

JPB CAC

CORRESPONDENCE
AS OF

June 15, 2021

Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, May 19, 2021 4:30 PM
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
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.igm2.com/Citizens/FileOpen.aspx?Type=4&ID=10363&MeetingID=3429>

Recommended Budget

booklet: <http://santaclaravta.igm2.com/Citizens/FileOpen.aspx?Type=4&ID=10351&MeetingID=3429>

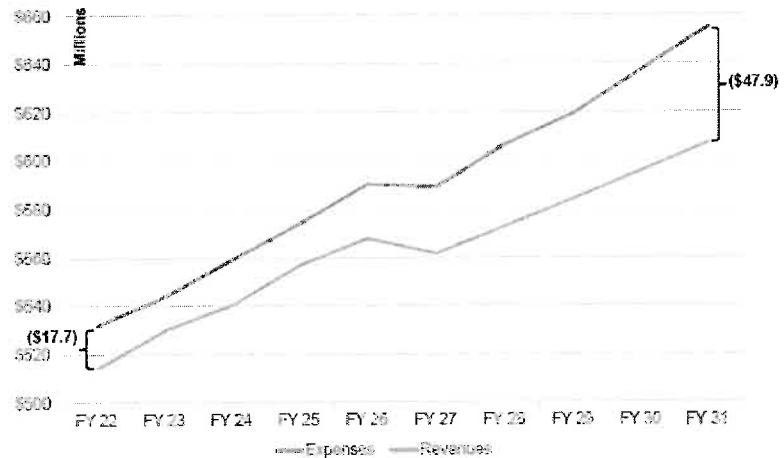
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Slide 15: The proposal to bridge VTA's FY22-FY28 structural funding gap with \$135M in SURPLUS Federal Relief funding resulting from savings achieved by leaving thousands of passengers stranded on the side of the road is illegal and should be handled 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)



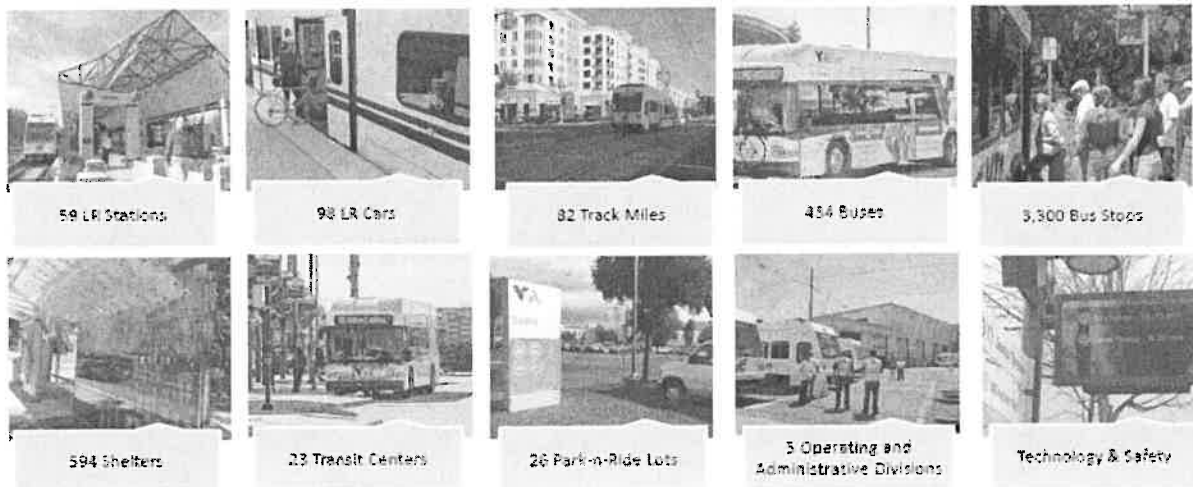
Notes: Federal Relief Funding awarded to VTA is projected to be exhausted by FY 2028
Numbers may not be precise due to independent rounding



15

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

Summary of VTA Capital Assets



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)

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

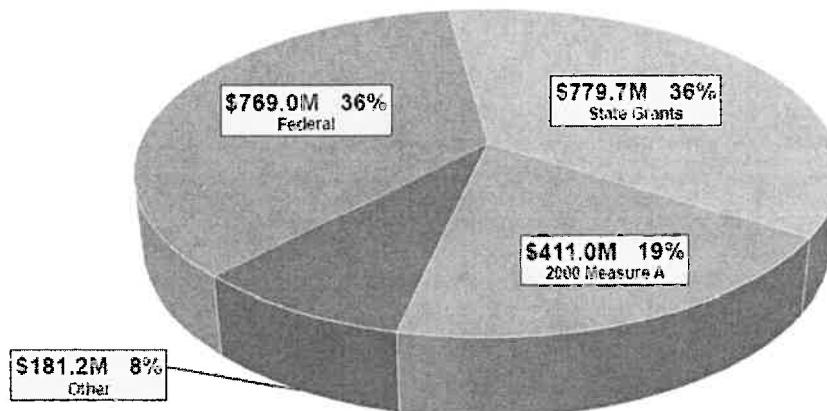


Note: Totals may not be precise due to independent rounding

24

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

25

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



31

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



35

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.

Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Sunday, May 23, 2021 10:11 PM
To: Baltao, Elaine [board.secretary@vta.org]
Cc: MTC Info; CHSRA Board; Board (@caltrain.com); SFCTA Board Secretary; cacsecretary
[@caltrain.com]; SFCTA CAC
Subject: Gilroy Downtown station design

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

Dear Chair Chavez,

Further to the staff presentation to the Capital Programs Committee (http://santaclaravta.ig2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=3429&MediaPosition=&ID=7563&CssClass=), please refer to slide 6 of the presentation and provide the following information pursuant to Government Code Section §6250 et seq.

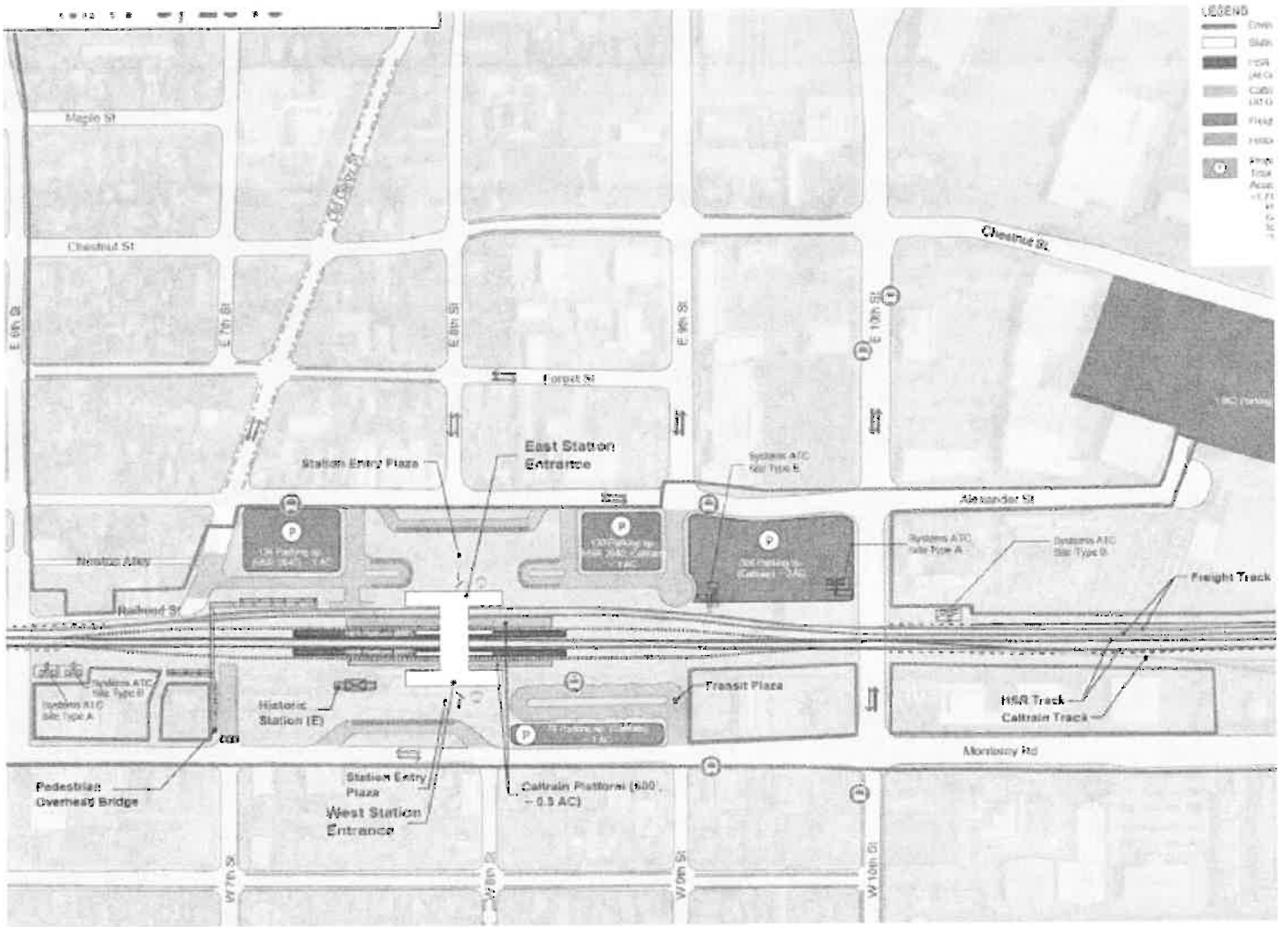
- 1) Names(s) and affiliations(s) of individual(s) and/or entities responsible for the track and platform design of the Gilroy downtown station.
- 2) Copies of ALL original document(s) containing this diagram.

Thank you in advance for your prompt attention to this matter.

Roland Lebrun

CC

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CHSRA Board of Directors
Caltrain Board
SFCTA Commissioners
VTA PAC
Caltrain CAC
SFCTA CAC
VTA CAC



Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Sunday, May 23, 2021 11:37 PM
To: Baltao, Elaine [board.secretary@vta.org]
Cc: MTC Info; Board (@caltrain.com); SFCTA Board Secretary; cacsecretary [@caltrain.com]; SFCTA CAC
Subject: A&F Item 11 Approval of Biennial Budget for Fiscal Years 2022 and 2023

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Dear Chair Chavez,

Further to the FY22-FY23 budget presentation to the Capital Programs Committee (<http://santaclaravta.igam2.com/Citizens/FileOpen.aspx?Type=4&ID=10363&MeetingID=3429>), please refer to slide 25 of the presentation and provide the following information pursuant to Government Code Section §6250 et seq:

Specific sources of funds for the following items:

- \$769.0M "Federal"
- \$779.7M "State Grants"
- \$411.0M "2000 Measure A"
- \$181.2M "Other"

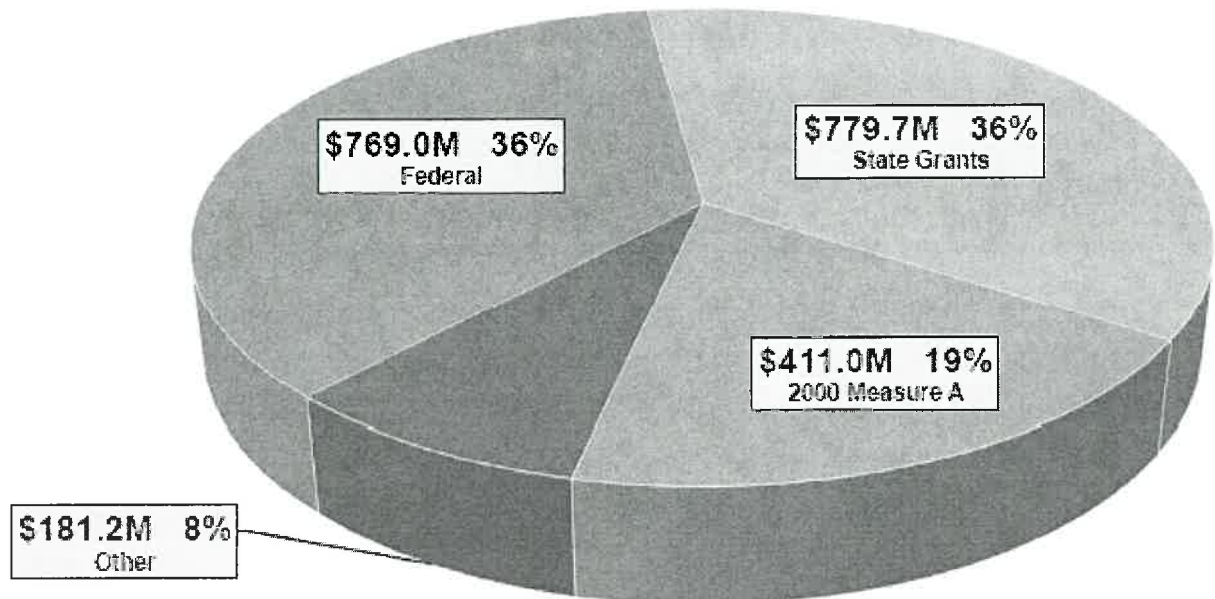
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Roland Lebrun

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VTA PAC
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VTA CAC

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



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

From: Roland Lebrun

Sent: Wednesday, May 19, 2021 4:30 PM

To: VTA Board Secretary <board.secretary@vta.org>

Cc: Caltrain Board <board@caltrain.com>; Caltrain CAC Secretary <cacsecretary@caltrain.com>; SFCTA Board Secretary <clerk@sfcta.org>; SFCTA CAC <cac@sfcta.org>

Subject: A&F Item 11 Approval of Biennial Budget for Fiscal Years 2022 and 2023

Dear Chair Chavez,

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- **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.
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depleting Measure A for the BART project.

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Roland Lebrun

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Recommended Budget

booklet: <http://santaclaravta.ig2.com/Citizens/FileOpen.aspx?Type=4&ID=10351&MeetingID=3429>

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Caltrain CAC
SFCTA CAC

Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Sunday, May 30, 2021 11:57 PM
To: Board (@caltrain.com)
Cc: MTC Commission; SFCTA Board Secretary; Baltao, Elaine [board.secretary@vta.org]; cacsecretary [@caltrain.com]; SFCTA CAC; Board (@samtrans.com); cacsecretary [@samtrans.com]
Subject: Item 3 General Counsel Report on Santa Clara County sales tax measures
Attachments: 2000 Measure A full text.pdf; B-2. 2016 Measure B Ballot Language.pdf

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

Dear Caltrain Board,

Please consider agendizing an additional closed session item requesting that Caltrain General Counsel review the ballot languages of 2000 Measure A and 2016 Measure B as approved by the voters of Santa Clara County and advise the Board as to the legality of VTA refusing to contribute to Caltrain FY22 and FY23 Operating and Capital budgets "*because of the passage of Measure RR in November 2020*".

*"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."*

http://santaclaravta.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=3349&MediaPosition=&ID=7691&CssClass=

Sincerely,

Roland Lebrun

Attachments:

- 2000 Measure A Ballot language
- 2016 Measure B Ballot language

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SFCTA Commissioners
VTA Board
SamTrans Board
VTA PAC
Caltrain CAC

SFCTA CAC
VTA CAC
SamTrans CAC

APPENDIX A - 2000 MEASURE A BALLOT LANGUAGE

OFFICIAL BALLOT
COUNTY OF SANTA CLARA

GENERAL ELECTION
November 7, 2000

DISTRICT
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

A 1/2 CENT TRANSIT SALES TAX

To:

- Connect BART to Milpitas, San Jose, Santa Clara;
- Build rail connection from San Jose International Airport to BART, Caltrain, light rail;
- Purchase vehicles for disabled access, senior safety, clean air buses;
- Provide light rail throughout Santa Clara County;
- Expand, electrify Caltrain;
- Increase rail, bus service.

Shall Santa Clara Valley Transportation Authority enact a 1/2 cent sales tax for 30 years beginning 4/1/06 when current tax expires, with annual audits published in local newspapers and an independent citizens watchdog committee?

COMPLETE TEXT OF MEASURE A

Shall the Board of Directors of the Santa Clara Valley Transportation Authority (VTA) be authorized to enact a retail transactions and use tax ordinance imposing (a) a tax for the privilege of selling tangible personal property at retail upon every retailer in Santa Clara County, the territory of VTA; such tax to be at the rate of one-half of one percent of the gross receipts of the retailer from the sale of all tangible personal property sold by him at retail in the territory of VTA, and (b) a complimentary tax upon the storage, use, or other consumption in Santa Clara County, the territory of VTA; such tax to be at the rate of one-half of one percent of the sales price of the property whose storage, use, or other consumption is subject to the tax, such taxes to be imposed for a period not to exceed 30 years, and to take effect only upon the expiration of the current County of Santa Clara 1996 Measure B 1/2 cent sales tax in April, 2006, and to be used only to:

- **Extend BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station, specifically,**

To build a BART Extension from Fremont to Milpitas, San Jose and Santa Clara with a major connection to the Tasman Light Rail line at the Milpitas BART Station. In San Jose to include a BART subway section with stations at San Jose State University, the new San Jose City Hall, Downtown San Jose at Market Street, San Jose Arena and the Diridon Multimodal Station connecting to Caltrain, ACE, Amtrak, the Vasona Light Rail line and VTA bus service. In Santa Clara, to serve Santa Clara University, and the Caltrain Station with a

APPENDIX A - 2000 MEASURE A BALLOT LANGUAGE

people mover connection to San Jose International Airport.

- **Provide Connections from San Jose International Airport to BART, Caltrain and the VTA Light Rail, specifically,**

To build a people mover rail line connecting the airport passenger terminals directly with BART, Caltrain and the VTA Light Rail line.

- **Extend Light Rail from Downtown San Jose to the East Valley by**

Building a Downtown/East Valley Light Rail line from downtown San Jose serving the new San Jose City Hall and San Jose State University, out Santa Clara Street to Capitol Avenue to join the Capitol Light Rail line then south to Eastridge Shopping Center.

- **Purchase Low Floor Light Rail Vehicles, specifically**

To better serve disabled, seniors and others; purchase an additional 20 low floor light rail vehicles to join the 30 low floor vehicles now being constructed for the new Tasman, Capitol and Vasona Light Rail lines and 50 new low floor vehicles to replace VTA's existing 50 light rail vehicles.

- **Improve Caltrain: Double Track to Gilroy and Electrify from Palo Alto to Gilroy**

Extend the Caltrain double track from the San Jose Tamien Station through Morgan Hill to Gilroy. Provide VTA's funds for the partnership with San Francisco and San Mateo counties to electrify Caltrain from San Francisco to Gilroy.

- **Increase Caltrain Service, specifically**

Purchase new locomotive train sets for increased Caltrain service in Santa Clara County from Gilroy to Palo Alto and provide additional facilities to support the increased service.

- **Construct a New Palo Alto Intermodal Transit Center**

In partnership with the City of Palo Alto and Stanford University, design and construct a new parkway and underpass for University Avenue from the campus to downtown Palo Alto to improve bicycle, pedestrian and transit access to the campus, Palo Alto Caltrain station and downtown Palo Alto. Upgrade passenger facilities at the historic Palo Alto Caltrain station, upgrade transit facilities for VTA, SAMTRANS, Dumbarton Express and the Stanford Marguerita and Palo Alto shuttle services.

- **Improve Bus Service in Major Bus Corridors**

For VTA Line 22 (Palo Alto to Eastridge Center) and the Stevens Creek Boulevard Corridor, purchase new low floor articulated buses. Improve bus stops and major passenger transfer points and provide bus queue jumping lanes at intersections to permit buses quick access along the corridors.

- **Upgrade Altamont Commuter Express (ACE)**

Provide VTA's matching funds for additional train sets, passenger facilities and service upgrades for the ACE Commuter Service from San Joaquin and Alameda Counties.

APPENDIX A - 2000 MEASURE A BALLOT LANGUAGE

- **Improve Highway 17 Express Bus Service**

Provide VTA's share of funds for the partnership with the Santa Cruz County Transit District for additional buses and service upgrades for the Highway 17 Express Bus Service.

- **Connect Caltrain with Dumbarton Rail Corridor**

Provide VTA's share of matching funds for a partnership with Alameda and San Mateo counties for the rebuilding of the Dumbarton Rail Corridor to connect to Caltrain and train sets for this new service conditioned on Alameda and San Mateo County's funding.

- **Purchase Zero Emission Buses and Construct Service Facilities**

Provide funds to supplement federal funds to expand and replace existing VTA diesel bus fleet from current size of just over 500 vehicles to 750 vehicles with the new zero emission buses and to provide maintenance facilities for this new, clean vehicle propulsion system. All new buses to be low floor for easier boarding by seniors and the disabled.

- **Develop New Light Rail Corridors**

Provide capital funds for at least two new future light rail corridors to be determined by Major Investment Studies (MIS). Potential corridors include: Sunnyvale/Cupertino; Santa Teresa/Coyote Valley; Downtown/East Valley Connection to Guadalupe Line; Stevens Creek Boulevard; North County/Palo Alto; Winchester/Vasona Junction; and, initial study of BART connection from Santa Clara through Palo Alto to San Mateo County.

- **Fund Operating and Maintenance Costs for Increased Bus, Rail and Paratransit Service**

Provide revenue to ensure funding, to at least 2014, and possibly longer, of the following: the new Tasman East, Capitol and Vasona Light Rail lines, the commuter rail connection to BART, expanded paratransit services, expanded bus fleet of 750 vehicles, the Downtown/East Valley Light Rail line operations, which can commence in 2008, and the BART extension to San Jose which can commence operations by 2010;

All subject to the following mandatory requirements:

- The Tax Must Expire 30 Years After Implementation.

If approved by the voters, this half-cent sales tax must expire 30 years after implementation. The tax will be imposed for the period commencing April 1, 2006 when current tax expires and terminate on March 31, 2036. The length of this tax cannot be extended without a vote – and the approval – of the residents of Santa Clara County.

- An Independent Citizen's Watchdog Committee Must Review all Expenditures.

The Independent Citizen's Watchdog Committee will consist of private citizens, not elected officials, who comprise the VTA's Citizen's Advisory Committee.

Responsibilities of the Citizen's Watchdog Committee are:

- **Public Hearings and Reports:** The Committee will hold public hearings and issue reports on at least an annual basis to inform Santa Clara County residents how the

APPENDIX A - 2000 MEASURE A BALLOT LANGUAGE

funds are being spent. The hearings will be held in full compliance with the Brown Act, California's open meeting law with information announcing the hearings well-publicized and posted in advance.

- Annual Independent Audits: An annual audit conducted by an independent Auditor will be done each fiscal year to ensure tax dollars are being spent in accordance with the intent of this measure.
- Publish results of Audits and Annual Reports: The Committee must publish the results of the Independent Auditor and the Annual Report in local newspapers. In addition, copies of these documents must be made available to the public at large.

such authorization being pursuant to the provisions of Sections 100250 et seq. of the public Utilities Code and Sections 7251 et seq. of the Revenue and Taxation Code.

B-2. 2016 Measure B Ballot Language

MEASURE B

COUNTY COUNSEL'S IMPARTIAL ANALYSIS OF MEASURE B

California law permits the Santa Clara Valley Transportation Authority (VTA) to impose a retail transactions and use tax (commonly called a "sales tax") in the territory of the VTA, which includes both the unincorporated territory and all the cities within Santa Clara County. Such a tax must first be approved by two-thirds of the voters voting in an election.

Measure B was placed on the Ballot by the VTA Board of Directors (Board). Measure B proposes enactment of a .5% (one-half cent) sales tax. The Board anticipates that the sales tax would be operative on April 1, 2017. The authority to levy the sales tax will expire thirty years later.

Under California law, all local governments within each county cannot enact a total sales tax rate of more than 2% in any territory. Approval of this Measure would result in the territory within the cities of Campbell and San Jose reaching that 2% cap during 2017 and until the expiration of an existing tax. The State also imposes a sales tax, some of which is distributed to local governments. The State sales tax rate is scheduled to be 7.25% as of January 1, 2017. Approval of this Measure is anticipated to result in a total 9.25% sales tax in the cities of Campbell and San Jose, and a 9.0% sales tax elsewhere in Santa Clara County, as of the date the sales tax is anticipated to begin. Because existing sales taxes may expire, or other sales taxes may be enacted, overall tax rates may vary during the thirty-year period of this tax.

State law requires the VTA to state the specific purposes for which the sales tax proceeds will be used, and the VTA must spend the proceeds of the tax only for these purposes. The stated purposes of the proposed sales tax are to: repair potholes and fix local streets; finish the BART extension through downtown San Jose and to Santa Clara; improve bicycle and pedestrian safety; increase Caltrain capacity, in order to ease highway congestion, and improve safety at crossings; relieve traffic on the expressways and key highway interchanges; and enhance transit for seniors, students, low-income, and disabled individuals. The Measure states that the VTA will establish a program and develop program guidelines to administer tax revenues received from the measure.

Measure B provides for the establishment of an independent citizens' oversight committee for ensuring that proceeds of the tax are expended consistent with the program established by the VTA. The committee would hold public hearings, issue reports on at least an annual basis, and arrange for an annual independent audit of expenditures.

A "yes" vote is a vote to authorize a special sales tax of one-half cent (.5%) operative for 30 years, expected to expire on March 31, 2047.

A "no" vote is a vote not to authorize the special sales tax.

James R. Williams
Acting County Counsel

By: /s/ Danielle L. Goldstein
Deputy County Counsel

COMPLETE TEXT OF MEASURE B

To repair potholes and fix local streets; finish the BART extension through downtown San Jose and to Santa Clara; improve bicycle and pedestrian safety; increase Caltrain capacity, in order to ease highway congestion, and improve safety at crossings; relieve traffic on the expressways and key highway interchanges; and enhance transit for seniors, students, low-income, and disabled, shall the Board of Directors of the Santa Clara Valley Transportation Authority (VTA) enact a retail transactions and use tax ordinance, Ordinance No. 2016.01, imposing (a) a tax for the privilege of selling tangible personal property at retail upon every retailer in Santa Clara County, the territory of VTA, such tax to be at the rate of one-half of one percent of the gross receipts of the retailer from the sale of tangible personal property sold by him/her at retail in the territory of VTA; and (b) a complementary tax upon the storage, use, or other consumption in Santa Clara County, the territory of VTA, such tax to be at the rate of one-half of one percent of the sales price of the property whose storage, use, or other consumption is subject to the tax; collection of such tax to be limited to thirty years?

VTA shall be the administrator of the tax, shall establish a program and develop program guidelines to administer the tax revenues received from the enactment of this measure (the "Program"). Tax revenues received for the 30-year life of the tax, including any interest or other earnings thereon, less any funds necessary for satisfaction of debt service and/or cost of borrowing and costs of program administration and oversight, such as costs of grant administration and financial management, shall be referred to herein as "Program Tax Revenues."

VTA shall allocate the Program Tax Revenues to the following categories of transportation projects: Local Streets and Roads; BART Phase II; Bicycle and Pedestrian; Caltrain Grade Separation; Caltrain Capacity Improvements; Highway Interchanges; County Expressways; SR 85 Corridor; and Transit Operations.

The present value (i.e., present day purchasing power) of the Program Tax Revenues, as of April 2017, is forecasted to be approximately \$6.3 Billion. The actual revenues to be received over the 30-year life of the tax will be affected by various economic factors, such as inflation and economic growth or decline. The estimated amounts for each category reflect the allocation of approximately \$6.3 Billion. The estimated amounts for each category, divided by \$6.3 Billion, establishes ratios for the allocation among the categories. The VTA Board of Directors may modify those allocation amounts following the program amendment process outlined in this resolution.

- **Local Streets and Roads—Estimated at \$1.2 Billion of the Program Tax Revenues in 2017 dollars.**

To be returned to cities and the County on a formula basis to be used to repair and maintain the street system. The allocation would be based on the population of the cities and the County of Santa Clara's road and expressway lane mileage. Cities and the County will be required to demonstrate that these funds would be used to enhance and not replace their current investments for road system maintenance and repair. The program would also require that cities and the County apply Complete Streets best practices in order to improve bicycle and pedestrian elements of the street system. If a city or the County has a Pavement Condition Index score of at least 70, it may use the funds for other congestion relief projects.

COMPLETE TEXT OF MEASURE B-Continued

- **BART Phase II—Estimated at \$1.5 Billion of Program Tax Revenues in 2017 dollars (capped at a maximum of 25% of Program Tax Revenues).**

To fund the planning, engineering, construction, and delivery costs of BART Phase II, which will create a new regional rail connection by extending BART from the Berryessa Station in San Jose to Santa Clara with stations at Alum Rock/28th Street, downtown San Jose, San Jose Diridon Station, and Santa Clara.

- **Bicycle/Pedestrian—Estimated at \$250 Million of Program Tax Revenues in 2017 dollars.**

To fund bicycle and pedestrian projects of countywide significance identified by the cities, County, and VTA. The program will give priority to those projects that connect to schools, transit, and employment centers; fill gaps in the existing bike and pedestrian network; safely cross barriers to mobility; and make walking or biking a safer and more convenient means of transportation for all county residents and visitors. Bicycle and pedestrian educational programs, such as Safe Routes to Schools, will be eligible for funding. Candidate Projects are set forth in Attachment A.

- **Caltrain Grade Separation—Estimated at \$700 Million of Program Tax Revenues in 2017 dollars.**

To fund grade separation projects along the Caltrain corridor in the cities of Sunnyvale, Mountain View, and Palo Alto, separating the Caltrain tracks from roadways to provide increased safety benefits for drivers, bicyclists, and pedestrians and also reduce congestion at the intersections.

- **Caltrain Corridor Capacity Improvements—Estimated at \$314 Million of Program Tax Revenues in 2017 dollars.**

To fund Caltrain corridor capacity improvements and increased service in Santa Clara County in order to ease highway congestion, including: increased service to Morgan Hill and Gilroy, station improvements, level boarding, extended platforms, and service enhancements.

- **Highway Interchanges—Estimated at \$750 Million of Program Tax Revenues in 2017 dollars.**

To fund highway projects throughout the valley that will provide congestion relief, improved highway operations and freeway access, noise abatement, roadway connection overcrossings, and deploy advanced technology through Intelligent Transportation Systems (ITS). Candidate Projects are set forth in Attachment B.

- **County Expressways—Estimated at \$750 Million of Program Tax Revenues in 2017 dollars.**

To fund Tier 1 improvement projects in the County's Expressway Plan in order to relieve congestion, improve safety and increase the effectiveness of the expressway system in the county. Candidate Projects are set forth in Attachment C.

- **State Route 85 Corridor—Estimated at \$350 Million of Program Tax Revenues in 2017 dollars.**

To fund new transit and congestion relief projects on SR 85, including a new transit lane from SR 87 in San Jose to U.S. 101 in Mountain View. Additionally this category will fund noise abatement along SR 85 and will provide funding to study transportation alternatives that include, but are not limited to, Bus Rapid Transit with infrastructure

COMPLETE TEXT OF MEASURE B-Continued

such as stations and access ramps, Light Rail Transit, and future transportation technologies that may be applicable.

- **Transit Operations—Estimated at \$500 Million of Program Tax Revenues in 2017 dollars.**

The revenue from this program category will provide additional funds specifically for bus operations to serve vulnerable, underserved, and transit dependent populations throughout the county. The goals of the program category are to increase ridership, improve efficiency, enhance mobility services for seniors and disabled, and improve affordability for the underserved and vulnerable constituencies in the county. As VTA considers modifications to bus operations and routes to improve ridership and efficiencies, these funds may also be utilized to maintain and expand service to the most underserved and vulnerable populations. The funds may be used to increase core bus route service frequencies, extending hours of operations to early mornings, evenings and weekends to improve mobility, safe access and affordability to residents that rely on bus service for critical transportation mobility needs. Attachment D describes the list of Candidate Projects and Programs.

The Program Categories will be administered in accordance with program guidelines and policies to be developed and approved by the VTA Board of Directors.

An independent citizen's oversight committee shall be appointed to ensure that the funds are being expended consistent with the approved Program. Annually, the committee shall have an audit conducted by an independent auditor. The audit shall review the receipt of revenue and expenditure of funds. The committee shall hold public hearings, and issue a report annually to inform the Santa Clara County residents how the funds are being spent. The hearings will be public meetings subject to the Brown Act.

To support and advance the delivery of projects in the Program, VTA may issue or enter into financial obligations secured by the tax revenues received from the State Board of Equalization (SBOE), including but not limited to, bonds, notes, commercial paper, leases, loans and other financial obligations and agreements (collectively, "Financing Obligations"), and may engage in any other transactions allowed by law. Notwithstanding anything to the contrary, to obtain the strongest credit ratings and lowest financing costs, VTA may pledge up to the full amount of tax revenues received from the SBOE as security for any Financing Obligations of the Program and may contract with the SBOE to have pledged amounts transferred directly to a fiduciary, such as a bond trustee, to secure Financing Obligations to fund any project in the Program. Any Financing Obligation shall be fully paid prior to the expiration of this tax measure.

If approved by a 3/4 majority of the VTA Board of Directors, and only after a noticed public meeting in which the County of Santa Clara Board of Supervisors, and the city council of each city in Santa Clara County have been notified at least 30 days prior to the meeting, VTA may modify the Program for any prudent purpose, including to account for the results of any environmental review required under the California Environmental Quality Act of the individual specific projects in the Program; to account for increases or decreases in federal, state, and local funds, including revenues received from this tax measure; to account for unexpected increase or decrease in revenues; to add or delete a project from the Program in order to carry out the overall purpose of the Program; to maintain consistency with the Santa Clara Valley Transportation Plan; to

COMPLETE TEXT OF MEASURE B-Continued

shift funding between project categories; or to take into consideration new innovations or unforeseen circumstances.

**ATTACHMENT A
ENVISION SILICON VALLEY BICYCLE AND PEDESTRIAN
CANDIDATE LIST**

Project

- Implementation of Santa Clara Countywide Bicycle Plan*
- Trails in Expressway Rights-of-Way
- Alum Rock Trail
- Coyote Creek Trail Completion
- Lions Creek Trail
- Lower Silver Creek Trail
- Miramonte Avenue Bikeways
- Fremont Road Pathway
- Los Gatos Creek Trail Connector to SR 9
- Berryessa Creek Trail
- West Llagas Creek Trail
- Guadalupe River Trail-Extension to Almaden
- Three Creeks Trail East from Guadalupe River to Coyote Creek Trail
- Five Wounds Trail from William Street to Mabury Road/Berryessa
- Hwy. 237 Bicycle Trail: Great America Parkway to Zanker (Class I, II, and IV)
- Lower Guadalupe River Access Ramps
- Los Gatos Creek Trail Gap Closure
- Calabazas Creek Trail
- San Tomas Aquino Trail Extension to South & Campbell Portion
- Union Pacific Railroad Trail
- Stevens Creek Trail Extension
- Hamilton Avenue/Highway 17 Bicycle Overcrossing
- Pedestrian/Bicycle Bridge over SR 17 from Railway/Sunnyside to Campbell Technology Parkway
- Mary Avenue Complete Streets Conversion
- UPRR Bicycle/Pedestrian Bridge Crossing: Stevens Creek Boulevard to Snyder Hammond House/Rancho San Antonio Park
- Montague Expressway Bicycle/Pedestrian Overcrossing at Milpitas BART Station
- Shoreline/101 Bicycle/Pedestrian Bridge
- Mayfield Tunnel Pedestrian/Bicycle under Central Expressway connecting to San Antonio Caltrain Station
- South Palo Alto Caltrain Bicycle/Pedestrian Crossing
- Matadero Creek Trail Undercrossing
- Caltrain Capitol Undercrossing
- Phelan Avenue Pedestrian/Bicycle Bridge over Coyote Creek
- Newhall Street Bicycle/Pedestrian Overcrossing over Caltrain Tracks
- Kiely Bicycle/Pedestrian Overcrossing
- Winchester Bicycle/Pedestrian Overcrossing
- Bernardo Caltrain Undercrossing
- San Tomas Aquino Creek Trail Underpass at 49er Stadium
- Latimer Avenue Bicycle/Pedestrian Overcrossing

COMPLETE TEXT OF MEASURE B-Continued

- Bicycle/Pedestrian safety education at approximately 200 schools
- Implementation of Pedestrian Access to Transit Plan (VTA)*
- Bike amenities at transit stops and on transit vehicles
- Countywide Vision Zero Program (VTA)*
- Highway 9 Pedestrian Safety Improvements

*These plans are currently being developed/updated and projects are being identified.

**ATTACHMENT B
ENVISION HIGHWAY PROGRAM CANDIDATE LIST**

Project

- US 101 improvements in the cities of Palo Alto and Mountain View to address regional connectivity and circulation between San Antonio Road and Charleston Road at the US 101/San Antonio Road, US 101/Rengstorff/Charleston Road and US 101/Shoreline Boulevard interchanges.
- SR 85/SR 237 Area Improvements in Mountain View to address mainline congestion and regional connectivity through the SR 85/SR 237 connector, SR 85/El Camino Real interchange, and the SR 237/El Camino/Grant Road interchange.
- SR 237/US 101/Mathilda Avenue Area Improvements in Sunnyvale to address local roadway congestion.
- SR 237 Corridor Improvements in the cities of San Jose, Santa Clara and Milpitas to address mainline congestion and regional connectivity by addition of SR 237 westbound/eastbound auxiliary lanes between Zanker Road and North First Street, improvements at the SR 237/Great America Parkway westbound off-ramp, and replacement/widening of the Calaveras Boulevard structures over the UPRR tracks.
- West County Improvements along I-280 in Cupertino, Los Altos, Los Altos Hills and Sunnyvale to address mainline congestion with mainline and interchange improvements from Magdalena Avenue to the San Mateo County line.
- SR 85/I-280 Area Improvements in Cupertino, Los Altos, and Sunnyvale to address regional connectivity through a northbound I-280 braided ramp between SR 85 and Foothill Boulevard and improvements at the northbound I-280 off-ramp to Foothill Boulevard.
- US 101/Trimble Road/De La Cruz Boulevard to Zanker Road Area improvements to address local roadway connectivity and mainline congestion in San Jose and Santa Clara with US 101/Trimble Road/De La Cruz Boulevard interchange improvements, southbound US 101/SB 87 connector improvements, and a new US 101/Zanker Road interchange.
- US 101/Old Oakland Road Improvements in San Jose to address local roadway congestion, access and connectivity.
- A new interchange at US 101/Mabury Road in San Jose to address regional access.
- I-680 Corridor Improvements in San Jose to address mainline congestion and regional connectivity by improving the I-680/Alum Rock Avenue and I-680/McKee Road interchanges.
- I-280/Lawrence Expressway/Stevens Creek Boulevard Interchange Improvements to address mainline and local roadway congestion.

COMPLETE TEXT OF MEASURE B-Continued

I-280/Saratoga Avenue Interchange Improvements to address local circulation and mainline congestion.

I-280/Winchester Boulevard Area Improvements in Santa Clara and San Jose to address regional connectivity and local circulation.

SR 87 Corridor Technology-based Improvements in San Jose to address mainline congestion and system reliability through the implementation of technology-based operational improvements to the freeway.

Highway 17 Corridor Congestion Relief: Upgrade Highway 17/9 interchange to improve pedestrian and bicycle safety, mobility, and roadway operations; deploy advanced transportation technology to reduce freeway cut through traffic in Los Gatos, including traffic signal control system upgrades in Los Gatos, Traveler Information System, advanced ramp metering systems; support Multi-Modal Congestion Relief Solutions, including enhanced Highway 17 Express Bus service, implementing local bus system improvements that reduce auto trips to schools, work, and commercial areas in Los Gatos; and develop park and ride lots to serve as transit hubs for express bus, shuttles, local bus system connections.

SR 17 Southbound/Hamilton Avenue Off-ramp Widening Improvements in Campbell to address mainline congestion and local circulation.

SR 17/San Tomas Expressway Improvements in Campbell to address mainline congestion and local circulation.

US 101/Blossom Hill Boulevard Improvements in San Jose to address local roadway congestion and connectivity, including for bicyclists and pedestrians.

US 101 Improvements in Gilroy to address mainline congestion and regional connectivity with a new US 101/Buena Vista Avenue interchange and US 101/SR 152 10th Street ramp and intersection improvements.

SR 152 Corridor Improvements in Gilroy including US 101/SR 25 interchange improvements to address regional connectivity and goods movement network improvements.

I-280/Wolfe Road Interchange Improvements in Cupertino to address mainline congestion and improve local traffic circulation.

I-880/Charcot Avenue Overcrossing in San Jose to address local relief circulation and adjacent I-880 interchanges congestion relief.

Noise Abatement Projects in Santa Clara County to implement treatments to address existing freeway noise levels throughout the county.

Intelligent Transportation Systems (ITS) Projects in Santa Clara County such as integrated corridor management systems, traffic operations systems, ramp metering, managed lanes, and local traffic signal control systems to address freeway mainline congestion and local roadway congestion caused by cut-through traffic.

COMPLETE TEXT OF MEASURE B-Continued

ATTACHMENT C SANTA CLARA COUNTY EXPRESSWAY IMPROVEMENTS (TIER 1)

Project

Almaden Expressway at SR-85-Interim Improvements
Almaden Expressway at Branham Lane Intersection Improvements
Almaden Expressway at Camden Ave Intersection Improvements
Capitol Expressway Widening and Interchange Modifications between I-680 and Capitol Avenue
Central Expressway at Thompson Intersection Improvements
Foothill Expressway Auxiliary Lanes between El Monte and San Antonio
Lawrence Expressway at Homestead Road Interim Improvements
Lawrence Expressway at Homestead Road Grade Separation
Lawrence Expressway from Reed/Monroe to Arques Grade Separation
Montague Expressway Complete 8-lane Widening including HOV lanes and Auxiliary Lanes between Great Mall and McCarthy/O'Toole
Oregon-Page Mill Widening (possible HOV lanes) and Trail between I-280 and Foothill Expressway
Oregon-Page Mill Intersection Improvements between Porter and Hansen
Oregon-Page Mill/El Camino Real Intersection Improvements
San Tomas Expressway Widening and Trail between Homestead and Stevens Creek
Santa Teresa-Hale Corridor Road and Trail between Dewitt and Main
Santa Teresa-Hale Corridor Widening and Trail between Long Meadow and Fitzgerald
SR 17/San Tomas Expressway Interim Improvements
I-280/Foothill Expressway Interchange Modifications and Auxiliary Lane to Homestead
I-280/Oregon-Page Mill Road Interchange Reconfiguration
Expressway ITS/Signal System Countywide

ATTACHMENT D TRANSIT OPERATIONS CANDIDATE PROJECTS AND PROGRAMS LIST

- Expand mobility services and affordable fare programs for seniors, disabled, students and low-income riders.

This project would provide funds to develop and expand senior and disabled transportation mobility programs and services. The proposed program would provide mobility options such as coordinated eligibility services and enhanced mobility options provided in a secure and safe manner for the most vulnerable and underserved residents in the County, such as seniors and persons with disabilities. It would support mobility options including maintaining the paratransit service coverage area and service expansion by extending hours of operation and weekend service. The funds would also establish permanent and augment discount fare programs to increase transit access for low-income, underserved and vulnerable populations unable to afford standard fares.

COMPLETE TEXT OF MEASURE B-Continued

- Enhance Frequent Core Bus Network.

The project would upgrade service frequency on VTA's top core network routes to 15-minutes or faster. Some specific examples include expanding the number of high frequency core routes and expanding the schedule of existing services. This may also include enhancing frequency of services during early mornings, evenings and weekends in order to improve convenience, reliability, connectivity, ridership, farebox recovery and support local land use plans. The upgrade would improve the quality of service for vulnerable, underserved and transit dependent populations as well as existing riders and attract new riders which would decrease vehicle miles traveled, traffic congestion and pollution.

- Improve amenities at bus stops to increase safety, security and access.

The project would provide funds for system wide improvements to bus stops, transit centers and stations including new and replacement shelters, lighting, access improvements including safe sidewalk connections, passenger information signs and security.

- Support new innovative transit service models to address first/last mile connections.

The project would support affordable new innovative transit service models to address first/last mile connections including FLEX type services, dynamic on-demand subscription shuttles and partnerships with other demand responsive service providers serving vulnerable, underserved and transit dependent populations.

ARGUMENT IN FAVOR OF MEASURE B

Uncommon allies united for a common goal: Relieve Traffic; Repair our Roads. That's why the League of Women Voters, San Jose Silicon Valley Chamber of Commerce, League of Conservation Voters, former U.S. Transportation Secretary Norman Mineta and Senator Dianne Feinstein are championing Measure B to provide vital local funding to fill potholes, maintain roads and reduce traffic throughout Santa Clara County.

We are fortunate to enjoy a special quality of life here. Unfortunately, many of Santa Clara County's roads are in dire need of repair and we're spending too much time trapped in traffic. We need meaningful countywide congestion relief.

Measure B will:

- Finish the BART extension to downtown San Jose and Santa Clara
- Relieve traffic congestion on all 10 Expressways (Almaden, Capitol, Central, Foothill, Lawrence, Montague, Page Mill, San Tomas, Santa Teresa, Hale) and key highway interchanges
- Protect and enhance transit options for seniors, the disabled, students and the poor
- Repair roads and fix potholes in all 15 cities
- Improve bicycle and pedestrian safety, especially near schools
- Increase Caltrain capacity, easing highway congestion and improving safety at grade crossings
- Connect BART/Caltrain in downtown San Jose and Santa Clara, with platform-to-platform connections, to finally provide rapid rail around the entire Bay Area

Voting YES on Measure B provides Santa Clara County with a source of locally controlled funding to repair and maintain our roads and improve safety. Measure B helps Santa Clara County secure state and federal matching funds, otherwise lost to other regions.

The state or federal government cannot take away Measure B funds. We need to act now; the longer we wait, the more expensive these improvements become.

Measure B mandates strong taxpayer safeguards, including independent financial audits with citizen oversight. Elected leaders will be held accountable to spend funds as promised.

Measure B repairs our roads and contributes to a better quality of life throughout Santa Clara County. Join us in supporting Measure B.

ARGUMENT IN FAVOR OF MEASURE B-Continued

www.YesMeasureB.com

/s/ Roberta Hollimon
Chair, Council of the Leagues of Women Voters of Santa Clara County

/s/ Matthew Mahood
President & CEO, San Jose Silicon Valley Chamber of Commerce

/s/ Rod Diridon, Sr.
Chair Emeritus, League of Conservation Voters of Santa Clara County

/s/ Michael E. Engh
President, Santa Clara University

/s/ Darryl Von Raesfeld
Fire Chief, City of San Jose (Retired)

REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE B

Has your commute improved since Measure A in 2000? One thing is abundantly clear: If VTA actually could deliver "meaningful countywide congestion relief" they would have done it by now. This is a promise they can't deliver on.

Measure B would add a big increase to an already hefty transportation sales tax. What confidence do you have that you will ever benefit from it?

Look at the performance of Measure A from 2000. VTA's Capital Program Dashboard shows that no Measure A projects have been completed. The most expensive project, BART to Santa Clara, was cut in half. Why trust that Measure B will be any different? Voters deserve to see projects delivered before being asked to pay more taxes!

We've seen all this before: traffic keeps getting worse. The billions spent from existing taxes are not making our lives better. Clearly, the strategy doesn't work. Doing more of the same will continue to produce unacceptable results.

Measure B is a recipe for failure. We need a new direction. For example, voters need to consider whether major employers should pay more to reduce the congestion impacts of their employees' commutes.

Voting NO on Measure B sends a strong message: Find a new direction for our county--one that is good for the environment, good for the economy, and good for our health.

Please vote NO on Measure B. After the "bait and switch" of 2000's Measure A, let's not give VTA a \$6.3 billion blank check.

/s/ Michael J. Ferreira
Executive Committee Chair, Loma Prieta Chapter, Sierra Club

/s/ Mark W.A. Hinkle
President of the Silicon Valley Taxpayers Association

/s/ John M. Inks
Mountain View City Councilmember

/s/ Elizabeth C. Brierly
Santa Clara County Homeowner and Lifelong Resident

ARGUMENT AGAINST MEASURE B

Each year you are stuck in worse congestion. The 1% sales tax you've paid for the past thirty years to "relieve traffic" hasn't worked. Will raising the tax by 44% really "relieve traffic"?

Santa Clara County has tremendously congested roadways and one of the very worst performing light rail systems in the nation. Bus service is unusable and scheduled to get worse.

Population has increased since 2001, while transit ridership has declined 23 percent. If allowed to continue, the whole county will end up in gridlock.

Let's not put even more money into a failed strategy!

Here is the actual list of projects promised by Measure A in 2000, and what happened since then:

- Connect BART to Milpitas, San Jose, Santa Clara (project was cut in half and is still not complete)
- Build rail connection from San Jose Airport to BART, Caltrain, light rail (project canceled)
- New vehicles for disabled access, senior safety, clean air buses (completed)
- New light rail throughout Santa Clara County (one corridor changed into a bus lane project; other corridors canceled)
- Expand, electrify Caltrain (project is delayed more than 15 years)
- increase rail, bus service (2015 service was 13% below 2001 levels)

The County Civil Grand Jury determined in 2004 that "The VTA Board has proceeded with a transit capital improvement plan that cannot accomplish all that was promised in Measure A." That certainly turned out to be the case.

Why vote for another bait-and-switch?

This election will be close. Your vote can help defeat this tax increase and send a message that new thinking is needed. Air quality and climate change demand new solutions.

For short and long-term traffic relief, please vote No.

Demand a new direction!

ARGUMENT AGAINST MEASURE B-Continued

For more information: www.No2VTAMeasureB.org
Twitter: #No2VTAMeasureB
Phone: 408-604-0932

/s/ Gladwyn d' Souza
Regional Chair, Loma Prieta Chapter, Sierra Club

/s/ Mark W.A. Hinkle
President: Silicon Valley Taxpayers Association

/s/ John M. Inks
Mountain View City Councilmember

/s/ Andy Chow
President, BayRail Alliance

/s/ Elizabeth C. Brierly
San Jose Homeowner & Lifelong Santa Clara County Resident

REBUTTAL TO ARGUMENT AGAINST MEASURE B

When reading the argument against Measure B, please consider the sources and review the facts for yourself. The opponents offer no solutions to the traffic congestion we face every day.

Some of the organizations signing the argument against Measure B have histories of opposing absolutely everything, including measures to support our schools, parks and public safety.

The text of their argument is even less credible.

Here are the facts:

*The first segment of the BART extension is running \$75 million under budget and a year ahead of schedule, with passenger service beginning in fall 2017.

*Thanks to major investments, electrification of Caltrain will begin in 2020, which helps nearly double ridership capacity from 65,000 daily trips to 110,000.

Why is Measure B important? Please review the official ballot question for yourself. Measure B will accomplish the following while also mandating annual audits by an independent citizens watchdog committee to ensure accountability:

- Repair streets and fix potholes in all 15 cities & towns
- Finish the BART extension to downtown San Jose and Santa Clara
- Improve bicycle/pedestrian safety, especially near schools
- Increase Caltrain capacity, ease highway congestion and improve safety at crossings
- Relieve traffic on all 10 expressways and key highway interchanges
- Enhance transit for seniors, students, low-income citizens and the disabled

All of us are Santa Clara County taxpayers and residents (the signers of the argument against cannot say the same thing). Please join community leaders and organizations

from across Santa Clara County in supporting Measure B for better commutes and better roads.

REBUTTAL TO ARGUMENT AGAINST MEASURE B-Continued

www.YesMeasureB.com

/s/ Yoriko Kishimoto
Friends of Caltrain Chair and Board President of the Midpeninsula Regional Open Space District

/s/ Glenn M. Grigg
Traffic Engineer, City of Cupertino (Ret.)

/s/ Mark Turner
President/CEO, Gilroy Chamber of Commerce

/s/ Tony Siress
President/CEO Mountain View Chamber of Commerce

/s/ Teresa Alvarado
San Jose Director, SPUR

Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, June 2, 2021 4:10 AM
To: Baltao, Elaine [board.secretary@vta.org]
Cc: Board (@caltrain.com); MTC Info; cacsecretary [@caltrain.com]
Subject: Item 6.7 Authorization to Issue a Request for Offer (RFO) at the Gilroy Transit Center for Affordable Housing Development

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

Dear VTA Board,

Please DO NOT approve the conversion of the Gilroy Caltrain parking lot to TOD and redirect staff to focus on the 34 vacant acres surrounding the Santa Teresa light rail station for the following reasons:

- The project conflicts with the 2000 Measure A ballot language
- The project conflicts with the 2016 Measure B ballot language
- The project conflicts with the Measure RR ballot language
- The project conflicts with the Caltrain Business Plan
- The project does not meet the Early Train Operator (ETO) parking demand forecasts for Caltrain
- The ETO has no plans to operate High Speed service between Gilroy and San Francisco in the near future.
- The project will increase highway congestion between Gilroy and San Jose

The project conflicts with the 2000 Measure A ballot language

“Increase Caltrain Service, specifically

*Purchase new locomotive train sets for increased Caltrain service in Santa Clara County from Gilroy to Palo Alto and **provide additional facilities to support the increased service.**”*

[https://www.vta.org/sites/default/files/2020-](https://www.vta.org/sites/default/files/2020-10/CWC%20FY19%20annual%20report_comprehensive.pdf)

[10/CWC%20FY19%20annual%20report_comprehensive.pdf](https://www.vta.org/sites/default/files/2020-10/CWC%20FY19%20annual%20report_comprehensive.pdf) (page 32)

The project conflicts with the 2016 Measure B ballot language

“Caltrain Corridor Capacity Improvements—Estimated at \$314Million of Program Tax Revenues in 2017 dollars.

*To fund Caltrain corridor capacity improvements and increased service in Santa Clara County in order to **ease highway congestion**, including: **increased service to Morgan Hill and Gilroy, station improvements**, level boarding, extended platforms, and service enhancements”*

<https://www.sccgov.org/sites/rov/Info/Nov2016Info/Documents/E110%20-%20Measure%20B.pdf> (page 2)

The project conflicts with the Measure RR ballot language

*“2. to support the **infrastructure, rolling stock, and capital projects** necessary to advance the expansion of the Caltrain peak hour service from 5 trains per hour per direction to **8 trains per hour per direction**, as well as the **expansion of the Gilroy service to a minimum of five morning and five afternoon trains.**”*

<https://www.caltrain.com/about/dedicatedfunding.html>”

The project conflicts with the Caltrain Business Plan

“Caltrain will increase service to Gilroy to four roundtrips per day. Passengers from south of Tamien would have a one-seat ride to major stations and a transfer at Diridon Station to reach minor stations”

<https://caltrain2040.org/wp-content/uploads/WPLP-CBP-Presentation-2020-01-22.pdf>

The project does not meet the Early Train Operator (ETO) parking demand forecasts for Caltrain

*“A total of 2,579 parking spaces are assumed, reflecting inputs from CHSRA, split as follows: San Francisco 4th & King (0), Millbrae (771), San Jose Diridon (948) and **Gilroy (860).**”*

[https://hsr.ca.gov/wp-content/uploads/docs/about/legislative affairs/Central Valley and Peninsula Corridors Operations Financial Plan Study.pdf](https://hsr.ca.gov/wp-content/uploads/docs/about/legislative%20affairs/Central%20Valley%20and%20Peninsula%20Corridors%20Operations%20Financial%20Plan%20Study.pdf) (page 232)

The Early Train Operator (ETO) has no plans to operate High Speed service to Gilroy in the near future.

“The study shows that overlaying early HSR operations in the Peninsula corridor servicing only 4 HSR stations (difference between the 2028 Electrification Scenario and the 2028 Electrification + HSR Scenario) will result in an incremental increase of only approximately 6% in ridership.”

[https://hsr.ca.gov/wp-content/uploads/docs/about/legislative affairs/Central Valley and Peninsula Corridors Operations Financial Plan Study.pdf](https://hsr.ca.gov/wp-content/uploads/docs/about/legislative%20affairs/Central%20Valley%20and%20Peninsula%20Corridors%20Operations%20Financial%20Plan%20Study.pdf) (page 24)

The project will increase highway congestion between Gilroy and San Jose

Thank you in advance for your support

Roland Lebrun

CC

MTC Commissioners

Caltrain Board

VTA PAC

VTA CAC

Caltrain CAC

Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, June 2, 2021 4:10 AM
To: Baltao, Elaine [board.secretary@vta.org]
Cc: Board (@caltrain.com); MTC Info; cacsecretary [@caltrain.com]
Subject: Item 6.7 Authorization to Issue a Request for Offer (RFO) at the Gilroy Transit Center for Affordable Housing Development

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- The project conflicts with the Caltrain Business Plan
- The project does not meet the Early Train Operator (ETO) parking demand forecasts for Caltrain
- The ETO has no plans to operate High Speed service between Gilroy and San Francisco in the near future.
- The project will increase highway congestion between Gilroy and San Jose

The project conflicts with the 2000 Measure A ballot language

“Increase Caltrain Service, specifically

*Purchase new locomotive train sets for increased Caltrain service in Santa Clara County from Gilroy to Palo Alto and **provide additional facilities to support the increased service.**”*

https://www.vta.org/sites/default/files/2020-10/CWC%20FY19%20annual%20report_comprehensive.pdf (page 32)

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The project conflicts with the Caltrain Business Plan

"Caltrain will increase service to Gilroy to four roundtrips per day. Passengers from south of Tamien would have a one-seat ride to major stations and a transfer at Diridon Station to reach minor stations"

<https://caltrain2040.org/wp-content/uploads/WPLP-CBP-Presentation-2020-01-22.pdf>

The project does not meet the Early Train Operator (ETO) parking demand forecasts for Caltrain

*"A total of 2,579 parking spaces are assumed, reflecting inputs from CHSRA, split as follows: San Francisco 4th & King (0), Millbrae (771), San Jose Diridon (948) and **Gilroy (860).**"*

[https://hsr.ca.gov/wp-content/uploads/docs/about/legislative affairs/Central Valley and Peninsula Corridors Operations Financial Plan Study.pdf](https://hsr.ca.gov/wp-content/uploads/docs/about/legislative%20affairs/Central%20Valley%20and%20Peninsula%20Corridors%20Operations%20Financial%20Plan%20Study.pdf) (page 232)

The Early Train Operator (ETO) has no plans to operate High Speed service to Gilroy in the near future.

"The study shows that overlaying early HSR operations in the Peninsula corridor servicing only 4 HSR stations (difference between the 2028 Electrification Scenario and the 2028 Electrification + HSR Scenario) will result in an incremental increase of only approximately 6% in ridership."

[https://hsr.ca.gov/wp-content/uploads/docs/about/legislative affairs/Central Valley and Peninsula Corridors Operations Financial Plan Study.pdf](https://hsr.ca.gov/wp-content/uploads/docs/about/legislative%20affairs/Central%20Valley%20and%20Peninsula%20Corridors%20Operations%20Financial%20Plan%20Study.pdf) (page 24)

The project will increase highway congestion between Gilroy and San Jose

Thank you in advance for your support

Roland Lebrun

CC

MTC Commissioners

Caltrain Board

VTA PAC

VTA CAC

Caltrain CAC

Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Thursday, June 3, 2021 3:49 PM
To: Baltao, Elaine [board.secretary@vta.org]
Cc: MTC Commission; Board (@caltrain.com); cacsecretary [@caltrain.com]
Subject: Item 7.3 Approval of VTA Biennial Budget for Fiscal Years 2022 and 2023
Attachments: Turnout4Transit Paper.pdf

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

Dear VTA Board and PAC members,

I would like to attract your attention to a superlative 28-page paper authored by <https://www.turnout4transit.org/> (attached) and subsequently buried here: http://santaclaravta.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=3349&MediaPosition=&ID=7691&CssClass= (under "Public Comment").

The introductory paragraphs from the first page are extracted below for your convenience:

Overall, our analysis shows:

- ***It seems problematic to speak of an “operations” deficit without acknowledging that VTA transit’s operating and capital budget are deeply intertwined. Any statement on budget balances needs to be highly conscious of the various intra-agency funding flows. (See chapters A.1, A.2 & C.5)***
- ***Projections that are based on linear extrapolation carry a significant risk of misrepresenting possible long-term outcomes. It seems more helpful to provide various scenarios instead of singular projections. (See A.3)***
- ***A drop in fare revenue and simultaneous above-average increases in specific expense categories such as services and data processing need to be addressed for the benefit of the long-term financial health of the agency (see B.1-B.4. & C.1-C.6)***
- ***Transfers from the VTA transit operations budget to the transit capital fund are inconsistent with the identified funding need of the capital budget. (See C.5)***
- ***VTA has an outstanding debt of over \$880M and will spend more than \$280M dollars on interest payments alone between 2022 and 2030. (See D.1)***
- ***VTA capital projects (e.g., VTP highway projects) see significant cost-overruns and delays which are not communicated transparently. (See D.4)***

- ***VTA has several reserves including relief funding that could potentially be used in the short-term to put VTA on a successful long-term track. (See D.2 & D.3)***

Thank you in advance for glancing over the result of many hours spent by Silicon Valley's future leaders drafting this thoughtful analysis of VTA's finances and the profound impact these will have on the failing health of what once was our Valley's transit system.

Roland Lebrun.

MTC Commissioners

From: VTA <board.secretary@vta.org>

Sent: Thursday, June 3, 2021 2:11 PM

To: ccss@msn.com <ccss@msn.com>

Subject: VTA Information: June 3, 2021 Board of Directors 2nd update to Agenda Packet

[View this email in your browser](#)



The VTA Board of Directors agenda packet for the Thursday, June 3, 2021, Meeting has been updated to include additional information (presentations, materials and/or public comment) for the following items:

- **Agenda Item #5.**, Committee Reports
- **Agenda Item #8.1.A.**, Receive Government Affairs Update.

- **Agenda Item #7.3.**, Approval of Biennial Budget for Fiscal Years 2022 and 2023

You may access the updated agenda packet/outline on our [agenda portal](#).

Thank you,

Office of the Board Secretary

[Access the Agenda](#)

To contact the VTA Board of Directors or VTA committee members, or for any other inquiries, please email board.secretary@vta.org

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Strengthening Transit in Santa Clara County

Comments on the VTA Fiscal Year 2022/23
Operating and Capital Budget

Public Comment



Challenge & Opportunity

VTA has faced many challenges since the pandemic started. However, there are opportunities for the agency to come back from this crisis and thrive. As transit users, we have a strong interest in a healthy, financially stable agency as we are the most affected by fluctuations in service.

Based on over ten years of data from VTA's adopted budget documents and Comprehensive Annual Financial Results,¹ we offer in this document perspective on and context for the 2022/23 budget, analyze revenue and expense trends and highlight specific budgetary issues. Most importantly we want to offer some preliminary suggestions that would invest in a better transit future for Santa Clara County.

Overall, our analysis shows:

- **It seems problematic to speak of an "operations" deficit** without acknowledging that VTA transit's operating and capital budget are deeply intertwined. Any statement on budget balances needs to be highly conscious of the various intra-agency funding flows. (See chapters A.1, A.2 & C.5)
- **Projections that are based on linear extrapolation carry a significant risk of misrepresenting possible long-term outcomes.** It seems more helpful to provide various scenarios instead of singular projections. (See A.3)
- **A drop in fare revenue and simultaneous above-average increases in specific expense categories such as services and data processing need to be addressed** for the benefit of the long-term financial health of the agency (see B.1-B.4. & C.1-C.6)
- **Transfers from the VTA transit operations budget to the transit capital fund are inconsistent with the identified funding need of the capital budget.** (See C.5)
- **VTA has an outstanding debt of over \$880M and will spend more than \$280M dollars on interest payments alone between 2022 and 2030.** (See D.1)
- **VTA capital projects (e.g., VTP highway projects) see significant cost-overruns and delays which are not communicated transparently.** (See D.4)
- VTA has several reserves including **relief funding that could potentially be used in the short-term to put VTA on a successful long-term track.** (See D.2 & D.3)

We appreciate the many conversations with elected officials, VTA and city staff as well as with our fellow residents that have contributed to this document and look forward to collaborating with VTA staff and the Board of Directors on supporting VTA's effort to build back stronger.

Note: The essence of the document was drafted before the tragic shooting on May 26, 2021.

¹ Both can be found at <https://www.vta.org/business-center/financial-investor-information#accordion-comprehensive-annual-financial-report>

Analysis of VTA's financial situation

A. VTA transit overall financial health

A.1. Historic overall trends

The graph below shows both VTA operating revenue and total expenses from 2006 through to the current 2023 projections.

It shows **revenues exceeding expenses for every year from 2006 to 2016 apart from the recession in 2009**. Only recently has this trend been reversed.

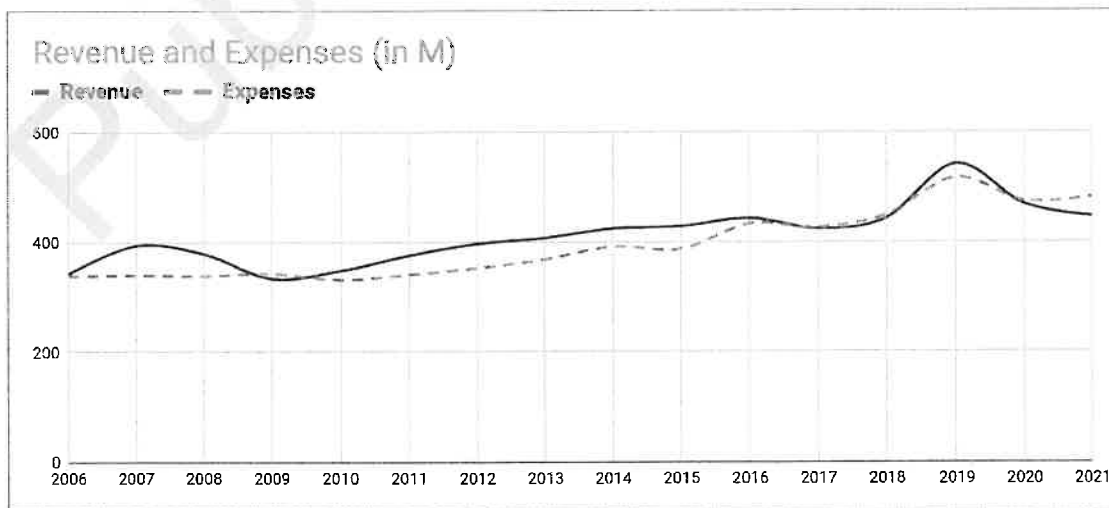
It is frustratingly difficult to determine the reason for this development because there are several factors contributing to it that are not always sufficiently transparent or distinguished.

Among those factors are:

- **Changes in the revenue sources outside of VTA's control** (e.g., in-/decrease in sales tax revenue, changes by the state in STA allocation) (see. B)

- **Changes over time in internal VTA allocation of revenues from the same source, e.g.**
 - Changes to how federal grant funding is used.
 - Over time the VTA Board has changed the percentage of Measure A revenue that is allocated to support transit operations
- **Changes in the actual cost of operating expenses** (e.g., salary increases, consultant fees) (see C)
- **Changes in contributions to other funds** outside of operations (e.g., transit capital fund, reserves) or agencies (see C.5)
- **Changes in service levels**

The issue is even more pronounced when trying to analyze projections for the future. (See. A.2)

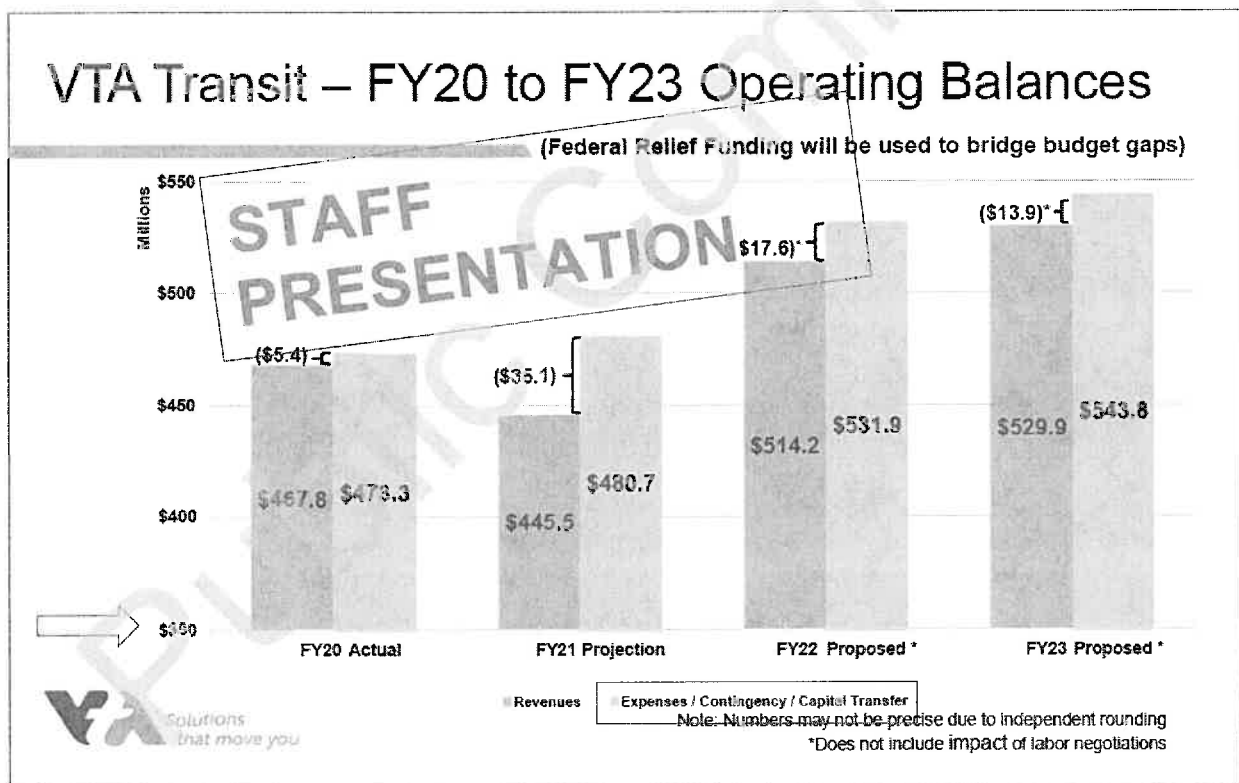


A.2. Short-term projections

The graph "VTA Transit - FY 20 to FY 23 Operating Balances" included in the staff presentation is problematic (see next page).

Its y-axis does not start at zero but rather at \$350 million. This misleads readers about the size of the budget deficit relative to the absolute size of the budget.

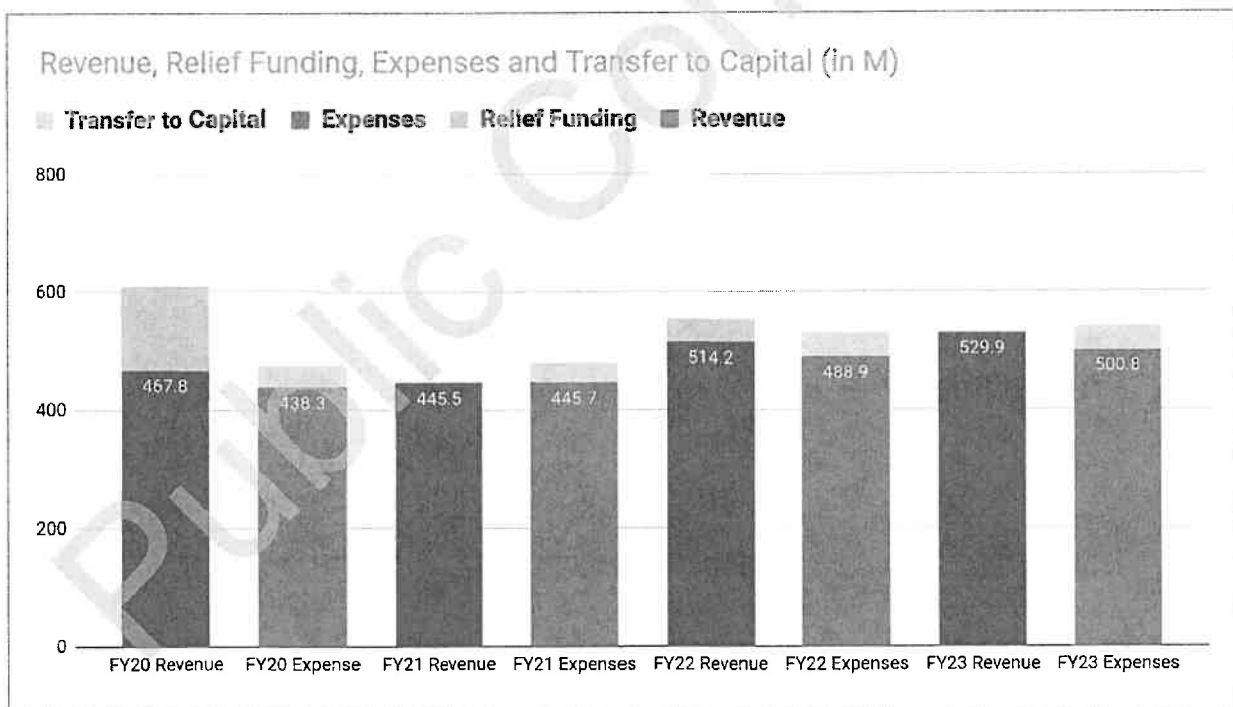
As the slide notes, the graph also does not include any federal relief funding received in FY20/21. It seems inconsistent to include Covid-related one-time expenses such as additional staff time or costs for additional cleaning on the expense side but not one-time funding on the revenue side. The special nature of the federal relief funding is certainly noteworthy, and this can easily be achieved by showing it in a slightly different shade than the typical VTA revenues.



It is also worth emphasizing more that the **“operating expenses” include transfers to the capital budget** (\$35M in each of FY 20/21, \$40M in each of FY22/23).

Obviously, there is a strong interdependence as capital projects support operations, and not funding certain capital projects would severely impede VTA's ability to provide services in the future. But, since VTA is making a distinction between operations and capital budget, **it seems highly misleading to present an “operating budget deficit” if that deficit is solely due to transfers to the capital fund.**

Additionally, the **FY22/23 budget proposals each include a contingency of \$3M dollars.** While there are administrative benefits to including contingencies in a budget, for the purpose of discussing projected balances their inclusion seems problematic or should at least be made very transparent.



A.3. 10-year projection

The 10-year projections shown in the staff presentation is - especially in the later years - more based on mathematical calculations than on known actual developments.

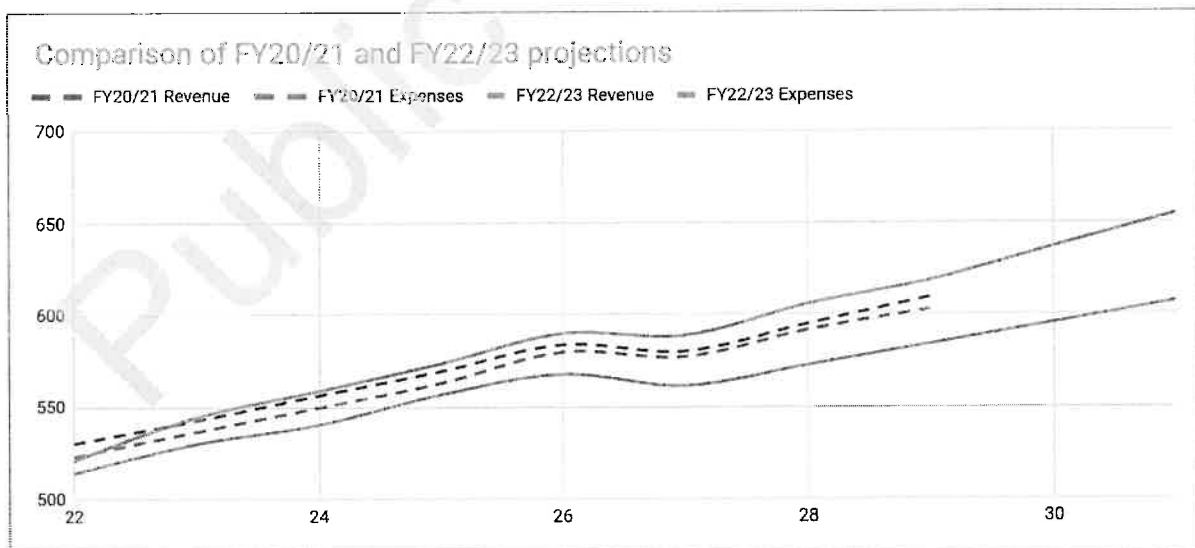
The general assumptions for the projections are:

- Revenue increase by 2% annually (average)
- Operating expenses increase by 3% annually (average)²

The main conclusion that can therefore be drawn is that **if expenses are increasing faster than revenues, it will result in a growing deficit over time – a conclusion that is trivial. The major questions are: how likely this scenario is and what are the actual underlying drivers of this potential gap.**

These questions will be explored further in section “Revenues & Expense Trends” (B.1 & B.2) below.

VTA staff themselves have noted that this is only one potential scenario and that, for example, the **10-year projection presented in the last budget cycle showed operating surpluses of \$3 to \$7.1 million dollars for all years** in that projection (see chart below).



² Page 18-19, Item 11a, VTA Administration & Finance Committee May 20, 2021

VTA staff also emphasized at the Administration & Finance committee on May 20th, 2021, that **VTA - despite the drastic projections - does not necessarily have a “structural deficit.”**

It should also be noted again that the **“operating” deficit shown includes transfers to the capital fund of \$40-50M per year** and that the absolute size of the deficit is in large part determined by the deficit in the early years.

Staff has also stated that its **assumption of an only 2% growth for revenue is based on very conservative forecasts and is likely to underestimate actual increases.**

A 2% growth rate annually for 2024-26 is also much lower than what, for example, the City of San José assumes in its base scenario for their current budget. San José staff projects a 4.4% increase per year on average for sales tax revenue.³

Additional assumptions used in the 10-year projection:

- *It will take four years (till 2025) for ridership/fare revenue to return to 2019 levels.*
- *Transfers to capital increase by \$2M biannually starting in 2026 (from a base of \$40M)*
- *Measure A debt service transfer ends in 2027 (drop in both revenue and expense curve in the chart). However, those Measure A funds could continue to be used to support operating expenses afterwards. This needs to be evaluated as part of a Measure A 10-year expenditure plan.*

³ Section II, “Five-Year Economic Forecast and Revenue Projections” of <https://www.sanjoseca.gov/your->

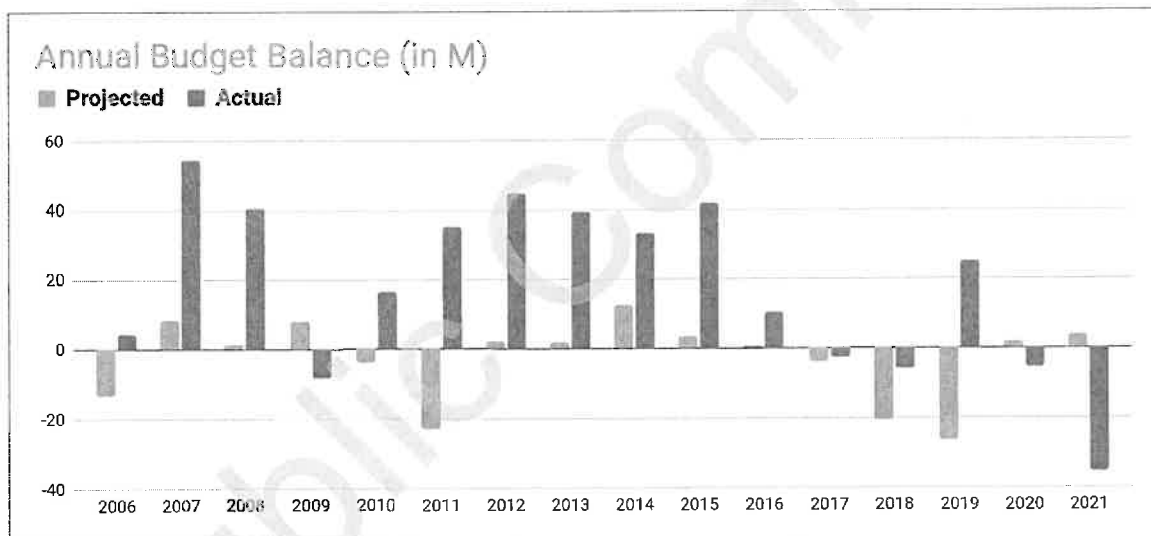
[government/departments-offices/office-of-the-city-manager/budget/budget-documents/2021-2022-budget-documents/2021-2022-five-year-forecast](https://www.sanjoseca.gov/government/departments-offices/office-of-the-city-manager/budget/budget-documents/2021-2022-budget-documents/2021-2022-five-year-forecast)

A.4. Past projections and actuals

Lastly, FY20 and FY21 have been exceptional due to the Covid pandemic. It seems **useful to provide additional historical data** to allow the public to better contextualize the impact and development of the VTA budget and operating balance.

According to its budget documents, **VTA Transit Operations created a surplus of over \$286M between 2006 and 2021. This is in stark contrast to a projected total deficit of \$47M in the same timeframe.**

A historic look at VTA's budget projections shows that **staff has typically budgeted very conservatively, and in most years the budget surplus was much larger than expected.**⁴



⁴ For example, due to larger than expected increases in sales tax revenue or by not filling all budgeted staff positions.

B. Operating Revenues

B.1. Sales taxes

VTA has seen a relatively stable increase in various sales tax revenue sources.

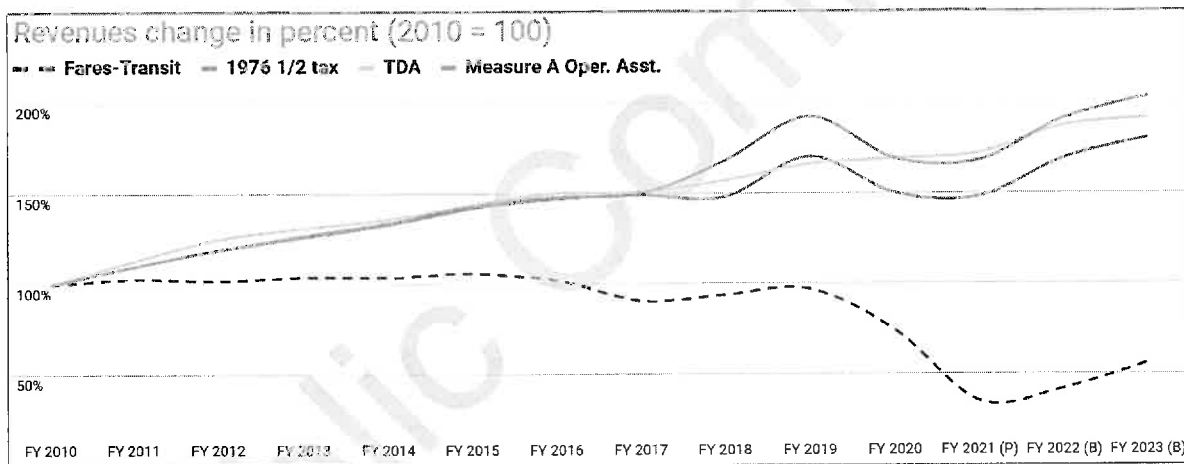
It needs to be noted that the spike in 2019 compared to 2018 is partly due to a budget anomaly⁵ which means the numbers for 2018 are likely underreporting and the numbers for 2019 are overstated.

TDA: Transportation Development Act (TDA) funds are derived from a quarter-cent sales tax levied by the State.

B.2. Fares

Fare revenue has (in nominal terms) been down by 50-60% in FY21 compared to the 2010-2018 averages. The budget deficit that staff projects for FY2022/23 is smaller than the drop in fare revenue compared to pre-pandemic average.

Should VTA ridership (and fare revenue) quickly return to pre-pandemic levels, the projected budget deficit would be eliminated.



⁵ Starting in FY2018 Q3 the California Department of Tax and Fee Administration (CDTFA) transitioned to a reporting system that resulted in unprocessed returns in FY2018 Q3

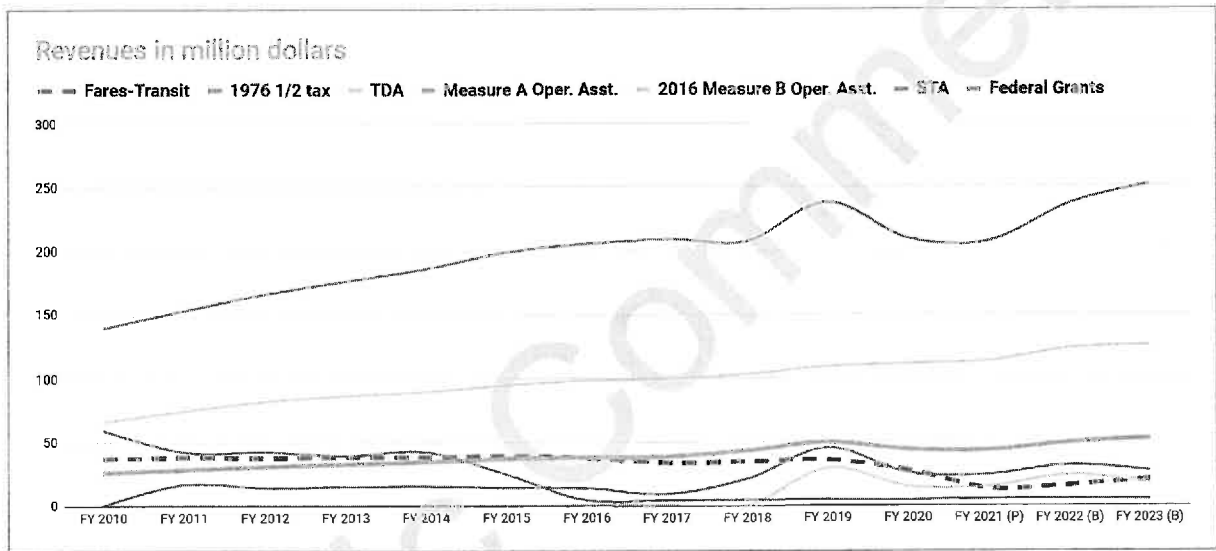
and FY2018 Q4. CDTFA is actively working through the backlog of unprocessed returns resulting in FY2019 Q1 and FY2019 Q2 receipts that are higher than normal.

B.3. Other revenue sources

Other revenue sources for the VTA operating budget include State Transit Assistance (STA), federal and state grants, investment, and advertising income.

B.4. Absolute revenue

Comparing how many dollars various revenue sources contributed to the VTA Transit budget, it is noteworthy that fares used to provide a significant source of income and more financial support to VTA transit operations than Measure A. Now this relationship is reversed with Measure A providing twice as much funding as fare revenue.



C. Operating Expenses

C.1. Labor costs

Labor costs have generally grown slower than sales tax revenue (TDA shown as an example in the chart below).

Between 2011 and 2020, **non-operations departments have added staffing at a slightly faster rate** (11%, 409 to 454) **than the operations division** (6%, 1,576 to 1,668).

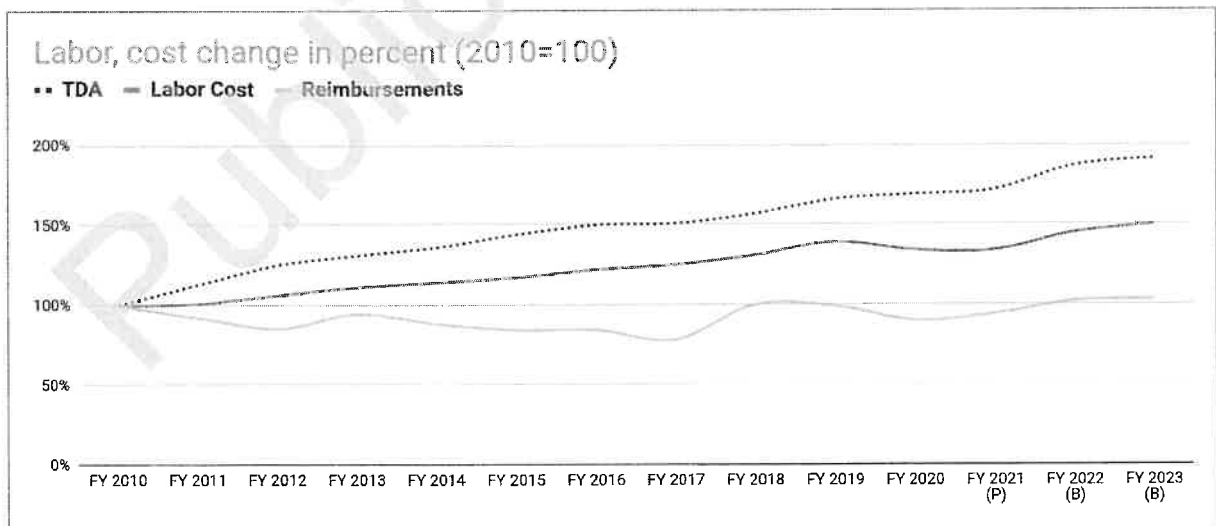
Base salaries for many blue-collar jobs (e.g., operators, facilities and maintenance workers, electro-mechanics, but also human resource managers) **have increased by 29% from 2012 to 2020**, while **base salaries for many white-collar jobs** (e.g., Sr. Account/Financial Analyst, Purchasing Manager, Contracts Administrators, Sr. Environmental Engineer, but also electricians) **have increased by 36-38%.**

Base salary for the GM seems to have increased by only 21% (\$290K in 2012 to \$350K on July 12, 2021).

Bus operators (and trainees) have the lowest minimum base salary of all VTA staff positions:

- Operators: \$47,091 minimum annual salary (equals to \$22.67/h)
- Trainees: \$43,190 minimum annual salary (equals to 20.75/h)

These hourly rates are lower than what the City of San José has identified as a "living wage" in their living wage policy.⁶



⁶ \$24.07/h,

https://www.sanjoseca.gov/home/showpublish_eddocument/73175/637571036112730000

Reimbursements

The VTA Transit Fund includes an offset under expenses called "Reimbursements" because currently all VTA staff costs are captured first in the transit operating budget and then reimbursed back based on anticipated staff hours that should be charged to capital and other reimbursable projects (e.g., from CMP, TOD).

The reimbursements have remained nominally stable despite overall salary and staffing increases. This suggests that reimbursements are potentially underreported.

If reimbursements had risen at the same rate as labor costs in general that alone would reduce the projected transit operations deficit by \$22M in 2023.

The percentage of labor costs reimbursed also varies widely between departments/divisions.

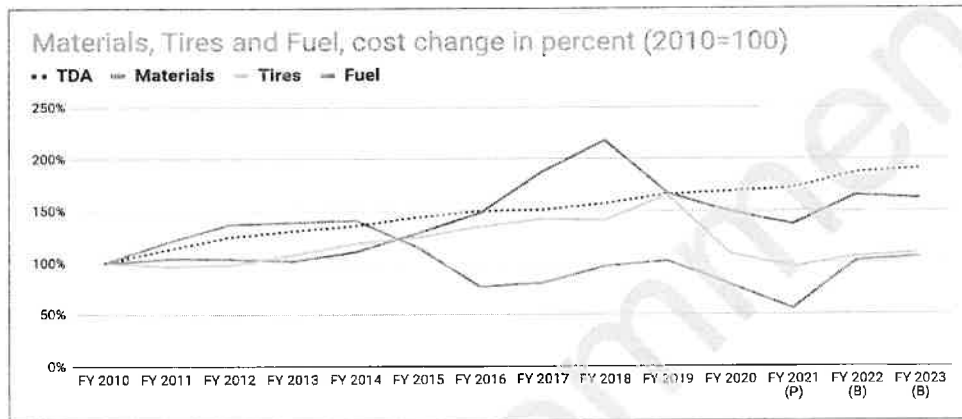
It is also not transparent though if within VTA transit itself capital projects are reimbursing staff time back to the transit operations budget.

FY 2020 Budget			
	Total labor cost	Reimbursements back to operations	% of labor costs reimbursed
Office of the General Manager	\$3.6M	\$3.1M	85%
Office of the General Council	\$3.0M	\$1.6M	53%
External Affairs	\$10.1M	\$0.7M	7%
Finance & Administration	\$49.8M	\$7.7M	15%
Operations	\$263.3M	\$10.9M	4%
Planning & Engineering	\$21.9M	\$22.3M	102%
System Safety & Security	\$5.3M	\$0.0M	0%

C.2. Fuel, Materials, Tires

In 2010, fuel is expected to be on a similar level as in 2010 (~\$10M annually). The same is true for tires (~\$1.6M), after generally increasing at a similar rate as sales tax till 2019.

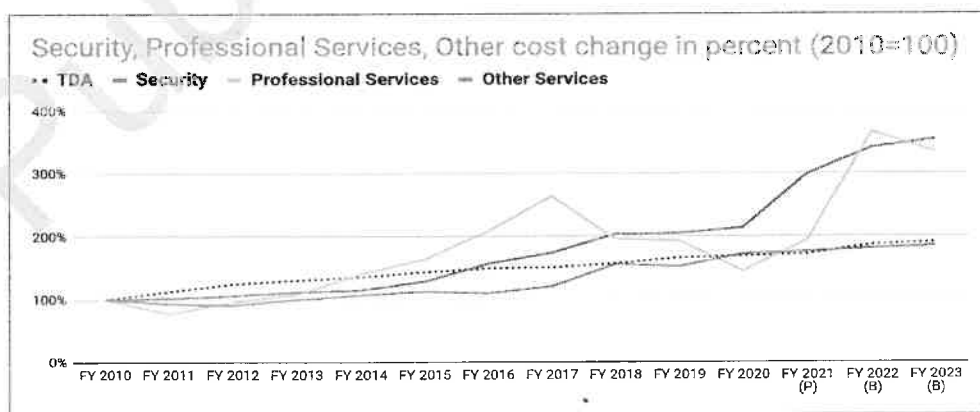
Materials started to increase by more than sales tax revenue but in recent years has fallen back to levels slightly lower (\$23M down from \$34M in 2018).



C.3. Services

Security and professional services have more than tripled since 2010 and by far outpaced increases in sales tax revenue.

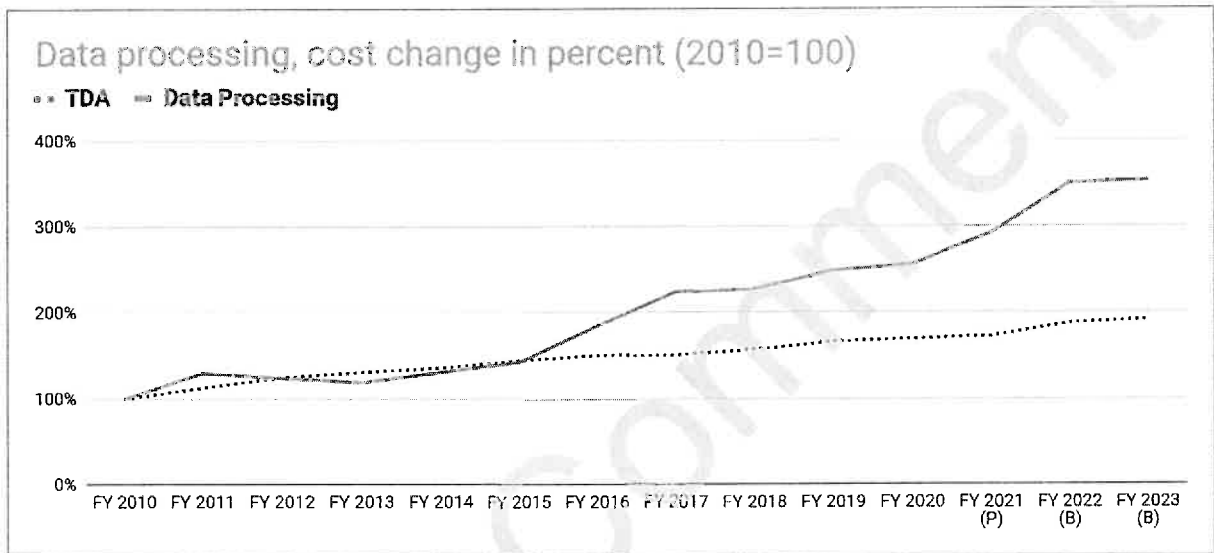
Security went from \$7.2M in 2010 to \$25.7M in the 2023 projection. Professional services went from \$2.8M to \$9.3M.



C.4. Data Processing

Expenses for data processing (\$2.1M in 2010) have **increased by 350%** since 2010 (to \$7.5M in 2023) and with that, have widely outpaced sales tax revenue.

It is unclear if this is the result of increases in existing contracts (potentially suffering from lock-in effects) or because of additional activities (e.g., additional software licenses).



C.5. Transfers to Capital

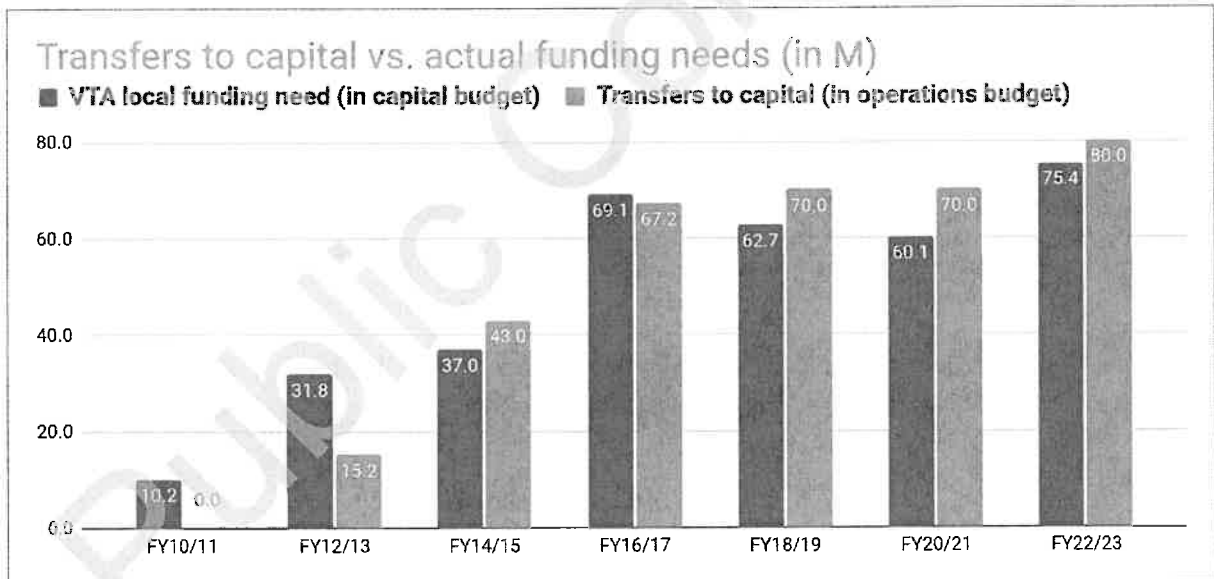
Looking at the expenses that are specifically reported in the “Other Expenses - Transfers to Capital Reserve” category⁷, it can be noted that **transfers seem to have increased significantly**. In the last three budget cycles **transfers from operating have also exceeded capital funding needs as disclosed in the VTA Transit Capital budget**. It is not transparent into which fund the surplus was transferred.

For example, the FY22/23 budget shows in the operating budget transfers of \$80M to capital reserves.⁸ Yet the capital budget identifies a funding need for the VTA local

share of only \$75.413M.⁹ We were unable to identify where the balance of \$4.588M is transferred to or what the balance of that target fund is.

It is further unclear why the remainder of the balance is not used for either additional capital projects or transferred back to the operating budget to reduce any operating deficit.

Similarly, the 2016 Measure B budget shows an allocation of \$1.9M to improve transit amenities¹⁰, yet the capital budget only allocates \$1.7M to specific projects.¹¹



⁷ VTA has made changes to how transfers from the operating fund to the capital fund are reported in the budget and audited financials. In the early 2010s some transfers were reported as reductions in revenues instead of as an expense, making it difficult to compare trends.

⁸ Line 42 on page 16

⁹ Last line on page 26

¹⁰ Page 110

¹¹ \$1.3M to #38 “Better Bus Stops 2023” and \$1.4M to #57 “On-Demand Paratransit Pilot”

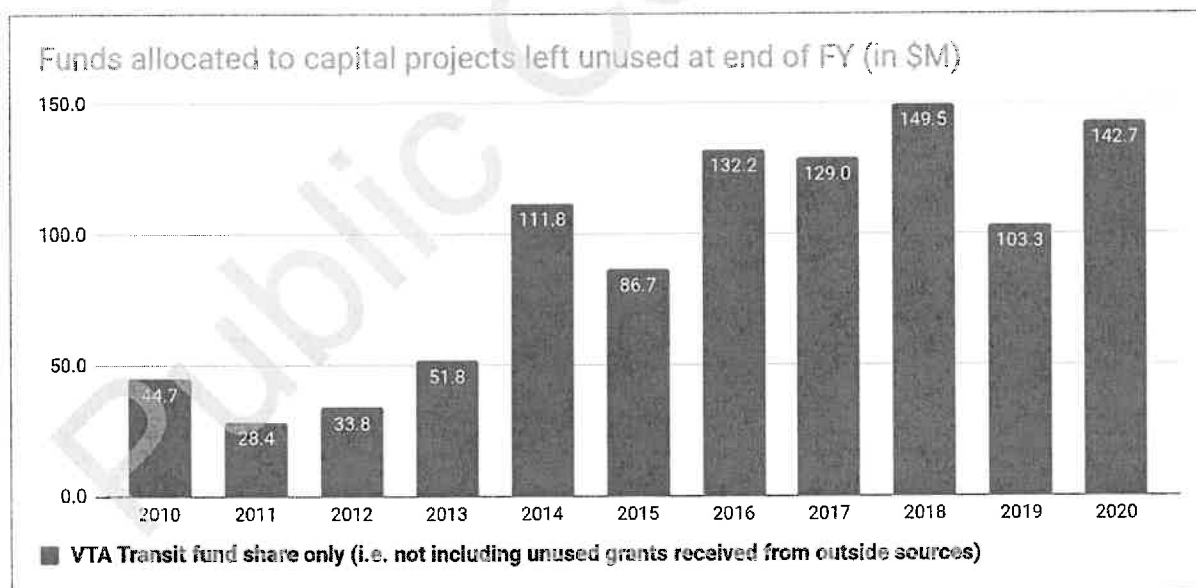
It is also worth noting that the **capital budget has significant carry-overs of funds that were allocated but not expended. At the end of FY19 the projected total carry-over was \$262M¹² - \$103 million dollars of which were from local VTA funds.**

Given this significant backlog of projects, it is unclear why staff is requesting further significant transfers into the capital budget, especially for projects that are 100% funded locally and despite a projected operating deficit.

Those \$103M could have been used (at least partly) to, for example, augment service in the operating budget.”¹³ These carry-overs have also been growing significantly since 2012.

Projected FY18/19 carry-over to FY20/21 in M (local VTA & external funding combined)	
Information Sys & Technology	\$30.30
Light Rail Way, Power & Signal	\$60.40
Non-Revenue Vehicles	\$1.90
Operating Facilities & Equipment	\$32.90
Passenger Facilities	\$23.00
Revenue Vehicles & Equipment	\$104.00
Miscellaneous	\$10.10
TOTAL	\$262.60

While there certainly is a benefit to building up reserves for larger capital expenditures (e.g., light rail vehicle replacement), many of the carry-overs are in much smaller projects, some even stretching multiple years.



¹² Latest available data. FY20/21 Adopted Budget, page 171.

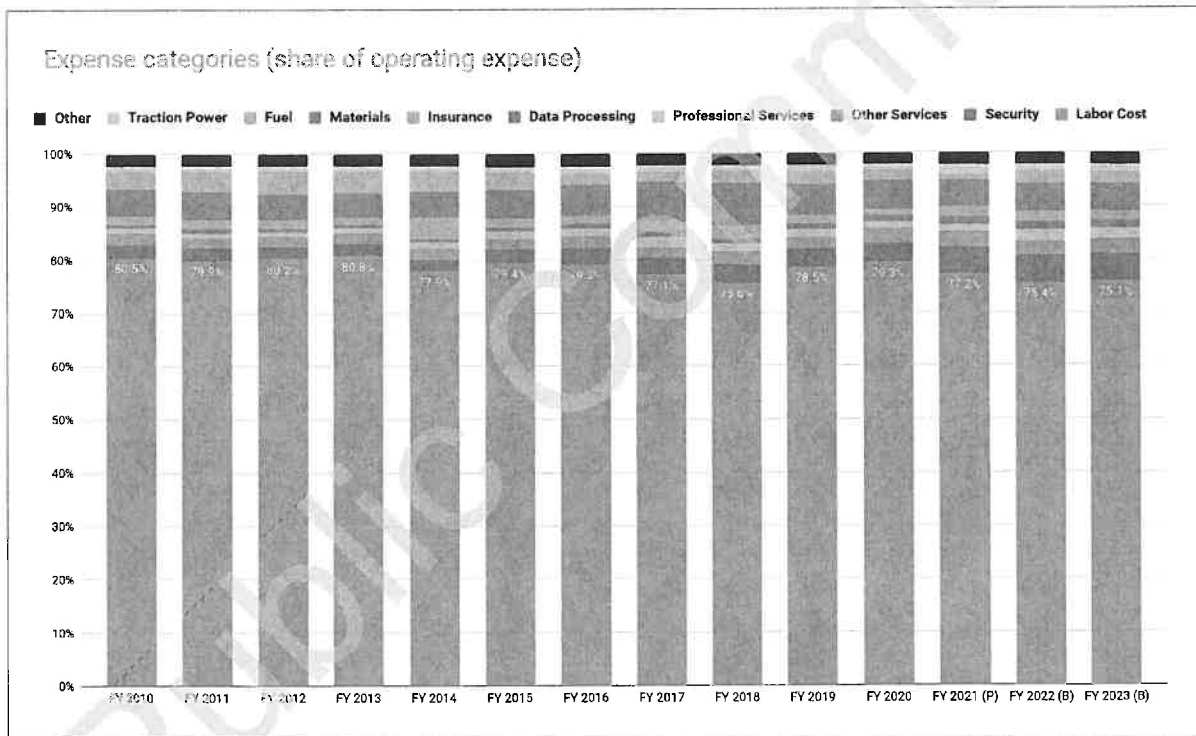
¹³ "Local share of capital projects - VTA Transit Fund" e.g., CAFRFY2020, page 2-36.

C.5. Expenses overall

Due to the differing growth rates of the various expense categories, the distribution of costs among categories has shifted. While in 2010, labor costs were 80.5% of overall operating expenses¹⁴ in 2023, they now contribute only about 75.7% of the operating expenses. Costs for materials, fuel and traction power have slightly decreased from 9.4% to 8.7%

Mostly fixed cost categories such as security and other services, data processing and insurance continue to take up a growing share of VTA expenses as they **have grown from a share of 7.8% in 2010 to 13.3% in 2023.**

All other expenses have remained stable at 2.3%.



¹⁴ Operating Expenses excluding "Other Expenses" (such as transfers to the capital fund)
- Lines 15-30, page 16.

Overview of VTA operating expenses budgeted for 2023 (ordered by size)

	2023 Cost in Thousands
Labor Cost (minus reimbursements)	323,963
Transfer to Capital	40,000
Paratransit	30,093
Security	25,731
Materials	25,211
Debt Service	20,831
Other Services	12,990
Fuel	10,734
Professional Services	9,313
Insurance	8,989
Data Processing	7,527
Traction Power	6,327
ACE	6,242
Utilities	4,439
Communications	1,912
Tires	1,685
Employee Related	1,106
Contribution to other agencies	1,061
Mics	986
Leases & Rents	983
Hwy 17 Express	439
Office Expense	287
COMPARED WITH TOTAL REVENUE	529,882

D. Specific issues

D.1. Outstanding debt and debt payments

Out of the eight independent funds of VTA, three of them have outstanding debt balances - taken together totaling almost a billion dollars (\$884M) as of July 2021(see table below).¹⁵

Their debt balances at the beginning of the FY 2022 & FY 2023 biennial budget cycle, and interest expenses budgeted in the two fiscal years are tabulated below.

During FY 2022/23 VTA will pay over \$80M in interest alone, not including payments to the principal. For comparison, 2016 Measure B will spend annually about \$50M on local roads and streets in all of Santa Clara County during this period.

Looking ahead, VTA is expected to spend \$761M on debt service (\$285M on interest and \$476M on principal) between 2022 and 2030.¹⁶

D.2. Existing Reserves

This does not include any potentially additional bonding for Measure B projects which would further increase the amount of revenues that VTA spends on debt service instead of operating or capital projects.

Note: On an annual basis, the Measure A Program reimburses the VTA Transit Fund for debt principal, interest and related expenditures incurred for the VTA transit fund debt.¹⁷ The reimbursement will continue until the debt obligations are extinguished in 2026. For reason left unexplained, the VTA transit budget shows debt service expenses¹⁸ that are higher (\$20.9M) than the corresponding Measure A repayment obligations (\$17.6M).

All amounts listed below are in \$'000s

1. VTA Total Outstanding Debt by Fund as of July 1, 2021

VTA Transit Fund	95,980
2000 Measure A	764,695
Silicon Valley Express Lanes	23,302
Total	883,977

2. Interest Expense by Fund for FY22 and FY23

FUND	FY22	FY23
VTA Transit Fund	4,732	3,921
2000 Measure A	36,090	34,290
Silicon Valley Express Lanes	1,199	1,195
Total	42,020	39,406

¹⁵ Source: VTA staff

¹⁶ Based on VTA CAFR 2020, 2-59 & 2-60

¹⁷ Line 12, p. 16 "Proposed Budget 2022/23"

¹⁸ Line 39, p. 16

VTA is projected to have about \$347.4 million in four reserve funds at the end of FY2021. Because of expected federal relief CRRSAA funding this balance is expected to increase to \$355.2 million by the end of fiscal year 2023.¹⁹

	End of FY21 (projected actual ²⁰)	End of FY23 (projected)
Operating Reserve	\$75.8M	\$75.8M
Sales Tax Stabilization	\$35.0M	\$35.0M
Debt Reduction ²¹	\$135.7M	TBA
Federal Relief Funding Balance ²²	\$100.9M	\$108.7M
Total	\$347.4M	\$355.2M²³

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.

The **Sales Tax Stabilization** 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.

The **Debt Reduction** reserve may be used to reduce long-term liabilities or provide funding for approved transit-related capital improvements and replacement of capital assets. This reserve is used to fund the local portion of the VTA Transit capital program to keep assets in a state of good repair.

¹⁹ Assuming no use of the debt reduction fund is made.

²⁰ Projection as of March 31, 2021.

²¹ As of June 30, 2020, based on VTA FY2020 audited financial report, Fund balance for end of FY21 was not available.

²² The Federal Relief Funding Balance does **not** include any ARPA funding.

²³ If Debt Reduction balance remains \$135.7M.

D.3. Other Fund balances

Other major fund balances are projected to be as shown below.

The current fund balances for 2000 Measure A and 2016 Measure B are not included in the FY22/23 budget proposal.

At a budget community meeting, VTA staff stated that the **balance for the Measure A fund was \$394.1 million on June 30th, 2020**. This seems to be corresponding to the current cash balance excluding long-term debt obligation.

	End of FY21 (projected actual)	End of FY23 (projected)	Change (absolute)
Congestion Management Program	\$2.6M	\$1.0M	(1.6M)
Transit-Oriented	\$32.3M	\$30.0M	(2.3M)
Express Lanes Program	(\$16.5M)	(\$14.9M)	1.6M
2008 Measure B - BART Operating Sales Tax	\$426.6M	\$323.7M	(102.9M)
<i>Not provided in the FY 22/23 budget</i>			
2000 Measure A	\$394.1M ²⁴		
2016 Measure B			

²⁴ End of FY20, source: VTA staff

D.4. Cost Control and Transparency for Capital Projects

Comparing cost estimates and completion dates for capital projects in various budget documents show significant cost increases and delays especially regarding the VTP highway program.

than doubled since 2016 and the project has been delayed by 3.5 years. **It is notoriously about two million dollar short and 24 months away from completion.** None of these delays or cost increases are made transparent in the budget documents.

For example, and as shown below, the costs for the **I-680 sound wall project** have more

I-680 Soundwalls	Total cost in million \$	Cost increase in million \$	Anticipated completion date
FY 16/17 budget	4.5		December 2019
FY 18/19 budget	5.5	1.0	November 2019
FY 20/21 budget	7.0	1.5	August 2021
FY 22/23 budget	9.5	2.5	June 2023

Other selected VTP projects that have recently seen significant increases are:

101/Trimble/De La Cruz:

- In 2020, total cost was estimated to be **\$60M** and completion in 2023.
- The FY22/23 shows costs of **\$76.45M** and completion delayed till 2024.

101/Zanker/4th:

- In 2016, total cost was estimated to be **\$125M** and completion in 2021.
- The FY22/23 shows costs of **\$240M** and completion delayed till 2027.²⁵

101/SR 85 Express Lanes Phase 4:

- In 2016, total cost was estimated to be **\$11.4M** and completion in 2019.
- In 2020, total cost was estimated at **\$34.0M** and completion in 2022.
- The FY22/23 shows costs of **\$55M** and completion delayed till 2023.

280/Winchester Blvd:

- In 2020, total cost was estimated to be **\$90M** and completion in 2025.
- The FY22/23 shows costs of **\$151.44M** and completion delayed till 2027.²⁶

The budget provides not only no transparency regarding the cost increases but also no explanation (e.g., is it based on a change in scope, construction bids coming in overestimates).

A systematic analysis of cost developments in the VTP program is difficult as projects are not continuously included in the budget, but only in budget cycles where they receive appropriations. It is also not always clear if cost estimates refer to a whole project or only the current project phase.

The VTA Transit Capital budget suffers from a similar transparency issue. Due to the number of projects and seemingly changing project names, tracking these projects is even more difficult, but for example, the **“Chaboya Yard Well Removal”** was in 2020 estimated to cost \$0.395M and to be completed in June 2021. **According to the new proposal, costs have ballooned by 267%** to \$1.445M. Also, the completion of the project has been delayed by about two years. The difference in cost will need to be covered from funds originating with the VTA transit operating budget.

²⁵ Based on FY22/23 booklet presented in April 2021. May 2021 booklet does not include the project. Specifically, the booklet presented at the April 16 board workshop item III.1.a

²⁶ As with the 101/Zanker/4th estimates, these numbers were only available in an early draft of the budget booklet.

2016 Measure B highway interchange program

Transparency is especially needed in the 2016 Measure B highway interchange program, whose FY22/23 allocation will be coming to the Board later this year.

The ballot defined 24 project areas often encompassing several distinct projects, e.g., *"SR 237 Corridor Improvements in the cities of San Jose, Santa Clara and Milpitas to address mainline congestion and regional connectivity by addition of SR 237 westbound/eastbound auxiliary lanes between Zanker Road and North First Street, improvements at the SR 237/Great America Parkway westbound off-ramp, and replacement/widening of the Calaveras Boulevard structures over the UPRR tracks."*

Due to the involvement of numerous jurisdictions and varying project leads, it is difficult to gather sound cost estimates for a number of these projects. Also, often cost estimates are given only for the next project phase but not the total project cost until final completion.

But even with these limitations, it is certain that **funding needs of all projects combined widely outstrip the available funding of \$750M.** Based on the latest available cost estimates in VTA budget and 2016 Measure B documents as well considering that \$200M have already been allocated to various projects such as the 880/Charcot overcrossing, the 101/Trimble/de la Cruz Interchange, 101/Blossom Hill interchange, and 101/Mathilda, only about \$550M dollars remain to be allocated to the remaining project costs of \$1.3B.

Projects according to ballot (abbreviated)	Latest Available Cost Estimate (in \$M)	Current Cost Allocation
US 101/San Antonio Road, US 101/Rengstorff/Charleston Road and US 101/Shoreline Boulevard interchanges.	40.0	2.00
SR 85/SR 237 connector, SR 85/El Camino Real interchange, and the SR 237/El Camino/Grant Road interchange.	70.0	
SR 237/US 101/Mathilda Avenue Area Improvements	47.0	22.00
Addition of SR 237 westbound/eastbound auxiliary lanes between Zanker Road and North First Street, improvements at the SR 237/Great America Parkway westbound off-ramp, and replacement/widening of the Calaveras Boulevard structures over the UPRR tracks.	33.0	2.30
West County Improvements along I-280 with mainline and interchange improvements from Magdalena Avenue to the San Mateo County line.		
I-280 braided ramp between SR 85 and Foothill Boulevard	5.5	3.50
US 101/Trimble Road/De La Cruz Boulevard interchange improvements, southbound US 101/SB 87 connector improvements, and a new US 101/Zanker Road interchange.	319.5	59.00
US 101/Old Oakland Road Improvements	25.0	0.00
US 101/Mabury Road	95.0	3.00
I-680/Alum Rock Avenue and I-680/McKee Road interchange	40.0	
I-280/Lawrence Expressway/Stevens Creek Parkway Interchange	120.0	
I-280/Saratoga Avenue Interchange	60.0	
I-280/Winchester Boulevard Area	151.4	9.00
SR 87 Corridor Technology-based improvements/road bypass	40.0	2.70
Upgrade Highway 17/9; deploy advanced transportation technology to reduce freeway cut through traffic in Los Gatos.	101.7	5.40
SR 17 Southbound/Hamilton Avenue Off-ramp Widening Improvements	1.0	1.00
SR 17/San Tomas Expressway Improvements	1.0	1.00
US 101/Blossom Hill Boulevard	40.5	35.00
US 101/Buena Vista Avenue interchange and US 101/SR 152 10th Street ramp and intersection improvements.	17.5	1.00
SR 152 Corridor Improvements in Gilroy including US 101/SR 25 interchange improvements	129.5	10.00
I-280/Wolfe Road Interchange Improvements	86.0	7.50
I-880/Charcot Avenue Overcrossing in San Jose	50.0	27.50
Noise Abatement Projects in Santa Clara County	50.0	4.00
Intelligent Transportation Systems (ITS) Projects in Santa Clara County		3.00
TOTAL	1523.6	198.9**

*does not include administrative cost (0.4) and allocation to 237/Middlefield Rd (6.3)

D.5. Congestion Management Member Agency fee

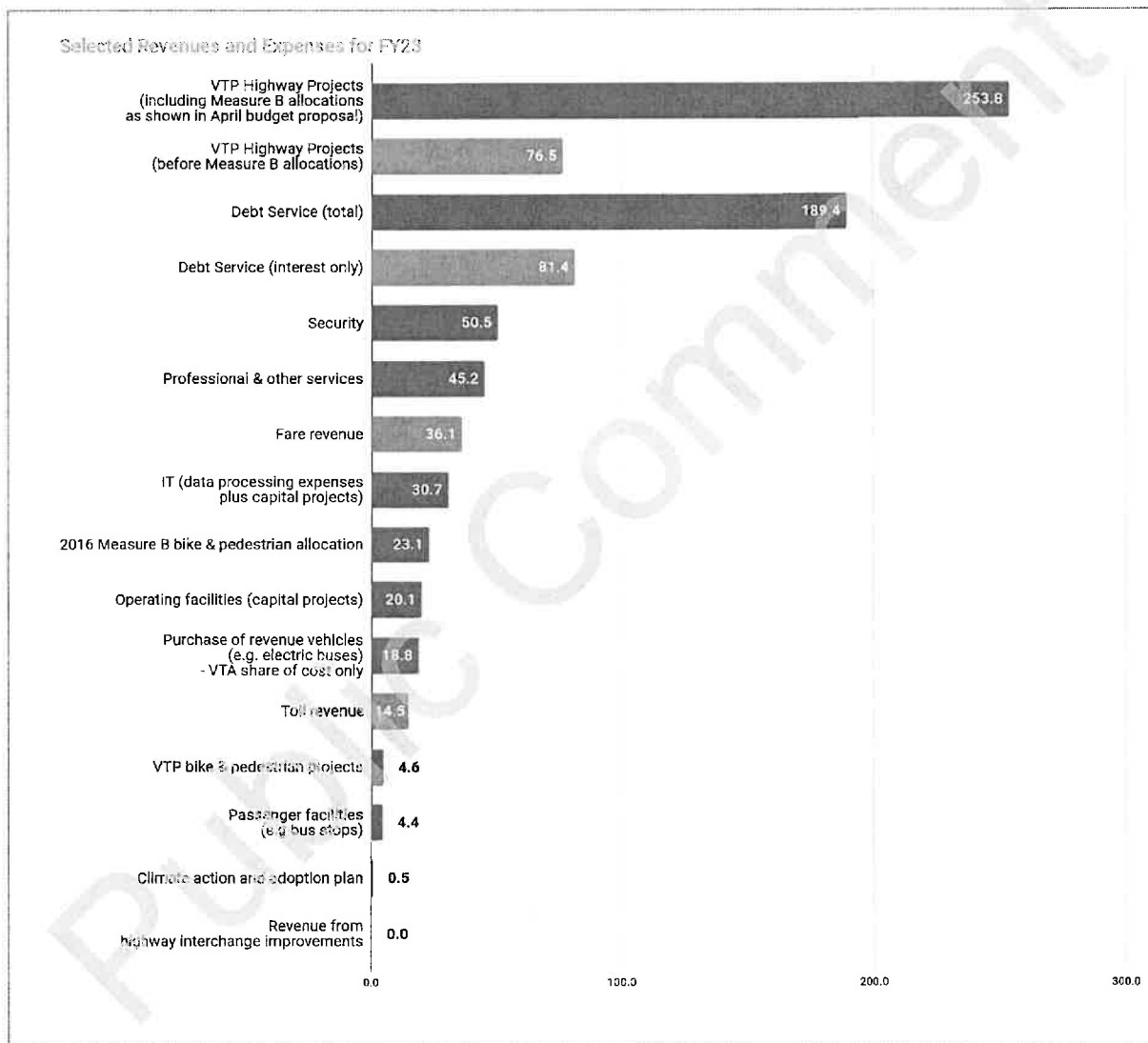
According to the FY22/23 budget proposal “Member Agency Fees are based on the fee schedule adopted by the Board in June 2005, which specifies annual increases of 3.5%. The Proposed Budget reflects this increase for both FY 2022 and FY 2023.”

In past years, VTA has applied this policy inconsistently. If member fees had increased steadily at 3.5%, the CMP fund would have received an additional \$11M between 2007 and 2023.

(in '000)	Member Agency Fees (acc. to budget)	Change in %	Agency fees if 3.5% increase had been applied	Difference (absolute)
2006	2,326			0
2007	2,489	7.0%	2,407	82
2008	2,410	-3.2%	2,492	-82
2009	2,495	3.5%	2,579	-83
2010	2,495	0.0%	2,669	-174
2011	2,582	3.5%	2,763	-181
2012	2,407	-6.8%	2,859	-452
2013	2,407	0.0%	2,959	-552
2014	2,407	0.0%	3,063	-656
2015	2,407	0.0%	3,170	-763
2016	2,407	0.0%	3,281	-874
2017	2,407	0.0%	3,396	-989
2018	2,528	5.0%	3,515	-987
2019	2,654	5.0%	3,638	-984
2020	2,747	3.5%	3,765	-1,018
2021	2,843	3.5%	3,897	-1,054
2022	2,943	3.5%	4,033	-1,090
2023	3,046	3.5%	4,174	-1,128
Total	46,000		59,986	(10,986)

D.6. Comparison of Selected Revenues and Expenses for FY23

The chart below compares selected expenses from across all VTA funds and categories. Not shown is, for example, BART Silicon Valley Extension Phase 2, which will receive \$387M from 2000 Measure A and more than four times as much (\$1,715M) from other sources, mostly federal and state grants. It is noteworthy to contrast that with the VTP highway program that is scheduled to attract less than \$10M of state and federal funding.



E. Conclusions and Solutions

Part of the purpose of this document is simply to highlight the complexity and interconnectedness of the budget. If debt service for Measure A were not as high, more revenue could go towards VTA transit operations which could be used to make it more attractive to riders, which would lead to increased fare revenue, which reduces the need to use supplemental express lane revenue, which instead could be used to accelerate the express lane program and with that, address congestion.

We are optimistic. While there are financial issues that need to be addressed, a detailed analysis of the budget projections for transit operations shows that projected deficits are likely overstated or only the result of operations support other programs of VTA. Labor costs, which are a significant cost factor have risen less slowly than sales tax revenue. Also, there are significant reserve funds that allow VTA to bridge any short-term revenue short falls - especially from lower fare revenues.

The current FY22/23 budget would have us keep the stimulus funding in the bank as, in essence, a rainy-day fund. We believe that is not an effective allocation of the money--there are other rainy-day funds available, and there is every possibility that the projected operations deficit will evaporate once our projections improve anyway.

At the same time, Santa Clara County residents have very immediate needs for transportation that the stimulus funding can address. There are a variety of ways that this could be used, but we would urge VTA to put much of its focus into drawing ridership back to (or ideally above) pre-pandemic levels. In addition to allowing VTA to better serve more people, this will help to stabilize VTA's financial health by providing a solid ridership base for future fare revenues and address VTA's climate goals.

Among possible uses of the available resources including relief funding are:

- Targeted and limited reduced fares such as those piloted by BART and SMART
- Accelerating transit speed projects with a local competitive grant program
- Accelerating improvements to passenger facilities such as bus stops

Some of these are focused on short-term effects (e.g., free or reduced fares for a short time to get people back onto buses, which would then be followed by a return to normal fare collection), whereas others are less immediate but will help to keep ridership in the long-term (e.g., bus stop improvements).

As stated at the outset, we look forward to collaborating with VTA staff and the Board of Directors at the appropriate time to support VTA's effort to build back stronger, and we thank you for the opportunity to be part of this important discussion.

Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Saturday, June 5, 2021 2:36 PM
To: Board (@caltrain.com)
Cc: MTC Commission; SFCTA Board Secretary; SFCTA CAC; cacsecretary [@caltrain.com]; Baltao, Elaine [board.secretary@vta.org]; Brian Shaw; Nicholas Josefowitz
Subject: May 19th Caltrain CAC video and slides

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

Dear Caltrain Board,

Please refer to the May 19th CAC agenda

(https://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/CAC/Agendas/2018/2021-05-19+JPB+CAC+Agenda.pdf) and provide the following information pursuant to Government Code §6250 et seq:

- 1) A copy of the monthly Caltrain ridership recovery slide Mr. Joe Navarro showed to the CAC during item 9. Staff Report .
- 2) A copy of the 5/19 CAC meeting video (missing from the video archives page: <https://www.caltrain.com/about/bod/video.html>.)

Thank you in advance for your prompt attention to these requests.

Roland Lebrun

CC

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

Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Monday, June 7, 2021 1:32 PM
To: SFCTA Board Secretary
Cc: MTC Info; Board (@caltrain.com); Donald Pollitt; CHSRA Board; SFCTA CAC; TJPA CAC; cacsecretary [@caltrain.com]
Subject: Item #15: Update on the Pennsylvania Avenue Extension Project
Attachments: Item 15 Update on the Pennsylvania Avenue Extension Project.pdf

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

Dear Chair Mandelman and Commissioners,

Thank you for the opportunity to substantiate and elaborate on the comments I made at the May 26th CAC meeting.

Please find my comments attached for the record.

Sincerely,

Roland Lebrun

CC

MTC Commissioners
Caltrain Board
TJPA Board of Directors
CHSRA Directors
SFCTA CAC
TJPA CAC

Dear Chair Mandelman and Commissioners,

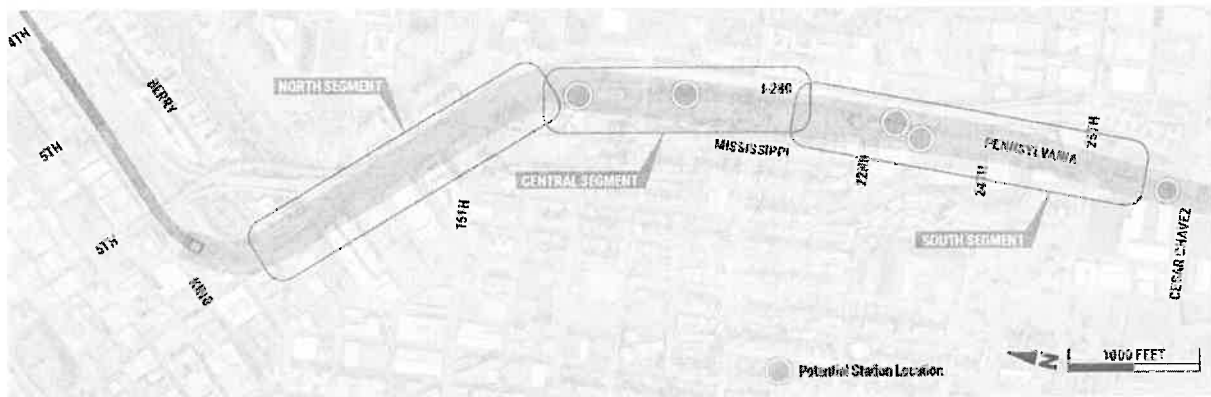
Thank you for the opportunity to substantiate and elaborate on the comments I made at the May 26th CAC meeting.

Please allow me to start by complementing Ms. Waldman and her team for the schedule (slide 6) which, unlike the infamous so-called "RAB" 5-year "Study", proposes to make the PAX Pre-Environmental Study Final Report available for review in September.

I was also pleased to find a plausible twin-bore tunnel profile with an external bore diameter of approximately 27 feet on slide 3.

The first issue for your consideration is the "Potential Station Locations" on slide 4 because, as seen below, the tunnel profile on slide 3 would result in platforms sloping at 2% or more and the amount of excavation under the Central Segment (tunnel #1) and South Segment (tunnel #2) would result in massive surface impacts and prohibitive costs. The "Potential Station Locations" also do not take into account that non-stopping trains must be able to pass through the station(s) at 80 MPH resulting in an overall length of excavation of approximately 1,300 feet (300-foot throat + 700-foot platform(s) + 300-foot throat). This leaves two Potential Station Locations: a \$100M elevated station above Cesar Chavez (between western tunnel #2 and Highway 280) and/or a \$400M underground multimodal station under the North Segment (7th Street between 16th and Townsend) with seamless transfers to MUNI buses, the T-3rd and N-line extensions, the Central subway and the future 16th Street/UCSF BART station.

Slide 4 Potential Station Locations



Slide 3 DTX (blue) and PAX (pink) tunnel profiles



PAX Alternatives (slide 7)

There are three issues with the discussion on this slide:

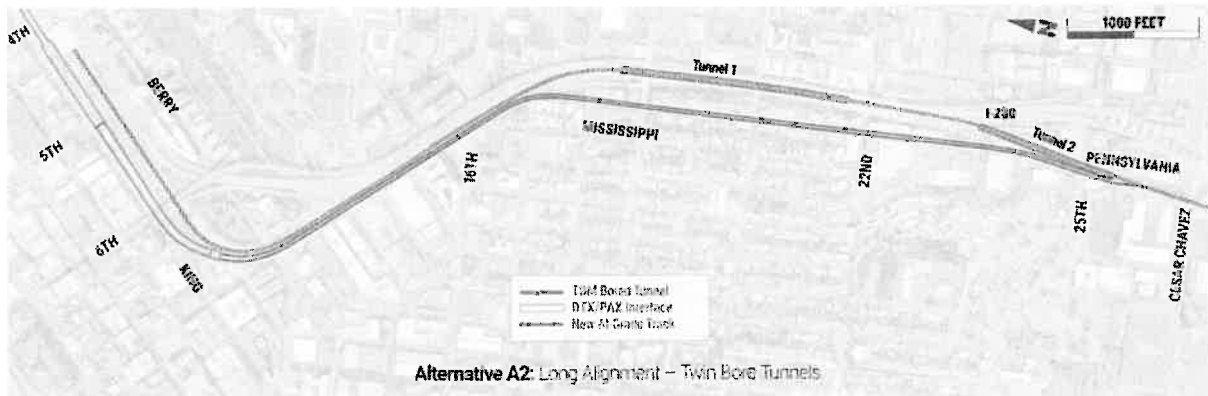
- 1) The primary discussion revolves around the relocation or modification of the 22nd Street station while ignoring the issue of sloping platforms as mentioned above.
- 2) There is no consideration of the nexus between the continued operation of the 4th & King railyard and the continued operation of the existing 22nd Street station, specifically that there will be no change to 22nd Street as long as Caltrain continues to provide service to the 4th & King railyard because passengers requiring access to the Cesar Chavez and/or 7th Street station(s) will board Transbay trains while passengers requiring access to the 22nd Street station will board trains terminating at 4th & King.
- 3) The third and final issue is that there is no consideration of phasing whereby Cesar Chavez could be constructed for initial Transbay operations and 7th Street could be constructed at a later date at which point Potrero Hill and the Central waterfront would be served by TWO Caltrain stations (Cesar Chavez to the South and 7th Street to the north) with 7th Street providing service to Mission Bay, including Oracle Park, the Chase Center and the future 4th & King railyard redevelopment.

Alternative A: Long Alignment (slide 8)

Alternative A1 (Single Bore tunnel) is prohibitively expensive (\$1B-\$2B) with a southern portal conflicting with the northern tip of the Cesar Chavez station. Additionally, the estimated 45-foot diameter single bore tunnel would require a minimum overburden of 40 feet (potentially more depending on soil conditions in the 7th Street/Berry area) which would result in top of rail (TOR) approximately 25-30 feet below the DTX tunnel profile as currently proposed.

Alternative A2 (Twin Bore Tunnel) is viable but has the following disadvantages:

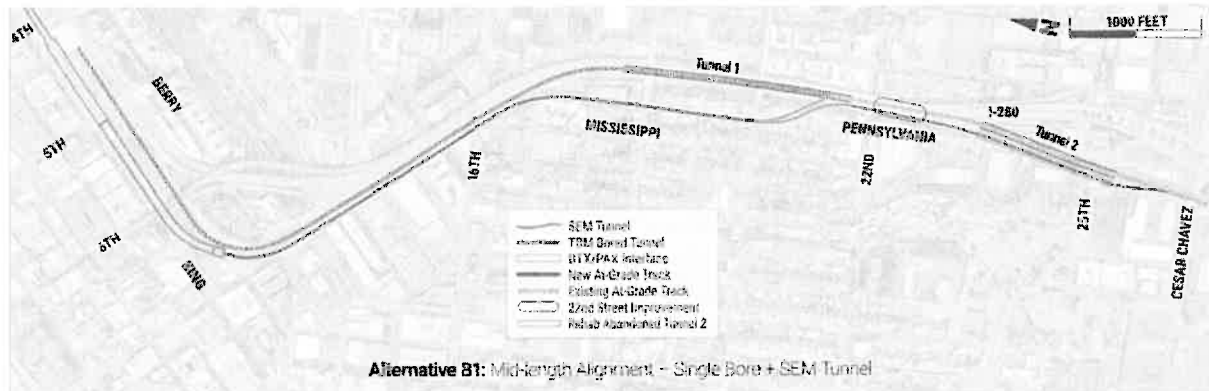
- Excessive tunnel length caused by the bypass of western tunnel #2 resulting in excessive costs caused by redundant tunneling (eliminated in the South Segment alignment in Alternative B2)
- Sharp curve at the junction of Pennsylvania Avenue and 7th Street



Alternative B: Mid-length Alignment (slide 9)

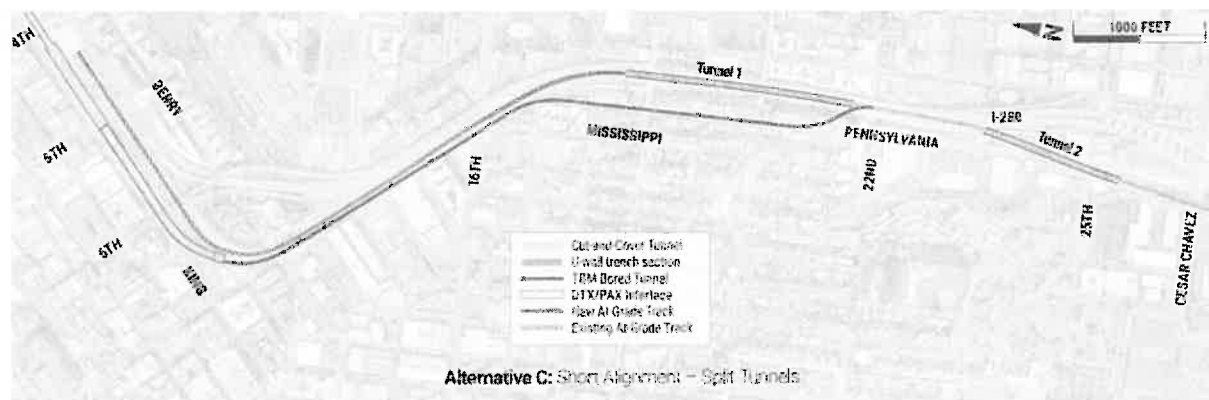
Alternative B1 (Single Bore Tunnel with SEM) has the same issues as Alternative A1 in the 7th Street/Berry area and is probably one of the worst alternatives in terms of constructability, surface impacts and costs.

Alternative B2 (Twin Bore Tunnel) is a superior solution because it has the potential to eliminate the SEM tunneling and continue north parallel to the 280 freeway (as envisioned by Southern Pacific) instead of making a sharp westward curve to align with Pennsylvania Avenue.



Alternative C Short Alignment

This is the worst of all alternatives because the cut & cover tunnel would interrupt Caltrain operations to 4th & King for a minimum of two years. Additionally, a cut & cover tunnel under the SSIP is not constructible and the distance between the bored tunnel and the existing tunnel #1 would result in unnecessarily long cross-passages whose construction is likely to compromise the structural integrity of tunnel #1.



Conclusion:

Alternative B2 (twin bore tunnel starting immediately north of 23rd Street approximately 150 feet north of the western tunnel #2 entrance) is the correct alternative with the following changes (south to north):

- 1) The connection to the existing Caltrain tracks is relocated further south (immediately north of the Jerrold bridge): <https://calhsr.com/wp-content/uploads/2010/02/02-TCCM-200-B.pdf>
- 2) The Cesar Chavez station is located to the west of the existing Caltrain tracks
- 3) The alignment continues through western tunnel #2
- 4) The PAX portal headwall is relocated to 100 feet north of 23rd Street: <https://calhsr.com/wp-content/uploads/2010/02/01-TCCM-200-B.pdf>
- 5) Tunnel boring follows the Caltrain subsurface easements acquired from Southern Pacific

Respectfully submitted for your consideration.

Sincerely,

Roland Lebrun

Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, June 9, 2021 3:53 AM
To: Donald Pollitt
Cc: MTC Info; SFCTA Board Secretary; Board (@caltrain.com); Baltao, Elaine [board.secretary@vta.org]; SFCTA CAC; TJPA CAC; cacsecretary [@caltrain.com]
Subject: Item 11. Operations Analysis for the Downtown Rail Extension (DTX) project.
Attachments: Item 11. Operations Analysis for the Downtown Rail Extension (DTX) project..pdf

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

Dear Chair Gee,

The attached letter is intended to substantiate and elaborate on the comments I made about the DTX Operations Analysis following a similar presentation to the May 21st DTX Executive Steering Committee and the SFCTA's Executive Director's report at the May 25th Board Meeting:

"During public comment, Roland Lebrun thanked Director Chang for posting the Executive Director's Report on the website prior to the meeting. With regard to the Downtown Rail Extension (DTX), he said that the issue is not with the funding, but that the project has "fallen off the tracks." At the last Executive Steering Committee meeting, Mr. Lebrun said they discovered that high-speed rail platforms were proposed at 4th and Townsend and that was in conflict with Prop 1A, which has no high-speed rail platforms between Millbrae and Salesforce Transit Center. He said this, in turn, causes congestion around the DTX, triggering the need for a third track which entails paying up to \$2 billion in extra costs. Mr. Lebrun noted that the Metropolitan Transportation Commission opined that there were three disconnected projects in the area: DTX, Link21 and the Pennsylvania Avenue Extension. He suggested that they de-fund DTX and pause to ensure harmonious planning between the three projects."

<https://www.sfcta.org/sites/default/files/2021-06/05%20May%2025%20Mins.pdf> (page 3)

Thank you in advance for your urgent attention to these issues.

Roland Lebrun

CC

MTC Commissioners
SFCTA Commissioners
Caltrain Board of Directors
VTA Board of Directors
SFCTA CAC
TJPA CAC
Caltrain CAC
VTA PAC
VTA CAC

Dear Chair Gee,

The intent of this letter is to highlight significant issues with the Operations Analysis performed by WSP/Parsons Brinckerhoff's Great British Railways (formerly "Network Rail") Rail Delivery Partner (RDP), specifically that the analysis, **contrary to existing legislation and various business plans**, inexplicably studied the operation of high speed trains stopping at dedicated platforms at the 4th & Townsend station. **This fatally flawed analysis subsequently resulted in a flawed recommendation for a 3-track DTX design.**

Background:

- 1) Streets & Highways Codes Section 2704.09 (d) mandates that "**The total number of stations to be served by high-speed trains for all of the corridors described in subdivision (b) of Section 2704.04 shall not exceed 24.**":
https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=2704.09.&lawCode=SHC
- 2) **The 4th & Townsend station cannot possibly accommodate 1,400-foot HSR platforms:**
"A pertinent example of Caltrain/HSRA interaction is the *recent announcement by HSRA that it may shorten its platforms in order to reduce the initial capital cost of the system. Shortening the platforms and trains leaves open the possibility that demand will eventually exceed the reduced station capacity, especially in the "bookend areas."* We understand that the Authority will try to acquire the property needed for future extension of the platforms if needed.

*An alternative potential response would be to use bi-level trains at the outset for HSRA service. We have recommended in past letters that the Authority consider adopting bi-level trains from the outset **because the loading platform level would be consistent with the lower level used by Caltrain and Metrolink (and ACE if there are joint operations in future)**. In our discussions, the Authority indicated that they will consider inputs from the new system operator (discussed below). We recommend that this issue be addressed carefully before HSRA commits itself to a rolling stock fleet design."*: <https://www.caHSRprg.com/wp-content/uploads/sites/15/2018/08/PRG-letter-of-7-Feb-2017-Reduced.pdf> (page 3)

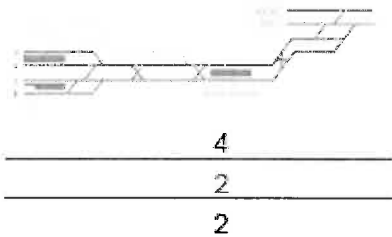
- 3) **Deutsche Bahn, the Authority's Early Train Operator (ETO) has no plans to provide HSR service at 4th & Townsend:** https://www.hsr.ca.gov/wp-content/uploads/docs/about/legislative_affairs/Central_Valley_and_Peninsula_Corridors_Operations_Financial_Plan_Study.pdf (page 194): **Figure 18-1: Blended Service Caltrain + HSR Servicing FOUR stations**

4) High speed rail platforms at 4th & Townsend would conflict with the Caltrain Business Plan



Recommendation:

Direct Caltrain to engage the services of Deutsche Bahn to study whether the following configuration can support 12 trains/hour/direction with or without passing tracks at 4th & Townsend.



Thank you in advance for your consideration.

Roland Lebrun

Givens, Patrice

From: Council-Jeff Gee <jgee@redwoodcity.org>
Sent: Wednesday, June 9, 2021 9:23 AM
To: Roland Lebrun; Donald Pollitt
Cc: MTC info; SFCTA Board Secretary; Board (@caltrain.com); Baltao, Elaine [board.secretary@vta.org]; SFCTA CAC; TJPA CAC; cacsecretary [@caltrain.com]; ngonzales@tjpa.org; Bouchard, Michelle
Subject: Re: item 11. Operations Analysis for the Downtown Rail Extension (DTX) project.

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

Roland:

Thank you for your email. Acknowledging receipt.

Regards,

Jeff

Jeff Gee, Councilmember

City of Redwood City
1017 Middlefield Road
Redwood City, CA 94064
650-483-7412
jgee@redwoodcity.org

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, June 9, 2021 3:53 AM
To: Donald Pollitt
Cc: MTC Info; SFCTA Board Secretary; Caltrain Board; VTA Board Secretary; SFCTA CAC; TJPA CAC; Caltrain CAC Secretary
Subject: Item 11. Operations Analysis for the Downtown Rail Extension (DTX) project.

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Chair Gee,

The attached letter is intended to substantiate and elaborate on the comments I made about the DTX Operations Analysis following a similar presentation to the May 21st DTX Executive Steering Committee and the SFCTA's Executive Director's report at the May 25th Board Meeting:

"During public comment, Roland Lebrun thanked Director Chang for posting the Executive Director's Report on the website prior to the meeting. With regard to the Downtown Rail Extension (DTX), he said that the issue is not with the funding, but that the project has "fallen off the tracks." At the last Executive Steering Committee meeting, Mr. Lebrun said they discovered that high-speed rail platforms were proposed at 4th and Townsend

Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Thursday, June 10, 2021 4:45 PM
To: Gee, Jeff [jgee@redwoodcity.org]; Donald Pollitt
Cc: MTC Info; SFCTA Board Secretary; Board (@caltrain.com); Baltao, Elaine [board.secretary@vta.org]; SFCTA CAC; TJPA CAC; cacsecretary [@caltrain.com]; ngonzales@tjpa.org; Bouchard, Michelle; CHSRA Board
Subject: Re: Item 11. Operations Analysis for the Downtown Rail Extension (DTX) project.

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

Dear Chair Gee,

Thank you for the opportunity to address the Board on this issue earlier this morning.

This follow-up email is intended to substantiate and elaborate on the comment I made that "***A High Speed Train operator would NEVER consider providing service to a 4th & Townsend station as envisaged by the TJPA***", including an actual example of a \$300M HSR station in East London **7 miles outside St Pancras that has yet to see any service at its two dedicated HSR platforms 12 years after first opening.**

1) Prop1A (California Streets & Highways Codes Section 2704.09)

"The high-speed train system to be constructed pursuant to this chapter shall be designed to achieve the following characteristics:

(b) Maximum nonstop service travel times for each corridor that shall not exceed the following:

(3) San Francisco-San Jose: 30 minutes."

[https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=SHC§ionNum=2704.09.](https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=SHC§ionNum=2704.09)

2)"There are 1 OR 2 international trains per hour in each direction that pass through without stopping."

https://en.wikipedia.org/wiki/Stratford_International_station#National_Rail



Stratford International station -
Wikipedia

Stratford International is a National Rail station in Stratford and a separate Docklands Light Railway (DLR) station nearby, located in East Village in London and within the Greater London metropolitan area. Despite its name, no international services stop at the station; plans for it to be served by Eurostar trains never came to

fruition. The National Rail platforms are, however, served by ...

en.wikipedia.org

2) <https://www.bbc.com/news/10154343>



Eurostar 'will not stop' at Stratford International - BBC News

A £210m station which was due to help bring in people from abroad to the London 2012 Olympic Games may never have an international service.

www.bbc.com

3) *"Eurostar declined to comment on Stratford International's name because it doesn't operate there. Instead, it says, it's **focused on providing a quick and competitive journey time between our destinations.**"*

<https://londonist.com/london/transport/why-s-it-called-stratford-international-if-it-has-no-international-trains>



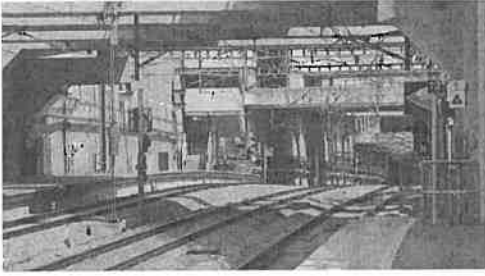
Why's It Called Stratford International If It Has No International Trains? | Londonist

Stratford International: 10 years without an international train. In December 2009, trains started calling at Stratford international station: an east London hub allowing rapid transit to St ...

londonist.com

-
-

https://youtu.be/TYm6Zbu_zmc?t=107



Eurostar won't stop at Stratford International (25May10)

Unsurprisingly, Eurostar will not be stopping their trains at the middle of nowhere site of Stratford to please the 2012 Olympics. Let local trains stop ther...

[youtu.be](#)



Sincerely,

Roland Lebrun

From: Council-Jeff Gee <jgee@redwoodcity.org>
Sent: Wednesday, June 9, 2021 9:23 AM
To: Roland Lebrun <ccss@msn.com>; Donald Pollitt <DTX@tjpa.org>
Cc: MTC Info <info@bayareametro.gov>; SFCTA Board Secretary <clerk@sfcta.org>; Caltrain Board <board@caltrain.com>; VTA Board Secretary <board.secretary@vta.org>; SFCTA CAC <cac@sfcta.org>; TJPA CAC <CAC@TJPA.org>; Caltrain CAC Secretary <cacsecretary@caltrain.com>; ngonzales@tjpa.org <ngonzales@tjpa.org>; Bouchard, Michelle <bouchardm@samtrans.com>
Subject: Re: Item 11. Operations Analysis for the Downtown Rail Extension (DTX) project.

Roland:

Thank you for your email. Acknowledging receipt.

Regards,

Jeff

Jeff Gee, Councilmember

City of Redwood City
1017 Middlefield Road
Redwood City, CA 94064
650-483-7412
jgee@redwoodcity.org

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, June 9, 2021 3:53 AM
To: Donald Pollitt
Cc: MTC Info; SFCTA Board Secretary; Caltrain Board; VTA Board Secretary; SFCTA CAC; TJPA CAC; Caltrain CAC Secretary
Subject: Item 11. Operations Analysis for the Downtown Rail Extension (DTX) project.

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Chair Gee,

The attached letter is intended to substantiate and elaborate on the comments I made about the DTX Operations Analysis following a similar presentation to the May 21st DTX Executive Steering Committee and the SFCTA's Executive Director's report at the May 25th Board Meeting:

"During public comment, Roland Lebrun thanked Director Chang for posting the Executive Director's Report on the website prior to the meeting. With regard to the Downtown Rail Extension (DTX), he said that the issue is not with the funding, but that the project has "fallen off the tracks." At the last Executive Steering Committee meeting, Mr. Lebrun said they discovered that high-speed rail platforms were proposed at 4th and Townsend and that was in conflict with Prop 1A, which has no high-speed rail platforms between Millbrae and Salesforce Transit Center. He said this, in turn, causes congestion around the DTX, triggering the need for a third track which entails paying up to \$2 billion in extra costs. Mr. Lebrun noted that the Metropolitan Transportation Commission opined that there were three disconnected projects in the area: DTX, Link21 and the Pennsylvania Avenue Extension. He suggested that they de-fund DTX and pause to ensure harmonious planning between the three projects."

<https://www.sfcta.org/sites/default/files/2021-06/05%20May%2025%20Mins.pdf> (page 3)

Thank you in advance for your urgent attention to these issues.

Roland Lebrun

CC

MTC Commissioners
SFCTA Commissioners
Caltrain Board of Directors
VTA Board of Directors
SFCTA CAC
TJPA CAC
Caltrain CAC
VTA PAC
VTA CAC

Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Thursday, June 10, 2021 5:10 PM
To: Gee, Jeff [jgee@redwoodcity.org]; Donald Pollitt
Cc: MTC Info; SFCTA Board Secretary; Board (@caltrain.com); Baltao, Elaine [board.secretary@vta.org]; SFCTA CAC; TJPA CAC; cacsecretary [@caltrain.com]; ngonzales@tjpa.org; Bouchard, Michelle; CHSRA Board
Subject: Re: Item 11. Operations Analysis for the Downtown Rail Extension (DTX) project.

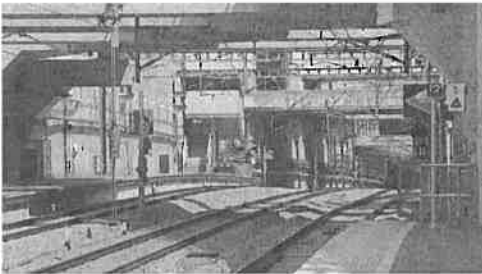
ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Chair Gee,

This follow up email is intended to substantiate the comment I made that *"the Operations Analysis performed by WSP/Parsons Brinckerhoff's Great British Railways (formerly "Network Rail") Rail Delivery Partner (RDP) which studied the operation of high speed trains stopping at dedicated platforms at the 4th & Townsend station subsequently resulted in a **flawed recommendation for a 3-track DTX design.**"*

"If International Services used Stratford International during the Games, it would reduce the station's capacity"

https://www.youtube.com/watch?v=TYm6Zbu_zmc&t=107s



Eurostar won't stop at Stratford International (25May10) - YouTube

Unsurprisingly, Eurostar will not be stopping their trains at the middle of nowhere site of Stratford to please the 2012 Olympics. Let local trains stop ther...

www.youtube.com



Sincerely,

Roland Lebrun

From: Roland Lebrun <ccss@msn.com>
Sent: Thursday, June 10, 2021 4:45 PM
To: Council-Jeff Gee <jgee@redwoodcity.org>; Donald Pollitt <DTX@tjpa.org>
Cc: MTC Info <info@bayareametro.gov>; SFCTA Board Secretary <clerk@sfcta.org>; Caltrain Board

<board@caltrain.com>; VTA Board Secretary <board.secretary@vta.org>; SFCTA CAC <cac@sfcta.org>; TJPA CAC <CAC@TJPA.org>; Caltrain CAC Secretary <cacsecretary@caltrain.com>; ngonzales@tjpa.org <ngonzales@tjpa.org>; Bouchard, Michelle <bouchardm@samtrans.com>; CHSRA Board <boardmembers@hsr.ca.gov>
Subject: Re: Item 11. Operations Analysis for the Downtown Rail Extension (DTX) project.

Dear Chair Gee,

Thank you for the opportunity to address the Board on this issue earlier this morning.

This follow-up email is intended to substantiate and elaborate on the comment I made that "***A High Speed Train operator would NEVER consider providing service to a 4th & Townsend station as envisaged by the TJPA***", including an actual example of a \$300M HSR station in East London **7 miles outside St Pancras that has yet to see any service at its two dedicated HSR platforms 12 years after first opening.**

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youtu.be

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From: Council-Jeff Gee <jgee@redwoodcity.org>

Sent: Wednesday, June 9, 2021 9:23 AM

To: Roland Lebrun <ccss@msn.com>; Donald Pollitt <DTX@tjpa.org>

Cc: MTC Info <info@bayareametro.gov>; SFCTA Board Secretary <clerk@sfcta.org>; Caltrain Board <board@caltrain.com>; VTA Board Secretary <board.secretary@vta.org>; SFCTA CAC <cac@sfcta.org>; TJPA CAC <CAC@TJPA.org>; Caltrain CAC Secretary <cacsecretary@caltrain.com>; ngonzaless@tjpa.org <ngonzaless@tjpa.org>; Bouchard, Michelle <bouchardm@samtrans.com>

Subject: Re: Item 11. Operations Analysis for the Downtown Rail Extension (DTX) project.

Roland:

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Regards,

Jeff

Jeff Gee, Councilmember

City of Redwood City
1017 Middlefield Road
Redwood City, CA 94064
650-483-7412
jgee@redwoodcity.org

From: Roland Lebrun <ccss@msn.com>

Sent: Wednesday, June 9, 2021 3:53 AM

To: Donald Pollitt

Cc: MTC Info; SFCTA Board Secretary; Caltrain Board; VTA Board Secretary; SFCTA CAC; TJPA CAC; Caltrain CAC Secretary

Subject: Item 11. Operations Analysis for the Downtown Rail Extension (DTX) project.

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Roland Lebrun

CC

MTC Commissioners
SFCTA Commissioners
Caltrain Board of Directors
VTA Board of Directors
SFCTA CAC
TJPA CAC
Caltrain CAC
VTA PAC
VTA CAC

Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Tuesday, June 15, 2021 3:08 AM
To: Board (@caltrain.com)
Cc: SFCTA Board Secretary; SFCTA CAC; cacsecretary [@caltrain.com]; MTC Info; Baltao, Elaine [board.secretary@vta.org]
Subject: Bayshore station redesign
Attachments: Bayshore Baylands DEIR Comments.pdf

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

Dear Caltrain Board,

Having recently received a response to my May 3rd FOIA for PCEP Program Management Oversight Committee (PMOC) reports released by the FTA since last September, I was shocked to discover the following information on page 14 of the March Report released on **April 27, 2021** and yet to be posted on the Caltrain web site(!).

Bayshore Property (Segment 1 South of tunnels)

*"This property is held by a foreign developer who is interested in completing a more comprehensive transaction that includes acquisition of other JPB property. The JPB has submitted its offer package to the developer's local representatives, who have asked for a second appraisal. The owner's representatives are arranging for the appraisal. Once the appraisal is complete and final terms are established, the transaction must be reviewed by the principals in China. **The JPB is projecting that completion of this transaction may take until June 2021.**"*

I am therefore requesting that the Board **direct Mr. Fitzpatrick to immediately suspend any pending or future real estate transactions until further notice** for the following reasons:

- 1) The PCEP is at least two years late: **we have a 2-year window to get land acquisitions/disposals/swaps right.**
- 2) Mr. Fitzpatrick and his team are apparently not aware of the attached Baylands EIR scoping comments, including a 2014 Bayshore station redesign which resolves multiple issues with the 2004 CTX design including:
 - **Improved tunnel 4 approach**
 - **Extensive mitigation of Caltrain/HSR traffic impacts on Brisbane in general and the future Baylands community in particular.**
 - Seamless transfers between Caltrain, T-3rd extension and Geneva Harney BRT
 - Ability to turn around 12 northbound Caltrain/HSR trains/hour in Brisbane in an emergency
 - **Ability to turn around an additional 18 BART/Capitol Corridor trains when LINK21 opens**
 - **Elimination of the proposed Brisbane HSR maintenance facility**

Recommendation:

Direct Mr. Fitzpatrick and his staff to reach out to VTA's Director of real estate and familiarize himself with a more transparent modus operandi whereby members of the public have sufficient information to identify potential conflicts and raise them to the Board's attention.

Examples:

- OCII sale of Transbay Block 5, a parcel which was directly in the path of the new Transbay tunnel
- 130 Stockton, a 6-story apartment block likely to cause significant challenges to construction phasing of the elevated Diridon station throat

Thank you in advance for your urgent attention to this matter.

Roland Lebrun

CC

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

From: Roland Lebrun <ccss@msn.com>
Sent: Friday, March 20, 2020 9:47 PM
To: baylands@brisbane.ca.org <baylands@brisbane.ca.org>
Subject: Brisbane Baylands specific plan comments

Dear Mr Swiecki,

The intent of this email is to resubmit my 2014 DEIR comments (attached) and elaborate on the comments I made at the DEIR scoping meeting, with regards to doubling the length of the station, relocating it further south and raising the ground elevation by 20-30 feet while leaving the tracks at current grade: "*The impacts caused by the higher speeds of express trains should be mitigated by creating embankments on both sides of the tracks thereby giving the impression that the proposed Geneva Avenue extension is at grade while the platforms and the tracks are in a trench.*" <https://youtu.be/kCetcYwMMLg?t=167>

I am also attaching satellite imagery showing how a similar station (Stratford International) was built on the London-Paris high speed line by raising the elevation of an abandoned railyard by 30 feet with spoils from the high-speed tunnels: <https://youtu.be/LLUjCoNTI4E>

I hope that you find this information useful and that you will give it due consideration in the forthcoming draft EIR.

Sincerely,

Roland Lebrun

From: Roland Lebrun <ccss@msn.com>
Sent: Friday, January 24, 2014 7:31 AM
To: eir@ci.brisbane.ca.us <eir@ci.brisbane.ca.us>
Subject: Brisbane Baylands DEIR comments

Dear Mr. Swiecki,

Please find my comments attached.

Key points:

- Relocation of Bayshore station and tracks.
- 5-minute connections to the Transbay terminal.
- Improved connections to MUNI light rail, Geneva Avenue BRT and Schlage Lock.
- Improved rail service to Transbay (up to 6 additional trains/hour).
- Increased capacity (up to 2,000 passengers/train).
- Foundation for a 5-minute connection to SFO.

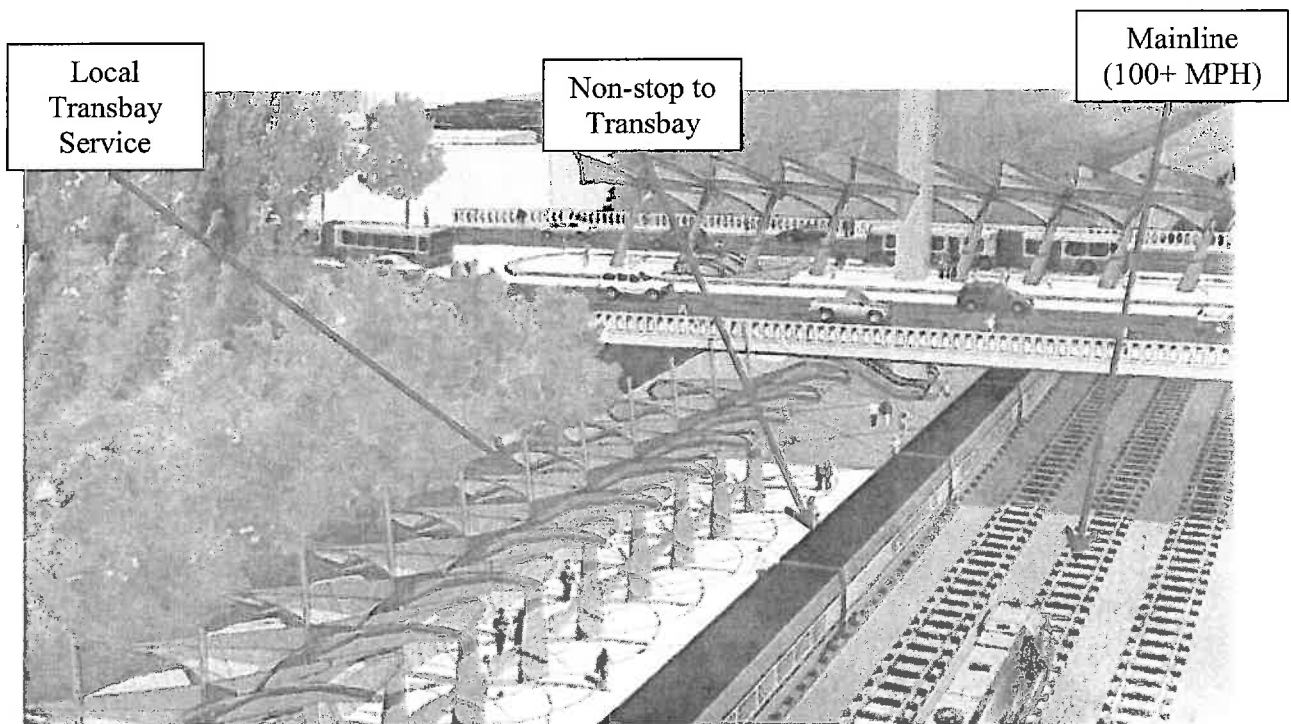
Sincerely,

Roland Lebrun.

The relocation of the tracks and the Bayshore station to the 5th Street alignment would also significantly enhance transfers between Caltrain and the proposed Muni T-Third light rail station on 5th Street.

The relocated Bayshore station would have two additional tracks to facilitate cross-platform transfers between Baby Bullets (5-minute non-stop to Transbay) and locals stopping at Oakdale, 22nd Street, Mission Bay and the Transbay Terminal. The additional station and turnaround tracks would support a capacity of 12 trains/hour between Brisbane and Transbay, 10-20 years ahead of the rest of the Peninsula (Policy 6-12).

The impacts caused by the higher speeds of express trains should be mitigated by creating embankments on both sides of the tracks thereby giving the impression that the proposed Geneva Avenue extension is at grade while the platforms and the tracks are in a trench.



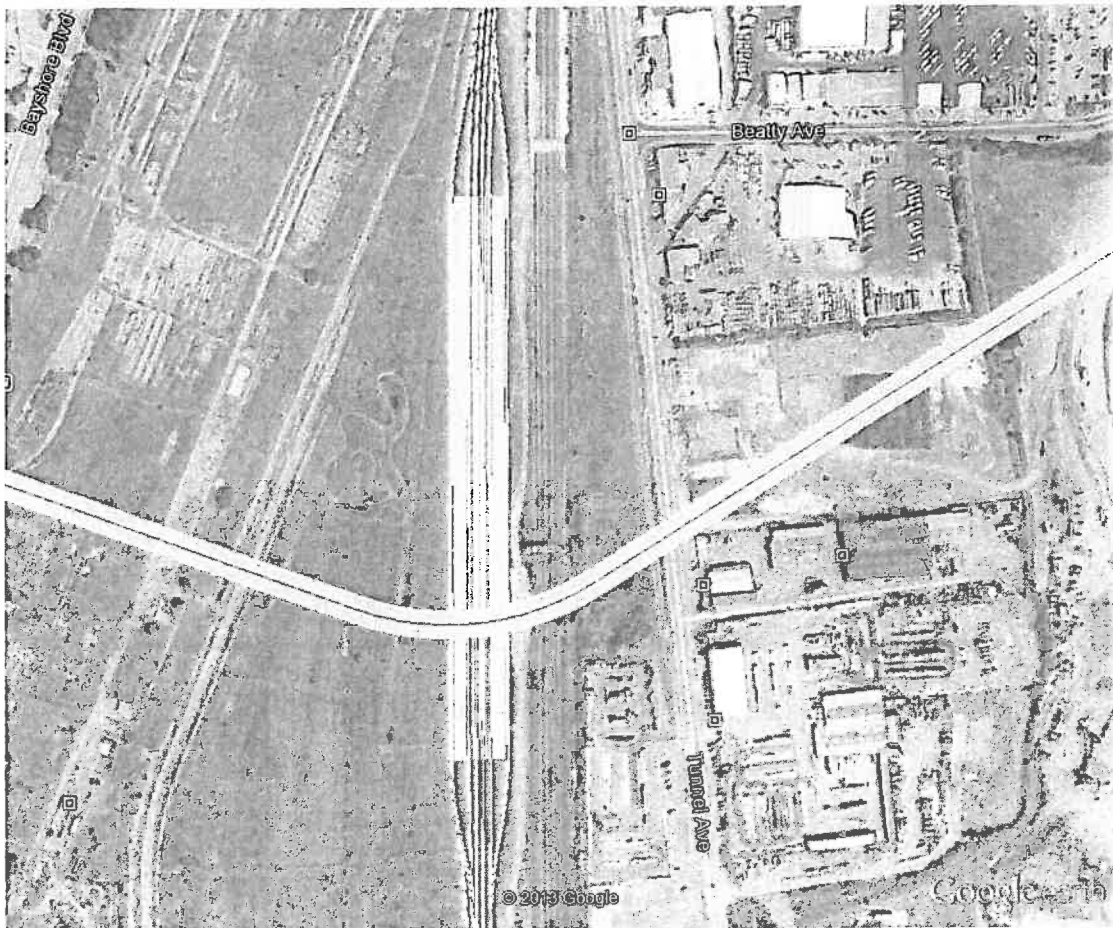
The proposed new alignment would have the following additional advantages:

- Faster, safer and more cost-effective construction of the relocated Bayshore station, including connections to MUNI light rail and Geneva Avenue BRT.
- No construction impacts on Caltrain service.
- Foundation for a future 5-minute connection to San Francisco International (Transbay to SFO in 10 minutes, including a one-minute stop in Brisbane).

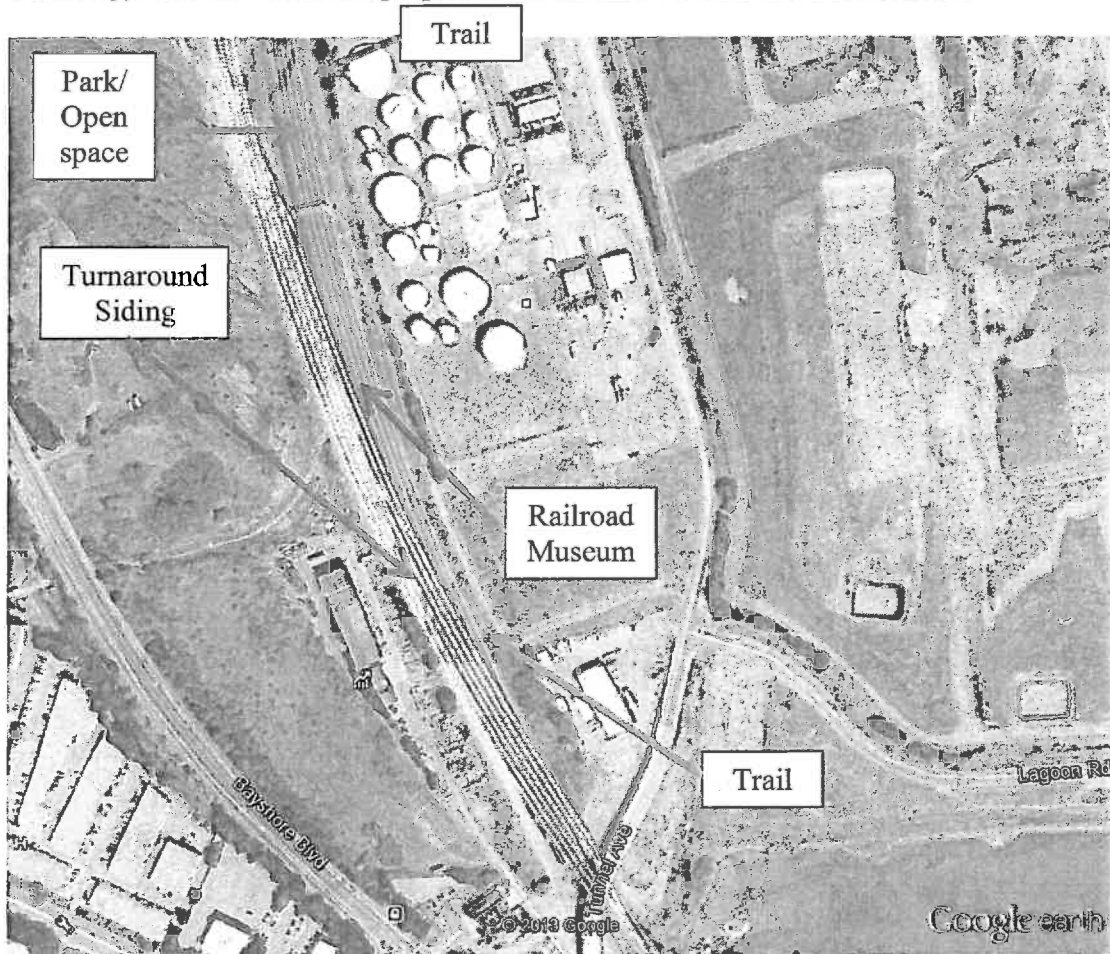
Platform lengths.

Please refer to "Platform Dimensions" on page 13 of Chapter 3 of the Caltrain Engineering Standards: <http://www.caltrain.com/assets/engineering/engineering-standards-2/criteria/CHAPTER3.pdf> : *"The standard platform length shall be 700 feet to accommodate a six (6) car train consist. Platform design shall consider or not preclude a possible expansion of platform length to 1000 feet"*

The DEIR should consider this 1,000-foot requirement because it would enable a Bayshore Caltrain station entrance at Beatty Avenue which is within walking distance of the Schlage Lock development. The DEIR should also consider extending the platforms south of Geneva Avenue to match Transbay's 1,330-foot platform lengths for two reasons: support for double-length Caltrain consists capable of transporting 2,000 passengers to/from special events in downtown San Francisco and/or Brisbane and the ability to disembark and turn around full-length HSR trains in case of an emergency between Brisbane and the Transbay terminal.



- Relocation of the mainline would also facilitate the repurposing of the existing tracks between Ice House Hill and the Kinder Morgan Energy Tank Farm into a siding yard and a location for the future railroad Museum while maintaining an opportunity for a linear park and trail connection between the siding yard and the Tank Farm. The siding yard could provide off-peak storage for up to 8 Caltrain consists as well as the ability to turnaround additional train service (up to 6 additional trains/hour between Bayshore and Transbay) over and above the proposed maximum six Caltrains/hour by 2019.



Thank you for considering these enhancements to this exciting project.

Sincerely,

Roland Lebrun

Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Tuesday, June 15, 2021 4:21 AM
To: Donald Pollitt
Cc: SFCTA Board Secretary; MTC Info; Board (@caltrain.com); SFCTA CAC; cacsecretary
[@caltrain.com]; TJPA CAC
Subject: DTX Operations analysis
Attachments: 12 trains per hour with TWO tracks and three platform faces.pdf; 2012 Olympics
timetable (Midnight to 1.30 AM).pdf

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

Dear Chair Gee,

The attached files substantiate and elaborate on the comment I made that London was able to operate 12
trains/hour in and out of St Pancras during the 2012 Olympics with **TWO tracks** and three platforms.

I hope you find this information useful.

Sincerely,

Roland Lebrun

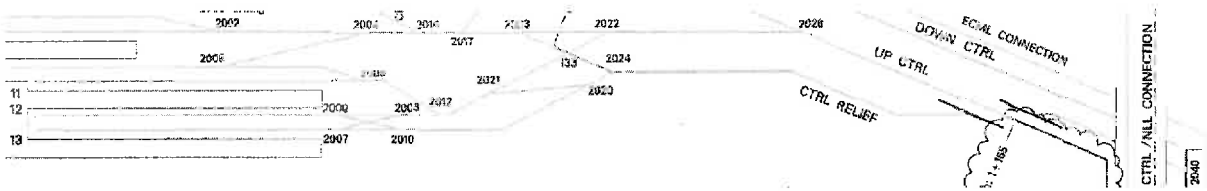
CC

SFCTA Commissioners
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TJPA CAC

St Pancras aerial photography showing **TWO** tracks serving platforms 11-13 (bottom left)



St Pancras track schematic showing **TWO** tracks connecting platforms 11, 12 & 13 to the Channel Tunnel Rail Link (CTRL/HS1) twin-bore tunnels (UP=London; DOWN=Channel Tunnel)



Legend

S&T No	Turnout No	Standard Used RT or RLE	Type	Hand /r	Speed	Comments
2009	200	RT	C 11T	r/h	40 km/h	Scissors
2010	201	RT	C 11T	l/h	40 km/h	Scissors
2007	202	RT	C 11T	l/h	40 km/h	Scissors
2008	203	RT	C 11T	l/h	40 km/h	Scissors
2006	204	RT	D 12.5	r/h	40 km/h	
2012	205	RT	D 9.50	r/h	45 km/h	
2021	206	RT	D 9.50	l/h	45 km/h	
2020	207	RT	D 9.50	l/h	45 km/h	
2024	208	RT	D 9.50	l/h	45 km/h	

Timetable showing **12 trains/hour/direction** between midnight and 1.00 AM (attached)

St Pancras International	DLR	dep	0002	0006	0011	0017	0021	0027	0032	0036	0041	0047	0051	0057
St Pancras International	DLR	arr	0008	0012	0017	0023	0027	0033	0038	0042	0047	0053	0057	0103
St Pancras International	DLR	dep	0012	0016	0020	0027	0030	0036	0042	0048	0050	0057	0100	0106
St Pancras International	DLR	arr	0025	0029	0034	0040	0044	0050	0055	0059	0101	0110	0116	0118
St Pancras International	DLR	dep	0001	0006	0011	0016	0021	0025	0031	0036	0041	0046	0051	0056
St Pancras International	DLR	arr	0011	0016	0021	0026	0031	0035	0041	0046	0051	0056	0101	0106
St Pancras International	DLR	dep	0015	0020	0025	0030	0035	0040	0045	0050	0055	0100	0105	0110
St Pancras International	DLR	arr	0021	0026	0031	0036	0041	0046	0051	0056	0101	0107	0111	0116

Platform 11,12 & 13 (identical to SFTC platforms 1-3)



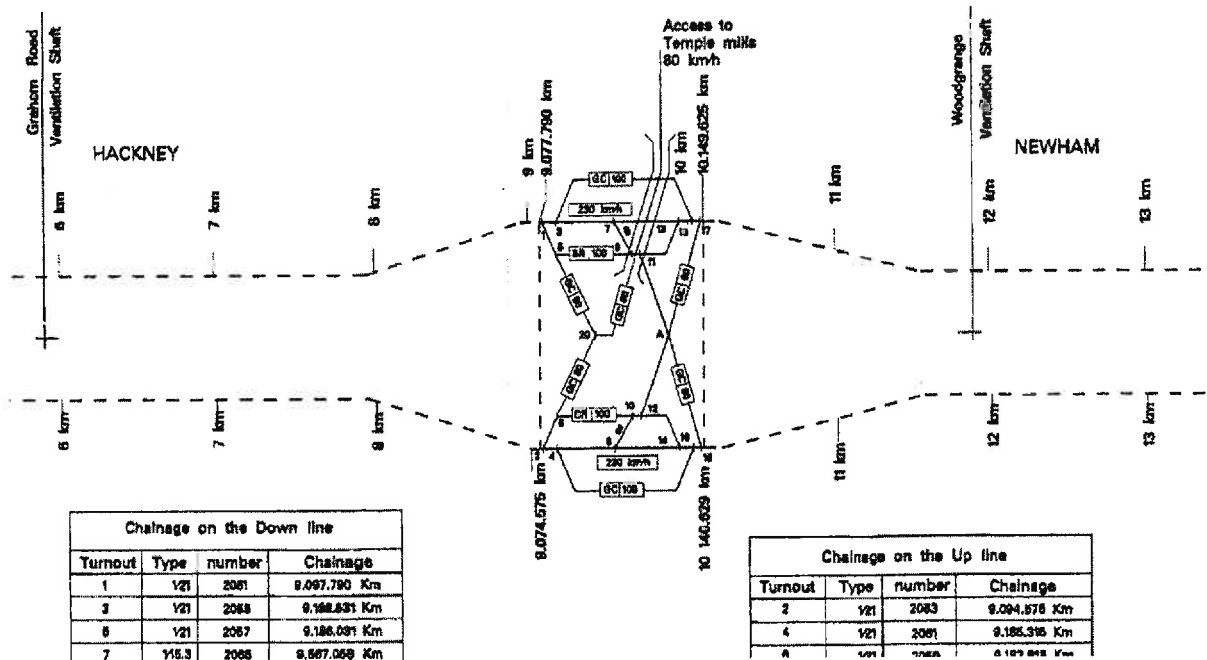
Departure board showing 8 trains/hour during peak rotating between platforms 11, 13 & 12. Please note the repeating pattern every 30 minutes including 15-minute slots for HSR traffic (2 trains/hour)



Arrivals board showing a maximum of TWO high-speed trains/hour.



Stratford International schematic showing CTRI/HS1 mainline (dotted) Maximum Authorized Speed (MAS) 230 KPH (143 MPH) and the platform tracks on either side MAS 100 kph (62 MPH)



27 July to 10 August 2012

Monday to Friday's

High speed - London to Stratford International, Ebbsfleet International, Gravesend, the Medway towns, Sittingbourne, Faversham and Ashford International

St Pancras International	dep	0002	0006	0011	0017	0021	0027	0032	0036	0041	0047	0051	0057	0102	0106	0111	0117	0121	0127	0132	0138	0144	0155	0202	0232
Stratford International	arr	0008	0012	0017	0023	0027	0033	0038	0042	0047	0053	0057	0103	0108	0112	0117	0123	0127	0133	0138	0144	0150	0201	0208	0238
Stratford International	DLR dep	0012	0016	0020	0027	0030	0036	0042	0046	0050	0057	0100	0106	0112	0116	0120	0126	0130	0136	0142	0148	0154	0204	0214	
Ebbsfleet International	arr	0025	0029	0034	0040	0044	0050	0055	0059	0101	0110	0114	0118	0125	0129	0133	0136	0144	0147	0155	0158	0204	0214		
Ebbsfleet International	dep									0103			0120		0129	0135	0138		0149		0200	0205	0216		
Gravesend	arr															0142							0220		
Strood	arr															0153							0230		
Rochester	arr															0158						0220	0235		
Chatham	arr																0200					0222	0237		
Gillingham (Kent)	arr																0205					0227	0242		
Rainham (Kent)	arr																0210					0232	0247		
Sittingbourne	arr																0217					0239	0254		
Faversham	arr																0226					0248	0303		
Ashford International	arr									0129			0138		0149	0154			0207		0218				
St Pancras International	dep	0302	0332	0402	0432	0502	0532	0604	0632	0652	0704	0711	0718	0725	0732	0739	0746	0752	0804	0811	0818	0825	0832	0839	0846
Stratford International	arr	0308	0338	0408	0438	0508	0538	0610	0638	0659	0710	0717	0724	0731	0738	0745	0752	0759	0810	0817	0824	0831	0838	0845	0852
Stratford International	DLR dep						0542	0614	0642	0703	0714	0721	0728	0735	0742	0749	0756	0803	0814	0821	0828	0835	0842	0849	0856
Ebbsfleet International	arr						0552	0627	0655	0716	0724	0734	0738	0749	0755	0759	0810	0816	0824	0834	0839	0849	0855	0900	0910
Ebbsfleet International	dep						0556				0730		0743			0802			0830			0844		0902	
Gravesend	arr											0748									0847				
Strood	arr											0758									0858				
Rochester	arr											0802									0902				
Chatham	arr											0805									0905				
Gillingham (Kent)	arr											0809									0909				
Rainham (Kent)	arr											0814									0914				
Sittingbourne	arr											0822									0922				
Faversham	arr											0833									0933				
Ashford International	arr						0616				0751				0820			0851						0920	

For guide to notes & symbols see page 2

◆ Does not run in the early hours of Friday 27 July but WILL RUN in the early hours of Monday 13 August

Station	Mode	Day	0513	0543	0613	0633	0643	0713	0743	0813	0843	0901	0912	0916
Ashford International	dep													
Faversham	dep			0529		0558		0632		0704		0758		
Sittingbourne	dep			0537		0607		0640		0713		0806		
Rainham (Kent)	dep			0545		0615		0648		0721		0814		
Gillingham (Kent)	dep			0550		0620		0654		0726		0819		
Chatham	dep			0555		0624		0658		0730		0824		
Rochester	dep			0557		0627		0701		0733		0826		
Strood	dep			0602		0632		0704		0736		0830		
Gravesend	dep			0613		0643		0714		0746		0840		
Ebbsfleet International	arr		0532	0602	0616	0632	0647	0702	0717	0732	0747	0802	0817	0832
Ebbsfleet International	dep		0532	0604	0623	0634	0641	0648	0654	0702	0709	0718	0725	0734
Stratford International	DLR arr		0544	0614	0633	0645	0651	0659	0704	0712	0719	0729	0735	0745
Stratford International	DLR dep		0544	0617	0637	0648	0655	0700	0708	0716	0723	0731	0737	0748
St Pancras International	arr		0550	0623	0643	0655	0702	0707	0715	0722	0729	0737	0743	0755

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A From Ramsgate depart 0500. Also calls at Minster 0506, Sturry 0518 and Canterbury West 0525
 B From Broadstairs depart 0500. Also calls at Margate 0505 and Herne Bay 0517
 C From Margate depart 0544. Also calls at Broadstairs 0549, Ramsgate 0555 and Canterbury West 0615

D From Broadstairs depart 0558. Also calls at Margate 0603, Birchington-on-Sea 0608, Herne Bay 0617 and Whitstable 0623

E From Broadstairs depart 0630. Also calls at Margate 0635, Birchington-on-Sea 0640, Herne Bay 0649 and Whitstable 0655

Givens, Patrice

From: Serge Bonte <sbonte@gmail.com>
Sent: Tuesday, June 15, 2021 8:20 AM
To: cacsecretary [@caltrain.com]; Board (@caltrain.com)
Subject: One suggestion for a fairer and more democratic oversight of Measure RR

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

Honorable Board Directors and Committee Members:

I understand that Caltrain's CAC will provide community oversight over Measure RR. I also understand that historically, the Caltrain board and the various committees have been split in thirds (each county getting one third of the seats).

Since Measure RR was adopted by voters of the 3 counties and since Santa Clara County has more voters than San Francisco and San Mateo combined, I would like to suggest changing the composition of the Caltrain CAC (or whatever committee provides oversight of Measure RR) to be more reflective of the number of voters in each respective County. In doing so, representation and oversight would be closer to the "one person one vote" principle we should all strive for. Also, it might be a good first step towards a fairer form of governance for the JPB.

Sincerely

Serge Bonte
Mountain View, Santa Clara County.