



JPB Board of Directors
Meeting of June 3, 2021

Correspondence as of May 21, 2021

Subject

- 1 Governor's May Revision Proposals on Transportation
- 2 Comments on VTA's Budget for Fiscal Years 2022 and 2023

From: [Roland Lebrun](#)
To: budgetsub3@asm.ca.gov
Cc: [MTC Info](#); [CHSRA Board](#); [Board \(@caltrain.com\)](#); [SFCTA Board Secretary](#)
Subject: Governor's May Revision Proposals on Transportation
Date: Wednesday, May 19, 2021 1:21:09 AM

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Dear Chair Bloom and Committee Members,

Please consider approving the appropriation of \$4.2 billion Proposition 1A Bonds to the High Speed Rail Authority **subject to the following conditions:**

1) Restoration of all Authority Board and Committee meeting materials prior to January 1st 2018:

<https://hsr.ca.gov/about/board-of-directors/schedule/>

[Board Meeting Schedule & Materials - California High Speed Rail - California High-Speed Rail Authority | State of California](#)

Board Meeting Schedule & Materials. Meetings of the California High-Speed Rail Authority Board of Directors are held in Sacramento, CA and begin at 10:00 a.m. unless the agenda reflects otherwise. Meeting dates, times and locations are subject to change; check this website before making final plans to attend a specific meeting.

hsr.ca.gov

2) Restoration of all environmentally cleared documents including the program EIR alternatives analysis:

https://www.hsr.ca.gov/docs/programs/eir-eis/statewide_final_EIR_vol1ch2part3.pdf

[Content Not Available Online | California High-Speed Rail Authority | State of California](#)

Home Content Not Available Online This content is not available online. However, you may make a request for content under the Public Records Act through the Public Records Act page. If you have any questions about the website or its contents, please contact the Authority at info@hsr.ca.gov.

www.hsr.ca.gov

3) Defunding of any further CEQA and/or NEPA environmental clearance efforts with the exception of the following sections:

- San Francisco to Gilroy

Merced to Bakersfield

- Burbank to Anaheim

4) Allocation of \$5M to the Metropolitan Transportation Commission to study the alignment between Gilroy and Fresno and develop recommendations to the Legislature on next steps.

Thank you in advance for your consideration.

Roland Lebrun

CC

MTC Commissioners

CHSRA Board of Directors

Caltrain Board of Directors

SFCTA Commissioners

VTA Board of Directors

VTA PAC

From: [Roland Lebrun](#)
To: [Baltao, Elaine \[board.secretary@vta.org\]](#)
Cc: [Board \(@caltrain.com\)](#); [cacsecretary \(@caltrain.com\)](#); [SFCTA Board Secretary](#); [SFCTA CAC](#)
Subject: A&F Item 11 Approval of Biennial Budget for Fiscal Years 2022 and 2023
Date: Wednesday, May 19, 2021 4:30:19 PM
Attachments: [A&F Item 11 Approval of Biennial Budget for Fiscal Years 2022 and 2023.pdf](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Chair Chavez,

Please find attached my comments on VTA's proposed FY22-FY23 budget which can be summarized as follows:

- **The proposal to eliminate VTA's contribution to Caltrain's operating budget "because Measure RR passed" violates the 2000 Measure A Ballot language** and will be handled by the taxpayers of Santa Clara County accordingly. Should VTA staff continue on this path, the Caltrain Board and/or MTC will be asked to purchase the Gilroy Caltrain parking lot from VTA and the proceeds will be used towards VTA's obligations to Caltrain.
- Slide 15: The proposal to bridge VTA's FY22-FY28 operating structural deficit with \$135M in SURPLUS Federal Relief funding resulting from savings achieved by leaving thousands of passengers stranded on the side of the road is illegal and should be handled as such by Federal authorities. The correct solution is to increase 2000 Measure A Operating Assistance from 20.25% to 25% of revenues instead of depleting Measure A for the BART project.
- The 10 miles of BART tracks and the Milpitas & Berryessa stations are missing from the list of capital assets on slide 18.
- Slide 24: The proposal to appropriate \$411M in Measure A funds for BART and EBRC is not sustainable because it exceeds revenues after operating assistance and BART debt service by \$63M (FY20) and \$185M (FY22-FY23) (Booklet page 61).
- The sources of funds on slide 25 have not been identified let alone secured (missing 2000 Measure A, 2016 Measure B and RM3 funds necessary to match Federal & State grants).
- **Slide 31 is deceitful.** Specifically, slide 9 correctly reflects \$49M (FY22) and \$52.2M (FY23) Operating Assistance. **The remaining \$180M (FY22 & FY23) are BART Phase I debt service.**
Please direct staff to update slide 31 to reflect the correct amounts (like slide 35 for 2008 Measure B).

- 2008 Measure B BART operating expenditures are not sustainable (they exceed revenues by 100%).

Sincerely,

Roland Lebrun

Presentation: <http://santaclaravta.iqm2.com/Citizens/FileOpen.aspx?Type=4&ID=10363&MeetingID=3429>

Recommended Budget booklet: <http://santaclaravta.iqm2.com/Citizens/FileOpen.aspx?Type=4&ID=10351&MeetingID=3429>

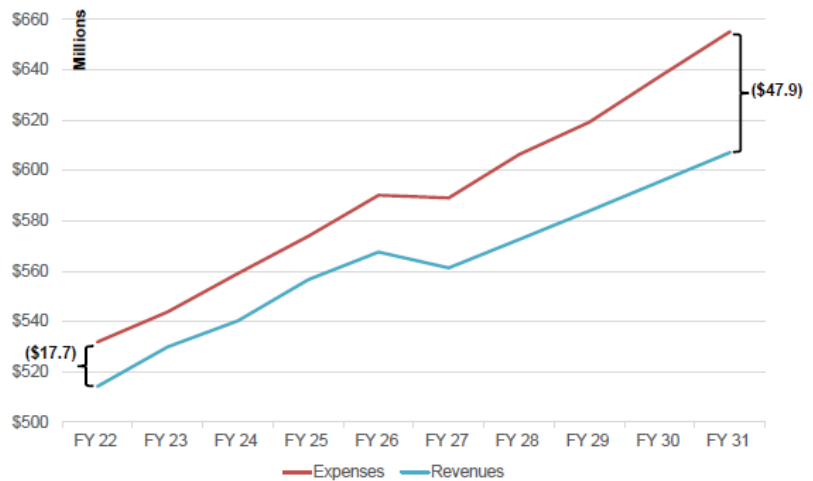
CC

MTC Commissioners
SFCTA Commissioners
Caltrain Board
VTA PAC
VTA CAC
Caltrain CAC
SFCTA CAC

Slide 15: The proposal to bridge VTA’s FY22-FY28 structural funding gap with \$135M in SURPLUS Federal Relief funding resulting from savings achieved by leaving thousands of passengers stranded on the side of the road is illegal and should be handled as such by Federal authorities. The correct solution is to increase 2000 Measure A Operating Assistance from 20.25% to 25% of revenues instead of depleting Measure A for the BART project.

VTA Transit – 10-Year Projection

10-Year Projections (in Millions)			
FY	Revenues	Expenses	Operating Balance
2022	\$514.2	\$531.9	(\$17.7)
2023	\$529.9	\$543.8	(\$14.0)
2024	\$540.3	\$559.1	(\$18.8)
2025	\$556.7	\$573.9	(\$17.2)
2026	\$567.6	\$590.2	(\$22.6)
2027	\$561.3	\$589.1	(\$27.8)
2028	\$572.6	\$606.4	(\$33.8)
2029	\$584.0	\$619.2	(\$35.2)
2030	\$595.6	\$637.4	(\$41.9)
2031	\$607.2	\$655.2	(\$47.9)



Notes: Federal Relief Funding awarded to VTA is projected to be exhausted by FY 2028
Numbers may not be precise due to independent rounding



The 10 miles of BART tracks and the Milpitas & Berryessa stations are missing from slide 18:

Summary of VTA Capital Assets

 59 LR Stations	 98 LR Cars	 82 Track Miles	 434 Buses	 3,300 Bus Stops
 594 Shelters	 23 Transit Centers	 26 Park-n-Ride Lots	 5 Operating and Administrative Divisions	 Technology & Safety

Slide 24: The proposal to appropriate \$411M in Measure A funds for BART and EBRC is not sustainable because it exceeds revenues after operating assistance and BART debt service by \$63M (FY20) and \$185M (FY22-FY23) (Booklet page 61)

Proposed 2000 Measure A Program FY22 & FY23 Capital Budget

Project	Funding				Total (In millions)
	2000 Measure A	Federal	State	Other	
BART Phase II	\$386.8	\$769.0	\$779.7	\$166.0	\$2,101.5
Eastridge to BART Regional Connector	\$24.2	--	--	\$15.2	\$39.4
Total	\$411.0	\$769.0	\$779.7	\$181.2	\$2,140.9

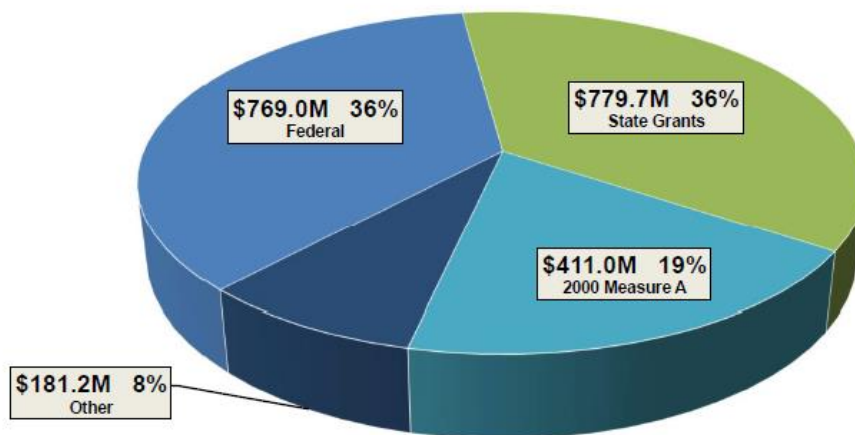


Note: Totals may not be precise due to independent rounding

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The sources of funds on slide 25 have not been identified let alone secured (missing 2000 Measure A, 2016 Measure B and RM3 funds necessary to match Federal & State grants).

Proposed 2000 Measure A Program FY22 & FY23 Capital Budget by Funding Source



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

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Slide 31 is deceitful. Specifically, slide 9 correctly reflects \$49M (FY22) and \$52.2M (FY23) Operating Assistance. The remaining \$180M (FY22 & FY23) are BART Phase I debt service. Please update slide 31 to reflect the correct amounts (like slide 35 for 2008 Measure B).

2000 Measure A Program-Operating FY22 & FY23 Highlights

- Primarily Operating Assistance to VTA Transit Fund and Debt Service
- Proposed Budget

FY22	FY23
\$139.2 Million	\$142.0 Million



Slide 9

By Revenue Source (in Millions)		
	FY22	FY23
Fares	\$16.4	\$21.9
1976 Half-Cent Sales Tax	\$236.4	\$251.6
Transportation Development Act (TDA)	\$123.1	\$125.6
2000 Measure A Sales Tax - Operating Asst	\$49.0	\$52.2
2016 Measure B - Transit Operations	\$23.6	\$17.5
STA	\$31.5	\$26.9
Other	\$34.2	\$34.2
Total	\$514.2	\$529.9

2008 Measure B BART operating expenditures are not sustainable (they exceed revenues by 100%).

2008 Measure B—BART Operating Sales Tax Program FY22 & FY23 Highlights

- Proposed FY22 & FY23 Budget includes operations and maintenance (O&M) cost payment to BART, contribution to BART Capital Improvement Projects, and VTA operating expenses
- Appropriation for Contribution to BART Capital Improvement Projects carries forward and does not expire
- Proposed Budget

(\$ in millions)	FY22	FY23
O&M Cost Payment to BART	\$51.1	\$52.2
Contribution to BART Capital Improvement Projects	\$42.3	\$44.0
VTA Operating Expenses	\$7.1	\$7.3
Total 2008 Measure B Program Proposed Budget	\$100.5	\$103.5



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The proposal to eliminate VTA’s contribution to Caltrain’s operating budget violates the 2000 Measure A Ballot language and will be handled by the taxpayers of Santa Clara County accordingly. Should VTA staff continue on this path, the Caltrain Board and/or MTC will be asked to purchase the Gilroy Caltrain parking lot from VTA and the proceeds will be used towards VTA’s obligations to Caltrain.

Caltrain

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