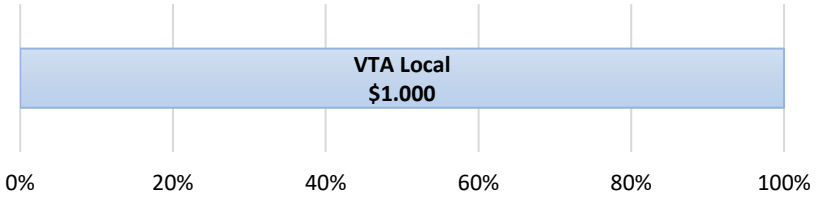
Anticipated Completion Date January 2022

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

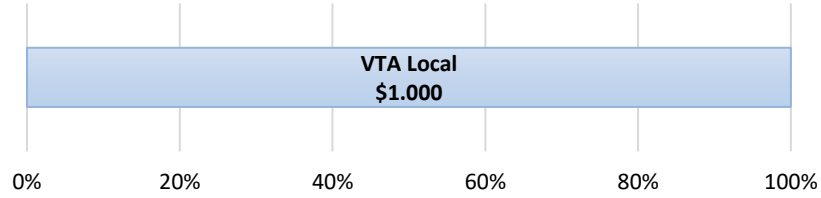
Anticipated Completion Date June 2023

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 it design purpose. Material costs are linked to the commodity market and price fluctuates daily.

Estimated Total Project Cost $6.860 million

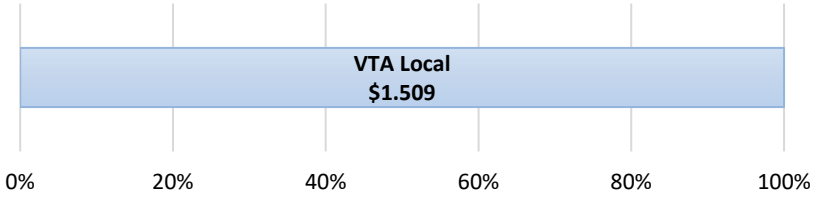
Anticipated Completion Date June 2023

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

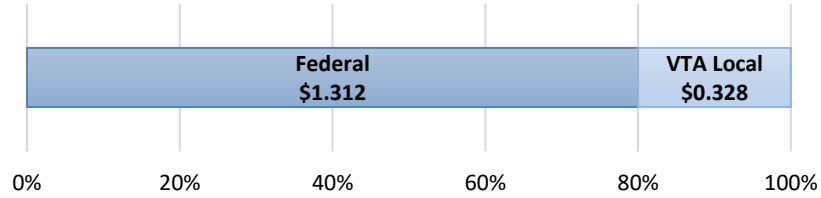
Light Rail Way, Power & Signal

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

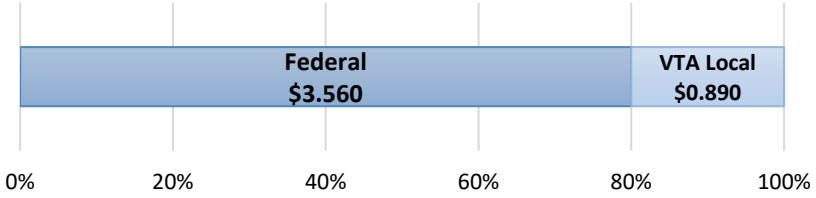
Anticipated Completion Date March 2022

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

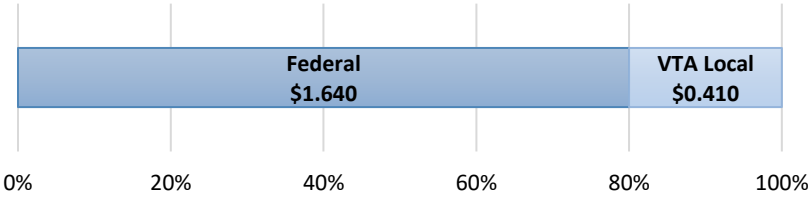
Anticipated Completion Date April 2024

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

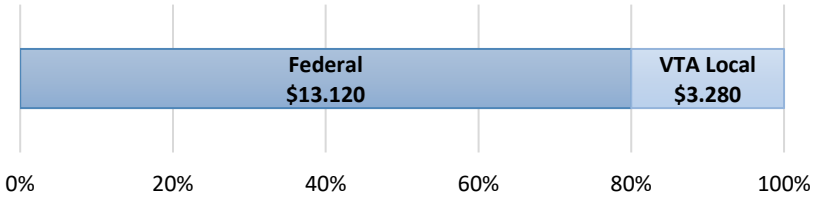
Anticipated Completion Date January 2024

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

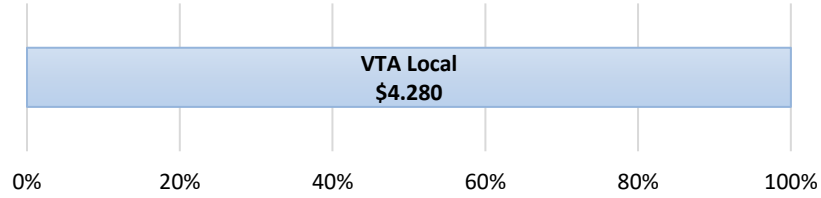
Anticipated Completion Date June 2023

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

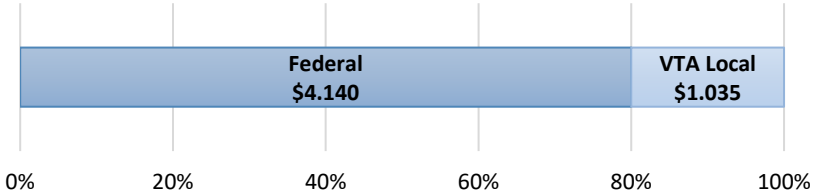
Anticipated Completion Date July 2023

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

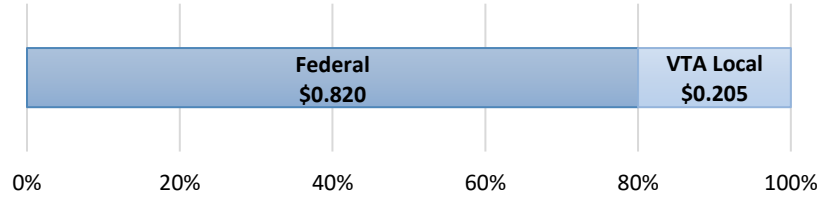
Anticipated Completion Date January 2026

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

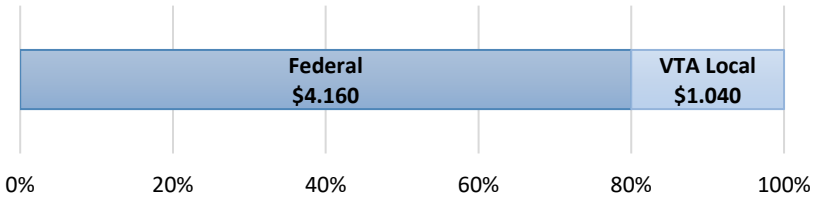
Anticipated Completion Date March 2023

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

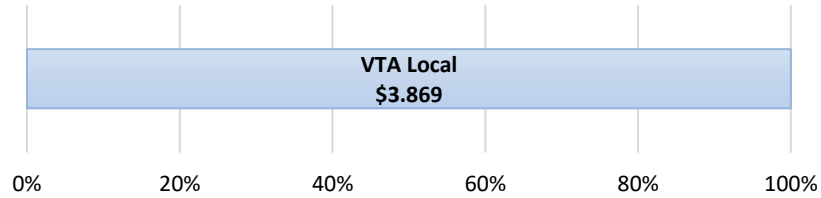
Anticipated Completion Date May 2024

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 all10 Crossings/15 Quadrants.

Estimated Total Project Cost $5.230 million

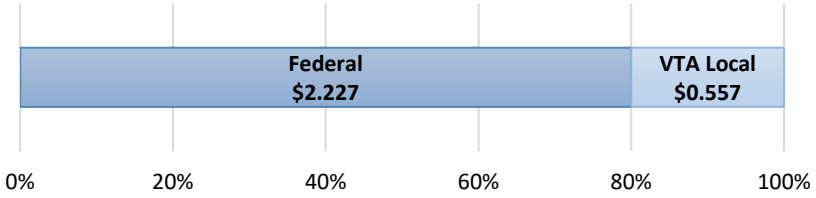
Anticipated Completion Date June 2025

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

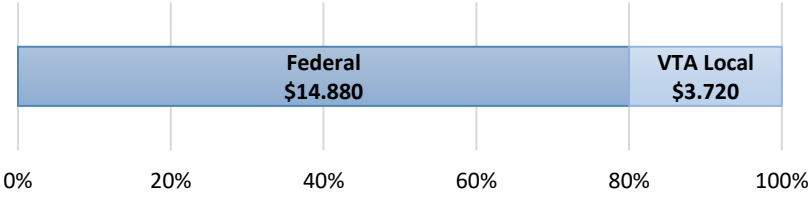
Anticipated Completion Date December 2023

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

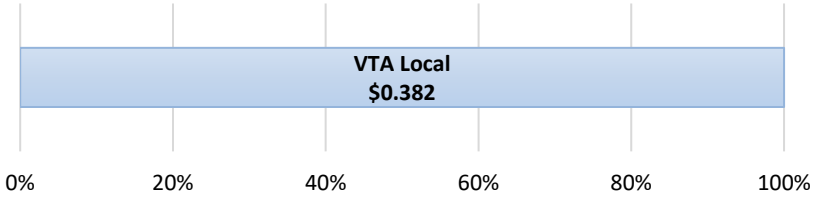
Anticipated Completion Date May 2025

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

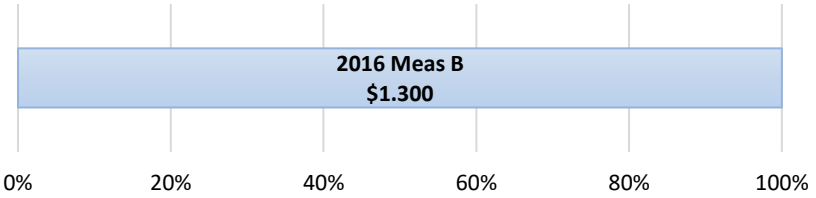
Passenger Facilities

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

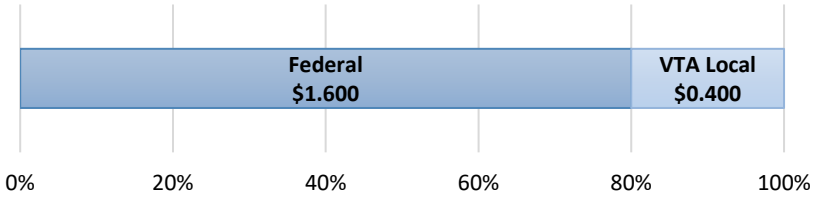
Anticipated Completion Date December 2023

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

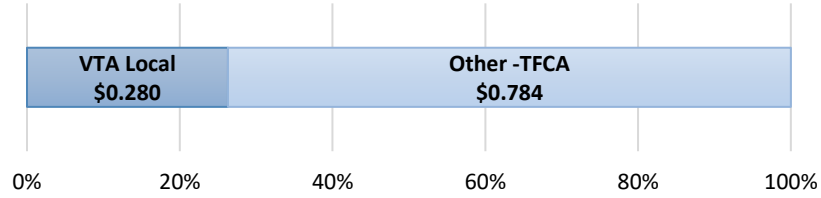
Anticipated Completion Date January 2024

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

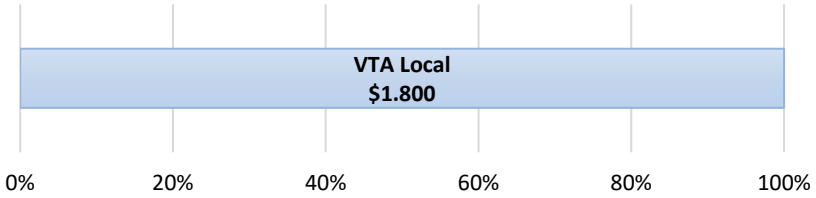
Information Systems & Technology

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

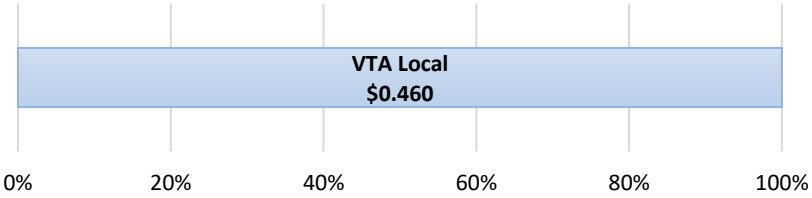
Anticipated Completion Date June 2023

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

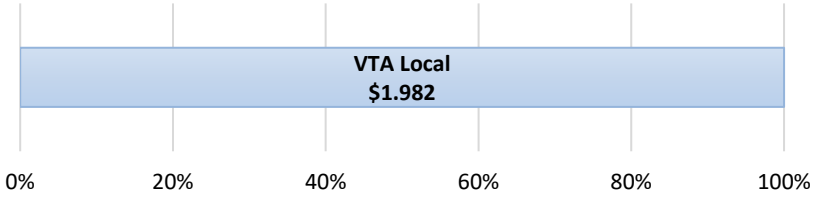
Anticipated Completion Date June 2023

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

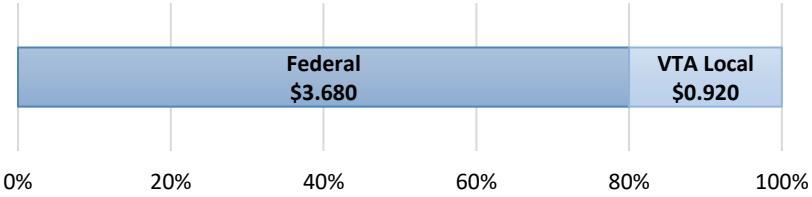
Anticipated Completion Date June 2031

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

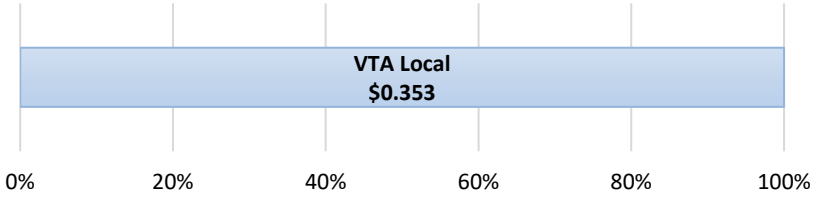
Anticipated Completion Date March 2024

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)



Business Line(s) Supported

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost $2.085 million

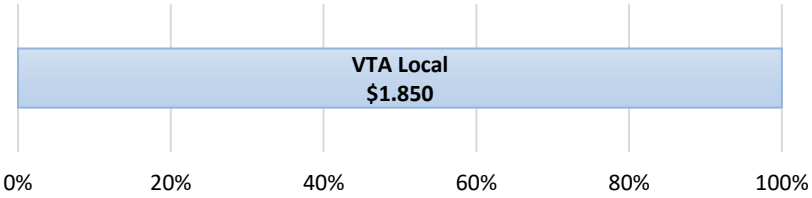
Anticipated Completion Date June 2026

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

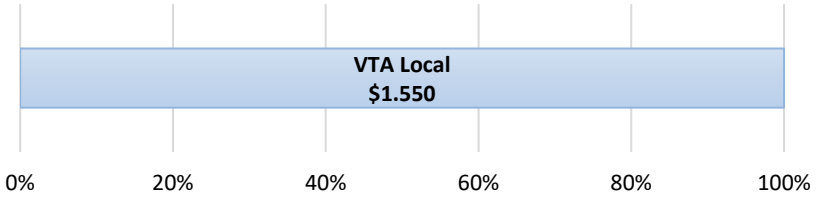
Anticipated Completion Date June 2023

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

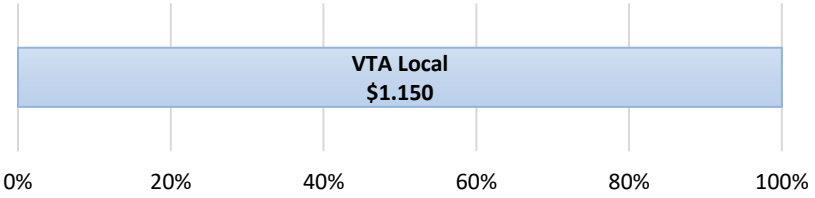
Anticipated Completion Date December 2024

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

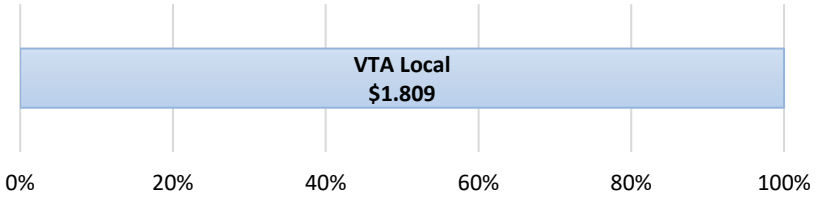
Anticipated Completion Date July 2023

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

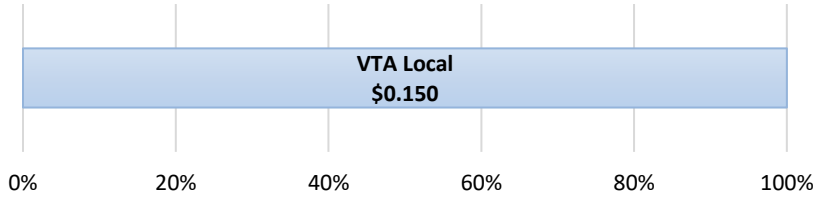
Anticipated Completion Date December 2021

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

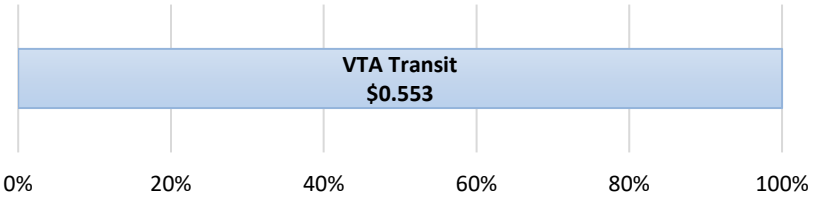
Miscellaneous

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

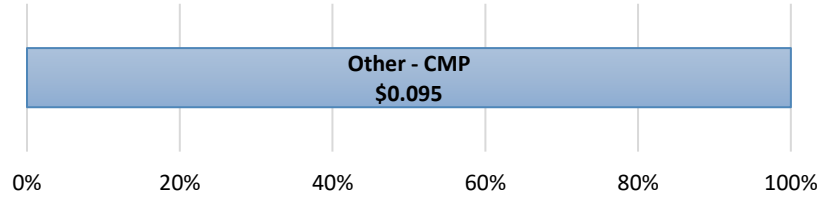
Anticipated Completion Date June 2023

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

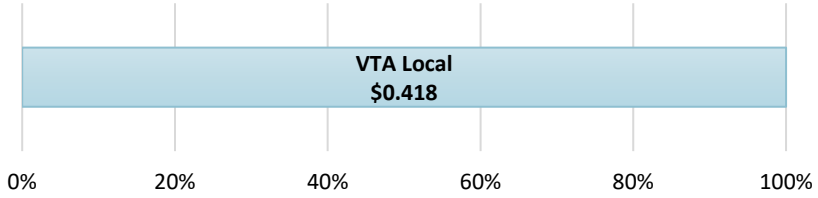
Anticipated Completion Date June 2022

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)



Business Line(s) Supported

Operating Budget Impact

No operating cost impact.

Estimated Total Project Cost $0.418 million

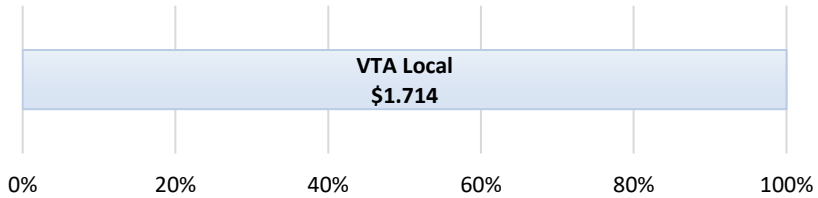
Anticipated Completion Date March 2022

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

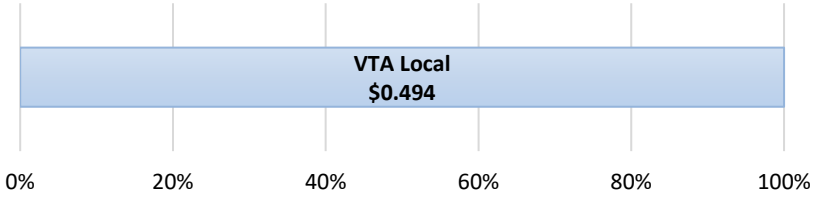
Anticipated Completion Date June 2037

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

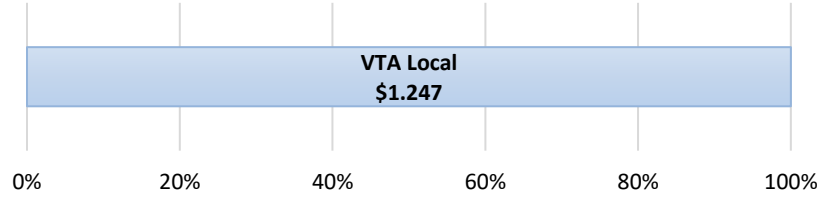
Anticipated Completion Date June 2023

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

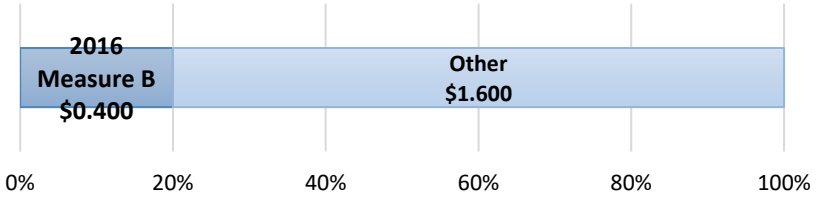
Anticipated Completion Date December 2022

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

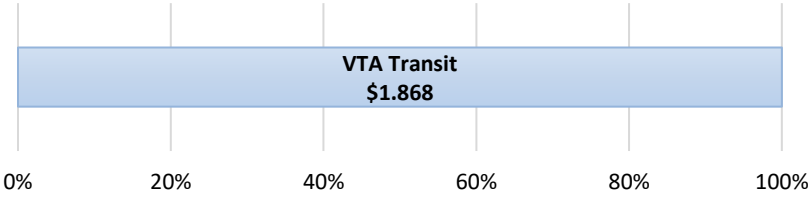
Anticipated Completion Date June 2022

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

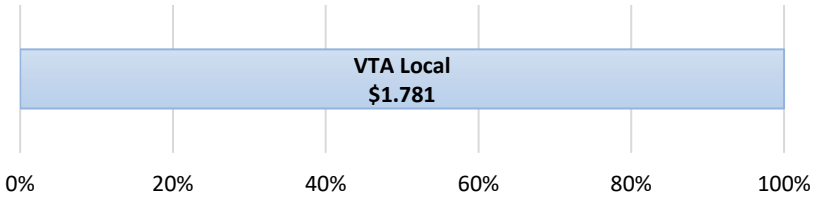
Anticipated Completion Date June 2041

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

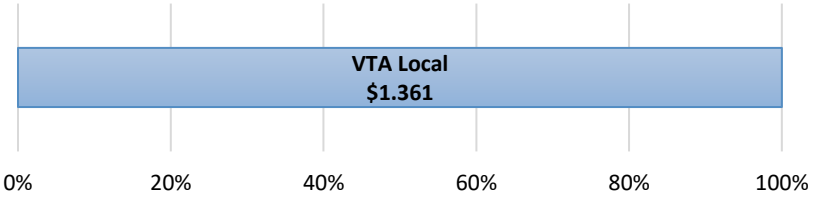
Anticipated Completion Date June 2041

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

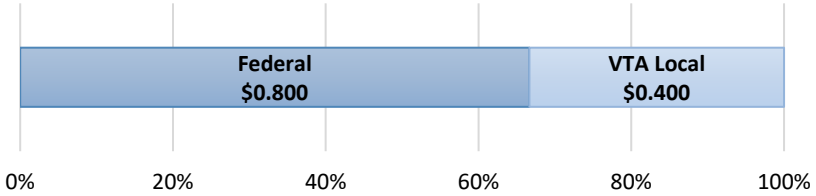
Non-Revenue Vehicles

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

2000 MEASURE A TRANSIT IMPROVEMENT PROGRAM

2000 Measure A Transit Improvement Program

Overview

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

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

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

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

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

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

[1] Projection as of April 1, 2021

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

2000 Measure A Capital Program Overview

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

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

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

Schedule of FY 2022 & FY 2023 Appropriation

(Dollars in Thousands)

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

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

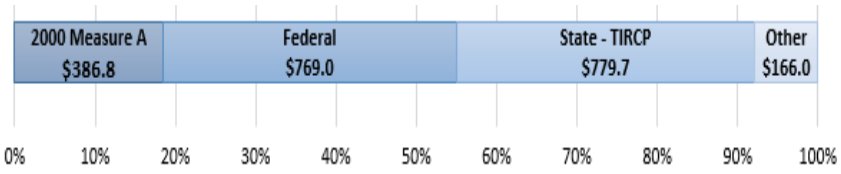
SVRT Program

1. BART Silicon Valley Extension Phase 2

Project Scope

BSV Phase II work to be undertaken in the FY 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

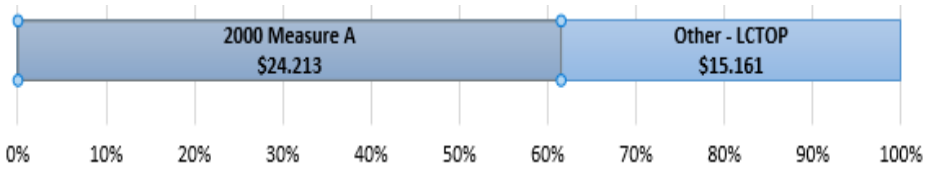
2. Eastridge to BART Regional Connector Project

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

CONGESTION MANAGEMENT PROGRAM

Congestion Management Program

Overview

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

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

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

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

Congestion Management Program
Comparison of Revenues and Expenses
(Dollars in Thousands)

Line	Category	FY20 Actual	FY21 Adopted Budget	FY21 Projected Actual1	FY22 Proposed Budget	Variance from FY21 Projection	% Var	FY23 Proposed Budget	Variance from FY22 Budget	% Var
1	Federal Operating Grants	2,171	2,222	2,054	**1,465**	(589)	-28.7%	**1,265**	(200)	-13.7%
2	State Operating Grants	164	1,072	1,435	**1,402**	(33)	-2.3%	**252**	(1,150)	-82.0%
3	Investment Earnings	7	2	2	**2**	0	30.2%	**2**	0	0.0%
4	Member Agency Fees	2,880	2,843	2,843	**2,943**	100	3.5%	**3,046**	103	3.5%
5	Other Income	251	360	252	**760**	508	201.5%	**550**	(210)	-27.6%
6	Total Revenue	**5,473**	**6,499**	**6,585**	**6,572**	**(14)**	**-0.2%**	**5,115**	**(1,457)**	**-22.2%**
7	Professional & Special Services	311	779	376	**650**	274	73.1%	**1,251**	601	92.4%
8	Other Services	15	0	15	**15**	0	0.0%	**15**	0	0.0%
9	Data Processing	0	6	0	**8**	8	N/A	**141**	133	1622.0%
10	Employee Related Expense	0	0	0	**0**	0	N/A	**0**	0	N/A
11	Contribution to Other Agencies	195	442	166	**357**	191	114.6%	**420**	63	17.7%
12	VTA Staff Services	4,909	5,014	5,474	**5,166**	(309)	-5.6%	**5,216**	50	1.0%
13	**Total Expense**	**5,430**	**6,241**	**6,031**	**6,196**	**165**	**2.7%**	**7,043**	**847**	**13.7%**
14	**Revenues Over (Under) Expenses**	**43**	**258**	**554**	**376**			**(1,928)**		

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

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

Line	Description	FY20 Actual	FY21 Projected Actual[1]	FY22 Proposed Budget	FY23 Proposed Budget
1	Total Revenues	5,473	6,585	6,572	5,115
2	Total Expenses	(5,430)	(6,031)	(6,196)	(7,043)
3	Revenues Over (Under) Expenses	43	554	376	(1,928)
4	Beginning Fund Balance	2,000	2,043	2,597	2,973
5	Revenues Over (Under) Expenses	43	554	376	(1,928)
6	Ending Fund Balance	2,043	2,597	2,973	1,045

Note: Totals and percentages may not be precise due to independent rounding
[1] Projection as of April 2, 2021
[2] The CMP Work Program detailing the specific revenues and expenditures for the main activities will be presented to the committees in May and the Board in June 2021.

Congestion Management Program
Member Assessments

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

VTP TRANSPORTATION PROGRAM

VTP Transportation Program

Overview

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

The appropriation for the identified VTP Transportation Program Capital Projects for FY 2022 and FY 2023 totals $228.3 million, which reflects the planned capital spending to be incurred or committed in the next two years. The proposed $228.3 million appropriation includes funding from several sources. Since the VTA Board will not consider appropriations for 2016 Measure B for Need/Capacity-based projects until later this summer, the VTP appropriations contained in this program are contingent on finalizing that process.

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

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

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

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

	Project	Funding Source				Total
		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
	Highways Total - Fully Funded Projects	***7,601***	***0***	***51,963***	***16,909***	***76,473***
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
	Bicycle & Pedestrian Total - Fully Funded Projects	***0***	***4,168***	***0***	***474***	***4,642***
	Sub-Total Fully Funded Projects	***7,601***	***4,168***	***51,963***	***17,383***	***81,115***

(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
	Highways Total - Contingent Projects	***0***	***0***	***0***	***2,500***	***2,500***
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
	Express Lanes Total - Contingent Projects	***7,961***	***0***	***0***	***136,104***	***144,065***
16.	East Channel Trail Feasibility Study	0	0	0	178	178
	Bicycle & Pedestrian Total - Contingent Projects	***0***	***0***	***0***	***178***	***178***
17.	Countywide Traffic Signal Network Project	0	0	0	451	451
	Complete Streets Total - Contingent Projects	***0***	***0***	***0***	***451***	***451***
	Sub-Total Contingent Projects	***7,961***	***0***	***0***	***139,233***	***147,194***
	GRAND TOTAL	***15,562***	***4,168***	***51,963***	***156,616***	***228,308***

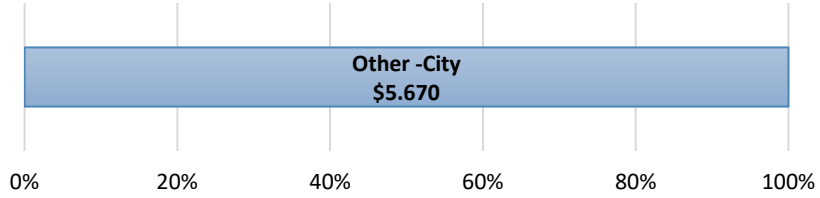
Fully Funded - Highways

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

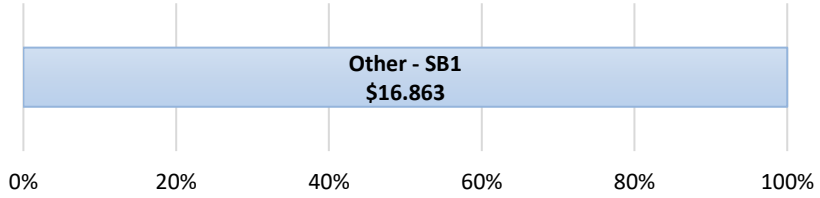
Anticipated Completion Date December 2026

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

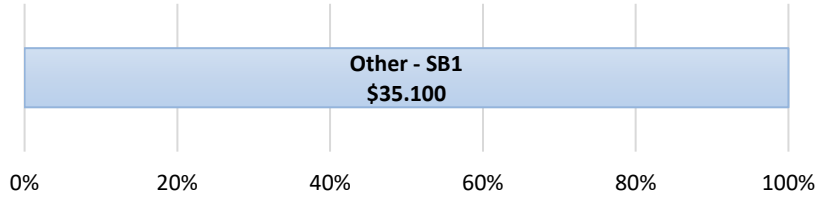
Anticipated Completion Date November 2024

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

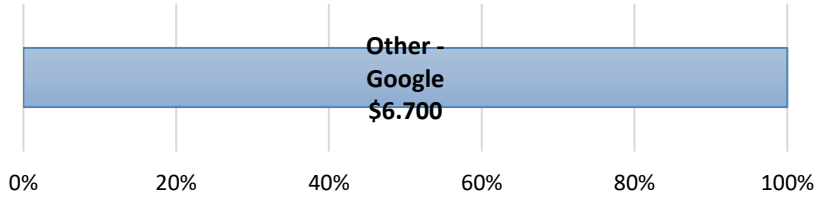
Anticipated Completion Date December 2024

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

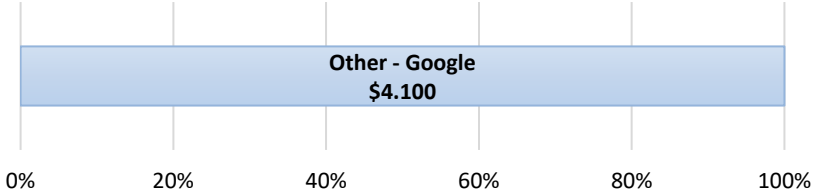
Anticipated Completion Date December 2028

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

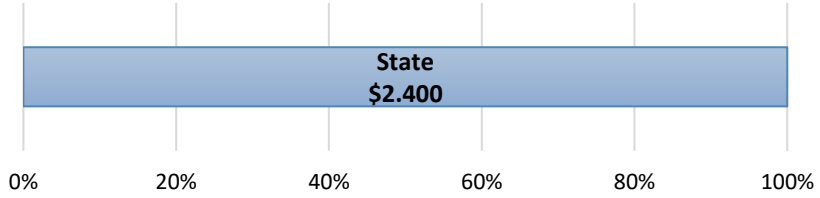
Anticipated Completion Date December 2028

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

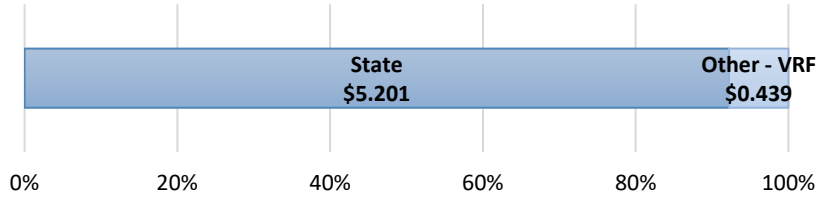
Anticipated Completion Date June 2023

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

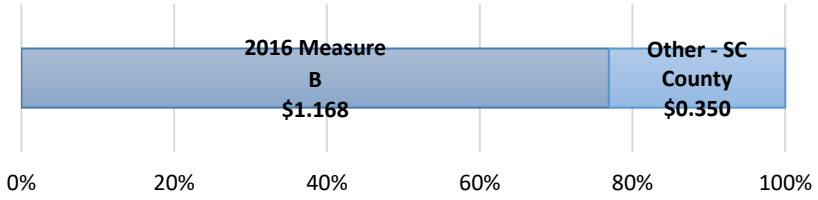
Fully Funded - Bicycle & Pedestrian

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

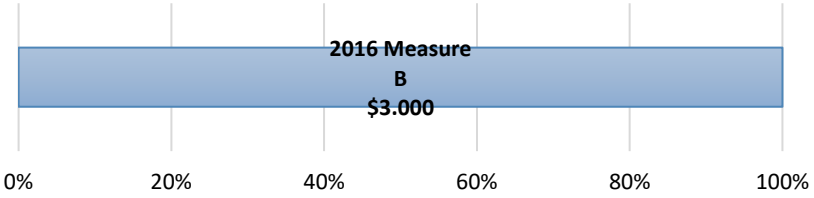
Anticipated Completion Date August 2024

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

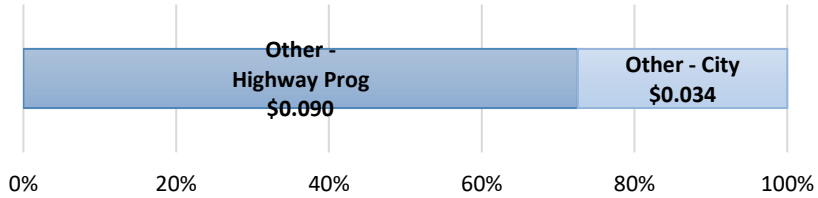
Anticipated Completion Date December 2026

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

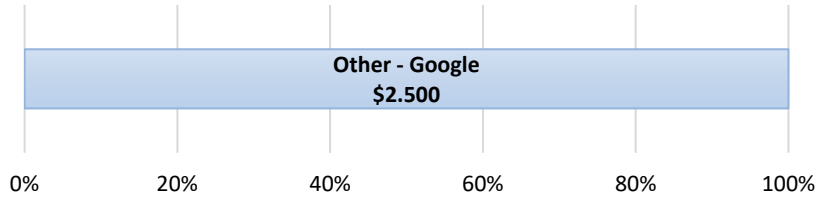
Contingent - Highways

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

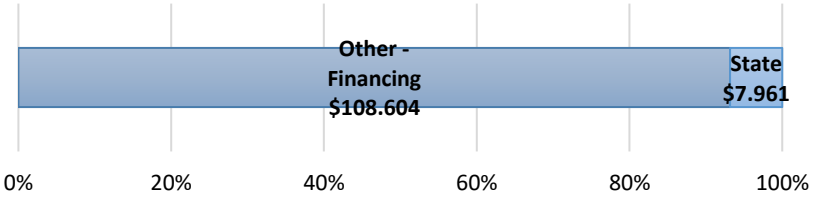
Contingent - Express Lanes

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

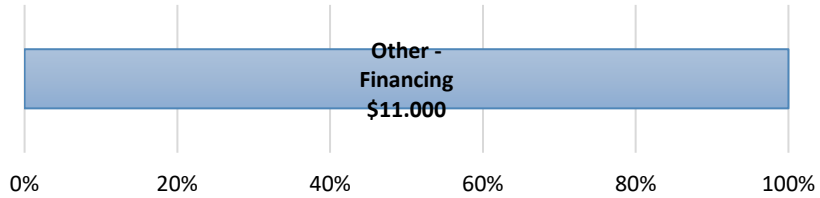
Anticipated Completion Date June 2025

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

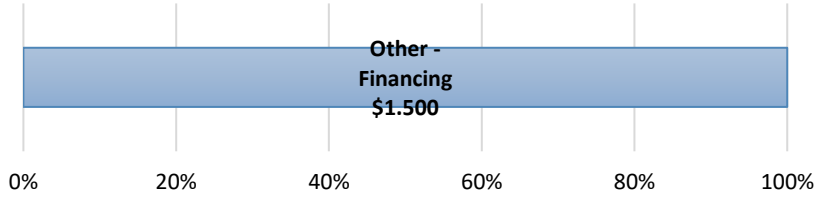
Anticipated Completion Date July 2023

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

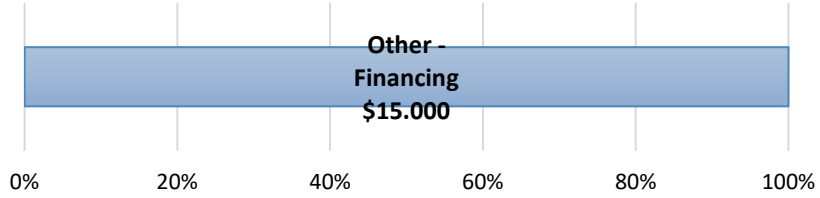
Anticipated Completion Date June 2029

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 101or 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

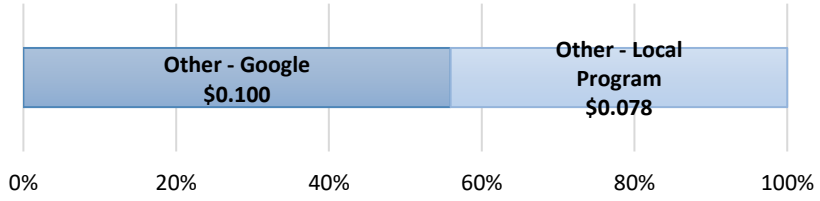
Contingent - Bicycle & Pedestrian

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

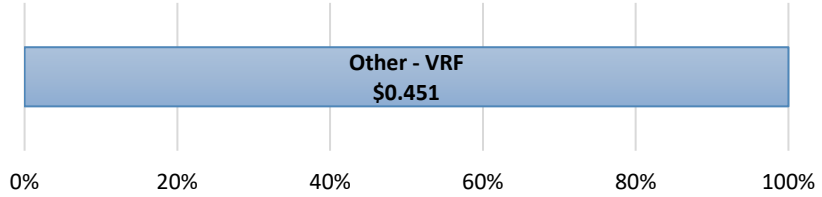
Contingent - Complete Streets

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 up-date the model through the existing CMP Monitoring contract.

Estimated Total Project Cost $0.498 million

Anticipated Completion Date December 2023

TRANSIT-ORIENTED DEVELOPMENT PROGRAM

Transit-Oriented Development Program

Overview

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

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

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

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

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

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

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

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

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

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

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

[1] Projection as of April 2, 2021
[2] Expenses for site specific development costs that are managed in the Capital Program
[3] Transit-Oriented funded share of previously appropriated projects not yet expended

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

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

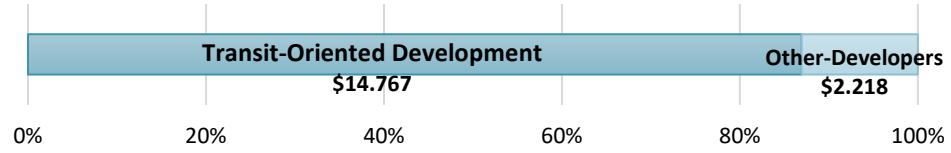
Description of FY 2022 & FY 2023 Appropriated Project

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

Project Scope

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

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact

None

Estimated Total Project Cost-$18.7 million
Anticipated Completion Date-December 2040

SILICON VALLEY EXPRESS LANES PROGRAM

Silicon Valley Express Lanes Program

Overview

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

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

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

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

SR 237 Corridor

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

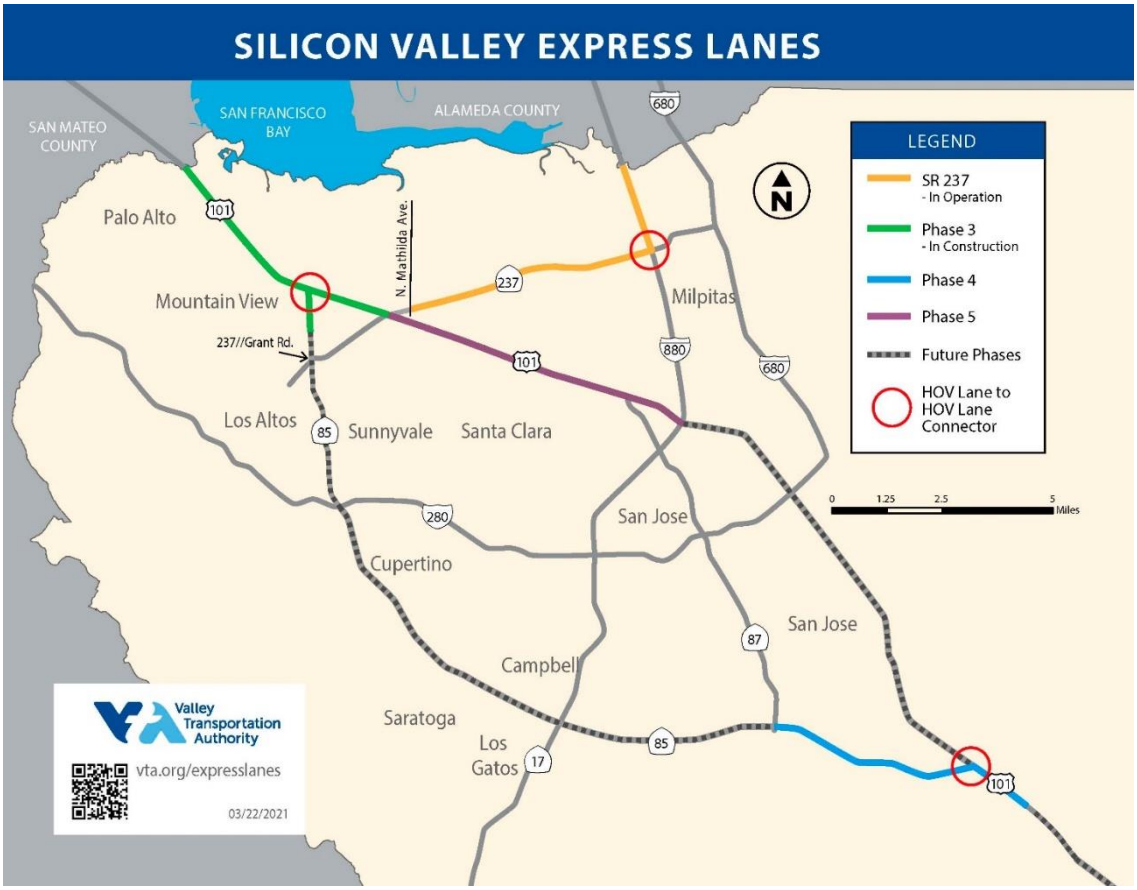
In September 2017, VTA entered into a loan agreement with Western Alliance Bank (WAB) to provide up to a $24 million loan to fund construction costs to complete conversion of the remaining carpool lanes on SR 237 to express lanes operations (referred to as the Phase 2 project), pay capitalized interest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

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

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

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

The map below illustrates the Silicon Valley Express Lanes Program.



US 101/SR 85 Corridor

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

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

Operations

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

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

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

Note: Totals may not be precise due to independent rounding

[1] Projection as of April 5, 2021

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

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

Note: Totals may not be precise due to independent rounding

[1] Projection as of April 5, 2021
[2] Express Lane assets completed by VTP Transportation Program are transferred to Express Lane Program

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

Set Asides

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

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

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

VTA 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 Projected Actual[1]	FY22 Proposed Budget	FY22 Proposed Cumulative Budget	FY23 Proposed Budget	FY23 Proposed 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
15	**Total Set Aside for US 101/SR 85 Express Lanes**		**714**	**714**	**1,595**	**2,309**
16	**Total**	**300**	**714**	**1,014**	**1,595**	**2,609**

2008 MEASURE B—BART OPERATING SALES TAX PROGRAM

2008 Measure B - BART Operating Sales Tax Program

Overview

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

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

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

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

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

2008 Measure B - BART Operating Sales Tax Program Comparison of Revenues and Expenses

(Dollars in Thousands)

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

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

2008 Measure B - BART Operating Sales Tax Program Sources and Uses of Funds Summary

(Dollars in Thousands)

Line	Description	FY20 Actual	FY21 Projected Actual[1]	FY22 Proposed Budget	FY23 Proposed Budget
1	Total Revenues	67,388	58,797	57,356	61,144
2	Total Expenses	(407)	(76,130)	(100,524)	(103,524)
3	Revenues Over (Under) Expenses	66,981	(17,333)	(43,168)	(42,380)
4	Beginning Unrestricted Net Position	359,600	426,581	409,248	366,081
5	Revenues Over (Under) Expenses	66,981	(17,333)	(43,168)	(42,380)
6	Ending Net Position[2]	426,581	409,248	366,081	323,700

Note: Totals may not be precise due to independent rounding

[1] Projections as of March 30, 2021

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

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

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

[1] Projections as of March 30, 2021

2016 MEASURE B PROGRAM

2016 Measure B Program

Overview

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

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

Formula-based Program Categories

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

Need/Capacity-based Program Categories

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

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

2016 Measure B Program
Projected Revenues
(Dollars in Thousands)

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

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

Proposed Funding Allocation
(Dollars in Millions)

		FY22[1]	FY23[1]
Administrative Costs		1.00	1.00
Program Area			
FORMULA BASED[1]	**Local Streets & Roads**	52.96	47.74
	Transit Operations		
	Enhance Core Network [2]	19.65	14.52
	Expand Mobility & Affordable Fares [2]	3.94	2.98
	Innovative Transit Models	1.60	1.59
	Improve Amenities	1.90	
	Bicycle & Pedestrian		
	Education/Encouragement	1.97	1.49
	Capital Projects	18.45	
	Planning Projects	1.16	
	Total	**171.95**	

[1] Staff Projections as of April 5, 2021
[2] These amounts are included in the VTA Transit Fund Operating Budget

APPENDIX

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

Job Classifications and Pay Ranges

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

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

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

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

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

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

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

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

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