### JPB Board of Directors
**Meeting of June 3, 2021**

**Correspondence as of May 21, 2021**

<table>
<thead>
<tr>
<th>#</th>
<th>Subject</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Governor’s May Revision Proposals on Transportation</td>
</tr>
<tr>
<td>2</td>
<td>Comments on VTA’s Budget for Fiscal Years 2022 and 2023</td>
</tr>
</tbody>
</table>
Dear Chair Bloom and Committee Members,

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

1) Restoration of all Authority Board and Committee meeting materials prior to January 1st 2018:
   https://hsr.ca.gov/about/board-of-directors/schedule/

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

3) Defunding of any further CEQA and/or NEPA environmental clearance efforts with the exception of the following sections:
   - San Francisco to Gilroy
Merced to Bakersfield
  • Burbank to Anaheim

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

Thank you in advance for your consideration.

Roland Lebrun

CC

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

CC

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

VTA Transit – 10-Year Projection

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

Summary of VTA Capital Assets
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

<table>
<thead>
<tr>
<th>Project</th>
<th>2000 Measure A</th>
<th>Federal</th>
<th>State</th>
<th>Other</th>
<th>Total (In millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BART Phase II</td>
<td>$386.8</td>
<td>$769.0</td>
<td>$779.7</td>
<td>$166.0</td>
<td>$2,101.5</td>
</tr>
<tr>
<td>Eastridge to BART Regional Connector</td>
<td>$24.2</td>
<td>--</td>
<td>--</td>
<td>$15.2</td>
<td>$39.4</td>
</tr>
<tr>
<td>Total</td>
<td>$411.0</td>
<td>$769.0</td>
<td>$779.7</td>
<td>$181.2</td>
<td>$2,140.9</td>
</tr>
</tbody>
</table>

Note: Totals may not be precise due to independent rounding

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

[Pie chart showing funding sources: $769.0M (36%) Federal, $779.7M (36%) State Grants, $411.0M (19%) 2000 Measure A, $181.2M (8%) Other]

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

<table>
<thead>
<tr>
<th></th>
<th>FY22</th>
<th>FY23</th>
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<tbody>
<tr>
<td></td>
<td>$139.2 Million</td>
<td>$142.0 Million</td>
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Slide 9

<table>
<thead>
<tr>
<th>By Revenue Source</th>
<th>(in Millions)</th>
<th>FY22</th>
<th>FY23</th>
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<tbody>
<tr>
<td>Fares</td>
<td>$16.4</td>
<td>$21.9</td>
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<tr>
<td>1976 Half-Cent Sales Tax</td>
<td>$236.4</td>
<td>$251.6</td>
<td></td>
</tr>
<tr>
<td>Transportation Development Act (TDA)</td>
<td>$123.1</td>
<td>$125.6</td>
<td></td>
</tr>
<tr>
<td>2000 Measure A Sales Tax - Operating Asst</td>
<td>$49.0</td>
<td>$52.2</td>
<td></td>
</tr>
<tr>
<td>2016 Measure B - Transit Operations</td>
<td>$23.6</td>
<td>$17.5</td>
<td></td>
</tr>
<tr>
<td>STA</td>
<td>$31.5</td>
<td>$26.9</td>
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<tr>
<td>Other</td>
<td>$34.2</td>
<td>$34.2</td>
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</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$514.2</strong></td>
<td><strong>$529.9</strong></td>
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</table>
2008 Measure B BART operating expenditures are not sustainable (they exceed revenues by 100%).

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.