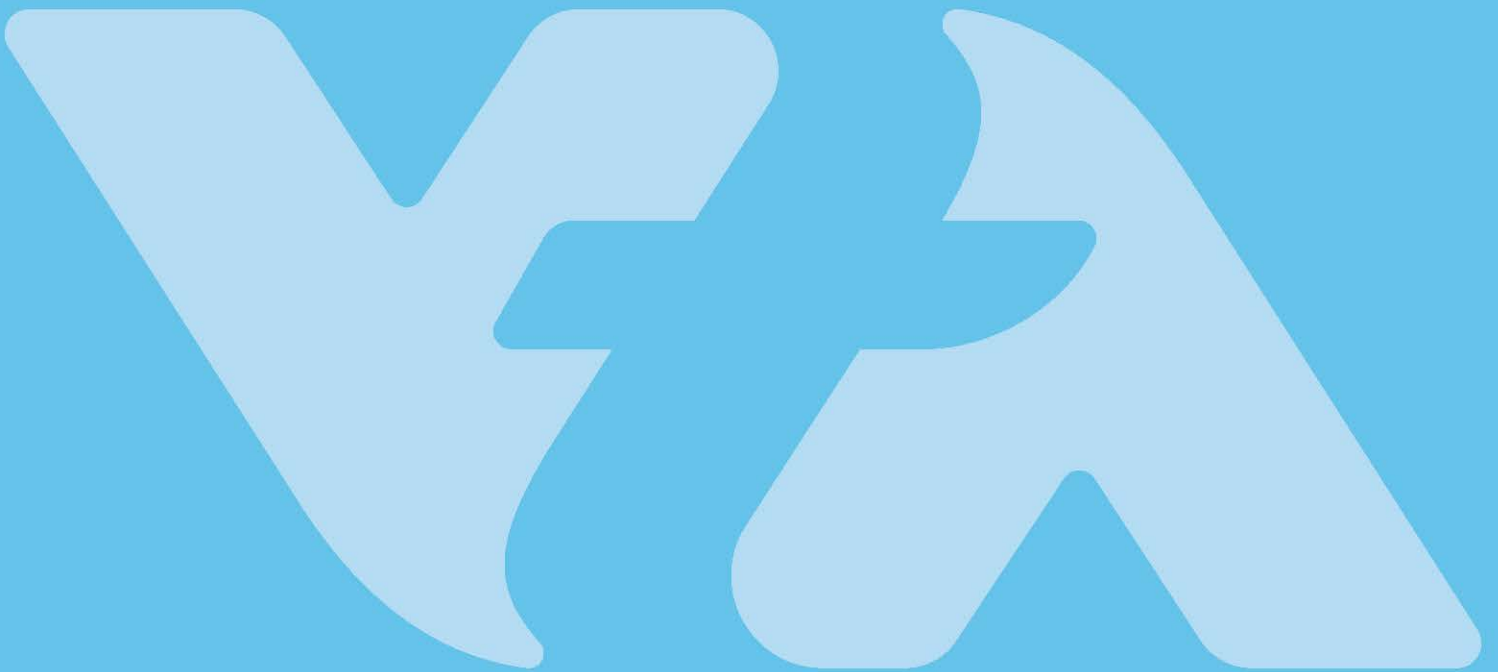


Santa Clara Valley Transportation Authority

Annual Comprehensive Financial Report

**Fiscal Year Ended
June 30, 2025**

Santa Clara County, California





Santa Clara Valley Transportation Authority has been awarded \$100 million in state funding for BART Silicon Valley Phase II (BSVII), a transformative regional infrastructure investment that will ring.



VTA was honored as APTA's 2024 Outstanding Transportation System, under the category of greater than \$5 million passengers, and fewer than 50 million.



VTA has made a tremendous amount of progress in rehabilitation of their light rails aging infrastructure.



VTA was awarded a planning grant through the Metropolitan Transportation Commission (MTC) to study the potential impacts of on-demand shuttle services in the county.



VTA proudly participates in the Federal Transit Administration's (FTA) Sustainable Transit and selected for a Healthy Planet Climate Challenge



VTA put its expertise on statewide display, sharing best practices with transit professionals from throughout California, at the California Transit Association's Fall Conference and Expo.

**SANTA CLARA VALLEY
TRANSPORTATION AUTHORITY**

SAN JOSE, CALIFORNIA

Annual Comprehensive Financial Report (ACFR)
For Fiscal Year Ended June 30, 2025

Prepared by:
Accounting

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SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Annual Comprehensive Financial Report

For the Year Ended June 30, 2025

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SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

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Government Finance Officers Association

Certificate of
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in Financial
Reporting

Presented to

**Santa Clara Valley Transportation Authority
California**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2024

Christopher P. Morill

Executive Director/CEO

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INTRODUCTORY SECTION

LETTER OF TRANSMITTAL

BOARD OF DIRECTORS

ORGANIZATIONAL CHART

PRINCIPAL OFFICIALS

SERVICE AREA MAP

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LETTER OF TRANSMITTAL

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October 31, 2025

Board of Directors and Citizens of Santa Clara County
Santa Clara Valley Transportation Authority

Subject: Annual Comprehensive Financial Report

In accordance with state law and Santa Clara Valley Transportation Authority (VTA) Administrative Code, it is a pleasure to submit to you the Annual Comprehensive Financial Report (ACFR) of the VTA for the year ended June 30, 2025. The ACFR was prepared in accordance with the guidelines recommended by the Government Finance Officers Association of the United States and Canada (GFOA). VTA Management assumes responsibility for the accuracy and completeness of the data and the clarity of the presentation, including all disclosures. To the best of our knowledge, the enclosed report is presented in conformity with Generally Accepted Accounting Principles (GAAP), and is complete and reliable in all material respects.

Eide Bailly LLP, a firm of licensed Certified Public Accountants, has audited the financial statements. The goal of the audit is to obtain a reasonable assurance that the financial statements are free of material misstatements. Eide Bailly LLP concluded, based on the audit, that there was a reasonable basis for rendering an unmodified opinion on the financial statements for the fiscal year ended June 30, 2025, and that the financial statements are fairly stated, in all material respects, in conformity with GAAP. The independent auditor's report is presented as the first component of the financial section of this report.

In addition, Eide Bailly LLP also conducts the federally mandated "Single Audit" designed to meet requirements of federal grantor agencies. The standards governing the Single Audit require the independent auditor to report on the agency's internal controls over compliance and certain federal compliance requirements.

Generally Accepted Accounting Principles require that management provide a narrative introduction, overview, and analysis to accompany the basic financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal is designed to complement the MD&A and should be read in conjunction with it. The MD&A can be found immediately following the Independent Auditor's Report.

PROFILE OF THE GOVERNMENT

VTA is an independent special district and political subdivision of the State of California. VTA was created in 1972 and was known as the Santa Clara County Transit District (District). The District served Santa Clara County (County) which is situated in the southern portion of the San Francisco Bay Area and is bordered by the counties of Alameda, San Mateo, Santa Cruz, San Benito, Merced, and Stanislaus. In 1976, Santa Clara County voters approved a half-cent Measure A sales tax proposal to fund the District. In 1995, the District merged with the County's congestion management agency and operated under the governance of its own Board of Directors. On January 1, 2000, VTA's name was officially changed to the Santa Clara Valley Transportation Authority.

Today, VTA provides bus, light rail, and paratransit services, as well as participates as a funding partner in regional rail service including Caltrain, Capitol Corridor, and the Altamont Corridor Express. As the County's congestion management agency, VTA is responsible for countywide transportation planning, including congestion management, design and construction of specific highway, pedestrian, and bicycle improvement projects, as well as promotion of transit-oriented development. VTA is also a partner agency with San Francisco Bay Area Rapid Transit District (BART) in the operations and maintenance of the Silicon Valley Rapid Transit (SVRT) Extension. VTA continually builds partnerships to deliver transportation solutions that meet the evolving mobility needs of Santa Clara County.

VTA is governed by a 12-member Board of Directors (the Board or the Board of Directors) consisting of elected officials appointed by the jurisdictions they represent. Five members of the Board and one alternate are appointed by the San Jose City Council. One member of the Board and one alternate are appointed from among the city councils of the cities of Los Altos, Mountain View, Palo Alto, and the Town of Los Altos Hills. One Board member and one alternate are appointed from among the city councils of the cities of Campbell, Cupertino, Monte Sereno, Saratoga, and the Town of Los Gatos. One Board member and one alternate are also appointed from among the city councils of the cities of Gilroy and Morgan Hill. Two members of the Board and one alternate are appointed from among the city councils of the cities of Milpitas, Santa Clara, and Sunnyvale. The final two seats on the Board and one alternate are appointed by the Santa Clara County Board of Supervisors. The allocation of Board representation is generally based on population. A chart depicting the current membership of the Board and the jurisdictions they represent is located on page 1-9 of this report.

ECONOMIC ENVIRONMENT

A government entity is typically impacted by the economic environment in which it operates. It is, therefore, crucial that readers of the financial statements presented in this document are able to analyze and interpret them with the appropriate consideration of the agency's relevant economic outlook and profile.

Santa Clara County is located on the southern coast of San Francisco Bay and is one of the state's busiest urban regions, encompassing an area of approximately 1,300 square miles with a population of over 1.9 million and a median income of \$159,674¹. The median price of homes sold is nearly \$2.2² million ranking the county as the second wealthiest and one of the most expensive places to live in the nation³. The county's economy is driven by its location in Silicon Valley, where many tech companies are headquartered, including Apple, Tesla, Cisco, Intel, Oracle, Applied Materials, LinkedIn and others⁴. The region is a global leader in the development of semiconductors, software, hardware, and other cutting-edge technologies. It also has retail and support workers in large industry groups such as education, healthcare, construction, leisure and hospitality.

The 4.7% unemployment rate in Santa Clara County in June 2025 was above than the national level, but below the state level of 5.4%. This was higher than the 4.2% in the previous year. This has a significant unfavorable impact on the key indicators of economic activity in Santa Clara County.

The U.S. Department of Labor reported for June 2025 a national unemployment rate of 4.1%, which was unchanged from the prior year. In real terms, there were 7.0 million unemployed, which was slightly higher than 6.8 million last year. Healthcare, social assistance and local government jobs trended up while Federal government employment declined since January. After the July and August 2025 unemployment rates of 4.2% and 4.3%, the highest level since 2021, signaled a softening labor market, the Federal Reserve cut interest rates at its September 2025 meeting by 0.25%, bringing the federal funds rate to a range of 4.00% to 4.25%. This was the first reduction since December 2024, a response to a softening labor market and moderated inflation. There may be two more potential rate cuts in late 2025.

At the state level, the Governor's May Budget Revision warned of immediate risk from substantial changes in federal policy, specifically, broad-based tariffs, that collectively contribute to an estimated budget shortfall.⁵ In June 2025, the Legislature adopted a balanced budget, relying on the Budget Stabilization Account, and rejected most of the Governor's proposals for continued belt tightening activities and efforts to maximize federal eligibility of key health care programs, demonstrating the State's commitment to support initiatives and programs that essentially improve the lives and well-being of Californians throughout the state.

California unemployment was 5.4% in June 2025 which was an increase from 5.2% in the prior year. Amid widespread concerns about prices, job growth and a potential recession, the state's unemployment held relatively steady, though it remained higher than the national rate. The state's joblessness is

¹ United States Census Bureau. June, 2025.

² Real Estate Report. "May 2025 Report." Accessed June 12, 2025. https://scc.rereport.com/market_reports.

³ Johnson, Steven Ross. "The 15 Richest Counties in the U.S.", US News, January 1, 2025.

⁴ Silicon Valley/San Jose Business Journal. August, 2024.

⁵ State Budget May Revision, 2025-26.

influenced by several factors, including the state's high cost of living, a lagging leisure and hospitality sector, and the impacts of the tech industry's adjustments.

During FY 2025, sales tax revenues increased by an average of 5.14% from the prior year. Both 1976 Half-Cent and 2000 Measure A sales taxes amounted to \$280.4 million separately. While the 2016 Measure B, and BART Operating reported sales taxes of \$280.6 million, and \$68.7 million, respectively. Sales tax receipts are the basis for VTA's largest funding sources for operations and capital activities. Transportation Development Act (TDA) funding decreased by \$3.4 million or 2.78% as compared to the prior year as did State Transit Assistance (STA) by \$1.5 million or 3.32% in FY 2025. TDA funds various transportation projects and is derived from a 1/4-cent general sales tax in each county. STA is derived from the state sales tax on diesel. There was a rescission in the allocation by the Metropolitan Transportation Commission for both TDA and STA as the actual sales tax collected was lower than expected.

ENTERPRISE NET POSITION OVERVIEW

Total FY 2025 Net Position is provided below (in thousands):

Net Investment in Capital Assets		\$	6,002,980
Restricted:			
Debt service	\$	1,902	
237 Project Fund with fiscal agent		17,028	
Net OPEB Asset (GASB 75) ^a		95,872	
1996 Measure B transit program		1,707	116,509
Unrestricted:			
Local share of capital projects	\$	346,589	
Transit capital reserve		195,052	
Debt reduction		77,043	
Operating reserve		90,448	
Sales tax stabilization		35,000	
Inventory and prepaid items		40,670	
Express Lane		19,878	
BART Operating		433,312	
Joint Development		5,759	
Net Deferrals: Net OPEB Asset (GASB75)		(1,765)	
Net Lease Asset (GASB 87)		1,220	
Net Pension Liability (GASB 68) ^b		(318,457)	924,749
Total Net Position			<u>\$ 7,044,238</u>

^aBased on actuarial report.

^bThis is a set aside amount for Net Pension Liability to comply with GASB 68 requirements. This consisted of \$118.8 million and \$199.6 million for CalPERS and ATU, respectively.

SIGNIFICANT FINANCIAL POLICIES

Long-Range Planning

VTa, in its role as the Congestion Management Agency (CMA) for Santa Clara County, is responsible for preparing and updating the Valley Transportation Plan (VTP). This document identifies long-term programs, projects, and policies that VTA plans to pursue over the next 25 years. It considers all travel modes and addresses the links between transportation and land use planning, air quality, energy use, and community livability. VTA annually updates and incorporates the VTA Financial Forecasting Model as part of its long-range planning process. As a transit operator, VTA generally prepares the Short Range Transit Plan (SRTP) every two years. The SRTP is used as documentation to support projects included in the Regional Transportation Plan prepared by Metropolitan Transportation Commission (MTC) and activities contained in the county's long-range transportation plan.

Biennial Budget and Budgetary Controls

The State of California and the VTA Administrative Code requires that VTA management recommend and Board of Directors adopt an operating budget at the fund level and a capital budget on a project basis. The General Manager may reallocate appropriations between budget types and budget units within

each fund up to the limits of each fund's annual appropriation. Any net increase in authorized appropriations to any fund (including any allocation from reserves) requires an affirmative vote of at least eight Directors. Capital appropriations, which are not expended during the fiscal year, are carried over to successive fiscal years until the projects are completed or otherwise terminated. Funds with appropriated budget are categorized, for financial reporting purposes, as follows:

Proprietary Funds	Governmental Funds
• VTA Transit • BART Operating • Joint Development • Express Lanes	• Congestion Management Program • 2016 Measure B Program • 2000 Measure A Program • Congestion Management and Highway Program • Bay Area Air Quality Management District Program • Vehicle Registration Fees

Internal Control

VTA management is responsible for establishing and maintaining an internal control system designed to ensure that its assets are protected from loss, theft, or misuse and to ensure that adequate accounting data are compiled to allow for the preparation of financial statements in conformity with Generally Accepted Accounting Principles (GAAP). The internal control system is designed to provide reasonable, but not absolute, assurance that these objectives are met. The concept of reasonable assurance recognizes that the costs of control should not exceed benefits likely to be derived from its implementation. The valuation of costs and benefits requires estimates and judgments by management. VTA's management believes its internal controls are adequate.

Reserves

The following is a summary of VTA Transit Reserves established by the Board of Directors. The Net Pension Liability (inclusive of the related deferrals) may reduce any or all of these reserves.

Reserves	Balance as of June 30, 2025 (in millions)	Remarks
Operating Reserve	\$90.4	The Operating Reserve goal is 15% of the subsequent year's final operating budget in the VTA Transit Enterprise Fund. These funds are to remain unappropriated for any operating or capital use except to meet emergency needs that cannot be funded from any other source. The purpose of this reserve is to ensure that sufficient funds are always available in the event of either unanticipated shortfalls or unavoidable expenditure needs. Detailed information on the Operating Reserve is shown in Table 7 of the Statistical Section.
Sales Tax Stabilization	\$35.0	This reserve mitigates the impact of sales tax receipt volatility on service levels and the operating budget. VTA Transit Sales Tax Stabilization reserve is at its current ceiling.
Debt Reduction	\$77.0	This reserve may be used to reduce long-term liabilities and funds the local portion of the VTA Transit capital program in order to keep assets in a state of good repair.
Capital Reserves	\$195.1	This reserve may be used to provide funding for approved transit-related capital improvements and replacement of capital assets.

Financial Stability Policy

The following activities serve as guidance in the prioritization of VTA operating expenses. This is necessary when there are budget reductions to keep spending consistent with available revenues and

when increases in operating revenues permit VTA to add resources to its transit related activities.

1. Preservation of the level of fixed route transit service and paratransit service provided to VTA riders to the extent possible. This includes developing a service plan that is in accordance with VTA's Transit Sustainability Policy and service design guidelines and in the best interest of the public.
2. Direct support for the provision of transit service, i.e., only those core operating, management and administrative functions that are necessary and essential to providing the existing level of transit service, both in terms of the types of functions required and level of resources needed to support service. This is measured against industry standards and best practices with consideration of efficiencies achieved by reducing layers of management.
3. Support for Regional Partnerships (e.g., ACE, Highway 17, etc.) provided by VTA in consideration of other partners' contributions.
4. Activities that clearly contribute to increasing and diversifying VTA's operating funding (e.g., fare programs, joint development, advertising, and other opportunities for earned income).
5. Activities that provide information to riders, employees, stakeholders, and the public (e.g., VTA Ambassador Program).
6. Activities that would prudently and strategically expand VTA transit service, when sustainable revenues are available to support the service growth.

MAJOR INITIATIVE

VTA's BART Silicon Valley Project

The VTA's BART Silicon Valley (BSV) Project is a 16-mile extension of the existing BART system to San Jose, Milpitas, and Santa Clara, which is planned to be delivered in two phases. The first phase known as the Silicon Valley Berryessa Extension (SVBX or BSV Phase I), was completed in June 2020. The second phase is known as BSV Phase II and will extend BART service six miles from the Berryessa/North San Jose Station to Downtown San Jose, terminating in Santa Clara, near the Santa Clara Caltrain Station. The scope of this phase includes four stations, with a five-mile-long subway tunnel through downtown San Jose, and ends at-grade in Santa Clara near the Caltrain Station. The project also includes the construction of a maintenance facility at the current Newhall Yard, the Newhall Maintenance Facility, as well as the purchase of 48 BART vehicles. Like BSV Phase I, BSV Phase II will be built by VTA, but operated by BART.

On August 1, 2024, the Federal Transit Administration (FTA) informed VTA of the approval of BSV Phase II to enter the New Starts Engineering (NSE) phase as part of the Capital Improvement Grant (CIG) program. The approval to enter the NSE phase also indicated a \$5.1B Federal share to the Project post Full Funding Grant Agreement (FFGA). The \$5.1B federal share, while a significant contribution and demonstration of FTA's belief in this project, leaves VTA's current funding plan short of the required fully funded level.

The project team continues to actively work to align the project cost to the available funding in addition to pursuing additional funding sources. VTA received two state grant awards in June 2025 (Solutions for Congested Corridor - \$75 million, Local Partnership Program - \$25 million). VTA continues to review proposed optimizations and cost saving candidates to achieve cost reductions while VTA and FTA continue to coordinate regarding the timing of FFGA execution.

AWARDS AND ACKNOWLEDGMENTS

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to VTA for its FY 2024 Annual Comprehensive Financial Report (ACFR). This is the 29th consecutive year that VTA achieved this prestigious award.

In order to receive the award, a government agency must publish an easily readable and efficiently organized Annual Comprehensive Financial Report. This report must satisfy both accounting principles generally accepted in the United States of America and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current Annual Comprehensive Financial Report continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

The preparation of this ACFR required a concerted team effort throughout VTA, including staff from Accounting, Disbursements, Revenue Services, Contracts and Purchasing, Risk Management, Budget and Analysis, Debt and Investment Services, Operations, and Retirement Services. The Copy Center, Creative Services, Office of the Board Secretary, and Marketing departments also made significant contributions to the form, content, and production of the report. The team members demonstrated a commendable degree of personal dedication and determination in producing this document.

In addition, recognition is given to Eide Bailly LLP for their contribution, as well as all other VTA staff for responding positively and promptly to the request for information that occurs with each annual audit.



Carolyn M. Gonot
General Manager/CEO



Tatiana Starostina
Chief Financial Officer

2025 VTA BOARD OF DIRECTORS

VTA is an independent special district governed by its own Board of Directors. The VTA Board of Directors consists of elected governing board officials from the cities within Santa Clara County as well as the County of Santa Clara. Board members are appointed by the jurisdictions they represent, and all jurisdictions within the county have representation on the Board. The Board consists of 12 voting members, 6 alternates, and 3 ex-officio members, and membership is roughly based on population as follows:

Group 1 (San Jose)	5 Members, 1 Alternate
Group 2 (Northwest)	1 Member, 1 Alternate from the Cities of Los Altos, Mountain View, Palo Alto, and the Town of Los Altos Hills
Group 3 (West Valley)	1 Member, 1 Alternate from the Cities of Campbell, Cupertino, Monte Sereno, Saratoga, and the Town of Los Gatos
Group 4 (South County)	1 Member, 1 Alternate from the Cities of Gilroy and Morgan Hill
Group 5 (Northeast)	2 Members, 1 Alternate from the Cities of Milpitas, Santa Clara, and Sunnyvale
Group 6 (County of Santa Clara)	2 Members, 1 Alternate from the Santa Clara County Board of Supervisors
Ex-Officio	Santa Clara County's 3 representatives to the Metropolitan Transportation Commission (MTC): 1 Member representing the County of Santa Clara, 1 Member representing the Cities of Santa Clara County, and 1 Member representing the City of San Jose. (Note: MTC commissioners serve as an Ex-Officio Member only when not serving as a regular or alternate member of the VTA Board of Directors.)

The Board of Directors generally meets on the first Thursday of each month.

BOARD OF DIRECTORS January 2025 Cindy Chavez, Chairperson Sergio Lopez, Vice Chairperson			
GROUP 1 (San Jose) City of San José Domingo Candelas David Cohen Pam Foley Rosemary Kamei Matt Mahan* <i>Michael Mulcahy, Alternate</i>		GROUP 4 (South County) City of Gilroy <i>Greg Bozzo, Alternate</i> City of Morgan Hill Mark Turner	
GROUP 2 (North West) City of Los Altos Jonathan D. Weinberg Town of Los Altos Hills City of Mountain View City of Palo Alto <i>John McAlister, Alternate</i>		GROUP 5 (North East) City of Santa Clara Sudhanshu "Suds" Jain, City of Sunnyvale Linda Sell City of Milpitas <i>Carmen Montano, Alternate</i>	
GROUP 3 (West Valley) City of Campbell Sergio Lopez City of Cupertino Town of Los Gatos <i>Rob Moore, Alternate</i> City of Monte Sereno City of Saratoga		GROUP 6 (Santa Clara County) County of Santa Clara Margaret Abe-Koga* Sylvia Arenas <i>Betty Duong, Alternate</i>	
		Ex-Officio Metropolitan Transportation Pat Burt Commission (MTC) Commissioners representing Santa Clara County, Cities of Santa Clara County, and City of San Jose	

*These individuals also serve on the MTC.

VTA BOARD OF DIRECTORS' STANDING COMMITTEES

1. **Administration and Finance Committee (A & F)** reviews and recommends policies pertaining to the general administration and financial management of VTA, including administrative policies and procedures, legislative affairs, human resources, budget and financing, and fiscal issues.
2. **Governance & Audit (G&A) Committee** reviews and recommends policy decisions required to fulfill the Board's oversight responsibilities for: (1) the integrity of VTA financial statements, (2) compliance with legal and regulatory requirements, and (3) assuring an effective system of internal management and financial controls. It reviews and recommends policy decisions pertaining to Board and organizational goal setting and prioritization, strategic initiative framework development, budget development, and Board and committee processes. It also oversees the activities of the auditor general, the internal audit function, and the public accounting firm that conducts VTA's financial audit.
3. **Congestion Management Program and Planning (CMPP) Committee** reviews and recommends policies related to the Congestion Management Agency and the countywide transportation plan, including the integration of transportation, land-use and air-quality planning.
4. **Safety, Security, and Transit Planning and Operations (SSTPO) Committee** reviews and recommends policies related to system safety and security planning, monitoring and reporting, transit planning, transit capital projects, transit operations, and marketing.
5. **Capital Program Committee (CPC)** reviews and recommends policies related to the activities and imminent issues of VTA capital projects with major resource, multi-jurisdictional coordination, public perception and/or community impact factors. The CPC provides focused oversight to promote the efficient delivery of quality major transportation projects safety, on time, within scope and budget, while minimizing community impact.

VTA BOARD OF DIRECTORS' ADVISORY COMMITTEES

1. **Committee for Transportation Mobility & Accessibility (CTMA)** provides advice to the VTA Board and staff on bus and rail system accessibility issues, as well as on paratransit service. Many of these issues are related to VTA's efforts to comply with the federal Americans with Disabilities Act (ADA). It consists of 17 voting members comprised of individuals from the disabled community and representatives from human services agencies, as well as two ex-officio, non-voting members, one each representing VTA's paratransit service provider and the VTA Board of Directors.
2. **Citizens Advisory Committee (CAC) / 2000 Measure A Citizens Watchdog Committee (CWC)** is a 13-voting member committee representing the residents of Santa Clara County. Members are appointed to represent stakeholder groups from two broad categories: a) Community & Societal Interests; and b) Business & Labor. The CAC advises the Board and VTA administration on issues impacting the communities and organizations they represent. It *also serves as the independent Citizens Watchdog Committee* for the 2000 Measure A Transit Improvement Program, and as the 2008 Measure D ballot-specified advisory body that reviews and comments on VTA's comprehensive transit program as part of the countywide transportation plan.
3. **Bicycle and Pedestrian Advisory Committee (BPAC)** consists of 16 voting members comprised of one member appointed by each of the 15 cities within Santa Clara County and one member appointed by the County of Santa Clara. In addition, the Silicon Valley Bicycle Coalition appoints one ex-officio, non-voting representative. The BPAC advises the VTA Board of Directors on planning and funding issues related to bicycle and pedestrian mobility and access. The BPAC also serves as the bicycle and pedestrian advisory committee for the County of Santa Clara.

4. **Technical Advisory Committee (TAC)** is a 16-voting member committee comprised of one staff member (usually a public works, planning, transportation or community development director) from each of the 15 cities within the county and the County of Santa Clara. In addition, the California Department of Transportation (Caltrans), Metropolitan Transportation Commission (MTC), and Santa Clara Valley Water District (SCVWD) may each appoint one ex-officio (non-voting representative) to the TAC. The TAC provides in-depth analysis, technical expertise and timely recommendations regarding transportation projects, programs, funding, and other policy matters, while giving voice to and reconciling local and regional perspectives.
5. **Policy Advisory Committee (PAC)** is a 16-voting member committee comprised of one city council member from each of the 15 cities within Santa Clara County and one member from the County of Santa Clara Board of Supervisors. The PAC ensures that all local jurisdictions have an opportunity to participate in the development of VTA's policies.

VTA BOARD OF DIRECTORS' POLICY ADVISORY BOARDS

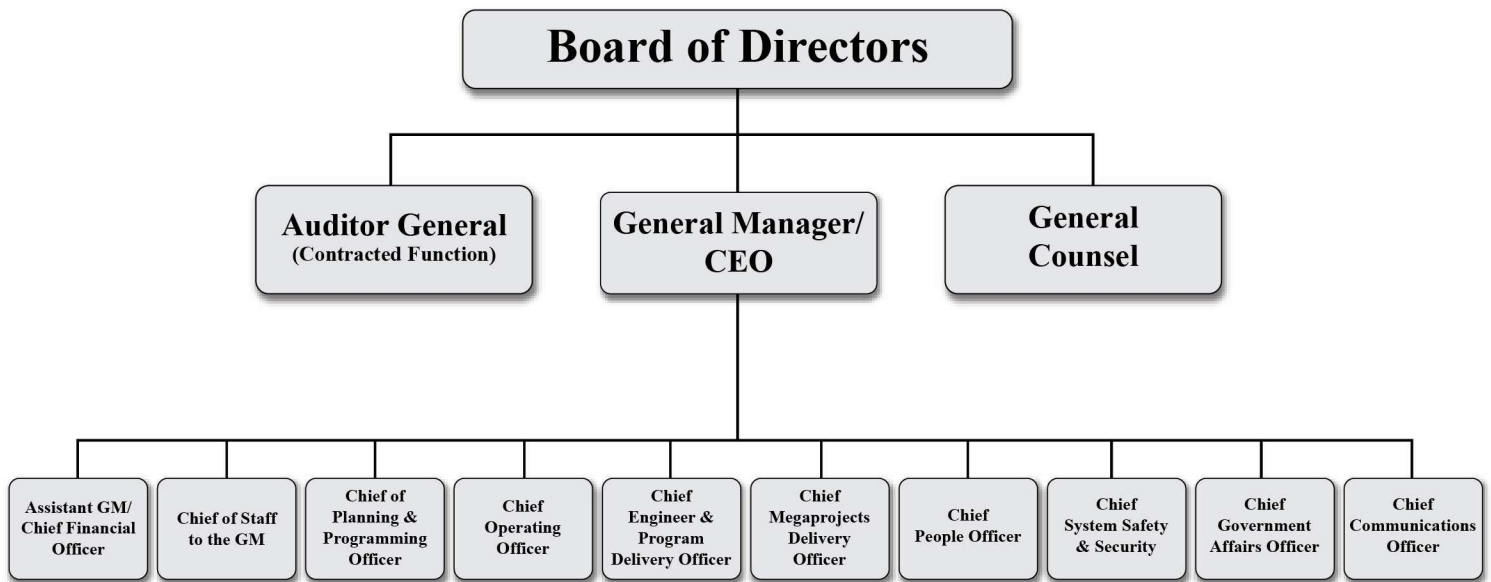
These Policy Advisory Boards (PABs) ensure the local jurisdictions affected by major transportation improvement projects are involved in the planning, design, and construction. Membership for each PAB varies. There are currently four active PABs:

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

VTA BOARD OF DIRECTORS' OVERSIGHT COMMITTEE

2016 Measure B Citizens' Oversight Committee (2016 MBCOC) - In accordance with the 2016 Measure B ballot, the 2016 MBCOC was established to perform the specific duties defined in the ballot. The 8-member committee is comprised of individuals with relevant expertise and experience necessary to assist the Committee in its task of evaluating 2016 Measure B revenues and project expenditures to determine compliance with the commitments made to the voters in the ballot.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY As of June 30, 2025



Principal Officials as of June 30, 2025

General Manager/CEO	Carolyn Gonot
General Counsel	Evelynn Tran
Auditor General (Contracted Function)	Scott Johnson
Assistant GM/Chief Financial Officer	Greg Richardson
Chief of Staff to the GM	Scott Haywood
Chief Planning & Programming Officer	Deborah Dagang
Chief Operating Officer	Nauni Singh
Chief Engineering & Program Delivery Officer	Casey Emoto
Chief Megaprojects Delivery Officer	Thomas Maguire
Chief People Officer	Sonya Morrison
Chief System Safety & Security	Aston Greene
Chief Government Affairs Officer	Beverly Greene
Chief Communications Officer	Patrice Smith

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INDEPENDENT AUDITOR'S REPORT

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Independent Auditor's Report

Board of Directors
Santa Clara Valley Transportation Authority
San Jose, California

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the business-type activities the governmental activities, each major fund, and the aggregate remaining fund information of Santa Clara Valley Transportation Authority (VTA), as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise VTA's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of VTA, as of June 30, 2025, and the respective changes in financial position, and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of VTA and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about VTA's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a

guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of VTA's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about VTA's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, schedules of changes in net pension liability and related ratios, pension schedules of employer contributions, schedule of changes in net other postemployment benefits liability and related ratios, schedule of other postemployment benefits contributions, and the special revenue funds budgetary comparison schedules be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the management's discussion and analysis, schedules of changes in net pension liability and related ratios, pension schedules of employer contributions, schedule of changes in net other postemployment benefits liability and related ratios, schedule of other postemployment benefits contributions, and the special revenue funds budgetary comparison schedules in accordance with GAAS, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise VTA's basic financial statements. The Budgetary Comparison Schedule – VTA Transit Fund, the Combining Statement of Fiduciary Net Position – Retiree Benefits Trust Funds, the Combining Statement of Changes in Fiduciary Net Position – Retiree Benefits Trust Funds and the Unrestricted Net Position - Enterprise and Governmental Funds are presented for purposes of additional analysis and are not a required part of the

basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with GAAS. In our opinion, the Budgetary Comparison Schedule – VTA Transit Fund, the Combining Statement of Fiduciary Net Position – Retiree Benefits Trust Funds, the Combining Statement of Changes in Fiduciary Net Position – Retiree Benefits Trust Funds and the Unrestricted Net Position - Enterprise and Governmental Funds are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated October 7, 2025 on our consideration of VTA's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of VTA's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering VTA's internal control over financial reporting and compliance.

A handwritten signature in black ink that reads "Eide Bailly LLP". The signature is written in a cursive, flowing style.

Menlo Park, California
October 7, 2025

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MANAGEMENT'S DISCUSSION AND ANALYSIS **(Required Supplementary Information)**

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Management's Discussion and Analysis

Management's Discussion and Analysis (MD&A) provides a narrative overview and analysis of the financial activities of VTA for FY 2025. To obtain a complete understanding of VTA's financial condition, this document should be read in conjunction with the accompanying Transmittal Letter and Basic Financial Statements.

Financial Highlights

- As of June 30, 2025, VTA's net position, business-type and governmental activities, amounted to approximately \$7.6 billion. This includes primarily the net investment in capital assets which is associated with the capital programs of the VTA Transit, BART Operating, Express Lanes and Joint Development funds, as well as operating activities of the Express Lanes fund.
- All sales tax revenues increased from the prior year as follows (amounts in thousands):

Sales Tax Revenues	FY 2025	FY 2024	Increase/(Decrease)	
			Amount	%
1976 Sales Tax	\$ 280,384	\$ 266,942	\$ 13,442	5.04 %
Bart Operating	68,689	65,249	3,440	5.27 %
2000 Measure A	280,367	266,901	13,466	5.05 %
2016 Measure B	280,641	266,618	14,023	5.26 %

- The four board-designated reserves; i.e., Transit Operating Reserve, Debt Reduction Reserve, Sales Tax Stabilization Reserve, and Capital Reserve were \$90.4 million, \$77.0 million, \$35.0 million, and \$195.1 million respectively. Any of these reserves may be reduced by the amount of set aside for Net Pension Liability established in compliance with GASB 68 in the amount of \$318.5 million. Net Pension Liability represents the net amount owed by VTA to employees for benefits provided through a defined benefit pension plan that is attributed to employees' past period of service.
- Federal, state, and local operating grants, under the Enterprise Funds, were \$812 thousand lower than FY 2024. This reflects decreases in Transportation Development Act (TDA) funding by 2.71% and State Transit Assistance (STA) by 3.21%. This is a result of rescission adjustments from reduced 1/4-cent general sales tax allocated to each county as sales tax collections were less than expected. Since the State Transit Assistance (STA) is derived from state sales tax on diesel, the decline in diesel prices caused a proportional drop in STA funding. Although VTA earned Low Carbon Fuel Standard (LCFS) on the public use of Electric Vehicles, light rail and through the BART extension, there was no sale of LCFS credits in FY 2025 unlike previous year. Overall decline in operating grants was offset by a modest growth in ADA set aside for paratransit activities and receipt of Low Carbon Transit Operations Program for the BART Operating Fund.

Overview of the Financial Statements

VTA's basic financial statements have three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the basic financial statements. In addition to the basic financial statements, this report also includes required and other supplementary information.

1. **Government-wide Financial Statements** The Government-wide Financial Statements provide a top-level view of VTA's financial picture in a format resembling that of a private-sector company.

The Statement of Net Position presents information on all of VTA's assets and liabilities including deferred inflows and outflows of resources. The net position is the difference between assets plus deferred outflows of resources, and liabilities plus deferred inflows of resources. Over time, an increase or decrease in net position may serve as an indicator of whether VTA's financial position is improving or deteriorating.

The Statement of Activities presents information reflecting changes in VTA's net position during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will result in cash flows only in future fiscal periods.

The government-wide statements distinguish functions of VTA that are principally supported by sales tax, fees and intergovernmental revenues. The VTA business-type activity is transit, which includes bus/light rail operations, joint development, express lanes and BART operating. Although the transit operation's primary function is intended to recover its costs through charges for services (business-type activities), the recovery is not significant. The governmental activities of VTA consist of congestion management and highway programs, which include planning, programming, and construction of highway projects. Governmental activities also include the 2016 Measure B Program which focuses on enhancing transit, highways, expressways and active transportation (bicycles, pedestrians and complete streets); 2000 Measure A Program which focuses on a number of key capital transit projects, including the connection of rapid transit to San Jose, increased bus and light rail service, and providing for related operating expenses; Senate Bill 83 Vehicle Registration Fee (VRF) which was established to administer the vehicle registration fees collected under SB 83; and the Bay Area Air Quality Management District (BAAQMD) fund that accounts for the activities that relate to the Transportation Fund for Clean Air (TFCA) program.

2. **Fund Financial Statements.** A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. VTA, like local and state governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. VTA funds are divided into three categories: governmental funds, proprietary funds (i.e., enterprise funds and internal service funds), and fiduciary funds.

Governmental funds – Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on near-term inflows and outflows of spendable resources as well as on balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financial requirements.

VTA maintains six major governmental funds to account for the financial activities of VTA's Congestion Management Program, 2000 Measure A Program, 2016 Measure B Program, Congestion Management and Highway Program, Senate Bill 83 Vehicle Registration Fee and the Bay Area Air Quality Management District.

Proprietary funds – VTA maintains two types of proprietary funds: enterprise funds and internal service funds. The enterprise funds are used to report the same function presented as "business-type activities" in the government-wide financial statements. The internal service funds are used to account for activities that provide services to other funds, departments or to other governments on a cost-reimbursement basis. General Liability, Workers' Compensation, and Compensated Absences are accounted for in the internal service funds. VTA uses the enterprise funds to account for its transit operation and capital activities, BART Operating, Joint Development Program, and Express Lanes Program.

The enterprise funds and the internal service fund provide the same type of information as the government-wide financial statements within the business-type activities, only in more detail.

Fiduciary funds – Fiduciary funds are used to account for resources held for the benefit of parties outside VTA. Fiduciary funds are not reflected in the government-wide financial statements because the resources of those funds are not available to support VTA's own programs. The accounting used for fiduciary funds is much like that used for proprietary funds.

The activities of the VTA Amalgamated Transit Union (ATU) Pension Plan, ATU Spousal Medical, and Retiree Vision/Dental Funds and the Retirees' Other Post Employment Benefits (OPEB) Trust are reported in the retiree trust funds. Pension trust funds are used to account for assets held by VTA as a trustee for individuals and other organizations, such as ATU.

- 3. Notes to the Financial Statements.** The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements can be found on pages 2-31 through 2-85 of this report.

In addition to the basic financial statements and notes, *Required Supplementary Information* is presented as required by GASB. The required supplementary information shows Net Pension Liabilities/Net OPEB Asset and Employer Contributions pertaining to ATU, CalPERS and OPEB, as well as Budgetary Comparison Schedules for the Congestion Management Program, 2016 Measure B Program, 2000 Measure A Program, Congestion Management and Highway Program, Vehicle Registration Fees, and Bay Area Air Quality Management Program. Required supplementary information can be found on pages 2-86 through 2-98 of this report.

Other supplementary information, such as the combining statements and other individual schedules, are found immediately following the required supplementary information presenting individual fund statements and schedules for the Enterprise and Fiduciary Funds. Other supplementary information can be found on pages 2-99 through 2-103 of this report.

- 4. Government-Wide Financial Analysis.** The Government-Wide change in net position was \$547.1 million. The Business-Type activities' net position increased by \$450.7 million and the Governmental activities' net position also increased by \$96.3 million. The increase in the business-type net position was mainly due to capital grants and capital acquisition transfers of BART assets under construction from 2000 Measure A to the BART Operating Fund. Capital grant receipts were for federally-funded projects relating to bus procurement, bus stop improvement, and rail replacement and rehabilitation. The increase in the governmental activities net position was primarily due to increases in operating grants for the BART Phase 2 and Eastridge BART Regional Connector related projects. Business-Type and Governmental investment earnings grew by 5.53% and 14.12%, respectively, due to sustained higher interest and better market performance. Additionally, sales tax revenues also grew on a year to year basis. The 1976 sales tax, and 2000 Measure A sales tax amounted to \$280.4 million individually; while 2016 Measure B sales tax, and BART operating sales tax revenues were \$280.6 million, and \$68.7 million, respectively. During FY 2025, VTA acquired or built total capital assets of approximately \$664.9 million (see Note 6). Capital assets were funded by a variety of sources such as federal, state and local grants, bond proceeds as well as sales tax revenues.

Santa Clara Valley Transportation Authority
Condensed Statement of Net Position
FY 2025 and FY 2024
(In thousands)

	Business -Type Activities		Governmental Activities		Total	
	2025	2024	2025	2024	2025	2024
Asset:						
Current and other assets	\$ 1,744,076	\$ 1,639,037	\$ 1,421,358	\$ 1,403,017	\$ 3,165,434	\$ 3,042,054
Capital assets, net	6,121,843	5,646,835	—	—	6,121,843	5,646,835
Total assets	7,865,919	7,285,872	1,421,358	1,403,017	9,287,277	8,688,889
Deferred outflows of resources	81,641	98,586	34,056	37,416	115,697	136,002
Liabilities:						
Current liabilities	171,085	187,414	219,906	259,577	390,991	446,991
Long-term liabilities outstanding	655,983	546,195	656,298	697,970	1,312,281	1,244,165
Total liabilities	827,068	733,609	876,204	957,547	1,703,272	1,691,156
Deferred inflows of resources	75,862	56,956	—	—	75,862	56,956
Net position:						
Net investment in capital assets	6,002,980	5,589,487	—	—	6,002,980	5,589,487
Restricted	116,509	92,997	945,958	905,487	1,062,467	998,484
Unrestricted	925,141	911,409	(366,748)	(422,601)	558,393	488,808
Total net position	\$ 7,044,630	\$ 6,593,893	\$ 579,210	\$ 482,886	\$ 7,623,840	\$ 7,076,779

The largest portion of VTA's net position (approximately 85.21%) reflects its investment in capital assets (e.g., land, buildings, infrastructure, vehicles, and equipment) and cash with fiscal agent for capital use, less any related outstanding debt used to acquire those assets and retention payable. VTA uses these capital assets to provide services to its customers. Consequently, these assets are not available for future spending. Although VTA's investment in its capital assets is reported net of related debt, it should be noted that the resources needed to repay this debt must be provided from other sources since the capital assets themselves cannot reasonably be used to liquidate these liabilities. The restricted net position represents mainly the funds set aside for the 1996 Measure B program, 2016 Measure B program, debt service collateral with the bond trustees, Net OPEB Asset, congestion management program, pollution mitigation and air quality program. The unrestricted categories include funds set aside by Board policies, and for funding of local share of capital projects; BART operating; inventory and prepaid expenses; VTA transit Operating and Transit Capital Reserves; Debt Reduction; Express Lanes and Joint Development Program funds; Sales Tax Stabilization; and Net Pension Liability. The unrestricted net position is generally available for appropriation with Board approval. The details of net position categories are shown as part of the Supplementary Information.

Generally accepted accounting principles require governments that participate in a defined benefit pension plan, administered as a trust or equivalent arrangement, to record the net pension liability, pension contributions, and deferred outflows/inflows of resources related to pensions in their financial statements. Net Pension Liability is the amount owed by VTA to its employees for benefits

provided through a defined benefit pension plan. This liability, net of deferrals, consists of \$118.8 million for CalPERS and \$199.6 million for ATU.

In addition, generally accepted accounting principles require reporting of liability or asset in the financial statements of the governments whose employees are provided with Other Post Employment Benefit (OPEB). As of June 30, 2025 VTA reported a Net OPEB Asset for the excess of contributions to and earnings of the plan in relation to actual OPEB cost. VTA reported Net OPEB Asset which was included in the net position of \$95.9 million as of June 30, 2025.

Net Lease Asset represents the present value of the payments expected to be received or made during the lease term in accordance with GASB 87. As lessor, VTA recognizes a lease receivable and deferred inflow of resources at the commencement of the lease term, except for leases of assets held as investments, and short-term leases. As lessee, VTA recognizes a lease liability and a lease asset at the commencement of the lease term of the lease contracts falling under the guidelines of GASB 87. As of June 30, 2025, lease receivable was \$22.5 million for both VTA Transit and Joint Development, and lease payable was \$1.6 million for the VTA Transit. In FY 2025, VTA terminated one subscriptions under GASB 96, and added one new one. As of June 30, 2025, the net right-to-use subscription asset is \$335 thousand and subscription liability is \$327 thousand.

Business-Type Activities – Capital assets increased by \$475.0 million due to the ongoing construction of the BART Phase II project. Current and other assets grew by \$105.0 million mainly due to the increase in restricted cash from the new bond issuance for the acquisition and modernization of VTA's new administration headquarters in downtown San Jose. Directly related to the new bond issuance is the increase in long-term liabilities of \$109.8 million. Net Investment in Capital Assets increased by \$413.5 million due to the increase in VTA's investment in capital assets, primarily from BART Phase II project. The restricted net position in the business-type activities increased by \$23.5 million due to the increase in the amount set aside for the new debt service and growth in Net OPEB asset from improved investment performance.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Condensed Statement of Activities
For the FY 2025 and FY 2024
(In thousands)

	Business-Type Activities		Governmental Activities		Total	
	2025	2024	2025	2024	2025	2024
Expenses:						
Labor, overhead, materials and professional services and other operations	\$ 829,356	\$ 859,089	\$ 8,799	\$ 8,634	\$ 838,155	\$ 867,723
Capital expense, on behalf of, and contribution to other agencies	12,747	1,052	509,494	525,798	522,241	526,850
Altamont Corridor Express and Caltrain subsidies	4,612	4,442	—	—	4,612	4,442
Program payments	—	—	19,872	19,526	19,872	19,526
Other expenses	1,235	519	851	1,045	2,086	1,564
Claims and change in future claim estimates	17,072	18,455	—	—	17,072	18,455
Interest expense	2,064	2,152	28,838	29,560	30,902	31,712
Total expenses	867,086	885,709	567,854	584,563	1,434,940	1,470,272
Program revenues:						
Charges for services	73,209	70,768	3,439	3,321	76,648	74,089
Operating grants	182,967	183,779	606,726	441,563	789,693	625,342
Capital grants	65,442	93,345	—	—	65,442	93,345
Total program revenues	321,618	347,892	610,165	444,884	931,783	792,776
Net program revenues (expenses)	(545,468)	(537,817)	42,311	(139,679)	(503,157)	(677,496)
General revenues and transfers:						
Sales tax revenue	349,073	332,191	561,008	533,519	910,081	865,710
Investment earnings/(losses)	68,072	64,506	67,817	59,428	135,889	123,934
Other general revenue	3,100	3,977	1,148	957	4,248	4,934
Total general revenues	420,245	400,674	629,973	593,904	1,050,218	994,578
Excess or deficiency of revenues over expenses	(125,223)	(137,143)	672,284	454,225	547,061	317,082
Transfers	575,960	541,746	(575,960)	(541,746)	—	—
Change in net position	450,737	404,603	96,324	(87,521)	547,061	317,082
Net position, beginning of year	6,593,893	6,189,290	482,886	570,407	7,076,779	6,759,697
Net position, end of year	\$7,044,630	\$6,593,893	\$ 579,210	\$ 482,886	\$7,623,840	\$7,076,779

The total net position reported in the business-type activities is \$7.0 billion as of June 30, 2025. The increase is attributed to the year's change in net position of \$450.7 million. Major elements of changes in net position were as follows:

- 1976 and BART Operating sales tax revenues increased by \$16.9 million as consumer and business spending increased in the second half of the year partly due to speculation on the impact of tariffs and higher inflation on purchasing power. This is mainly from front-loading by consumers ahead of price increases. *(Source: FitchRatings, "US Consumer Spending to Weaken as Tariffs Slow Growth in 2H25", June 17, 2025)*
- Investment Earnings associated with interest income, unrealized gains/losses, and trading gains/losses increased by \$3.6 million. The growth was largely due to sustained interest rate levels as well as mark-to-market gains.

- There was a decrease in capital grants of \$27.9 million primarily from a reduction in Regional Measure 3 capital assistance pertaining to the purchase of the Diridon Property that occurred in the prior year, and a year to year reduction in federal grants for overhead catenary system rehabilitation, as well as bus replacements as these projects approach their completion.
- Operating grants decreased by \$812 thousand primarily from the decline in the State Transit Assistance (STA) of \$1.5 million and Transportation Development Act of \$3.4 million. As STA is a derivative of diesel prices, the decline in STA is explained by the fall of diesel prices in FY 2025. The Metropolitan Transportation Commission also prompted rescission adjustments to both TDA and STA as actual growth in sales tax was below anticipated level. Although VTA earned Low Carbon Fuel Standard (LCFS) energy credit, there was no sale that occurred in FY 2025, unlike the previous year. The overall decline in operating grants was offset by a receipt of Low Carbon Transit Operations Program (LCTOP) grant to the BART Operating Fund, and a modest increase in Section 5307 ADA Operating Set Aside for paratransit activities.
- The decrease in program expenses of \$18.6 million was primarily due to a one-time BART Subsidy Augmentation capital obligations paid by VTA to BART in the prior year. This was partly offset by an increase in BART Subsidy as well as other operational increases for parts and purchased transportation. Operating activities relating to materials and supplies were higher from prior year due to aging fleet. Bus replacement to hybrid is also nearing completion which caused related maintenance to be more costly than the older non-hybrid coaches. Purchased transportation relating to paratransit services increased as its operating cost is driven primarily by higher service demand, which led to more trips and overall greater service hours. Paratransit also expanded its use of supplemental providers to meet increasing demand.

Governmental Activities – Long-term liabilities decreased mainly due to the pay down of sales tax revenue bonds. As of June 30, 2025, the net position of governmental activities is \$579.2 million. This is an increase in net position of \$96.3 million. Major components of changes in net position were as follows:

Operating grants - Under governmental activities, capital grants are reported as operating grants. These grants operate assets that will be owned by other entities. The increase of \$165.2 million was largely a result of revenue receipts from the state's Transit and Intercity Rail Capital Program (TIRCP) and 2016 Measure B to fund activities of the BART Phase II and Eastridge to BART Regional Connector. There was less reliance on 2016 Measure B for these activities in FY 2025 as compared to the prior year due to the increase in TIRCP funding. TIRCP is a state grant that will be used in the installation of two traction power substations and extension of the existing Capitol Light Rail system.

Sales tax revenues - In FY 2025, the 2000 Measure A and 2016 Measure B sales tax revenues were \$280.4 million and \$280.6 million, respectively, an increase of an average of 5.15% from the prior year and is due to increased spending in anticipation of tariff related and inflationary impact on future prices for businesses and consumers (*Source: HdL Companies, California Sales tax Trends and Economic Drivers - Q1 2025 Data, June 26, 2025*). The 2000 Sales Tax Measure collects a half-cent for each taxable sales dollar to fund operations and capital expenses. The 2016 Measure B is a half-cent sales tax to fund activities on enhancing transit, highways, expressways, and active transportation (bicycles, pedestrians and complete streets).

Investment Earnings - This primarily includes interest, as well as trading and unrealized gain or loss. FY 2025 reported an increased investment earnings of \$8.4 million due to higher interest and better market performance of the investments.

Capital expenditures on behalf of, and contributions to other agencies - There was an overall decrease of \$16.3 million in FY 2025 as expenditures funded by 2016 Measure B for the BART project declined due to other funding sources, primarily the state TIRCP, became available. Additionally, certain 2016 Measure B funded projects, like the US101 Dela Cruz/Trimble Road Interchange and I-280/Wolfe Road Interchange improvements, reported dwindling down activities as they approach project close out completion.

Transfers - FY 2025 reported a total transfer-out of \$576.0 million primarily from the capital acquisitions from the 2000 Measure A Program Fund to the VTA Transit Fund and the BART Operating Fund of \$478.9 million, 2000 Measure A and 2016 Measure B operating assistance of \$78.3 million, Measure A Repayment Obligation of \$17.5 million and capital acquisitions from the Congestion Management and Highway Program to Express Lanes Fund totaling \$1.3 million.

Financial Analysis of VTA's Funds – VTA uses funds to account for its various activities. This is to ensure and demonstrate compliance with finance-related legal requirements.

Enterprise Funds – VTA's enterprise funds report the activities of its transit operations, BART Operating, Express Lanes Program, and the Joint Development Program. Analysis of changes in the Enterprise Funds pertain largely to the activities of VTA Transit, and BART Operating and Maintenance funds.

Comparison of Enterprise Funds Revenues
FY 2025 and FY 2024
(In thousands)

Enterprise Funds Revenue	2025	2024	Change	
			Favorable/(Unfavorable)	
			Amount	Percent
Charges for services	\$ 73,209	\$ 70,768	\$ 2,441	3.45 %
Operating grants	182,967	183,779	(812)	(0.44)%
Capital grants	65,442	93,345	(27,903)	(29.89)%
1976 half-cent sales tax	280,384	266,942	13,442	5.04 %
BART Operating Sales Tax	68,689	65,249	3,440	5.27 %
Investment earnings	65,876	62,504	3,372	5.39 %
Other income	2,595	3,440	(845)	(24.56)%
Transfers in/(out)	575,960	541,746	34,214	6.32 %
Total	<u>\$ 1,315,122</u>	<u>\$ 1,287,773</u>	<u>\$ 27,349</u>	<u>2.12 %</u>

Charges for Services – In the VTA Transit, Express Lanes, and Joint Development funds, charges for services, which were derived from bus farebox receipts, light rail ticket sales, sale of monthly passes (including SmartPass and tokens), paratransit fares, toll fees, advertising income, and joint development rent, were \$73.2 million in FY 2025. Charges for Services increased by \$2.4 million or 3.45% from FY 2024. The change primarily reflected growth from BART, paratransit revenues and toll revenues. BART and paratransit reported increase in ridership, while toll revenue increase was a result of higher toll rates from increase in traffic patterns.

Operating Grants – VTA Transit Operating grants include Transportation Development Act (TDA), State Transit Assistance (STA), Federal Section 5307 Urbanized Formula Program Grants, Federal Section 5311 Formula Grants for Other than Urbanized Areas and Apprenticeship Program. Total operating grants decreased \$812 thousand in FY 2025. TDA and STA provide the majority of the funding and had decreases of 2.7% and 3.2%, respectively. The decreases were partly offset by a modest increase in Section 5307 ADA set-aside and reimbursements from the Federal Emergency Management Agency for COVID 19-related protective measures, as well as Low Carbon Transit Operations Program funding for the BART Operating Fund.

The State Transit Assistance (STA) funds are derived from state sales tax on diesel fuel. STA apportionment is made to regional transportation planning agencies (Metropolitan Transportation Commission in the San Francisco Bay Area Region) based on a formula that allocates 50% of the funds according to population and 50% according to the transit operator's qualified revenues compared to all transit operators statewide from two years prior to the fiscal year of allocation. STA revenue of \$43.8 million was lower than the prior year due to overall decline in diesel prices.

The 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. The Metropolitan

Transportation Commission (MTC) retains a portion of these funds for administration and approximately 94% is returned to the source county (i.e., Santa Clara). TDA had a decrease of \$3.4 million as compared to the prior year. MTC prompted a rescission adjustment as the growth in sales tax was not at the expected level. VTA continues to reduce TDA revenue recognition due to potential attrition in allocated TDA, brought about by a state claim that related taxes from online sales were misallocated. As of June 30, 2025, total amount of TDA set aside is \$60 million.

Capital Grants – Capital grants appear under VTA Transit and Joint Development Funds. In the VTA Transit Fund, capital grants include Federal Transit Administration (FTA) capital assistance; Regional Measure 3, various State transit-related capital grants, and capital contributions from local agencies. Grant eligible activities during the year associated with bus procurement, and overhead catenary system rehabilitation and replacement program decreased causing an overall decline in capital grants of \$27.9 million. Additionally, previous year reported a one-time receipt of Regional Measure 3 pertaining to the San Jose Diridon Station Planning and Early Right-of-Way project.

1976 Half-Cent Sales Tax Revenues – The 1976 Sales Tax is VTA’s single largest source of revenue for operations under the VTA Transit Fund. The California Department of Tax and Fee Administration (CDTFA) collects the 1976 Sales Tax for VTA. The 1976 Sales Tax Revenues pay the operating expenses and capital expenditures, where state or federal capital assistance programs require that the recipient of assistance contribute locally-derived revenues. For FY 2025, total sales tax revenues were \$280.4 million, a \$13.4 million or 5.0% increase compared to the prior fiscal year’s sales tax revenue. Sales tax receipts year-to-year increased despite the downward trend since their mid-2022 peak when COVID-19 pandemic consumer spending provided unexpectedly high tax revenue. The uncertainty surrounding tariff-related impacts to consumer pricing has potentially contributed to this increase where consumers and businesses spent more in anticipation that prices will rise causing the dollar's purchasing power to deteriorate (*Source: HdL Companies, California Sales tax Trends and Economic Drivers - Q1 2025 Data, June 26, 2025*).

BART Operating – In November 2008, county residents passed a 1/8-cent sales tax to fund the operating and maintenance costs of the BART Extension. Collection of the tax, which will be for a period not to exceed 30 years, took effect on July 1, 2012. In FY 2025, total sales tax revenue under the BART Operating Fund was \$68.7 million, a \$3.4 million or 5.3% increase compared to last year. This was consistent with other general sales tax receipts that grew as consumers react to the inflationary effects of tariffs in anticipation that prices will continuously rise (*Source: HdL Companies, California Sales tax Trends and Economic Drivers - Q1 2025 Data, June 26, 2025*).

Investment Earnings – The investment earnings are derived from three primary sources: short, mid, and long-term investment portfolios. Investment earnings were primarily recorded under the VTA Transit Fund. Pursuant to VTA’s adopted investment policy and California Government Code, 100% of surplus assets are invested in domestic fixed income investments. Investment income increased by \$3.4 million primarily due to sustained interest rate levels throughout the year, and recognition of mark to market gain from a better investment performance.

Other income – Other income includes revenues from permit fees, property rentals, proceeds from the sale of fixed assets, parking citations, and other non-operating activities. These activities decreased by \$845 thousand in FY 2025 primarily due to a one-time receipt for a utility easement that occurred in the prior year.

Transfers-in - FY 2025 reported a net transfer-in of \$576.0 million primarily from the capital acquisitions from the 2000 Measure A Program Fund to the VTA Transit Fund and the BART Operating Fund of \$478.9 million, 2000 Measure A and 2016 Measure B operating assistance of \$78.3 million, Measure A Repayment Obligation of \$17.5 million, and capital acquisitions from the Congestion Management and Highway Program to Express Lanes Fund totaling \$1.3 million.

Comparison of Enterprise Funds Expenses
FY 2025 and FY 2024
(In thousands)

Enterprise Funds Expenses	2025	2024	Change	
			Favorable/(Unfavorable)	
			Amount	Percent
Operations and support services	\$ 844,119	\$ 874,343	\$ 30,224	3.46 %
ACE subsidy	4,612	4,442	(170)	(3.83)%
Other expenses	16,046	3,723	(12,323)	(331.00)%
Total	\$ 864,777	\$ 882,508	\$ 17,731	2.01 %

Operations and Support Services – Operations and Support Services include labor and fringe, materials, support services, insurance, purchased transportation and other overhead costs incurred primarily for bus and light rail operations, services and support programs in VTA Transit, BART Operating, Express Lanes, and Joint Development funds. For FY 2025, operations and support services expense was \$30.2 million or 3.46% lower compared to that of FY 2024. While the decline was primarily a result of a subsidy payment to BART for a one-time capital cost obligation that occurred last year, other operating expenses generally remained steady. The decline was partly offset by increases in services, materials and paratransit costs. Services included costs associated with the Diridon Station Intermodal Conceptual Plan, and additional security services obtained during the work stoppage. Materials related to inventory part issuance increased due to preventive maintenance effort of aging fleet. Replacement of old buses to hybrid also caused related maintenance to be more

costly than the older non-hybrid coaches. Paratransit costs increased due to growth in service level and expanded use of supplemental service provider to meet increasing demand.

Altamont Corridor Express (ACE) Subsidy - Subsidy to ACE amounted to \$4.6 million in FY 2025 up slightly from \$4.4 million in the prior year.

Internal Service Funds – VTA maintains Internal Service Funds to account for the activities related to Workers’ Compensation, General Liability, and Compensated Absences programs. The costs of these activities are accounted for in these funds and then charged to VTA Transit Fund. These funds are fully funded as of June 30, 2025.

Governmental Funds – The focus of VTA’s governmental funds is to provide information on near-term inflows, outflows, and balances of expendable resources. Such information is useful in assessing VTA’s financing requirements. VTA maintains one governmental fund type – *Special Revenue Funds*.

Special Revenue Funds – These funds account for the activities of the Congestion Management Program, the 2016 Measure B Program, the 2000 Measure A Program, the Congestion Management and Highway Program, Bay Area Air Quality Management District (BAAQMD) Program and Vehicle Registration Fees (VRF).

The following table shows a fund balance comparison between the current and prior fiscal year:

Comparison of Special Revenue Funds
FY 2025 and FY 2024
(In thousands)

Special Revenue Funds	2025	2024	Change	
			Favorable/(Unfavorable)	
			Amount	Percent
Total revenues	\$ 1,240,138	\$ 1,038,788	\$ 201,350	19.38 %
Total expenditures	(606,646)	(613,217)	6,571	1.07 %
Transfers out	(575,960)	(541,746)	(34,214)	(6.32)%
Refunding bonds issued	—	559,535	(559,535)	(100.00)%
Premium on refunding bonds issued	—	83,817	(83,817)	(100.00)%
Swap termination fee, call in premium and refunded premium	—	(40,308)	40,308	100.00 %
Payment to refunded bonds	—	(611,150)	611,150	100.00 %
Change in fund balances	57,532	(124,281)	181,813	146.29 %
Fund balances, beginning of year	1,150,523	1,274,804	(124,281)	(9.75)%
Fund balances, end of year	<u>\$ 1,208,055</u>	<u>\$ 1,150,523</u>	<u>\$ 57,532</u>	5.00 %

CMP projects were funded from member assessments and various federal, state, and local grants. The 2000 Measure A Program Fund was created to report on the activities pertinent to the Measure A ballot approved in November 2000. The 2016 Measure B Program Fund was created in FY 2017, upon approval of the Santa Clara County voters in November 2016, to record a 30-year half cent county-wide sales tax transactions in support of enhancing transit, highways, expressway and active transportation (bicycles, pedestrians and streets).

Total revenues under the Special Revenue Fund primarily include sales tax, grants, investment earnings, member assessments, and vehicle registration fees. This was reported at \$1.2 billion in FY 2025, an increase of \$201.4 million from the preceding year. The growth could primarily be attributed to receipts of grants and sales tax revenues. Grant-eligible project activities largely from the Bart Silicon Valley Extension and Eastridge to BART Regional Connector increased as additional funding source became available from the state Transit and Intercity Rail Capital Program. Total sales tax revenues were \$561.0 million, a \$27.49 million or 5.15% increase compared to the prior fiscal year's sales tax revenues. FY 2025 also had positive growth from investment earnings.

For FY 2025, the decline in expenditures is largely a result of the decline in project activities in the Congestion Management and Highway Program. As projects are completed and activities dwindle down from those projects nearing close out completion, total expenditures decreased by \$6.6 million compared to prior year. Projects completed include US 101-SR 85 Express Lanes Phase 3, while projects nearing close out completion include the US101 De La Cruz Blvd/Trimble Rd Interchange, US101/Blossom Hill Road Interchange Improvement and I-680 Soundwalls between Capitol Expressway and Mueller Avenue in San Jose.

Total expenditures were \$606.6 million, a decrease of \$6.6 million from FY 2024, which was mostly due to expenditures funded by 2016 Measure B for the BART project declining as other funding sources, primarily the state TIRCP, became available. Additionally, certain 2016 Measure B funded projects, like the US101/SR85 Interchange and I-280/Wolfe Road Interchange improvements, reported dwindling down activities as they approach project close out completion.

Capital Asset and Long-term Financing Activities

Capital assets – VTA's investment in capital assets is entirely in its business-type activity since VTA has no capital assets invested in the governmental activities. As of June 30, 2025, investment in capital assets net of accumulated depreciation, amounts to \$6.1 billion. This investment in capital assets includes Land and Right-of-Way, Buildings, Improvements, Equipment & Furniture, Vehicles, the

Caltrain-Gilroy Extension, Light Rail Tracks/Electrification, Leasehold Improvements, and Other Operating Equipment. During FY 2025, VTA acquired and constructed \$669.3 million of capital assets.

Capital Assets
(Net of Accumulated Depreciation)
(In thousands)

	2025	2024
Land and Right-of-way	\$ 1,898,018	\$ 1,849,613
Construction in progress	2,196,343	1,783,326
Buildings and improvements	898,502	851,670
Furniture and fixtures	19,993	87,827
Vehicles	389,966	338,332
Caltrain-Gilroy Extension	25,737	27,127
Light Rail Tracks/Electrification	666,513	676,594
Other operating equipment	23,053	27,715
Leasehold improvements	1,912	2,354
Right-to-use assets	1,471	1,655
Subscription assets	335	622
Total	\$ 6,121,843	\$ 5,646,835

Additional information on VTA’s capital assets can be found in Note 6 – Capital Assets.

Long-term debt – At year end, VTA has \$871.5 million bonds outstanding. For FY 2025, new bond issuance was 160.0 million.

Outstanding Debt
(In thousands)

	2025	2024
Business-type Activities:		
Sr. Lien Sales Tax Revenue Bonds (1976 Tax)	\$ 192,740	\$ 54,868
Secured by Toll Revenues	22,501	22,591
Governmental Activities:		
Sr. Lien Sales Tax Revenue Bonds (2000 Tax)	656,298	697,970
Total	\$ 871,539	\$ 775,429

More information on these transactions is included in Note 7g – Long-Term Debt and Liabilities.

The Senior Lien Sales Tax Revenue Bonds, secured by 1976 sales tax revenues, are rated “AAA” from Standard & Poor’s (S&P) and “AA” rating from Fitch.

The Senior Sales Tax Revenue Bonds, secured by 2000 Measure A sales tax revenues, are rated “Aa2” from Moody’s and “AAA” from S&P.

Additional information on VTA’s long-term debt can be found in Note 7 – Long-term Debt and Liabilities.

Economic Factors and New Year's Budgets

The VTA Transit Operating Budget is \$603.0 million for FY 2026 and \$612.2 million for FY 2027. Since 2020, VTA has been gradually restoring transit service that was suspended in response to the COVID-19 pandemic. Over the next two fiscal years, VTA will continue refining its service in response to evolving post-pandemic travel behaviors and ridership trends, with the goal of strengthening ridership growth. The FY 2026 budget will fully restore service levels in accordance with the Board-approved 2025 Transit Service Plan.

The Adopted Budget included funding plans to maintain capital infrastructure, keep assets in a state of good repair, and invest in targeted improvements in support of 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 VTA Strategic Capital Investment Plan that has a 20-year horizon. The Adopted FY 2026 and FY 2027 Capital Project Budget includes \$178.9 million of grants or outside funding and \$61.9 million in local match, to fund 21 new projects and 11 existing projects.

The Adopted FY 2026 and FY 2027 Budget for the 2000 Measure A Capital Program includes additional appropriation for Silicon Valley BART Extension Phase 2 (BSV Phase II). that utilizes federal and state funding, cash-on-hand from 2000 Measure A, and 2016 Measure B. BSV Phase II federal New Starts eligible activities during the biennial budget period include engineering, right-of way and advance utility relocation efforts, award of the balance of the Tunnel and Trackwork contract as well as BART vehicle procurement. Additionally, final design will proceed on the Newhall Yard, Santa Clara Station and Parking Garage, Stations and Support Facilities and Systems. The operation and maintenance of the Silicon Valley BART extension is funded primarily by the 2008 Measure B sales tax. This program does not have any new VTA administered capital projects in FY 2026 and FY 2027 and remains dedicated to the operation and maintenance of the Silicon Valley BART Extension.

Requests for Information

Please address all questions or requests for additional information to the Finance Division, Attention: Chief Financial Officer, Santa Clara Valley Transportation Authority, 3331 North First Street, Building C, Second Floor, San Jose, CA 95134-1927



BASIC FINANCIAL STATEMENTS

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SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Statement of Net Position

June 30, 2025

(In thousands)

	Business-Type Activities	Governmental Activities	Total
ASSETS:			
Cash and investments	\$ 1,204,690	\$ 963,442	\$ 2,168,132
Receivables, net	16,226	49	16,275
Internal balances	83,466	(83,466)	—
Other receivables	2,799	—	2,799
Due from other agencies	105,241	496,546	601,787
Inventories	35,949	—	35,949
Prepaid items	8,387	269	8,656
Restricted cash and investments	168,928	44,518	213,446
Lease receivable	22,518	—	22,518
Net OPEB asset	95,872	—	95,872
Capital assets:			
Capital assets - non-depreciable	4,094,361	—	4,094,361
Capital assets - depreciable, net of accumulated depreciation	2,025,676	—	2,025,676
Intangible right to use assets, subscription assets, net of accumulated amortization	1,806	—	1,806
Total assets	7,865,919	1,421,358	9,287,277
DEFERRED OUTFLOWS OF RESOURCES:			
Refunding amounts	1,042	34,056	35,098
Pension related	56,621	—	56,621
OPEB related	23,978	—	23,978
Total deferred outflows of resources	81,641	34,056	115,697
LIABILITIES:			
Accounts payable and accrued expenses	45,903	191,211	237,114
Deposits	632	—	632
Accrued payroll and related liabilities	10,674	—	10,674
Bond interest and other fees payable	684	6,603	7,287
Unearned revenues	13,008	509	13,517
Other accrued expenses	2,353	—	2,353
Due to other agencies	97,831	21,583	119,414
Noncurrent liabilities:			
Due within one year: Bonds, notes, leases, subscriptions, claims, comp absences	46,107	41,205	87,312
Due in more than one year:			
Bonds, notes, leases, subscriptions, claims, comp absences	263,619	615,093	878,712
Net pension liability	346,257	—	346,257
Total liabilities	827,068	876,204	1,703,272
DEFERRED INFLOWS OF RESOURCES:			
Pension related	28,821	—	28,821
OPEB related	25,743	—	25,743
Lease asset related	21,298	—	21,298
Total deferred inflows of resources	75,862	—	75,862
NET POSITION:			
Net investment in capital assets	6,002,980	—	6,002,980
Restricted:			
1996 Measure B transit program	1,707	—	1,707
Net OPEB Asset	95,872	—	95,872
2016 Measure B transit program	—	884,026	884,026
Air quality program	—	3,872	3,872
Pollution mitigation	—	37,275	37,275
Debt service	1,902	16,932	18,834
237 project fund	17,028	—	17,028
Congestion management program	—	3,853	3,853
Unrestricted	925,141	(366,748)	558,393
Total net position	\$ 7,044,630	\$ 579,210	\$ 7,623,840

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Statement of Activities
For the year ended June 30, 2025
(In thousands)

Functions/Programs	Program Revenues				Net (Expense) Revenues and Changes in Net Position		
	Expenses	Charges for Services	Operating Grants	Capital Grants	Business-Type Activities	Governmental Activities	Total
Business-Type Activities							
Transit related:							
Labor, overhead, materials and professional services and other operations	\$ 829,356	\$ 71,404	\$ 182,967	\$ 65,442	\$ (509,543)	\$ —	\$ (509,543)
Capital expenses on behalf of, and contribution to other agencies	12,747	—	—	—	(12,747)	—	(12,747)
Altamont Corridor Express subsidy	4,612	1,805	—	—	(2,807)	—	(2,807)
Other expenses	1,235	—	—	—	(1,235)	—	(1,235)
Claims and change in future claim estimates	17,072	—	—	—	(17,072)	—	(17,072)
Interest expense	2,064	—	—	—	(2,064)	—	(2,064)
Total business-type activities	867,086	73,209	182,967	65,442	(545,468)	—	(545,468)
Governmental activities:							
Congestion Management related:							
Labor, overhead, materials and professional services and other operations	8,799	—	—	—	—	(8,799)	(8,799)
Capital expenses on behalf of, and contribution to other agencies	509,494	—	606,726	—	—	97,232	97,232
Program payments	19,872	3,439	—	—	—	(16,433)	(16,433)
Other expenses	851	—	—	—	—	(851)	(851)
Interest expense	28,838	—	—	—	—	(28,838)	(28,838)
Total governmental activities	567,854	3,439	606,726	—	—	42,311	42,311
Total primary government	\$ 1,434,940	\$ 76,648	\$ 789,693	\$ 65,442	(545,468)	42,311	(503,157)
General revenues:							
Sales tax revenue					349,073	561,008	910,081
Investment earnings					68,072	67,817	135,889
Other general revenues					3,100	1,148	4,248
Transfers					575,960	(575,960)	—
Total general revenues and transfers					996,205	54,013	1,050,218
Change in Net Position					450,737	96,324	547,061
Net Position, beginning of the year					6,593,893	482,886	7,076,779
Net Position, end of year					\$ 7,044,630	\$ 579,210	\$ 7,623,840

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Statement of Fund Net Position
Proprietary Funds
June 30, 2025
(In thousands)

	Business-Type Activities					
	VTA Transit	BART Operating	Express Lanes	Joint Development	Total Enterprise	Internal Service Fund
ASSETS:						
Current assets:						
Cash and cash equivalents	\$ 129,083	\$ 882	\$ 22,111	\$ 1,642	\$ 153,718	\$ 23,155
Investments	568,204	341,259	20,715	27,714	957,892	69,925
Receivables, net	13,084	3,142	—	—	16,226	—
Lease receivable	3,183	—	—	448	3,631	—
Due from other funds	87,654	—	—	—	87,654	—
Due from other agencies	91,488	12,198	1,257	294	105,237	4
Inventories	35,949	—	—	—	35,949	—
Prepaid items	4,721	3,665	—	1	8,387	—
Restricted cash and cash equivalents with fiscal agent	77,104	72,894	18,930	—	168,928	—
Total current assets	1,010,470	434,040	63,013	30,099	1,537,622	93,084
Noncurrent assets:						
Lease receivable	18,007	—	—	880	18,887	—
Net OPEB asset	95,872	—	—	—	95,872	—
Capital assets - non-depreciable:						
Land and right of way	1,169,361	725,737	—	2,920	1,898,018	—
Construction in progress	215,331	1,974,144	4,321	2,547	2,196,343	—
Capital assets - depreciable/amortizable:						
Intangible right-to-use assets	2,206	—	—	—	2,206	—
Subscription assets	502	—	—	—	502	—
Caltrain - Gilroy extension	53,790	—	—	—	53,790	—
Buildings and improvements	765,807	518,913	2,198	—	1,286,918	—
Furniture and fixtures	168,230	343,642	14,738	—	526,610	—
Vehicles	696,768	184,869	—	—	881,637	—
Light-rail tracks and electrification	610,042	607,702	—	—	1,217,744	—
Leasehold improvements	9,851	—	—	—	9,851	—
Others	83,156	51	2,026	—	85,233	—
Less accumulated depreciation	(1,476,850)	(548,541)	(10,716)	—	(2,036,107)	—
Less accumulated amortization	(902)	—	—	—	(902)	—
Net capital assets	2,297,292	3,806,517	12,567	5,467	6,121,843	—
Total noncurrent assets	2,411,171	3,806,517	12,567	6,347	6,236,602	—
Total assets	3,421,641	4,240,557	75,580	36,446	7,774,224	93,084
DEFERRED OUTFLOWS OF RESOURCES:						
Refunding amounts	1,042	—	—	—	1,042	—
Pension related	56,621	—	—	—	56,621	—
OPEB related	23,978	—	—	—	23,978	—
Total deferred outflows of resources	81,641	—	—	—	81,641	—

(continued on next page)

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Statement of Fund Net Position *(continued)*

Proprietary Funds

June 30, 2025

(In thousands)

	Business-Type Activities					Internal Service Fund
	VTA Transit	BART Operating	Express Lanes	Joint Development	Total Enterprise	
LIABILITIES:						
Current liabilities:						
Current portion of long-term debt	19,415	—	95	—	19,510	—
Accounts payable and accrued expenses	43,153	728	1,414	504	45,799	104
Lease payable	176	—	—	—	176	—
Subscription payable	160	—	—	—	160	—
Deposits	461	—	—	171	632	—
Accrued payroll and related liabilities	10,674	—	—	—	10,674	—
Bond interest and other fees payable	394	—	290	—	684	—
Unearned revenues	9,881	—	—	3,127	13,008	—
Other accrued expenses	2,353	—	—	—	2,353	—
Due to other funds	—	—	—	1,389	1,389	—
Due to other agencies	97,831	—	—	—	97,831	—
Claims liability	—	—	—	—	—	9,744
Compensated absences	—	—	—	—	—	16,517
Total current liabilities	184,498	728	1,799	5,191	192,216	26,365
Noncurrent liabilities:						
Claims liability	—	—	—	—	—	36,379
Compensated absences	—	—	—	—	—	29,948
Long-term debt	173,325	—	22,406	—	195,731	—
Lease payable	1,394	—	—	—	1,394	—
Subscription payable	167	—	—	—	167	—
Net pension liability	346,257	—	—	—	346,257	—
Total noncurrent liabilities	521,143	—	22,406	—	543,549	66,327
Total liabilities	705,641	728	24,205	5,191	735,765	92,692
DEFERRED INFLOWS OF RESOURCES:						
Pension Related	28,821	—	—	—	28,821	—
OPEB Related	25,743	—	—	—	25,743	—
Lease asset related	19,934	—	—	1,364	21,298	—
Total deferred inflows of resources	74,498	—	—	1,364	75,862	—
NET POSITION:						
Net Investment in Capital Assets	2,178,429	3,806,517	12,567	5,467	6,002,980	—
Restricted:						
1996 Measure B projects	1,707	—	—	—	1,707	—
Net OPEB Asset (GASB 75)	95,872	—	—	—	95,872	—
Debt service	—	—	1,902	—	1,902	—
237 project fund	—	—	17,028	—	17,028	—
Unrestricted	447,135	433,312	19,878	24,424	924,749	392
Total net position	\$ 2,723,143	\$ 4,239,829	\$ 51,375	\$ 29,891	\$ 7,044,238	\$ 392

Reconciliation of the Statement of Fund Net Position to the Statement of Net Position:

Net Position of Enterprise Funds	\$ 7,044,238
Net Position of Internal Service Funds, which benefits Business-Type Activities	392
Net Position of Business-Type Activities (Page 2-20)	<u>\$ 7,044,630</u>

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Statement of Revenues, Expenses, and Changes in Fund Net Position
Proprietary Funds
For the year ended June 30, 2025
(In thousands)

	Business-Type Activities					
	VTA Transit	BART Operating	Express Lanes	Joint Development	Total Enterprise	Internal Service Fund
OPERATING REVENUES:						
Fares - Transit	\$ 26,660	\$ —	\$ —	\$ —	\$ 26,660	\$ —
Fares - Paratransit	1,457	—	—	—	1,457	—
Fares - Bart	—	10,892	—	—	10,892	—
Toll revenues collected	—	—	26,858	—	26,858	—
Advertising and others	5,031	—	—	—	5,031	—
Charges for services	925	—	—	1,386	2,311	19,502
Total operating revenues	34,073	10,892	26,858	1,386	73,209	19,502
OPERATING EXPENSES:						
Labor cost	414,594	1,543	715	133	416,985	—
Materials and supplies	47,347	6	—	—	47,353	—
Services	74,174	84,935	6,045	4,404	169,558	—
Utilities	13,209	23	99	—	13,331	—
Casualty and liability	9,834	1,169	—	—	11,003	—
Purchased transportation	33,471	—	—	—	33,471	—
Leases and rentals	1,358	—	—	—	1,358	—
Miscellaneous	3,527	—	22	4	3,553	4,739
Depreciation expense	84,712	99,971	4,057	—	188,740	—
Amortization expense	195	—	—	—	195	—
Costs allocated to capital and other programs	(41,428)	—	—	—	(41,428)	—
Claims and change in future claims estimates	—	—	—	—	—	17,072
Total operating expense	640,993	187,647	10,938	4,541	844,119	21,811
Operating income/(loss)	(606,920)	(176,755)	15,920	(3,155)	(770,910)	(2,309)
NON-OPERATING REVENUES (EXPENSES):						
Sales tax revenue	280,384	68,689	—	—	349,073	—
Federal operating assistance and other grants	6,875	—	—	—	6,875	—
State and local operating assistance grants	170,729	5,363	—	—	176,092	—
Capital expense on behalf of, and contribution to other agencies	(12,747)	—	—	—	(12,747)	—
Altamont Corridor Express subsidy	(4,612)	—	—	—	(4,612)	—
Investment earnings/(losses)	39,091	22,735	2,247	1,803	65,876	2,196
Interest expense	(907)	—	(1,157)	—	(2,064)	—
Other income	2,595	—	—	—	2,595	505
Other expenses	(1,231)	(4)	—	—	(1,235)	—
Total non-operating revenues (expenses)	480,177	96,783	1,090	1,803	579,853	2,701
Income (loss) before capital contributions and transfers	(126,743)	(79,972)	17,010	(1,352)	(191,057)	392
Capital grants and contributions	64,540	—	—	902	65,442	—
Transfers in	97,557	478,454	1,330	—	577,341	—
Transfers out	—	—	—	(1,381)	(1,381)	—
Change in net position	35,354	398,482	18,340	(1,831)	450,345	392
Net position, beginning of year	2,687,789	3,841,347	33,035	31,722	6,593,893	—
Net position, end of year	\$2,723,143	\$ 4,239,829	\$ 51,375	\$ 29,891	\$ 7,044,238	\$ 392

Reconciliation of the Statement of Revenues, Expenses & Changes in Fund Net Position to the Statement of Activities:

Change in net position of the Enterprise Funds	\$450,345
Change in net position of the Internal Service Fund, which benefits Business-Type Activities	392
Change in net position of Business-type Activities (Page 2-21)	<u>\$450,737</u>

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Statement of Cash Flows
Proprietary Funds
For the year ended June 30, 2025
(In thousands)

	Business-Type Activities					
	VTA Transit	BART Operating	Express Lanes	Joint Development	Total Enterprise	Internal Service Fund
CASH FLOWS FROM OPERATING ACTIVITIES:						
Cash received from transit fares	\$ 23,991	\$ 10,892	\$ —	\$ —	\$ 34,883	\$ —
Cash received from Paratransit fares	1,457	—	—	—	1,457	—
Cash received from Tolls	—	—	29,389	—	29,389	—
Cash received from advertising	4,983	—	—	—	4,983	—
Cash paid for labor costs	(425,374)	(1,543)	(715)	(133)	(427,765)	—
Cash paid to suppliers	(145,783)	(91,189)	(7,024)	(4,275)	(248,271)	—
Cash paid for purchased transportation	(33,471)	—	—	—	(33,471)	—
Cash received from contributions	—	—	—	—	—	19,502
Payments made to beneficiaries	—	—	—	—	—	(15,590)
Payments made to third party contractors	—	—	—	—	—	(4,739)
Other receipts/(payments)	3,972	—	—	494	4,466	—
Net cash provided by/(used in) operating activities	(570,225)	(81,840)	21,650	(3,914)	(634,329)	(827)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:						
Operating grants received	167,793	5,363	—	—	173,156	—
Sales tax received	276,753	67,609	—	—	344,362	—
Altamont Corridor Express subsidy	(4,612)	—	—	—	(4,612)	—
Capital contributions to other agencies	(12,747)	—	—	—	(12,747)	—
Transfers in	97,094	—	—	—	97,094	—
Net cash provided by/(used in) non-capital financing activities	524,281	72,972	—	—	597,253	—
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:						
Payment of long-term debt	(18,535)	—	(90)	—	(18,625)	—
Proceeds from issuance of long-term debt	160,000	—	—	—	160,000	—
Issuance and other cost	(775)	—	—	—	(775)	—
Advance (to)/from other funds	(84,904)	—	—	—	(84,904)	—
Advance (to)/from other governments	16,743	—	—	1,389	18,132	—
Interest and other fees paid on long-term debt	(132)	—	(1,157)	—	(1,289)	—
Acquisition and construction of capital assets	(175,836)	(478,454)	(1,332)	—	(655,622)	—
Capital contribution from other entities	92,556	—	—	690	93,246	—
Capital acquisition from other funds	463	478,454	1,330	—	480,247	—
Net cash provided by/(used in) capital and related financing activities	(10,420)	—	(1,249)	2,079	(9,590)	—
CASH FLOWS FROM INVESTING ACTIVITIES:						
Proceeds from sale of investments	676,956	209,749	28,326	42,831	957,862	95,497
Purchase of investments	(468,316)	(259,080)	(29,201)	(40,706)	(797,303)	(98,569)
Interest income received	31,325	18,019	1,919	1,300	52,563	1,730
Net cash provided by/(used in) investment activities	239,965	(31,312)	1,044	3,425	213,122	(1,342)
Net increase/(decrease) in cash and cash equivalents	183,601	(40,180)	21,445	1,590	166,456	(2,169)
Cash and cash equivalents, beginning of year	22,587	113,956	19,596	52	156,191	25,324
Cash and cash equivalents, end of year	\$ 206,188	\$ 73,776	\$ 41,041	\$ 1,642	\$ 322,647	\$ 23,155

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Statement of Cash Flows
Proprietary Funds (continued)
For the year ended June 30, 2025
(In thousands)

	Business-Type Activities					
	VTA Transit	BART Operating	Express Lanes	Joint Development	Total Enterprise	Internal Service Fund
RECONCILIATION OF OPERATING INCOME/(LOSS) TO NET CASH PROVIDED BY/ (USED IN) OPERATING ACTIVITIES						
Operating income/(loss)	\$ (606,920)	\$ (176,755)	\$ 15,920	\$ (3,155)	\$ (770,910)	\$ (2,309)
Adjustments to reconcile operating income/(loss) to net cash provided by/(used in) operating activities:						
Depreciation/Amortization	84,907	99,971	4,057	—	188,935	—
Changes in operating assets and liabilities:						
Other current assets	(689)	7	—	—	(682)	—
Receivables	343	—	—	(822)	(479)	—
Due from other agencies	—	—	2,531	(212)	2,319	4
Inventories	(5,445)	—	—	—	(5,445)	—
Accounts payable	(31,433)	(2,063)	(858)	133	(34,221)	(28)
Other accrued liabilities	1,523	(3,000)	—	—	(1,477)	1,506
Deposits from others	160	—	—	56	216	—
Unearned revenue	(1,891)	—	—	86	(1,805)	—
Pension and OPEB related	(10,780)	—	—	—	(10,780)	—
Net cash provided by/(used in) operating activities	<u>\$ (570,225)</u>	<u>\$ (81,840)</u>	<u>\$ 21,650</u>	<u>\$ (3,914)</u>	<u>\$ (634,329)</u>	<u>\$ (827)</u>
Reconciliation of cash and cash equivalents to the Statement of Fund Net Position:						
Unrestricted:						
Cash and cash equivalents	\$ 129,084	\$ 882	\$ 22,111	\$ 1,642	\$ 153,719	\$ 23,155
Restricted:						
Cash and cash equivalents with fiscal agent	77,104	72,894	18,930	—	168,928	—
	<u>\$ 206,188</u>	<u>\$ 73,776</u>	<u>\$ 41,041</u>	<u>\$ 1,642</u>	<u>\$ 322,647</u>	<u>\$ 23,155</u>
NONCASH ACTIVITIES:						
Increase/(Decrease) in fair value of investments	\$ 6,546	\$ 4,095	\$ 287	\$ 440	\$ 11,368	\$ 406
Noncash capital contributions	28,433	—	—	209	28,642	—
GASB 96 subscription asset related	11	—	—	—	11	—
GASB 87 leased asset related	(2,886)	—	—	(344)	(3,230)	—
Total non-cash activities	<u>\$ 32,104</u>	<u>\$ 4,095</u>	<u>\$ 287</u>	<u>\$ 305</u>	<u>\$ 36,791</u>	<u>\$ 406</u>

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Balance Sheet
Governmental Funds
June 30, 2025
(In thousands)

	Special Revenue Funds						
	2000 Measure A Program	2016 Measure B Program	Congestion Management Program	Congestion Management & Highway Program	BAAQMD Program	SB83 VRF	Total Governmental Funds
ASSETS:							
Cash and cash equivalents	\$ 10,811	\$ 12,653	\$ 2,606	\$ 10,590	\$ 1,242	\$ 7,169	\$ 45,071
Investments	1,514	886,813	—	—	2,642	27,402	918,371
Accounts receivables	46	—	—	3	—	—	49
Due from other funds	—	—	—	927	—	—	927
Due from other agencies	423,882	52,077	1,506	16,372	—	2,709	496,546
Prepaid items	269	—	—	—	—	—	269
Restricted cash with fiscal agent	44,518	—	—	—	—	—	44,518
Total assets	<u>\$ 481,040</u>	<u>\$ 951,543</u>	<u>\$ 4,112</u>	<u>\$ 27,892</u>	<u>\$ 3,884</u>	<u>\$ 37,280</u>	<u>\$ 1,505,751</u>
LIABILITIES:							
Accounts payable	\$ 112,835	\$ 67,517	\$ 132	\$ 10,710	\$ 12	\$ 5	\$ 191,211
Unearned revenue	486	—	23	—	—	—	509
Due to other funds	84,393	—	—	—	—	—	84,393
Due to other agencies	4,297	—	104	17,182	—	—	21,583
Total liabilities	<u>202,011</u>	<u>67,517</u>	<u>259</u>	<u>27,892</u>	<u>12</u>	<u>5</u>	<u>297,696</u>
FUND BALANCES:							
Non-spendable	269	—	—	—	—	—	269
Restricted	278,760	884,026	3,853	—	3,872	37,275	1,207,786
Total fund balances	<u>279,029</u>	<u>884,026</u>	<u>3,853</u>	<u>—</u>	<u>3,872</u>	<u>37,275</u>	<u>1,208,055</u>
Total liabilities and fund balances	<u>\$ 481,040</u>	<u>\$ 951,543</u>	<u>\$ 4,112</u>	<u>\$ 27,892</u>	<u>\$ 3,884</u>	<u>\$ 37,280</u>	<u>\$ 1,505,751</u>

Reconciliation of the Balance Sheet of Governmental Funds to the Statement of Net Position

Amounts reported for governmental activities in the statement of net position (page 2-20) are different because:

Total governmental fund balance		\$ 1,208,055
Long-term liabilities, including bonds payable, are not due and payable in the current period and therefore, are not reported in the fund:		
Long-term debt	(656,298)	
Deferred outflows of resources related to refunding costs	34,056	(622,242)
Interest payable on bonds outstanding is not due and payable in the current period, and therefore, is not reported in the funds		(6,603)
Net position of government activities (page 2-20)		<u>\$ 579,210</u>

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Statement of Revenues, Expenditures, and Changes in Fund Balances
Governmental Funds
For the year ended June 30, 2025
(In thousands)

	Special Revenue Funds						
	2000	2016	Congestion	Congestion			Total
	Measure A	Measure B	Management	& Highway	BAAQMD	SB83	Governmental
	Program	Program	Program	Program	Program	VRF	Funds
REVENUES:							
Sales tax revenue	\$ 280,367	\$ 280,641	\$ —	\$ —	\$ —	\$ —	\$ 561,008
Assessment to member agencies	—	—	3,262	—	—	—	3,262
Administrative fees	—	—	177	—	—	—	177
Federal grant revenues	1,301	—	2,500	703	—	—	4,504
State and local grants	547,096	—	454	35,944	2,523	16,205	602,222
Investment earnings	11,016	54,805	68	—	182	1,746	67,817
Other revenues	455	—	693	—	—	—	1,148
Total revenues	840,235	335,446	7,154	36,647	2,705	17,951	1,240,138
EXPENDITURES:							
Congestion Management - Current							
Labor and overhead costs	—	1,424	5,757	—	—	—	7,181
Professional services	—	932	643	—	—	22	1,597
Materials and supplies	—	—	21	—	—	—	21
Capital expenditures on behalf of, and contributions to other agencies	202,818	271,230	129	35,317	—	—	509,494
Program payments	—	—	—	—	4,091	15,781	19,872
Other expenditures	818	33	—	—	—	—	851
Debt Service:							
Principal	39,280	—	—	—	—	—	39,280
Interest	28,350	—	—	—	—	—	28,350
Total expenditures	271,266	273,619	6,550	35,317	4,091	15,803	606,646
Excess (deficiency) of revenues over expenditures	568,969	61,827	604	1,330	(1,386)	2,148	633,492
OTHER FINANCING SOURCES & USES:							
Transfers out	(554,570)	(20,060)	—	(1,330)	—	—	(575,960)
Net change in fund balances	14,399	41,767	604	—	(1,386)	2,148	57,532
Fund balances, beginning of year	264,630	842,259	3,249	—	5,258	35,127	1,150,523
Fund balances, end of year	\$ 279,029	\$ 884,026	\$ 3,853	\$ —	\$ 3,872	\$ 37,275	\$ 1,208,055

Reconciliation of the Statement of Revenues, Expenditures and Changes in Fund Balances of Governmental Funds to the Statement of Activities:

Amounts reported for governmental activities in the statement of activities (page 2-21) are different because:

Net change in fund balances - total governmental funds		\$ 57,532
Repayment of debt service is an expenditure in the governmental funds, but reduces the long-term liabilities		39,280
Expenses reported in the statement of activities do not require the use of current financial resources and therefore, are not reported as expenditure in the governmental funds		
Amortization of bond premium	2,392	
Amortization of loss on refunding debt	(3,361)	
Change in accrued interest payable	481	(488)
Change in net position of governmental activities (page 2-21)		<u>\$ 96,324</u>

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Statement of Fiduciary Net Position
Fiduciary Funds
June 30, 2025
(In thousands)

	ATU Pension, ATU Medical & OPEB Trust Funds
ASSETS:	
Cash and investments:	
Cash and cash equivalents	\$ 385
Corporate bonds	66,088
Municipal bonds	2,303
U.S. government agency bonds	74,114
U.S. treasury	19,609
Money market funds	8,912
Equity based	784,508
Real asset funds	50,247
Alternative investments	263,045
Receivables	1,451
Total assets	<u>1,270,662</u>
LIABILITIES:	
Accounts payable	2,053
Due to other funds	2,799
Total liabilities	<u>4,852</u>
NET POSITION:	
<i>Restricted for:</i>	
ATU pension benefits	769,785
Retiree medical benefits	437,559
ATU retiree spousal medical benefits	34,361
ATU retiree dental and vision benefits	24,105
Total net position	<u><u>\$ 1,265,810</u></u>

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Statement of Changes in Fiduciary Net Position
Fiduciary Funds

For the year ended June 30, 2025

(In thousands)

	ATU Pension, ATU Medical & OPEB Trust Funds
ADDITIONS:	
Employee contributions	\$ 7,791
Employer contributions	36,827
Total contributions	<u>44,618</u>
Investment earnings	
Investment income	48,430
Net change in the fair value of investments	91,215
Investment expense	<u>(7,068)</u>
Net investment earnings/(losses)	<u>132,577</u>
Total additions	<u>177,195</u>
DEDUCTIONS:	
Benefit payments	74,294
Services	42
Administrative expenses	<u>504</u>
Total deductions	<u>74,840</u>
Change in net position	102,355
Net position, beginning of year	<u>1,163,455</u>
Net position, end of year	<u><u>\$ 1,265,810</u></u>

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NOTES TO THE BASIC FINANCIAL STATEMENTS

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NOTE 1 – THE FINANCIAL REPORTING ENTITY

Santa Clara Valley Transportation Authority (VTA), which was established in 1972, develops, maintains, and operates a public mass transit system for the benefit of the residents of the County of Santa Clara (County), California (State). VTA's governing board consists of two members of the County Board of Supervisors, five City Council members from the City of San Jose, and five City Council members selected from among the remaining incorporated cities in the County.

The accompanying basic financial statements include the financial activities of the Santa Clara Valley Transportation Authority Amalgamated Transit Union (ATU) Pension Plan and the Other Post Employment Benefit Plan (the Plans) in the Trust Funds. The financial activities of the Plans are also included in the basic financial statements because they exclusively serve the employees of VTA. Due to the fact that the Plans are fiscally dependent on VTA, they are reported as trust funds by VTA.

The Santa Clara Valley Transportation Authority Congestion Management Program (CMP) was created in 1990 in response to Proposition 111. The CMP is not legally separate from VTA. The CMP is responsible for the development and implementation of the Valley Transportation Plan (VTP), the long-range transportation and land use plan for the County, and for preparing and implementing the state-mandated CMP. It is also responsible for the programming and oversight of discretionary federal, state, and local funds, and for serving as the program manager for certain countywide grant funds, including the Transportation Fund for Clean Air (TFCA). Annual contributions from 17 member agencies are based on a formula adopted by the Board of Directors of VTA. The contribution formula considers each member agency's share of Proposition 111, state gas tax revenues, as well as employment within the County. The CMP is included as a major governmental fund in the accompanying basic financial statements.

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

(a) *Basis of Presentation*

Government-wide Financial Statements - The Statement of Net Position and Statement of Activities display information about VTA as a whole. These statements include the financial activities of the overall government, except for activities reported in fiduciary funds. Eliminations have been made to minimize the double counting of internal activities. These statements distinguish between the *business-type* and *governmental activities* of VTA. Business-type activities, which normally rely significantly on fees charged to external parties, are reported separately from governmental activities, which normally are supported by taxes and inter-governmental revenues.

The statement of activities presents a comparison between direct expenses and program revenues for the business-type and governmental activities. Direct expenses are those that are specifically associated with a program or function and; are, therefore, clearly identifiable to a particular function. Program revenues include: 1) charges paid by the recipients of goods or services offered by the programs; and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular program. Revenues that are not classified as program revenues, including all taxes, are presented as general revenues.

Fund Financial Statements - The fund financial statements provide information about VTA's funds, including fiduciary funds. Separate statements for each fund category – *proprietary, governmental, and fiduciary* – are presented. The emphasis of fund financial statements is on the major governmental and the enterprise funds, each displayed in separate columns. All governmental and enterprise funds of VTA are presented as major funds.

The Proprietary Funds are used to account for activities for which a fee is charged to external or internal users for goods or services. VTA reports the following major Enterprise Funds:

- The VTA Transit Fund accounts for the operations of VTA. The primary sources of funding for transit operations are the one-half cent sales tax, farebox collections, other federal/state TDA grants, as well as operating assistance from 2000 Measure A and 2016 Measure B.
- The BART Operating Fund is used to account for the 1/8-cent sales tax approved in an election by voters of County of Santa Clara requiring that sales tax revenues be expended on operations, maintenance, improvement and future capital needs of the 16.1-mile VTA's BART Silicon Valley Extension.
- The Express Lanes Fund is used to account for operations of the 237/880 and US101/SR 85 Express Lanes. The primary source of funding for the operations is toll revenues. The fund reports a long-term liability relating to a loan agreement primarily for funding construction costs of the Express Lanes project.
- The Joint Development Fund is used to set aside the proceeds generated from VTA's Joint Development Program, whose mission is to maximize the economic value of the agency's real estate assets through site-appropriate development. The aggregated funds may be appropriated for the continued operation and development of VTA through formal action by the VTA Board of Directors.

Additionally, VTA reports an Internal Service Fund that is used to account for compensated absences and risk management activities of VTA, which are managed through a combination of purchased insurance and self-insurance.

The Governmental Funds are used to account for VTA's governmental activities where the proceeds of specific revenue sources are legally restricted to expenditures for specific purposes and for the acquisition of capital assets or construction of major capital projects (other than those financed by the Enterprise Funds). VTA reports the following major special revenue funds:

- The 2000 Measure A Special Revenue Fund is used to account for the 2000 Measure A Transit Improvement Program funded through a one-half cent sales tax as approved in an election by voters of County of Santa Clara requiring that sales tax revenues be expended on projects included in the scope of 2000 Measure A.
- The 2016 Measure B Special Revenue Fund is used to account for the 2016 Measure B Program funded through a one-half cent sales tax approved in an election by voters of County of Santa Clara requiring that sales tax revenues be expended on enhancing transit, highways, expressways and active transportation (bicycles, pedestrians and complete streets).
- The Congestion Management Program Special Revenue Fund is used to account for the congestion management planning, programming, and development services for Santa Clara County. Major sources of revenue for this fund are member agency assessments and federal and state grants.
- The Congestion Management and Highway Program (CMHP) Capital Projects Fund is used to account for the acquisition of capital assets and construction of highway projects administered on behalf of State and other local governments.
- Bay Area Air Quality Management District (BAAQMD) accounts for the activities that relate to the Transportation Fund for Clean Air (TFCA) program, for purposes of regulating emissions from stationary and mobile services.
- Senate Bill (SB) 83 Vehicle Registration Fund (VRF) was established to administer the vehicle registration fee collected under SB 83 and approved by voters in 2010. The purpose is to fund congestion and pollution mitigation projects and programs.

The Fiduciary Funds are used to account for assets held by VTA as a trustee. These assets cannot be used to support VTA's programs. VTA's Trust Funds include retiree funds namely ATU Pension Plan, Other Post-Employment Benefits Trust (OPEB), ATU Spousal Medical, and Retiree Dental/Vision Plan.

(b) *Basis of Accounting and Measurement Focus*

The government-wide, proprietary funds, and fiduciary trust funds financial statements are reported using the *accrual basis* of accounting and the *economic resources measurement focus*. Revenues are recorded when earned and expenses are recorded at the time liabilities are incurred, regardless of when the related cash flows take place. Non-exchange transactions in which VTA gives (or receives) value without directly receiving (or giving) equal value in exchange include sales tax and grants. Revenues from sales tax are recognized when the underlying transactions take place. Revenues from grants are recognized in the fiscal year in which all eligibility requirements have been satisfied. Fiduciary trust funds are also reported using accrual basis of accounting and the economic resources measurement focus.

Operating revenues reported under the proprietary funds, are generated directly from transit operations and consist principally of passenger fares, tolls, and rental income. Operating expenses for the transit, toll and rental operations include all costs related to providing those services. These costs include labor, fringe benefits, materials, supplies, services, utilities, leases and rentals, purchased transportation, and depreciation on capital assets. All other revenues and expenses not meeting these definitions are reported as non-operating revenues and expenses.

The governmental fund financial statements are reported using the *current financial resources measurement focus* and the *modified accrual basis of accounting*. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, VTA considers revenues to be available if they are collected within 180 days of the end of the current fiscal period. Expenditures are generally recorded when a liability is incurred, as under accrual accounting. However, debt service expenditures, as well as expenditures related to vacation, sick leave, claims and judgments are recorded only when the payment is due. General capital asset acquisitions are reported as expenditures in governmental funds. Issuance of long-term debt and acquisitions under capital leases are reported as other financial sources.

Sales taxes and interest associated with the current fiscal period are all considered to be susceptible to accrual; and so have been recognized as revenues of the current fiscal period. Entitlements are recorded as revenues when all eligibility requirements are met, including any time requirements, and the amount is received during the period or within the availability period for this revenue source (within 180 days of year-end). Expenditure-driven grants are recognized as revenue source when the qualifying expenditures have been incurred and all other eligibility requirements have been met, and the amount is received during the period or within the availability period for this revenue source (within 180 days of year-end).

(c) *Cash and Investments*

VTA contracts with money management firms to manage most of its investment portfolio. VTA's investment program manager has oversight responsibility for investments managed by these firms. The securities are held by a third-party custodial bank. Purchases and sales of securities are reflected on the trade date. The remaining cash balances in certain VTA funds are invested in the Local Agency Investment Fund (LAIF). Unless there are specific legal or contractual requirements for specific allocations, income earned or losses arising from investments are allocated on a monthly basis to the appropriate fund(s) based on their average daily balances.

Cash and cash equivalents include cash on hand, demand deposits, and short-term investments, which are readily convertible to known amounts of cash. Only investments with maturities of three months or less at the time of purchase are classified as cash equivalents. Restricted and unrestricted cash, and cash equivalents and cash and investments with fiscal agents are considered to be cash and cash equivalents for purposes of the accompanying statement of cash flows. Access to cash and investments with fiscal agents is similar to that of a demand deposit account and, therefore, investments are considered to be cash equivalents.

(d) *Inventories*

Inventories are valued at cost using the weighted average method, which approximates market. They are charged to expense at the time individual items are withdrawn from inventory (consumption method). Inventory consists primarily of parts and supplies relating to the maintenance of transportation vehicles and facilities.

(e) *Restricted Assets*

Restricted assets consist of monies and other resources, the use of which are legally restricted for capital projects and debt service.

(f) *Bond Discounts, Premiums, and Bond Refunding Gains/Losses*

Bond refunding gains/losses for the government-wide statement of net position and the proprietary funds are reported as deferred inflows/outflows of resources and amortized on a straight-line basis over a period equal to the term of the related bond. The discounts and premiums are amortized using the effective interest rate method. Bond discounts and premiums in the government-wide and proprietary funds are presented as a reduction and addition, respectively, of the face amount of bonds payable.

(g) Capital Assets

It is VTA's policy that assets with a value of \$5,000 or more, and a useful life beyond one year are capitalized, included in the applicable proprietary fund financial statement and depreciated over their estimated useful lives. Property, facilities, and equipment are stated at historical cost. Normal maintenance and repair costs are charged to operations as incurred. Donated capital assets are stated at acquisition value. Improvements are capitalized and depreciated over the remaining useful lives of the related assets.

Depreciation is computed using the straight-line method over estimated useful lives as follows:

<u>Asset being Depreciated</u>	<u>Useful Life</u>
Buildings and improvements	25 to 50 years
Furniture and fixtures	5 to 10 years
Vehicles (excluding light-rail vehicles)	5 to 12 years
Light-rail tracks, electrification, and light-rail vehicles	25 to 30 years
Leasehold improvements	10 to 35 years
Other operating equipment	5 to 10 years
Ground lease and subscription assets	2 to 75 years

Governmental funds of VTA do not report capital outlays because these funds are used to fund capital projects related to the congestion program of the participating jurisdictions in the County or fund capital acquisition of the proprietary funds of VTA. Therefore, VTA's governmental activities do not report capital assets.

(h) Vacation and Sick Leave Benefits

It is the policy of VTA to permit employees to accumulate unused vacation and sick leave benefits up to the limit designated in the various collective bargaining agreements. As vacation and sick leave are used during the year, they are reported as expenses. Additionally, there is an amount charged each month to accrue the estimated increase in unused vacation and sick leave. The balance reflecting the year-end value of unused vacation and sick leave is reported in the Internal Service Fund.

(i) Self-Insurance

VTA retains \$10 million in self-insurance for general liability and completely self-insures workers' compensation claims. Estimated losses on claims other than workers' compensation claims are charged to expense in the period the loss is determinable. Estimated losses for workers' compensation claims are charged to expense as a percentage of labor in each

accounting period. The costs incurred for workers' compensation and general liability (including estimates for claims incurred but not yet reported) are reported in the Internal Service Fund based on an actuarial determination of the present value of estimated future cash payments (see Notes 15 and 16).

(j) *Net Position*

The government-wide and proprietary funds financial statements utilize a net position presentation. Net Position is categorized as net investment in capital assets, restricted, and unrestricted.

- Net Investment in Capital Assets - This category groups all capital assets, including infrastructure and intangibles, into one component of net position. Accumulated depreciation/amortization and the outstanding balances of debt that are attributable to the acquisition, construction, or improvement of these assets reduce the balance of this category.
- The Statement of Fund Net Position as of June 30, 2025, on pages 2-22 and 2-23, reports that enterprise fund net investment in capital assets (net of related debt) is \$6.0 billion.
- Restricted Net Position - This category consists of debt service and related swap, amounts restricted for 1996 Measure B projects, Net OPEB Asset, 2016 Measure B program, Congestion Management Program (CMP), swap collateral, debt service, Bay Area Air Quality Management District and Vehicle Registration Fees. When both restricted and unrestricted net positions are available, unrestricted resources are used only after the restricted resources are depleted.
- Unrestricted Net Position - The remaining unrestricted net position, although not legally restricted, has been earmarked for future capital and operating needs, as well as for other purposes in accordance with Board directives.
- The unrestricted net position of the governmental activities is reported at a deficit amount because debt and related transactions are included in the component. Debt is secured by future sales tax revenues which will offset these amounts once collected and the debt is paid off.

(k) *Cost Allocated to Capital and Other Programs*

On the Statement of Revenues, Expenses, and Changes in Fund Net Position, the VTA Transit Fund reports \$41.4 million as costs allocated to capital and other programs. This amount represents primarily a credit for direct and indirect labor, associated fringe benefits, and other costs that were capitalized as construction in progress.

(l) *Estimates*

Management has made a number of estimates and assumptions relating to certain reported amounts, and certain disclosures to prepare the basic financial statements in conformity with GAAP. Actual results could differ from those estimates.

(m) *Fund Balance - Governmental Funds*

The fund balances are classified as restricted or non-spendable. Restricted fund balance can be spent only for specific purposes because of enabling legislation or constraints that are externally imposed by creditors, grantors, contributors, or the laws or regulations of other governments. Non-spendable consists of assets that are inherently

(n) *Fund Balance Spending Order Policy*

When expenditures are incurred for purposes, for which both restricted and unrestricted resources are available, VTA considers restricted funds to have been spent first. VTA reported no committed, assigned, or unassigned fund balances.

(o) *Leases*

Lessor – VTA recognizes a lease receivable and a deferred inflow of resources at the commencement of the lease term, except for short-term leases. The lease receivable is measured at the present value of lease payments expected to be received during the lease term. The deferred inflow of resources is measured at the value of the lease receivable plus any payments received at or before the commencement of the lease term that relate to future periods.

Lessee – VTA recognizes a lease liability and a lease asset at the commencement of the lease term, unless the lease is a short-term lease, or it transfers ownership of the underlying asset. The lease liability is measured at the present value of payments expected to be made during the lease term (excluding any lease incentives received). The lease asset is measured at the amount of the initial measurement of the lease liability, plus any payments made to the lessor at or before the commencement of the lease term.

(p) New Accounting Pronouncements

GASB Statement No. 101, *Compensated Absences*. The objective of this Statement is to better meet the information needs of the financial statement users by updating the recognition and measurement guidance for compensated absences. That objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. GASB 101 will be effective fiscal year ending June 30, 2025. This standard did not have an impact on VTA's financial statements.

GASB Statement No. 103, *Financial Reporting Model Improvements* - In April 2024 GASB issued Statement No. 103. The objective of this Statement is to improve key components of the financial reporting model to enhance its effectiveness in providing information that is essential for decision making and assessing a government's accountability. This Statement also addresses certain application issues. The requirements of this Statement are effective for fiscal years beginning after June 15, 2025, and all reporting periods thereafter. VTA is evaluating this standard because this standard will likely change the layout of the Profit and Loss statement.

GASB Statement No. 104, *Disclosure of Certain Capital Assets* - In September 2024 GASB issued Statement No. 104. This Statement requires certain types of capital assets to be disclosed separately in the capital assets note disclosures required by Statement 34. This Statement also requires additional disclosures for capital assets held for sale. The requirements of this Statement are effective for fiscal years beginning after June 15, 2025, and all reporting periods thereafter. The requirements of this Statement will improve financial reporting by providing users of financial statements with essential information about certain types of capital assets in order to make informed decisions and assess accountability. Additionally, the disclosure requirements will improve consistency and comparability between governments. VTA is evaluating the impact of this statement to the financial statements.

NOTE 3 - CASH AND INVESTMENTS

Total cash and investments as of June 30, 2025, are reported in the accompanying basic financial statements as follows (in thousands):

	Enterprise Funds	Internal Service Fund	Governmental Funds	Retiree Benefits Trust Funds	Total
Cash and Cash Equivalents	\$ 153,718	\$ 23,155	\$ 45,071	\$ 385	\$ 222,329
Restricted Cash and Cash Equivalents with Fiscal Agents	168,928	—	44,518	—	213,446
Total cash equivalents	322,646	23,155	89,589	385	435,775
Investments	957,892	69,925	918,371	1,268,826	3,215,014
Total Cash and Investments	\$1,280,538	\$ 93,080	\$ 1,007,960	\$ 1,269,211	\$ 3,650,789

Cash and Cash Equivalents

VTA maintains several checking accounts related to its operations. These checking accounts earn interest based on the bank's sweep rate.

Investments policies

VTA's investments fall into two categories, i.e. investments related to: (1) operations pool, and (2) retiree benefits pool. The first includes investments reported by all VTA funds except for the ATU Pension, Spousal Medical/Retiree Dental, and Other Post Employment Benefit (OPEB) funds (retiree benefits), which may be restricted or unrestricted depending on the source of the funds. The second includes retiree benefits investments that are held to pay retirement benefits of ATU, Local 265 Pension Plan, ATU Spousal Medical/Retiree Dental, and the Retirees' OPEB.

Investment within the operations pool

Government code requires that the primary objective is to safeguard the principal, secondarily meet the liquidity needs of the local government, and then achieve a reasonable return. Furthermore, the intent of the government code is to minimize risk of loss on held investments from:

1. Interest rate risk
2. Credit risk
3. Custodial / counterparty credit risk
4. Concentration of credit risk

VTA's investment policy covering the operations pool conforms to state statutes and provides written investment guidance regarding the types of investments that may be made and the amounts which may be invested in any one financial institution or any one long-term instrument. VTA's permissible investments include U.S. treasury obligations, obligations of federal agencies and U.S. government sponsored enterprises, state of California obligations, local agency obligations, bankers'

acceptances with 180 days or less in maturity and no more than 40% of the total operations pool, commercial papers with a rating of A-1/P-1 or higher with 270 days or less in maturity and no more than 25% of the total operations pool, repurchase and reverse repurchase agreements with one year or less in maturity and no more than 20% of the total operations pool, medium-term corporate notes, not exceeding 30% of the total operations pool, collateralized savings/money market accounts not exceeding 30% of the total operations pool, negotiable certificates of deposit with five years or less in maturity and no more than 30% of the total operations pool, mortgage and asset-backed obligations with a rating of Aa/AA or higher, invested in these permissible investments mentioned above.

VTA's policy also allows investments in the State Treasurer's Office Local Agency Investment Fund (LAIF). When the year ended, however, VTA has no deposits with LAIF. VTA will continue to use LAIF as a mechanism to respond to liquidity needs. LAIF is commingled within the state of California Pooled Money Investment Account (PMIA). If the state's shares of PMIA is exhausted, then participation by the state in the PMIA is zero. There is no correlation between the state's share of that pool and VTA's. LAIF is not a Securities and Exchange Commission (SEC) registered pool and is unrated, but it is required to invest in accordance with the guidelines established by the California Government Code. The weighted average maturity of the investments in LAIF on June 30, 2025, was 248 days. Earnings are paid quarterly based on the average daily balance of the participants in the pool. The fair value of VTA's investment in the LAIF pool is reported in the accompanying financial statements at amounts based upon the VTA's pro-rata share of the fair value provided by LAIF, for the entire LAIF portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis, which is different from the fair value of the VTA's position in the LAIF pool.

Interest Rate Risk – Interest rate risk is the risk that changes in market interest rates may adversely affect the fair value of an investment. The longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates. VTA's \$2.4 billion investment in the operations pool is in compliance with the maximum maturity provision of VTA's Investment Policy.

The following schedule indicates the maturity of investments at June 30, 2025 (in thousands):

	Maturity				Total
	Less than 1 year	1-5 Years	6-10 Years	Over 10 Years	
OPERATIONS POOL					
Corporate Bonds	\$ 36,931	\$ 759,050	\$ —	\$ —	\$ 795,981
Municipal Bonds	21,875	24,886	—	—	46,761
Commercial Papers/CD	55,590	—	—	—	55,590
US Government Agency Bonds	30,125	83,098	—	—	113,223
US Treasury	56,602	861,512	—	—	918,114
Money Market Funds	16,519	—	—	—	16,519
Subtotal	<u>\$ 217,642</u>	<u>\$ 1,728,546</u>	<u>\$ —</u>	<u>\$ —</u>	<u>1,946,188</u>
Cash with Fiscal Agents					213,446
Cash Deposits					221,944
Total cash and investments in the operations pool					<u>2,381,578</u>

	Maturity				Total
	Less than 1 year	1-5 Years	6-10 Years	Over 10 Years	
RETIREE BENEFITS POOL					
Corporate Bonds - Pension	\$ 2,614	\$ 13,376	\$ 12,576	\$ 12,196	\$ 40,762
Corporate Bonds - OPEB	1,411	9,318	7,117	7,480	25,326
Municipal Bonds - Pension	—	—	722	706	1,428
Municipal Bonds - OPEB	—	—	582	293	875
US Government Agency Bonds - Pension Plan	3	7	864	45,404	46,278
US Government Agency Bonds - OPEB Plan	1	13	411	27,411	27,836
US Treasury - Pension	—	—	758	13,051	13,809
US Treasury - OPEB	—	—	245	5,555	5,800
Money Market Funds - Pension	1,608	—	—	—	1,608
Money Market Funds - OPEB	7,304	—	—	—	7,304
Subtotal	<u>\$ 12,941</u>	<u>\$ 22,714</u>	<u>\$ 23,275</u>	<u>\$ 112,096</u>	<u>171,026</u>
Equity Based					784,508
Real Assets Funds					50,247
Alternative Investments					263,045
Cash Deposits					385
Total cash and investments in the retiree benefits pool					<u>1,269,211</u>
Total cash and investments					<u>\$ 3,650,789</u>

Credit Risk – Credit risk is the risk of non-payment by the issuer of a bond or other debt instrument. Even an increase in the perception of risk of non-payment can adversely affect the value of such an investment. For investment grade fixed income securities, credit strength is often gauged using credit ratings assigned by one or more nationally recognized statistical rating organization. VTA’s investment policy governing investment of the operations pool seeks to limit exposure to credit risk by following the California Government Code and specifying the permitted investments, minimum credit ratings, maximum maturities, and maximum concentrations.

Certain investments, such as obligations that are backed by the full faith and credit of the United States government are not subject to credit ratings criteria in VTA's Investment Policy. Those with credit exposure as rated by Standard and Poor's and Moody's Investors Service are included below (in thousands):

	Rating as of June 30, 2025		
	Operations Pool	Retiree Benefits Pool	Total
Corporate bonds			
A	\$ 364,559	\$ 8,132	\$ 372,691
AA	74,297	4,858	79,155
AAA	292,108	5,860	297,968
B	—	390	390
BB	—	4,135	4,135
BBB	55,877	42,713	98,590
AA+u	4,197	—	4,197
A2	4,943	—	4,943
Municipal bonds			
A	12,662	1,142	13,804
AA	18,205	1,161	19,366
Aa1	3,149	—	3,149
Aa2	9,715	—	9,715
AAA	3,030	—	3,030
Certificates of Deposit			
A1	37,708	—	37,708
Commercial Paper			
A1	17,882	—	17,882
US Government Agencies			
AA	34,763	74,114	108,877
AA+u	63,388	—	63,388
AAA	15,072	—	15,072
US Treasury Notes			
AA	—	19,609	19,609
A	574	—	574
AA1	9,149	—	9,149
Aa+u	908,391	—	908,391
Unrated cash and investments			
Cash with Fiscal Agents	213,446	—	213,446
Real Assets Funds	—	50,247	50,247
Equity Based	—	784,508	784,508
Alternative Investments	—	263,045	263,045
Money Market Funds	16,519	8,912	25,431
Deposits with financial institutions	221,944	385	222,329
TOTAL	\$ 2,381,578	\$ 1,269,211	\$ 3,650,789

Custodial Credit Risk – Deposits - For deposits, custodial credit risk is the risk that in the event of a bank failure, some or all of VTA’s deposits might not be returned. To mitigate this risk, State law requires all deposits to be either insured by the Federal Deposit Insurance Corporation (FDIC) or collateralized with pledged securities held in the trust department of the financial institutions. VTA does not have a specific policy with respect to deposits’ custodial credit risk. VTA's deposits are not exposed to significant deposit risks because of the collateralization protection provided by the California Government Code.

Custodial Credit Risk – Investments - The custodial credit risk for investments is the risk that, in the event of a failure of the custodian (e.g. broker-dealer), VTA may not be able to recover the value of its investments or collateral securities that are in the possession of another party. VTA’s Investment Policy limits exposure to counterparty credit risk by requiring that all securities owned by VTA be held with “perfected interest” in the name of VTA by an independent custodian that is a bank trust department and is unrelated to any other involved counterparty. As of June 30, 2025, VTA believes its counterparty credit risk exposure is minimal.

Concentration of Credit Risk – Concentration of credit risk is the risk that the failure of any one issuer or type of investment would place an undue financial burden on VTA.

Other than investments in mutual funds, external investment pools or securities issued by U.S. Government, VTA did not hold investments in any one issuer that exceeded 5% or more of the total operations pool. As of June 30, 2025, the retiree benefits pool held investments in the Dodge & Cox, Principal Group, and BlackRock that exceeded 5% of the retiree benefits pool.

Fair Value Measurement – The following schedule indicates the fair value hierarchy and fair value amounts (in thousands) for both VTA’s operating fund investments and the trust investments at June 30, 2025:

Operations Pool	Fair Value Hierarchy			Total
	Level 1	Level 2	Level 3	
Corporate Bonds	\$ —	\$ 795,981	\$ —	\$ 795,981
Municipal Bonds	—	46,761	—	46,761
US Government Agency Bonds	—	113,223	—	113,223
US Treasury	918,114	—	—	918,114
Certificates of Deposit	—	37,708	—	37,708
Subtotal	<u>\$918,114</u>	<u>\$ 993,673</u>	<u>\$ —</u>	<u>1,911,787</u>
Not subject to the fair value hierarchy				
Money Market Funds				16,519
Cash with Fiscal Agents				213,446
Commercial Papers				17,882
Cash Deposits				221,944
Subtotal				<u>469,791</u>
Cash and investments in the operations pool				<u>2,381,578</u>

Retiree Benefits Pool	Fair Value Hierarchy			Total
	Level 1	Level 2	Level 3	
Corporate Bonds - Pension Plan	\$ —	\$ 40,762	\$ —	\$ 40,762
Corporate Bonds - OPEB Plan	—	25,326	—	25,326
Municipal Bonds - Pension Plan	—	1,428	—	1,428
Municipal Bonds - OPEB Plan	—	875	—	875
US Government Agency Bonds - Pension Plan	—	46,278	—	46,278
US Government Agency Bonds - OPEB Plan	—	27,836	—	27,836
US Treasury - Pension Plan	13,809	—	—	13,809
US Treasury - OPEB Plan	5,800	—	—	5,800
Equity Based	784,508	—	—	784,508
Subtotal	<u>\$804,117</u>	<u>\$ 142,505</u>	<u>\$ —</u>	<u>946,622</u>
Net Asset Value				
Real Assets Funds				50,247
Alternative Investments				263,045
Subtotal				<u>313,292</u>
Not subject to the fair value hierarchy				
Money Market Funds - Pension				1,608
Money Market Funds - OPEB				7,304
Cash Deposits				385
Subtotal				<u>9,297</u>
Cash and investments in the retiree benefits pool				<u>1,269,211</u>
Total cash and investments				<u>\$3,650,789</u>

VTA categorizes the fair value measurement of its investments based on hierarchy established by generally accepted accounting principles. The fair value hierarchy prioritizes the inputs to valuation techniques used to measure fair value. The hierarchy gives the highest priority to unadjusted quoted

prices that are directly observable in active markets for identical assets or liabilities (Level 1 measurements). For investments classified within Level 2 of the fair value hierarchy, the VTA's custodians generally use a multidimensional relational model. Inputs to their pricing models are based on observable market inputs in active markets. The inputs to the pricing models are typically benchmark yields, reported trades, broker-dealer quotes, issuer spreads and benchmark securities, among others. VTA does not have any investments that are measured using level 3 input, which is the lowest priority when pricing inputs are unobservable. The three levels of the fair value hierarchy above are described as follows:

Level 1 – Inputs to the valuation methodology are unadjusted quoted prices for identical assets or liabilities in active markets that VTA has the ability to access.

Level 2 – Inputs to the valuation methodology include:

- Quoted prices for similar assets or liabilities in active markets;
- Quoted prices for identical or similar assets or liabilities in inactive markets;
- Inputs other than quoted prices that are observable for the asset or liability;
- Inputs that are derived principally from or corroborated by observable market data by correlation or other means.

Level 3 – Inputs to the valuation methodology are unobservable and significant to the fair value measurement. Unobservable inputs reflect VTA's own assumptions about the inputs market participants would use in pricing the asset or liability (including assumptions about risk). Unobservable inputs are developed based on best information in the circumstances and may include VTA's own data.

Net Asset Value (NAV) - Certain investments are priced at net asset value by the fund managers. NAV is the fair value of all securities owned by a fund, minus its total liabilities, divided by the number of shares issued and outstanding. The fair value of the retiree benefits pool's investments in real asset funds and alternative investment funds is based on net asset values provided by the fund managers (partnerships). Such value generally represents the retiree benefits pool's proportionate share of the net assets of these partnerships. The partnership financial statements are audited annually, and the net asset value is adjusted by additional contributions to and distributions from the partnerships, the retiree benefit pool's share of net earnings and losses, and unrealized gains and losses resulting from changes in fair value, as determined by these partnerships. These investments may be redeemed once per quarter with 90-day notification. Because of the inherent uncertainty in the valuation of these types of investments, the fair value reported on the financial statements may differ from the values that would have been used if a ready market for such securities existed.

Foreign Currency Risk

This is the risk that changes in the exchange rates will adversely affect the fair value of underlying investments. The following table provides information as of June 30, 2025, concerning the fair value of investments that are subject to foreign currency risk that are only reported in the retiree benefits pool:

Currency Name	Global Equity ('000)
United Arab Emirates Dirham	\$ 913
Australian Dollar	10,085
Brazilian Real	2,286
Swiss Franc	13,911
Chilean Peso	304
Chinese Yuan Renminbi Offshore	6
Chinese Yuan Renminbi Onshore	1,892
Columbia Peso	72
Czech Koruna	95
Danish Krone	3,357
Egyptian Pound	42
Euro	53,355
British Pound Sterling	22,099
Hong Kong Dollar	15,485
Hungarian Forint	161
Indonesian Rupiah	740
Israeli new Shekel	821
Indian Rupee	11,559
Japanese Yen	31,896
South Korean Won	6,624
Kuwaiti Dinar	501
Mexican Peso	1,128
Malaysian Ringgit	865
Norwegian Krone	923
New Zealand Dollar	279
Philippine Peso	310
Polish Zloty	740
Qatari Riyal	442
Saudi Riyal	2,083
Swedish Krona	4,412
Singapore Dollar	1,950
Thai Baht	686
Turkish New Lira	424
Taiwan Dollar	11,297
South African Rand	1,987
Total	\$ 203,730

NOTE 4 – INTERFUND TRANSACTIONS

The composition of interfund balances as of June 30, 2025, is as follows (in thousands):

	Due from other funds	Due to other funds
Enterprise Funds		
VTA Transit	\$ 87,654 ^{1,2}	\$ —
Joint Development Program	—	1,389 ^{1,2}
Subtotal	<u>87,654</u>	<u>1,389</u>
Governmental Funds		
2000 Measure A Program	—	84,393 ^{1,2}
Congestion Management & Highway Program	927 ²	—
Subtotal	<u>927</u>	<u>84,393</u>
Fiduciary Funds		
ATU Pension Trust Fund	—	2,799 ¹
Total	<u>\$ 88,581</u>	<u>\$ 88,581</u>

¹ Represents expenses paid at year-end by VTA Transit fund on behalf of 2000 Measure A Program, Joint Development Program, and ATU Pension, but were not reimbursed until the following period. The transactions crossed fiscal years.

² Represents expenses paid at year-end by Congestion Management & Highway Program on behalf of VTA Transit fund, 2000 Measure A Program, and Joint Development Program, but were not reimbursed until the following period. The transactions crossed fiscal years.

A summary of the transfers in/out for the year ended June 30, 2025, is as follows:

Transfer from	Transfer to	Purpose	Amount (in thousands)
2000 Measure A Fund	VTA Transit Fund	Fund capital acquisitions	\$ 463
		Operating Assistance	58,176
		Measure A Repayment Obligation	17,477
		Operating Assistance	20,060
2016 Measure B Fund	VTA Transit Fund	Operating Assistance	20,060
Joint Development Program	VTA Transit Fund	Repayment for 2025 VTA Bond	1,381
VTA Transit Fund		Subtotal	<u>97,557</u>
Congestion Management & Highway Program	Express Lanes	Fund capital acquisitions	1,330
2000 Measure A Fund	BART Operating Fund	Fund capital acquisitions	478,454
		Total	<u>\$ 577,341</u>
VTA Transit Fund	Joint Development Program	Repayment for 2025 VTA Bond	(1,381)
		Total	<u>\$ 575,960</u>

The transfer to VTA Transit includes \$463 thousand of fund capital acquisitions from 2000 Measure A (consisted of facility modifications for bus rapid transit and transit center capital improvement, \$17.5 million of Measure A Repayment Obligation, \$58.2 million of operating assistance from 2000 Measure A, \$20.1 million of operating assistance from 2016 Measure B Program, and \$1.4 million

repayment pertaining to the 2025 VTA Bond the from Joint Development Program. Express Lanes received \$1.3 million capital acquisitions from Congestion Management and Highway Program. The \$478.5 million transfer to BART Operations consisted of capital acquisition from 2000 Measure A (including Silicon Valley Berryessa Extension Phase II development costs, utility relocation costs at the Eastridge to BART Regional Connector and BART vehicle procurement projects).

NOTE 5 – DUE FROM AND DUE TO OTHER AGENCIES

Due from other agencies as of June 30, 2025 consisted largely of sales tax receivables of \$163.6 million (\$62.7 million under enterprise funds, and \$100.9 million under governmental funds) and State Transit Assistance of \$12.1 million. A summary is provided as follows (in thousands):

Due from Other Agencies	Enterprise Funds	Fiduciary Funds	Governmental Funds	Internal Service Fund
Federal Government	\$ 12,772	\$ —	\$ 5,113	\$ —
State Government	88,518	—	417,471	4
Cities and other local agencies	3,947	—	73,962	—
Total	\$ 105,237	\$ —	\$ 496,546	\$ 4

Due to other agencies as of June 30, 2025 consisted of advances for capital projects received from the entities as provided below (in thousands):

Due to Other Agencies	Enterprise Funds	Governmental Funds
State	\$ 33,772	\$ 3,462
CDTFA CA TDA	60,000	—
Local & Other cities	4,059	18,121
Total	\$ 97,831	\$ 21,583

NOTE 6 – CAPITAL ASSETS

Capital asset changes for VTA’s business-type activities for the year ended June 30, 2025, were as follows (in thousands):

	July 1, 2024	Additions	Retirements	Transfers	June 30, 2025
Capital assets, not being depreciated					
Land and right-of-way	\$ 1,849,613	\$ —	\$ —	\$ 48,405	\$ 1,898,018
Construction in progress	1,783,326	664,458	—	(251,441)	2,196,343
Total capital assets, not being depreciated	<u>3,632,939</u>	<u>664,458</u>	<u>—</u>	<u>(203,036)</u>	<u>4,094,361</u>
Capital assets, being depreciated					
Caltrain - Gilroy extension	53,790	—	—	—	53,790
Buildings and improvements	1,211,144	—	—	75,774	1,286,918
Furniture and fixtures	521,707	430	(697)	5,170	526,610
Vehicles	798,190	—	(8,294)	91,741	881,637
Light rail tracks and electrification	1,186,422	—	—	31,322	1,217,744
Leasehold improvement	9,851	—	—	—	9,851
Other operating equipment	86,204	—	—	(971)	85,233
Total capital assets, being depreciated	<u>3,867,308</u>	<u>430</u>	<u>(8,991)</u>	<u>203,036</u>	<u>4,061,783</u>
Accumulated Depreciation					
Caltrain - Gilroy extension	(26,663)	(1,390)	—	—	(28,053)
Buildings and improvements	(359,474)	(28,942)	—	—	(388,416)
Furniture and fixtures	(433,880)	(73,326)	589	—	(506,617)
Vehicles	(459,858)	(39,545)	7,732	—	(491,671)
Light rail tracks and electrification	(509,828)	(41,403)	—	—	(551,231)
Leasehold improvement	(7,497)	(442)	—	—	(7,939)
Other	(58,489)	(3,691)	—	—	(62,180)
Total accumulated depreciation	<u>(1,855,689)</u>	<u>(188,739)</u>	<u>8,321</u>	<u>—</u>	<u>(2,036,107)</u>
Total capital assets, being depreciated, net	<u>2,011,619</u>	<u>(188,309)</u>	<u>(670)</u>	<u>203,036</u>	<u>2,025,676</u>
Intangible assets, being amortized					
Right-to-use assets - Ground leases	2,206	—	—	—	2,206
Subscription assets	778	502	(778)	—	502
Total Intangible assets, being amortized	<u>2,984</u>	<u>502</u>	<u>(778)</u>	<u>—</u>	<u>2,708</u>
Accumulated Amortization					
Right-to-use assets - Ground leases	(551)	(184)	—	—	(735)
Subscription assets	(156)	(167)	156	—	(167)
Total accumulated amortization	<u>(707)</u>	<u>(351)</u>	<u>156</u>	<u>—</u>	<u>(902)</u>
Total Intangible assets, being amortized, net	<u>2,277</u>	<u>151</u>	<u>(622)</u>	<u>—</u>	<u>1,806</u>
Total capital assets and intangible assets, net	<u>\$ 5,646,835</u>	<u>\$ 476,300</u>	<u>\$ (1,292)</u>	<u>\$ —</u>	<u>\$ 6,121,843</u>

Construction in Progress (CIP) includes capitalized costs and right-of-way acquisitions associated with the following projects as of June 30, 2025 (in thousands):

Silicon Valley Rapid Transit	\$ 1,934,378
Light Rail Program	94,821
Bus Program	13,044
Operating Facilities & Equipment	41,060
Revenue Vehicles & Equipment	4,483
Information Systems Technology	26,337
Light Rail - Way, Power & Signal	59,674
Silicon Valley Express	4,320
Non-Revenue Vehicle	1,633
Passenger Facilities	7,104
Joint Development	8,951
Vasona Corridor Projects	20
Security Hub Property	518
Total	<u><u>\$ 2,196,343</u></u>

NOTE 7 - LONG-TERM DEBT & LIABILITIES

Long-term debt service as of June 30, 2025, consisted of the following (in thousands):

Business-Type Activities:

Secured by VTA's 1976 Measure A 1/2 Cent Sales Tax:

2017 Series B Refunding (\$9,995 plus unamortized premium of \$2,624)	\$ 12,619
2018 Series A Refunding (\$16,670 plus unamortized premium of \$3,451)	20,121
2025 Series A-1 A-2 B-1 B-2	160,000

Secured by Toll Revenues:

Silicon Valley Express Lanes State Route 237 Loan	22,501
Subtotal	<u>215,241</u>
Less: Current portion of long-term debt	<u>(19,510)</u>
Long term debt, excluding current portion	<u><u>\$ 195,731</u></u>

Governmental Activities:

Sales tax revenue bonds secured by VTA'S 2000 Measure A 1/2-cent sales tax:

2015 Series A-B Refunding (\$4,335 plus unamortized premium of \$1,188)	\$ 5,523
2020 Series A Measure A Refunding	68,610
2023 Series A Measure A Refunding (\$499,900 plus unamortized premium of \$82,265)	582,165
Subtotal	<u>656,298</u>
Less: Current portion of long-term debt	<u>(41,205)</u>
Long term debt, excluding current portion	<u><u>\$ 615,093</u></u>

(a) *Sales Tax Revenue Bonds, secured by 1976 ½-cent sales tax revenues*

- In December 2017, \$27.76 million of VTA 2017 Series B Sales Tax Revenue Refunding Bonds were issued to advance refund \$31.45 million principal amount of the VTA 2011 Series A bonds maturing on June 1, 2028. The 2011 Series A bonds were fully paid from escrow in 2021. The refunding was done in order to take advantage of the lower interest cost of the refunding bonds. The refunding bonds were issued at an all-in true interest cost of 1.98%. The 2017 Series B Bonds were issued as a traditional fixed rate bond in a negotiated sale.
- In September 2018, \$103.22 million of VTA 2018 Series A Sales Tax Revenue Refunding Bonds were issued to current refund \$114.92 million principal amount of the VTA 2008 Series A, B and C Bonds (the “2008 Bonds”) maturing on June 1, 2026. As part of the refunding, VTA terminated the three fixed payor interest rate swaps associated with the 2008 Bonds. Unlike a traditional refunding for debt service savings, the purpose of the 2018 Bonds was to simplify VTA’s debt portfolio, and to eliminate future uncertainty related to variable rate 2008 Bonds and the related interest rate swaps. The refunding bonds were issued at an all-in true interest cost of 3.14%. The 2018 Series A Bonds were issued as a traditional fixed rate bond in a negotiated sale.
- In May 2025, \$160.00 million of VTA 2025 Series A-1, A-2, B-1, and B-2 Sales Tax Revenue Variable Rate Demand Bonds (the “2025 Bonds”) were issued to finance the acquisition and renovation of the new VTA Headquarters building at 488 Almaden Boulevard and the new transit security operations center at 70 North Second Street, fund improvements to rail and bus transit yards, finance the demolition of the current headquarters building at River Oaks, pay capitalized interest, and pay bond issuance costs. The 2025 Bonds currently bear interest at a weekly rate, which is determined by the Remarketing Agent to be the rate necessary to remarket the 2025 Bonds at par value. The maturities of the 2025 Bonds extend to June 1, 2055, and are subject to optional and mandatory redemption and optional and mandatory tender for purchase before maturity. The 2025 Bonds are comprised of both the Tax-exempt A-1 and A-2 series, and the Taxable B-1 and B-2 series.

(b) *Santa Clara Express Lanes Program State Route 237 - Phase 2 Project Financing, secured by Toll Revenues*

- In September 2017, VTA entered into a loan agreement with Western Alliance Bank to provide up to a \$24 million loan to fund construction costs of the SR237 Express Lanes Phase 2 project, pay capitalized interest, and fund issuance costs of the loan. The loan is a draw down type loan, with advances permitted through September 30, 2019. During the advances period a variable interest rate was calculated based on 1-month LIBOR plus a spread. Beginning October 1, 2019, the loan was subject to an annual interest rate of 5.15% and is

being amortized over the remaining 12 years of the 20-year term. The loan is secured solely by toll revenues and any other system revenues received from the operation of the SR237 Express Lanes.

(c) *Sales Tax Revenue Bonds, secured by 2000 Measure A ½-cent sales tax revenues*

- In February 2015, \$89.98 million of 2015 Measure A Series A and B Bonds were issued to current refund the 2007 Measure A Series A bonds maturing on April 1, 2018, and later. The refunding was done in order to take advantage of the lower interest cost of the refunding bonds. The refunding bonds were issued at an all-in true interest cost of 2.92%.
- In September 2020, \$69.7 million of 2020 Measure A Series A Bonds were issued to advance refund the 2027 through 2036 maturities of the 2015 Measure A Series A bonds. The select maturities for the 2015 bonds with a par amount of \$57.2 million will be retired in April 2025 from 2020 bond proceeds deposited in an escrow account. The refunding was done in order to take advantage of the lower interest cost of the refunding bonds. The unamortized balance was reported as deferred outflow of resources. The refunding bonds were issued at a true interest cost of 1.822%.
- In August 2023, \$559.5 million of 2023 Measure A Series A Refunding Bonds were issued to current refund the 2008 Series A-D Measure A Sales Tax Revenue Refunding Bonds (the “2008 Series Bonds”) having a final maturity on April 1, 2036 as well as the 2010 Series A Taxable Build America Bonds (the “2010 Series A Bonds maturing on April 1, 2032”), (aggregately the “Prior Bonds”). As part of the refunding, VTA terminated the four associated fixed payor interest rate swaps associated with the 2008 Measure A Bonds. Unlike a traditional refunding for debt service savings, the purpose of the 2023 Bonds was to simplify VTA’s debt portfolio, and to eliminate future uncertainty related to variable rate 2008 Measure A Bonds and the related interest rate swaps, as well as to eliminate future uncertainty related to the Build America Bond subsidies that were subject to Congress’s decision on reauthorizing the subsidy payments. In connection with the refunding of the 2010 Bonds, VTA paid a make whole redemption premium based on its Extraordinary Optional Redemption. The refunding bonds were issued at an all-in true interest cost of 3.52%. The 2023 Series A Bonds were issued as a traditional fixed rate bond in a negotiated sale.

VTA was able to take advantage of unusual market conditions that resulted in a favorable ratio between tax-exempt and taxable rates, creating the opportunity to address the risks posed by the Prior Bonds while achieving a net present value savings of \$12.1 million.

(d) Long-Term Debt Obligation Summary

The table below presents all long-term debt. Interest Rates on all outstanding fixed-rate obligations range from 0.79% - 5.15%. Projected principal and interest obligations as of June 30, 2025, are as follows (in thousands):

Business-Type Activities:

	Principal	Interest	Total
Year ending June 30:			
2026	\$ 19,510	\$ 9,700	\$ 29,210
2027	4,990	8,738	13,728
2028	7,185	8,476	15,661
2029	3,810	8,141	11,951
2030	4,145	7,961	12,106
2031-2035	27,140	36,447	63,587
2036-2040	29,806	29,540	59,346
2041-2045	29,480	23,338	52,818
2046-2050	36,880	15,927	52,807
2051-2055	46,220	6,514	52,734
	<u>209,166</u>	<u>\$ 154,782</u>	<u>\$ 363,948</u>
Unamortized bond premium	6,075		
Total debt	215,241		
Less current portion	(19,510)		
Long-term portion of debt	<u>\$ 195,731</u>		

Governmental Activities:

	Principal	Interest	Total
Year ending June 30:			
2026	\$ 41,205	\$ 25,913	\$ 67,118
2027	43,160	23,936	67,096
2028	45,090	21,985	67,075
2029	47,125	19,925	67,050
2030	49,260	17,761	67,021
2031-2035	282,425	52,277	334,702
2036	64,580	2,261	66,841
	<u>572,845</u>	<u>\$ 164,058</u>	<u>\$ 736,903</u>
Unamortized bond premium	83,453		
Total debt	656,298		
Less current portion	(41,205)		
Long-term portion of debt	<u>\$ 615,093</u>		

(e) Restrictions and Limitations

There are a number of restrictions and limitations contained in the various bond indentures. VTA's management believes that VTA has complied with all applicable restrictions and limitations.

(f) Long Term Liabilities

Business-type Activities:

The amount of pledged revenue recognized during fiscal year 2025 available to fund principal and interest requirements for the debt secured by 1976 Half-Cent Sales Tax was \$280.4 million and debt service was \$21.0 million. As a result, the debt service coverage ratio was 13.3 in FY 2025. The Express Lane debt of \$22.50 million is secured by toll revenues.

Changes in long-term liability of VTA's Business-Type Activities are as follows:

(Dollars in thousands)	July 1, 2024	Additions	Reductions	June 30, 2025	Amounts Due Within One Year
Sales Tax Revenue Bonds					
Secured by 1976 1/2 Cent Sales Tax					
2017 Series B	\$ 12,620	\$ —	\$ 2,625	\$ 9,995	\$ 2,745
2018 Series A	32,580	—	15,910	16,670	16,670
2025 Series A-1 A-2 B-1 B-2	—	160,000	—	160,000	—
Silicon Valley Express Lanes State Route 237 Loan	22,591	—	90	22,501	95
Plus (less) premium/discounts	9,668	—	3,593	6,075	—
Outstanding Debt, Net	77,459	160,000	22,218	215,241	19,510
Claims Liability:					
General Liability	18,678	4,731	4,194	19,215	4,387
Worker's Compensation	28,012	10,305	11,409	26,908	5,357
Compensated Absences	44,391	7,594	5,127	46,857	16,517
Total Long-Term Liabilities	<u>\$ 168,540</u>	<u>\$ 182,630</u>	<u>\$ 42,948</u>	<u>\$ 308,221</u>	<u>\$ 45,771</u>

Governmental Activities:

The amount of pledged revenue recognized during fiscal year 2025 available to fund principal and interest requirements for the debt secured by 2000 Measure A Half-Cent Sales Tax was \$280.4 million and debt service was \$67.1 million. As a result, the debt service coverage ratio was 4.2 in FY 2025.

Changes in long-term liability of VTA's Governmental Activities are as follows:

(Dollars in thousands)	July 1, 2024	Additions	Reductions	June 30, 2025	Amounts Due Within One Year
Sales Tax Revenue Bonds Secured					
by 2000 Measure A 1/2 Cent Sales Tax					
2015 Series A-B	\$ 8,465	\$ —	\$ 4,130	\$ 4,335	\$ 4,335
2020 Series A	69,675	—	1,065	68,610	1,660
2023 Series A	533,985	—	34,085	499,900	35,210
Plus (less) premium/discounts	85,845	—	2,392	83,453	—
Total Long-Term Liabilities	<u>\$ 697,970</u>	<u>\$ —</u>	<u>\$ 41,672</u>	<u>\$ 656,298</u>	<u>\$ 41,205</u>

VTA's Transit Fund reported a deferred amount on refunding in the amount of \$0.2 million related to the 2017 bonds and \$0.9 million related to the 2018 bond as deferred outflows of resources. The 2000 Measure A Fund, under the Governmental Activities, reported deferred amounts on bond refunding related to the 2015 bond of \$0.2 million, \$1.7 million to the 2020 bond, and \$32.1 million to the 2023 bonds as deferred outflows of resources.

NOTE 8 – SALES TAX REVENUES

(a) 1976 and 2000 Sales Tax Measures

Sales tax revenue represents sales tax receipts from the California Department of Tax and Fee Administration, which under voter-approved 1976 and 2000 Sales Tax Measures, collects a half-cent for each taxable sales dollar spent in the County of Santa Clara. These amounts are available to fund both operations and capital expenses except that portion which is to be used to repay long-term debt as described in Note 7. The 1976 and 2000 Measure A sales tax revenue amounted to \$280.4 million individually in FY 2025.

(b) 2008 Measure B

In November 2008, county residents passed a 1/8-cent sales tax to fund the operating and maintenance costs of the BART Extension. BART Operating Sales Tax revenue recognized during FY 2025 is \$68.7 million.

(c) 2016 Measure B

In November 2016, county residents passed a 1/2-cent sales tax to fund activities on enhancing transit, highways, expressways and active transportation (bicycles, pedestrians and complete streets). In FY 2025, VTA recognized \$280.6 million in 2016 Measure B sales tax revenue.

NOTE 9 – VTA PROGRAMS FUNDED THROUGH LOCAL SALES TAX MEASURES

(a) 2000 Measure A Program

The Measure A Program is responsible for a number of key capital transit projects. Measure

A's significant effort involves the VTA's Bay Area Rapid Transit (BART) Silicon Valley Project which is the extension of the existing BART system to San Jose. Other projects include spending for the commuter rail service ("Caltrain") and VTA's light rail system; extending VTA's light rail system from downtown San Jose to the East Valley portion of Santa Clara County ("DTEV Extension"), purchasing low floor light rail vehicles to better serve the disabled, senior, and other segments of the ridership, improving Caltrain by extending the system's double track to Gilroy and providing funds to electrify the system; upgrading Altamont Corridor Express Services (ACE) and connecting Caltrain with the Dumbarton Rail Corridor (serving Alameda and San Mateo County).

The VTA's BART Silicon Valley (BSV) Project is a 16-mile extension of the existing BART system to San Jose, Milpitas, and Santa Clara, which is planned to be delivered in two phases. The first phase known as the Silicon Valley Berryessa Extension (SVBX or BSV Phase I), was completed in June 2020. The second phase is known as BSV Phase II and will extend BART service six miles from the Berryessa/North San Jose Station to Downtown San Jose, terminating in Santa Clara, near the Santa Clara Caltrain Station. The scope of this phase includes four stations, with a five-mile-long subway tunnel through downtown San Jose, and ends at-grade in Santa Clara near the Caltrain Station. The project also includes the construction of a maintenance facility at the current Newhall Yard, the Newhall Maintenance Facility, as well as the purchase of 48 BART vehicles. Like BSV Phase I, BSV Phase II will be built by VTA, but operated by BART. This project which is anticipated to open in 2037, has an estimated total cost of \$12 billion, and will be funded by 2000 Measure A and 2016 Measure B sales taxes, along with federal, state, and regional funds.

Measure A funds are also used to extend VTAs light rail to East Valley, specifically from Alum Rock station to Eastridge Transit Center. Phase I included pedestrian and bus improvements along Capitol Expressway from Capitol Avenue to Quimby Road (completed in early 2013) and reconstruction of the Eastridge Transit Center (completed in early 2015). Phase II (Eastridge to BART Regional Connector) will extend light rail to the Eastridge Transit Center. Other potential grants are actively being pursued.

(b) 2008 Measure B

In 2008, the voters passed Measure B providing funds that are dedicated to the operation, maintenance, improvement, and future capital needs of the 16.1 mile VTA's BART Silicon Valley Project extension. The Board of Directors approved a retail transaction and use tax ordinance which imposes a tax for the privilege of selling tangible personal property upon a retailer in Santa Clara County, at the rate of one-eighth of one percent on the gross receipts of the retailer. Collection of the tax took effect on July 1, 2012, for a period not to exceed 30 years.

(c) 2016 Measure B

The 2016 Measure B was passed to enhance transit, highways, expressways and active transportation (bicycles, pedestrians and complete streets). The transportation programs funded by 2016 Measure B are: (1) VTA's BART Silicon Valley Phase 2; (2) Bicycle/Pedestrian Program; (3) Caltrain Corridor Capacity Improvements; (4) Caltrain Grade Separation; (5) County Expressways; (6) Highway Interchanges; (7) Local Streets and Roads; (8) State Route 85 Corridor, and (9) Transit Operations.

NOTE 10 – FEDERAL, STATE, AND LOCAL ASSISTANCE

VTA receives funds from several sources to meet its operating, maintenance, and capital requirements. The receipt of such revenues is controlled by federal, state, and local laws, the provisions of various grant contracts and regulatory approvals and, in some instances, is dependent on the availability of grant funds and the availability of local matching funds. A summary of the various governmental funding sources is as follows:

(a) Federal Grants

Federal grants are approved principally by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). Federal grants for the year ended June 30, 2025, are summarized as follows (in thousands):

	Enterprise Funds	Special Revenue Funds
Operating Grants:		
FTA Section 9 (49 USC 5307)	\$ 6,095	\$ —
Section 5311	115	—
Mobility	57	—
Federal Technical Studies	9	2,500
Federal Direct & Pass-through Operating Grants	—	704
Covid 19 Emergency Protective Measures	599	
Total Operating Grants	6,875	3,204
Capital Grants:		
FTA New Starts Sec 5309	—	1,308
FTA Section 5307	20,769	(8)
FTA Section 5309	146	—
FTA Section 5337	21,999	—
FTA Section 5312	10	—
FTA Section 5339	9,640	—
FTA Section 2005b	177	—
Pass-through Capital Grants	1,465	—
Total Capital Grants	54,206	1,300
Total operating & capital grants	\$ 61,081	\$ 4,504

FTA Section 5307 operating grants represent ADA Operating Set Aside funds that will be used for Paratransit activities. Paratransit service is a specialized form of transportation operated for persons with disabilities who cannot use fixed route public transit service. As an operator of bus and light rail service, VTA is required under the Americans with Disabilities Act to ensure that Paratransit service is provided to eligible individuals with disabilities within Santa Clara County.

FTA Section 5307 capital grants make federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. FTA Section 5309 is a discretionary capital grant program. This provides funding for major transit capital improvements, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. The State of Good Repairs Grants under FTA Section 5337 provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. This fund is also used for the development and implementation of the Transit Asset Management plans. FTA Section 5339 provides funding for transit agencies to purchase buses and to construct bus-related facilities, including innovations to modify low or no emission vehicles.

(b) State and Local Grants and Assistance

State and local grants for the year ended June 30, 2025, are summarized as follows (in thousands):

	Enterprise Funds	Special Revenue Funds
Operating grants:		
Transportation Development Act	\$ 122,991	\$ —
State Transit Assistance	43,819	—
Apprenticeship Program	985	—
State Operating Assistance Grants	2,234	454
AB 434	636	—
Congestion Management & Highway Program-State Grants	—	8,980
SB83	—	16,205
BAAQMD	—	2,523
Congestion Management & Highway Program-2000 Measure A Swap Program	—	268
CA Labor Federation	64	—
BART to San Jose Operating Funds - LCTOP 24	5,363	—
Other Local Grants:		
2016 Measure B	—	22,182
Santa Clara County (Fund Swap Program)	—	101
Various cities, counties and others	—	4,413
Total operating grants	176,092	55,126
Capital grants:		
Metropolitan Transportation Commission	1,925	—
SB1	423	—
California Energy Commission & SCC, DFW and TFCA	232	728
State of Good Repair Grant Program	41	—
Local Partnership Program	—	8,381
Low Carbon Transit Operations Program	2,188	17,428
Regional Measure 3	2,961	83,814
Transit and Intercity Rail Capital Program	—	283,195
AB1462	—	7,350
2016 Measure B	1,046	134,618
VTA transit	—	11,577
Various cities, counties and others	2,421	5
Total Capital Grants	11,237	547,096
Total State and Local Grants and Assistance	\$ 187,329	\$ 602,222

The Transportation Development Act (TDA) funds represent VTA's share of the 0.25% sales tax collected in the County. The revenue for FY 2024 includes recognition of a liability due to a possible attrition of sales tax from online sales of a major business. This is pending resolution from the state claim that tax distributions to the County of Santa Clara were made in error.

State Transit Assistance (STA) represents funds received pursuant to the STA Program, whereby, a portion of diesel fuel sales tax revenues is appropriated by the State Legislature to the State Transportation Planning and Development Account for certain transit and energy-related purposes. STA funds are allocated throughout the state on the basis of population and operating qualified revenues.

State Operating Assistance reflects Senate Bill 129 funding for worker support and facility improvements. Total State and Local Grants under the special revenue funds were \$602.2 million. Other revenues include the Congestion Management and Highway Program (CMHP) that primarily consists of funding from the Road Repair and Accountability Act of 2017, or Senate Bill 1 (SB1), and Senate Bill 3 (SB3). SB1 provided sources of funding for transportation purposes, including for the state highway system and local street and road system. SB83 provided funding for repair and new construction projects on state highways and freeways, as well as local streets and roads.

2016 Measure B enhances transit, highways, expressways and active transportation projects (bicycles, pedestrians and complete streets). Spending continued in FY2025 for the Bart Phase II Extension to Santa Clara, but at a reduced level as additional resources were available this year from the state and 2000 Measure A. Other notable activities included interchange improvements at US 101 Dela Cruz Boulevard/Trimble Road, 101 SB San Antonio/Charleston/Road, I-280/Wolfe Rd, US 101/Blossom Hill Road, and US 101/SR 25.

There are projects within the Congestion Management and Highway Program that avail of 2000 Measure A swap funds. This represents a swap of 2000 Measure A Sales Tax Revenues for grant funding from the State Transportation Improvement Program (STIP). The 2000 Measure A Swap program was established to fund a number of highway projects.

The Low Carbon Transit Operations Program from State of California is an operating and capital assistance for transit agencies to reduce Greenhouse Gas emissions and improve mobility, with a priority on serving disadvantaged communities. This is funding contributes to the Eastridge to BART Regional Connector and the eBus charging Station Expansion projects.

Sponsored by the Bay Area Toll Authority, Regional Measure 3 was authorized by SB 595 and identified a plan to build major roadway and public transit improvements via an increase in tolls on the region's seven state-owned toll. This funding was used primarily for the Eastridge to BART Regional Connector project.

Transit and Intercity Rail Capital Program funding from the state contributed to the Bart Phase II Extension to Santa Clara, as well as the Eastridge to BART Regional Connector, which will install two traction power substations and extend the existing Capitol Light Rail system by 2.4 miles from Alum Rock station to the Eastridge Transit Center.

Various cities, counties, and other agencies mainly include funding received from the Cities of San Jose, Sunnyvale, Cupertino, Milpitas, Gilroy, Los Gatos, the Santa Clara Valley Water

District, and the County of Santa Clara. Contributions provided funding to various projects and project enhancements.

NOTE 11 – SANTA CLARA VALLEY TRANSPORTATION AUTHORITY AMALGAMATED TRANSIT UNION (ATU) PENSION PLAN

(a) *Plan Description and Benefits Provided*

All ATU represented employees are covered by the Plan, which is a single-employer defined benefit pension plan. The Plan provides retirement, disability, and death benefits based on the employees' years of service, age, and final compensation.

Classic Employees

Employee members attaining age 55 and completing 15 years of eligibility service, or attaining age 65 and completing 10 years of eligibility service, or attaining age 65 and completing 5 years of eligibility service, provided the Board of Pensions approves such an election, are entitled to full annual pension benefits. The Plan also permits Occupational or Total and Permanent Disability Pension benefits if an employee becomes disabled after 10 or more years of eligibility service and elects to retire as a result of said disability. An employee member who terminates his/her employment or is terminated by VTA or the Union and has completed at least one period of 10 or more years of eligibility service and has not qualified for a service or disability pension under the plan may be eligible for a deferred vested retirement upon attaining age 65. Employees may elect to receive their benefits in the form of a joint or survivor annuity, excluding deferred vested and disability retirements. These benefit provisions and all other requirements are established by California statute and the labor agreement with the ATU Local 265. Employees contribute 3.40% pretax effective 9/09/2019.

PEPRA (New) Employees

Plan benefit provisions and all other requirements are established by VTA's board but are subject to the California Public Employees' Pension Reform Act of 2013 (PEPRA). Plan amendments were approved by the VTA Board at its October 6, 2016 meeting. Employees hired on or after January 1, 2016 contribute at least 50%, rounded to the nearest quarter of one percent, of the normal cost rate for the Plan for all active Plan Members, as determined by the Plan's actuary. Employees contribute 6.0% pretax effective 6/18/2018.

Separately issued audited GAAP basis financial statements of the Plan are available and can be obtained from Santa Clara Valley Transportation Authority, Finance and Budget, 3331 North First Street, Building C-2, San Jose, California 95134-1927.

The membership of the Plan as of June 30, 2025, is as follows:

Membership Status	
Retirees and beneficiaries currently receiving benefits	1,712
Terminated vested members not yet receiving benefits	98
Active Members	1,657
Total	3,467

(b) *Basis of Accounting*

For purposes of measuring the net pension liability and deferred outflows/inflows of resources related to pension, and pension expense, information about the fiduciary net position of the ATU plan and additions to/deductions from the plan's fiduciary net position have been determined on the same basis as they are reported by the plan.

Contributions are recognized as revenue when due, pursuant to formal commitments, as well as statutory or contractual requirements. Benefits (distributions to participants) and refunds of prior contributions are recognized when due and payable in accordance with the terms of the Plan.

(c) *Contribution Requirements*

For FY 2025, the actuarially-determined contribution was \$31.6 million. As the Plan elected to use June 30, 2025 as its measurement date, employer contributions for FY 2025 will have an impact on the changes in the Plan's Net Position as of the end of the reporting year. The contribution requirements are based on actuarially determined amount and approved by the Board. The aggregate is the estimated sum necessary to finance the cost of the benefits earned by employees during the year with an additional amount to finance the unfunded accrued liability.

(d) Changes in Net Pension Liability

The following table shows the changes in net pension liability recognized in the current fiscal year over the measurement period (in thousands).

	Increase/(Decrease)		
	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension Liability (c) = (a) - (b)
Balance at June 30, 2024	\$ 920,116	\$ 709,811	\$ 210,305
Changes:			
Service cost	21,104	—	21,104
Interest (includes interest on service cost)	60,948	—	60,948
Changes of benefits	—	—	—
Differences between expected and actual experience	14,296	—	14,296
Changes of assumptions	—	—	—
Contributions - Employer	—	31,602	(31,602)
Contributions - Member	—	5,943	(5,943)
Net investment income	—	78,850	(78,850)
Benefit Payments, including Refunds of Employee Contributions	(56,028)	(56,028)	—
Administrative expense	—	(393)	393
Net changes	40,320	59,974	(19,654)
Balance at June 30, 2025	\$ 960,436	\$ 769,785	\$ 190,651

(e) Sensitivity of the Net Pension Liability to Change in Discount Rate

The table below shows the sensitivity of the Net Pension Liability to the discount rate. A one percent decrease in the discount rate increases the Net Pension Liability by approximately 57%. A one percent increase in the discount rate decreases the Net Pension Liability by 48%.

	Discount rate -1% 5.75%	Discount rate 6.75%	Discount rate + 1% 7.75%
	(in thousands)		
Net Pension Liability	\$298,407	\$190,651	\$99,602

(f) Actuarial Assumptions

The Total Pension Liability (TPL) at the beginning of the measurement year is measured as of a valuation date of January 1, 2024, and projected forward to the beginning of the measurement year of June 30, 2024. The TPL at the end of the measurement year, June 30, 2025, is measured as of a valuation date of January 1, 2025, and projected forward to June 30, 2025.

A summary of key assumptions is as follows:

Actuarial cost method:	Entry Age Normal Cost Method
Inflation:	2.50%
Salary increases:	2.75% plus merit component
COLA increases:	0.00%
Investment rate of return:	6.75%
Mortality:	Sex distinct RP-2014 Adjusted to 2006 Health Employee and Annuitant Blue Collar mortality tables with generational improvements using Scale MP-2021

(g) *Discount Rate*

The discount rate used to measure the Total Pension Liability was 6.75%. The discount rate was determined based on an assumption that the Plan members will continue to contribute to the Plan according to the established contribution rates, and that the VTA will continue to contribute to the Plan based on an actuarially determined contribution as detailed in the January 1, 2025 actuarial valuation report. The actuarially determined contribution reflects a payment equal to the employer's share of the annual Normal Cost, the expected Administrative Expenses, and an amount necessary to amortize the Unfunded Actuarial Liability in level dollar payments over closed layers, with a 20-year period for each layer.

Adherence to the actuarial funding policy described below will result in the pension plan's projected Fiduciary Net Position being greater than or equal to the benefit payments projected for each future period. Therefore, the long-term expected rate of return on Plan investments was applied to all periods of projected benefit payments to determine the Total Pension Liability.

The following is the assumed asset allocation and expected rate of return for each major asset class:

Asset Class	Target Allocation	Expected Real Rate of Return ¹
Global Equity	42%	5.8%
Private Equity	4%	8.4%
Diversified Real Assets	5%	5.4%
Private Debt	9%	6.4%
Domestic Fixed Income	14%	2.6%
Treasuries	3%	1.9%
Investment Grade Credit	3%	3.2%
US High Yield	1.5%	4.4%
Bank Loans	1.5%	4.1%
Absolute Return FoF	6%	2.5%
Real Estate	10%	5.9%
Cash	1%	0.4%
	<u>100%</u>	

¹20-Year Inflation Assumption = 2.7%

(h) Plan's Fiduciary Net Position

This refers to the fair value of assets. As of June 30, 2025, the plan's fiduciary net position amounts to \$769.8 million.

(i) Pension Expense and Deferred Inflows or Outflows of Resources

For the measurement period ending June 30, 2025, VTA incurred pension expense of \$19.0 million and as of June 30, 2025, VTA's deferred outflows of resources and deferred inflows of resources related to the ATU pension are as follows (in thousands):

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 19,532	\$ —
Changes in assumptions	—	3,757
Net difference between projected and actual earnings on pension plan investments	—	24,763
Total	<u>\$ 19,532</u>	<u>\$ 28,520</u>

Amounts reported as deferred outflows of resources will be recognized in pension expense as follows (in thousands):

Fiscal Year	Deferred Outflows/ (Inflows) of Resources
2026	\$ 12,615
2027	(8,196)
2028	(10,170)
2029	(3,237)
2030	—
Thereafter	—
	<u>\$ (8,988)</u>

(j) Summary of Pension-related accounts

The following table breaks down the pension-related accounts. Since these accounts are common to both ATU pension and the CalPERS pension (Note 12), only the totals show in the financial statements.

	ATU	CalPERS	Total
Deferred Outflows of Resources	\$ 19,532	\$ 37,089	\$ 56,621
Deferred Inflows of Resources	28,520	300	28,820
Net Pension Liability	190,651	155,606	346,257
Pension Expense	19,079	26,515	45,594

NOTE 12 – PUBLIC EMPLOYEES’ RETIREMENT PLAN

(a) Plan Description and Benefits Provided

The California Public Employees' Retirement System (CalPERS), is a multiple-employer defined pension and health benefits agency that provides retirement and health benefits to the public employees in California including VTA. As a pooled investment vehicle, the agency acts as a common investment and administrative agent for various local and state governmental agencies within California. CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries.

CalPERS benefits accruals are determined on years of credited service, equal to one year of full time employment. Members can retire at age 50 for Classic Members or age 52 for New Members with statutorily reduced benefits, provided they have vested with a minimum of five years of total service. After vesting, all members are eligible for non-duty disability benefits. Upon a member's death, beneficiaries are entitled to either the Basic Death Benefit or the 1957

Survivor Benefit. These benefits and eligibility criteria are defined by state statute and VTA resolutions, with VTA contracting CalPERS to manage them. The standard retirement benefit is 2% of final compensation for each credited service year.

VTA membership in the Plan as of June 30, 2023, the most recent actuarial valuation, is as follows:

Retirees and beneficiaries receiving benefits	866
Terminated and vested members not yet receiving benefits	378
Active members	<u>669</u>
Total	<u><u>1,913</u></u>

Copies of the CalPERS' annual financial report may be obtained from the CalPERS Executive Office, 400 P Street, Sacramento, CA 95814.

(b) *Basis of Accounting*

For purposes of measuring the net pension liability and deferred outflows/inflows of resources related to pension, and pension expense, information about the fiduciary net position of the CalPERS plan and additions to/deductions from the plan's fiduciary net position have been determined on the same basis as they are reported by the plan.

Benefit payments (including refunds of employee contributions) are recognized when currently due and payable in accordance with the benefit terms. Investments are reported at fair value.

(c) *Contribution Requirements*

Active members in VTA's CalPERS Plan pay a portion or all (depending on hire date) of the employee contribution to the CalPERS Plan. Classic employees hired prior to January 2012 pay 6% toward the required employee share and VTA pays the remaining portion of the employee contribution. Classic employees hired in or after the first full pay period in January 2012 pay the employee contribution of 7%. New employees designated as PEPPRA (Public Employees' Pension Reform Act) contribute 8% effective 7/1/2023 as determined by CalPERS.

The employer's contribution rate from July 1, 2024, through June 30, 2025, was 10.43%. This represents employer normal cost rate and does not include amortization of unfunded liability. The employee contribution requirements of the CalPERS Plan are established by state statute and the employer contribution is established and may be amended by CalPERS.

The actuarial methods and assumptions used are those adopted by the CalPERS Board of Administration. For FY 2025, VTA contributed \$23.67 million, which is equal to the

actuarially-determined contributions. The required contribution for FY 2025 was based on the actuarial valuation report as of June 30, 2022 using the entry age normal cost method with the contributions determined as a percent of pay. VTA's annual pension contribution of \$23.67 million in FY 2025 was deferred as VTA opted for June 30, 2024, to be its measurement date.

(d) Net Pension Liability

The net pension liability was measured using an actuarial valuation as of June 30, 2023 rolled forward to June 30, 2024 using standard update procedures. The following table shows the changes in net pension liability recognized in the current fiscal year over the measurement period (in thousands).

	Increase (Decrease)		
	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension Liability (c) = (a) - (b)
Balance at June 30, 2024	\$ 599,672	\$ 434,673	\$ 164,999
Changes:			
Service cost	13,895	—	13,895
Interest on the Total Pension Liability	41,119	—	41,119
Differences between Expected and Actual Experience	4,385	—	4,385
Contributions from the Employer	—	20,740	(20,740)
Contributions from Employees	—	6,562	(6,562)
Net investment income	—	41,843	(41,843)
Benefit Payments, including Refunds of Employee Contributions	(30,145)	(30,145)	—
Administrative Expense	—	(353)	353
Net changes	29,254	38,647	(9,393)
Balance at June 30, 2025	\$ 628,926	\$ 473,320	\$ 155,606

(e) Sensitivity of the Net Pension Liability to Changes in the Discount Rate

The following presents the net pension liability of the Plan as of the measurement date, calculated using the discount rate of 6.90%, as well as what the net pension liability (in thousands) would be if it were calculated using a discount rate that is 1 percentage-point lower (5.90%) or 1 percentage-point higher (7.90%) than the current rate (in thousands):

	Discount Rate -1% 5.90%	Current Discount Rate 6.90%	Discount Rate +1% 7.90%
Net Pension Liability	\$235,854	\$155,606	\$88,897

(f) Actuarial Methods and Assumptions Used to Determine Pension Liability

For the measurement period ended June 30, 2024, the total pension liability was determined by rolling forward the June 30, 2023 total pension liability. Total pension liability was based on the following actuarial methods and assumptions:

Valuation date	June 30, 2023
Actuarial cost method	Entry Age Normal Cost Method
Actuarial Assumptions	
Discount rate	6.90%
Inflation	2.30%
Salary increases	Varies by entry age and service
Payroll growth	2.80%
Investment rate of return	6.8% Net of Pension Plan Investment and Administrative Expenses; includes inflation
Post retirement benefit increase	The lesser of contract COLA or 2.30% until Purchasing Power Protection Allowance floor on purchasing power applies, 2.30% thereafter.
Mortality	The probabilities of mortality are based on the 2021 CalPERS Experience Study and Review of Actuarial Assumptions.

(g) Discount Rate

The discount rate used to measure the total pension liability was 6.90%. CalPERS concluded, based on the results of the stress test, that the current 6.90% discount rate is adequate, and the use of the municipal bond rate calculation is not necessary.

In determining the long-term expected rate of return, CalPERS took into account long-term market return expectations as well as the expected pension fund cash flows. Projected returns of asset classes are estimated and, combined with risk estimates, are used to project compound (geometric) returns over the long term. The discount rate used to discount liabilities are informed by the long-term projected portfolio return.

The following table reflects long-term expected real rate of return by asset class.

Asset Class	Assumed Asset Allocation	Real Return ¹
Global Equity Cap-Weighted	30.00 %	4.54 %
Global Equity Non-Cap-weighted	12.00 %	3.84 %
Private Equity	13.00 %	7.28 %
Treasury	5.00 %	0.27 %
Mortgage-backed Securities	5.00 %	0.50 %
Investment Grade Corporates	10.00 %	1.56 %
High Yield	5.00 %	2.27 %
Emerging Market Debt	5.00 %	2.48 %
Private Debt	5.00 %	3.57 %
Real Assets	15.00 %	3.21 %
Leverage	(5.00)%	(0.59)%

¹An expected inflation of 2.3% used for this period
Source: 2021-22 Asset Liability Management Study

(h) Pension Plan's Fiduciary Net Position

The plan's fiduciary net position as of June 30, 2024 is \$473.3 million. Detailed information about each plan's fiduciary net position is available in separately issued CalPERS financial reports.

(i) Pension Expense and Deferred Inflows or Outflows of Resources

For the year ended June 30, 2025, VTA incurred a pension expense of \$26.5 million for the Plan. As of June 30, 2025, VTA's deferred inflows and outflows of resources related to the CalPERS pension plan are as follows (in thousands):

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between Expected and Actual Experiences	\$ 4,363	\$ 300
Changes of Assumptions	2,419	—
Net Difference between Projected and Actual Earnings on Pension Plan Investments	6,637	—
Contribution subsequent to measurement date	23,670	—
Total	\$ 37,089	\$ 300

Deferred outflows of resources resulting from contributions, made subsequent to the measurement date will be recognized as a reduction of the net pension liability in the subsequent fiscal year. Amounts reported as deferred inflows of resources related to differences in projected and actual investment savings will be recognized in future pension expense over 5 years using the straight-line method. All other amounts are amortized straight-line over the average expected remaining service lives of all members that are provided with benefits (active, inactive and retirees) as of the beginning of the measurement period. These will be recognized in pension expense as follows (in thousands):

Fiscal Year	Deferred Outflows/(Inflows) of Resources
2026	\$ 3,872
2027	12,743
2028	(1,101)
2029	(2,395)
	\$ 13,119

(j) Summary of Pension-related accounts

A summary table of Net Pension Liability, Deferred outflows/inflows, and Pension Expense for ATU Pension and CalPERS is provided in Note 11(j).

**NOTE 13 – SANTA CLARA VALLEY TRANSPORTATION AUTHORITY OTHER POST
EMPLOYMENT BENEFITS (OPEB) TRUST**

(a) Plan Description and Benefits Provided

VTA offers post-employment benefits to its employees through the Santa Clara Valley Transportation Authority Other Post Employment Benefit (OPEB) Trust (Plan), a single employer defined benefit health plan funded and administered by VTA.

Employees who retire directly from VTA are eligible for retiree health benefits if they meet certain requirements related to age and service. For ATU retirees, VTA provides an ATU Retiree Health Care Program (the ATU Program), a post-employment benefit, in accordance with the agreement between VTA and the ATU, to all Classic ATU represented employees who retire from VTA on or after attaining the age of 55 with at least 15 years of eligibility service, or age 65 with 10 years of eligibility service, or upon Board of Pensions' approval age 65 with 5 years of eligibility service, or if an employee becomes disabled and has completed at least 10 years of eligibility service and to all New ATU represented employees who retire from VTA under PEPRA and its mandated provisions. ATU retirees can select from retiree health plans offered under the CalPERS program. For ATU retirees living in California: VTA contributes up to \$100 per month above the Kaiser Region 1 Single Party rate for CalPERS medical plans, regardless of Medicare status. ATU retirees pay the excess above the VTA contribution of up to \$100 per month above the Kaiser Region 1 Single Party rate. For ATU retirees living outside of California: VTA contributes up to \$100 per month above the Kaiser Out of State Single Party rate for CalPERS medical plans, regardless of Medicare status. ATU retirees pay the excess above the VTA contribution of up to \$100 per month above the Kaiser Out of State Single Party rate. ATU retirees who are eligible for Medicare are reimbursed for the Medicare Part B premium, excluding penalties/late enrollment fees.

For surviving spouses of ATU retirees: VTA pays the Public Employees' Medical & Hospital Care Act (PEMHCA) minimum employer premium contribution of \$158 per month in 2025.

Non-ATU employees who retire directly from VTA on or after attaining the age of 50 years (Classic members) or 52 years (New members) with at least 5 years of CalPERS service are also covered under a Retiree Health Care Program (the administrative retiree program). Non-ATU retirees can select from retiree health plans offered under the CalPERS program.

For Non-ATU retirees living in California, VTA will contribute up to the Kaiser Region 1 Employee Only rate. Non-ATU retirees pay any premium in excess of the CalPERS Kaiser Region 1 Employee Only rate.

For Non-ATU retirees living outside of California: VTA will contribute up to the Kaiser Out of State Single Party rate. Non-ATU retirees pay any premium in excess of the CalPERS Kaiser Out of State Single Party rate.

Non-ATU retirees who are eligible for Medicare are reimbursed for the Medicare Part B premium, excluding penalties/late enrollment fees.

For surviving spouses of non-ATU retirees who elect a pension option with survivor benefits, VTA will contribute the same amount as it contributes for non-ATU retirees.

VTA also provides life insurance benefits for all ATU retirees and Executive Management retirees. ATU retirees who retired prior to January 1, 2010, receive \$5,000 in life insurance coverage and those who retired on or after January 1, 2010, receive \$7,000 in life insurance coverage. Executive Management retirees receive \$50,000 in life insurance coverage for the first year of retirement, decreasing by \$10,000 each year until its expiration in the sixth year.

Benefit allowance provisions are established through agreements and memorandums of understanding (MOU) between VTA and unions representing its employees.

As of June 30, 2025, the number of retirees and active employees who met the eligibility requirements for the ATU Program and non-ATU are as follows:

OPEB Eligible	ATU	Non-ATU	Total
Retirees currently receiving benefits	1,235	615	1,850
Retirees not yet receiving benefits	94	71	165
Active (Vested)	1,556	723	2,279

(b) Basis of Accounting

For purposes of measuring the net pension liability and deferred outflows/inflows of resources related to pension, and pension expense, information about the fiduciary net position of the OPEB plan and additions to/deductions from the plan's fiduciary net position have been determined on the same basis as they are reported by the plan.

Contributions are recognized as revenue when due, pursuant to formal commitments, as well as statutory or contractual requirements. Benefits (distributions to participants) and refunds of prior contributions are recognized when due and payable in accordance with the terms of the Plan.

(c) Contribution Requirements

MTA's contributions to the Plan are based on Actuarially Determined Contribution (ADC) as determined by an actuarial valuation study.

As of June 30, 2025, the Plan's net position of \$437.6 million was available to cover costs of the ATU and Non-ATU Programs. The \$5.2 million contribution in FY 25 is entirely a cash contribution.

(d) Changes in Net OPEB Asset

The Net OPEB Asset was \$95.9 million as of June 30, 2025. The following table shows the changes in Net OPEB Asset recognized over the measurement period (in thousands).

	Increase (Decrease)		
	Total OPEB Liability (a)	Plan Fiduciary Net Position (b)	Net OPEB Asset (c) = (a) - (b)
Balance at June 30, 2024	\$ 325,753	\$ 401,101	\$ (75,348)
Changes:			
Service cost	11,471	—	11,471
Interest (includes interest on service cost)	20,573	—	20,573
Contributions -Employer	—	5,225	(5,225)
Benefit Payments	(16,110)	(16,110)	—
Non-Benefit Related Admin Expenses from Plan Trusts	—	(111)	111
Net Investment Income	—	47,454	(47,454)
Net changes	15,934	36,458	(20,524)
Balance at June 30, 2025	\$ 341,686	\$ 437,559	\$ (95,872)

(e) Sensitivity of the Net OPEB Asset to Change in Discount Rate

The following presents the Net OPEB Asset as calculated using the discount rate of 6.25% as well as what the Net OPEB Asset would be if it were calculated using a discount rate that is one percentage point lower (5.25%) or one percentage point higher (7.25%), in thousands.

	1% Decrease 5.25%	Current Discount Rate 6.25%	1% Increase 7.25%
Net OPEB Asset	\$ 54,231	\$ 95,872	\$ 130,642

(f) Sensitivity of the Net OPEB Asset to Change in Health Care Trend Rate

The following presents the Net OPEB Asset as calculated using the current blended trend rates of 8.5% for Non-Medicare; 7.5% for Medicare (Non-Kaiser); and 6.25% for Medicare (Kaiser).

	1% Decrease	Current Trend Rate	1% Increase
Net OPEB Asset	\$ 137,845	\$ 95,872	\$ 44,418

(g) Actuarial Methods and Assumptions

A summary of principal assumptions and methods used by the actuaries to determine VTA's annual required contributions to the Plan is as follows:

Description	Methods/Assumptions
Valuation date	January 1, 2024
Actuarial cost method	Entry Age Normal Cost Method
Actuarial assumptions: Discount rate	6.25%
Inflation	2.5%
Mortality	Rates for ATU participants are adopted from the study of experience over the five years ending in December 31, 2021. In particular, rates of mortality for ATU members and their spouses are based on a Scale MP-2021 generational projection of the respective RP-2014 Blue Collar tables, adjusted back to 2006. Rates for Administrative participants are from the CalPERS study of non-industrial Miscellaneous employer experience over the twenty years ending June 30, 2019.
Trend Rates	Non-Medicare - 8.50% for 2025, decreasing to an ultimate rate of 3.45% in 2076 Medicare (Non-Kaiser) - 7.5% for 2025, decreasing to an ultimate rate of 3.45% in 2076 Medicare (Kaiser) - 6.25% for 2025, decreasing to an ultimate rate of 3.45% in 2076

(h) Discount Rate

The discount rate used to measure the Total OPEB Liability was 6.25%. The projection of cash flows used to determine the discount rate assumed that employer contributions will be equal to the actuarially determined contributions for the applicable fiscal years. Based on those assumptions, the Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on investments was applied to all periods of projected benefit payments to determine the total OPEB liability.

Asset Class	Target Allocation	Expected Real Rate of Return
Domestic Equity	28%	4.29%
Non-US Developed Equity	12%	4.49%
Emerging Markets Equity	5%	5.25%
Private Real Estate	10%	3.91%
Diversified Real Assets	7%	4.03%
Domestic Fixed Income	17%	0.78%
Private Credit	12%	4.38%
Absolute Return	8%	2.79%
Cash	1%	(0.50)%
	100%	

(i) Plan's Fiduciary Net Position

This refers to the fair value of assets. As of June 30, 2025, the Plan's Fiduciary Net Position amounts to \$437.6 million. Detailed information about the OPEB Plan's fiduciary position is available in a separate financial report on VTA's website.

(j) OPEB Expense, Deferred Inflows or Outflows of Resources

For the year ended June 30, 2025, the Plan incurred OPEB expense of \$2.5 million and VTA's deferred outflows of resources and deferred inflows of resources related to the OPEB as of June 30, 2025 are as follows (in thousands):

	Deferred Outflows of Resources	Deferred Inflows of Resources
Change in assumptions	\$ 21,568	\$ 1
Difference between expected and actual experience	2,409	6,595
Difference between expected and actual investment earnings	—	19,147
Total	<u>\$ 23,978</u>	<u>\$ 25,743</u>

Amounts reported as deferred outflows and inflows of resources will be recognized in OPEB expense as follows (in thousands):

Fiscal Year	Deferred Outflows/ (Inflows) of Resources
2026	\$ 6,043
2027	(5,016)
2028	(3,410)
2029	618
2030	—
	<u>\$ (1,765)</u>

NOTE 14 – ATU SPOUSAL MEDICAL AND VISION/DENTAL FUND

VTA administers the ATU Spousal Medical and Retiree Vision and Dental Fund. Both are considered to be employee-funded defined contribution plans. As of June 30, 2025, VTA had net position of approximately \$34.3 million for the ATU Spousal Medical Fund and \$24.1 million for the Retiree Vision and Dental Fund.

The Spousal Medical Fund is a medical insurance benefit for eligible pensioners' spouses. Pursuant to a collective bargaining agreement with ATU, represented employees are required to contribute \$0.40 per hour to the Spousal Medical Fund. As of June 30, 2025, there were 530 participating spouses who were eligible for benefits from the Spousal Medical Fund. FY 2025 contributions and net investment earnings for the fiscal year were approximately \$1.5 million and \$3.7 million respectively, while benefit payments made by the Fund were approximately \$1.8 million.

The Retiree Vision and Dental Fund is a vision and dental benefit for eligible pensioners. Effective 1999 and pursuant to a collective bargaining agreement, ATU represented employees are required to contribute \$0.10 per hour. As of June 30, 2025, there were 1,144 eligible participants. Contributions and net investment earnings for the fiscal year were approximately \$370 thousand and \$2.5 million respectively, while benefit payments made by the Fund were approximately \$348 thousand.

A separate audited GAAP-basis post employment benefit plan report is not available for ATU Spousal Medical and Vision/Dental Fund.

NOTE 15 – INTERNAL SERVICE FUND

As of June 30, 2025, the assets and liabilities by individual components of the Internal Service Fund by program are as follows (in thousands):

	Workers' Compensation	General Liability	Compensated Absence	Total
Assets	\$ 26,959	\$ 19,268	\$ 46,857	\$ 93,084
Liabilities	26,959	19,268	46,465	92,692
Net Position	<u>\$ —</u>	<u>\$ —</u>	<u>\$ 392</u>	<u>\$ 392</u>

Workers' Compensation and General Liability

VTA contracts with third-party administrators to process claims for both workers' compensation and general liability programs. VTA's annual contribution to general liability program is based upon quarterly internal reviews of frequency and severity claims experience. Workers' compensation contributions occur each pay period. Internally, the workers' compensation reserves are reviewed

quarterly to ensure it is appropriate given the claims history. In addition, both reserves are evaluated and reconciled based on year-end actuarial valuations.

Actuarial Information

An actuarial analysis as of June 30, 2025 disclosed that the present values of estimated outstanding losses, at 2% average discount rate using a 60% confidence level, are \$26.9 million and \$19.2 million for Workers' Compensation and General Liability, respectively.

Changes in the balance of Workers' Compensation and General Liability claims for the two years ended June 30, 2024, and June 30, 2025, are as follows (in thousands):

	Workers' Compensation	General Liability
Unpaid claims at June 30, 2023	\$ 30,495	\$ 17,979
Provision for claims and claims adjustment expense	7,935	3,502
Changes in estimates for provision for future claims	1,302	1,819
Payment for claims and other adjustments	(11,720)	(4,622)
Unpaid claims at June 30, 2024	28,012	18,678
Provision for claims and claims adjustment expense	8,109	2,405
Changes in estimates for provision for future claims	2,196	2,326
Payment for claims and other adjustments	(11,409)	(4,194)
Unpaid claims at June 30, 2025	<u>\$ 26,908</u>	<u>\$ 19,215</u>

Compensated Absences

This represents the amount charged each month to accrue the estimated increase in unused vacation and sick leave. This account is adjusted annually to reflect the year-end value of unused vacation and sick leave. Compensated absences are limited to leaves that are attributable to services already rendered and are not contingent on a specific event that is outside the control of the employer and employee. At June 30, 2025, the outstanding balance of compensated absences liability is \$46.5 million.

NOTE 16 – CLAIMS, COMMITMENTS, AND CONTINGENCIES

VTA is exposed to liability for bodily injury including death, personal injury, and property damage claims. Claims alleging liability and financial loss for injury or property damage suffered by employees, passengers, the public and others may involve various risk exposures inherent to public transportation services and congestion management oversight.

VTA self-insures and contracts third party adjustment services for:

- (a) Third party bodily injury including death, personal injury and property damage liability claims up to \$10 million per occurrence.
- (b) Workers' Compensation claims through self-insurance.
- (c) Public Officials and Employment Practices Liability claims up to \$2.5 million per occurrence.
- (d) First party property damage with various deductibles ranging from \$250,000 to \$750,000 for rail cars and equipment, buses, and real property.

For General Liability, VTA is self-insured for \$10 million per occurrence. Excess Liability insurance is purchased from several insurers through VTA's insurance broker up to \$90 million per occurrence and in the aggregate. The program consists of a \$10 million, self-insured layer, a \$15 million primary layer and an excess layer of \$75 million.

VTA purchases Public Officials Liability & Employment Practices Liability Insurance with an annual aggregate of \$4 million per occurrence in excess of a \$2.5 million self-insured retention.

VTA purchases first party Property Insurance for loss or damage to its property arising out of various risk perils (excluding earthquake), and damage from bus and rail transit collisions, overturn or derailment. Coverage provides stated value/replacement cost per occurrence with various deductibles not exceeding \$750,000.

The following is a summary of VTA's self-retention and excess coverages from commercial carriers:

Type of Coverage	Self-Retention	Excess Coverage
Workers' Compensation	Self-Insured	None
General Liability	\$10,000,000	\$90,000,000
Property, Boiler & Machinery	250,000	160,000,000
Terrorism	10,000	160,000,000
Flood	5,000	500,000
Light Rail Vehicles	750,000	100,000,000
Light Rail Spare Parts	25,000	Stated Value
Buses	500,000	50,000,000
Bus Spare Parts	25,000	Stated Value
Non-Revenue Trucks & Equipment	25,000	50,000,000
Express Lane Toll Road Equipment & Signs	25,000	50,000,000
Public Officials/Employment Practices	2,500,000	4,000,000
Crime	25,000	5,000,000
Premises Pollution Liability	100,000	5,000,000
Storage Tank Liability	25,000	2,000,000
Cyber Risk	250,000	2,000,000
Blanket Railroad Protective Liability	—	5,000,000

NOTE 17 – LITIGATION

Ferkel, Michelle, et al. v. SCVTA

This wrongful death case was brought by the decedent's estate and her survivors (parents). It arises out of a collision between an light rail train and a pedestrian trespassing adjacent to light rail tracks. VTA believes this is a defensible case both on liability for negligence and based on the design immunity defense. However, if plaintiff prevails, the jury award could award substantial damages, reduced by decedent's comparative fault.

Nellis v. SCVTA

This is an action in negligence arising out of a bus and bicycle collision. Liability is contested but it is undisputed that cyclist experienced significant injury to his arm.

Strickland v. SCVTA

This is an action in negligence arising out of a bus and pedestrian collision. Liability is contested but it is undisputed that pedestrian experienced significant injury to his arm.

Marsh v. SCVTA

This employment case was brought by a former VTA bus operator who alleges disability discrimination, failure to accommodate a disability, failure to engage in the interactive process, interference with the exercise of FMLA/CFRA rights, retaliation for exercising FMLA/CFRA rights, and wrongful termination. VTA believes this is a defensible case, possibly on summary judgment. If plaintiff prevails on one or more of his causes of action, VTA could be liable for lost income, benefits, pension, and general damages.

Rodriguez v. SCVTA

Twelve individual Plaintiffs allege that VTA failed to accommodate their requests for religious exemptions to the vaccine policy. The parties have participated in mediation and, if the case doesn't settle by October 2025, a jury trial will likely be reset in the next 12 months.

Claims arising from May 26, 2021 Shooting Incident

On May 26, 2021, a mass shooting occurred at the VTA's Guadalupe facility. The shooter was also a VTA employee. Nine employees were killed that day, and their families filed government tort claims against VTA. VTA resolved eight of the nine claims. The remaining claim is currently in litigation with no trial date set (Lane v. Universal Protection Service, LP). Additional complaints were received from other employees who were impacted by the shooting (Bertolet v. Universal Protection Service, LP and Gil v. Universal Protection Service, LP). The Lane and Gil cases resolved in September 2025. VTA does not believe the remaining case by Bertolet has an exposure exceeding \$500,000.

Winston -Thurmond v. SCVTA

This is an employment action with causes of action for discrimination and retaliation. Plaintiff resigned after being demoted for sub-standard performance. Liability is contested.

NOTE 18 – JOINT VENTURES***(a) Peninsula Corridor Joint Powers Board***

VTa is a member agency of the Peninsula Corridor Joint Powers Board (PCJPB), along with the San Mateo County Transit District (SamTrans) and the City and County of San Francisco (CCSF). The PCJPB is governed by a separate board composed of nine members, three from each participating agency. The PCJPB was formed in October 1991 to plan, administer, and operate the Peninsula Corridor rail service (Caltrain), which began operating on July 1, 1992. Prior to July 1, 1992, such rail service was operated by Caltrans.

In November 2020, voters in San Francisco, Santa Clara and San Mateo counties approved Measure RR, a 30-year one-eighth cents sales tax to provide a dedicated funding source for Caltrain. In FY 2025, VTA did not contribute to the operating and capital costs of the Caltrain commuter rail service administered by PCJPB.

Complete financial statements for the PCJPB can be obtained from SamTrans at 1250 San Carlos Avenue, San Carlos, California 94070.

(b) Altamont Corridor Express

The Altamont Corridor Express (ACE) is a commuter rail service covering over 85 miles between Stockton and San Jose with stops in Manteca, Tracy, Livermore, Pleasanton, Fremont, Santa Clara, and San Jose. ACE is funded by VTA, the Alameda County Congestion Management Agency, and the San Joaquin Regional Rail Commission which also serves as the managing agency. ACE commenced operations in October 1998, and now provides four daily round trips commuter rail service from San Joaquin County through the Tri-Valley Area of Alameda County to Santa Clara County. In June 2003, VTA entered into a Cooperative Service Agreement with the San Joaquin Regional Rail Commission (SJRRc) and the Alameda County Transportation Commission (Alameda CTC) for continued VTA funding of ACE commuter rail service. The cooperative agreement replaced the ACE Joint Powers Agreement (JPA) executed by the ACE member agencies - VTA, SJRRc, and Alameda CTC. Per the cooperative agreement, VTA's financial subsidy is the amount paid in FY 2003, increased annually by the consumer price index (CPI). During the year ended June 30, 2025, VTA contributed approximately \$4.6 million for operating costs.

Complete financial statements for ACE can be obtained from the San Joaquin Regional Rail Commission at 949 East Channel Street, Stockton, California 95202.

(c) *Capitol Corridor Intercity Rail Service*

VTA is a member agency of the Capitol Corridor Joint Powers Authority, which provides intercity rail service between Sacramento and San Jose. The Capitol Corridor intercity rail service is provided by the Capitol Corridor Joint Powers Board, which is comprised of members of the governing bodies of VTA, the Sacramento Regional Transit District, the Placer County Transportation Planning Agency, the congestion management agencies of Solano and Yolo counties, and the San Francisco Bay Area Rapid Transit District (BART). BART is the managing agency for the Capitol Corridor Service and Amtrak operates the trains on tracks owned by Union Pacific Railroad. VTA offers no funds to the operation of this service.

Complete financial statements for the Capitol Corridor Service can be obtained from the San Francisco Bay Area Rapid Transit District (BART) at P.O. Box 12688, Oakland, California 94606-2688.

NOTE 19 – LEASE/LEASEBACK

In 2003 VTA entered into two lease/leaseback transactions with Fifth Third Leasing Company. The leases involved a total of 20 light rail vehicles. The light rail vehicles were leased using statutory trusts (the “Trusts”) formed on behalf of the parties to the transactions. In each case, pursuant to a head-lease agreement, VTA leased rail vehicles to an investor and in turn received a prepayment of the future head-lease rents that would be due through the purchase option date. Pursuant to a sublease, the investor then leased the rail vehicles to the VTA. Sufficient monies from prepayment of the head-lease rents were invested in highly rated securities to fund all sublease rents through the date of purchase option, as well as fund the purchase option payments. Remaining monies were used to pay transaction costs, with the balance then going to VTA as an upfront cash benefit. Highly rated insurance companies were used to provide guaranties for certain aspects of the transactions. Subsequent to the closing of the leases, the Internal Revenue Service disallowed the tax benefits the investors were anticipating. Additionally, as a result of the 2008 financial crisis the credit ratings of the insurance providers were dramatically lowered below thresholds required in the lease documents, resulting in the possibility of a default. To eliminate the potential default, VTA entered into an amendment with Fifth Third Leasing Company that waived the insurance provider rating requirements. The two leases with Fifth Third Leasing Company have a purchase option date of January 1, 2034.

NOTE 20 - LEASES

Lessor Activities

VTA has accrued a receivable for six ground leases, as well as bus and light rail wrap advertising. The remaining receivable and deferred inflows of resources related to these leases were \$22.5 million and \$21.3 million respectively, as of June 30, 2025. Interest revenue of \$799 thousand and principal receipts of \$3.4 million on these leases, were recognized during the year. Final receipt is expected in FY 2074.

Below is a schedule of the changes in the lease receivable for the FY 2025 (in thousands):

Lessor leases (in thousands):	Leases Receivable	Leases Amortization	Totals	Due within 1 Year
Ground Lease - Almaden Lake	\$ 11,391	\$ 94	\$ 11,297	\$ 98
Ground Lease - Eden Housing	6,467	49	6,418	50
Ground Lease - T-Mobile	778	166	612	172
Bus/Light Rail lease for wrap advertising	5,611	2,748	2,863	2,864
VTA Transit Fund	<u>24,247</u>	<u>3,057</u>	<u>21,190</u>	<u>3,184</u>
Ground Lease - Dish Tower	236	51	185	56
Ground Lease - Dish Northyard	261	57	204	\$ 62
Joint Development Fund (JDF)	<u>497</u>	<u>108</u>	<u>389</u>	<u>118</u>
Ground Lease - Rudolph & Slatten (JDF)	1,175	236	939	\$ 330
Total lease receivable	<u>\$ 25,919</u>	<u>\$ 3,401</u>	<u>22,518</u>	<u>\$ 3,631</u>
Less current portion			(3,631)	
Long-term receivable, net			<u>\$ 18,887</u>	

VTA's Schedule of future receipts included in the measurement of the leases receivable is as follows (in thousands):

Fiscal Year Ending June 30,	Principal	Interest	Total
2026	\$ 3,631	\$ 720	\$ 4,351
2027	816	655	1,471
2028	736	627	1,363
2029-2033	959	2,960	3,919
2034-2038	1,050	2,790	3,840
2039-2043	1,251	2,588	3,839
2044-2048	1,490	2,350	3,840
2049-2053	1,777	2,063	3,840
2054-2058	2,117	1,722	3,839
2059-2063	2,524	1,316	3,840
2064-2068	3,007	832	3,839
2069-2073	2,913	270	3,183
2074	247	4	251
	<u>\$ 22,518</u>	<u>\$ 18,897</u>	<u>\$ 41,415</u>

Lessee Activities

VTA has accrued liability for the sublease of Palo Alto VTA Transit Center (Depot portion of the El Camino Park Lease). The remaining liability and right to use the asset, net of amortization, for this lease was \$1.6 million separately as of June 30, 2025. Interest expense of \$53.8 thousand and principal payment of \$170.7 thousand on this lease, were recognized during the year. VTA used incremental borrowing rate of 3%.

Below is a schedule of the changes in the right to use assets with the accumulated amortization, and Lease liabilities, for the FY 2025 (in thousands):

	Right-to-use Asset	Lease Payable
Beginning balance, June 30, 2024, net of amortization	\$ 1,655	\$ 1,741
Depreciation	184	—
Payment of lease liability	—	171
Ending balance, June 30, 2025	<u>\$ 1,471</u>	<u>\$ 1,570</u>

VTA's schedule of future payments included in the measurement of the lease liability is as follows (in thousands):

Fiscal Year Ending June 30,	Principal	Interest	Total
2026	\$ 176	\$ 49	\$ 225
2027	181	43	224
2028	187	38	225
2029	193	32	225
2030	199	26	225
2031-2033	634	38	672
	<u>\$ 1,570</u>	<u>\$ 226</u>	<u>\$ 1,796</u>

NOTE 21 - SUBSCRIPTION-BASED INFORMATION TECHNOLOGY

VTA terminated its prior Oracle database subscription and added Quebec Inc. for the use of a Rate-My-Ride module subscription in the Transit App. The liability for this lease was \$327 thousand as of June 30, 2025. Below is a schedule of the changes in the right to use subscription assets with the accumulated amortization and subscriptions liability for FY 2025 (in thousands):

	Subscriptions Asset	Subscriptions Payable
Beginning balance, net, June 30, 2024	\$ 622	\$ 609
Establishment of asset and liability	502	502
Termination of subscription	(778)	(609)
Depreciation	(11)	—
Payment of Subscriptions Liability	—	(175)
Ending balance, net, June 30, 2025	<u>\$ 335</u>	<u>\$ 327</u>

VTA's schedule of future payments included in the measurement of the subscription liability is as follows (in thousands):

Fiscal Year Ending June 30	Principal	Interest	Total
2026	\$ 160	\$ 15.00	\$ 175.00
2027	167	8	175
	<u>\$ 327</u>	<u>\$ 23</u>	<u>\$ 350</u>

NOTE 22 - SUBSEQUENT EVENT

RECEIPT OF STATE GRANTS FOR BART SILICON VALLEY PHASE II

In June 2025, the California Transportation Commission approved a \$100 million state funding for BART Silicon Valley Phase II (BSVII). This consisted of \$25 million from the 2025 Local Partnership Competitive Program (LPP) in support of infrastructure projects that address mobility and transportation challenges, and \$75 million from the 2025 Solutions for Congested Corridors Program (SCCP) which named VTA as the implementing agency in pursuit of projects that relieve congestion, and promote sustainable and equitable transportation solutions.

The BSVII project will extend BART service six miles into downtown San Jose and Santa Clara, supporting state and regional goals around congestion relief, equity, and economic development. The estimated \$12 billion project is being funded through a combination of local, state, and federal sources, including a planned nearly \$5.1 billion contribution from the Federal Transit Administration's New Starts program.

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REQUIRED SUPPLEMENTARY INFORMATION
(Other than MD&A)

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SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Required Supplementary Information
Schedule of Changes in Net Pension Liability and Related Ratios
Amalgamated Transit Union Pension Plan
(In thousands)

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Total Pension Liability										
Service cost	\$ 21,104	\$ 21,610	\$ 20,168	\$ 19,528	\$ 17,118	\$ 18,275	\$ 17,818	\$ 16,953	\$ 16,024	\$ 14,788
Interest (includes interest on service cost)	60,948	58,800	56,331	54,663	53,888	52,368	51,921	47,850	46,152	45,110
Changes of benefits	—	—	5,061	—	—	—	—	—	—	—
Difference between expected and actual experience	14,296	5,390	10,984	2,339	(5,186)	2,349	(17,900)	12,285	6,440	7,748
Changes in Assumptions	—	(4,765)	(1,805)	(879)	15,130	7,307	—	21,918	13,105	14,577
Benefit payments, including refunds of member contributions	(56,028)	(54,912)	(54,279)	(50,386)	(48,506)	(47,023)	(44,311)	(41,566)	(38,454)	(35,588)
Net Change in Total Pension Liability	40,320	26,123	36,460	25,265	32,444	33,276	7,528	57,440	43,267	46,635
Total Pension Liability - Beginning	920,116	893,993	857,533	832,268	799,824	766,548	759,020	701,580	658,313	611,678
Total Pension Liability - Ending	960,436	920,116	893,993	857,533	832,268	799,824	766,548	759,020	701,580	658,313
Plan Fiduciary Net Position										
Contributions - Employer	31,602	30,426	32,632	29,114	28,770	30,552	32,282	28,524	27,385	25,751
Contributions - Member	5,943	6,844	6,145	5,674	5,222	4,850	3,343	2,725	1,070	—
Net Investment Income	78,850	79,498	41,908	(55,302)	157,392	(12,424)	23,408	40,605	60,472	2,245
Benefit payments, including refunds of member contributions	(56,028)	(54,912)	(54,279)	(50,386)	(48,506)	(47,023)	(44,311)	(41,566)	(38,454)	(35,588)
Administrative Expense	(393)	(407)	(431)	(416)	(420)	(375)	(409)	(403)	(324)	(281)
Net Change in Plan Fiduciary Net Position	59,974	61,449	25,975	(71,316)	142,458	(24,420)	14,313	29,885	50,149	(7,873)
Plan Fiduciary Net Position - Beginning	709,811	648,362	622,387	693,703	551,245	575,665	561,352	531,467	481,318	489,191
Plan Fiduciary Net Position - Ending	769,785	709,811	648,362	622,387	693,703	551,245	575,665	561,352	531,467	481,318
Net Pension Liability - Ending	\$ 190,651	\$ 210,305	\$ 245,631	\$ 235,146	\$ 138,565	\$ 248,579	\$ 190,883	\$ 197,668	\$ 170,113	\$ 176,995
Measurement Date	6/30/2025	6/30/2024	6/30/2023	6/30/2022	6/30/2021	6/30/2020	6/30/2019	6/30/2018	6/30/2017	6/30/2016
Plan Fiduciary Net Position as a percentage of the Total Pension Liability	80.15%	77.14%	72.52%	72.58%	83.35%	68.92%	75.10%	73.96%	75.75%	73.11%
Covered Payroll	\$ 158,739	\$ 160,019	\$ 149,576	\$ 143,982	\$ 130,271	\$ 137,584	\$ 133,749	\$ 139,288	\$ 131,544	\$ 126,796
Net Pension Liability as a percentage of covered payroll	120.10%	131.43%	164.22%	163.32%	106.37%	180.67%	142.72%	141.91%	129.32%	139.59%
Annual money-weight rate of return, net of investment expense	9.37%	9.31%	6.01%	(11.79)%	26.46%	2.53%	4.75%	4.77%	12.80%	1.34%

The actuarial report for all years did not include COLA assumptions.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Required Supplementary Information

Schedule of Employer Contributions

Amalgamated Transit Union Pension Plan

(In thousands)

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Actuarially-determined Contribution	\$ 31,602	\$ 30,426	\$ 32,632	\$ 29,114	\$ 28,770	\$ 30,552	\$ 32,282	\$ 28,524	\$ 27,385	\$ 25,720
Contributions in Relation to the Actuarially-determined Contribution	<u>31,602</u>	<u>30,426</u>	<u>32,632</u>	<u>29,114</u>	<u>28,770</u>	<u>30,552</u>	<u>32,282</u>	<u>28,524</u>	<u>27,385</u>	<u>25,751</u>
Contributions Deficiency/ (Excess)	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ (31)</u>
Covered Payroll	\$ 158,739	\$ 160,019	\$ 149,576	\$ 143,982	\$ 130,271	\$ 137,584	\$ 133,749	\$ 139,288	\$ 131,544	\$ 126,796
Contributions as a Percentage of Covered Payroll	19.91%	19.01%	21.81%	20.22%	22.08%	22.21%	24.14%	20.48%	20.82%	20.31%

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Required Supplementary Information
Schedule of Changes in Net Pension Liability and Related Ratios
California Public Employees' Retirement System (CalPERS)
(In thousands)

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Total Pension Liability										
Service cost	\$ 13,895	\$ 12,530	\$ 12,470	\$ 11,314	\$ 11,441	\$ 11,662	\$ 11,641	\$ 11,137	\$ 9,488	\$ 9,551
Interest	41,119	39,223	37,451	36,192	34,592	32,961	30,936	29,286	27,998	26,479
Changes of Benefit Terms	—	571								
Changes in Assumptions	—	—	16,935	—	—	—	(3,287)	24,077	—	(6,447)
Difference between Expected and Actual Experience	4,385	2,905	(2,102)	797	217	5,563	3,653	(2,259)	(1,007)	2,488
Benefit payments, including refunds of employee contributions	(30,145)	(28,529)	(26,963)	(25,705)	(23,048)	(20,821)	(18,843)	(17,083)	(15,940)	(14,341)
Net Change in Total Pension Liability	29,254	26,700	37,791	22,598	23,202	29,365	24,100	45,158	20,539	17,730
Total Pension Liability - Beginning	599,672	572,972	535,181	512,581	489,379	460,014	435,914	390,756	370,217	352,487
Total Pension Liability - Ending	628,926	599,672	572,972	535,181	512,581	489,379	460,014	435,914	390,756	370,217
Plan Fiduciary Net Position										
Contributions - Employer	20,740	19,530	16,753	17,813	15,179	13,486	11,976	11,865	10,248	8,684
Contributions - Employee	6,562	5,308	4,271	5,721	4,972	5,089	4,899	4,875	4,259	4,075
Net Investment Income	41,843	25,541	(34,029)	83,986	17,927	22,290	26,775	31,689	1,430	6,042
Benefit payments, including refunds of employee contributions	(30,145)	(28,529)	(26,963)	(25,705)	(23,048)	(20,821)	(18,843)	(17,083)	(15,940)	(14,341)
Plan to Plan Resource Movement	—	(3)	—	—	—	—	78	37	\$ (40)	—
Administrative Expense	(353)	(304)	(282)	(372)	(504)	(241)	(490)	(418)	(173)	656
Other Miscellaneous Income/(Expense)	—	—	—	—	—	1	(930)	—	—	—
Net Change in Fiduciary Net Position	38,647	21,543	(40,250)	81,443	14,526	19,804	23,465	30,965	(216)	5,116
Plan Fiduciary Net Position - Beginning	434,673	413,130	453,380	371,935	357,409	337,605	314,140	283,175	283,391	278,275
Plan Fiduciary Net Position - Ending	473,320	434,673	413,130	453,380	371,935	357,409	337,605	314,140	283,175	283,391
Plan Net Pension Liability - Ending	\$ 155,606	\$ 164,999	\$ 159,842	\$ 81,801	\$ 140,646	\$ 131,970	\$ 122,409	\$ 121,774	\$ 107,581	\$ 86,826
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	75.26%	72.49%	72.10%	84.72%	72.56%	73.03%	73.39%	72.06%	72.47%	78.95%
Covered Payroll	\$ 80,552	\$ 71,890	\$ 71,173	\$ 70,101	\$ 70,407	\$ 70,673	\$ 70,158	\$ 65,842	\$ 61,209	\$ 60,375
Plan Net Pension Liability as a Percentage of Covered Payroll	193.16%	229.52%	224.58%	116.69%	199.76%	186.73%	174.48%	184.95%	175.76%	143.81%
Measurement Date	6/30/2024	6/30/2023	6/30/2022	6/30/2021	6/30/2020	6/30/2019	6/30/2018	6/30/2017	6/30/2016	6/30/2015

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Required Supplementary Information
Schedule of Employer Contributions
California Public Employees' Retirement System (CalPERS)
(In thousands)

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Contractually Required Contribution	\$ 20,740	\$ 19,530	\$ 16,753	\$ 17,827	\$ 16,710	\$ 15,208	\$ 13,572	\$ 12,208	\$ 11,516	\$ 10,567
Contributions in Relation to the Contractually Required	20,740	19,530	16,753	17,827	16,710	15,208	13,572	12,208	11,516	10,567
Contributions Deficiency/(Excess)	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>
Covered Payroll (not based on measurement date)	\$ 80,552	\$ 71,890	\$ 71,173	\$ 71,542	\$ 71,385	\$ 70,084	\$ 73,461	\$ 71,140	\$ 68,156	\$ 61,209
Contributions as a Percentage of Covered Payroll	25.75%	27.17%	23.53%	24.92%	23.41%	21.70%	18.48%	17.16%	16.90%	17.26%

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Required Supplementary Information
Schedule of Changes in the Plan's Net OPEB Asset and Related Ratios
Retirees' Other Post Employment Benefits (OPEB)
(In thousands)

	2025	2024	2023	2022	2021	2020	2019	2018	2017
Total OPEB Liability									
Service cost	\$ 11,471	\$ 9,140	\$ 8,895	\$ 6,589	\$ 6,300	\$ 6,141	\$ 6,190	\$ 5,697	\$ 5,888
Interest cost	20,573	17,785	17,072	18,320	18,298	17,810	17,190	16,695	15,872
Benefit payments	(16,110)	(15,029)	(14,577)	(18,860)	(14,194)	(13,771)	(13,142)	(12,539)	(13,055)
Effect of Change in Actuarial Assumptions/Methods	—	27,306	—	6,217	7,004	(12)	6,523	(1,057)	—
Difference between Expected and Actual Experience	—	3,614	—	(14,980)	(8,435)	(3,064)	(7,876)	(1,670)	—
Effect of Plan Amendments	—	—	—	—	—	—	306	—	—
Net change in Total OPEB Liability	15,934	42,816	11,390	(2,714)	8,973	7,104	9,191	7,126	8,705
Total OPEB Liability - Beginning	325,753	282,937	271,547	274,261	265,288	258,184	248,993	241,867	233,162
Total OPEB Liability - Ending (a)	341,687	325,753	282,937	271,547	274,261	265,288	258,184	248,993	241,867
Plan Fiduciary Net Position									
Contributions to Plan Trusts	5,225	4,963	6,398	6,311	5,717	5,799	9,086	—	4,047
Benefit Payments from Plan Trusts	(16,110)	(15,029)	(14,577)	(18,860)	(14,194)	(13,771)	(13,142)	(12,539)	(13,054)
Administrative Expenses from Plan Trusts	(111)	(83)	(20)	(181)	(94)	(91)	(93)	(109)	(25)
Expected Investment Return	—	42,894	23,001	(31,098)	22,868	22,861	21,931	20,550	18,976
Investment Experience (Loss)/Gain	47,454	—	—	—	52,119	(14,457)	(2,528)	7,575	14,350
Net Change in Fiduciary Net Position	36,458	32,745	14,802	(43,828)	66,416	341	15,254	15,477	24,294
Plan Fiduciary Net Position - Beginning	401,101	368,356	353,554	397,382	330,966	330,625	315,371	299,894	275,600
Plan Fiduciary Net Position - Ending (b)	437,559	401,101	368,356	353,554	397,382	330,966	330,625	315,371	299,894
Net OPEB Asset - Ending (a) - (b)	<u>\$ (95,872)</u>	<u>\$ (75,348)</u>	<u>\$ (85,419)</u>	<u>\$ (82,007)</u>	<u>\$ (123,121)</u>	<u>\$ (65,678)</u>	<u>\$ (72,441)</u>	<u>\$ (66,378)</u>	<u>\$ (58,027)</u>
Plan Fiduciary Net Position as a Percentage of the Total OPEB Liability = (b) / (a)	128.06%	123.13%	130.19%	130.20%	144.89%	124.76%	128.06%	126.66%	123.99%
Covered Payroll¹	\$ 274,852	\$ 260,964	\$ 237,306	\$ 233,952	\$ 187,551	\$ 186,300	\$ 181,761	\$ 185,861	\$ 176,709
Net OPEB Asset as a Percentage of Covered Payroll	(34.88)%	(28.87)%	(36.00)%	(35.05)%	(65.65)%	(35.25)%	(39.86)%	(35.71)%	32.84%
Measurement Date	6/30/2025	6/30/2024	6/30/2023	6/30/2022	6/30/2021	6/30/2020	6/30/2019	6/30/2018	6/30/2017
Annual money-weight rate of return, net of investment expense	11.97%	11.78%	6.57%	(7.87)%	19.50%	1.03%	6.44%	9.83%	12.51%

Information not available prior to 2017.

¹Covered-payroll included payroll subjected to medicare tax withholding (generated from SAP). FY 2021 and prior years were based on actuarial reports.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Required Supplementary Information
Schedule of Employer Contributions
Retirees' Other Post Employment Benefits (OPEB) Plan
(In thousands)

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Actuarially-determined Contribution	\$ 4,978	\$ (3,094)	\$ (1,948)	\$ (5,483)	\$ (5,657)	\$ (5,035)	\$ 3,410	\$ (2,113)	\$ 4,574	\$ 4,785
Contributions in Relation to the Actuarially-determined Contribution	5,225	4,963	6,398	6,311	5,717	5,799	9,086	—	4,047	4,785
Contributions Deficiency/(Excess)	<u>\$ (247)</u>	<u>\$ (8,057)</u>	<u>\$ (8,346)</u>	<u>\$ (11,794)</u>	<u>\$ (11,374)</u>	<u>\$ (10,834)</u>	<u>\$ (5,676)</u>	<u>\$ (2,113)</u>	<u>\$ 527</u>	<u>\$ —</u>
Covered Payroll ¹	\$ 274,852	\$ 260,964	\$ 237,306	\$ 233,952	\$ 187,551	\$ 186,300	\$ 181,761	\$ 185,861	\$ 176,709	\$ 168,869
Contributions as a Percentage of Covered Payroll	1.90%	1.90%	2.70%	2.70%	3.05%	3.11%	5.00%	—%	2.29%	2.83%

¹Covered-payroll included payroll subjected to medicare tax withholding (generated from SAP). FY 2021 and prior years were based on actuarial reports.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Required Supplementary Information

Budgetary Comparison Schedule

2000 Measure A Program Special Revenue Fund

For the year ended June 30, 2025

(In thousands)

	Original Operating Budget	Final Operating Budget	Actual	Variance Final to Actual Positive/ (Negative)
Revenues:				
Sales tax receipts	\$ 290,223	\$ 290,223	\$ 280,367	\$ (9,856)
Investment earnings	3,575	3,575	8,170	4,595
Federal subsidy for Build America Bonds	6,440	6,440	—	(6,440)
Other income	611	611	455	(156)
Total revenues	<u>300,849</u>	<u>300,849</u>	<u>288,992</u>	<u>(11,857)</u>
Non-project expenditures:				
Operating assistance to VTA Transit	60,221	60,221	58,176	2,045
Professional, special and other services	560	560	315	245
Miscellaneous	31	31	19	12
Repayment of debt service to VTA Transit	17,473	17,473	17,477	(4)
Principal payment, bond interest and other bond charges	71,805	71,805	67,150	4,655
Total non-project expenditures:	<u>150,090</u>	<u>150,090</u>	<u>143,137</u>	<u>6,953</u>
Change in fund balance	<u>\$ 150,759</u>	<u>\$ 150,759</u>	<u>145,855</u>	<u>\$ (4,904)</u>
GAAP reconciliation and unbudgeted items:				
Federal, state and local grant revenues			548,397	
Contribution to other agencies			(202,818)	
Unrealized gain/(loss) on investments			2,764	
Amortization of premium/discounts on investment			82	
Interest not requiring use of financial resources			(481)	
Other expenditures			(817)	
Transfers out			(478,583)	
Total GAAP reconciliation and unbudgeted items			<u>(131,456)</u>	
Change in fund balance, on a GAAP basis			14,399	
Fund balance, beginning of year			264,630	
Fund balance, end of year			<u>\$ 279,029</u>	

See Note accompanying this schedule

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Required Supplementary Information

Budgetary Comparison Schedule

2016 Measure B Program Special Revenue Fund

For the year ended June 30, 2025

(In thousands)

	Original Budget	Final Budget	Actual	Variance Final to Actual Positive/ (Negative)
Revenues:				
Sales Tax Revenues	\$ 290,223	\$ 290,223	\$ 280,641	\$ (9,582)
Investment earnings (losses)	7,475	7,475	54,805	47,330
Total Revenues	<u>297,698</u>	<u>297,698</u>	<u>335,446</u>	<u>37,748</u>
Expenditures:				
Labor and overhead costs	—	1,424	1,424	—
Professional services	—	1,000	932	68
Data Processing	—	—	—	—
Miscellaneous	—	—	33	(33)
Total Expenditures	<u>—</u>	<u>3,972</u>	<u>2,389</u>	<u>35</u>
Change in fund balance, on a budgetary basis	<u>\$ 297,698</u>	<u>\$ 293,726</u>	333,057	<u>\$ 37,783</u>
Expenditures not budgeted:				
Contributions to other agencies			(271,230)	
Transfers out			(20,060)	
Change in fund balance, on a GAAP basis			41,767	
Fund Balance, Beginning of Year			<u>842,259</u>	
Fund Balance, End of Year			<u>\$ 884,026</u>	

See Note accompanying this schedule

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Required Supplementary Information

Budgetary Comparison Schedule

Congestion Management Program Special Revenue Fund

For the year ended June 30, 2025

(In thousands)

	Original Budget	Final Budget	Actual	Variance Final to Actual Positive/ (Negative)
Revenues:				
Assessments to member agencies	\$ 3,262	\$ 3,262	\$ 3,262	\$ —
Federal grant revenues	2,500	2,500	2,500	—
Administrative fees	—	—	177	177
State and local operating assistance grants	595	595	454	(141)
Other revenues	300	300	693	393
Investment earnings	50	50	68	18
Total Revenues	<u>6,707</u>	<u>6,707</u>	<u>7,154</u>	<u>447</u>
Expenditures:				
VTA labor and overhead costs	5,641	5,771	5,757	14
Services and other:				
Professional services	856	726	643	83
Other services	21	21	21	—
Contribution to Other Agencies	555	824	129	695
Total Expenditures	<u>7,073</u>	<u>7,342</u>	<u>6,550</u>	<u>792</u>
Change in fund balance	<u>\$ (366)</u>	<u>\$ (635)</u>	604	<u>\$ 1,239</u>
Fund Balance, Beginning of Year			<u>3,249</u>	
Fund Balance, End of Year			<u>\$ 3,853</u>	

See Note accompanying this schedule

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Required Supplementary Information
Budgetary Comparison Schedule
Congestion Management & Highway Program Special Revenue Fund
For the year ended June 30, 2025
(In thousands)

	Original Budget	Final Budget	Actual	Variance Final to Actual Positive/ (Negative)
Revenues:				
Federal, state, and local grants	\$ 36,607	\$ 36,607	\$ 36,647	\$ 40
Expenditures:				
Capital expenditures on behalf of other agencies, and transfers out	36,607	36,607	36,647	(40)
Change in fund balance, on a budgetary basis	<u>\$ —</u>	<u>\$ —</u>	—	<u>\$ —</u>
Fund Balance, Beginning of Year			—	
Fund Balance, End of Year			<u>\$ —</u>	

See Note accompanying this schedule

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Required Supplementary Information
Budgetary Comparison Schedule
Bay Area Air Quality Management Program Special Revenue Fund
For the year ended June 30, 2025
(In thousands)

	Original Budget	Final Budget	Actual	Variance Final to Actual Positive/ (Negative)
Revenues:				
State and local operating assistance grants	\$ 2,523	\$ 2,623	\$ 2,523	\$ —
Investment earnings (losses)	182	182	182	—
Total Revenues	<u>2,705</u>	<u>2,805</u>	<u>2,705</u>	<u>—</u>
Expenditures:				
Program payments	<u>4,091</u>	<u>4,091</u>	<u>4,091</u>	<u>—</u>
Change in fund balance, on a budgetary basis	<u><u>\$ (1,386)</u></u>	<u><u>\$ (1,286)</u></u>	<u>(1,386)</u>	<u><u>\$ —</u></u>
Fund Balance, Beginning of Year			<u>5,258</u>	
Fund Balance, End of Year			<u><u>\$ 3,872</u></u>	

See Note accompanying this schedule

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Required Supplementary Information

Budgetary Comparison Schedule

Senate Bill 83 Vehicle Registration Fee Special Revenue Fund

For the year ended June 30, 2025

(In thousands)

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	<u>Variance Final to Actual Positive/ (Negative)</u>
Revenues:				
Federal, state, and local grants	\$ 16,205	\$ 16,205	\$ 16,205	\$ —
Investment earnings	<u>1,746</u>	<u>1,746</u>	<u>1,746</u>	<u>—</u>
Total Revenues	<u>17,951</u>	<u>17,951</u>	<u>17,951</u>	<u>—</u>
Expenditures:				
Program payments	15,782	15,782	15,781	1
Professional services	<u>22</u>	<u>22</u>	<u>22</u>	<u>—</u>
Total Expenditures	<u>15,804</u>	<u>15,804</u>	<u>15,803</u>	<u>1</u>
Change in fund balance, on a budgetary basis	<u>\$ 2,147</u>	<u>\$ 2,147</u>	<u>2,148</u>	<u>\$ 1</u>
Fund Balance, Beginning of Year			<u>35,127</u>	
Fund Balance, End of Year			<u>\$ 37,275</u>	

See Note accompanying this schedule

Note 1 - Budgetary Basis of Accounting

State law requires the adoption of an annual budget, which must be approved by the VTA's Board of Directors. VTA's Board adopts a biennial budget for its Congestion Management Program, 2016 Measure B Program, 2000 Measure A Program, and Congestion Management and Highway Program Special Revenue Funds. The Bay Area Air Quality Management and Vehicle Registration Fees programs received pass-through grants in which VTA has merely administrative involvement. The budget for the Special Revenue Funds is prepared on a modified accrual basis but excludes unrealized gains and losses on investments, certain capital federal and state revenues, expenditures, and transfers.

The budgetary control is maintained at the fund level. The Division Chief must authorize line item reclassification amendments to the budget. Managers are assigned the responsibility for controlling their budgets and monitoring operating expenses. Annual appropriations for the operating budget lapse at the end of the fiscal year to the extent that they have not been expended. The unexpended capital budget at fiscal year-end is carried forward from year to year until the project is completed.

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SUPPLEMENTARY INFORMATION
(Individual and Combining Fund Information)

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SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Budgetary Comparison Schedule - Enterprise Fund
MTA Transit Fund
For the year ended June 30, 2025
(In thousands)

	Adopted Budget	Final Budget	Actual	Variance Final to Actual Positive / (Negative)
REVENUES				
Fares - Transit	\$ 25,912	\$ 25,912	\$ 26,660	\$ 748
Fares - Paratransit	1,546	1,546	1,457	(89)
1976 1/2 Cent Sales Tax	290,223	290,223	280,384	(9,839)
Transportation Development Act funds	129,707	129,707	122,991	(6,716)
2000 Measure A Sales Tax Operating Assistance	60,221	60,221	58,176	(2,045)
2016 Measure B -Transit Operations	20,270	20,270	20,060	(210)
STA	46,982	46,982	43,819	(3,163)
Federal Operating Grants	5,899	5,899	6,875	976
State Operating Grants	150	150	3,919	3,769
Investment Earnings	18,961	18,961	25,841	6,880
Advertising Income	3,225	3,225	3,225	—
Other Income	21,389	21,389	22,838	1,449
Total revenues	624,485	624,485	616,246	(8,239)
OPERATING EXPENSES				
Labor Costs	426,392	427,023	427,014	9
Materials & Supplies	27,591	27,291	29,992	(2,701)
Security	24,874	23,387	26,221	(2,834)
Professional & Special Services	14,083	17,690	15,499	2,191
Other Services	16,848	16,382	15,959	423
Fuel	12,797	12,797	11,690	1,107
Traction Power	7,222	7,222	6,238	984
Tires	2,006	2,006	1,996	10
Utilities	4,628	4,628	5,078	(450)
Insurance	11,028	11,028	9,834	1,194
Data Processing	9,923	9,374	9,319	55
Office Expense	304	304	292	12
Communications	2,228	2,228	1,893	335
Employee Related Expense	2,234	2,607	2,023	584
Leases & Rents	1,682	1,257	1,494	(237)
Miscellaneous	975	4,836	1,183	3,653
Reimbursements	(44,566)	(44,566)	(46,717)	2,151
Total operating expenses	520,249	525,494	519,008	6,486

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Budgetary Comparison Schedule - Enterprise Fund (continued)
VTA Transit Fund
For the year ended June 30, 2025
(In thousands)

	Adopted Budget	Final Budget	Actual	Variance Final to Actual Positive / (Negative)
OTHER EXPENSES				
Paratransit	31,695	31,695	31,047	648
Altamont Corridor Express	7,147	7,147	6,945	202
Highway 17 Express	454	454	427	27
Monterey-San Jose Express Service	77	77	79	(2)
Contribution to Other Agencies	1,131	1,035	822	213
Debt Service	20,732	20,732	22,106	(1,374)
Transfer to capital reserve	40,000	40,000	35,812	4,188
Contingencies	3,000	84	—	84
Total other expenses	104,236	101,225	97,238	3,987
Total operating and other expenses	624,485	626,719	616,246	10,473
Change in net position, on a budgetary basis	\$ —	\$ (2,234)	—	\$ 2,234

Reconciliation of net income on a budgetary basis to net income on a GAAP Basis:

Capital Contributions	64,540
Project Expenditures	(5,289)
Capital Contributions to Other Agencies	(12,015)
Bond Principal Payment	18,535
Net of amortization of investment premium and (discount)	277
Net of amortization of bond premium and (deferred loss)	2,664
Unrealized gain on investment	6,546
Debt Reduction Fund Interest Earnings	6,429
Other non-operating income/(loss)	(673)
Other non-budgetary revenues/(expenses)	(10,965)
Pension-related (GASB 68) & OPEB-related (GASB 75) expenses	(11,251)
OPEB-related (GASB 87) lease income	(46)
Subscription-based IT arrangements (GASB 96) expenses	(12)
PERS employer contribution deferred	23,670
Transfer to capital reserve	35,812
Transfers in (net of transfers out)	1,844
Depreciation	(84,712)
Net change in net position, on a GAAP Basis	\$ 35,354

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

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Combining Statement of Fiduciary Net Position

Retiree Benefits Trust Funds

June 30, 2025

(In thousands)

			ATU Medical Trusts			
	ATU Pension Trust	OPEB Trust	Spousal Medical	Vision/ Dental	Total Medical Trusts	Total
ASSETS						
Cash and cash equivalents	\$ —	\$ 356	\$ 17	\$ 12	\$ 29	\$ 385
Investments	772,984	437,394	34,350	24,098	58,448	1,268,826
Receivables	884	567	—	—	—	1,451
Total assets	<u>773,868</u>	<u>438,317</u>	<u>34,367</u>	<u>24,110</u>	<u>58,477</u>	<u>1,270,662</u>
LIABILITIES						
Accounts payable	1,284	758	6	5	11	2,053
Due to other funds	<u>2,799</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>2,799</u>
Total liabilities	<u>4,083</u>	<u>758</u>	<u>6</u>	<u>5</u>	<u>11</u>	<u>4,852</u>
NET POSITION						
<i>Restricted for:</i>						
Pension benefits	769,785	—	—	—	—	769,785
Other post-employment benefits	—	437,559	—	—	—	437,559
Spousal medical benefits	—	—	34,361	—	34,361	34,361
Retiree dental and vision benefits	—	—	—	24,105	24,105	24,105
TOTAL NET POSITION	<u>\$ 769,785</u>	<u>\$ 437,559</u>	<u>\$ 34,361</u>	<u>\$ 24,105</u>	<u>\$ 58,466</u>	<u>\$1,265,810</u>

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Combining Statement of Changes in Fiduciary Net Position
Retiree Benefits Trust Funds
For the year ended June 30, 2025
(In thousands)

	ATU Medical Trusts					
	ATU Pension Trust	OPEB Trust	Spousal Medical	Vision/ Dental	Total Medical Trusts	Total
ADDITIONS						
Employee contributions	\$ 5,943	\$ —	\$ 1,478	\$ 370	\$ 1,848	\$ 7,791
Employer contributions	31,602	5,225	—	—	—	36,827
Total contributions	37,545	5,225	1,478	370	1,848	44,618
Investment earnings/(loss):						
Investment income	29,266	17,578	945	641	1,586	48,430
Net change in the fair value of investments	54,127	32,397	2,797	1,894	4,691	91,215
Investment expense	(4,543)	(2,521)	(2)	(2)	(4)	(7,068)
Net investment earnings/(loss)	78,850	47,454	3,740	2,533	6,273	132,577
Total additions	116,395	52,679	5,218	2,903	8,121	177,195
DEDUCTIONS						
Benefit payments	56,028	16,110	1,808	348	2,156	74,294
Services	—	—	28	14	42	42
Administrative expenses	393	111	—	—	—	504
Total deductions	56,421	16,221	1,836	362	2,198	74,840
Change in net position	59,974	36,458	3,382	2,541	5,923	102,355
Net position, beginning of year	709,811	401,101	30,979	21,564	52,543	1,163,455
Net position, end of year	<u>\$ 769,785</u>	<u>\$ 437,559</u>	<u>\$ 34,361</u>	<u>\$ 24,105</u>	<u>\$ 58,466</u>	<u>\$ 1,265,810</u>

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Unrestricted Net Position For the year ended June 30, 2025 (In thousands)

	Enterprise Funds				
	VTA Transit Fund	BART Operating Fund	Express Lanes Fund	Joint Development Fund	Total Enterprise Funds
Local share of capital projects	\$ 327,888	\$ —	\$ —	\$ 18,701	\$ 346,589
Debt reduction	77,043	—	—	—	77,043
Transit capital reserve	195,052	—	—	—	195,052
Express Lane	—	—	19,878	—	19,878
BART Operating	—	433,312	—	—	433,312
Joint Development	—	—	—	5,759	5,759
Sales tax stabilization	35,000	—	—	—	35,000
Operating reserve	90,448	—	—	—	90,448
Inventory and prepaid items	40,670	—	—	—	40,670
Net Deferrals: Net OPEB Asset (GASB75)	(1,765)	—	—	—	(1,765)
Net Pension Liability (GASB 68)*	(318,457)	—	—	—	(318,457)
Net Lease Asset (Liability) (GASB 87)	1,256	—	—	(36)	1,220
Total	\$ 447,135	\$ 433,312	\$ 19,878	\$ 24,424	\$ 924,749

*Net of related pension and OPEB deferrals

	Governmental Fund
	2000 Measure A Program
Governmental funds, June 30, 2025 (page 2-27)	\$ 279,029
Long-term liabilities, including bonds payable, are not due and payable in the current period and therefore, are not reported in the fund:	
Long-term debt	(656,298)
Deferred outflows of resources	34,056
Restricted for Debt Service	(16,932)
Interest Payable on bonds outstanding is not due and payable in the current period, and therefore, is not reported in the funds	(6,603)
Deficit Net Position , June 30, 2025 (page 2-20)	<u>\$ (366,748)</u>

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STATISTICAL SECTION

FINANCIAL TRENDS:

These schedules contain trend information to help the reader understand how VTA's financial performance and financial condition changed over time:

Table 1 - Changes in Net Position

Table 2 - Net Position by Component

Table 3 - Fund Balances and Changes in Fund Balances, Governmental Funds

Table 4 - Current Ratio

Table 5 - Operating Revenues and Operating Expenses

Table 6 - Non-operating Assistance

Table 7 - Targeted Operating Reserves

REVENUE CAPACITY:

These schedules contain information to help the reader assess VTA's most significant local revenue source, the sales tax:

Table 8 - Revenue Base and Revenue Rates

Table 9 - Sales Tax Rates

Table 10 - Principal Sales Tax Payers in Santa Clara County by Segments

DEBT CAPACITY:

These schedules present information to help the reader assess the affordability of VTA's current levels of outstanding debt and VTA's ability to issue additional debt in the future:

Table 11 - Total Outstanding Debt by Type

Table 12 - Ratios of Outstanding Debt

Table 13 - Direct and Overlapping Debt and Debt Limitation

Table 14 - Pledged Revenue Coverage - 1976 Half-Cent Sales Tax Revenue Bonds

Table 15 - Pledged Revenue Coverage - 2000 Measure A Half-Cent Sales Tax Revenue Bonds

Table 16 - Projected Pledged Revenue Coverage

DEMOGRAPHIC AND ECONOMIC INFORMATION:

These schedules offer demographic and economic indicators to help the reader understand the environment within which VTA's financial activities take place:

Table 17 - Population Trends

Table 18 - Income and Unemployment Rates

Table 19 - Wage and Salary Employment by Industry (Annual Average)

Table 20 - Silicon Valley Major Employers

OPERATING INFORMATION:

Table 21 - Operating Indicators

Table 22 - Farebox Recovery Ratio

Table 23 - Revenue Miles

Table 24 - Passenger Miles

Table 25 - Selected Statistical Data

Table 26 - System Data

Table 27 - Employee Headcount

Table 28 - Capital Assets

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Table 1
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Financial Trend - Changes in Net Position
Ten Years Ended June 30, 2025
(In thousands)

	2016	2017 ¹	2018	2019	2020	2021	2022	2023	2024	2025
EXPENSES										
<i>Business-type activities:</i>										
Transit										
Operations and Operating Projects	\$ 431,212	\$ 471,655	\$ 495,785	\$ 487,725	\$ 528,001	\$ 638,943	\$ 708,316	\$ 765,828	\$ 859,089	\$ 829,356
Caltrain Subsidy	8,414	8,390	8,967	10,790	10,800	10,800	9,120	— ²	—	—
Capital Expenses on behalf of, and contribution to other agencies	53,094	6,497	7,344	23,809	189,358	5,850	3,178	1,015	1,052	12,747
Altamont Corridor Express Subsidy	3,166	3,270	3,383	3,502	3,634	3,893	3,337	1,458	4,442	4,612
Interest Expense	11,330	7,326	6,972	13,060	6,464	5,972	5,206	3,553	2,152	2,064
Other Expenses	4,177	576	657	5,446	1,444	618	681	4,277	519	1,235
Benefit Payments	12,999	12,654	17,437	15,359	15,096	19,067	15,594	13,940	18,455	17,072
Total Business-Type Activities Expenses	524,392	510,368	540,545	559,691	754,797	685,143	745,432	790,071	885,709	867,086
<i>Governmental activities:</i>										
Congestion Management										
Operations and operating projects	8,228	8,868	8,159	8,122	6,533	7,923	8,165	8,258	8,634	8,799
Interest Expense	—	7,928	8,068	7,833	10,730	26,528	35,158	30,890	29,560	28,838
Program Payments	—	—	—	—	—	17,767	20,181	17,335	19,526	19,872
Other Expenses	—	2,352	1,452	1,155	2,277	1,453	600	1,727	1,045	851
Capital expenditures on behalf of, and contribution to other agencies ³	11,399	89,556	68,188	53,663	169,105	149,836	185,990	197,370	525,798	509,494
Total governmental activities expenses	19,627	108,704	85,867	70,773	188,645	203,507	250,094	255,580	584,563	567,854
Total primary government expenses	544,019	619,072	626,412	630,464	943,442	888,650	995,526	1,045,651	1,470,272	1,434,940
PROGRAM REVENUES										
<i>Business-type activities:</i>										
Charges for services	42,316	40,194	42,434	44,720	37,897	22,253	40,221	60,605	70,768	73,209
Operating grants	126,988 ⁴	115,191	130,919	160,967	214,022	221,874	316,428	178,501	183,779	182,967
Capital grants	271,057	38,713	58,259	53,855	29,212	20,133	10,643	19,853	93,345	65,442
Total business-type activities program revenues	440,361	194,098	231,612	259,542	281,131	264,260	367,292	258,959	347,892	321,618
<i>Governmental activities:</i>										
Charges for services	2,529	2,549	2,664	2,814	3,044	3,007	3,082	3,168	3,321	3,439
Operating grants	16,585 ⁵	172,844	107,957	112,348	131,088	120,538	111,751	155,991	441,563	606,726
Total governmental activities program revenues	19,114	175,393	110,621	115,162	134,132	123,545	114,833	159,159	444,884	610,165
Total primary government revenues	459,475	369,491	342,233	374,704	415,263	387,805	482,125	418,118	792,776	931,783
NET PROGRAM (EXPENSES)/REVENUES										
Business-type activities	(84,031)	(316,270)	(308,933)	(300,149)	(473,666)	(420,883)	(378,140)	(531,112)	(537,817)	(545,468)
Governmental activities	(513)	66,689	24,754	44,389	(54,513)	(79,962)	(135,261)	(96,421)	(139,679)	42,311
Total primary government net program (expenses)/revenues	(84,544)	(249,581)	(284,179)	(255,760)	(528,179)	(500,845)	(513,401)	(627,533)	(677,496)	(503,157)

Table 1
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Financial Trend - Changes in Net Position (continued)
Ten Years Ended June 30, 2025
(In thousands)

	<u>2016</u>	<u>2017¹</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
GENERAL REVENUES AND OTHER CHANGES IN NET POSITION										
<i>Business-type activities:</i>										
Sales tax revenue	460,316	259,029	257,380	295,873	260,596	274,498	321,768	342,449	332,191	349,073
Investment income	19,102	2,055	3,222	27,033	29,294	5,197	(22,637)	22,365	64,506	68,072
Other income	3,335	5,233	3,317	7,237	5,494	2,874	3,198	16,436	3,977	3,100
Transfers	—	286,989	250,769	297,919	297,934	239,152	275,291	330,667	541,746	575,960
<i>Total business-type activities</i>	<u>482,753</u>	<u>553,306</u>	<u>514,688</u>	<u>628,062</u>	<u>593,318</u>	<u>521,721</u>	<u>577,620</u>	<u>711,917</u>	<u>942,420</u>	<u>996,205</u>
<i>Governmental activities:</i>										
Sales tax revenue	—	208,672	207,870	474,538	419,209	440,862	516,470	548,271	533,519	561,008
Investment income	16	2,411	2,813	24,782	39,482	3,601	(27,136)	23,954	59,428	67,817
Other income	155	531	760	628	1,086	681	789	898	957	1,148
Transfers	—	(340,682)	(250,769)	(297,919)	(297,934)	(239,152)	(275,291)	(330,667)	(541,746)	(575,960)
Extraordinary item ⁶	—	—	—	256,090	—	—	—	—	—	—
<i>Total governmental activities</i>	<u>171</u>	<u>(129,068)</u>	<u>(39,326)</u>	<u>458,119</u>	<u>161,843</u>	<u>205,992</u>	<u>214,832</u>	<u>242,456</u>	<u>52,158</u>	<u>54,013</u>
TOTAL PRIMARY GOVERNMENT CHANGE IN NET POSITION	<u>482,924</u>	<u>424,238</u>	<u>475,362</u>	<u>1,086,181</u>	<u>755,161</u>	<u>727,713</u>	<u>792,452</u>	<u>954,373</u>	<u>994,578</u>	<u>1,050,218</u>
Business-type activities	398,722	290,729	205,755	327,913	119,652	100,838	199,480	180,805	404,603	450,737
Governmental activities	(342)	(62,379)	(14,572)	502,508	107,330	126,030	79,571	146,035	(87,521)	96,324
Total primary government	<u>\$ 398,380</u>	<u>\$ 228,350</u>	<u>\$ 191,183</u>	<u>\$ 830,421</u>	<u>\$ 226,982</u>	<u>\$ 226,868</u>	<u>\$ 279,051</u>	<u>\$ 326,840</u>	<u>\$ 317,082</u>	<u>\$ 547,061</u>

¹FY 2017 was restated due to change of 2000 Measure A Program Fund from enterprise to governmental in FY 2018.

²VTA did not contribute to the Caltrain commuter rail service due to the passage of Measure RR that provided a dedicated funding source for Caltrain.

³In FY2020, the contributions to other agencies and capital projects for the benefit of other agencies were pooled into one account.

⁴Starting with FY 2016, BABs subsidy was reported under Program Revenues-Operating Grants.

⁵Capital Grants under governmental activities were reported under Operating Grants starting with FY 2016. These grants operate assets that will be owned by other entities.

⁶Represents collections of 2016 Measure B Sales Tax prior to FY 2019.

Table 2
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Financial Trends - Net Position by Component
Ten Years Ended June 30, 2025
(In thousands)

	2016	2017 ¹	2018 ²	2019	2020	2021	2022	2023	2024	2025
BUSINESS-TYPE ACTIVITIES										
Net Investment in Capital Assets	\$3,394,540	\$4,616,263	\$4,839,251	\$5,058,104	\$5,059,705	\$5,078,709	\$5,097,498	\$5,179,068	\$5,589,487	\$6,002,980
Restricted	789,000	11,572	9,910	6,003	9,286	10,388	10,030	107,740 ³	92,997	116,509
Unrestricted	186,049	384,850	411,441	524,408	639,176	719,908	900,957	902,482	911,409	925,141
Total Business-Type Activities	4,369,589	5,012,685	5,260,602	5,588,515	5,708,167	5,809,005	6,008,485	6,189,290	6,593,893	7,044,630
Net Position										
GOVERNMENTAL ACTIVITIES										
Restricted	1,157	72,868	56,746	597,807	790,771	914,620	983,898	1,088,855	905,487	945,958
Unrestricted	—	(486,458)	(484,907)	(523,460)	(609,094)	(569,819)	(559,526)	(518,448)	(422,601)	(366,748)
Total Governmental-Type Activities	1,157	(413,590)	(428,161)	74,347	181,677	344,801	424,372	570,407	482,886	579,210
Fund Balance										
PRIMARY GOVERNMENT										
Net Investment in Capital Assets	3,394,540	4,616,263	4,839,251	5,058,104	5,059,705	5,078,709	5,097,498	5,179,068	5,589,487	6,002,980
Restricted	790,157	84,440	66,656	603,810	800,057	925,008	993,928	1,196,595	998,484	1,062,467
Unrestricted	186,049	(101,608)	(73,466)	948	30,082	150,089	341,431	384,034	488,808	558,393
Total Primary Governmental	\$4,370,746	\$4,599,095	\$4,832,441	\$5,662,862	\$5,889,844	\$6,153,806	6,432,857	6,759,697	\$7,076,779	\$7,623,840
Net Position										
Restatement due to GASB84										
implemented in FY2021⁴					37,094					
Restated Total Primary										
Governmental Net Position					\$5,926,938					

¹FY 2017 was restated due to change of 2000 Measure A Program Fund from enterprise to governmental in FY 2018.

²FY 2018 was restated by \$42.2 million due to implementation of GASB75.

³Net OPEB Asset of \$92.8 million was categorized under Restricted starting FY 2023.

⁴FY 2021 was restated due to implementation of GASB 84. This required the transfer of BAAQ and VRF funds from Agency to Governmental as assets derived from pass-through grants for which the government has administrative or direct financial involvement should be reported with the governmental or business-type activities.

Table 3
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Financial Trends – Fund Balances and Changes in Fund Balances, Governmental Funds
Ten Years Ended June 30, 2025
(Modified Accrual Basis of Accounting)

	(In thousands)									
	2016	2017 ¹	2018	2019	2020	2021	2022	2023	2024	2025
REVENUES										
Member Agency Assessment Revenue	\$ 2,407	\$ 2,407	\$ 2,528	\$ 2,654	\$ 2,880	\$ 2,843	\$ 2,942	\$ 3,046	\$ 3,152	\$ 3,262
Federal Technical Studies Operating Assistance Grants	1,887	1,219	2,178	2,439	2,171	2,084	1,603	3,165	2,632	2,500
Administrative Fees	122	142	136	160	164	164	140	122	169	177
Federal, State and Local Grant Revenues	14,698	162,872	96,995	101,102	120,080	109,695	101,769	145,132	438,145	604,226
Federal subsidy for Build American Bonds	—	8,753	8,784	8,807	8,837	8,759	8,379	7,694	786	—
Sales tax revenue	—	208,672	207,870	474,538	419,209	440,862	516,470	548,271	533,519	561,008
Investment Earnings	16	2,411	2,813	24,782	39,482	3,601	(27,136)	23,954	59,428	67,817
Other Revenue	155	531	760	628	1,086	681	789	898	957	1,148
Total Revenues	19,285	387,007	322,064	615,110	593,909	568,689	604,956	732,282	1,038,788	1,240,138
EXPENDITURES										
Congestion Management - Current:										
VTA Labor and Overhead Costs	7,031	6,128	7,328	7,487	5,637	6,880	6,768	6,724	7,027	7,181
Professional Services	1,176	2,721	817	619	881	1,028	1,380	1,504	1,592	1,597
Program Expenditures	21	19	14	16	15	15	17	30	15	21
Program Payments	—	—	—	—	—	17,767	20,181	17,335	19,526	19,872
Other expenditures	—	2,352	1,452	1,155	2,277	1,453	600	1,727	1,045	851
Debt Service:										
Principal	—	28,160	29,530	30,575	32,080	33,680	35,015	36,460	29,480	39,280
Interest	—	10,721	10,107	9,745	12,105	27,258	37,051	32,363	27,325	28,350
Issuance cost	—	—	—	—	—	—	—	—	1,409	—
Capital expenditures on behalf of, and contribution to other agencies ²	11,399	89,556	68,188	53,663	169,105	149,836	185,990	197,370	525,798	509,494
Total Expenditures	19,627	139,657	117,436	103,260	222,100	237,917	287,002	293,513	613,217	606,646
Excess (Deficiency) of Revenues Over Expenditures	(342)	247,350	204,628	511,850	371,809	330,772	317,954	438,769	425,571	633,492
OTHER FINANCING SOURCES (USES):										
Transfers Out	—	(340,682)	(250,769)	(297,919)	(297,934)	(239,152)	(275,291)	(330,667)	(541,746)	(575,960)
Bond issuance, net	—	—	—	—	—	(1,061)	—	—	(8,106)	—
Extraordinary Items ³	—	—	—	256,090	—	—	—	—	—	—
Total Other Financing Sources (Uses)	—	(340,682)	(250,769)	(41,829)	(297,934)	(239,152)	(275,291)	(330,667)	(549,852)	(575,960)
Net Change in Fund Balances	(342)	(93,332)	(46,141)	470,021	73,875	91,620	42,663	108,102	(124,281)	57,532
TOTAL GOVERNMENTAL FUNDS										
Non-spendable – Special Revenue Funds	—	—	—	—	—	—	—	16,309	6,610	269
Restricted – Special Revenue Funds	1,157	500,293	454,153	922,511	996,386	1,124,039	1,166,702	1,258,495	1,143,913	1,207,786
Unassigned – Special Revenue Funds	—	(1,663)	(1,663)	—	—	—	—	—	—	—
Total Governmental Funds	\$ 1,157	\$498,630	\$452,490	\$922,511	\$996,386	\$1,124,039	\$1,166,702	\$1,274,804	\$1,150,523	\$1,208,055
Ratio of debt service expenditures to non-capital expenditures	— %	38.58 %	50.95 %	64.06 %	24.83 %	34.43 %	33.53 %	30.63 %	10.21 %	12.55 %

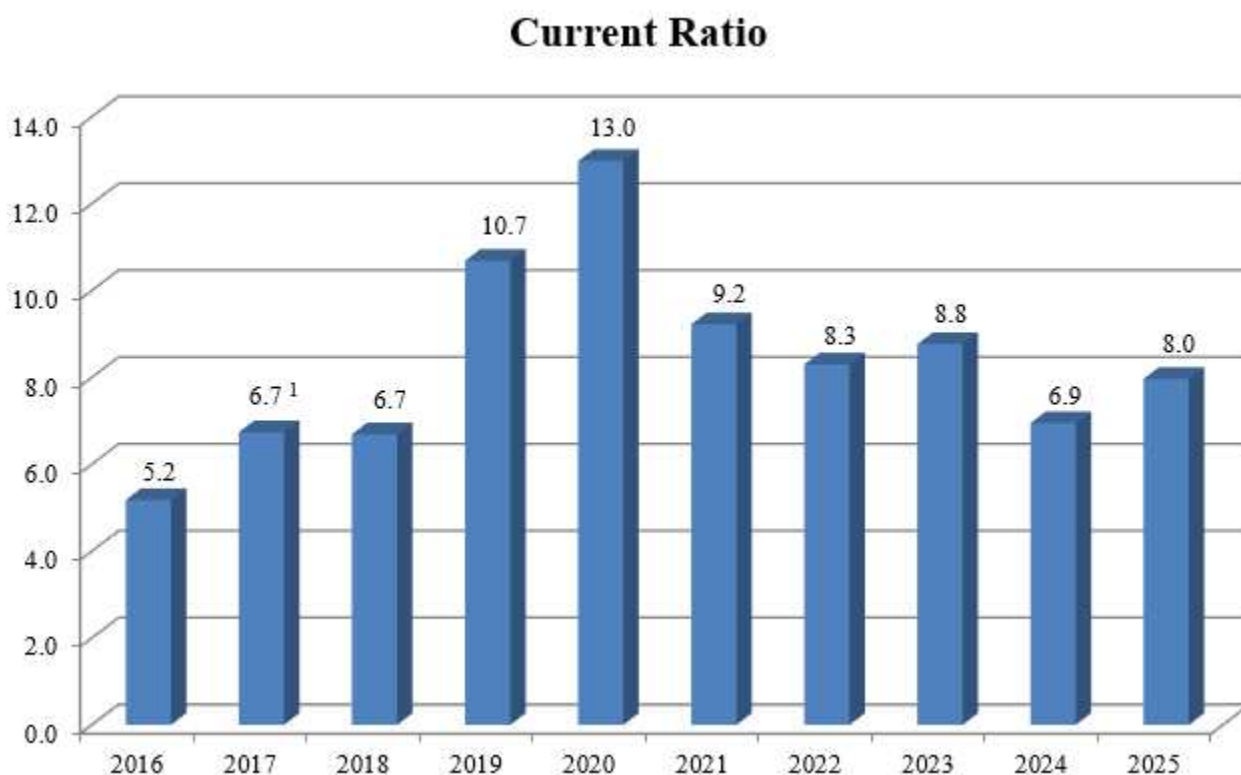
¹FY 2017 was restated due to change of 2000 Measure A Program Fund from enterprise to governmental in FY 2018.

²In FY2020, the contributions to other agencies and capital improvement projects were pooled into one account.

³In FY2019, \$256.1 million in revenue was recognized after litigation concluded for 2016 Measure B half-cent sales tax.

Table 4
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Financial Trends – Current Ratio
Enterprise Funds
Ten Years Ended June 30, 2025

The Current Ratio indicates VTA's ability to meet all of its short-term liabilities with liquid assets and is determined by dividing total current assets and restricted assets by all current liabilities and liabilities payable from restricted assets. A Current Ratio of 1 or higher is an indication of financial strength.



	2016	2017 ¹	2018	2019	2020	2021	2022	2023	2024	2025
Current and Restricted Assets (\$000's)	\$1,332,998	\$ 685,914	\$ 700,885	\$ 793,181	\$ 945,004	\$1,048,635	\$1,253,369	\$1,376,822	\$1,453,807	\$1,537,622
Current and Restricted Liabilities (\$000's)	257,399	101,779	104,929	74,239	72,785	113,727	151,758	156,997	209,221	192,216
Net Working Capital (\$000's)	\$1,075,599	\$ 584,135	\$ 595,956	\$ 718,942	\$ 872,219	\$ 934,908	\$1,101,611	\$1,219,825	\$1,244,586	\$1,345,406
Current Ratio	5.2	6.7	6.7	10.7	13.0	9.2	8.3	8.8	6.9	8.0

¹FY 2017 was restated due to change of 2000 Measure A Program Fund from enterprise to governmental in FY 2018.

Table 5
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Financial Trends - Operating Revenues & Operating Expenses
 VTA Transit
 Ten Years Ended June 30, 2025

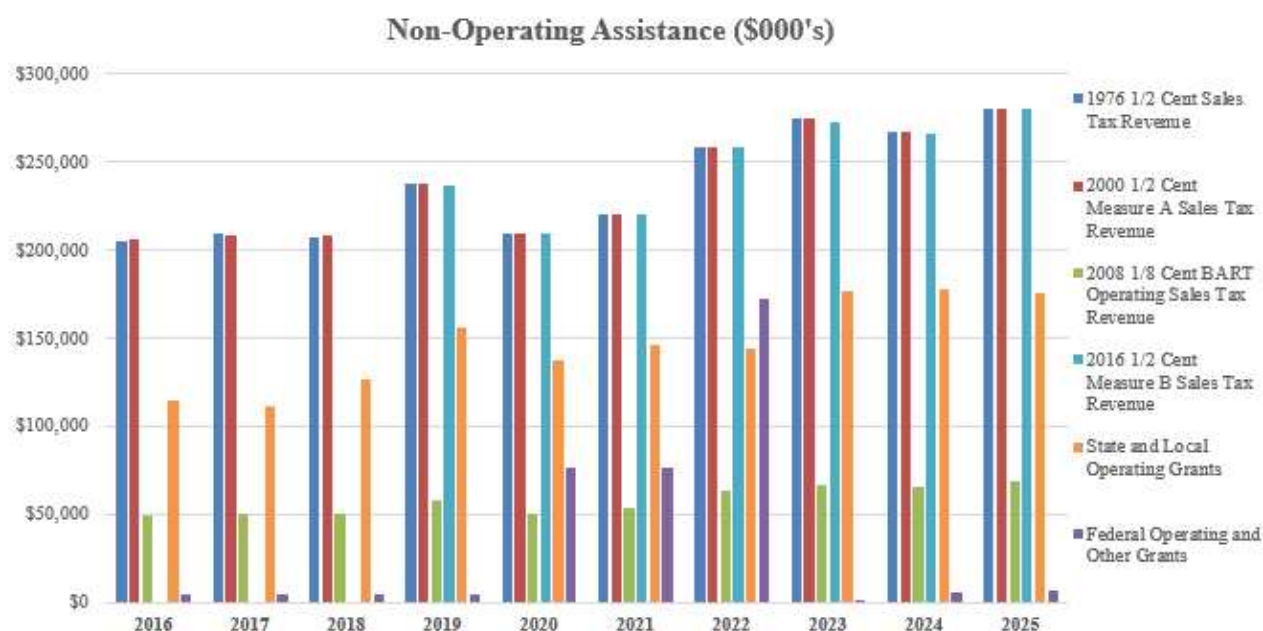
The chart below shows a comparison of operating revenues to expenses. Operating revenues exclude paratransit fares and charges for services (which included lease income from GASB 87 beginning in FY 2022). Operating expenses are exclusive of purchased transportation and depreciation to more accurately reflect operating expenses related to direct operating service.



	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
Operating Revenues	\$ 41,042	\$ 38,261	\$ 38,160	\$ 40,201	\$ 32,199	\$ 16,311	\$ 23,942	\$ 30,807	\$ 33,219	\$ 31,691
Operating Expenses	358,538	385,528	414,975	411,524	417,206	390,099	427,859	486,842	517,110	522,810

Table 6
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Financial Trends - Non-Operating Assistance
Sales Tax Revenues and Enterprise Operating Grants
Ten Years Ended June 30, 2025
(In thousands)

The following chart illustrates trends in selected non-operating revenue sources. Sales tax revenue is the largest non-operating revenue source shown in the following graph.



	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
1976 1/2 Cent Sales Tax Revenue	\$205,418	\$209,005	\$207,589	\$237,869	\$209,828	\$220,581	\$258,474	\$275,288	\$266,942	\$280,384
2000 1/2 Cent Measure A Sales Tax Revenue ¹	205,636	208,672	207,870	237,874	209,885	220,500	258,470	275,283	266,901	280,367
2008 1/8 Cent BART Operating Sales Tax Revenue ²	49,262	50,024	49,791	58,004	50,768	53,917	63,294	67,161	65,249	68,689
2016 1/2 Cent Measure B Sales Tax Revenue ³	—	—	—	236,664	209,324	220,362	258,000	272,988	266,618	280,641
State and Local Operating Grants	114,135	110,959	126,689	156,565	137,081	145,778	143,814	176,904	178,369	176,092
Federal Operating and Other Grants ⁴	4,105	4,232	4,230	4,402	76,941	76,096	172,614	1,597	5,410	6,875

¹The collection of VTA's 2000 Measure A Sales Tax started on April 1, 2006.

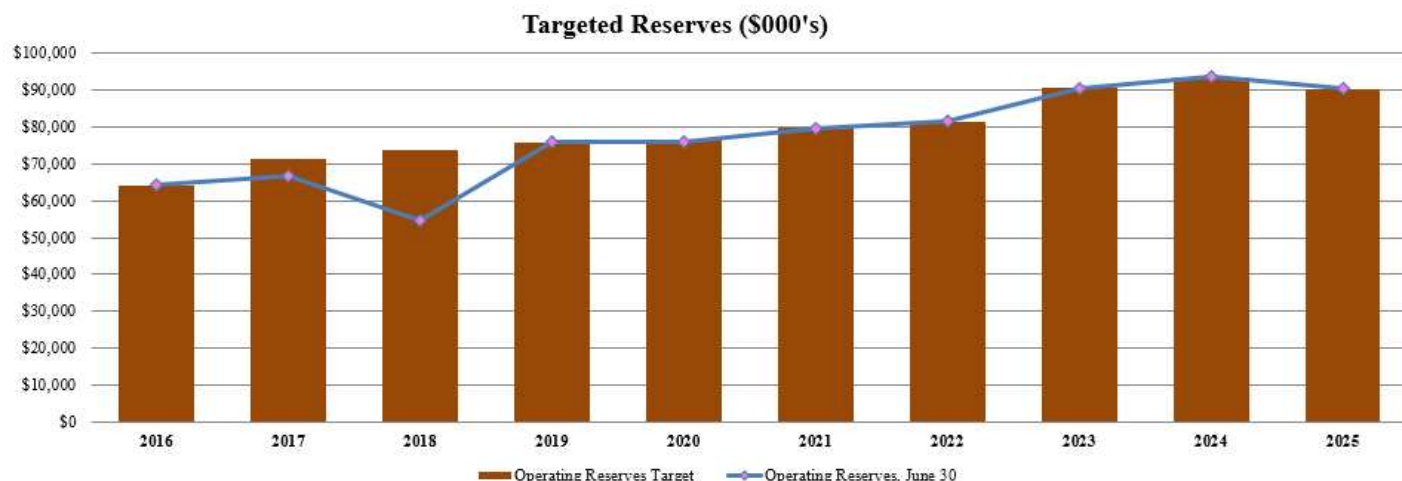
²The collection of 1/8 cent sales tax for BART Operating started on July 1, 2012.

³The collection of 1/2 cent sales tax for 2016 Measure B started in April 2017; however, sales tax was only recognized as revenues beginning in FY 2019 after litigation on the Measure was resolved favorably for VTA in January 2019.

⁴Included relief funds primarily from Coronavirus, Aid, Relief and Economic Security (CARES) of \$72.9 million in FY 2020 and \$67.7 million in FY 2021, as well as Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and American Rescue Plan (ARP) of \$167.8 million in FY 2022.

Table 7
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Financial Trends - Targeted Operating Reserves
VTA Transit Fund
Ten Years Ended June 30, 2025

The policy adopted by the VTA Board established an operating reserve goal of 15% of subsequent year's final operating budget. To calculate the actual reserve at fiscal year-end, total current assets are reduced by total current liabilities (excluding the current portion of long-term debt, leases payable, and amounts due to other agencies). Current Net Position is then reduced by inventory and other current assets to reach a current operating reserve total.



	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Current Assets, excluding restricted asset	\$130,096	\$143,377	\$136,012	\$159,219	\$144,854	\$151,432	\$185,309	\$179,140	\$223,175	\$195,662
Total Current Liabilities, excluding restricted liability	(32,334)	(40,030)	(44,540)	(46,997)	(36,989)	(41,412)	(72,044)	(56,279)	(94,966)	(64,544)
Current Net Position	\$ 97,762	\$103,347	\$ 91,472	\$112,222	\$107,865	\$110,020	\$113,265	\$122,861	\$128,209	\$131,118
Less: Inventory & Other Current Assets	(33,615)	(36,688)	(36,665)	(36,408)	(32,051)	(30,239)	(31,688)	(32,290)	(34,536)	(40,670)
Operating Reserves, June 30	\$ 64,147	\$ 66,659	\$ 54,807	\$ 75,814	\$ 75,814	\$ 79,781	\$ 81,577	\$ 90,571	\$ 93,673	\$ 90,448
Operating Reserves Target	\$ 64,147	\$ 71,322	\$ 73,979	\$ 75,814	\$ 76,485	\$ 79,781	\$ 81,577	\$ 90,571	\$ 93,673	\$ 90,448

Table 8
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Revenue Capacity – Revenue Base and Revenue Rates
Ten Years Ended June 30, 2025

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Passenger Fares ¹ (In thousands)	\$37,663	\$33,719	\$34,511	\$35,773	\$27,318	\$14,773	\$25,067	\$33,653	\$38,139	\$37,552
Percentage Increase/(Decrease) from Prior Year	(3.7)%	(10.5)%	2.3 %	3.7 %	(23.6)%	(45.9)%	69.7%	34.3%	13.3%	(1.5)%
<u>Revenue Base</u>										
Number of Passengers ²	42,918,436	38,189,131	36,555,500	35,465,604	27,968,308	11,876,114	17,465,232	23,408,795	27,156,809	27,051,241
Percentage Increase/(Decrease) from Prior Year	(2.3)%	(11.0)%	(4.3)%	(3.0)%	(21.1)%	(57.5)%	47.1%	34.0%	16.0%	(0.4)%
<u>Fare Structure</u>										
Adult Local Fare	\$2.00	\$2.00	\$2.25	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50
Youth Local Fare	1.75	1.75	1.00	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Senior/Disabled Local Fare	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
<u>Sales Tax Revenues (In thousands)</u>										
1976 1/2Cent Sales Tax ³	\$ 205,418	\$ 209,005	\$ 207,589	\$ 237,869	\$ 209,828	\$ 220,581	\$ 258,474	\$ 275,288	\$ 266,942	\$ 280,384
2000 Measure A 1/2Cent Sales Tax ⁴	205,636	208,672	207,870	237,874	209,885	220,500	258,470	275,283	266,901	280,367
2008 1/8 Cent BART Operating Sales Tax ⁵	49,262	50,024	49,791	58,004	50,768	53,917	63,294	67,161	65,249	68,689
2016 Measure B 1/2 Cent Sales Tax ⁶	—	—	—	236,664	209,324	220,362	258,000	272,988	266,618	280,641
Total Sales Tax Revenue Receipts ⁷	<u>\$ 460,316</u>	<u>\$ 467,701</u>	<u>\$ 465,250</u>	<u>\$ 770,411</u>	<u>\$ 679,805</u>	<u>\$ 715,360</u>	<u>\$ 838,238</u>	<u>\$ 890,720</u>	<u>\$ 865,710</u>	<u>\$ 910,081</u>
<u>Percentage Increase/(Decrease) from Prior Year</u>										
1976 1/2 Cent Sales Tax	3.1 %	1.7 %	(0.7)%	14.6 %	(11.8)%	5.1%	17.2%	6.5%	(3.0)%	5.0%
2000 Measure A 1/2 Cent Sales Tax	3.0 %	1.5 %	(0.4)%	14.4 %	(11.8)%	5.1%	17.2%	6.5%	(3.0)%	5.0%
2008 1/8 Cent BART Operating Sales Tax	3.7 %	1.5 %	(0.5)%	16.5 %	(12.5)%	6.2%	17.4%	6.1%	(2.8)%	5.3%
= 2016 Measure B 1/2 Cent Sales Tax	N/A	N/A	N/A	N/A	(11.6)%	5.3%	17.1%	5.8%	(2.3)%	5.3%

¹Includes fares for bus and rail services. Despite initial recognition of Bart Operating Fares in FY 2021, farebox was negatively impacted by the pandemic.

²Represents bus and rail ridership total boarding. Source: VTA Operations Division - June 2025 System Data.

³The 1976 half-cent sales tax was approved by County voters in 1976 to fund VTA's transit operations and transportation improvement.

⁴The 2000 Measure A half-cent sales tax was approved by County voters in 2000 to fund specific transportation improvement projects. The collection of this half-cent tax measure started in April 2006.

⁵The 2008 1/8 cent Sales Tax was approved by County voters in 2008 to fund BART operating activities. The collection of this 1/8 cent tax measure started in July 2012.

⁶The 2016 Measure B half-cent Sales Tax was approved by County voters in 2016 to fund enhancement of transit, highways, expressways and active transportation. The collection of 1/2 cent sales tax for 2016 Measure B started in April 2017; however, utilization of funds was deferred until litigation of the measure was settled in 2019.

⁷VTA receives sales tax based on the total taxable sales activity in the County.

Table 9
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Revenue Capacity - Sales Tax Rates
Ten Years Ended June 30, 2025

Fiscal Year	State	City	VTA¹	Total
2016 ²	6.38%	1.25%	1.12%	8.75%
2017 ³	6.12%	1.25%	1.63%	9.00%
2018	6.12%	1.25%	1.63%	9.00%
2019	6.12%	1.25%	1.63%	9.00%
2020	6.12%	1.25%	1.63%	9.00%
2021	6.12%	1.25%	1.63%	9.00%
2022 ⁴	6.12%	1.375%	1.63%	9.125%
2023	6.12%	1.375%	1.63%	9.125%
2024	6.12%	1.375%	1.63%	9.125%
2025	6.12%	1.375%	1.63%	9.125%

¹ VTA has four specific sales tax measures approved by the voters. The 1976 half-cent sales tax measure was approved by voters in 1976 and does not have a sunset clause. The 2000 Measure A half-cent sales tax was approved in the 2000 General Election and became effective on April 1, 2006. The 30-year sales tax measure will sunset on March 31, 2036. On November 4, 2008, the voters of Santa Clara County approved 2008 Measure B. This 30-year eighth-cent sales and use tax, effective July 1, 2012, is dedicated solely to providing the operating and maintenance expenses and capital reserve contribution for the Silicon Valley BART Extension. On April 1, 2017, a half-cent sales tax also known as 2016 Measure B Sales Tax became effective in Santa Clara county for Silicon Valley Transportation Solutions Tax. There was a 0.125% increase for Bart Operation and Maintenance tax effective July 1, 2012. Effective 4/1/2013, there was a 0.125% increase for Retail Transactions and Use tax.

² Effective January 1, 2016, statewide base sales and use tax rate decreased by 0.25% to 6.38%, local sales and use tax under Bradley-Burns Uniform local Sales and Use Tax law increase to 1.25%.

³ Beginning April 1, 2017, Santa Clara Transportation Solution Tax also known as 2016 Measure B Sales tax became effective.

⁴ Effective July 1, 2021, local sales and use tax increased by 0.125%.

Source: California Department of Tax and Fee Administration

Table 10
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Revenue Capacity - Principal Sales Tax Payers in Santa Clara County by Segments
(Amount in millions)

Principal Revenue Payers	Fiscal Year 2024 ¹			Fiscal Year 2015		
	Rank	Percentage of Taxable Sales	Taxable Sales Amount	Rank	Percentage of Taxable Sales	Taxable Sales Amount
Retail Trade	1	51.9 %	\$ 27,940	1	51.8 %	\$ 20,872
Manufacturing	2	14.8 %	7,957	2	17.7 %	7,155
Accommodation and Food Services	3	12.3 %	6,608	3	10.9 %	4,411
Construction	4	4.8 %	2,605	4	5.7 %	2,294
Agriculture, Forestry, Fishing and Hunting	5	3.4 %	1,818	5	3.2 %	1,301
Mining, Quarrying, and Oil and Gas Extraction	6	3.3 %	1,771	6	3.1 %	1,265
Total All Other Outlets ²	7	2.3 %	1,226	10	0.9 %	372
Utilities	8	2.2 %	1,197	7	2.3 %	942
Educational Services	9	1.9 %	1,012	8	1.1 %	461
Information	10	1.0 %	562	11	0.8 %	333
Real Estate and Rental and Leasing	11	0.8 %	447	9	1.1 %	437
Other Services (except Public Administration)	12	0.8 %	411	12	0.7 %	294
Professional, Scientific, and Technical Services	13	0.5 %	285	13	0.5 %	185
Total		<u>100.0 %</u>	<u>\$ 53,839</u>		<u>100.0 %</u>	<u>\$ 40,322</u>

¹2025 data is not available at the time of printing.

²This category is made up of diverse manufacturers and wholesalers, construction contractors, petroleum producer, and a multitude of professional services.

Source: California Department of Tax and Fee Administration as compiled by Avenu Insights & Analytics

Table 11
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Debt Capacity – Total Outstanding Debt by Type
Ten Years Ended June 30, 2025
(In thousands)

Fiscal Year	Business-type Activities		Governmental Activities	Total Outstanding Debt
	Silicon Valley Express Lanes State Route 237 Loan	1976 Sales Tax Revenue Bonds	2000 Sales Tax Revenue Bonds	
2016	\$ —	\$ 184,116	\$ 932,049	\$ 1,116,165
2017	—	168,877	901,545	1,070,422
2018	2,126	154,230	870,348	1,026,704
2019	15,287	145,182	838,218	998,687
2020	23,307	129,695	805,056	958,058
2021	23,302	113,160	769,949	906,411
2022	23,247	95,035	734,086	852,368
2023	23,177	75,623	696,670	795,470
2024	22,591	54,868	697,970	775,429
2025	22,501	192,740	656,298	871,539

Table 12
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Debt Capacity - Ratios of Outstanding Debt
Ten Years Ended June 30, 2025

Fiscal Year	Total Outstanding Debt¹ (In thousands)	Total County Taxable Sales and Express Lane Toll Revenues² (In thousands)	Total Debt as a % of Taxable Sales and Toll Revenues	Personal Income³ (In thousands)	Total Debt as a % of Personal Income	Santa Clara County Population (In thousands)	Total Debt per Capita
2016	1,116,165	41,202,462	2.71%	170,672,534	0.73%	1,919	605
2017	1,070,422	41,951,812	2.55%	190,001,690	0.56%	1,938	582
2018	1,026,704	42,372,627	2.42%	209,019,944	0.56%	1,947	552
2019	998,687	44,323,768	2.25%	223,624,580	0.49%	1,954	511
2020	958,058	41,969,066	2.28%	235,835,442	0.41%	1,962	488
2021	906,411	44,117,940	2.05%	261,564,583	0.35%	1,934	469
2022	852,368	51,699,448	1.65%	270,162,197	0.32%	1,895	450
2023	795,470	55,064,732	1.44%	283,522,548	0.28%	1,886	422
2024	775,429	53,395,451	1.45%	286,357,773	0.27%	1,903	407
2025	871,540	56,084,856	1.55%	289,221,351	0.30%	1,922	453

¹The Total Outstanding Debt, less \$24 million of debt related to the Santa Clara County Express Lanes Program, is secured by a pledge of VTA's sales tax revenues, which were approved by Santa Clara County voters as follows: The 1976 1/2 cent Sales Tax measure in 1976 and the 2000 Measure A 1/2 cent Sales Tax. Collection of the 2000 Measure A 1/2 cent Sales Tax began in April 2006.

²Estimate based on total 1976 1/2 cent sales tax and toll revenues from the SR 237 Express Lanes. Starting with FY 2018, the total outstanding debt included debt relating to the SR 237 Express Lanes, secured by toll revenues.

³Actual personal income is available through Fiscal Year 2023. FYs 2024 and 2025 assumed a 1% increase over the prior year's numbers.

Table 13
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Debt Capacity – Direct and Overlapping Debt and Debt Limitation

Santa Clara Valley Transportation Authority does not have overlapping debt with other governments or a legal debt limit.

Table 14
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Debt Capacity – Pledged Revenue Coverage – 1976 Half-Cent Sales Tax
Revenue Bonds
Ten Years Ended June 30, 2025
(In thousands)

Fiscal Year	Available Sales Tax Revenue	Annual Debt Service ¹			Coverage
		Principal	Interest²	Total	
2016	\$ 205,418	\$ 14,310	\$ 6,459	\$ 20,769	9.9
2017	209,005	14,820 ³	6,155	20,975	10.0
2018	207,588	14,322	5,242	19,564	10.6
2019	237,877	11,403	11,601 ⁴	23,004	10.3
2020	209,828	14,733	6,070	20,803	10.1
2021	220,574	15,342	5,419	20,761	10.6
2022	258,474	16,160	4,732	20,892	12.4
2023	275,288	16,910	3,921	20,831	13.2
2024	266,942	17,710	3,072	20,782	12.8
2025	280,384	18,535	2,796	21,331	13.1

¹ All years did not include amortization of premium/deferred loss or gain.

² FY 2021 and prior years included bond-related fees.

³ Restated to exclude \$10 million of principal payment due to refinancing activity in FY 2017.

⁴ This includes \$5.7 million of swap termination cost associated with the termination of three swap agreements hedging the 1976 Sales Tax 2008 bonds.

Table 15
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Debt Capacity – Pledged Revenue Coverage – 2000 Measure A Half-Cent Sales Tax
Revenue Bonds
Ten Years Ended June 30, 2025
(In thousands)

Fiscal Year	Available Sales Tax Revenue	Annual Debt Service		Total	Coverage²
		Principal	Interest¹		
2016	\$ 205,636	\$ 26,965	\$ 45,913	\$ 72,878	2.8
2017	208,672	28,160	45,277	73,437	2.8
2018	207,870	29,530	43,628	73,158	2.8
2019	237,883	30,575	41,406	71,981	3.3
2020	209,885	32,080	40,552	72,632	2.9
2021	220,493	33,680	37,160	70,840	3.1
2022	258,470	35,015	34,882	69,897	3.7
2023	275,283	36,460	31,685	68,145	4.0
2024	266,901	81,095	30,472	111,567	2.4
2025	280,367	39,280	27,851	67,131	4.2

¹ FY25 interest removes the amortization of premium/deferred loss/gain, and now applies to prior years.

² Bond indenture requires VTA to maintain coverage ratio of at least 1.3.

Table 16
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Debt Capacity - Projected Pledged Revenue Coverage
(Proforma and Unaudited)

The table below presents a five-year projection of debt service coverage based on estimates of the 1976 Sales Tax Revenues for the five years ending June 30, 2026 through 2030.

1976 Sales Tax Revenues and Senior Lien Debt Service Coverage
Fiscal Years Ending June 30, 2026– 2030 (Proforma and Unaudited)
(\$ in thousands)

Fiscal Year Ending June 30,	Projected Sales Tax Revenue	Percent Increase/ (Decrease) ^{1*}	Aggregate Debt Service ²	Projected Coverage
2026	\$ 273,829	0.44 %	\$ 27,960	9.79
2027	279,577	2.10 %	11,165	25.04
2028	285,923	2.27 %	13,102	21.82
2029	292,021	2.13 %	9,395	31.08
2030	298,207	2.12 %	9,551	31.22

The table below presents a five-year projection of debt service coverage for the Measure A Bonds, based on estimates of the 2000 Measure A Sales Tax Revenues for the five years ending June 30, 2026 through 2030.

2000 Measure A Sales Tax Revenues and Debt Service Coverage
Fiscal Years Ending June 30, 2026 – 2030 (Proforma and Unaudited)
(\$ in thousands)

Fiscal Year Ending June 30,	Projected Sales Tax Revenue	Percent Increase/ (Decrease) ^{1*}	Aggregate Debt Service ²	Projected Coverage ⁴
2026	\$ 273,829	0.44%	\$ 67,118	4.08
2027	279,577	2.10%	67,096	4.17
2028	285,923	2.27%	67,075	4.26
2029	292,021	2.13%	67,050	4.36
2030	298,207	2.12%	67,021	4.45

¹ Source: Growth rates provided by outside economists.

² Includes actual debt service on the 2017 Series B and 2018 Series A Bonds. This declines in FY 2027 because 2018 bonds mature on June 1, 2026.

³ Includes scheduled debt service on the 2015 Bonds, 2020 Bonds and 2023 Bonds.

⁴ Excludes debt service for certain 2015 Bonds that have been advance refunded and legally defeased.

*No assurance is given that actual results will meet the forecasts.

Table 17
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Demographic and Economic Data - Population Trends

According to population estimates provided by the State of California, the number of residents in Santa Clara County decreased by approximately 0.02 % in 2024 as compared to the 2020 Census.

A historical summary of population in the County and its incorporated cities is provided in the following table:

County of Santa Clara Population							
	1970	1980	1990	2000	2010	2020	2024
Campbell	24,731	26,843	36,048	38,138	39,349	42,288	43,281
Cupertino	18,216	34,297	40,263	50,546	58,302	59,549	59,831
Gilroy	12,665	21,641	31,487	41,464	48,821	57,084	62,205
Los Altos	24,872	25,769	26,303	27,693	28,976	30,876	31,720
Los Altos Hills	6,862	7,421	7,514	7,902	7,922	8,413	8,548
Los Gatos	23,466	26,906	27,357	28,592	29,413	31,439	33,355
Milpitas	27,149	37,820	50,686	62,698	66,790	77,961	81,915
Monte Sereno	3,074	3,434	3,287	3,483	3,341	3,594	3,637
Morgan Hill	6,485	17,060	23,928	33,556	37,882	46,454	46,599
Mountain View	54,206	58,655	67,460	70,708	74,066	82,272	86,513
Palo Alto	55,999	55,225	55,900	58,598	64,403	69,226	68,794
San Jose	445,779	629,400	782,248	894,943	945,942	1,049,187	979,415
Santa Clara	87,717	87,700	93,613	102,361	116,468	129,104	134,587
Saratoga	27,199	29,261	28,061	29,843	29,926	31,030	31,110
Sunnyvale	95,408	106,618	117,229	131,760	140,081	156,503	159,673
Unincorporated	152,181	127,021	106,193	100,300	89,960	86,989	91,076
County Total ¹	<u>1,066,009</u>	<u>1,295,071</u>	<u>1,497,577</u>	<u>1,682,585</u>	<u>1,781,642</u>	<u>1,961,969</u>	<u>1,922,259</u>
California	<u>18,136,045</u>	<u>23,668,145</u>	<u>29,760,021</u>	<u>33,871,648</u>	<u>37,253,956</u>	<u>39,782,870</u>	<u>39,529,101</u>

¹Totals may not be precise due to independent rounding.

Source: U.S. Census; State of California, Department of Finance, Demographic Research Unit.

Table 18
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Demographic and Economic Data - Income and Unemployment Rates
Ten Years Ended June 30, 2025

Year	Santa Clara County Personal Income (In thousands) ^{1, 2}	Santa Clara County Per Capita Personal Income ^{1, 2}	Unemployment Rate ³
2016	170,672,534	88,920	4.0%
2017	190,001,690	98,032	3.5%
2018	209,019,944	107,877	2.9%
2019	223,624,580	115,997	2.7%
2020	235,835,442	123,661	10.7%
2021	261,564,583	138,724	5.2%
2022	270,162,197	144,399	2.2%
2023	283,522,548	151,003	3.7%
2024	286,357,773	152,513	4.2%
2025	289,221,351	154,038	4.6%

¹Bureau of Economic Analysis U.S. Department of Commerce.

²Actual data is available through 2023. Years 2024 and 2025 data are preliminary and assume a 1% increase over prior year.

³California Employment Development Department. Not seasonally adjusted.

Table 19
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Demographic and Economic Data - Wage and Salary Employment by Industry (Annual
Average)
Ten Years Ended June 30, 2024

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Civilian Labor Force¹ (In thousands)	1,018.4	1,026.5	1,041.7	1,048.8	1,053.7	1,044.6	1,071.3	1,078.2	1,067.3	1,057.6
Civilian Employment	976.1	987.9	1,008.0	1,021.5	1,027.5	990.7	1,046.9	1,038.4	1,019.4	1,013.1
Civilian Unemployment	42.3	38.6	33.7	27.3	26.2	53.9	24.4	39.9	47.9	44.4
Civilian Unemployment Rate										
County	4.2%	3.8%	3.2%	2.6%	2.5%	5.2%	2.2%	3.7%	4.5%	4.6%
State of California	6.2%	5.7%	4.4%	4.1%	15.1%	8.0%	4.0%	4.9%	5.8%	5.8%
Wage and Salary Employment² (In thousands)										
Total Farm Agriculture	\$ 3.6	\$ 3.9	\$ 3.5	\$ 3.5	\$ 3.1	\$ 5.9	\$ 5.6	\$ 5.1	\$ 5.4	\$ 4.8
Construction and Mining	42.3	47.9	48.5	48.0	51.2	50.4	54.9	56.4	52.4	53.4
Manufacturing ³	159.4	161.3	163.4	169.1	169.7	170.7	175.1	180.5	174.6	122.8
Transportation & Public Utilities	15.0	14.8	14.9	15.5	15.7	16.6	17.0	20.9	18.1	16.6
Wholesale Trade	36.0	37.4	35.2	31.4	31.3	28.3	28.1	28.5	28.5	28.5
Retail Trade	84.9	85.0	85.0	85.0	82.2	73.1	75.3	72.6	74.2	72.2
Finance, Insurance & Real Estate	35.0	35.2	35.8	36.8	37.4	37.4	37.5	38.0	37.8	36.6
Services	491.4	509.3	522.8	539.3	549.4	514.6	564.5	590.4	588.2	625.5
Government	89.9	91.2	92.8	94.0	94.2	90.1	96.8	98.7	93.5	100.1
Information	74.7	74.5	85.0	91.6	100.7	109.3	111.7	105.9	91.1	94.0
Total⁴	\$1,032.2	\$1,060.5	\$ 1,086.9	\$ 1,114.2	\$ 1,134.9	\$1,096.4	\$1,166.5	\$1,197.0	\$1,163.8	\$1,154.5

¹Labor force data are based upon place of residence. Employment includes self-employed, unpaid family, workers domestics, and workers involved in labor-management disputes. Data are benchmarked to 2023. FY 2023 is the most recent available data.

²Wage and salary employment is reported by place of work. Data is benchmarked to 2023.

³2023 Manufacturing data was revised down after prior year printing.

⁴Totals may not be precise due to independent rounding.

Sources: State of California, Employment Development Department.
Department of Finance, Statistics & Demographic Research.

Table 20
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Demographic and Economic Data - Silicon Valley Major Employers
Current Year and Nine Years Ago

The table below lists the largest employers in the Silicon Valley, which encompasses the County and surrounding areas.

Company Name	Nature of Operations	FY 2025		FY 2016	
		Number of Employees	Rank	Number of Employees	Rank
County of Santa Clara	County Government	23,252	1	16,837	3
Meta Platforms Inc	Social networking, advertising, and business insight solutions	15,249	2	6,799	9
Alphabet INC./Google LLC	Search, advertising and web software	14,426	3	20,000	1
Cisco Systems, Inc.	Computer Network Equipment Manufacturer	14,335	4		
Apple Inc.	Computer electronics	12,458	5	19,000	2
Nvidia Corp	GPU-accelerated computing	12,127	6		
Advanced Semiconductor Materials Lithography	Semi conductor	8,500	7		
Amazon.com	Online retailer and a prominent cloud service provider	6,578	8		
Applied Materials	Semiconductor Equipment Manufacturer	5,827	9		
Servicenow Inc.	Software as a Service	5,040	10		
Adobe Inc.	Desktop publishing software	4,700	11		
Intuitive Surgical Inc.	Clinical products	3,836	12		
Lockheed Martin	Aeronautics, Missiles and Fire Control, Space, etc.	3,603	13	5,550	15
Thermo Fisher Scientific	Provide laboratory supplies, diagnostic tools, and pharmaceutical services	3,347	14		
Super Micro Computer Inc.	IT Solutions provider	3,200	15		
Cepheid	American Molecular Diagnostics Company	3,042	16		
Synopsys Inc.	Software and services	2,392	17		
Ebay Inc.	E-Commerce Company	2,300	18	6,200	12
Marvell	Semiconductor	2,272	19		
Netapp Inc.	Cloud services, storage systems, and data management solutions	800	20		

Source: Silicon Valley/San Jose Business Journal August, 2025 and County of Santa Clara Recommended Budget FY 2025-26

The concentration of Santa Clara County's productivity is derived primarily from numerous high-technology and healthcare systems. Public-sector employers frequently rank high among the largest employers in Silicon Valley. Santa Clara County continues to have the largest public-sector employee base with 23,252 workers.

Table 21
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Operating Information – Operating Indicators
Ten Years Ended June 30, 2025

BUS

Fiscal Year	Total Ridership	Average Weekday Ridership	Scheduled Miles	Scheduled Revenue Hours	Scheduled Revenue Miles	Passenger Miles (000's)	Peak Buses	Active Buses	Bus Fleet
2016	32,195,504	104,009	18,629,140	1,461,553	15,517,448	190,321	388	499	500
2017	29,057,047	94,740	18,882,700	1,480,467	15,712,674	150,429	389	460	460
2018	28,048,405	91,270	19,063,629	1,487,575	15,883,914	136,902	384	472	472
2019	27,027,678	88,165	18,967,456	1,489,857	15,761,984	134,921	382	469	469
2020	21,702,533	58,311	16,893,842	1,347,355	14,277,220	110,680	377	472	473
2021	9,709,217	29,808	14,042,304	1,093,807	12,193,351	48,473	319	459	435
2022	15,119,267	47,810	16,449,789	1,221,712	14,389,567	76,182	325	440	440
2023	19,266,953	61,541	17,160,589	1,280,421	14,968,655	91,726	330	442	442
2024	22,433,799	71,675	17,777,107	1,349,022	15,516,977	104,966	341	425	431
2025	22,612,942	75,749	17,515,076	1,336,652	15,282,145	105,606	347	440	441

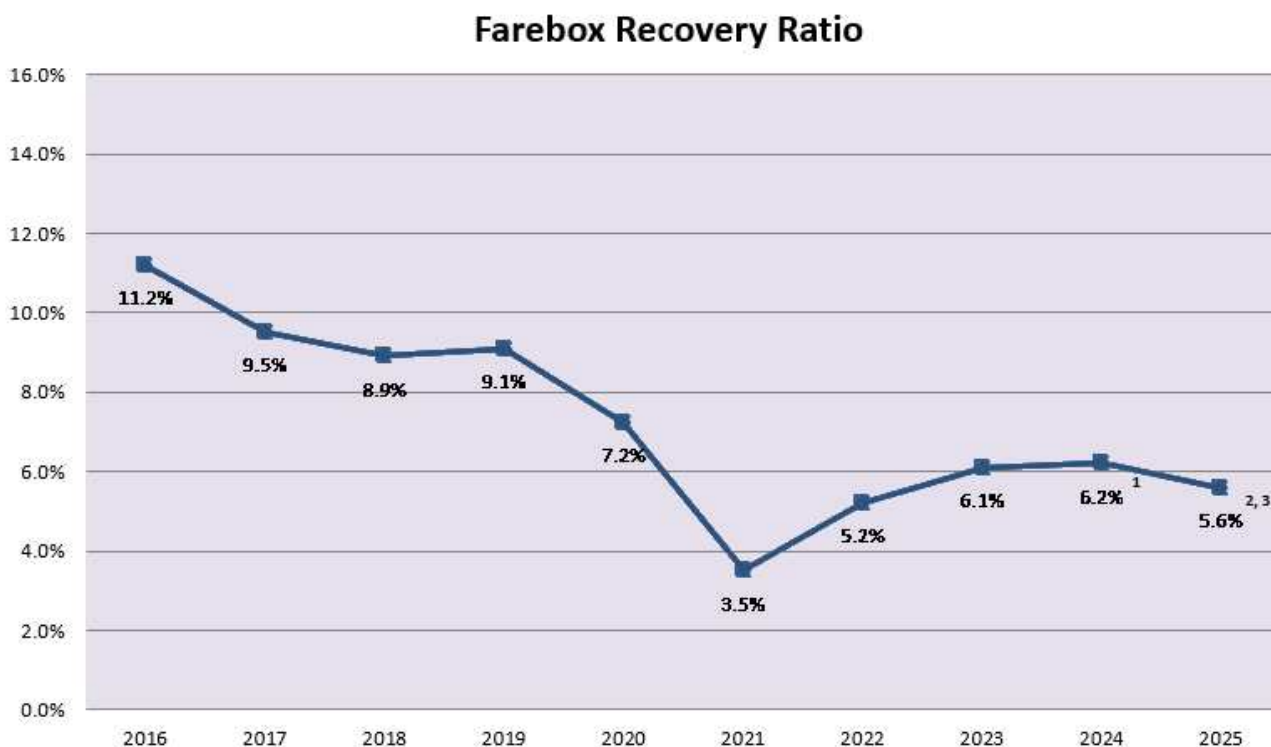
LIGHT RAIL

Fiscal Year	Total Ridership	Average Weekday Ridership	Total Miles	Total Hours	Train Revenue Miles	Passenger Miles (000's)	Peak Cars	Light Rail Fleet
2016	10,722,932	33,301	2,235,167	140,000	2,077,964	54,655	59	99
2017	9,132,084	29,262	2,243,377	139,489	2,081,289	47,937	59	99
2018	8,507,095	27,361	2,094,690	143,136	2,093,852	46,981	57	99
2019	8,437,926	27,090	2,157,184	146,197	2,156,537	49,402	57	98
2020	6,265,775	25,909	1,826,589	123,666	1,735,787	33,325	61	98
2021	2,166,897	6,606	1,463,035	112,226	1,450,239	13,971	46	98
2022	2,345,965	7,171	1,479,384	109,339	1,371,957	12,469	46	98
2023	4,141,842	12,809	2,008,673	143,241	1,877,815	22,192	54	98
2024	4,723,010	14,399	2,179,565	158,479	2,036,619	24,410	38	98
2025	4,438,299	14,563	2,055,946	151,537	1,920,842	21,117	38	98

Sources: VTA Operations Division - August 2025 Fact Sheet and June 2025 Summary of Operating Statistics.

Table 22
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Operating Information - Farebox Recovery Ratio
Ten Years Ended June 30, 2025

The farebox recovery ratio is a measure capturing the percentage of system operated expenses recovered by fare revenue. This ratio is calculated by fare revenue generated from directly operated service (motor bus and light rail) divided by expenses for these same services. Operating expenses consist of bus and light rail modal operating expenses reported annually in the National Transit Database.



	2016	2017	2018	2019	2020	2021	2022	2023	2024 ¹	2025 ^{2,3}
Farebox Recovery Ratio	11.2%	9.5%	8.9%	9.1%	7.2%	3.5%	5.2%	6.1%	6.2%	5.6%
Farebox Revenue (In thousands)	\$ 37,663	\$ 33,719	\$ 34,511	\$ 35,773	\$ 27,318	\$ 13,075	\$ 20,885	\$ 26,103	\$ 28,439	\$ 26,660
Operating Expenses (In thousands)	335,140	354,494	387,109	393,038	378,157	377,463	398,629	428,403	456,716	477,383

¹ Based on audited NTD data.

² Based on proforma and unaudited NTD data.

³ Decrease in farebox revenue was primarily a result of a downturn in rail ridership largely due to a work stoppage where the resulting impact took longer to get back online than bus operations which had a slight increase in year to year ridership. Farebox recovery ratio also decreased as operating expenses went up. This increase was attributed to the increase in services and materials. Services included costs associated with the Diridon Station Intermodal Conceptual Plan, and additional security services obtained during the labor strike. Increase in materials from inventory part issuance due to preventive maintenance effort of aging fleet.

Table 23
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Operating Information – Revenue Miles
 Ten Years Ended June 30, 2025

The following chart shows total vehicle miles in revenue service:

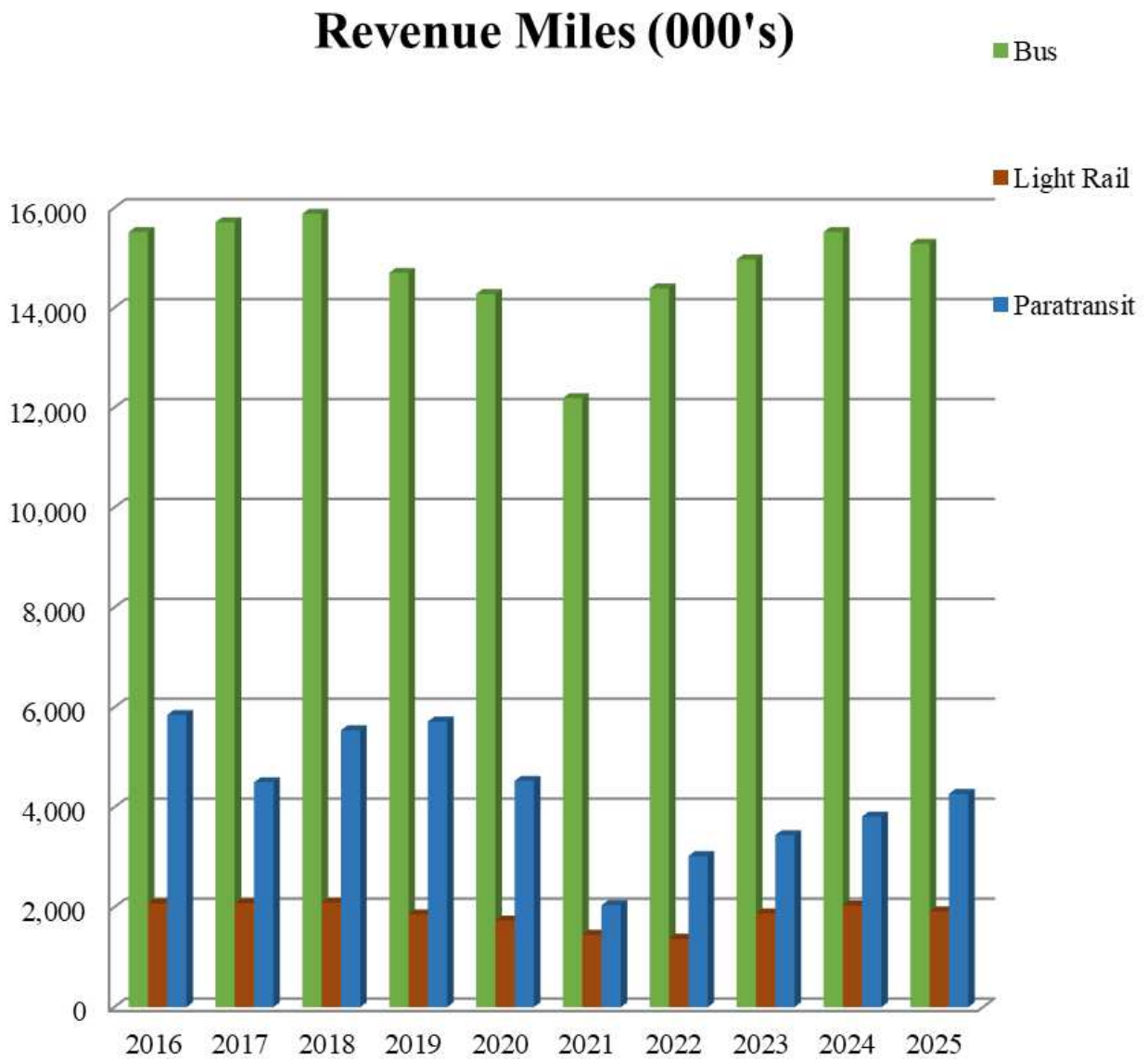


Table 24
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 Operating Information – Passenger Miles
 Ten Years Ended June 30, 2025

Passenger mile statistics are presented in the chart below. In FY 2025 the total passenger miles decreased by 1.68% from FY 2024.

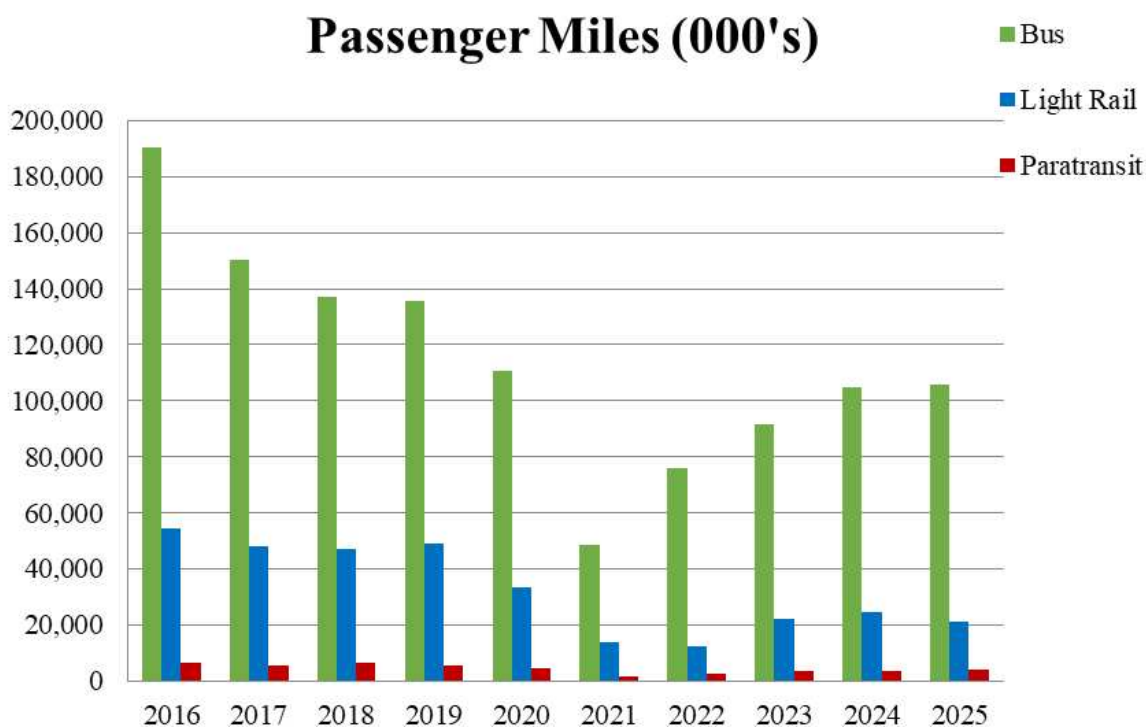


Table 25
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Operating Information – Selected Statistical Data
Ten Years Ended June 30, 2025

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
FAREBOX REVENUE (\$000's)^{1,2}	\$ 37,663	\$ 34,783	\$ 36,555	\$ 38,061	\$ 28,816	\$ 15,243	\$ 26,103	\$ 34,855	\$ 39,502	\$ 39,009
VEHICLE REVENUE MILES (000's)										
BUS	15,517	15,713	15,884	15,761	14,277	12,193	14,389	14,969	15,517	15,282
LIGHT RAIL	2,078	2,081	2,094	2,156	1,736	1,450	1,371	1,372	2,037	1,920
PARATRANSIT	5,851	4,503	5,544	5,718	4,531	2,041	3,026	3,445	3,817	4,272
PASSENGER MILES (000's)										
BUS	190,321	150,429	136,902	134,921	110,680	48,473	76,182	91,726	104,966	105,606
LIGHT RAIL	54,980	47,937	46,981	49,402	33,325	13,971	12,469	22,192	22,410	21,117
PARATRANSIT	6,493	5,318	6,338	5,760	4,458	1,400	2,774	3,438	3,791	4,237
FLEET SIZE										
BUS	500	460	472	469	473	435	440	442	431	440
LIGHT RAIL	99	99	99	98	98	98	98	98	98	98
CASH FARE SINGLE RIDE										
ADULT	\$ 2.00	\$ 2.00	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50
YOUTH	\$ 1.75	\$ 1.75	\$ 1.00	\$ 1.25	\$ 1.25	\$ 1.25	\$ 1.25	\$ 1.25	\$ 1.25	\$ 1.25
SENIOR	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00

¹ Includes fare revenue from motor bus, light rail and shuttle services; Starting FY 2017, this includes paratransit fare revenue recognized by VTA.

²FY 2021 includes Fares from Bart Extension Services.

Sources: VTA Operations Division - August 2025 Fact Sheet and June 2025 Summary of Operating Statistics.

Table 26
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Operating Information - System Data
As of June 30, 2025

URBANIZED AREA (UZA):

346 Square Miles

ROUTES

Type of Route	Number of Routes
Local	21
Express	5
Rapid	4
Frequent	16
Other	11
Total	57

HOURS OF OPERATION

Monday-Sunday	24 hours
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PARK AND RIDE LOTS:

	Number of Lots	Number of Parking Spaces
Bus	3	633
Caltrain - Bus	15	4,817
Light Rail	23	6,242
Caltrain - near Light Rail	4	1,589
Total	45	13,281

FACILITIES

Type of Facility	Number of Facilities
Bus Stops	3,129
Shelters	585
Benches	2,053
Trash Receptacles	647
Transit Centers	30

Source: VTA Operations Division - August 2025 Fact Sheet.

Table 27
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Operating Information – Employee Headcount
Ten Years Ended June 30, 2025

Fiscal Year¹	Operations	Planning & Programming²	Finance, Budget & Real Estate³	Planning & Engineering⁴	External Affairs⁵	Office of the Chief of Staff⁵	HR and Procurement⁶	Safety & Compliance⁷	General Counsel	General Manager	Total
2016	1,758	50	75	74	26	NA	192	33	13	11	2,232
2017	1,761	50	76	74	30	41	196	NA	14	2	2,244
2018	1,795	48	73	86	4	75	173	NA	13	10	2,277
2019	1,690	NA	251	96	54	NA	NA	24	14	16	2,145
2020	1,668	42	246	62	54	NA	NA	22	13	15	2,122
2021	1,607	43	285	61	52	NA	23	NA	12	20	2,103
2022	1,648	41	245	59	51	NA	20	NA	13	23	2,100
2023 ⁸	1,787	53	216	56	56	NA	25	NA	14	13	2,220
2024	1,975	62	216	80	74	NA	66	36	20	18	2,547
2025	1,964	82	204	81	77	N/A	68	35	20	33	2,564

¹Employee headcount as provided by Human Resources department. FY 2025 includes occupied as well as 217 Vacant Positions, 65 Employees on Long Term Leave, Union Business or Extra Help. FY 2024 was updated to include Employees on Long Term Leave, Union Business and Extra Help as it previously included just occupied and vacant positions.

²As a result of the change of the organization in FY2019, Planning & Programming is now combined with Engineering & Transportation Program Delivery, and the division is renamed to Planning & Engineering.

³Due to reorganization in FY2019, Finance & Budget was renamed Office of the GM/CFO, which also encompasses Information Technology, Risk Management, Grants, and other various departments. In FY 2022, this division was renamed Finance, Budget and Real Estate.

⁴Previously called Engineering & Transportation Program Delivery prior to the FY2019 reorganization.

⁵In FY2019, Government Affairs was renamed to External Affairs. The Office of the Chief of Staff was moved to External Affairs in FY2019.

⁶Previously referred to as Administrative Service Division, as a result of the reorganization in FY 2014. After the September 2015 reorganization, some personnel from the Chief of Staff Division and Operation Division were transferred to Business Services. Due to the FY2019 reorganization, Business Services formed a subdivision called HR & Procurement. Information Technology, which was previously reported under Business Services, shifted to the Office of the Deputy GM/CFO.

⁷Due to reorganization in FY2019, Safety & Compliance was removed from Chief of Staff and became a separate Division.

⁸FY2023 continued headcount decreases in Finance, Budget & Real Estate and increases in Operations reflect Operator Trainees who began training in the Administrative Services Division, and upon successful completion, promoted to Operator positions in the Operations Division. FY 2023 also had additions and deletions of various positions to meet current business needs as well as an internal reorganization to move the Office of Civil Rights and Employee Relations from the General Manager's Office to Human Resources.

Table 28
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Operating Information - Capital Assets
Ten Years Ended June 30, 2025
(In thousands)

	2016	2017 ¹	2018	2019	2020	2021	2022	2023	2024	2025
<i>Capital assets, not being depreciated:</i>										
Land and right of way	\$1,126,359	\$1,126,872	\$1,126,872	\$1,126,796	\$1,714,243	\$1,848,342	\$1,850,218	\$1,847,157	\$1,849,613	\$1,898,018
Construction in Progress	2,611,823	2,906,098	3,131,777	3,353,507	1,179,070	1,019,068	1,067,584	1,248,018	1,783,326	2,196,343
Total capital assets, not being depreciated	3,738,182	4,032,970	4,258,649	4,480,303	2,893,313	2,867,410	2,917,802	3,095,175	3,632,939	4,094,361
<i>Capital assets, being depreciated/ amortized:</i>										
Right to use assets	—	—	—	—	—	—	2,426	2,206	2,206	2,206
Intangible Assets	—	2,203	2,203	2,203	2,203	—	—	—	—	—
Subscription assets	—	—	—	—	—	—	—	—	778	502
Buildings, improvements, furniture and fixtures	569,079	586,041	592,244	600,054	1,518,642	1,676,511	1,730,928	1,740,007	1,732,851	1,813,528
Vehicles	553,886	586,754	618,806	661,753	758,045	779,400	800,249	803,224	798,190	881,637
Light-rail tracks and electrification	418,195	418,195	418,194	418,194	1,052,757	1,080,947	1,121,304	1,185,153	1,186,422	1,217,744
Caltrain – Gilroy extension	43,072	43,072	43,072	43,072	53,790	53,790	53,790	53,790	53,790	53,790
Other operating equipment	47,289	47,561	48,890	50,035	50,442	54,176	82,705	84,600	86,204	85,233
Leasehold Improvement	9,686	9,686	9,686	9,686	9,851	9,851	9,851	9,851	9,851	9,851
Total capital assets, being depreciated	1,641,207	1,693,512	1,733,095	1,784,997	3,445,730	3,654,675	3,801,253	3,878,831	3,870,292	4,064,491
<i>Less accumulated depreciation/ amortization</i>										
Total accumulated depreciation/ amortization	(881,683)	(950,005)	(1,006,414)	(1,069,031)	(1,152,951)	(1,325,210)	(1,513,455)	(1,702,114)	(1,856,396)	(2,037,009)
Total capital assets, being depreciated/ amortized, net	759,524	743,507	726,681	715,966	2,292,779	2,329,465	2,287,798	2,176,717	2,013,896	2,027,482
Total capital assets, net	<u>\$4,497,706</u>	<u>\$4,776,477</u>	<u>\$4,985,330</u>	<u>\$5,196,269</u>	<u>\$5,186,092</u>	<u>\$5,196,875</u>	<u>\$5,205,600</u>	<u>\$5,271,892</u>	<u>\$5,646,835</u>	<u>\$6,121,843</u>

Source: Annual Comprehensive Financial Report

¹FY 2017 was restated due to change of 2000 Measure A Program Fund from enterprise to governmental in FY 2018.

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