

JPB CAC

CORRESPONDENCE
AS OF

April 20, 2021

Givens, Patrice

From: Jeff Carter <jcartrain@aol.com>
Sent: Wednesday, March 17, 2021 1:01 PM
To: cacsecretary [@caltrain.com]
Cc: JCARTRAIN@aol.com
Subject: Public Comments For Wednesday 17-March-2021 CAC Meeting

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

To the JPB/Caltrain Citizens Advisory Committee, 17-March-2021

Re: Schedules in bulletin boards and trains.

Last month I wrote and spoke on lack of printed schedules in bulletin boards and on trains at request of a friend. I checked for myself on a recent Caltrain trip between Millbrae and 22 St. and SF 4th St. For the most part, there are no schedules, however 4th St did have a schedule and related information in the center station kiosk, Millbrae had one board with schedule along with BART information on southbound platform (at south end stairs/escalator) and one on the upstairs main concourse. The rest of the boards only had the notice that schedules are subject to periodic changes due to the pandemic and to check caltrain.com or call the Caltrain information number. The boards at 23rd St. only had the periodic changes notice and no schedules as did some other stations I had observed.

Thank-You,

Jeff Carter

In a message dated 2/17/2021 4:04:32 PM Pacific Standard Time, jcartrain@aol.com writes:

To the JPB/Caltrain Citizens Advisory Committee, 17-February-2021

Re: Schedules in bulletin boards and trains.

Speaking on behalf of a friend and longtime Caltrain advocate, Caltrain schedules are not available on trains or in station bulletin boards, which leads people to wonder when the train is coming and what stations it serves. People need to be aware of the timetable especially during the pandemic, as there have been a few changes to the schedule.

Most will reply to this with the thoughtless, irresponsible answer: "well it's available online." This might be fine in the fantasy world of technocrats, who think everything should be done on smart phones and tablets without paper. The bulletin boards do have a notice indicating that there will be periodic schedule changes during the pandemic and to check: www.Caltrain.com. In the real world, there are still people that do not have smart phones or even a computer. It should be a common courtesy to Caltrain customers to have a printout of the schedule posted in the bulletin boards and on trains.

Thank-You,

Jeff Carter

Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, March 17, 2021 3:35 PM
To: cacsecretary [@caltrain.com]
Cc: Board (@caltrain.com); SFCTA CAC; Baltao, Elaine [board.secretary@vta.org]; Caltrain, Bac (@caltrain.com); MTC Info
Subject: Caltrain CAC item 8. Project 529 Update

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

Dear Caltrain CAC Secretary,

Further to the staff presentation to the CAC later today

(<https://www.caltrain.com/Assets/Agendas+and+Minutes/JPB/CAC/Presentations/2018/2021-03-17+JPB+CAC+Presentation+8.pdf>), please forward the following information to the Caltrain CAC and members of staff.

<https://www.welovecycling.com/wide/2017/03/13/three-electronic-devices-help-track-stolen-bike/>



Three Electronic Devices to Help You Track Down a Stolen Bike - We Love Cycling magazine

By this I give my consent to my personal data processing for purpose regarding addressing with the offer of ŠKODA brand products and services, including the provision of information about products, services, events, competitions, sending of newsletters and festive greetings.

www.welovecycling.com

□

Thank you

Roland Lebrun

CC

Caltrain Board
SFCTA CAC
VTA CAC
Caltrain BAC
VTA BPAC

Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Friday, March 19, 2021 3:32 AM
To: Donald Pollitt
Cc: BART Board; Board (@caltrain.com); SFCTA Board Secretary; SFCTA CAC; cacsecretary
[@caltrain.com]
Subject: DTX ESC Item 5 LINK21 project

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

Dear Chair Chang,

As depicted in the following screen shot, the 7th Street alignment offers the following advantages over the DTX as currently proposed by the TJPA:

- No requirement for a train box extension.
- **SIX** thru tracks to the East Bay vs. **FOUR** in the TJPA GEC alternatives: https://tjpa.org/uploads/2021/03/Item5_BART-and-CCJPA-Preso-on-Link21.pdf (slide 7)
- **No building condemnations between Main Street and Embarcadero**
- **No conflicts with the Embarcadero MUNI tunnel**
- **Train storage equivalent to the 4th & King railyard within the SFTC train box** (six double-length tracks vs. twelve single-length tracks at 4th&King)

LINK21

CONNECT NORTHERN CALIFORNIA

Connecting Northern California

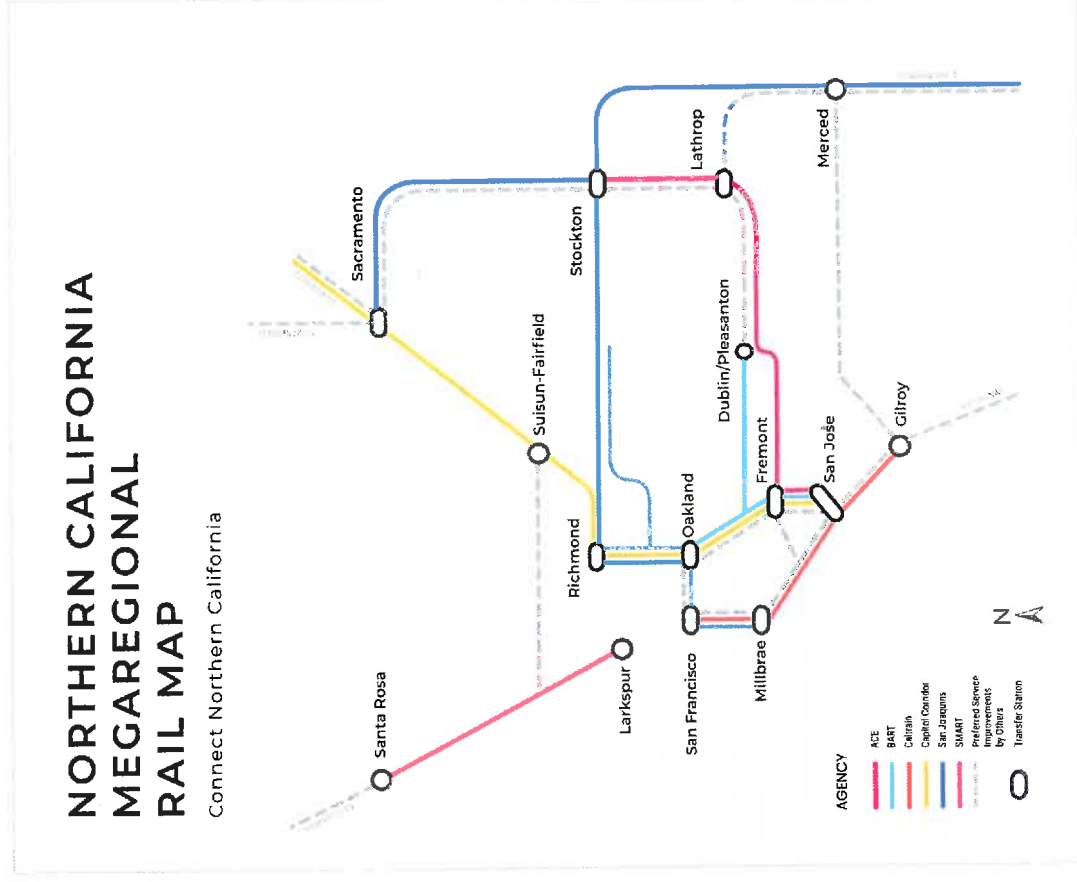
DTX Executive Steering Committee

March 19, 2021



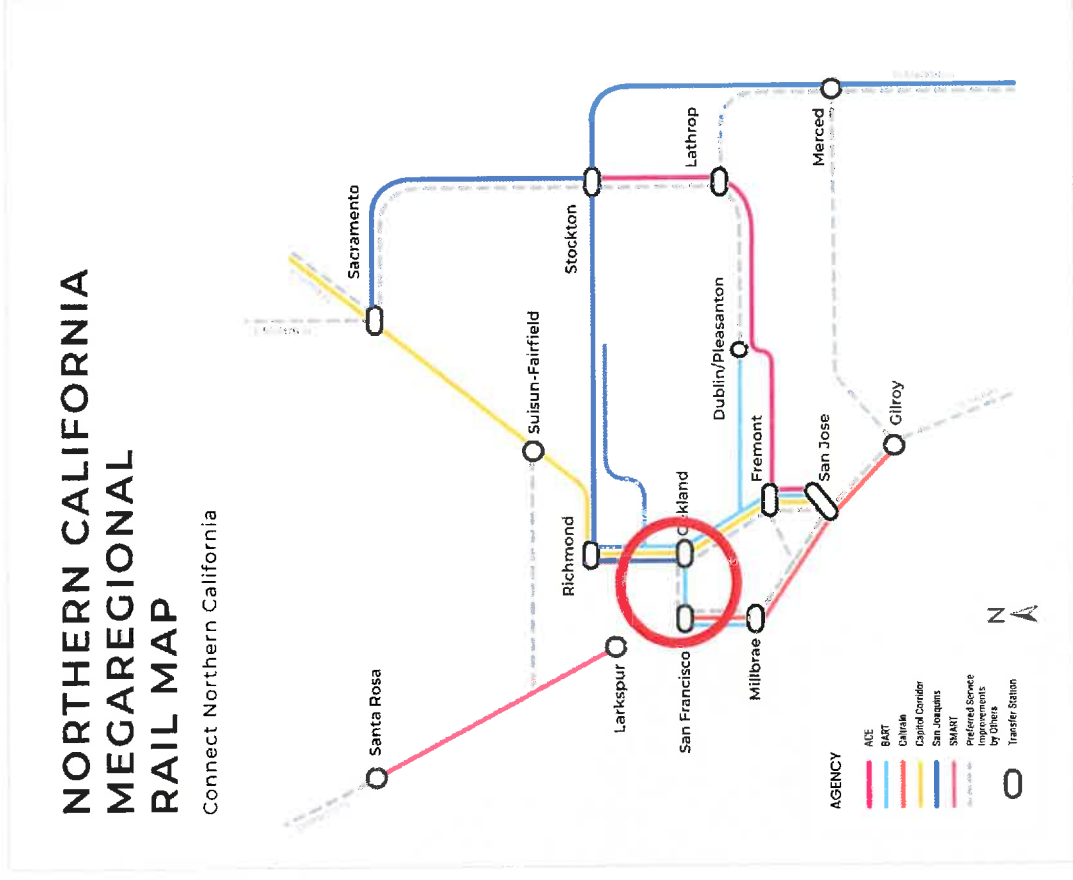
Link21: Transformative Rail Program for the Megaregion

Link21 is a *program of projects* to integrate and connect rail systems in Northern California to provide more service, faster connections, and access to jobs for the megaregion's residents and visitors.



New Transbay Rail Crossing: Unlocks the Megaregion's Potential

A **major project** within the Link21 Program is a new transbay passenger rail crossing between Oakland and San Francisco.



Program Timeline



ENGAGEMENT

*CEQA NOD = California Environmental Quality Act Notice of Determination/NEPA ROD = National Environmental Policy Act Record of Decision



Coordination on Salesforce Transit Center



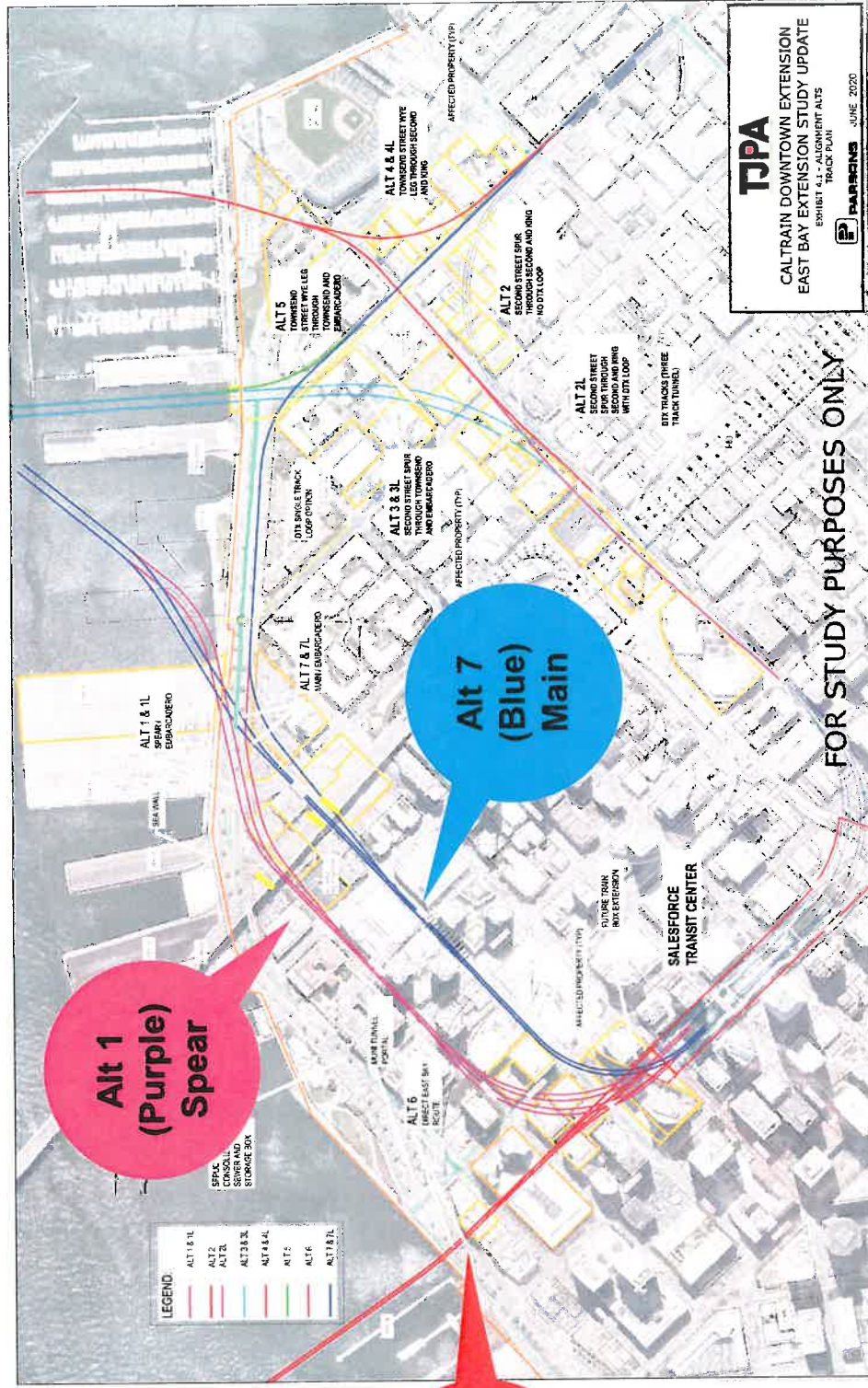
- Regular meetings with TJPA team and Link21 in 2020 to update 2014 tech memo
- Revised TJPA memo issued in June 2020; Link21 using as basis for further studies on connecting to STC for regional rail concepts
- Regular meetings with TJPA technical staff will resume April 5, 2021.
- Caltrans-led Northern California Rail Working Group (Caltrain, ACE, SJJPA, CHSRA, TAMC, MTC) and State Rail Plan Working Group

Initial Assumptions – Concept Development



- Main goal: integrated passenger rail network in megaregion
- In Phase 0: Universe of Link21 Program concepts is very broad, includes BART and regional rail concepts, no decisions yet on crossing or mode.
- In San Francisco: connecting to existing STC trainbox will be one of multiple options; will depend on market analysis, mode, operations and engineering feasibility
- **Initial regional rail concept assumptions:**
 - Operator agnostic, put the passenger experience first
 - Megaregional service concepts developed at a high level, including through operation between the East Bay and the Peninsula
 - Cognizant of Caltrain 2040 Vision Plan investment and service levels
 - All regional rail vehicles will be ZEV

Initial TJPA/Link21 Collaboration



LINK21

CONNECT NORTHERN CALIFORNIA

Thank you! Visit
www.Link21Program.org
for more information



Givens, Patrice

From: Low, Lori
Sent: Wednesday, March 24, 2021 2:39 PM
To: Board (@caltrain.com); cacsecretary [@caltrain.com]
Subject: Sunnyvale Lawrence Station Area Sense of Place Plan
Attachments: Sunnyvale Letter Lawrence Area Plan 3-18-21_Final.pdf

Hi Dora and Patrice,

Please see the attached letter to the Board from the Bicycle Advisory Committee regarding the Sunnyvale Lawrence Station Area Sense of Place Plan. Thank you!

Lori Low
Government & Community Affairs Officer
1250 San Carlos Ave.
San Carlos, CA 94070
(650) 740-6264
lowl@samtrans.com

March 18, 2021

Peninsula Corridor Joint Powers Board
Caltrain Citizens Advisory Committee
1250 San Carlos Ave.
San Carlos, CA 94070

Re: Sunnyvale Lawrence Station Area Sense of Place Plan

Dear Peninsula Corridor Joint Powers Board and Caltrain Citizens Advisory Committee,

As the City of Sunnyvale is currently evaluating the proposed “Sense of Place Plan” for the Lawrence Station Area, the Caltrain Bicycle Advisory Committee (BAC), a committee of Caltrain riders representing the interests of passengers who access the train by bicycle, encourages Sunnyvale to prioritize bicycle and pedestrian access and local transit and shuttle connections on roads leading to and from Lawrence Station. In particular the Caltrain BAC asks that Sunnyvale preserve the road diet proposed for Kifer Road in the version of the Lawrence Station Area Plan approved by the City Council in 2016.

Since the earlier approval of the Lawrence Station Area Plan the Sunnyvale City Council has approved a Vision Zero Plan, a Climate Action Playbook (both 2019), and an Active Transportation Plan (2020). Collectively these plans envision a Sunnyvale with fewer VMT, fewer traffic collisions, injuries, and deaths, fewer carbon emissions, and a higher share of trips made by sustainable modes (including by bike and by rail). Similarly, in 2019, Caltrain’s JPB approved an aspirational 2040 business plan envisioning a tripling of daily ridership from pre-pandemic levels.

For the City of Sunnyvale and Caltrain to be able to work in tandem to meet these laudable goals rail passengers need to be able to reach the train station on foot, by bike, and by other non-automotive modes. The current configuration of Kifer Road, like others in the Lawrence Station Area, is currently inhospitable for all but the most confident cyclists.

The Sense of Place Plan proposed includes some great ideas for new paths and calmer roads in the Lawrence Station Area. However, Caltrain riders, and the many residents and workers along Kifer, need safer transportation options sooner than new rights of way can be acquired (and beyond then, deserve safer passage along Kifer itself).

Additionally the Valley Transportation Authority is currently studying the creation of a “Central Bikeway” with one terminus at Lawrence Station. While the BAC has not taken a position on a preferred alignment it is notable that one possibility is Kifer Road.

As such, the road diet that was put forth in the approved Lawrence Station Area Plan should be incorporated into this Sense of Place Plan, and Sunnyvale should work to transform Kifer Road from a road with excess automotive capacity, dangerous levels of speeding cars, and

insufficient opportunities for safely crossing the street into one that welcomes all road users and enables passengers to safely reach Lawrence Station without the use of an automobile.

Sincerely,

The Caltrain Bicycle Advisory Committee

Cc: Sunnyvale City Council (council@sunnyvale.ca.gov), Sunnyvale Mayor Larry Klein (kleincouncil@sunnyvale.ca.gov), Sunnyvale Planning Commission (PlanningCommission@sunnyvale.ca.gov), City of Sunnyvale Bicycle and Pedestrian Advisory Committee (BPAC@sunnyvale.ca.gov), City of Sunnyvale Staff George Schroeder (gschroeder@sunnyvale.ca.gov)

Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Monday, April 5, 2021 1:09 AM
To: CHSRA Board
Cc: CHSRA Public Records; Baltao, Elaine [board.secretary@vta.org]; MTC Info; cacsecretary [caltrain.com]; SFCTA Board Secretary; SFCTA CAC; Board (@caltrain.com); TJPA CAC; Donald Pollitt
Subject: Northern California Mountain Pass Crossing Alignment Optimization Report
Attachments: brdmtg0102_agenda7_Quantm_Alignment_Optimization_Report_Item.pdf

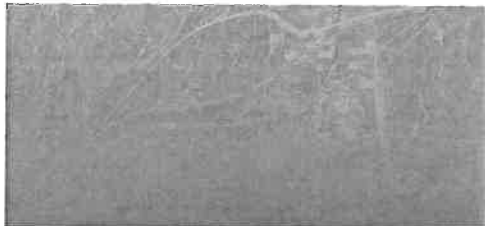
ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Chair Richards and Board members,

Further to my comments at the March 25 Board meeting, please refer to Agenda Item 7 of the January 2002 Board Meeting (attached for your convenience) and provide the following information pursuant to Government Code Section 6250 et seq.:

- 1) *"Executive summary on the methodology used and results of the optimization task"* attachment
- 2) *"Full 75-page report available upon request"*

<https://constructionsoftware.trimble.com/products/quantm/>



Feasibility Planning and Construction Alignment - Trimble Quantm Software - Trimble Construction Software

When planning a construction project, use Quantm to create a feasibility plan and find & analyze a full range of highway, rail and road alignment models with costs

constructionsoftware.trimble.com

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

Roland Lebrun

CC

MTC Commissioners
VTA Board
Caltrain Board
SFCTA Commissioners

To: Chairperson and Authority Members **Date:** January 4, 2002
From: Mehdi Morshed, Executive Director
Subject: Agenda Item 7 – Quantm Alignment Optimization Report

Discussion:

To further clarify the screening decisions to be made on the alignment options in both the northern and southern mountain passes an alignment optimization and refinement effort has been undertaken. This task is intended to analyze the range of horizontal and vertical alignment options in an iterative manner to provide more certainty concerning alignment selection, cost estimates and potential impacts. This analysis/optimization of literally millions of alignment options are made possible in a relatively short period of time with the “Quantm” automated alignment optimization and refinement system that is now widely used in Australia and was initially developed for the Australian Very Fast Train (VFT) project.

The Program Management and Regional Study Teams worked with Quantm to analyze the alignments using data collected for the screening analysis, and previous studies. Immediately following the Authority’s ‘Tunneling Summit’, the relevant conclusions from this tunneling conference were incorporated into the Quantm alignment optimization study. An executive summary on the methodology used and results of the optimization task is attached (the full 75-page report is available upon request). Although this work was completed over a three-week period (including one-week for training), the results are quite remarkable. Because “millions” of alignment options have been evaluated, the Authority can have a very high level of confidence that all possible route alignments – that meet the established design criteria – have been investigated and the “optimal alignments” selected to represent each corridor alternative are those that minimize cost and the amount of tunneling. The results for the Northern California mountain pass are the most striking. In past study, the Pacheco Pass was estimated to have no less than 12-miles of tunneling; using Quantm, an alignment has been created that reduces the total amount of tunneling to just over 5-miles. Furthermore, the 31-mile “Direct Tunnel” alternative can now be replaced by a new alignment that totals only 11-miles of tunneling – with no single tunnel exceeding 5-miles in length.

Originally, the alignment optimization (and the agreement with Quantm) was to be solely for the investigation of the southern mountain pass between Sylmar and Bakersfield. Once this work was underway, and the tunneling summit conclusions became available, it was clear that the Quantm system would be ideal for determining optimized alignments for the northern mountain pass alternatives as well. A subsequent agreement was reached to use Quantm tool for the northern mountain pass using additional funds from the Authority’s operating budget. The southern mountain pass investigation was funded from the Proposition 116 funds for studies between Los Angeles to Bakersfield.

Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, April 14, 2021 12:00 PM
To: MTC Info
Cc: Baltao, Elaine [board.secretary@vta.org]; Board (@caltrain.com); SFCTA Board Secretary; SFCTA CAC; cacsecretary [@caltrain.com]
Subject: VTA Draft Biennial Budget FY22-FY23

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

Dear Commissioner Papan,

Further to my comments during today's MTC Programming & Allocations meeting, here is the information you requested:

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 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.igmp2.com/Citizens/FileOpen.aspx?Type=30&ID=25844&MeetingID=3358>

Sincerely,

Roland Lebrun

CC

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

Date: April 12, 2021
Current Meeting: April 16, 2021
Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Counsel and Interim General Manager/CEO, Evelynnn Tran

FROM: Interim Chief Financial Officer, Kathleen Kelly

SUBJECT: FY 2022 and FY 2023 Proposed Biennial Budget

Policy-Related Action: No

Government Code Section 84308 Applies: No

INFORMATION ITEM

RECOMMENDATION:

Review and discuss the Fiscal Years 2022 and 2023 Proposed Biennial Budget.

EXECUTIVE SUMMARY:

This information item is the Board's first preview of the FY 2022 and FY 2023 Biennial Budget. Following this workshop, there will be two community meetings later in April, as well as advisory and Board standing committees in May. At the June 3, 2021 Board meeting, the Board will consider the Biennial Budget for approval.

- The Biennial Budget covers eight different Funds, corresponding to specific programs, and highlights of the proposed budget for each Fund are included in the attached budget booklet.
- The VTA Transit Biennial Budget covers the operation of the authority's bus and light rail transit service, ADA paratransit service, and contracted and interagency transit services. It also includes a contribution to capital programs. In the FY 2022 and FY 2023 Biennial Budget there are no proposed changes to fares, only minor changes to staffing, and funding is included to gradually increase service levels to pre-pandemic levels. Although expenses are projected to exceed revenues in each of the next two fiscal years (\$6.9 million in FY 2022 and \$14.2 million in FY 2023), federal funding from CARES/CRRSSA is available to balance the budget.
- In addition to the VTA Transit budget, there are seven other funds included in the FY 2022 and FY 2023 Biennial Budget:

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

STRATEGIC PLAN/GOALS:

The Fiscal Years 2022 and 2023 Proposed Biennial Budget aligns directly with the goals of all three of VTA's Strategic Plan Business Line focus areas: 1) Faster, Frequent, Reliable Transit; 2) Delivering Projects and Programs; and 3) Transportation System Management.

FISCAL IMPACT:

The FY 2022 and FY 2023 Biennial Budgets for each of the eight VTA funds are shown in the budget book.

BACKGROUND:

This workshop is the first opportunity for VTA staff to present an overview of the Proposed Biennial Budget to the VTA Board of Directors, respond to their questions, and gather input for items requiring additional research. Following this workshop, there will be community meetings, advisory and standing Board committee meetings, culminating with Board consideration for approval of the FY 2022 and FY 2023 Biennial Budget at the June 3, 2021 Board meeting.

DISCUSSION:

The VTA Proposed Biennial Budget funds VTA's service and capital project delivery plan for the two-year period and lays the groundwork to support VTA's Strategic Plan Core Values of Safety, Integrity, Quality, Sustainability, Diversity and Accountability.

The basic assumptions used in the development of the Proposed Biennial Budget are outlined below. The details of the proposal may be found in the Fiscal Years 2022 and 2023 Proposed Budget Booklet (Attachment A). It is a working document and will continue to be revised based on direction from the Board, stakeholder input, updated revenue projections, identification of additional savings opportunities and other changes. The Final Proposed Budget will be presented to the Board for consideration for approval on June 3, 2021.

1. VTA Transit Fund-Operating Budget

Service Levels

In May 2019, the VTA Board of Directors unanimously approved the 2019 New Transit Service Plan (NTSP) for FY 2020 and FY 2021, and it was implemented in December 2019. In the first three months of 2020, until the outbreak of the COVID-19 pandemic, there was an increase in ridership and in boardings per hour. However, with the onset of stay-at-home orders, service was

sharply curtailed and VTA has modified transit service levels and route frequencies multiple times since March 2020. During the next two years, VTA's focus is to fulfill the commitment of providing safe, clean and reliable services for its customers and employees as we bring back service to pre-pandemic levels.

Ridership

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

Revenues

Fares

There is no change in the current fare pricing structure proposed at this time.

Sales Tax-Related Revenues

Sales tax-related revenues include proceeds from five different sources that make up over 85% of the operating revenues. Sales tax proceeds are driven by the economy, and because VTA is so reliant on sales tax proceeds, the authority is vulnerable to cyclical downturns in the economy that are outside of VTA's control. Although the pandemic led to a significant decrease in sales tax receipts, the drop was not as great as had been projected in the summer of 2020. To forecast sales tax in FY 2022 and FY 2023, staff reviewed multiple projection scenarios. The Proposed Biennial Budget reflects projected growth of 13.7% and 6.5% in FY 2022 and FY 2023 respectively, and is based on the most conservative scenario provided by Avenu Insights & Analytics (formerly MuniServices, LLC), VTA's sales tax consultant. Due to the unprecedented nature of the pandemic-induced recession since March 2020 and the uncertainties of the timing and magnitude of the possible economic recovery in the two-year budget period, staff believes that it is prudent to adopt a conservative outlook. The sales tax-related revenue sources in the VTA Transit Fund-Operating Budget that are based on the consultant-recommended projections are:

- 1976 Half-cent sales tax
- 2000 Measure A sales tax
- 2016 Measure B sales tax

Two other sales tax-related revenue sources, Transportation Development Act (TDA) and State Transit Assistance (STA) funds are based on projections from the Metropolitan Transportation Agency (MTC). For TDA, the proposed budget reflects assumed growth of 13.7% and 6.5% in FY 2022 and FY 2023 respectively. For STA, the FY 2022 and FY 2023 Proposed Biennial Budget assumes a base amount of \$26.6 million per year. The estimate also reflects an additional

\$0.3 million per year for the mobility assistance program for low-income communities (the STA share of non-Federal matching funds) and a one-time allocation of \$4.6 million for State of Good Repair (SGR) funding that VTA is allocated for operational uses, an action the VTA Board approved in April 2021.

Federal Operating Grants

The FY 2022 and FY 2023 Proposed Biennial Budget for federal operating grants includes \$5.1.4M and \$4.6M, respectively for the Americans with Disabilities Act (ADA) set-aside and mobility assistance for low-income communities.

Federal Relief Funding

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

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

Expenditures

Expenses in the FY 2022 and FY 2023 Proposed Biennial Budget total \$521.1 million and \$544.2 million respectively. This represents an increase of 8.4% in FY 2022 compared to the total projected actual expense of FY 2021, and an increase of 4.4% in FY 2023 compared to the total budgeted expense of FY 2022. The largest expense category of the VTA Transit Fund operating budget is labor salaries and benefits, which account for about 67% of the total expense budget.

Labor Cost

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

- Wage increases are based on currently negotiated contracts. Budgeting of additional costs, if any, for subsequent contracts will be addressed upon contract ratification by the Board of Directors. Contracts for three bargaining units are currently scheduled to expire before the end of FY 2022.
- Pension and Retiree Health contributions are based on the latest available actuarial

information.

The table below shows the approved positions agencywide for FY 2020 through FY 2023. There are 4 new janitorial positions budgeted for FY 2022 and FY 2023.

FY20	FY21	FY22	FY23
2,354	2,357	2,361	2,361

Fuel

The Proposed Budget assumes a cost of \$2.65 per gallon for diesel including taxes and fees, and 17.1 million service miles in FY 2022; in FY 2023, it assumes \$2.75 per gallon and 18.7 million service miles. Annual fuel usage is estimated at approximately 3 million gallons in both FY 2022 and FY 2023. The actual average cost per gallon of diesel including taxes was \$2.39 for FY 2020 and \$2.01 for FY 2021 through March. However, the average cost between January and March 2021 of \$2.34 is about 26.5% higher than that of \$1.85 in the preceding 6 months.

Paratransit

Paratransit trips are anticipated to increase significantly during the two-year budget period, from the nadir of FY 2021, and are projected to be about 30% of the actual number in FY 2019 (the last full year before the pandemic). By FY 2023, the number of paratransit trips is forecast to be about 86% of the actual number in FY 2019.

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 2021, that contribution totaled \$10.8 million annually. The FY 2022 and FY 2023 Proposed Biennial Budget no longer includes a contribution to Caltrain because of the passage of Measure RR in November 2020. Measure RR implemented a 30-year one-eighth cent sales tax in San Francisco, San Mateo, and Santa Clara counties to fund Caltrain operations and capital improvements. Caltrain is projected to receive about \$57 million in FY 2022 from this tax generated in Santa Clara County.

Transfer to Capital Reserve

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

2. Capital Programs

The proposed capital budget for each program reflects the planned capital spending to be incurred or committed in the next two years. Capital project appropriations do not expire at the

end of the fiscal year and are carried forward until the project is completed. Project funding for the two-year period is appropriated in FY 2022 in order to facilitate administration of the program.

VTA Transit

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

The Proposed Budget for the initial two years of the SCIP was presented to the Capital Program Committee (CPC) on April 8, 2021. The committee will meet again on April 29 and May 27 to consider recommending that the VTA Board approve the Proposed Biennial Capital Budget, totaling \$152.1 million of grants or other outside funding, including a total VTA Transit Fund commitment of \$75.3 million. Any shortfall in anticipated grant funding could require either the use of additional VTA Transit funds if alternate sources are not available, or a reduction in project scope.

2000 Measure A Transit Improvement Program

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

Valley Transportation Plan (VTP) Transportation Program

The VTP Transportation Program appropriation for the next two-year period includes projects related to express lanes, freeway and highway improvements, expressways, complete streets, and bicycle/pedestrian improvements. The total additional appropriation for the identified VTP Transportation Program Capital Projects for FY 2022 and FY 2023 is \$403.1 million.

2016 Measure B Program

The FY 2022 and FY 2023 Proposed 2016 Measure B Program Fund Budget currently reflects only the anticipated program revenues and expenditures for the three Formula-based program categories over the next two fiscal years (Local Streets & Roads, Bike and Pedestrian, and Transit Operations). Allocations for the six Need/Capacity-based programs are on a separate schedule and will be considered for approval later in 2021. The Biennial Budget will be amended later to reflect those allocations. Funding for the two-year period is appropriated in FY 2022 to facilitate administration of the program. Appropriations for the program will not expire at the end of the fiscal year and will be carried forward until the 2016 Measure B Program is completed.

3. Miscellaneous Programs

There are four additional funds discussed in the Proposed Budget Booklet, as follows:

Congestion Management Program

VTA is the designated Congestion Management Agency (CMA) for Santa Clara County. It is fiscally separate from VTA Transit, with funding from many sources, including Member Agency fees. In May, the CMPP Committee will review and consider recommending that the VTA Board approve the Proposed Biennial Budget.

Transit Oriented Development (TOD) Program

The Board-adopted TOD Policy established a real estate development program on VTA-owned sites aimed at increasing transit ridership, catalyzing private TOD on sites around VTA transit centers, and generating long-term revenues. The Proposed Biennial Budget represents current and anticipated lease revenues, as well as the expenditures required to implement multiple TOD projects with the goal of generating a substantial new long-term revenue source.

Silicon Valley Express Lanes (SVEL) Program

The SVEL Program provides congestion relief through more effective use of existing roadways to provide commuters with new mobility options and a new funding source for transportation improvements including public transit. Currently, due to limited funding availability, VTA is delivering the SVEL network in phases. The Proposed Biennial Budget includes funds for operating and maintaining the phases that are and will be operating during the two-year period.

2008 Measure B - BART Operating Sales Tax Program

The Proposed Biennial Budget for this 30-year one-eighth cent sales and use tax includes funds for operating and maintenance expenses and VTA's share of capital improvement cost for VTA's BART Silicon Valley Extension.

NEXT STEPS:

Subsequent to this workshop, staff will present the Budget at the following community meetings.

Date	Location	Time
Wednesday, April 21, 2021	Video and Teleconference Meeting	12:00 pm
Tuesday, April 27, 2021	Video and Teleconference Meeting	6:00 pm

The Proposed Budget will also be presented at the Technical and Citizens' Advisory Committee Meetings on Wednesday, May 12, 2021 and at the Policy Advisory Committee on Thursday, May 13, 2021.

In accordance with the VTA Administrative Code, the proposed budget, containing

appropriations for both operations and capital, will be reviewed by the Administration & Finance Committee at their May 20, 2021 meeting and the Final Proposed Budget will be submitted to the Board for adoption on June 3, 2021.

ALTERNATIVES:

The Board can change any of the proposed recommendations of the Proposed Biennial Budget.

CLIMATE IMPACT:

There is no direct impact on the climate based on approval of the budget document, but many of the programs and strategies contained in the Budget will have a positive impact on the environment.

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Memo No. 7689

ATTACHMENTS:

- Proposed Budget Booklet_FY22 and 23_Draft__20210413_Final (PDF)
- FY22 FY23 Budget Workshop 4-16-21 (002) (PPTX)