

PROPOSED BIENNIAL BUDGET

FY 2026 | FY 2027

July 1, 2025 – June 30, 2026 & July 1, 2026 – June 30, 2027

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Introduction

This document presents the Santa Clara Valley Transportation Authority's (VTA) Proposed Biennial Budget for Fiscal Years 2026 and 2027. The FY 2026 and FY 2027 Proposed Budget provides funding over the next two-year period for the planned activities and initiatives that are consistent with the four (4) Business Lines in the 2025/26 Business Plan which are:

- Faster, Frequent, Reliable Transit
- Projects and Program Delivery Excellence
- Mobility Solutions Through Partnerships
- Workforce Development and Wellbeing

The Proposed Biennial Budget for FY 2026 and FY 2027 supports the Board-approved 2025 Transit Service Plan. These service levels are expected to be maintained through FY 2027, with overall service miles and hours roughly consistent with FY 2025. A modest increase in projected service miles in FY 2027 is attributed to slower system speeds, which require additional service hours to maintain existing schedules.

Additionally, the proposed budget allocates funding for State of Good Repair (SGR) projects, including the rehabilitation of VTA's rail infrastructure; repair of maintenance issues identified in the condition assessments of various light rail stations; upgrades to passenger facilities and information systems; replacement of electric buses that have exceeded their useful life; and replacement of fiber optics on the Guadalupe network.

This Proposed Budget document is divided into sections which cover the eight separate Funds, each of which includes a specific budget to be adopted:

- VTA Transit
- Congestion Management Program
- Silicon Valley Express Lanes Program
- Transit-Oriented Communities Program
- VTP Transportation Program
- 2000 Measure A Transit Improvement Program
- 2008 Measure B - BART Operating Sales Tax Program
- 2016 Measure B Program

Each section contains an overview of its respective program, including various schedules and narratives that detail the specific budget proposal.

The following table summarizes the Proposed Budget amount for each program.

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Fiscal Years 2026 and 2027 Proposed Budget Summary¹
(Dollars in Thousands)

Fund	Fiscal Year 2026	Fiscal Year 2027
VTA Transit - Operating	607,479	611,069
VTA Transit - Capital	240,833	--- ²
Congestion Management Program - Operating	7,446	7,507
Silicon Valley Express Lanes Program - Operating	38,781	37,327
Transit-Oriented Communities Program - Operating	4,914	5,200
Transit-Oriented Communities Program - Capital	11,640	--- ²
VTP Transportation Program - Capital	830,136	--- ²
2000 Measure A Transit Improvement Program - Operating	142,068	126,067
2000 Measure A Transit Improvement Program - Capital	1,208,818	--- ²
2008 Measure B - Bart Operating Sales Tax Program - Operating	134,808	184,321
2008 Measure B - Bart Operating Sales Tax Program - Capital	713,380	--- ²
2016 Measure B Program	624,770	88,610

¹ Includes transfer between funds

² Total Appropriation for FY 2026 and FY 2027 reflected in FY 2026

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VTA Transit

VTA Transit

Overview

On June 6, 1972, state-legislated public transit service began in Santa Clara County. The new transit service was known as the Santa Clara County Transit District, which provided county-wide bus transit service under the management of Santa Clara County. The district eventually expanded in the late 1980s to include light rail transit service. The district was formally separated from the county in 1995. Following a merger of the district with the Santa Clara County Congestion Management Agency, the name of the new organization was formally changed to the Santa Clara Valley Transportation Authority (VTA) on January 1, 2000.

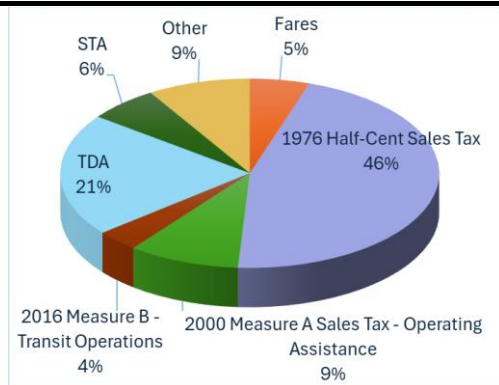
VTA is an independent, state chartered special governmental district responsible for

- Bus and light rail transit operations
- Regional commuter and inter-city rail services
- Americans with Disabilities Act (ADA) paratransit service
- Congestion management and transportation planning within Santa Clara County
- Specific highway improvement projects

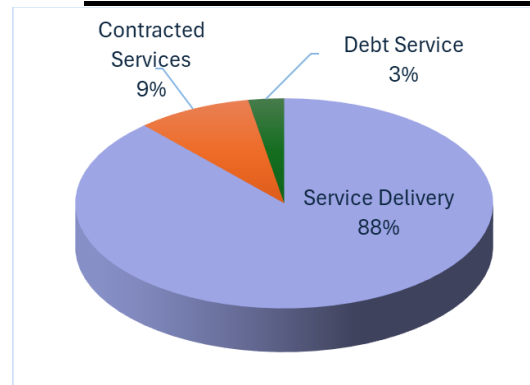
The following proposed FY 2026 and FY 2027 VTA Transit Biennial Budget funds VTA's transit services and capital project delivery plan for the two-year period between July 1, 2025 and June 30, 2027.

The charts below illustrate the sources and uses of funds for the FY 2026 and FY 2027 VTA Transit Biennial Operating Budget.

Where the Dollars Come From



Where the Dollars Go



Note: Percentages may not be precise due to independent rounding.

VTA Transit Major Budget Assumptions

Service Levels

Since 2020, VTA has been gradually restoring transit service that was suspended in response to the COVID-19 pandemic. This phased restoration has been shaped by operator recruitment and training capacity, as well as shifts in ridership and regional travel patterns. Over the next two fiscal years, VTA will continue refining its service in response to evolving post-pandemic travel behaviors and ridership trends, with the goal of strengthening ridership growth.

The proposed budget reflects this priority to grow ridership. In FY 2026, VTA will fully restore service levels in accordance with the Board-approved 2025 Transit Service Plan. These service levels are expected to be maintained through FY 2027, with overall service miles and hours roughly consistent with FY 2025. A modest increase in projected service miles in FY 2027 is attributed to slower system speeds, which require additional service hours to maintain existing schedules.

The table on the following page compares total service miles and hours for bus and light rail from FY 2023 to FY 2027.

Service Levels

(In Thousands)

	FY 2023 Actual	FY 2024 Actual	FY 2025 Projected Actual	FY 2026 Proposed Budget	FY 2027 Proposed Budget
<u>Service Miles</u>					
Bus	17,131	17,777	18,516	19,126	19,276
Light Rail Train	1,969	2,180	2,180	2,255	2,262
Total Service Miles	19,100	19,957	20,696	21,381	21,538
% Change		4.5%	3.7%	3.3%	0.7%
<u>Service Hours</u>					
Bus	1,356	1,438	1,513	1,553	1,563
Light Rail Train	141	158	161	167	167
Total Service Hour	1,497	1,596	1,674	1,720	1,730
% Change		6.6%	4.9%	2.7%	0.6%

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

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Ridership

The COVID-19 pandemic caused an unprecedented decline in transit ridership across the country, and VTA was no exception. While ridership has been gradually recovering nationwide, it remains below pre-pandemic levels—and that recovery has varied widely by mode. Bus ridership has rebounded more quickly than rail in many systems.

VTA’s ridership recovery has outpaced the national average across both bus and rail. Since April 2021, VTA has experienced 47 consecutive months of year-over-year ridership growth with systemwide ridership currently at 85% of pre-Covid levels. However, despite the return to full-service levels, ridership growth is expected to remain modest over the budget period. Continued hybrid work arrangements, remote schooling, and depressed travel demand are expected to dampen ridership gains through FY 2027.

Ridership *(In Thousands)*

Category	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Actual	% Var	FY 2025 Projected Actuals	% Var	FY 2026 Proposed Budget	% Var	FY 2027 Proposed Budget	% Var
Bus	9,687	15,092	19,267	22,434	16%	22,174	-1%	25,415	15%	26,416	4%
Light Rail	2,168	2,312	4,142	4,723	14%	4,577	-3%	5,331	16%	5,707	7%
Total	11,855	17,404	23,409	27,157	16.0%	26,751	-1.5%	30,746	14.9%	32,123	4.5%

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

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 agency is vulnerable to cyclical downturns in the economy that are outside of the agency’s control. Each of the sales tax measures is discussed in more detail as follows.

1976 Half-cent Local Sales Tax

In March 1976, voters approved a permanent half-cent sales and use tax to ensure the continued operation and development of transit service in Santa Clara County. The 1976 half-cent sales tax receipts in FY 2024 were 3.0% lower than those in FY 2023 and the FY 2025 sales tax receipts are projected to be 2.1% higher than the actual amounts received in FY 2024.

To forecast sales tax in FY 2026 and FY 2027, staff reviewed multiple projection scenarios. The Proposed Biennial Budget reflects projected growth of 0.4% and 2.1% in FY 2026 and FY 2027

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respectively and is derived from the base scenario provided by Avenu Insights & Analytics, VTA's sales tax consultant.

2000 Measure A Sales Tax – Operating Assistance

In November 2000, Santa Clara County voters approved Measure A, which enacted a half-cent sales tax to be collected beginning April 1, 2006 and continuing for a period of 30 years. A portion of this tax is used to provide operating assistance for VTA Transit. More information on Measure A, including the total appropriations for operating and capital projects is included in the 2000 Measure A Transit Improvement Program section of this report. The Proposed Biennial Budget maintains the percentage of 2000 Measure A sales tax revenue to be used towards funding VTA Transit operations at 20.75%.

2016 Measure B – Transit Operations

On November 8, 2016, the voters of Santa Clara County approved 2016 Measure B, 30-year half-cent countywide sales and use tax to enhance transit, highways, expressways and active transportation (bicycles, pedestrians and complete streets). The ballot language directs that Transit Operations receive 7.9% of the Sales Tax's Program Tax Revenue. In April 2021, the VTA Board of Directors approved principles mandating that allocations for formula-based programs such as transit operations be made annually.

Although there are four categories of projects included under Transit Operations, only the revenues from the first two programs are included in the VTA Transit operating budget. They are:

- Enhance Frequent Core Bus Network.
- Expand mobility services and affordable fare programs for seniors, disabled, students and low-income riders.

The Proposed VTA Transit Fund Operating Budget includes \$21.6 million and \$22.1 million in 2016 Measure B funds for FY 2026 and FY 2027 respectively.

Additional information on the 2016 Measure B Program, including total appropriations for all operating projects is included in the 2016 Measure B Program section of this report.

Transportation Development Act (TDA)

Transportation Development Act (TDA) funds are derived from a quarter-cent sales tax levied by the State on taxable transactions occurring in Santa Clara County. Under the 1971 legislation that created TDA, each county in California could elect to impose a quarter-cent sales tax to be collected by the state Board of Equalization and returned to them on a pro rata basis for public transportation purposes. Subsequent to the enactment of TDA, all 58 counties in California elected to impose such a sales tax within their jurisdictions. The Metropolitan Transportation Commission (MTC) retains a portion of these funds for administration and approximately 94.5% is returned to the source county (e.g., Santa Clara).

The Proposed Biennial Budget assumes \$125.6 million and \$127.9 million which reflects MTC's latest projections. These amounts include \$9.6 million set-aside, per year, for the erroneous attribution of sales by eBay as sales taxes to Santa Clara County instead of directing the tax to

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point of delivery jurisdictions. Even though an appeal was filed by the City of San Jose and Santa Clara County, a negative ruling was issued on February 14, 2023 denying the appeal. This ruling will result in a reduction of TDA sales tax revenues to Santa Clara County going forward as well as a recession of some already allocated funds dating back to October 2019. VTA is proactively preparing for the potential budgetary impact by setting aside these funds and by working with MTC staff and the County of Santa Clara to determine the overall impact of the ruling and identifying potential opportunities to mitigate the impact by accounting for the negative reallocation of sales tax for Santa Clara County over multiple years.

State Transit Assistance (STA)

State Transit Assistance (STA) funds are derived from the statewide sales tax on diesel fuel and appropriated by the Legislature to the State Controller's Office. That Office then allocates the tax revenue, by formula, to planning agencies, such as MTC. Statute requires that 50% of STA funds be allocated according to population to the State's Regional Transportation Planning Agencies (RTPA) and 50% be allocated to public transit operators according to operator revenues from the prior fiscal year. In 2017, Senate Bill 1 (Chapter 5, Statutes of 2017; SB1) augmented funding for the STA Program through a 3.5 percent increase of the diesel sales tax rate.

The Proposed Biennial Budget assumes \$36.1 million and \$36.6 million for FY 2026 and FY 2027, respectively, and is based on the latest estimate from MTC.

Federal Operating Grants

The FY 2026 and FY 2027 Proposed Biennial Budget for federal operating grants includes \$6.2 million and \$6.4 million, respectively for the Americans with Disabilities Act (ADA) set-aside and mobility assistance for low-income communities.

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Expenses

The FY 2026 and FY 2027 Proposed Biennial Budget has total expenses budgeted \$607.5 million and \$611.1 million respectively. This represents a decrease of 1.6% in FY 2026 compared to the total projected actual expense of FY 2025, and an increase of 0.6% in FY 2027 compared to the total budgeted expense of FY 2026. The largest expense category of the VTA Transit Fund operating budget is labor salaries and benefits, which account for about 71% of the total expense budget.

Labor Cost

The most recent expiration dates for each of the bargaining units are listed below:

Bargaining Unit	Expiration Date
AFSCME	April 3, 2029
ATU	March 3, 2025
SEIU	December 31, 2028
TAEA	April 3, 2029

The table below shows the approved positions agency-wide for FY 2024 through FY 2027:

FY24	FY25	FY26	FY27
2,391	2,391	2,439	2,439

Fuel

The Proposed Budget assumes a cost of \$3.63 per gallon for diesel in FY 2026 and \$3.74 in FY 2027, including taxes and fees. The assumed level of service miles can be found in the Service Level section. It is based on changes in the Transit Service Plan and reflects 19.1 million miles and 19.3 million miles of service for FY 2026 and FY 2027, respectively. Annual fuel usage is estimated at approximately 3.6 million gallons in both FY 2026 and FY 2027.

Paratransit

In accordance with federal regulations, VTA provides ADA paratransit services to persons who are unable to independently access or navigate VTA's bus or light rail system due to a physical, visual, or cognitive disability. VTA's responsibility to provide ADA paratransit service has been outsourced since 1993. Under VTA's current paratransit service delivery model—VTA ACCESS—services are directly contracted (as opposed to brokered) and the rider fares are reported separately as revenues.

VTA Access provides exterior door-to-exterior door service for eligible individuals for trips made within $\frac{3}{4}$ -mile of VTA's fixed route transit network at the standard fare of \$4. VTA also offers service for trips within a premium zone extending an additional mile beyond the $\frac{3}{4}$ -mile standard zone, at a premium fare of \$16. Other premium services offered by VTA ACCESS are open return trip, same-day service and request for a second vehicle service. Paratransit service is offered during the same hours as the corresponding fixed route service. Changes to the fixed

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route transit network can impact the geographical footprint and service hours of paratransit service.

By the end of FY 2025, paratransit ridership is forecasted to be about 76% of the actual number in FY 2019 (the last full year before the pandemic). Paratransit ridership is anticipated to increase during the two-year budget period FY 2026 and FY 2027 and are projected to be about 88% of the actual number in FY 2019. The tables next page detail the elements of the Paratransit budget and the major operating metrics for this service.

Paratransit Expense Detail

(Dollars in Thousands)

Line	Description	FY 2026 Proposed Budget	FY 2027 Proposed Budget
1	Primary Provider-Fixed	6,035	5,482
2	Primary Provider-Revenue Vehicle Hour	29,168	31,781
3	Supplemental Service	1,766	1,943
4	Eligibility	1,088	1,135
5	Vehicle Maintenance	1,000	1,200
6	Fuel	1,900	1,900
7	Facilities/Maintenance/Utilities	400	400
8	Fare Processing	15	15
9	Software/Hardware	563	563
10	VTA Staff Services	2,125	2,337
11	Total Paratransit Expense	44,061	46,756

Note: Totals may not add due to independent rounding

Paratransit Operating Metrics

(In Thousands)

	FY 2024 Actual	FY 2025 Projected	FY 2026 Proposed Budget	FY 2027 Proposed Budget
Ridership	361	386	448	498
Primary Revenue Vehicle Hours	236	257	281	304
Supplemental Trips	7	41	44	47
Fare Revenue	\$1,363	\$1,410	\$1,481	\$1,555

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Transfer to Transit Operations Capital Fund

The VTA Transit Fund does not have a dedicated local revenue source for capital expenditure. Thus, any capital costs to maintain items to a state of good repair, or to enhance or improve capital projects that not covered by grants or other outside sources must be funded from the same sources as the Operating Budget, primarily sales tax-based revenues. Due to projected deficits, the FY 2026 and FY 2027 Proposed Biennial Budget did not propose any transfer to the Transit Operations Capital Reserve.

Reserve Accounts

The VTA Transit Fund currently maintains four reserve accounts, as described below:

Operating Reserve

It is the policy of VTA to accumulate a prudent level of reserves by building and maintaining an Operating Reserve equal to 15% of the annual operating budget for the VTA Transit Fund. The purpose of this reserve is to ensure that sufficient funds are always available in the event of either unavoidable expenditure needs or unanticipated revenue shortfalls from sources other than sales tax-based revenues. The Board formalized this long-standing practice with adoption of the VTA Transit Fund Operating Reserve Policy on April 5, 2012.

Sales Tax Stabilization Fund

The Sales Tax Stabilization Fund reserve was created by the Board as part of the FY 2012 and FY 2013 Biennial Budget adoption on June 2, 2011, to mitigate the impact of the volatility of sales tax-based revenues on service levels and the operating budget. Per the Board policy adopted on April 5, 2012, this reserve carries a maximum balance of \$35 million.

Debt Reduction Fund

The Debt Reduction Fund was established by the Board on February 7, 2008. Per the Board policy also approved on February 7, 2008, this fund 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 primarily to fund the local portion of the VTA Transit capital program to keep assets in a state of good repair.

Transit Operations Capital Fund

The Transit Operations Capital Fund was established by the Board on June 1, 2023 to support Transit Capital Projects. The reserve will be funded from the remaining Operating Balance, after the required Operating Reserve is met and is used to fund approved transit-related capital improvements and the replacement of capital assets.

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VTA Transit Comparison of Revenues and Expenses

VTA Transit Comparison of Revenues and Expenses (Dollars in Thousands)

Line	Category	FY24 Actual	FY25 Current Budget 1	FY25 Projected Actual 2	FY26 Proposed Budget	Variance from	% Var	FY27 Proposed Budget	Variance from	% Var
1	Fares-Transit	28,439	25,912	27,017	28,829	1,812	6.7%	29,392	563	2.0%
2	Fares-Paratransit	1,363	1,546	1,410	1,481	71	5.0%	1,555	74	5.0%
3	Sales Tax Revenue	266,942	290,223	272,631	273,829	1,198	0.4%	279,577	5,748	2.1%
4	TDA	126,413	129,707	128,759	125,597	(3,163)	-2.5%	127,895	2,298	1.8%
5	Measure A Sales Tax-Oper. Asst.	55,382	60,221	56,571	56,820	249	0.4%	58,012	1,193	2.1%
6	2016 Measure B - Transit Ops	15,290	20,270	21,538	21,632	95	0.4%	22,087	454	2.1%
7	STA	45,273	46,982	44,625	36,104	(8,521)	-19.1%	36,573	469	1.3%
8	Federal Operating Grants	5,410	5,899	5,973	6,221	247	4.1%	6,379	158	2.5%
9	State Operating Grants	5,674	150	3,115	154	(2,961)	-95.1%	159	5	3.0%
10	Investment Earnings	22,699	18,961	25,450	28,303	2,853	11.2%	24,413	(3,891)	-13.7%
11	Advertising Income	3,125	3,225	3,225	3,325	100	3.1%	2,800	(525)	-15.8%
12	Measure A Repayment Obligation	17,519	17,473	17,477	17,434	(43)	-0.2%	-	(17,434)	-100.0%
13	Other Income	7,062	3,916	3,983	6,883	2,900	72.8%	7,235	352	5.1%
14	Total Revenue	600,591	624,485	611,775	606,611	(5,164)	-0.8%	596,075	(10,536)	-1.7%
15	Labor Cost	400,015	426,392	426,878	426,336	(542)	-0.1%	443,289	16,953	4.0%
16	Material & Supplies	27,166	27,591	29,112	28,403	(708)	-2.4%	28,311	(93)	-0.3%
17	Security	23,683	24,874	26,971	24,405	(2,567)	-9.5%	27,022	2,617	10.7%
18	Professional & Special Services	14,165	14,083	13,196	17,429	4,233	32.1%	16,331	(1,098)	-6.3%
19	Other Services	17,325	16,848	15,446	20,649	5,203	33.7%	20,454	(196)	-0.9%
20	Fuel	14,479	12,797	11,428	13,184	1,756	15.4%	13,534	349	2.7%
21	Traction Power	6,381	7,222	6,997	6,721	(276)	-3.9%	6,721	-	0.0%
22	Tires	1,878	2,006	1,963	2,023	60	3.1%	2,082	59	2.9%
23	Utilities	4,783	4,628	5,376	4,536	(840)	-15.6%	4,926	391	8.6%
24	Insurance	9,726	11,028	9,784	11,536	1,751	17.9%	12,179	643	5.6%
25	Data Processing	8,133	9,923	8,844	11,267	2,423	27.4%	11,900	634	5.6%
26	Office Expense	433	304	293	288	(5)	-1.9%	297	9	3.2%
27	Communications	2,173	2,228	1,911	2,488	577	30.2%	2,527	39	1.6%
28	Employee Related Expense	1,635	2,234	1,565	1,841	276	17.6%	1,945	104	5.7%
29	Leases & Rents	1,754	1,682	1,181	2,261	1,079	91.4%	1,662	(598)	-26.5%
30	Miscellaneous	972	975	1,128	1,145	16	1.4%	1,178	33	2.9%
31	Other Expense	-	-	-	-	-	N/A	-	-	N/A
32	Reimbursements	(43,027)	(44,566)	(45,201)	(45,239)	(38)	0.1%	(48,054)	(2,815)	6.2%
33	Subtotal Operating Expense	491,675	520,249	516,873	529,271	12,398	2.4%	546,303	17,031	3.2%
34	Paratransit	26,890	31,695	31,274	44,060	12,786	40.9%	46,756	2,695	6.1%
35	Caltrain	-	-	-	-	-	N/A	-	-	N/A
36	Altamont Corridor Express	6,522	7,147	6,884	7,421	538	7.8%	7,924	503	6.8%
37	Highway 17 Express	411	454	426	420	(6)	-1.3%	441	21	5.0%
38	Monterey San Jose Express	50	77	79	83	4	5.0%	87	4	5.0%
39	Contribution To Other Agencies	695	1,131	1,131	1,051	(80)	-7.1%	877	(174)	-16.5%
40	Debt Service	20,789	20,732	20,732	25,173	4,440	21.4%	8,682	(16,491)	-65.5%
41	Subtotal Other Expense	55,357	61,236	60,525	78,207	17,682	29.2%	64,766	(13,441)	-17.2%
42	Operating And Other Expense	547,032	581,485	577,398	607,479	30,081	5.2%	611,069	3,590	0.6%
43	Transfer To Capital	40,000	40,000	40,000	-	(40,000)	-100.0%	-	-	N/A
44	Contingency	-	3,000	-	-	-	N/A	-	-	N/A
45	Total Transfer To Capital Reserve/Contingency	40,000	43,000	40,000	-	(40,000)	-100.0%	-	-	N/A
46	Total Expense/Contingency/Capital	587,032	624,485	617,398	607,479	(9,919)	-1.6%	611,069	3,590	0.6%
47	Operating Surplus/(Deficit)	13,558	(0)	(5,623)	(868)			(14,993)		
48	Transfer From/(To) Operating Reserve	(3,102)	-	2,551	(539)			(7,305)		
49	Transfer From/(To) Sales Tax Stabilization Fund	-	-	3,072	1,407			22,299		
50	Transfer From/(To) Transit Operations Capital Fund	(10,456)	-	-	-			-		
51	Operating Balance	-	-	-	-			-		

¹ Reflects Adopted Budget approved by the Board on June 1, 2023

² Projection as of March 31, 2025

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

VTA FY 2026 & FY 2027 PROPOSED BUDGET

VTA Transit Sources and Uses of Funds Summary

VTA Transit Sources and Uses of Funds Summary (Dollars in Thousands)

Line	Description	FY 2024 Actual	FY 2025 Projected Actual¹	FY 2026 Adopted Budget	FY 2027 Adopted Budget
<u>Operating Balance</u>					
1	Total Operating Revenues	600,591	611,775	606,611	596,075
2	Total Operating Expenses (include Transfer to Capital)	(587,032)	(617,398)	(607,479)	(611,069)
3	Operating Surplus/(Deficit)	13,558	(5,623)	(868)	(14,993)
4	Transfer From/(To) Operating Reserve	(3,102)	2,551	(539)	(7,305)
5	Transfer From/(To) Debt Reduction Fund	0	0	0	0
6	Transfer From/(To) Sales Tax Stabilization Fund	0	3,072	1,406	22,299
7	Transfer From/(To) Transit Operations Capital Fund	(10,456)	0	0	0
8	Operating Balance	0	0	0	0
<u>Operating Reserve</u>					
9	Beginning Operating Reserve	90,571	93,673	91,122	91,660
10	Transfer From/(To) Operating Balance	3,102	(2,551)	539	7,305
11	Transfer From/(To) Debt Reduction Fund	0	0	0	0
12	Ending Operating Reserve	93,673	91,122	91,660	98,966
13	Operating Reserve % ²	15.2%	15.0%	15.0%	15.0%
<u>Transit Operations Capital Fund</u>					
14	Beginning Transit Operations Capital Fund	0	152,761	192,761	131,427
15	Transfer to Capital from Operating	0	40,000	0	0
16	Transit Capital Project Appropriations	0	0	(61,334)	0
17	Transfer From/(To) Operating Balance	0	0	0	0
18	Transfer From/(To) Debt Reduction Fund	0	0	0	0
19	Ending Transit Operations Capital Fund	152,761	192,761	131,427	131,427
<u>Sales Tax Stabilization Fund</u>					
20	Beginning Sales Tax Stabilization Fund	0	35,000	31,928	30,522
21	Transfer to Capital from Operating	0	0	0	0
22	Transit Capital Project Appropriations	0	0	0	0
23	Transfer From/(To) Operating Balance	0	(3,072)	(1,406)	(22,299)
24	Transfer From/(To) Debt Reduction Fund	0	0	0	0
25	Ending Transit Operations Capital Fund	35,000	31,928	30,522	8,223
<u>Debt Reduction Fund</u>					
26	Beginning Debt Reduction Fund	0	102,925	102,925	102,925
27	Transfer From/(To) Operating Balance	0	0	0	0
28	Transfer From/(To) Transit Operations Capital Fund	0	0	0	0
29	Ending Debt Reduction Fund	102,925	102,925	102,925	102,925
<u>Local Share of Capital Projects (Pending)</u>					
30	Beginning Local Share of Capital Projects	212,690	360,222	315,893	352,693
31	Approved Appropriations	180,976	15,000	61,334	0
32	Project Activities	(33,444)	(59,329)	(24,534)	(24,534)
33	Ending Local Share of Capital Projects	360,222	315,893	352,693	328,160

¹ Projection as of 4/15/2025

² Line 12 divided by subsequent fiscal year budgeted Operating Expenses (Line 2)

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

VTA FY 2026 & FY 2027 PROPOSED BUDGET

VTA Transit 10-Year Projection

In order to provide a broader picture beyond the two-year budget horizon, the table below shows projected Revenues, Expenses, and Operating Balance through FY 2035 (in millions).

	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>FY 2031</u>	<u>FY 2032</u>	<u>FY 2033</u>	<u>FY 2034</u>	<u>FY 2035</u>
Revenues	606.6	596.1	571.1	571.5	597.4	625.0	654.4	671.0	688.0	706.8
Expenses	607.5	611.1	659.8	676.7	698.1	718.3	740.7	761.9	785.1	808.6
Operating Balance before Funding Reserves	(0.9)	(15.0)	(88.6)	(105.2)	(100.7)	(93.3)	(86.3)	(90.8)	(97.1)	(101.8)
Operating Reserve Beginning Balance	226.0	225.1	210.1	121.5	16.3	0.0	0.0	0.0	0.0	0.0
Operating Reserve Ending Balance	225.1	210.1	121.5	16.3						
Net Operating Balance					(84.4)	(93.3)	(86.3)	(90.8)	(97.1)	(101.8)

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

Although the Board is approving a Biennial Budget that covers only the next two fiscal years, it is useful to extend projections for a ten-year horizon to examine revenue and expense trends and their impact on the annual operating balance. The projected revenues and expenses through FY 2035 are based on the following:

Revenues

- Sales Tax-Related Revenues growth is based upon the Avenu Insights & Analytics Forecast dated March 2025. From FY 2028 - FY 2035 the projection follows the UCLA Anderson forecasted growth rate assumption of 2.3% in FY 2028 and 2.1% from FY 2029- FY 2034, and 2.0% in FY2035.
- STA revenues assume a growth rate 2.5% in FY 2028 - FY 2035.
- Fare revenues assume a growth rate of 2.0% between FY 2028 - FY 2035.
- Other revenues growth during the projection period assumes a growth rate of 2.5% from FY 2028 - FY 2035.

Expenses

- Labor costs for FY 2026 and FY 2027 reflect anticipated growth following the expiration of the labor contracts in FY 2025. Labor expenses are assumed to grow by 3.0% from FY 2028 - FY 2035.
- Non-labor costs are escalated at 2.5% annually from FY 2028 - FY 2035.
- The agency plans to maintain an Operating Reserve of at least 15% of the operating budget for the VTA Transit Fund during this 10-year period.
- The agency plans to allocate the remaining net revenues and expenses balance (after funding Operating Reserve) to Capital Fund.

VTA Transit Capital Program Overview

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 improve the safety, security and efficiency of the transit system. In support of these objectives, VTA staff has revamped the agency's capital planning and prioritization process to include development and Board adoption of a mid- to long-term comprehensive capital plan called the VTA Strategic Capital Investment Plan (SCIP).

The primary objective of the SCIP process enhances the Board's involvement and policy-level input at all phases of the capital budgetary process. It has a 20-year horizon that includes (1) the first six-year period, known as CAP6, consisting of capital projects that are prioritized and fiscally constrained, the first two years of which could become the VTA Transit biennial capital budget; and (2) the subsequent 14-year projection of capital needs that is neither prioritized nor fiscally constrained. SCIP is intended to be updated every two years as a vanguard of VTA's biennial budgetary process, with the Board adopting the priorities at the onset to guide each renewal process.

In late 2024, VTA staff submitted 123 projects for consideration for the SCIP's first six-year period. These projects are being scored and ranked using the scoring criteria approved by the Board in September 2020 by the Capital Improvement Program Working Group (CIPWG), which consists of twelve experienced VTA executives and mid-level managers, with at least one representative from each VTA division. The CIPWG's scoring and ranking were then be used for further prioritization by the Capital Improvement Program Oversight Committee (CIPOC), which is composed of the Division Chiefs and Directors. The group organizes projects by a combination of primary fund source and project management responsibility to streamline the prioritization, and considers additional factors, such as:

- Financial aspects including cost, funding availability, and affordability
- Ability to maximize and leverage external grants and other contributions to minimizing VTA's share of funding
- Maximizing retention, or preventing potential loss or reduction of existing external funding
- Integration and sequencing with other current and planned projects
- Completing existing projects
- Current and future operating cost implications

The FY 2026 and FY 2027 Adopted Transit Capital Project budget includes \$179.5 million of grants or other outside funding and requires \$61.3 million of VTA Transit Fund commitment. The total \$240.8 million appropriation, which funds 21 new projects and 10 existing projects, reflects the planned capital spending to be incurred or committed for the next two years. Project funding for the two-year period is appropriated in FY 2026 to facilitate administration of the program.

Capital project appropriations do not expire at the end of the fiscal year and are carried forward until the project is completed. Capital carryover is defined as an appropriation that is unspent at

VTA FY 2026 & FY 2027 PROPOSED BUDGET

the end of the fiscal year. The local share of capital carryover is specifically earmarked for previously appropriated capital needs in VTA's Annual Comprehensive Financial Report.

The following table lists each project by category and general funding source.

MTA FY 2026 & FY 2027 PROPOSED BUDGET

MTA Transit
Schedule of FY 2026 & FY 2027 Appropriation¹

Project	Funding Source					Total
	Federal	State	2016 Measure B	Other	MTA Local	
1. Light Rail Vehicle Procurement - New Fleet LRV	612	0	0	0	153	765
2. Paratransit Fleet Procurement	3,240	0	0	0	8,161	11,401
3. Guadalupe Train Wash Replacement	3,376	0	0	0	844	4,220
4. Purchase of Electric Buses	60,309	0	0	0	15,077	75,387
Revenue Vehicle & Equipment Total	67,537	0	0	0	24,235	91,773
5. Fiber Optics Replacement FY26-27	11,902	0	0	0	2,975	14,877
6. San Carlos Woz Way TSP Project	1,200	0	0	0	300	1,500
7. Non-Vasona Pedestrian Gates	4,352	0	0	0	1,088	5,440
8. Signal Improvements Guadalupe	13,200	0	0	0	3,300	16,500
9. Signal Improvements Tasman East	2,137	0	0	0	534	2,671
10. Advanced Warning System	750	0	0	0	187	937
Light Rail Way, Power & Signal Total	33,540	0	0	0	8,385	41,925
11. Roofing Management Program	2,634	0	0	0	855	3,489
12. Facilities Equipment Replacement Program FY26-FY27	1,240	0	0	0	710	1,950
13. Rail Rehabilitation and Replacement FY26-27	24,819	0	0	0	6,205	31,024
14. Bridge and Structures Repair FY26-27	992	0	0	0	248	1,240
15. Upgrade Obsolete Ticket Vending Machine Parts	1,968	0	0	0	492	2,460
16. Upgrade Ticket Vending Machines	0	0	0	0	2,066	2,066
17. North 1st StreetTasman Drive - EB Track Switch Modification	440	0	0	0	110	550
18. Replace Obsolete Bus Farebox System	3,894	0	0	0	5,296	9,190
19. End-of-Line Operator Restroom Facilities	0	0	0	4,200	0	4,200
20. Rail Rehabilitation & Replacement	589	0	0	0	147	736
21. Modern Transit Scheduling Software	0	0	0	0	2,821	2,821
22. Crime Prevention via Environmental Design	0	0	0	0	4,100	4,100
23. Overhead Fall Protection on all Bus Bays	0	5,410	0	0	0	5,410
Operating Facilities & Equip Total	36,576	5,410	0	4,200	23,051	69,237
24. Light Rail Station Rehabilitation FY26-27	3,840	0	0	0	960	4,800
25. Obsolete Bus Stop Shelters Replacement Cycle 1	3,500	0	0	0	0	3,500
26. Better Bus Stops Cycle 4	3,000	0	2,100	0	0	5,100
27. Safety Enhancements at Grade Crossings	11,831	0	0	0	2,958	14,789
Passenger Facilities Total	22,171	0	2,100	0	3,918	28,189
28. Audio Frequency Train Activated Circuit (AFTAC) Replacement	2,400	0	0	0	600	3,000
Information Systems & Technology	2,400	0	0	0	600	3,000
29. Mobility Assistance Program (MAP)	2,168	0	0	0	542	2,710
30. Counterrorism Planning (CPTEP)	2,412	0	0	0	603	3,015
31. Equitable VMT Mitigation Program - Implementation Phase	0	0	0	734	0	734
32. Transportation Demand Management (TDM) Playbook	0	0	0	250	0	250
Other Total	4,580	0	0	984	1,145	6,709
Grand Total, MTA Transit Projects	166,805	5,410	2,100	5,184	61,334	240,833

¹ Total Appropriation for FY 2026 and FY 2027 reflected in FY 2026

VTA Transit Capital Program Descriptions of FY 2026 & FY 2027 Appropriated Projects

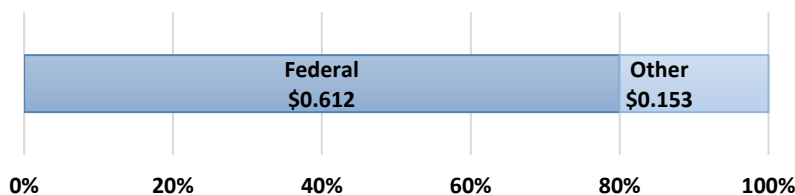
Revenue Vehicle & Equipment

1. Light Rail Vehicle Procurement - New Fleet LRV

Project Scope

The Light Rail Vehicle Procurement Project will purchase 60 Light Rail Vehicles to fully operate in revenue service on VTA's system. The project will develop the RFP based on New Fleet Feasibility Study, Light Rail Demonstration Project, and internal/external staff interviews and questionnaires. The Agency will look for the best technology, best passenger amenities, operations procedures, and best maintenance procedures to make these vehicles successful.

Funding (in millions)



Business Line(s) Supported

- Faster, Frequent, Reliable Transit
- Transportation System Management

Operating Budget Impact – None

FY 2026 & FY 2027 Request – \$0.8 million

Estimated Total Project Cost – \$516.3 million

Anticipated Completion Date – 12/31/2034

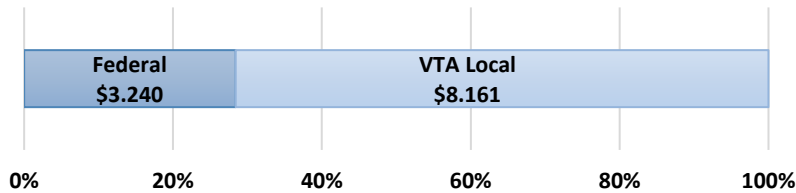
2. Paratransit Fleet Procurement

Project Scope

The Paratransit Fleet Procurement project will purchase up to 30 hybrid wheelchair accessible minivans, up to 35 wheelchair accessible cutaways, and up to 33 ZEV wheelchair accessible cutaways.

VTA FY 2026 & FY 2027 PROPOSED BUDGET

Funding (in millions)



Business Line(s) Supported

- Faster, Frequent, Reliable Transit
- Transportation System Management

Operating Budget Impact – Annual cost savings of \$980k

FY 2026 & FY 2027 Request – \$11.4 million

Estimated Total Project Cost – \$17.2 million

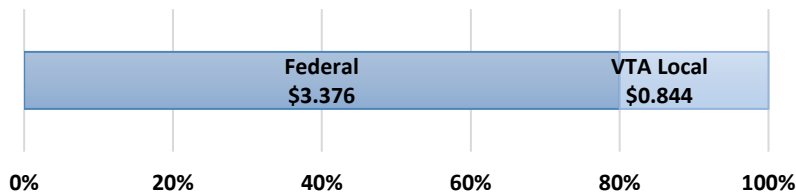
Anticipated Completion Date – 12/31/2027

3. Guadalupe Train Wash Replacement

Project Scope

Remove and replace Guadalupe Division vehicle wash system ("train wash") that has reached the end of its useful life.

Funding (in millions)



Business Line(s) Supported

- Transportation System Management
- Faster, Frequent, Reliable Transit
- Delivering Projects and Programs

Operating Budget Impact – None

FY 2026 & FY 2027 Request – \$4.2 million

Estimated Total Project Cost – \$8.7 million

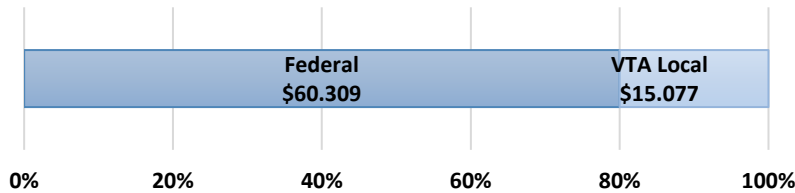
Anticipated Completion Date – 8/10/2027

4. Purchase of Electric Buses

Project Scope

The Purchase of Electric Buses project is intended to purchase up to 55 electric forty-foot buses along with spare parts, training, training equipment, tools and manuals. This project will replace buses that have reached the end of their useful life.

Funding (in millions)



Business Line(s) Supported

- Faster, Frequent, Reliable Transit
- Delivering Projects and Programs

Operating Budget Impact – Annual savings of \$400k

FY 2026 & FY 2027 Request – \$75.4 million

Estimated Total Project Cost – \$98.0 million

Anticipated Completion Date – 12/31/2028

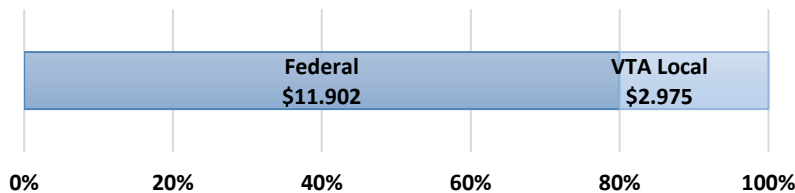
Light Rail Way, Power & Signal

5. Fiber Optics Replacement FY26-27

Project Scope

Guadalupe fiber optic network installed in 1999, has reached it's 25 year end of life. Procure and install: one (1) 288 Single Mode Fiber Optic Cable and replace Multi Mode Fiber (MMF) Optic Cable along the corridor as needed, all conforming to 7CRF1755.900 Standard. Stage terminations on various VTA installed equipment located within the VTA Guadalupe Corridor.

Funding (in millions)



VTA FY 2026 & FY 2027 PROPOSED BUDGET

Business Line(s) Supported

- Faster, Frequent, Reliable Transit
- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact – NONE

FY 2026 & FY 2027 Request – \$ 14.9 million

Estimated Total Project Cost – \$41.4million

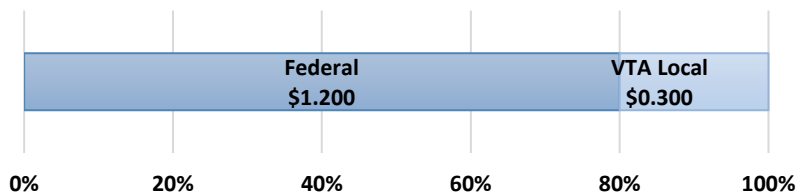
Anticipated Completion Date – 12/31/2033

6. San Carlos Woz Way TSP Project

Project Scope

This project aims to relocate the TSP detector from its current location at San Carlos/ Woz Way to or near the Convention Center light rail station to trigger the westbound TSP service calls earlier to reduce delays for westbound light rail vehicles. VTA's TSP program have been receiving numerous light rail operator complaints about westbound extended wait times at the San Carlos Street/Woz Way signalized intersection. The source of this issue is like our current efforts at N. First Street/Tasman Drive intersection, where call for either traveling straight or turn onto N. First Street is being placed at the limit line/check-in detection, and this does not provide sufficient timing for the traffic signal to determine the best TSP treatment to be implemented.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management
- Faster, Frequent, Reliable Transit

Operating Budget Impact – None

FY 2026 & FY 2027 Request – \$1.5 million

Estimated Total Project Cost – \$3.6 million

Anticipated Completion Date – 6/30/2028

7. Non-Vasona Pedestrian Gates

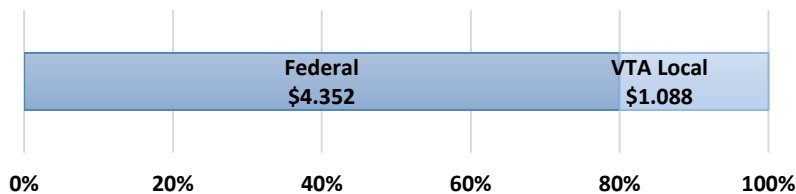
Project Scope

This project will install automatic pedestrian back gates, swing gates, railings, at several VTA light rail crossings at all quadrants. The scope will also include minor civil improvements and

VTA FY 2026 & FY 2027 PROPOSED BUDGET

related signal modifications as necessary at 12 crossings. The crossings will consist of but not limited to the following: Winfield Boulevard, Blossom River way, Blossom Hill Road, Woz Way, 5th Avenue, Innovation Way, Enterprise Way, Manila Avenue, Fairchild Drive, East Middlefield Road, and Whisman Station Drive. This budget request is required due to increased construction cost estimates. The project will begin design after FTA FFY24 grant funds are awarded and will require funding for construction thereafter.

Funding (in millions)



Business Line(s) Supported

- Faster, Frequent, Reliable Transit

Operating Budget Impact – annual expenditures of \$18k

FY 2026 & FY 2027 Request – \$5.4 million

Estimated Total Project Cost – \$14.3 million

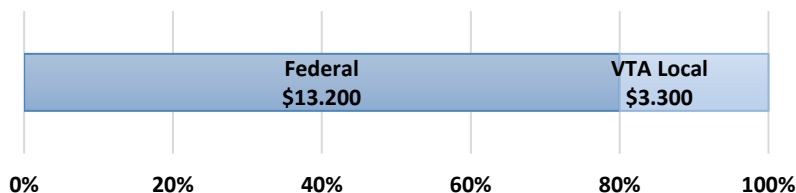
Anticipated Completion Date – 9/7/2029

8. Signal Improvements Guadalupe

Project Scope

Based on a recent assessment and study analysis of the Light Rail Transit Signal system, a need for replacement/improvement of the system was identified. This project will replace obsolete equipment and components and upgrade to current industry standards. The existing signaling system on Guadalupe light rail line will be upgraded with newer signaling technology, allowing better monitoring and more flexible control of the system.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact – Annual savings of \$100k

FY 2026 & FY 2027 Request – \$16.5 million

VTA FY 2026 & FY 2027 PROPOSED BUDGET

Estimated Total Project Cost – \$57.4 million

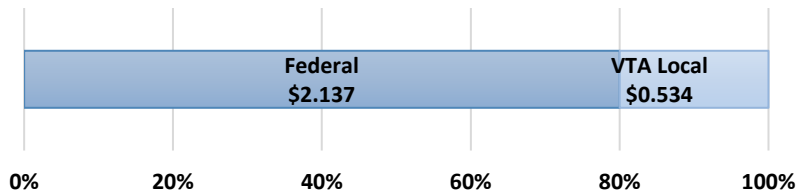
Anticipated Completion Date – 11/30/2026

9. Signal Improvements Tasman East

Project Scope

Based on a recent assessment and study analysis of the Light Rail Transit Signal system funded under P-0762, a future need for the replacement/improvement of the signal system along the Tasman East-Capitol Corridor was identified in order to maintain a state of good repair. Signal systems on the Tasman East/Capitol corridor are all microprocessor-based, using VHLC's, ElectroCode 5's, ElectroCode track circuits, AFTAC track circuits, and PSO track circuits. Future improvements will allow VTA to upgrade the signaling system in the future to include cab signal with speed and signal enforcement.

Funding (in millions)



Business Line(s) Supported

- Faster, Frequent, Reliable Transit
- Delivering Projects and Programs

Operating Budget Impact – NONE

FY 2026 & FY 2027 Request – \$2.7 million

Estimated Total Project Cost – \$9.4 million

Anticipated Completion Date – NONE

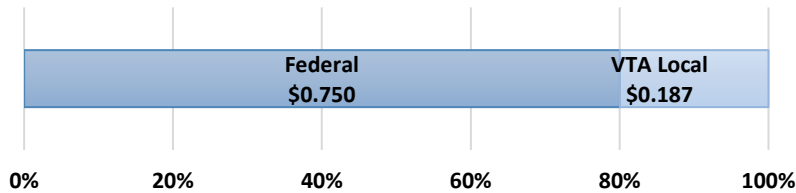
10. Advanced Warning System

Project Scope

The capital project focuses on the acquisition and deployment of advance warning systems, voltage detection, and collision avoidance safety devices to enhance employee protection, operational efficiency, and safety in railway operations. In compliance with CPUC General Order 175-A (2016) and 49 CFR Part 671 (2024), VTA will implement safety enhancements to protect roadway workers, avoid collisions, and improve track safety.

VTA FY 2026 & FY 2027 PROPOSED BUDGET

Funding (in millions)



Business Line(s) Supported

- Faster, Frequent, Reliable Transit
- Transportation System Management

Operating Budget Impact – Annual cost savings of \$2.5m

FY 2026 & FY 2027 Request – \$0.9 million

Estimated Total Project Cost – \$1.8 million

Anticipated Completion Date – 6/30/2029

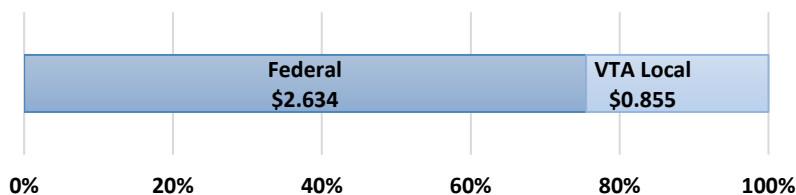
Operating Facilities & Equipment

11. Roofing Management Program

Project Scope

The Roofing Management Program project will provide funding for the Roofing Maintenance Contract, recover roofs at Cerone Division Building A and Building D, the expansion areas on the Overhaul and Repair building over the Body Shop and Articulated Bus repair area, Guadalupe Division Buildings K, F, and D. Project also includes the installation of various shelter canopies at the Divisions.

Funding (in millions)



Business Line(s) Supported

- Faster, Frequent, Reliable Transit

Operating Budget Impact – None

FY 2026 & FY 2027 Request – \$3.5 million

Estimated Total Project Cost – \$6.5 million

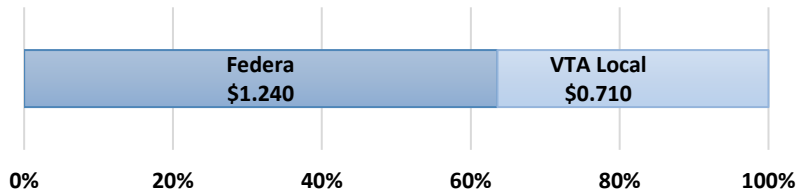
Anticipated Completion Date – 6/30/2027

12. Facilities Equipment Replacement Program FY26-FY27

Project Scope

The project replaces shop and other maintenance equipment that has reached the end of its useful life. The equipment replacement schedule is based on the manufacture's recommendation, equipment type, usage, and degree of reliability required.

Funding (in millions)



Business Line(s) Supported

- Faster, Frequent, Reliable Transit
- Transportation System Management

Operating Budget Impact – Annual savings of \$60k and annual expenditures of \$35k

FY 2026 & FY 2027 Request – \$1.95 million

Estimated Total Project Cost – \$3.6million

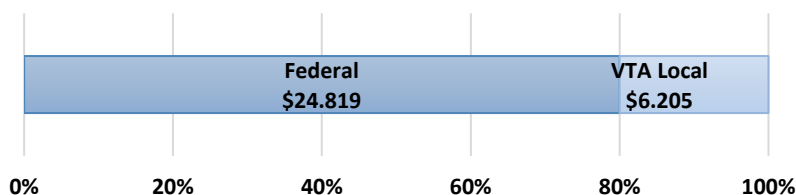
Anticipated Completion Date – 7/1/2027

13. Rail Rehabilitation and Replacement FY26-27

Project Scope

The scope of this project is part of an on-going program to ensure that the light rail track infrastructure remains safe, reliable, and in an enhanced state of good repair. Background: Several construction contracts have been completed/ongoing under other projects within this program. The scope for this request includes further rehabilitation and replacement of various track components at various locations including special track work switches, embedded/panelized grade crossings, heel blocks, timber ties and defective/worn-out rail and is derived from a long term program for rehabilitation of the rail system. Locations for rehabilitation/replacement of track components will be determined based on inspections and assessments. However, the specific scope and preferred locations may need to be revised based on VTA Operations needs and priorities.

Funding (in millions)



VTA FY 2026 & FY 2027 PROPOSED BUDGET

Business Line(s) Supported

- Faster, Frequent, Reliable Transit
- Transportation System Management

Operating Budget Impact – NONE

FY 2026 & FY 2027 Request – \$31.0 million

Estimated Total Project Cost – \$114.8 million

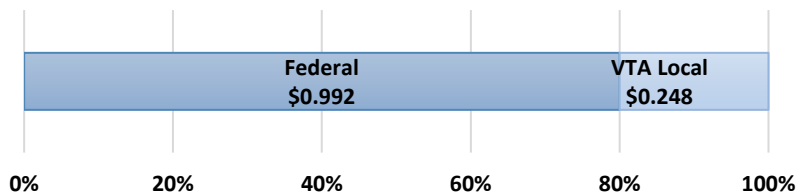
Anticipated Completion Date – 11/1/2029

14. Bridge and Structures Repair FY26-27

Project Scope

A biennial inspection of the VTA Light Rail Bridge and Structure has been completed in accordance with CPUC requirements. The findings indicate that several structures show defects that require further investigation or corrective actions. This project will provide the funding to take corrective action to address items immediately.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact – None

FY 2026 & FY 2027 Request – \$1.2 million

Estimated Total Project Cost – \$12.0 million

Anticipated Completion Date – 12/31/2028

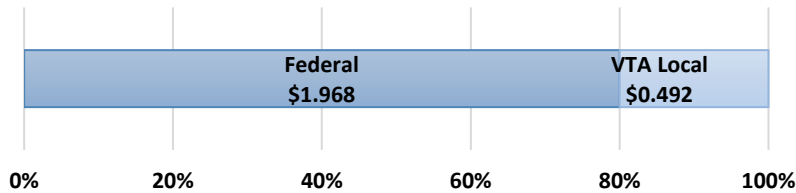
15. Upgrade Obsolete Ticket Vending Machine Parts

Project Scope

VTA's Way, Power, & Signals Department is looking to upgrade its existing Ticket Vending Machines. The components in our current units are outdated and unreliable. The key components that we would like to upgrade are Bill Acceptors, Bill Vaults, Printers, and Credit Card Readers. We are hoping to enhance the user interface with upgraded displays and touchscreens and increase the reliability of our current TVM's. This upgrade will bring VTA TVMs to the same revision level as Golden Gate Transit, Caltrain, and SMART. This project will upgrade the 82 TVMs that were not upgraded as part of Super Bowl. It also includes 34 spares of TVM modules (20% of all TVMs).

VTA FY 2026 & FY 2027 PROPOSED BUDGET

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Faster, Frequent, Reliable Transit
- Transportation System Management

Operating Budget Impact – NONE

FY 2026 & FY 2027 Request – \$2.5 million

Estimated Total Project Cost – \$2.5 million

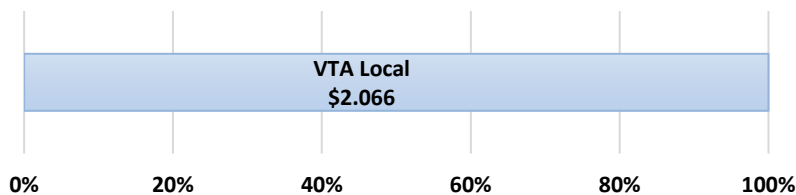
Anticipated Completion Date – 1/31/2026

16. Upgrade Ticket Vending Machines

Project Scope

VTA's Way, Power, & Signals Department is looking to upgrade its existing Ticket Vending Machines (TVMs) by upgrading key components. This project will prioritize upgrading 86 TVMs that are hotspots for the Super Bowl in 2026..

Funding (in millions)



Business Line(s) Supported

- Faster, Frequent, Reliable Transit
- Transportation System Management
- Delivering Projects and Programs

Operating Budget Impact – None

FY 2026 & FY 2027 Request – \$2.1 million

Estimated Total Project Cost – \$2.1 million

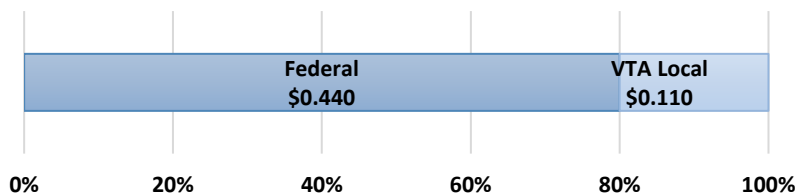
Anticipated Completion Date – 12/01/2026

17. North 1st Street Tasman Drive - EB Track Switch Modification

Project Scope

This project seeks to add an eastbound trackway circuit at the Champion station to trigger the eastbound transit signal priority (TSP) service calls earlier for the N. First Street/Tasman Drive intersection with the goal of reducing delays for eastbound light rail vehicles. VTA's TSP working group identified an essential need to add this additional trackway circuit, and this need stems from the fact that the current location is not an ideal placement being located at the eastbound intersection approach. The current circuit location is too short of a distance for the traffic signal controller to determine the best signal timing treatment to implement. The most appropriate solution is to add a track circuit to trigger the TSP service calls at the Champion station.

Funding (in millions)



Business Line(s) Supported

- Faster, Frequent, Reliable Transit
- Delivering Projects and Programs

Operating Budget Impact – None

FY 2026 & FY 2027 Request – \$0.6 million

Estimated Total Project Cost – \$2.6 million

Anticipated Completion Date – 5/31/2026

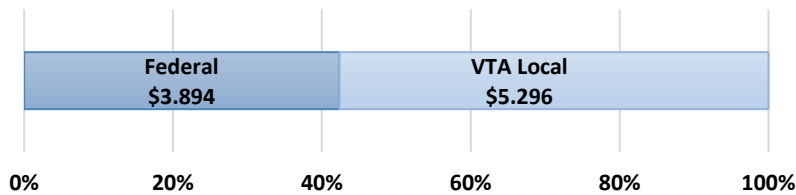
18. Replace Obsolete Bus Farebox System

Project Scope

VTA's Odyssey fareboxes were discontinued by Genfare at the end of 2022. This project is for full replacement of the obsolete Odyssey system with the new Fast farebox system. This project will procure 490 new Fast fareboxes. VTA is currently waiting for \$1.8M of federal funding submitted in 2022 to upgrade the farebox system to accept mixed Odyssey and Fast farebox fleet. The original proposal includes purchasing 10 fareboxes a year for 5 years (FY24-28).

VTA FY 2026 & FY 2027 PROPOSED BUDGET

Funding (in millions)



Business Line(s) Supported

- Faster, Frequent, Reliable Transit
- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact – None

FY 2026 & FY 2027 Request – \$9.2 million

Estimated Total Project Cost – \$10.2 million

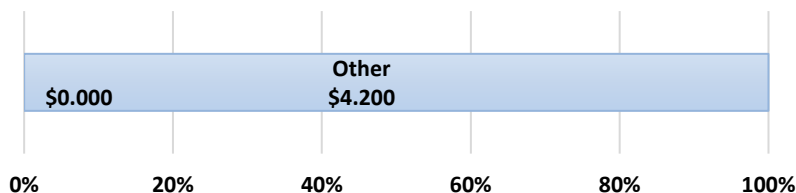
Anticipated Completion Date – 12/31/2025

19. End-of-Line Operator Restroom Facilities

Project Scope

The Restroom Focus Group is assessing Operator restroom facilities at the end of line (EOL) or inline facilities and recommending higher-quality permanent facilities to provide operators a more dignified restroom facility over renting port-a-potties. This request includes design and construction/installation cost for facilities at six (estimated) locations. These facilities may have real estate needs (such as an easement from the cities or private owners). Also these facilities require point of connection to utilities (water, sewer and electricity). It may require fencing and outdoor lighting for security reasons.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Faster, Frequent, Reliable Transit

Operating Budget Impact – Annual cost savings of \$12k and annual expenditures of \$12k

FY 2026 & FY 2027 Request – \$4.2 million

Estimated Total Project Cost – \$6.6 million

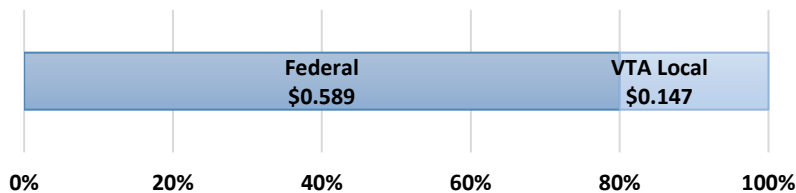
Anticipated Completion Date – 6/30/2028

20. Rail Rehabilitation & Replacement

Project Scope

The scope of this project is part of an on-going program to ensure that the light rail track infrastructure remains safe, reliable, and in an enhanced state of good repair. Background: Several construction contracts have been completed/ongoing under other projects within this program. The scope for this request includes further rehabilitation and replacement of various track components at various locations including special track work switches, embedded/panelized grade crossings, heel blocks, timber ties and defective/worn-out rail and is derived from a long term program for rehabilitation of the rail system. Locations for rehabilitation/replacement of track components will be determined based on inspections and assessments. However, the specific scope and preferred locations may need to be revised based on VTA Operations needs and priorities.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Faster, Frequent, Reliable Transit

Operating Budget Impact – None

FY 2026 & FY 2027 Request – \$0.7 million

Estimated Total Project Cost – \$19.3 million

Anticipated Completion Date – 09/30/2026

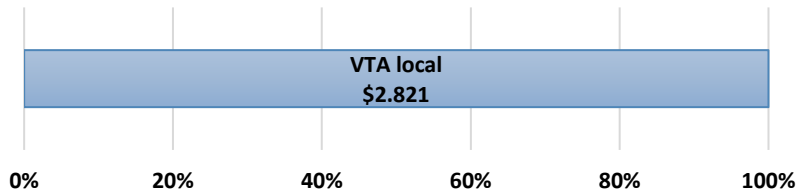
21. Modern Transit Scheduling Software

Project Scope

This is a project to replace our obsolete transit scheduling software from 2001 that has become increasingly archaic and unsustainable to run. The modern scheduling software would: improve scheduling team efficiency, improve the quality of transit schedules, meet electrification mandates, and improve operator run cutting. This will allow transit scheduling to take advantage of modern scheduling tools which will increase productivity and capability. These efficiencies will trickle down to the multitude of downstream systems that utilize the schedule data.

VTA FY 2026 & FY 2027 PROPOSED BUDGET

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Faster, Frequent, Reliable Transit

Operating Budget Impact – Annual savings of \$530k and annual expenditures of \$84k

FY 2026 & FY 2027 Request – \$2.8 million

Estimated Total Project Cost – \$2.8 million

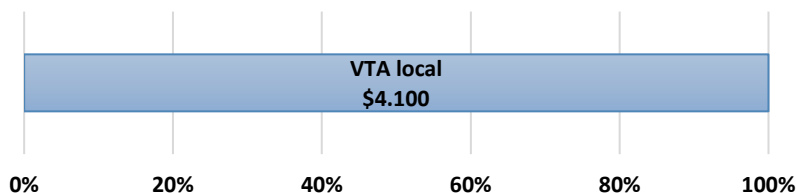
Anticipated Completion Date – 12/31/2028

22. Crime Prevention via Environmental Design

Project Scope

To bolster security and safety for major upcoming events such as the Super Bowl and FIFA World Cup, the System Safety and Security Department at VTA is implementing a comprehensive infrastructure improvement project. This initiative includes enhancing fencing around critical infrastructure and transit facilities to prevent unauthorized access. Additionally, we will be upgrading and expanding lighting systems across parking lots, stations, and transit corridors to improve visibility and deter criminal activity. We are also implementing advanced security technologies, including surveillance cameras and upgraded access control systems, to better monitor and protect our facilities. By investing in these enhanced security measures, we aim to create a safer environment for both riders and employees.

Funding (in millions)



Business Line(s) Supported

- Transportation System Management

Operating Budget Impact – Annual savings of \$530k and annual expenditures of \$84k

FY 2026 & FY 2027 Request – \$4.1 million

Estimated Total Project Cost – \$4.1 million

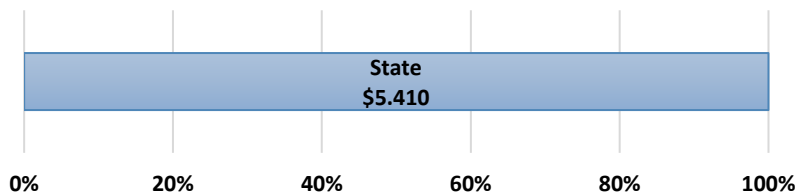
Anticipated Completion Date – 07/01/2030

23. Overhead Fall Protection on all Bus Bays

Project Scope

All VTA buses will be either hybrid or electric powered. Hybrid and electric buses have a significant amount of key equipment mounted on the roof. To maintain the equipment, mechanics routinely need to climb on the roof. Each bus yard has 2 or 3 bays equipped with fall protection in the form of shop ceiling mounted harnesses to secure mechanics working on the roof. Since roof work is becoming routine, all bays should have fall protection. This project will add fall protection harnesses, hoists and the necessary structure reinforcement as needed at the bus yards. Also purchase additional scaffolding.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact – None

FY 2026 & FY 2027 Request – \$5.4 million

Estimated Total Project Cost – \$7.0 million

Anticipated Completion Date – 09/30/2026

Passenger Facilities

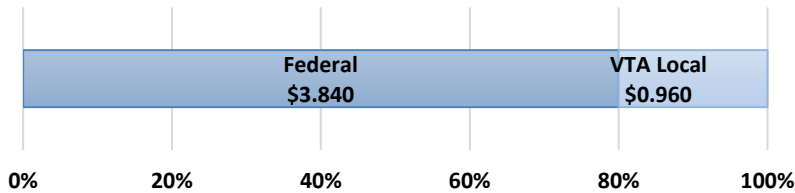
24. Light Rail Station Rehabilitation FY26-27

Project Scope

VTA staff completed a condition assessment for the light rail stations as part of the ongoing State of Good Repair (SGR) program for VTA infrastructure. This project will provide the rehabilitation and repair of maintenance issues outlined in the condition assessment for the various light rail stations. The scope will include but is not limited to the following: repainting, concrete slab crack repair, light pole replacement; replace tree grate; replace tactile warning band; replace fence; concrete repair; replace faded signs; complete rehabilitation of shelter/windscreen panels; replace joint caulking; rehabilitate or remove artwork; replace incandescent/fluorescent lighting fixtures with LED.

VTA FY 2026 & FY 2027 PROPOSED BUDGET

Funding (in millions)



Business Line(s) Supported

- Transportation System Management

Operating Budget Impact – NONE

FY 2026 & FY 2027 Request – \$4.8 million

Estimated Total Project Cost – \$36.6 million

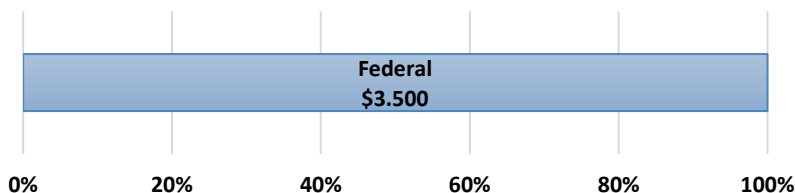
Anticipated Completion Date – 06/30/2037

25. Obsolete Bus Stop Shelters Replacement Cycle 1

Project Scope

Replace 65 of VTA's 195 obsolete bus stop shelters that are each 10+ years beyond their useful life with new VTA shelters to improve customer experience, increase ridership, improve efficiency, improve safety and security, and keep our transit system in a state of good repair. The project is necessary to preserve and maintain our transit network, as the shelters are falling into a state of extreme disrepair due to historic underinvestment. The shelters are increasingly difficult and cost-prohibitive to maintain and present safety and security issues for riders. The new shelters improve our environmental footprint through more efficient and effective LED lighting. As shelters are replaced, the scope at each site may also include sidewalk, curb and gutter, asphalt and striping rehabilitation. Staff propose delivery of the project in three two-year phases aligned with VTA's budget cycle.

Funding (in millions)



Business Line(s) Supported

- Transportation System Management
- Faster, Frequent, Reliable Transit
- Delivering Projects and Programs

Operating Budget Impact – NONE

FY 2026 & FY 2027 Request – \$3.5 million

Estimated Total Project Cost – \$11.7 million

MTA FY 2026 & FY 2027 PROPOSED BUDGET

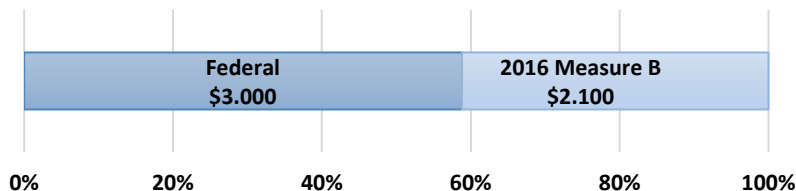
Anticipated Completion Date – 12/31/2026

26. Better Bus Stops Cycle 4

Project Scope

Better Bus Stops project is an ongoing program of two-year cycles to improve bus stops through the installation of new amenities and construction of bus pads and passenger boarding areas. The number of bus stops the FY26-27 cycle will likely be in the 10-15 bus stops, and the specific stops will be determined in the project's Planning phase. The scope of improvements will include construction sidewalks at passenger boarding areas, concrete bus pads, shelters, solar lighting, transit signage, trash receptacles, bike racks, and real-time information signs. The program is guided by the Transit Passenger Environment Plan (TPEP), the provisions of the Americans with Disabilities Act (ADA) as it relates to public facilities, and the passenger amenities guidelines in the 2016 Measure B program.

Funding (in millions)



Business Line(s) Supported

- Transportation System Management
- Faster, Frequent, Reliable Transit
- Delivering Projects and Programs

Operating Budget Impact – NONE

FY 2026 & FY 2027 Request – \$5.1 million

Estimated Total Project Cost – \$5.1 million

Anticipated Completion Date – 4/1/2028

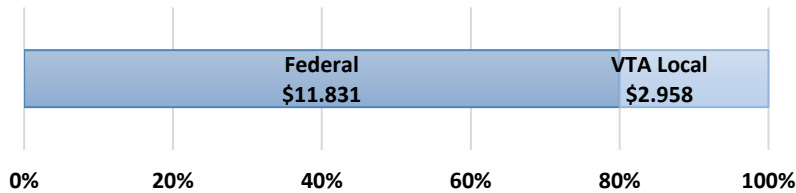
27. Safety Enhancements at Grade Crossings

Project Scope

This project will install automatic pedestrian back gates, emergency swing gates, railings, at various VTA Light Rail at-grade crossing. The scope will also include civil improvements and related signal modifications as necessary. The crossings will consist of but not limited to the following: Orchard City, Campbell, Civil Center, Stokes, Leigh, Fruitdale, Parkmoor, Race, Lincoln, San Fernando and Park. This budget augmentation request is for the increased construction costs for locations identified and to be included in Phase 2.

VTA FY 2026 & FY 2027 PROPOSED BUDGET

Funding (in millions)



Business Line(s) Supported

- Faster, Frequent, Reliable Transit

Operating Budget Impact – annual expenditures of \$17K

FY 2026 & FY 2027 Request – \$14.8 million

Estimated Total Project Cost – \$29.9 million

Anticipated Completion Date – 10/31/2028

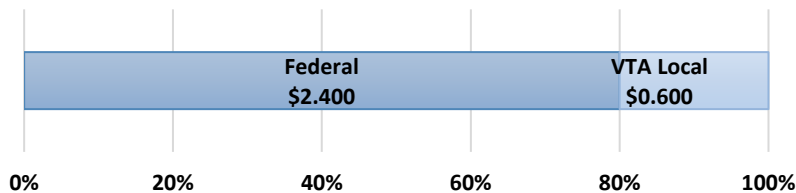
Information System & Technology

28. Audio Frequency Train Activated Circuit (AFTAC) Replacement

Project Scope

The Audio Frequency Train Activated Circuit (AFTAC) on the Vasona Line starting from Woz and San Carlos has reliability issues arising from sensitivity to heat and requires review/assessment. Systems used on other segments of the system is more reliable and requires less inventory for maintenance. This FY26-27 budget request is for the full \$3M for an assessment, engineering, and construction of the AFTAC on the Vasona line. Long term replacement costs are rough order of magnitude costs and will depend on assessment and engineering solution adopted. This project preserves VTA's transportation system by maintaining assets at a State of Good Repair and improves safety along the trackway.

Funding (in millions)



Business Line(s) Supported

- Faster, Frequent, Reliable Transit
- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact – Annual savings of \$10-20k

FY 2026 & FY 2027 Request – \$3.0 million

VTA FY 2026 & FY 2027 PROPOSED BUDGET

Estimated Total Project Cost – \$3.0 million

Anticipated Completion Date – 09/28/2028

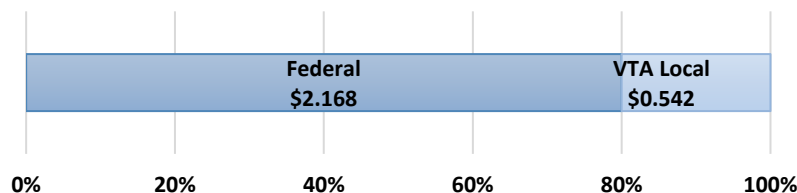
Other

29. Mobility Assistance Program (MAP)

Project Scope

The Mobility Assistance Program (MAP) at VTA is an initiative focused on providing reduced-cost and no-cost transportation options for older adults, individuals with disabilities, and low-income individuals, especially those seeking employment or striving to maintain independence. MAP Phase One has been launched through four with community organizations, MAP offers a variety of supportive services, including: paratransit fare, monthly bus passes, and gas vouchers. Phase two will select a mobility manager through a request for proposals to offer additional services like Non-medical transportation, non-ada on demand transit, travel training, microtransit and an expanded phase one efforts.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management
- Faster, Frequent, Reliable Transit

Operating Budget Impact – None

FY 2026 & FY 2027 Request – \$2.7 million

Estimated Total Project Cost – \$2.7 million

Anticipated Completion Date – NONE

30. Counterterrorism Planning (CPTEP)

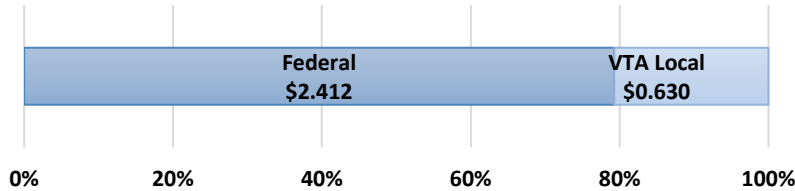
Project Scope

This project enhances counterterrorism planning, training, and exercise capabilities at our agency, aligning with the national strategy for security and emergency preparedness. It focuses on improving prevention, protection, response, and recovery capabilities related to potential terrorist attacks, including threat assessment, incident command, information sharing, and interoperability with regional partners. This program aims to strengthen our ability to prepare

VTA FY 2026 & FY 2027 PROPOSED BUDGET

for, mitigate, and respond effectively to complex, coordinated attacks targeting public transportation.

Funding (in millions)



Business Line(s) Supported

- Transportation System Management

Operating Budget Impact – None

FY 2026 & FY 2027 Request – \$3.0 million

Estimated Total Project Cost – \$3.0 million

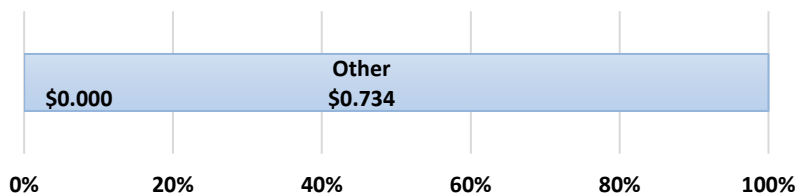
Anticipated Completion Date – 10/01/2027

31. Equitable VMT Mitigation Program - Implementation Phase

Project Scope

In 2023-2024, VTA worked with its 16 local jurisdictions on the Equitable VMT Mitigation study which developed the framework of a program to mitigate Vehicle Miles Traveled (VMT) from land development projects in Santa Clara County, in a way that works across jurisdictional lines and enhances equity. This capital project would take steps to implement a program, including (a) determining the starting list of VMT mitigation actions in the VMT Exchange; (b) documenting the VMT reductions, costs and parameters of these actions; (c) setting up a VMT mitigation action review team that would oversee the program's operation over time; (d) developing program founding documents; and (e) establishing legal agreements between the program sponsor (likely to be VTA) and participating local jurisdictions. It is anticipated that items (a) through (d) above would be mainly performed by a professional services consultant, with direction and input from VTA staff. It is assumed that Item (e) would involve VTA Legal staff and contract attorney assistance, as well as attorneys from local jurisdictions (legal costs not included in this cost estimate)."

Funding (in millions)



Business Line(s) Supported

VTA FY 2026 & FY 2027 PROPOSED BUDGET

- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact – annual expenditures of \$125-250k for the first 3-4yrs

FY 2026 & FY 2027 Request – \$0.7 million

Estimated Total Project Cost – \$0.7 million

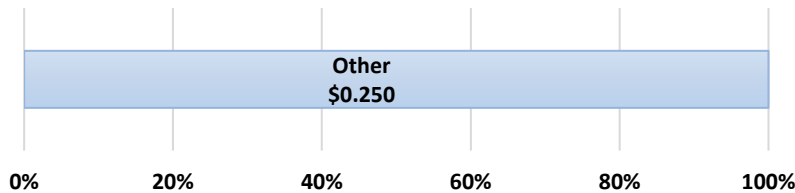
Anticipated Completion Date – 06/30/2027

32. Transportation Demand Management (TDM) Playbook

Project Scope

The TDM Playbook will be a document that highlights incentive programs, creates policy guidance, develops best practices, and highlights other similar programs that would be a tool for Member Agencies to use that currently do not have such programs. Support from a consultant with experience in the development of a program would assist in forming the guidance on TDM to create the document.

Funding (in millions)



Business Line(s) Supported

- Transportation System Management

Operating Budget Impact – None

FY 2026 & FY 2027 Request – \$0.3 million

Estimated Total Project Cost – \$0.3 million

Anticipated Completion Date – 06/30/2026

VTA FY 2026 & FY 2027 PROPOSED BUDGET



Congestion Management Program

Congestion Management Program

Overview

Congestion Management Agencies (CMAs) were created in 1990 by Proposition 111 and its accompanying legislation, which required that every county with an urbanized population of more than 50,000 establish a CMA. CMAs were designed to meet the goals of increasing the efficiency of existing transit and roadway systems, planning the best capital improvements to these systems, and improving the local land use decision-making process to support and complement the transportation system investments.

In 1994, VTA was designated as the CMA for Santa Clara County through a Joint Powers Agreement entered into by the 15 Cities and the County of Santa Clara. VTA's Congestion Management Program (CMP) serves as the CMA for Santa Clara County. The CMP, which is fiscally separate from VTA Transit, is funded through assessments to local jurisdictions (Member Agencies), federal and state planning grants, grant program manager administration fees, State Transportation Improvement Program (STIP) Planning Programming and Monitoring Funds, and fees for services provided.

The Proposed FY 2026 and FY 2027 CMP Budget is a result of a number of inputs including statutory requirements, Board initiated activities, Member Agency requested activities, and staff recommended initiatives regarding federal, state and regional issues. Based on these inputs, the budget reflects major focus on tasks and activities related to coordination and advocacy of funding for local projects, capital project initiatives, state/regional advocacy, land use coordination due to new state mandates, and Member Agency assistance.

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 2026 and FY 2027.

VTA FY 2026 & FY 2027 PROPOSED BUDGET

***Congestion Management Program
Comparison of Revenues & Expenses
(Dollars in Thousands)***

Line	Category	FY24 Actual	FY25 Current Budget [1]	FY25 Projected Actual [2]	FY26 Proposed Budget	Variance from FY25 Projected	% Var	FY27 Proposed Budget	Variance from FY26 Proposed Budget	% Var
1	Federal Operating Grants	\$2,632	\$2,500	\$2,500	\$2,500	\$0	0.0%	\$2,750	\$250	10.0%
2	State Operating Grants	\$281	\$595	\$595	\$597	\$2	0.3%	\$597	\$0	0.0%
3	Investment Earnings	\$57	\$50	\$58	\$55	(\$3)	-5.3%	\$55	\$0	0.0%
4	Member Agency Fees	\$3,152	\$3,262	\$3,262	\$3,377	\$114	3.5%	\$3,495	\$118	3.5%
5	Other Income	\$435	\$300	\$758	\$700	(\$58)	-7.6%	\$700	\$0	0.0%
6	Total Revenue	\$6,558	\$6,707	\$7,173	7,228	\$55	0.8%	7,596	\$368	5.1%
7	Professional & Special Services	\$490	\$856	\$517	\$536	\$19	3.7%	\$860	\$325	60.6%
8	Other Services	\$15	\$21	\$23	\$22	(\$1)	-2.2%	\$22	\$0	0.0%
9	VTA Staff Services	\$5,823	\$5,641	\$5,432	\$5,540	\$109	2.0%	\$5,651	\$111	2.0%
10	Contribution To Other Agencies	\$135	\$824	\$187	\$1,348	\$1,161	620.7%	\$974	(\$374)	-27.8%
11	Total Expense	\$6,462	\$7,342	\$6,158	\$7,446	\$1,288	20.9%	\$7,507	\$61	0.8%
12	Revenues Over (Under) Expenses	\$95	(\$634)	\$1,015	(\$218)	(\$1,233)	-121.5%	\$89	\$307	

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

***Congestion Management Program
Sources and Uses of Funds Summary
(Dollars in Thousands)***

<u>Line</u>	<u>Description</u>	<u>FY24 Actual</u>	<u>FY25 Projected Actual¹</u>	<u>FY26 Proposed Budget</u>	<u>FY27 Proposed Budget</u>
1	Total Revenues	6,558	7,173	7,228	7,596
2	Total Expenses	(6,463)	(6,158)	(7,446)	(7,507)
3	Revenues Over (Under) Expenses	94	1,015	(218)	89
4	Beginning Fund Balance	3,155	3,249	4,264	4,046
5	Revenues Over (Under) Expenses	94	1,015	(218)	89
6	Ending Fund Balance	3,249	4,264	4,046	4,135

¹Projection as of April 3, 2025

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

VTA FY 2026 & FY 2027 PROPOSED BUDGET

***Congestion Management Program
Member Assessments***

Member Agency	FY 2026	FY 2027
County of Santa Clara	381,163.41	394,504.13
Campbell	70,876.14	73,356.80
Cupertino	108,888.02	112,699.10
Gilroy	52,976.43	54,830.61
Los Altos	34,963.51	36,187.23
Los Altos Hills	9,323.26	9,649.57
Los Gatos	48,255.01	49,943.94
Milpitas	107,987.24	111,766.80
Monte Sereno	2,802.83	2,900.93
Morgan Hill	35,214.15	36,446.64
Mountain View	175,364.61	181,502.38
Palo Alto	198,439.94	205,385.34
San Jose	1,099,629.70	1,138,116.73
Santa Clara	290,460.08	300,626.18
Saratoga	30,425.28	31,490.17
Sunnyvale	348,721.57	360,926.82
Subtotal:	2,995,491.19	3,100,333.39
VT A - Managing Agency Contribution	381,162.98	394,503.68
Total:	3,376,654.17	3,494,837.07



Silicon Valley Express Lanes Program

Silicon Valley Express Lanes Program

Overview

At its December 2008 meeting, the VTA Board of Directors approved the Silicon Valley Express Lanes (SVEL) Program with the purpose to provide congestion relief through the implementation of a roadway pricing system that allows for the use of unused capacity in carpool lanes. This is accomplished by allowing solo commuters to use the available capacity in the carpool lanes for a fee. The fee changes dynamically in response to existing congestion levels and the available capacity in the lanes. The result of these changes is the implementation of express lanes from what formerly were carpool lanes and, in some cases, additional constructed lane.

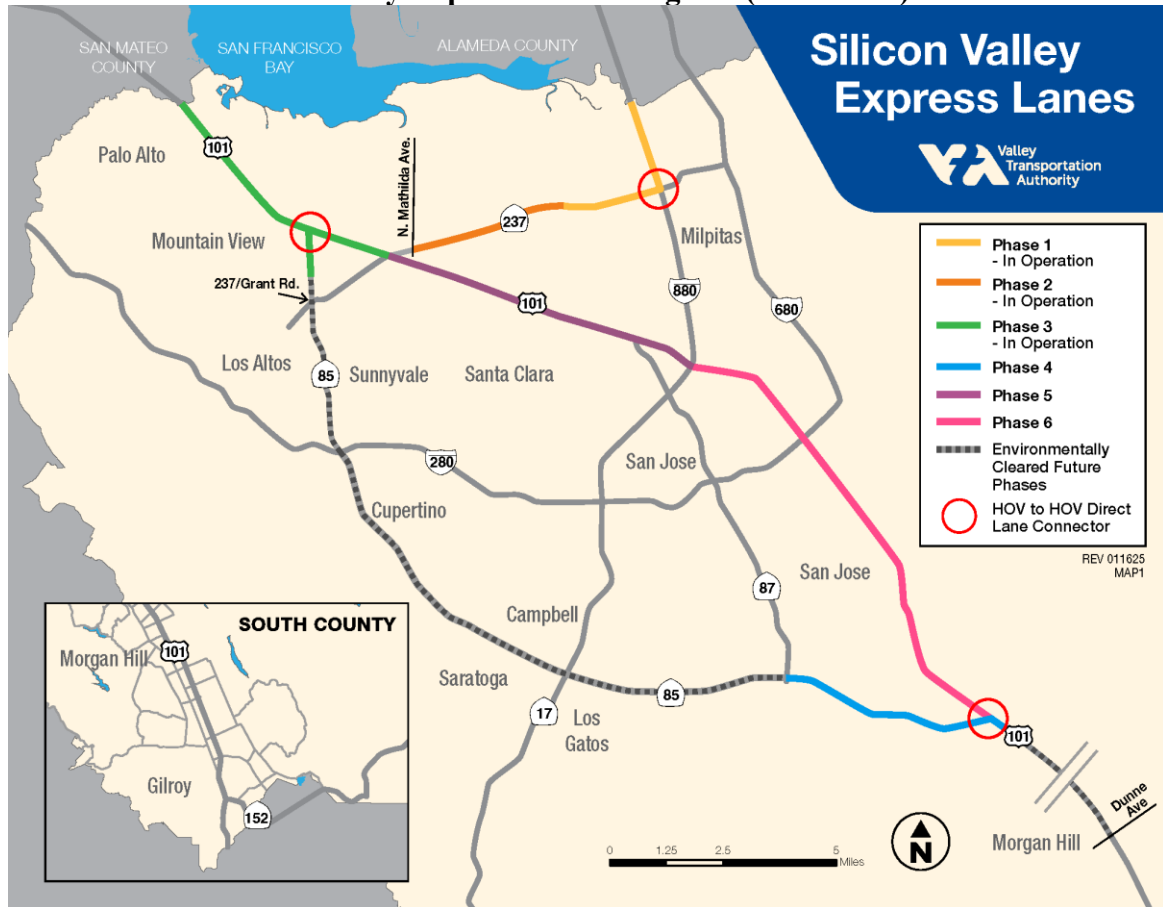
The primary objectives of the SVEL Program are to provide congestion relief through more effective use of existing roadways; provide commuters with a new mobility option; and provide a new funding source for transportation improvements including public transit.

The SVEL Program currently consists of two corridors as permitted in the legislation, the SR 237/I-880 and US 101/SR 85 corridors with 209 lane-miles that are estimated to cost just over \$1.3 billion to deliver. Due to the inability to fund the delivery of the entire Program as a single project, the Program is being delivered in phases. There are three existing phases in operation (Phases 1, 2 and 3) and an additional three phases in process to be delivered in the near-term (within 3 to 5 years) - Phases 4, 5 and 6 (see Attachment A below). Ultimately, the SVEL Program could be one of the primary sources of revenue to support transit operations to help address long-term sustainability and equity concerns related to travel options in Santa Clara County.

In line with these objectives, combining VTA's role as a transit service provider and a Congestion Management agency, the express lanes projects implement a roadway pricing system to provide congestion relief and a new mobility option for some commuters. The roadway pricing system allows commuters not meeting the eligible occupancy level to use the express lanes for a fee. The fee changes dynamically in response to existing congestion levels and available capacity in the carpool lanes. As more commuters choose to use express lanes, this in turn also provides for traffic congestion relief in the general-purpose lanes.

The legislative authority for the SVEL Program stipulates that revenues generated in a corridor must be spent in that corridor for transportation improvement projects including the high occupancy vehicle (HOV) system and to support transit operations. The use of net revenues must be approved by the VTA Board of Directors through an Expenditure Plan adopted by the Board. The SVEL Program has generated net positive revenues since its inception.

Attachment A: Silicon Valley Express Lanes Program (Phases 1-6)



Existing Express Lanes in Operations – Phases 1, 2 and 3

SR 237/I-880 Corridor

The first phase of Program implementation resulted in the SR 237/I-880 Express Lanes (Phase 1 Project) that went into operation in March 2012. The initial project converted the SR 237/I-880 direct carpool connector lanes to express lanes operations as well as sections of existing carpool lanes on SR 237 and I-880 through the SR 237/I-880 interchange.

On November 15, 2019, the Phase 2 of the express lanes opened for tolling, extending the SR 237/I-880 Express Lanes westward towards US 101 from North First Street in San Jose to Mathilda Avenue in Sunnyvale by converting the remaining carpool lanes on SR 237. VTA entered into a loan agreement with Western Alliance Bank to provide a \$24 million loan to help fund construction costs to complete the Phase 2 Project. The loan is secured solely based on SR 237 revenues from tolls and any other revenues from the operation of the SR 237 Express Lanes.

US 101/SR 85 Corridor

On February 11, 2022, the US 101/SR 85 Phase 3 Project, the first phase of the US 101/SR 85 corridor, opened to tolling by converting the US 101 carpool lanes to express lanes operations between the Santa Clara/San Mateo County line in Palo Alto to near SR 237 in Sunnyvale. This segment includes the first dual-lane express lanes in Santa Clara County. The project also converted the US 101/SR 85 direct carpool connectors to express lanes, and a short segment on SR 85 from US 101 to SR 237/Grant Road in Mountain View. This implementation connects these express lanes seamlessly to those in San Mateo County on US 101 owned by the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA).

The Program uses business rules consistent with other Bay Area express lanes, including a FasTrak® transponder requirement, use of video enforcement, hours of operations from 5am to 8pm, and tolling of single-occupant Clean Air Vehicles (CAVs) with the toll rate for CAVs at 50 percent of the displayed toll rate.

Future Near-Term Express Lanes Projects – Phases 4, 5 and 6

Phases 4, 5 and 6 are the next phases slated for tolling operations within the next three to five years. The Phase 4 Project is currently under construction and consists of converting the HOV lanes to express lanes in both directions on SR 85 from SR 87 to US 101 in San Jose, including the existing US 101/SR 85 direct carpool connectors to express lanes operations and the approaches to/from US 101. It is scheduled to begin tolling operations in 2028. The VTA Board of Directors also authorized the use of up to 50% of the Phase 4 Project's annual net revenues to fund transit operations, after setting aside funds for future Phase 4 operations, debt service, reserves, future electronic toll systems replacement, and roadway pavement rehabilitation obligations. This was to fulfill the pledge made as part of the grant application submitted for federal Carbon Reduction Program funds.

The Phase 5 Project is scheduled to complete design in late 2025, begin construction in 2026 and open for tolling operations in 2029. The Phase 5 Project on US 101 would extend southward from Phase 3 (near SR 237 in Sunnyvale to I-880 in San Jose), converting existing carpool lanes to express lanes and add a second express lane in each direction in the freeway median from Fair Oaks Avenue to I-880 in San Jose.

The Phase 6 Project is ready to commence design work with construction scheduled to start in 2028 and the express lanes opening in 2031 pending funding availability. The Phase 6 Project on US 101 extends southward from Phase 5 Project converting existing HOV lanes to express lanes and add a second express lane from I-880 to Blossom Hill in San Jose.

Other efforts to advance future express lanes implementations include undertaking planning efforts to do Caltrans Planning Initiation Document for:

- I-880 Express Lanes between the SR 237/I-880 interchange and US 101 to convert the existing I-880 HOV lanes to express lanes operations. This would be a conversion of the existing carpools lanes on I-880 that connect to the operating SR 237/I-880 express lanes

to express lanes operations.

- South County Express Lanes on US 101 to add a single express lane (from the termination of the existing US 101 carpool lanes in Morgan Hill to the US 101/SR 25 Interchange in Gilroy).

The SVEL Program Budget

The Proposed FY 2026 and FY 2027 SVEL Program budget presents the anticipated revenues and expenditures over the next two fiscal years for the SR 237/I-880 and US 101/SR 85 corridors. In addition to revenues and expenses presented as part of the budget, costs related to paying portion of the project costs of future phases of the express lanes are included.

Operations

For presentation of the budget, the revenues, and expenses for the two corridors of SR 237/I-880 and US 101/SR 85 are presented separately. The legislative authority for the SVEL Program stipulates that revenues generated in a corridor must be spent in that corridor. For the express lanes operations, the anticipated expenditures incorporate operations and maintenance (O&M) costs including, but are not limited, to labor, professional and special services (such as toll and violation processing fees, enforcement, electronic toll system maintenance, and Caltrans (roadway maintenance), utilities, debt service, and contingency.

Caltrans

Caltrans is the owner of the state roadway system. Based on the legislative authority, VTA is the owner/operator for express lanes on SR 237/I-880 and US 101/SR 85. VTA has an operations and maintenance (O&M) agreement with Caltrans that requires VTA to reimburse Caltrans for providing roadway maintenance support (up to \$350,000 for each FY 26 and FY 27) and roadway rehabilitation for the express lanes. In addition to funding current costs, VTA is setting aside amounts to pay Caltrans for future express lanes pavement rehabilitation along the express lanes corridors.

Set Asides

For FY 2025, the combined SVEL Program is projected to end the fiscal year with a positive ending cash balance of about \$22.8 million. This operating surplus will be allocated among the various set-asides and reserves listed below, giving priority to reserving for significant future maintenance costs to replace and/or upgrade the tolling system equipment and to reserve for planned future roadway rehabilitation costs that will be owed to Caltrans. Replacement of tolling system equipment and roadway resurfacing are expected to occur every 7 to 10 years. After reserving for the future toll system replacement and pavement rehabilitation, funds have been set-aside to help fund construction of the next phase of the express lanes namely Phases 4, 5 and 6. For system expansion, the set aside funds can serve as local match to secure grant funding to fund the construction of future phases, as well as provide match (equity) to obtain a loan or issue bonds as part of the funding plan to construct additional phases. These funds are required

VTA FY 2026 & FY 2027 PROPOSED BUDGET

to be applied only in the corridor from which they were generated.

In the future, the SVEL program may provide revenues to support an equity program. Express lanes operators in the Bay Area are studying how a regional equity program might be administered.

As the system is expanded and greater funding becomes available from the system, it is a goal of the SVEL Program to begin providing some amount of funding to VTA Transit Operations. VTA, as both a transit operator and the Congestion Management agency for Santa Clara County, is in a unique position to use the SVEL Program to help support transit to provide travel options that are both sustainable and equitable. The VTA Board approved up to 50% of the net revenues from the future Phase 4 project towards transit operations beginning in Fiscal Year 2028. The revenues could be used to increase service and/or provide new services. To achieve this goal on a larger scale, it is imperative that VTA prioritize the construction of a significant portion of the SVEL Program. A mature system will generate sufficient revenue to allow funding to flow to transit operations and other similar purposes.

Silicon Valley Express Lanes Program Comparison of Revenues and Expenses (Dollars in Thousands)

Silicon Valley Express Lanes / US 101 SR 85 COMPARISON OF REVENUES AND EXPENSES (Dollars in Thousands)

Line	Category	FY24 Actual	FY25 Current Budget [1]	FY25 Projected Actual [2]	FY26 Proposed Budget	Variance from FY25 Projected	% Var	FY27 Proposed Budget	Variance from FY26 Proposed Budget	% Var
1	Toll Revenues	17,546	8,473	17,908	19,518	1,610	9.0%	22,213	2,695	13.8%
2	Investment Earnings		0	838	607	(231)	-27.6%	407	(200)	-32.9%
3	Total Revenue	17,546	8,473	18,746	20,125	1,379	7.4%	22,620	2,495	12.4%
4	Professional & Special Services	4,185	5,405	5,042	6,034	992	19.7%	6,417	383	6.3%
5	Other Services				1,000	1,000		800	(200)	-20.0%
6	Utilities	37	40	39	50	11	28.2%	50	0	0.0%
7	Office Expense	0	1	1	1	0		1	0	0.0%
8	Communications	29	60	33	60	27	81.8%	60	0	0.0%
9	Miscellaneous	12	16	13	16	3	23.1%	16	0	0.0%
10	VTA Staff Services	377	561	438	777	339	77.3%	777	0	0.0%
11	Contribution To Other Agencies				22,500	22,500		22,158	(342)	-1.5%
12	Debt Service									
13	Contingency	0	400	0	500	500		500	0	0.0%
14	Total Expense	4,641	6,483	5,566	30,938	25,372	455.8%	30,779	(159)	-0.5%
15	Revenues Over (Under) Expenses	12,905	1,990	13,180	(10,813)	(23,993)	-182.0%	(8,159)	2,654	-24.5%

¹ Reflects Adopted Budget approved by the Board of Directors on June 1, 2023

² Projection as of February 28, 2025

³ Contribution to Other Agencies reflects use of Express Lanes revenues for projects as approved by Board of Directors per Expenditure Plan
Note: Totals and percentages may not be precise due to independent rounding

MTA FY 2026 & FY 2027 PROPOSED BUDGET

***Silicon Valley Express Lanes Program
Summary of Changes in Net Position
(Dollars in Thousands)***

**Silicon Valley Express Lanes / SR 237
COMPARISON OF REVENUES AND EXPENSES
(Dollars in Thousands)**

Line	Category	FY24 Actual	FY25 Current Budget [1]	FY25 Projected Actual [2]	FY26 Proposed Budget	Variance from FY25 Projected	% Var	FY27 Proposed Budget	Variance from FY26 Proposed Budget	% Var
1	Toll Revenues	\$7,051	\$4,140	\$7,764	\$8,068	\$304	3.9%	\$8,571	\$503	6.2%
2	Investment Earnings	\$1,592	\$15	\$924	\$209	(\$715)	-77.4%	\$221	\$12	5.7%
3	Total Revenue	\$8,643	\$4,155	\$8,688	\$8,277	(\$411)	-4.7%	\$8,792	\$515	6.2%
4	Professional & Special Services	\$2,009	\$2,493	\$1,680	\$2,809	\$1,129	67.2%	\$3,002	\$193	6.9%
5	Other Services	\$0			\$1,000	\$1,000		\$200	(\$800)	-80.0%
6	Utilities	\$24	\$28	\$24	\$30	\$6	25.0%	\$30	\$0	0.0%
7	Office Expense									
8	Communications	\$1			\$20	\$20		\$20	\$0	0.0%
9	Miscellaneous	\$5	\$10	\$8	\$10	\$2	18.6%	\$10	\$0	0.0%
10	MTA Staff Services	\$230	\$264	\$248	\$393	\$146	58.9%	\$405	\$12	3.0%
11	Contribution To Other Agencies				\$2,000	\$2,000		\$0	(\$2,000)	-100.0%
12	Debt Service	\$1,285	\$1,281	\$1,281	\$1,281	\$0	0.0%	\$2,581	\$1,300	101.5%
13	Contingency	\$0	\$200	\$0	\$300	\$300		\$300	\$0	0.0%
14	Total Expense	\$3,554	\$4,276	\$3,241	\$7,843	\$4,602	142.0%	\$6,548	(\$1,295)	-16.5%
15	Revenues Over (Under) Expenses	\$5,089	(\$121)	\$5,447	\$434	(\$5,013)	-92.0%	\$2,244	\$1,810	417.4%

¹ Reflects Adopted Budget approved by the Board of Directors on June 1, 2023

² Projection as of February 28, 2025

³ Contribution to Other Agencies reflects use of Express Lanes revenues for projects as approved by Board of Directors per Expenditure Plan

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

***Silicon Valley Express Lanes Program
Summary of Changes in Net Position
(Dollars in Thousands)***

<u>Line</u>	<u>Description</u>	<u>FY24 Actual</u>	<u>FY25 Projected Actual¹</u>	<u>FY26 Proposed Budget</u>	<u>FY27 Proposed Budget</u>
1	Total Program Revenues	26,189	27,434	28,402	31,412
2	Total Program Expenses	(8,195)	(8,807)	(38,781)	(37,327)
3	Revenues Over (Under) Expenses	17,994	18,627	(10,379)	(5,915)
4	Beginning Net Position	17,013	35,007	53,634	43,256
5	Revenues Over (Under) Expenses	17,994	18,627	(10,379)	(5,915)
6	Ending Net Position	35,007	53,634	43,256	37,341

¹Projections as of February 28, 2025



Transit-Oriented Communities Program

Transit-Oriented Communities Program

Overview

The VTA Board of Directors, based on staff recommendations, has adopted a Transit-Oriented Communities Policy that establishes an innovative and entrepreneurial real estate development program for Transit-Oriented Development (TOD) projects on VTA-owned sites aimed at increasing transit ridership, catalyzing private TOD on sites around VTA transit centers, and generating long-term revenues. Consistent with the Board of Directors' 2022 policy revision to create a Transit-Oriented *Communities* Policy, VTA has established a larger policy objective to assist local jurisdictions to create privately owned TOD projects and multimodal improvements around transit stations and along transit corridors to establish Transit-Oriented Communities.

Pursuant to Board-adopted Transit-Oriented Communities Policy, VTA has identified 28 sites that constitute a TOD Portfolio with more than 200 acres where VTA seeks to create mixed-use, mixed-income TOD pursuant to long-term ground leases in public-private partnerships with developers. Many Some of these sites are parking lots or facilities that have a federal interest, due to Federal Transit Administration (FTA) grant funding for the original construction. FTA approval is required for TOD of these sites pursuant to its Circular on Joint Development. Since reactivation of the TOD program in 2016, the Board of Directors has authorized six contracts for TOD projects. Under a Memorandum of Understanding with Santa Clara County's Office of Supportive Housing, VTA is completing pre-development work for four affordable housing TOD projects. In total, VTA now has more than 1,600 residential units in construction, pre-construction or pre-development, with over 1,100 of those units affordable to households earning 60% or less of Area Median Income as set forth in VTA's Affordable Housing Policy in the Transit-Oriented Communities Policy.

The FY 2026 and FY 2027 Proposed Budget for the Transit-Oriented Communities Program represents current and anticipated lease revenues, as well as the level of effort (expenditures) required to implement multiple TOD projects with the goal of generating a substantial new long-term revenue source for the Agency, as well as assistance to local jurisdictions on Transit-Oriented Communities. Prior to FY 2012, activities related to the TOD Program were captured solely in the VTA Transit Operating Budget. Based on the anticipated level of future activities, they are now being captured separately and reported in the TOD Fund.

The Transit-Oriented Communities Program budget is broken into two major components: operating budget and capital budget. The operating budget includes appropriation for program-wide planning and analysis, including support for Transit-Oriented Communities work with local jurisdictions. The capital budget captures costs for site analysis, entitlement processing, developer solicitation, and TOD project agreements for individual VTA TOD sites. The work program is focused on accomplishing close to full build-out of the current portfolio of VTA TOD sites. The current work effort in a given fiscal year reflects the interaction between obtaining entitlements to support TOD project, current market and economic conditions, developer interest, and VTA staff capacity to initiate as well as complete new Transit-Oriented projects.

VTA FY 2026 & FY 2027 PROPOSED BUDGET

The following table shows the capital budget appropriation requested for FY 2026 and FY 2027, and is followed by a brief project description, funding sources, and potential operating cost impact. Capital Project funding for the two-year period is appropriated in FY 2026 in order to facilitate administration of the program. Capital project appropriations do not expire at the end of the fiscal year and are carried forward until the project is completed.

Transit-Oriented Program-Operating Comparison of Revenues and Expenses (Dollars in Thousands)

Transit-Oriented Development Program COMPARISON OF REVENUES AND EXPENSES (Dollars in Thousands)

Line	Category	FY24 Actual	FY25 Current Budget [1]	FY25 Projected Actual [2]	FY26 Proposed Budget	Variance from FY25 Projected	% Var	FY27 Proposed Budget	Variance from FY26 Proposed Budget	% Var
1	Investment Earnings	1,568	817	1,343	1,008	(335)	-24.9%	1,008	0	0.0%
2	Property Rental	796	1,464	1,298	1,199	(99)	-7.6%	37,967	36,768	3066.8%
3	Total Revenue	2,363	2,281	2,641	2,207	(434)	-16.4%	38,975	36,768	1666.0%
4	Professional & Special Services	112	275	214	285	71	33.1%	245	(40)	-14.0%
5	Other Services	10	12	7	26	19	253.7%	26	0	0.0%
6	Data Processing	0	15	0	19	19		39	20	108.1%
7	Employee Related Expense	0	0	0	2	1	641.0%	2	0	0.0%
8	Miscellaneous	0	7	0	24	24		24	0	0.0%
9	VTA Staff Services	62	53	79	65	(14)	-17.4%	65	0	0.0%
10	Contribution To Other Agencies	0	0	0	4,493	4,493		4,800	307	6.8%
11	Total Expense	184	360	301	4,914	4,612	1530.5%	5,200	287	5.8%
12	Revenues Over (Under) Expenses	2,180	1,921	2,340	(2,707)	(5,046)	-215.7%	33,775	36,482	-1347.9%

1 Reflects Adopted Budget approved by the Board of Directors on June 1, 2023

2 Projection as of February 28, 2025

VTA FY 2026 & FY 2027 PROPOSED BUDGET

***Transit-Oriented Program Operating
Sources and Uses of Funds Summary
(Dollars in Thousands)***

<u>Line</u>	<u>Description</u>	<u>FY24 Actual</u>	<u>FY25 Projected Actual¹</u>	<u>FY26 Adopted Budget</u>	<u>FY27 Adopted Budget</u>
1	Total Operating Revenues	2,363	2,641	2,207	38,975
2	Total Operating Expenses	(184)	(301)	(4,914)	(5,200)
3	Total TOD Funded Capital Expenses	(3,211)	(3,716)	(3,676)	(3,534)
4	Revenues Over (Under) Expenses	(1,031)	(1,377)	(6,383)	30,241
5	Beginning Net Position	32,803	31,772	30,395	24,013
6	Revenues Over (Under) Expenses	(1,031)	(1,377)	(6,383)	30,241
7	Ending Net Position	31,772	30,395	24,013	54,254
8	Transit-Oriented Program Share of Capital ²	(22,423)	(18,484)	(15,550)	(11,453)
9	Uncommitted Net Position	9,349	11,911	8,463	42,801

¹ Projection as of February 28, 2025

² Transit-Oriented funded share of previously appropriated projects not yet expended and assets under constructions

***Transit-Oriented Program-Capital
Schedule of FY 2026 & FY 2027 Appropriation
(Dollars in Thousands)***

Project	FY 2026 & FY 2027		
	Funding Source		Total
	Transit-Oriented	Other	
1. Transit-Oriented Predevelopment Activities	11,640	-	11,640
Grand Total	11,640	0	11,640

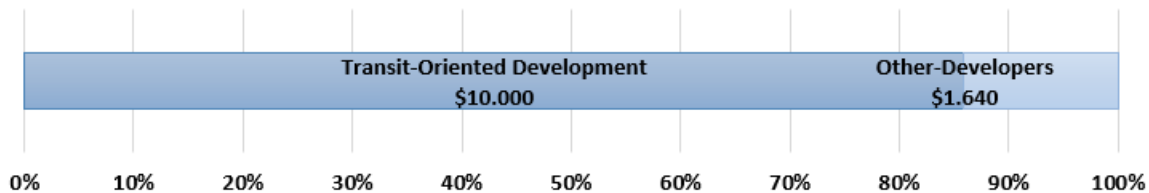
Description of FY 2026 & FY 2027 Appropriated Project

1. Transit-Oriented Development Predevelopment Activities - \$11.64 million

Project Scope

This placeholder project reserves appropriation for various predevelopment and project assistance activities on TOD sites. These activities include, but are not limited to, development feasibility, CEQA (California Environmental Quality Act) Analysis, land entitlements, site design, parking and circulation analysis, financial feasibility, legal review, peer review, transactional support, solicitation documentation, and construction management. As expenditure needs are identified, appropriation is reallocated from this placeholder project to the respective site-specific project.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact – None

FY 2026 & FY 2027 Request – \$11.64 million

Estimated Total Project Cost – \$112.9 million

Anticipated Completion Date – 12/31/2045



VTP Transportation Program

VTP Transportation Program

Overview

VTP 2050 is the current approved long-range countywide transportation plan for Santa Clara County. Developed by the VTA's Congestion Management Program (CMP) and adopted in June 2023, projects must be included in the plan as a pre-requisite for eligibility to receive federal, state, regional, and local discretionary fund programming. VTA enters into construction agreements with cities in the County to deliver various projects included in VTP 2050.

The total additional appropriation for the identified VTP Highway Improvement Program Capital Projects for FY 2026 and FY 2027 is \$830.1 million, 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 at the start of the first year to facilitate administration of the program and includes projects related to freeway and highway improvements, complete streets, and bicycle/pedestrian improvements.

The table on the following page lists each project and its general funding source category. The subsequent pages provide a brief description of each project, identified funding sources for the FY 2026 and FY 2027 requested appropriation, potential operating cost impacts, estimated total project cost, and anticipated completion date.

Capital project appropriations do not expire at the end of a fiscal year and are carried forward until the project is completed. Capital carryover is defined as appropriation that is unspent at the end of the fiscal year.

VTA FY 2026 & FY 2027 PROPOSED BUDGET

***VTP Transportation Program
Schedule of FY 2026 & FY 2027 Appropriation
(Dollars in Thousands)***

Project	Funding Source					Total
	Federal	State	2016 Measure B	Other	VTA Local	
1. SR 152 Trade Corridor	0	0	0	10,000	0	10,000
2. US 101/SR 152/10th Street Interchange Improvements	0	0	3,130	790	0	3,920
3. Calaveras Boulevard Improvements Project	0	0	11,400	300,000	0	311,400
4. I-880 Montague Expressway Interchange Improvement	0	0	0	26,100	0	26,100
5. US 101/Monterey Road Wildlife Crossings	0	0	0	14,650	0	14,650
6. US 101/Zanker Rd Skyport Dr N 4th St Interchange Improvement	0	0	28,100	10,000	0	38,100
7. I-280/Wolfe Road Interchange Improvement Project	0	0	0	5,000	0	5,000
8. US 101 SR 25 Phase 1 Improvement	0	0	0	10,300	0	10,300
9. SR 17 Corridor Congestion Relief Project	0	0	10,383	917	0	11,300
10 US 101 SB San Antonio / Charleston / Rengstorff Ramp Imp	0	0	129,576	18,424	0	148,000
11 SR 17 Wildlife and Trail Crossing	0	0	0	32,950	0	32,950
12 US 101 / De La Cruz / Trimble Road Landscaping PEP	0	0	1,043	0	0	1,043
13. SR 17 Southbound/Hamilton Avenue Offramp	0	0	1,000	300	0	1,300
Highways Total	0	0	184,632	429,431	0	614,062
14. Bascom Complete Streets Corridor Improvements Phase 1 (Hamilton Avenue to I-880)	0	0	0	23,845	0	23,845
15. Central Bikeway	0	0	0	4,500	0	4,500
16. Keep Santa Clara Valley Beautiful Resiliency Project	0	0	0	1,086	0	1,086
17. Spooky Knoll Trail Project	400	0	0	80	0	480
18. Countywide Complete Streets Corridor Assessment & Feasibility Studies	0	0	0	974	0	974
19. Santa Clara Countywide Bicycle Plan Update	0	0	0	416	0	416
20. Expressway Bike Superhighway Feasibility Study	0	0	0	417	0	417
21. Bike Tech Guidelines Refresh	0	0	0	100	0	100
22. Pedestrian Access to Transit Plan Update	0	0	0	190	0	190
23. Countywide Multimodal Traffic Signal Coordination Project	0	666	0	0	0	666
Bicycle & Pedestrian Total	400	666	0	31,608	0	32,673
24. Silicon Valley Express Lanes - US 101 Phase 7	0	0	0	28,000	0	28,000
25. Silicon Valley Express Lanes - SR 85 Project A	0	0	0	12,000	0	12,000
26. Silicon Valley Express Lanes - SR 85 Project B	0	0	0	20,000	0	20,000
27. Silicon Valley Express Lanes - SR 85 Project C	0	0	0	19,000	0	19,000
28. Silicon Valley Express Lanes - I-680	0	0	0	2,000	0	2,000
29. Silicon Valley Express Lanes - US 101_SR 85 Phase 4	0	0	0	13,200	0	13,200
30. Silicon Valley Express Lanes - US 101 Phase 5	0	0	0	33,200	0	33,200
31 Silicon Valley Express Lanes - US101 South County	0	0	0	21,000	0	21,000
32. Silicon Valley Express Lanes - US 101 Phase 6	0	0	0	35,000	0	35,000
Express Lanes Total	0	0	0	183,400	0	183,400
Grand Total, VTP Projects	400	666	184,632	644,438	0	830,136

VTP Transportation Program ***Descriptions of FY 2026 & FY 2027 Appropriated Projects***

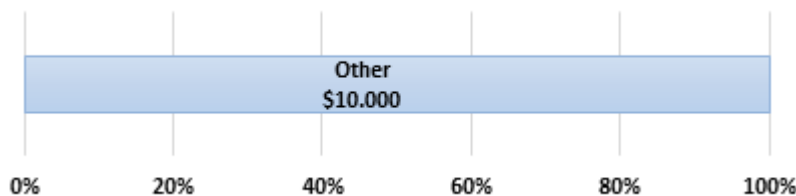
Highway

1. SR 152 Trade Corridor

Project Scope

The SR 152 Trade Corridor will provide a new toll facility on SR 152 between US 101 and I-5 and includes the realignment of SR 152 between US 101 and SR 156.

Funding (in millions)



Business Line(s) Supported

- Transportation System Management
- Delivering Projects and Programs

Operating Budget Impact – None

FY 2026 & FY 2027 Request – \$10 million

Estimated Total Project Cost – \$50 million

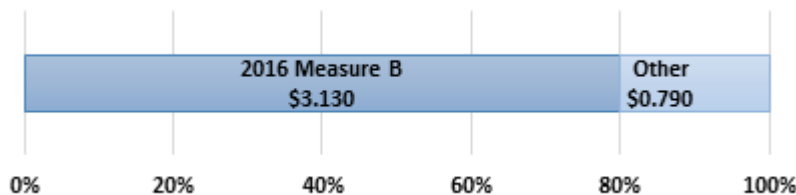
Anticipated Completion Date – 06/30/2031

2. US 101/SR 152/10th Street Interchange Improvements

Project Scope

The purpose of this project is to improve traffic operations and provide facilities for multimodal forms of transportation, including bicycles, pedestrians, and high-occupancy vehicles at the US 101/SR 152/10th Street interchange in the City of Gilroy. The project includes widening the existing US 101/SR 152/10th Street bridge, reconstructing new on-ramps and off-ramps, modifying existing local street intersections, upgrading bicycle and pedestrian facilities along 10th Street, and constructing retaining walls as needed.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

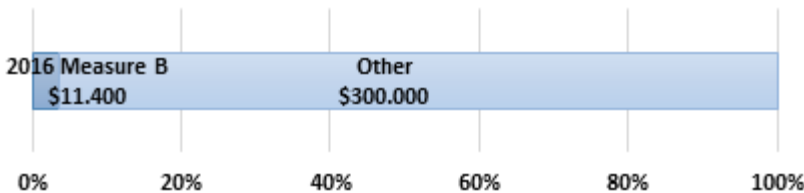
Operating Budget Impact – None
FY 2026 & FY 2027 Request – \$3.9 million
Estimated Total Project Cost – \$82 million
Anticipated Completion Date – 12/30/2032

3. Calaveras Boulevard Improvements Project

Project Scope

The project will widen Calaveras Boulevard between Abel Street and Milpitas Boulevard with three continuous lanes in both directions on Calaveras Boulevard by changing from 4 to 6 lanes between Abel Street and Milpitas Boulevard. Implement complete streets. Replace the existing structures over the Union Pacific Railroad/Bay Area Rapid Transit (UPRR/BART) tracks and replace the existing structures over North Main Street and the UPRR/BART tracks.

Funding (in millions)



Operating Budget Impact – None
FY 2026 & FY 2027 Request – \$311.4million
Estimated Total Project Cost – \$354.0 million
Anticipated Completion Date – 12/31/2030

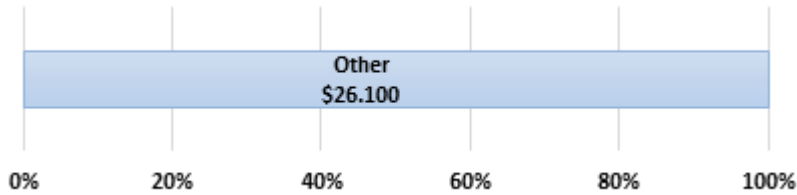
4. I-880 Montague Expressway Interchange Improvement

Project Scope

The purpose of this project is to improve circulation and access along Montague Expressway and between Montague Expressway and I-880 to support access to North San Jose, provide comfortable, convenient and connected complete streets facilities for people walking, biking and taking transit along Montague Expressway and across I-880 and improve access to transit and transit reliability along Montague Expressway. The Project's improvements include: reconstructing the existing Montague Expressway interchange with I-880, which includes construction of new onramps and offramps, modifying the existing McCarthy-O'Toole intersection with Montague Expressway, upgrading bicycle and pedestrian facilities along Montague Expressway, and construction of retaining walls and soundwalls as needed. The requested funds are for Project Approval/Environmental Document (PA/ED) phases of the project. Future requests are for final design, right-of-way, and construction of the project.

Funding (in millions)

VTA FY 2026 & FY 2027 PROPOSED BUDGET



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact – NONE

FY 2026 & FY 2027 Request – \$26.1 million

Estimated Total Project Cost – \$280 million

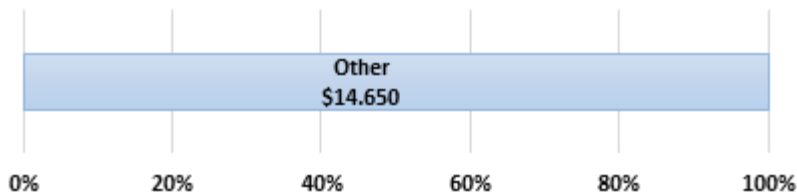
Anticipated Completion Date – NONE

5. US 101/ Monterey Road Wildlife Crossings

Project Scope

The requested budget is for the follow-on right-of-way (ROW) and final design, plans, specifications, and estimate (PS&E) phases for the Project. The purpose of the Project is to improve wildlife connectivities, and to improve safety by reducing vehicle-animal collision on the highway. The total project estimate is for PID, PA/ED, final design (PS&E), right-of-way (ROW), and construction phases of the Project on behalf of POST.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact – NONE

FY 2026 & FY 2027 Request – \$14.7 million

Estimated Total Project Cost – \$90 million

Anticipated Completion Date – 06/30/2030

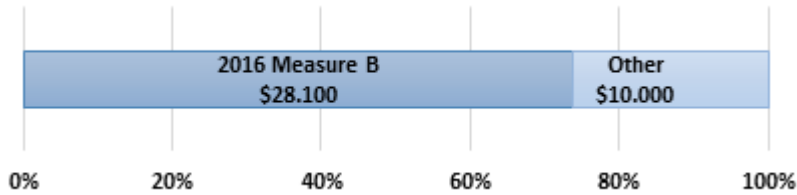
6. US 101/Zanker Rd/ Skyport Dr/ N 4th St Interchange Improvement

Project Scope

The Project, located in the City of San Jose, will construct a new overcrossing structure over US 101 connecting Zanker Road with N. Fourth Street/ Skyport Drive and modify US 101 on-and off-ramps. The Project will provide new connectivity in the area and improve traffic operations, local network circulation, improve access to and from Mineta San Jose International Airport, and accommodate all modes of transportation.

Funding (in millions)

VTA FY 2026 & FY 2027 PROPOSED BUDGET



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact – NONE

FY 2026 & FY 2027 Request – \$38.1 million

Estimated Total Project Cost – \$352 million

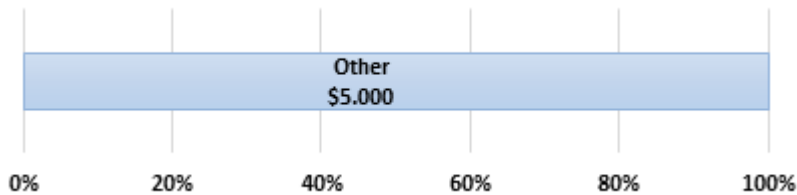
Anticipated Completion Date – 06/30/2032

7. I-280Wolfe Road Interchange Improvement Project

Project Scope

Reconstruct the I-280/Wolfe Road interchange in the City of Cupertino by replacing the structure, reconfiguring the ramps, provide complete streets improvements for bicycles/pedestrians for improved operations and safety.

Funding (in millions)



Operating Budget Impact – NONE

FY 2026 & FY 2027 Request – \$5.0 million

Estimated Total Project Cost – \$125 million

Anticipated Completion Date – 06/30/2031

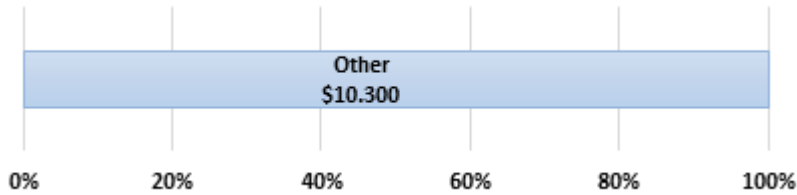
8. US 101 SR 25 Phase 1 Improvement

Project Scope

Reconstruct the US 101/ SR25 interchange overcrossing and ramps to primarily address the southbound US 101 off-ramp to SR 25 backup onto the mainline and improve safety by providing access control and improving ramp exit and merging operations, improve connectivity and traffic flow between US 101 and SR 25, and support planned future projects in the interchange area.

Funding (in millions)

VTA FY 2026 & FY 2027 PROPOSED BUDGET



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact – NONE

FY 2026 & FY 2027 Request – \$10.3 million

Estimated Total Project Cost – \$136 million

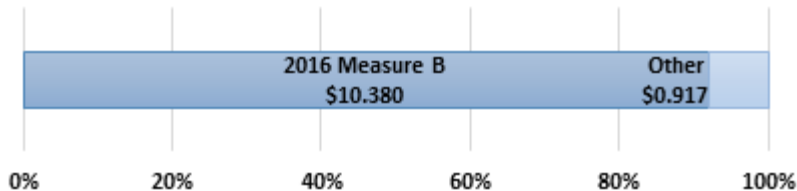
Anticipated Completion Date – 09/01/2028

9. SR 17 Corridor Congestion Relief Project

Project Scope

SR 17 improvements in the Town of Los Gatos to improve traffic operations, increase active transportation mobility and connectivity, improve SR 17 mainline and SR17/SR9 interchange operations and reduce cut through traffic through the Town. The Project includes replacing the existing full cloverleaf SR17/SR9 interchange with a spread-diamond interchange configuration. New auxiliary lanes along SR17 between the Lark Avenue interchange and the SR 9 interchange are also included in Project improvements.

Funding (in millions)



Operating Budget Impact – NONE

FY 2026 & FY 2027 Request – \$11.3 million

Estimated Total Project Cost – \$153 million

Anticipated Completion Date – 12/31/2030

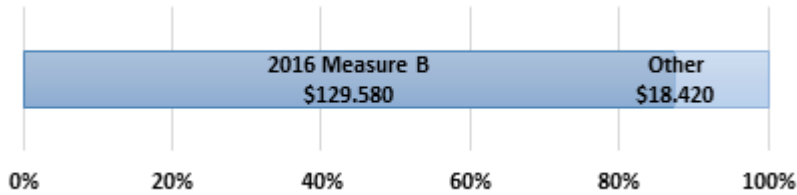
10. US 101 SB San Antonio / Charleston / Rengstorff Ramp Improvements

Project Scope

The Project proposes to modify the US 101 interchanges at San Antonio Rd. and Charleston Rd./Rengstorff Ave to relieve congestion and improve traffic operations on the freeway and local roadways. Scope includes providing a new access from San Antonio Rd to SB US 101, adding new auxiliary lanes as necessary, modifying existing on- and offramps and local intersections, and upgrading bicycle/pedestrian facilities at these two interchanges.

Funding (in millions)

VTA FY 2026 & FY 2027 PROPOSED BUDGET



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact – NONE

FY 2026 & FY 2027 Request – \$148 million

Estimated Total Project Cost – \$192 million

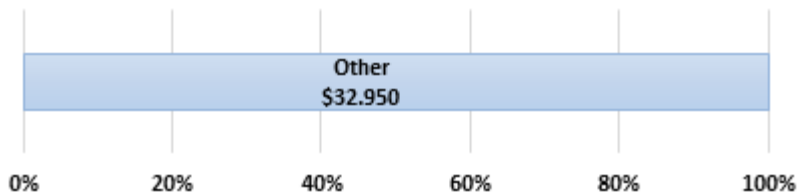
Anticipated Completion Date – 12/30/2030

11. SR 17 Wildlife and Trail Crossing

Project Scope

The purpose of the Highway 17 Crossing Project is to improve safe crossing for wildlife and pedestrians across Highway 17 and connections to the trails expansions in the area. The Project's improvements include but are not limited to construct an overcrossing structure over SR 17 and an undercrossing under SR 17 structure, installing up to 5.4 miles of related directional fencing, and landing areas on both sides of SR 17 to accommodate a multi-use regional trail overcrossing to close a gap in the planned 550-mile Bay Area Ridge Trail.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact – NONE

FY 2026 & FY 2027 Request – \$32.95 million

Estimated Total Project Cost – \$40 million

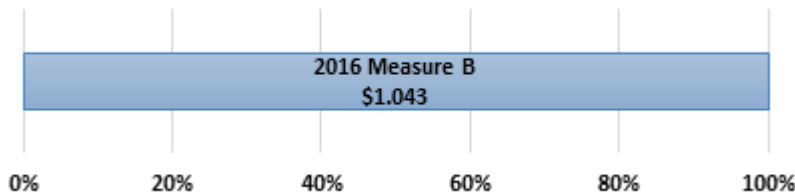
Anticipated Completion Date – 04/30/2030

12. US 101 / De La Cruz / Trimble Road Landscaping PEP

Project Scope

The final design for the Plant Establishment Period (PEP) of the US 101/De La Cruz Blvd/Trimble Rd Interchange Improvements project (P-1238) is currently in progress, and the civil construction is expected to be completed in February 2026, which includes the construction of civil infrastructure, landscaping, and the first-year PEP. The requested funds will be used to prepare a separate bid package for completing the follow-on 2-year PEP, as required by Caltrans.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact – NONE

FY 2026 & FY 2027 Request – \$1.0 million

Estimated Total Project Cost – \$1.8 million

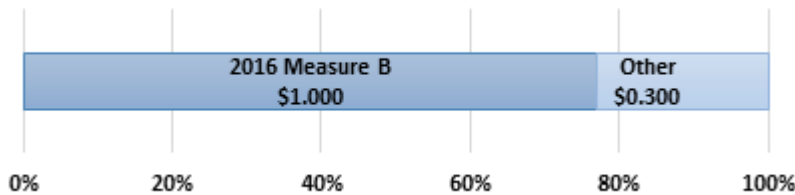
Anticipated Completion Date – 06/30/2028

13. SR 17 Southbound/ Hamilton Avenue Offramp

Project Scope

The purpose of this Project is to address highway congestion, improve local traffic circulation, and implement complete streets for bicycles/pedestrians as needed.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact – NONE

FY 2026 & FY 2027 Request – \$1.3 million

Estimated Total Project Cost – \$5.4 million

Anticipated Completion Date – 06/30/2029

Bicycle & Pedestrian

14. Bascom Complete Streets Corridor Improvements Phase 1 (Hamilton Avenue to I-880)

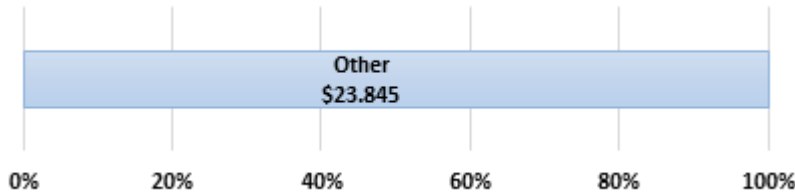
Project Scope

The Project will environmentally clear, develop and implement a roadway reconfiguration of the northern three miles of the Bascom Avenue Corridor between Hamilton Avenue in Campbell and south of I-880 in San Jose. The Project corridor passes through City of San José, unincorporated areas of Santa Clara County, City of Campbell, and Caltrans jurisdictions. The Project scope

VTA FY 2026 & FY 2027 PROPOSED BUDGET

includes the design and environmental phases of the project. The roadway improvements will include ways to accommodate Class IV separated bikeway facilities, install sidewalks to close gaps in connectivity, widen sidewalks, improve intersections for pedestrians and bicyclists by providing shorter and high-visibility crossings, improve transit reliability and speed, and improve pedestrian access to transit stations along the Bascom Avenue Corridor.

Funding (in millions)



Business Line(s) Supported

- Faster, Frequent, Reliable Transit
- Delivering Projects and Programs

Operating Budget Impact – NONE

FY 2026 & FY 2027 Request – \$23.8 million

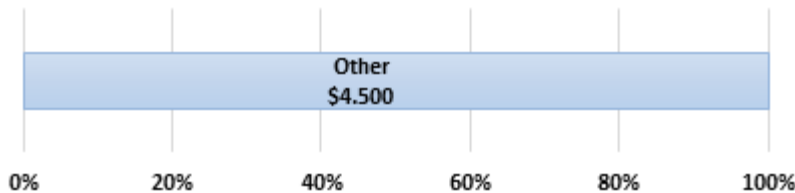
Estimated Total Project Cost – \$84.0 million

Anticipated Completion Date – 06/30/2029

15. Central Bikeway

Project Scope

Project will environmentally clear, design, and construct the Central Bikeway, a 10-mile long bike superhighway that connects the City of Santa Clara, Santa Clara University, Japantown, Guadalupe River Trail, Coyote Creek Trail and Berryessa BART station in the City of San Jose. **Funding (in millions)**



Business Line(s) Supported

- Faster, Frequent, Reliable Transit
- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact – NONE

FY 2026 & FY 2027 Request – \$4.5 million

Estimated Total Project Cost – \$220.0 million

Anticipated Completion Date – 06/30/2035

16. Keep Santa Clara Valley Beautiful Resiliency Project

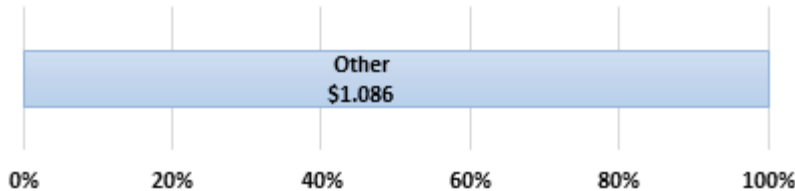
Project Scope

VTA FY 2026 & FY 2027 PROPOSED BUDGET

This project is dedicated to advancing environmental sustainability and community engagement by implementing initiatives such as litter cleanup efforts, urban micro-forest plantings, feasibility studies, and the formation of volunteer groups. The project scope includes the following work tasks:

- 1) Organizing monthly community cleanup and micro-forest/tree planting events,
- 2) Forming volunteer groups,
- 3) Purchasing materials and supplies to support the cleanup and greening events,
- 4) Conducting a feasibility study for planting micro forests on VTA properties and projects,
- 5) Leveraging local funds to initiate demonstration sustainability projects.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact – NONE

FY 2026 & FY 2027 Request – \$1.1 million

Estimated Total Project Cost – \$1.4 million

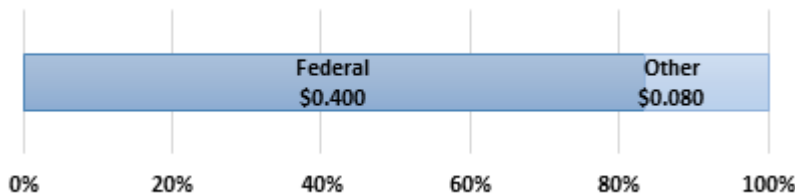
Anticipated Completion Date – 06/20/2030

17. Spooky Knoll Trail Project

Project Scope

The project will construct an approximately 1.0-mile trail which will create a new segment of the Bay Area Ridge Trail and support closing the significant gap posed by Highway 17 in the Santa Cruz Mountains. Project is located west of Highway 17 mile post 5.5 in El Sereno Open Space Preserve, Santa Clara County, CA. Mid-Peninsula Open Space District is the lead for construction.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact – None

FY 2026 & FY 2027 Request – \$0.5 million

Estimated Total Project Cost – \$0.5 million

Anticipated Completion Date – 12/31/2025

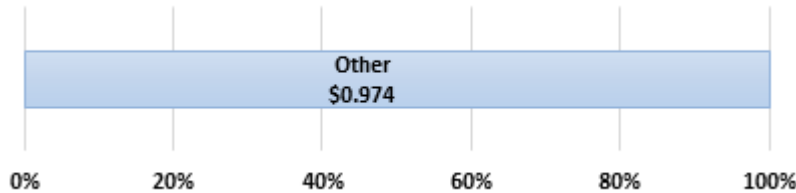
18. Countywide Complete Streets Corridor Assessment & Feasibility Studies

VTA FY 2026 & FY 2027 PROPOSED BUDGET

Project Scope

This project will result in a countywide plan that identifies and prioritizes candidate corridors for complete streets improvements and follow-on feasibility studies for two of those corridors. Nothing will be constructed as part of this project.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact – None

FY 2026 & FY 2027 Request – \$1.0 million

Estimated Total Project Cost – \$1.6 million

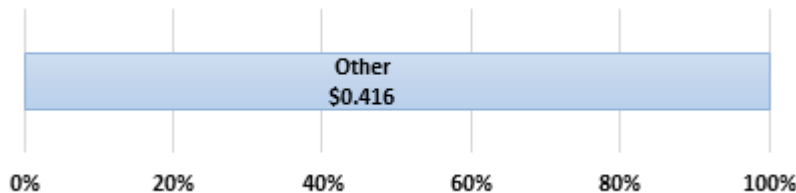
Anticipated Completion Date – 06/30/2028

19. Santa Clara Countywide Bicycle Plan Update

Project Scope

VTA will update the Santa Clara Countywide Bicycle Plan approximately 10 years after previous adoption by the Board. Projects included in the Countywide Bicycle Plan are eligible for 2016 Measure B Bicycle and Pedestrian funding. The update will provide an opportunity to identify projects that have been completed, add new priority projects, and remove projects that are no longer a priority. The update will incorporate changes to existing and proposed bikeways since 2017. It will incorporate elements that were not included in the prior plan update, including equity analysis and a stronger link to reduction in vehicle miles traveled. It will also include significant community outreach. Member Agencies will be involved during the plan development through VTA committees, one-on-one meetings, and will be invited to attend outreach events.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact – None

FY 2026 & FY 2027 Request – \$0.4 million

Estimated Total Project Cost – \$1.3 million

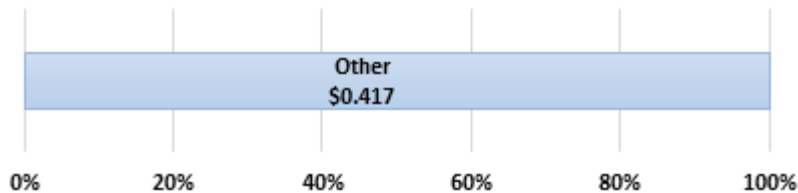
Anticipated Completion Date – 12/15/2028

20. Expressway Bike Superhighway Feasibility Study

Project Scope

VTA has published Bicycle Superhighway Implementation Plan, building off efforts from the 2018 Countywide Bicycle Plan. VTA will work with the County Roads and Airports Division to develop a study to determine the feasibility of installing high-quality bikeways that fall into the definition of a bike superhighway along a select number of the county expressways. The study will include a ranked list of expressways that can accommodate bicycle superhighway facilities, planning-level cost estimates, and 35% design for the top two expressways. Public outreach will be conducted as part of the Study development. The study will support recommendations in the County's Active Transportation Plan, anticipated to be completed in 2025.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact – None

FY 2026 & FY 2027 Request – \$0.4 million

Estimated Total Project Cost – \$0.6 million

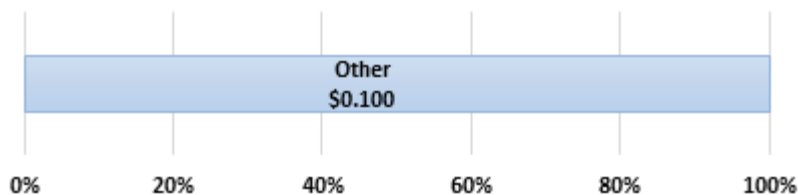
Anticipated Completion Date – 06/30/2027

21. Bike Tech Guidelines Refresh

Project Scope

This project will 1) refresh Bicycle Technical Guidelines to incorporate new advances in bike planning and bike laws, 2) develop a document recommending wayfinding guidelines for Bicycle Superhighways and Cross County Bicycle Corridors.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact – NONE

FY 2026 & FY 2027 Request – \$0.1 million

Estimated Total Project Cost – \$0.1 million

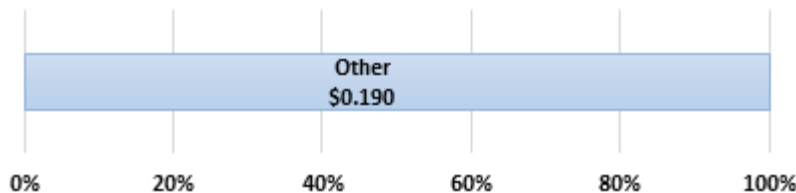
Anticipated Completion Date – 06/30/2027

22. Pedestrian Access to Transit Plan Update

Project Scope

VTA will update the Pedestrian Access to Transit Plan, adopted in 2017. This update will require an outside contractor. The contractor and VTA will use an equity lens to review updates within the 12 focus areas from the 2017 plan and determine whether existing focus areas can be removed from the priority list and make room for new areas of focus. After the focus areas have been determined, VTA will conduct significant public engagement within the focus areas and work with the community and each respective city to identify the community’s needs for making accessing transit easier and safer. VTA will then develop a new plan to be adopted by the Board. VTA staff will also work to put any information collected during the update on our open data portal. Projects included in the Pedestrian Access to Transit Plan are eligible for 2016 Measure B Bicycle and Pedestrian funding. The update will provide an opportunity to add new priority projects and remove projects that have been completed or are no longer a priority.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact – None

FY 2026 & FY 2027 Request – \$0.2 million

Estimated Total Project Cost – \$0.7 million

Anticipated Completion Date – 01/04/2028

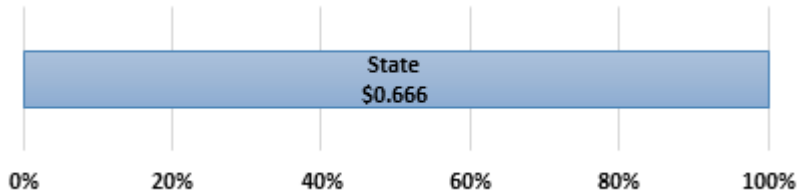
23. Countywide Multimodal Traffic Signal Coordination Project

Project Scope

This project will develop a comprehensive traffic operations model to improve multimodal traffic flow and reduce collisions across the region for use by member agencies. The project scope includes the following work tasks: 1) Data collection of signal timing plans, 2) Coding of the roadway network and signalized intersections onto a traffic analysis software platform, 3) Calibration and beta testing of the model, 4) Training sessions, 5) Final testing and acceptance.

Funding (in millions)

VTA FY 2026 & FY 2027 PROPOSED BUDGET



Business Line(s) Supported

- Faster, Frequent, Reliable Transit
- Transportation System Management
- Delivering Projects and Programs

Operating Budget Impact – Annual expenditures of \$25k for software subscription (5 licenses shared between member agencies and VTA)

FY 2026 & FY 2027 Request – \$0.7 million

Estimated Total Project Cost – \$1.2 million

Anticipated Completion Date – 01/31/2027

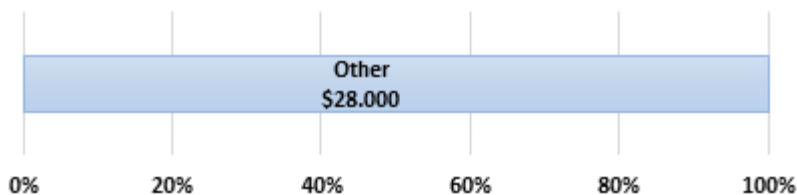
Express Lanes

24. Silicon Valley Express Lanes - US 101 Phase 7

Project Scope

The US 101 Express Lanes Phase 7 project will continue the implementation of a roadway pricing system on US 101 by converting the existing carpool lane to express lane on US 101 (between US 101/SR 85 South I/C in San Jose and Dunne Ave. in Morgan Hill), and add a second express lane to create a dual express lanes system within this segment of US 101. This project will conform to the planned US 101 Express Lanes Phase 6 project. The requested funds are for the final design phase of this project.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact – Annual savings of \$5m and annual expenditures of \$1m

FY 2026 & FY 2027 Request – \$28 million

Estimated Total Project Cost – \$400 million

Anticipated Completion Date – 06/30/2031

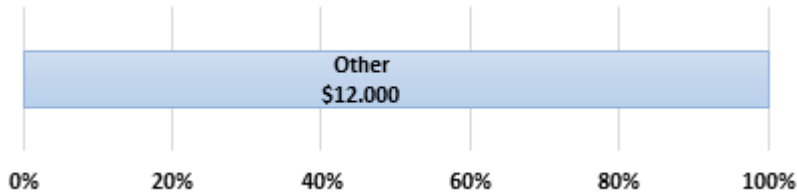
25. Silicon Valley Express Lanes - SR 85 Project A

Project Scope

VTA FY 2026 & FY 2027 PROPOSED BUDGET

The SR 85 Express Lanes Project A project will continue the implementation of a roadway pricing system on SR 85 by converting the existing carpool lane to express lane on SR 85 (between US 101/SR 85 north interchange in Mountain View and I-280/SR 85 interchange in Cupertino). This project will conform to the US 101/SR 85 Express Lanes Phase 3 Project that opened for operation in 2022. The requested funds are for the final design phase of this project.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact – Annual savings of \$3m and annual expenditures of \$1m

FY 2026 & FY 2027 Request – \$12 million

Estimated Total Project Cost – \$85 million

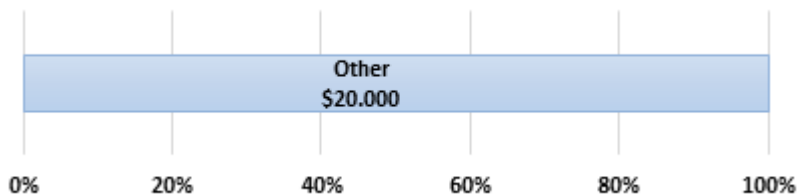
Anticipated Completion Date – 06/30/2031

26. Silicon Valley Express Lanes - SR 85 Project B

Project Scope

The SR 85 Express Lanes Project B project will continue the implementation of a roadway pricing system on SR 85 by converting the existing carpool lane to express lane on SR 85 (between I-280/SR 85 interchange in Cupertino to SR 85/SR 17 interchange in the Town of Los Gatos). This project will conform to the SR 85 Express Lanes Project A. The requested funds are for the final design phase of this project.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact – Annual savings of \$3m and annual expenditures of \$1m

FY 2026 & FY 2027 Request – \$20 million

Estimated Total Project Cost – \$250 million

Anticipated Completion Date – 06/30/2031

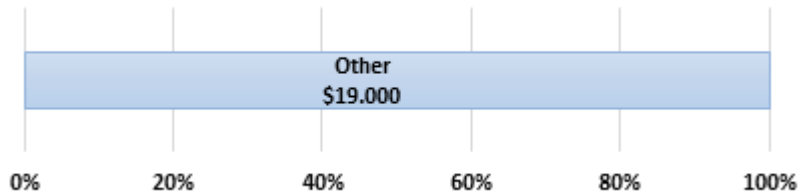
27. Silicon Valley Express Lanes - SR 85 Project C

VTA FY 2026 & FY 2027 PROPOSED BUDGET

Project Scope

The SR 85 Express Lanes Project C project will continue the implementation of a roadway pricing system on SR 85 by converting the existing carpool lane to express lane on SR 85 (between SR 85/SR 17 interchange in the Town of Los Gatos and SR 85/SR 87 interchange in San Jose). This project will conform to the SR 85 Express Lanes Project B and US 101/SR 85 Express Lanes Phase 4 Project. The requested funds are for the final design phase of this project.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact – Annual savings of \$3m and annual expenditures of \$1m

FY 2026 & FY 2027 Request – \$19 million

Estimated Total Project Cost – \$200 million

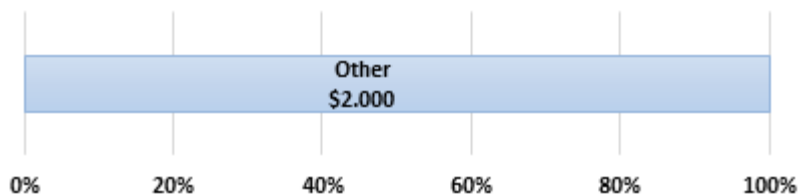
Anticipated Completion Date – 06/30/2031

28. Silicon Valley Express Lanes - I-680

Project Scope

The I-680 Express Lanes Project (Project) will continue the implementation of a roadway pricing system on I-680 in Santa Clara County by 1). converting the existing carpool lane to express lane on I-680 (between Santa Clara County Line and I-680/Calaveras Blvd. I/C in Milpitas, 2). converting the existing general purpose lane to express lane (between I-680/Calaveras Blvd. I/C and I-680/I-280/US101 Separations in San Jose, and/or 3). adding a new HOV/Express Lane (between I-680/Calaveras Blvd. I/C in Milpitas and I-680/I-280/US101 Separations in San Jose). The requested funds are for the Project Initiation Document (PID) phase as required by Caltrans.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact – Annual savings of \$5m and annual expenditures of \$1m

FY 2026 & FY 2027 Request – \$2 million

Estimated Total Project Cost – \$325 million

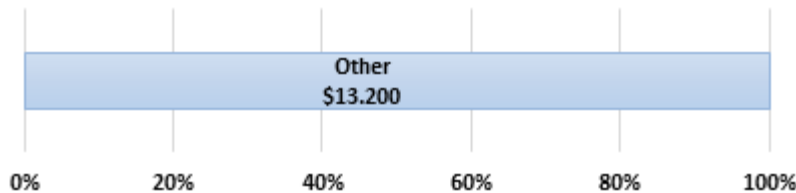
Anticipated Completion Date – 06/30/2031

29. Silicon Valley Express Lanes - US 101_SR 85 Phase 4

Project Scope

The US 101/SR 85 Express Lanes Phase 4 project will implement a roadway pricing system on SR 85 and US 101 by converting the existing carpool lanes to express lanes on SR 85 from US 101/SR 85 interchange in San Jose to SR 87, including the existing US 101/SR 85 direct HOV to HOV connector ramps and the approaches to/from US 101. The requested funds will be for the construction phase of the project.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs

Operating Budget Impact – None

FY 2026 & FY 2027 Request – \$13.2 million

Estimated Total Project Cost – \$81.2 million

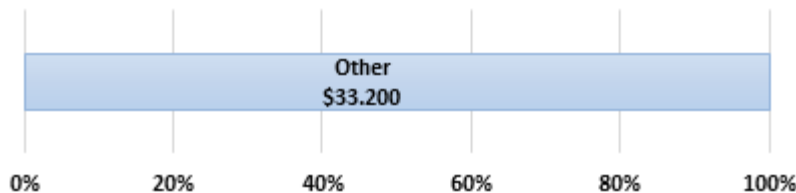
Anticipated Completion Date – 01/31/2028

30. Silicon Valley Express Lanes - US 101 Phase 5

Project Scope

The US 101 Express Lanes Phase 5 project will continue the implementation of a roadway pricing system on US 101 by converting the existing carpool lane to express lane on US 101 (between SR 237 and I-880 interchanges), and add a second express lane to create a dual express lane system within this segment of US 101. This project will conform to the existing express lanes system recently completed between SR 237 and the Santa Clara/San Mateo County line. The requested funds are for the construction phase of this project.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact – Annual savings of \$5m and annual expenditures of \$1m

FY 2026 & FY 2027 Request – \$33.2 million

Estimated Total Project Cost – \$232.4 million

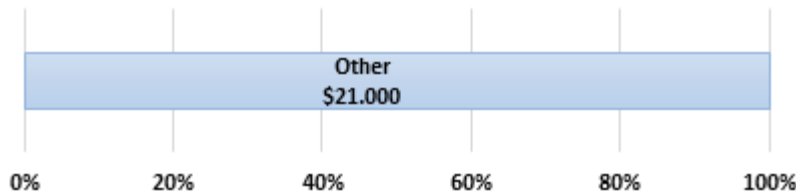
Anticipated Completion Date – 06/30/2029

31. Silicon Valley Express Lanes - US101 South County

Project Scope

The US 101 South County Express Lanes (Project) will construct a future phase of the Silicon Valley Express Lane (SVEL) Program on US 101, approximately from the City of Morgan Hill to the Santa Clara County Line in the City of Gilroy. This Project will add new high-occupancy vehicle/express lanes in both directions of US 101.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management

Operating Budget Impact – Annual savings of \$5m and annual expenditures of \$1m

FY 2026 & FY 2027 Request – \$21 million

Estimated Total Project Cost – \$400 million

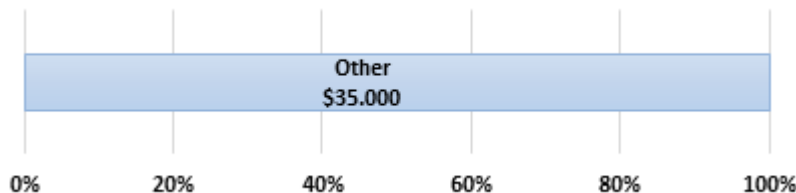
Anticipated Completion Date – 12/30/2030

32. Silicon Valley Express Lanes - US 101 Phase 6

Project Scope

The US 101 Express Lanes Phase 6 project will continue the implementation of a roadway pricing system on US 101 by converting the existing carpool lane to express lane on US 101 (between SR 87 and US 101/SR 85 interchange in San Jose), and add a second express lane to create a dual express lanes system within this segment of US 101. This project will conform to the US 101 Express Lanes Phase 5 Project that is also under development. The requested funds are for the final design phase of this project.

Funding (in millions)



Business Line(s) Supported

- Delivering Projects and Programs
- Transportation System Management

VTA FY 2026 & FY 2027 PROPOSED BUDGET

Operating Budget Impact – Annual savings of \$3m and annual expenditures of \$1m

FY 2026 & FY 2027 Request – \$35 million

Estimated Total Project Cost – \$340 million

Anticipated Completion Date – 06/30/2030



2000 Measure A Transit Improvement Program

2000 Measure A Transit Improvement Program

Overview

The 2000 Measure A Transit Improvement Program – a 30-year plan of major transit improvement capital projects – was approved by Santa Clara County voters in November 2000. The 2000 Measure A Ordinance authorized a 30-year half-cent sales tax that became effective on April 1, 2006, and is scheduled to expire on March 31, 2036.

Pursuant to the ballot measure, revenues generated from this tax are limited to the following uses:

- Funding operating and maintenance costs for increased bus, rail, and paratransit service.
- Extending BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station (BART to San Jose Phase Two).
- Providing connections from Norman Y. Mineta San Jose International Airport to BART, Caltrain, and VTA light rail.
- Extending light rail service from Downtown San Jose to the East Valley.
- Purchasing low-floor light rail vehicles.
- Improving Caltrain with a double-track line to Gilroy and with electrification from Palo Alto to Gilroy.
- Increasing Caltrain service.
- Constructing a new Palo Alto Intermodal Transit Center.
- Improving bus service in major bus corridors.
- Upgrading the Altamont Commuter Express (ACE) service.
- Improving Highway 17 Express bus service.
- Connecting Caltrain with the Dumbarton Rail Corridor.
- Purchasing zero-emission buses and constructing related facilities.
- Developing new light rail corridors.

The 2000 Measure A Transit Improvement Program budget appropriation is broken into two major components: an operating budget and a capital budget. The operating budget includes appropriation for non-project specific expenditures such as professional services, debt service, and operating assistance to VTA Transit. The capital budget appropriation is comprised of the anticipated expenditures and commitments on capital projects for the two-year budget period.

VTA FY 2026 & FY 2027 PROPOSED BUDGET

***2000 Measure A Transit Improvement Program
Comparison of Revenues and Expenses
(Dollars in Thousands)***

Line	Category	FY24 Actual	FY25 Current Budget [1]	FY25 Projected Actual [2]	FY26 Proposed Budget	Variance from FY25 Projected	% Var	FY27 Proposed Budget	Variance from FY26 Proposed	% Var
1	2000 Half-Cent Sales Tax	266,901	290,223	272,631	273,829	1,198	0.4%	279,577	5,748	2.1%
2	Federal Babs Subsidy	786	6,440	0	0	0	N/A	0	0	N/A
3	Investment Earnings	5,962	3,575	8,811	12,404	3,593	40.8%	23,697	11,293	91.0%
4	Other Income	522	611	453	815	361	79.7%	840	25	N/A
5	Total Revenue	274,172	300,849	281,896	287,048	5,152	1.8%	304,114	17,066	5.9%
6	VTA Operating Assistance	55,382	60,221	57,131	56,820	-311	-0.5%	58,012	1,193	2.1%
7	Professional & Special Services	317	560	228	674	446	195.5%	935	261	38.7%
8	Miscellaneous	27	31	3	0	-3	-100.0%	0	0	N/A
9	Debt Service	27,560	71,805	28,355	67,140	38,785	136.8%	67,120	-21	0.0%
10	Repayment Obligation	17,519	17,473	17,473	17,434	-39	-0.2%	0	-17,434	-100.0%
11	Total Expense	100,804	150,090	103,190	142,068	38,878	37.7%	126,067	-16,001	-11.3%
12	Revenues Over (Under) Expenses	173,367	150,759	178,706	144,980	-33,726	-18.9%	178,047	33,066	22.8%

¹ Reflects Adopted Budget approved by the Board of Directors on June 1, 2023

² Projection as of February 28, 2025

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

2000 Measure A Capital Program Overview

The Adopted FY 2026 and FY 2027 2000 Measure A Capital Program utilizes both cash-on-hand and projected cash receipts. The total additional appropriation for the project for FY 2026 and FY 2027 is \$1.2 billion. This reflects the planned capital spending that is to be incurred or committed in the next two years. Project funding for the two-year period is appropriated upfront in FY 2026 in order to facilitate administration of the program in both fiscal years. Capital project appropriations do not expire at the end of the fiscal year and are carried forward until the project is completed. Capital carryover is defined as an appropriation that is unspent at the end of the fiscal year. The table below lists the project by general funding source. The subsequent page provides a brief description of the project, identified funding sources for the FY 2026 and FY 2027 requested appropriation, potential operating cost impacts, estimated total project cost, and anticipated completion date.

2000 Measure A Transit Improvement Program Descriptions of FY 2026 & FY 2027 Appropriated Projects

<i>VTA Megaprojects Program</i> <i>Schedule of FY 2026 & FY 2027 Appropriation</i> <i>(Dollars in Thousands)</i>						
Project	Funding Source					Total
	Federal	State	2000 Measure A	Proposed 2016 Measure B	TBD	
1. BART Silicon Valley Extension Phase 2	501,818	8,000	310,000	389,000	0	1,208,818
Grand Total	501,818	8,000	310,000	389,000	0	1,208,818

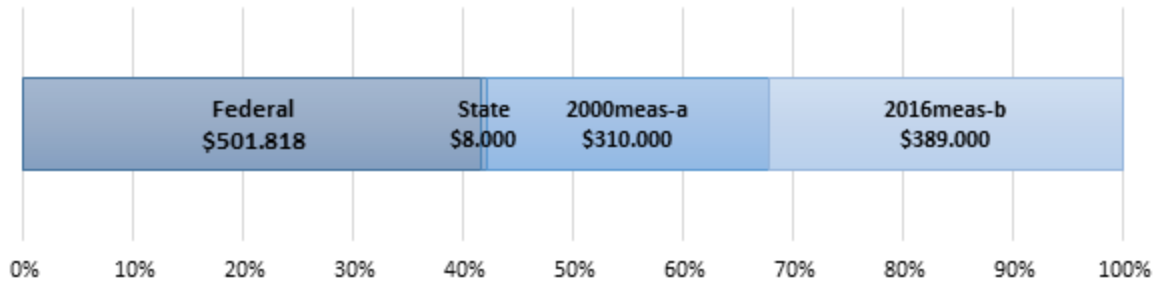
SVRT Program

BSV Phase II Federal New Starts Project work to be undertaken in the FY 2026 and FY 2027 timeframe includes engineering, right-of-way and advance utility relocation efforts, award of the balance of the Tunnel and Trackwork contract as well as BART Vehicle procurement.

Additionally, final design will proceed on the Newhall Yard, Santa Clara Station and Parking Garage, Stations and Support Facilities and Systems. Also, non-federal grant eligible costs like Salt Ponds efforts, VTA's Business Resource Implementation Plan (BRIP), and goodwill costs associated with real estate acquisitions will occur in the FY 2026 and FY 2027 timeframe.

Funding (in millions)

VTA FY 2026 & FY 2027 PROPOSED BUDGET



Business Line(s) Supported

Faster, Frequent, Reliable Transit

Delivering Projects and Programs

Transportation System Management

Operating Budget Impact

Ongoing/annual expenditures are covered in the Operations and Maintenance Agreement executed between VTA and BART. 2008 Measure B sales tax proceeds will be the funding source to expense most related costs attributable to VTA.

FY 2026 & FY 2027 Request – \$1,209 million

Estimated Total Project Cost – \$13,064 million, consisting of:

- **BSV2 Federal New Starts Project** – \$12,746 million
- **Legacy and Program-wide Costs** – \$318 million

Anticipated Completion Date – 06/30/2037



***2008 Measure B - BART Operating
Sales Tax Program***

2008 Measure B - BART Operating Sales Tax Program

Overview

On November 4, 2008, the voters of Santa Clara County approved 2008 Measure B, a 30-year one-eighth cent sales and use tax dedicated solely to funding the operating and maintenance expenses related to operation of the BART to Silicon Valley Extension (the “Extension”). Collection of the tax began on July 1, 2012, after securing the required federal and state funding.

Phase I of VTA’s BART Silicon Valley project, the 10-mile extension to Milpitas and Berryessa, began passenger service on June 13, 2020. The service levels, maintenance, and costs for the Extension will be managed under a VTA/BART Operations and Maintenance (O&M) Agreement. The O&M Agreement, which defines each agency’s roles, responsibilities, and costs, as well as the revenue allocation for operation of the Extension, was finalized on May 22, 2020.

The 2008 Measure B sales tax is the primary funding source for BART’s operation and maintenance costs for the Extension within the broader BART system. It also supports VTA’s expenses for the Milpitas and Berryessa station campuses, including safety and security, insurance, facilities maintenance, professional services, and VTA staff time.

VTA's contribution to BART is determined by the Operations and Maintenance (O&M) Agreement, entered in May 2020. This agreement defines the roles, operational and financial responsibilities, and cost calculation methods for both parties. In the following table, payments to BART are categorized as 'Contributions to Other Agencies', while other expense items represent costs directly incurred by VTA. The FY 2026 and FY 2027 Proposed Budget in the table details the revenues and expenses for the 2008 Measure B Fund.

The proposed budget for FY 2026 and FY 2027 Contributions to Other Agencies reflects VTA’s anticipated cost obligations based on BART’s budget for capital improvements and Extension operations. Historically, BART has spent slightly less than budgeted, and an annual true-up process ensures VTA is charged only for actual costs incurred.

BART developed the fare revenue forecasts for the Extension. The fare revenue forecast assumes continued recovery of ridership on the BART system, following significant declines in ridership as a result of the COVID-19 pandemic and on-going loss of work-day commuters.

There are no new VTA administered capital projects requested for FY 2026 and FY 2027 biennial budget.

MTA FY 2026 & FY 2027 PROPOSED BUDGET

**2008 Measure B - BART Operating Sales Tax Program
Comparison of Revenues and Expenses
(Dollars in Thousands)**

BART Operating Revenue and Expense COMPARISON OF REVENUES AND EXPENSES (Dollars in Thousands)										
Line	Category	FY24 Actual	FY25 Current Budget [1]	FY25 Projected Actual [2]	FY26 Proposed Budget	Variance from FY25 Projected	% Var	FY27 Proposed Budget	Variance from FY26 Proposed Budget	% Var
1	Fares - BART	9,700	10,185	10,740	11,254	514	4.8%	11,791	537	4.8%
2	Sales Tax Revenue	65,249	70,524	67,286	66,102	(1,184)	-1.8%	67,490	1,388	2.1%
3	State Operating Grants	-	-	5,363	7,808	2,445	45.6%	-	(7,808)	-100.0%
4	Investment Earnings	19,860	10,332	22,699	8,988	(13,711)	-60.4%	8,326	(662)	-7.4%
5	Total Revenue	94,809	91,041	106,088	94,152	(11,935)	-11.3%	87,607	(6,545)	-7.0%
6	Material & Supplies	-	9	-	5	5	N/A	5	-	N/A
7	Security	1,873	2,056	1,918	2,120	202	10.5%	2,330	210	9.9%
8	Professional & Special Services	509	1,100	433	785	352	81.3%	784	(1)	-0.1%
9	Other Services	379	698	630	520	(110)	-17.5%	534	14	2.7%
10	Utilities	22	100	37	70	33	89.2%	78	8	11.4%
11	Insurance	927	820	1,169	2,131	962	82.3%	2,244	113	5.3%
12	Data Processing	6	9	6	17	11	183.3%	17	-	N/A
13	Employee Related Expense	0	-	-	-	-	N/A	-	-	N/A
14	Miscellaneous	4	5	5	155	150	3000.0%	171	16	10.3%
15	Reimbursements	1,160	2,022	1,480	2,059	579	39.1%	2,159	100	4.9%
16	Subtotal Operating Expense	4,880	6,820	5,678	7,862	2,184	38.5%	8,322	460	5.9%
17	Contribution to Other Agencies	112,912	99,052	82,144	126,160	44,016	53.6%	175,167	49,007	38.8%
18	Subtotal Other & Operating Expense	117,792	105,872	87,822	134,022	46,200	52.6%	183,489	49,467	36.9%
19	Contingency	-	699	-	786	786	N/A	832	46	5.9%
20	Total Expenses	117,792	106,571	87,822	134,808	46,986	54%	184,321	49,513	36.7%
21	Revenues Over (Under) Expenses	(22,983)	(15,530)	18,266	(40,656)	(58,921)		(96,714)	(56,058)	

¹ Reflects Adopted Budget approved by the Board of Directors on June 1, 2023

² Projection as of February 28, 2025

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

**2008 Measure B - BART Operating Sales Tax Program
Sources and Uses of Funds Summary
(Dollars in Thousands)**

**BART Operating Sales Tax Program
Sources and Uses of Funds Summary
(Dollars in Thousands)**

Line	Description	FY24 Actual	FY25 Projected Actual ¹	FY26 Proposed Budget	FY27 Proposed Budget
1	Total Revenues	94,809	106,088	94,152	87,607
2	Total Expenses	(117,792)	(87,822)	(134,808)	(184,321)
3	Revenues Over (Under) Expenses	(22,983)	18,266	(40,656)	(96,714)
4	Beginning Unrestricted Net Position	436,309	413,326	431,591	390,935
5	Revenues Over (Under) Expenses	(22,983)	18,266	(40,656)	(96,714)
6	2008 Measure B Project	0	0	0	0
7	Ending Unrestricted Net Position	413,326	431,591	390,935	294,221

¹ Projection as of February 28, 2025

Note: Totals may not be precise due to independent rounding



2016 Measure B Program

2016 Measure B Program

Overview

On November 8, 2016, the voters of Santa Clara County approved 2016 Measure B, a 30-year, one-half cent countywide sales and use tax to enhance transit, highways, expressways and active transportation (bicycles, pedestrians and Complete Streets). The measure passed by nearly 72%, the highest level of support for any Santa Clara County transportation tax. Collection of the tax began on April 1, 2017.

The 2016 Measure B ballot measure identified nine program categories that use two different methodologies for the purpose of allocating funds:

Formula-based Program Categories

- Local Streets and Roads
- Bicycle and Pedestrian
- Transit Operations

Need/Capacity-based Program Categories

- BART Phase II
- Caltrain Grade Separation
- Caltrain Corridor Capacity Improvements
- Highway Interchanges
- County Expressways
- SR 85 Corridor

The FY 2026 and FY 2027 Proposed 2016 Measure B Program Fund Budget on the following page represents the anticipated program revenues and expenditures for Administration of/and the three Formula-based and six Need/Capacity-based program categories over the next two fiscal years. Funding for the two-year period is appropriated in FY 2026 in order to facilitate the administration of the program. Similar to a capital budget, 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.

MTA FY 2026 & FY 2027 PROPOSED BUDGET

***2016 Measure B Program
Projected Revenues
(Dollars in Thousands)***

Line	Category	FY24 Actual	FY25 Current Budget [1]	FY25 Projected Actual [2]	FY26 Proposed Budget	Variance from FY25 Projected	% Var	FY27 Proposed Budget	Variance from FY26 Proposed Budget	% Var
1	Sales Tax Revenues	266,618	290,223	272,631	273,829	1,198	0.4%	279,577	5,748	2.1%
2	Investment Earning	49,460	7,475	41,036	21,831	(19,204)	-46.8%	21,816	(16)	-0.1%
3	Total Revenues	316,078	297,698	313,667	295,660	(18,006)	-5.7%	301,393	5,732	1.9%

¹ Projection as of February 28, 2025

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

***2016 Measure B Program
Proposed Funding Allocation
(Dollars in Millions)***

	FY 2026	FY 2027
Administration	\$1.50	\$3.00
Program Category		
Formula-based Programs		
Local Streets & Roads	\$62.62	\$52.68
Bicycle & Pedestrian	\$12.44	\$10.98
Transit Operations	\$29.96	\$21.95
Need / Capacity-based Programs		
BART Phase II	\$389.00	
Caltrain Grade Separations	\$84.00	
Caltrain Corridor Capacity Improvements	\$11.00	
Highway Interchanges	\$32.25	
County Expressways	\$2.00	
SR 85 Corridor*	--	
TOTAL	\$713.38	

*Previous allocations available and sufficient for FY26-FY27 projected needs



APPENDIX

VTA FY 2026 & FY 2027 PROPOSED BUDGET

VTA Administrative Code requires that the Proposed Budget include a list of all employee position classifications and pay ranges. The table below lists the minimum and maximum annual salary for each VTA job classification as of March 31, 2025.

Job Classifications and Pay Range

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Accountant I	79,300.00	103,099.88
Accountant II	86,600.02	112,600.02
Accountant III	113,245.08	137,579.00
Accountant III (P)	113,245.08	137,579.00
Accounting Technician	72,600.06	94,400.02
Accounts Payable Support Supervisor	113,245.08	137,579.00
Admin of Social Media & Electronic Comm	144,470.04	175,654.96
Administrative Manager - Operations	155,700.00	202,400.00
Administrative Services Assistant	77,400.00	100,600.00
Assistant Architect	116,601.94	141,792.04
Assistant Board Secretary	130,700.00	169,900.00
Assistant Controller	196,500.00	255,500.00
Assistant Cost & Schedule Coordinator	116,601.94	141,792.04
Assistant Counsel	155,700.00	202,400.00
Assistant Mechanical Engineer- Auto Systems	116,601.94	141,792.04
Assistant Real Estate Agent	86,600.02	112,600.02
Assistant Supt, Dispatch	131,042.08	159,315.00
Assistant Supt, Service Management	137,579.00	167,268.92
Assistant Systems Design Engineer	116,601.94	141,792.04
Assistant Transportation Engineer	116,601.94	141,792.04
Associate Architect	135,696.08	164,882.12
Associate Environmental Engineer	135,696.08	164,882.12
Associate Financial Analyst	93,123.94	113,245.08
Associate Financial Analyst - NR	97,700.00	127,000.00
Associate Human Resources Analyst	97,700.00	127,000.00
Associate Land Surveyor	113,245.08	137,579.00
Associate Management Analyst	93,123.94	113,245.08
Associate Management Analyst - NR	97,700.00	127,000.00
Associate Mechanical Engineer - Auto Systems	135,696.08	164,882.12
Associate Real Estate Agent	103,300.08	134,299.88
Associate Real Estate Agent-Transit O Dv	103,300.08	134,299.88
Associate Systems Design Engineer	135,696.08	164,882.12
Associate Systems Engineer	135,696.08	164,882.12
Associate Transportation Engineer	135,696.08	164,882.12
Audit Program Manager	155,700.00	202,400.00
Automotive Attendant	58,300.06	75,799.88
BART SV Phase 2 Program Director	255,200.00	331,800.00
Board Assistant	79,300.00	103,099.88
Board Secretary	196,500.00	255,500.00
BSV Director Of External Affairs	223,000.00	289,900.00

VTA FY 2026 & FY 2027 PROPOSED BUDGET

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Bus Operator	58,489.60	90,001.60
Bus Stop Maintenance Worker	63,700.00	82,800.12
Business Diversity Program Manager	137,579.00	167,268.92
Business Systems Analyst I	82,899.96	107,799.90
Business Systems Analyst II	107,900.00	140,299.90
Buyer I	75,899.98	98,699.90
Buyer II	86,600.02	112,600.02
Buyer III	103,300.08	134,299.88
Capital Project Coordinator (P)	130,700.00	169,900.00
Change Management Program Manager	155,700.00	202,400.00
Chief Capital Megaprojects Delivery Officer	292,200.00	379,900.00
Chief Communications Officer	255,200.00	331,800.00
Chief Engr & Program Delivery Officer	255,200.00	331,800.00
Chief Financial Officer	255,200.00	331,800.00
Chief Government Affairs Officer	255,200.00	331,800.00
Chief of Staff to the General Manager	223,000.00	289,900.00
Chief of System Safety & Security	255,200.00	331,800.00
Chief Operating Officer	292,200.00	379,900.00
Chief People Officer	255,200.00	331,800.00
Chief Planning Officer	255,200.00	331,800.00
Claims Analyst II	116,300.00	151,200.00
Claims Analyst III	123,300.00	160,300.00
Claims Program Manager	155,700.00	202,400.00
Communications and Media Spokesperson	146,900.00	191,000.00
Communications Systems Analyst I	82,899.96	107,799.90
Communications Systems Analyst II	103,300.08	134,299.88
Community Outreach Manager	165,000.00	214,500.00
Community Outreach Supervisor	118,875.12	144,470.04
Construction Contracts Administration Manager	165,000.00	214,500.00
Construction Contracts Administration Manager (P)	165,000.00	214,500.00
Construction Contract Compliance Officer	131,042.08	159,315.00
Construction Director, BSVII	223,000.00	289,900.00
Contracts Administrator I	90,500.02	117,699.92
Contracts Administrator I (P)	90,500.02	117,699.92
Contracts Administrator II	107,900.00	140,299.90
Contracts Administrator II (P)	107,900.00	140,299.90
Contracts Compliance Manager	159,315.00	193,650.08
Contracts Manager	151,714.94	184,435.94
Cost & Schedule Coordinator	135,696.08	164,882.12
Creative Services Manager	137,579.00	167,268.92
Custodian	58,300.06	75,799.88
Custodian (P)	58,300.06	75,799.88
Customer Analytics & Satisfaction Manager	155,700.00	202,400.00
Customer Services Supervisor	113,245.08	137,579.00
Cyber Security Analyst	130,700.00	169,900.00
Database Administrator I	82,899.96	107,799.90
Database Administrator II	98,900.10	128,599.90
Dep Dir Transit Operations	208,300.00	270,800.00

VTA FY 2026 & FY 2027 PROPOSED BUDGET

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Deputy Director - Controller	208,300.00	270,800.00
Deputy Director of Human Resources	208,300.00	270,800.00
Deputy Director, BSV External Affairs	208,300.00	270,800.00
Deputy Director, Construction	208,300.00	270,800.00
Deputy Director, Grants	208,300.00	270,800.00
Deputy Director, Highway Program	208,300.00	270,800.00
Deputy Director, Multimodal Planning	208,300.00	270,800.00
Deputy Director, Physical & Cyber Security	208,300.00	270,800.00
Deputy Director, Safety & Compliance	208,300.00	270,800.00
Deputy Director, SVRT/BART Project Controls	208,300.00	270,800.00
Deputy Director, Technology	223,000.00	289,900.00
Deputy Director, Transit Maintenance	208,300.00	270,800.00
Deputy Director, Transit Services & Capital Planning	208,300.00	270,800.00
Deputy Director, Toll Systems & Traffic Engineering	208,300.00	270,800.00
Deputy General Counsel	208,300.00	270,800.00
Deputy General Manager	292,200.00	379,900.00
Director of Engineering, BART SVP	223,000.00	289,900.00
Director of Multimodal Planning & RE	223,000.00	289,900.00
Director of Procurement	223,000.00	289,900.00
Diridon Program Director	223,000.00	289,900.00
Disbursements Manager	155,700.00	202,400.00
Dispatcher – Bus	73,985.60	105,684.80
Dispatcher – LRT	73,985.60	105,684.80
Document Services Specialist 1	58,300.06	75,799.88
Document Services Specialist II	63,700.00	82,800.12
EEO & Civil Rights Manager	185,400.00	241,000.00
Electrician	103,300.08	134,299.88
Electro - Mechanic	105,102.40	119,433.60
Electronic Communications Administrator	118,875.12	144,470.04
Electronic Technician	105,102.40	119,433.60
Emergency Preparedness Manager	151,714.94	184,435.94
Employee Relations Manager	185,400.00	241,000.00
Engineering Aide	63,700.00	82,800.12
Engineering Aide (P)	63,700.00	82,800.12
Engineering Group Manager - Facilities	196,500.00	255,500.00
Engineering Group Manager - Rail	196,500.00	255,500.00
Engineering Technician I	75,899.98	98,699.90
Engineering Technician II	86,600.02	112,600.02
Engineering Technician III	98,900.10	128,599.90
Enterprise Risk Manager	185,400.00	241,000.00
Environmental Health & Safety Specialist	107,900.00	140,299.90
Environmental Health & Safety Supervisor	124,782.06	151,714.94
Environmental Planner I	75,899.98	98,699.90
Environmental Planner II	98,900.10	128,599.90
Environmental Planner III	107,900.00	140,299.90
Executive Assistant	97,700.00	127,000.00
Executive Assistant (P)	97,700.00	127,000.00
Executive Assistant to General Manager	109,700.00	142,600.00

VTA FY 2026 & FY 2027 PROPOSED BUDGET

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Facilities Maintenance Coordinator	131,042.08	159,315.00
Facilities Maintenance Manager	146,900.00	191,000.00
Facilities Maintenance Representative	79,300.00	103,099.88
Facilities Worker	58,739.20	83,928.00
Fare Inspector	66,123.20	94,473.60
Fare Inspector Supervisor	118,875.12	144,470.04
Finance, Debt & Investment Manager	185,400.00	241,000.00
Financial Accounting Manager	155,700.00	202,400.00
Financial Analyst	113,245.08	137,579.00
Financial Analyst - NR	116,300.00	151,200.00
Fiscal Resources Manager	185,400.00	241,000.00
Foreperson - LRT	117,790.40	133,868.80
General Counsel	-	320,000.00
General Maintenance Mechanic	94,599.96	123,000.02
General Manager	0	386900.80
GIS Specialist	103,300.08	134,299.88
Government Affairs Manager	185,400.00	241,000.00
Graphic Designer I	75,899.98	98,699.90
Graphic Designer II	86,600.02	112,600.02
Human Resources Analyst	116,300.00	151,200.00
Human Resources Assistant	82,000.00	106,600.00
Human Resources Business Partner	123,300.00	160,300.00
Human Resources Manager	185,400.00	241,000.00
Human Resources Processing Supervisor	103,600.00	134,700.00
Information Services Representative	61,443.20	87,776.00
Information Systems Analyst Assistant	69,500.08	90,399.92
Information Systems Analyst I	82,899.96	107,799.90
Information Systems Analyst II	98,900.10	128,599.90
Information Systems Supervisor	151,714.94	184,435.94
Innovative Mobility & ZEB Program Manager	155,700.00	202,400.00
Investment Program Manager	151,714.94	184,435.94
Junior Cost & Schedule Coordinator	107,258.06	130,304.98
Junior Real Estate Agent	75,899.98	98,699.90
Junior Systems Design Engineer	107,258.06	130,304.98
Junior Transportation Engineer	158,705.04	192,888.02
Lead Bus Stop Maintenance Worker	69,500.08	90,399.92
Lead Custodian	63,700.00	82,800.12
Lead Maintenance Worker - LR	66,123.20	94,473.60
Legal Secretary	92,200.00	119,900.00
Library & Enterprise Records Manager	174,900.00	227,400.00
Light Rail Equipment Superintendent	144,470.04	175,654.96
Light Rail Operator	63,003.20	90,001.60
Light Rail Power Foreperson	127,046.40	144,352.00
Light Rail Power Supervisor	137,579.00	167,268.92
Light Rail Signal Maintainer	103,300.08	134,299.88
Light Rail Signal Maintainer Trainee	79,300.00	103,099.88
Light Rail Signal Supervisor	131,042.08	159,315.00
Light Rail Technical Trainer	124,782.06	151,714.94

VTA FY 2026 & FY 2027 PROPOSED BUDGET

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Light Rail Technical Training Supervisor	137,579.00	167,268.92
Light Rail Track Maintenance Supervisor	124,782.06	151,714.94
Light Rail Way, Power & Signal Superintendent	144,470.04	175,654.96
LR Way, Power, and Signal Supervisor	137,579.00	167,268.92
Mail & Warehouse Worker	66,499.94	86,499.92
Maintenance Instructor - Bus	124,782.06	151,714.94
Maintenance Instructor - Light Rail	124,782.06	151,714.94
Maintenance Instructor - Light Rail (P)	124,782.06	151,714.94
Maintenance Scheduler	75,899.98	98,699.90
Maintenance Superintendent	144,470.04	175,654.96
Maintenance Worker - LRT	61,443.20	87,776.00
Management Administrative Assistant	82,000.00	106,600.00
Management Aide	86,075.08	104,660.92
Management Aide - NR	87,000.00	113,100.00
Management Analyst	113,245.08	137,579.00
Management Analyst - NR	116,300.00	151,200.00
Manager of Forecasting & GIS	174,900.00	227,400.00
Manager, Market Development	151,714.94	184,435.94
Manager, Operations Analysis, Reporting & Systems	151,714.94	184,435.94
Manager, Rail Vehicle Engineering	174,900.00	227,400.00
Manager, Real Estate & Project Administrator	185,400.00	241,000.00
Manager, Transit-Oriented Development	185,400.00	241,000.00
Manager, Vehicle Engineering & QA Warran	174,900.00	227,400.00
Materials Manager	151,714.94	184,435.94
Materials Resource Scheduler	69,500.08	90,399.92
Mgr, Budget Admin & Fin Plng & Analysis	146,900.00	191,000.00
Network Analyst I	82,899.96	107,799.90
Network Analyst II	107,900.00	140,299.90
Office Specialist I	58,300.06	75,799.88
Office Specialist I (P)	58,300.06	75,799.88
Office Specialist II	63,700.00	82,800.12
Office Specialist II (P)	63,700.00	82,800.12
Office Support Supervisor	97,769.88	118,875.12
Operations Manager	185,400.00	241,000.00
Operations Systems Supervisor	124,782.06	151,714.94
Operations Training Manager	174,900.00	227,400.00
Operator - Trainee	58,489.60	58,489.60
Overhaul & Repair Foreperson	117,790.40	133,868.80
Overhaul & Repair Mechanic	105,102.40	119,433.60
Overhead Line Worker	119,662.40	135,408.00
Paint & Body Foreperson	117,790.40	133,868.80
Paint & Body Foreperson - LRT	117,790.40	133,868.80
Paint & Body Worker	105,102.40	119,433.60
Paint & Body Worker - LRT	105,102.40	119,433.60
Paralegal	97,700.00	127,000.00
Parts Clerk	62,712.00	89,606.40
Parts Foreperson	105,102.40	119,433.60
Passenger Facilities & Wayside Maintenance Supervisor	118,875.12	144,470.04

VTA FY 2026 & FY 2027 PROPOSED BUDGET

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Payroll Support Supervisor	113,245.08	137,579.00
Permit Technician	79,300.00	103,099.88
Planning & Engagement Manager (P)	185,400.00	241,000.00
Policy Analyst	130,700.00	169,900.00
Principal Cloud Administrator	144,470.04	175,654.96
Principal Construction Inspector	131,042.08	159,315.00
Principal Data Warehouse Administrator	144,470.04	175,654.96
Principal Environmental Planner	151,714.94	184,435.94
Principal Safety Auditor	146,900.00	191,000.00
Principal Transportation Planner-Pregaming & Grants	151,714.94	184,435.94
Principal Transportation Planner	151,714.94	184,435.94
Program Manager-BART Silicon Valley Extension	155,700.00	202,400.00
Programmer I	82,899.96	107,799.90
Programmer II	112,799.96	146,599.96
Project Controls Manager	174,900.00	227,400.00
Project Controls Specialist I	82,899.96	107,799.90
Project Controls Specialist II	98,900.10	128,599.90
Project Controls Supervisor	151,714.94	184,435.94
Public Communication Specialist I (P)	90,500.02	117,699.92
Public Communication Specialist II (P)	98,900.10	128,599.90
Public Communication Specialist 1	90,500.02	117,699.92
Public Communication Specialist II	98,900.10	128,599.90
Public Information Officer	155,700.00	202,400.00
Purchasing Manager	151,714.94	184,435.94
Quality Assurance & Warranty Manager	151,714.94	184,435.94
Quality Assurance & Warranty Specialist	94,599.96	123,000.02
Real Estate Project Implementation Manager	155,700.00	202,400.00
Regional Transportation Services Manager	185,400.00	241,000.00
Revenue Services Manager	144,470.04	175,654.96
Risk Analyst II	116,300.00	151,200.00
Risk Analyst III	123,300.00	160,300.00
Sales and Promotion Supervisor	118,875.12	144,470.04
Secretary	63,700.00	82,800.12
Senior Business Systems Analyst (P)	123,100.12	160,000.10
Senior Communications Systems Analyst	123,100.12	160,000.10
Senior Construction Law Attorney	208,300.00	270,800.00
Senior Cyber Security Analyst	146,900.00	191,000.00
Senior Database Administrator	123,100.12	160,000.10
Senior Financial Analyst - NR	130,700.00	169,900.00
Senior Land Surveyor	131,042.08	159,315.00
Senior Network Analyst	123,100.12	160,000.10
Senior Policy Analyst	146,900.00	191,000.00
Senior Programmer	123,100.12	160,000.10
Senior Signal Maintainer	112,799.96	146,599.96
Senior Systems Administrator	123,100.12	160,000.10
Senior Systems Administrator - NR	146,900.00	191,000.00
Senior Web Developer	123,100.12	160,000.10
Service Mechanic	87,256.00	99,153.60

VTA FY 2026 & FY 2027 PROPOSED BUDGET

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Service Worker	62,441.60	89,211.20
Service Worker Foreperson	66,123.20	94,473.60
Sr Accountant	137,579.00	167,268.92
Sr Architect	158,705.04	192,888.02
Sr Assistant Counsel	185,400.00	241,000.00
Sr Business Systems Analyst	123,100.12	160,000.10
Sr Construction Contracts Administrator	131,042.08	159,315.00
Sr Construction Inspector	103,300.08	134,299.88
Sr Contracts Administrator	131,042.08	159,315.00
Sr Contracts Administrator (P)	131,042.08	159,315.00
Sr Cost & Schedule Coordinator	158,705.04	192,888.02
Sr Environmental Engineer	158,705.04	192,888.02
Sr Environmental Planner	137,579.00	167,268.92
Sr Financial Analyst	124,782.06	151,714.94
Sr Human Resources Analyst	130,700.00	169,900.00
Sr Information Representative	85,280.00	96,907.20
Sr Information Systems Analyst	123,100.12	160,000.10
Sr Management Analyst	124,782.06	151,714.94
Sr Management Analyst - NR	130,700.00	169,900.00
Sr Mechanical Engineer - Auto Systems	158,705.04	192,888.02
Sr Real Estate Agent	151,714.94	184,435.94
Sr Real Estate Agent (P)	151,714.94	184,435.94
Sr Real Estate Agent- TOD (P)	151,714.94	184,435.94
Sr Real Estate Agent-Transit Oriented Development	151,714.94	184,435.94
Sr Systems Design Engineer	158,705.04	192,888.02
Sr Systems Engineer	158,705.04	192,888.02
Sr Track Worker	105,102.40	119,433.60
Sr Transportation Engineer	158,705.04	192,888.02
Sr Transportation Planner	137,579.00	167,268.92
Sr Transportation Planner (P)	137,579.00	167,268.92
Sr Transportation Planner - Programming & Grants	137,579.00	167,268.92
Sr Transportation Planner -Modeling & Analysis	137,579.00	167,268.92
Sr. Timekeeping Technician	75,899.98	98,699.90
Staff Attorney I	103,600.00	134,700.00
Staff Attorney II	123,300.00	160,300.00
Substation Maintainer	119,662.40	135,408.00
Supervising Maintenance Instructor - LR	137,579.00	167,268.92
Supervising Maintenance Instructor-Bus	137,579.00	167,268.92
Support Mechanic	71,240.00	101,774.40
Survey and Mapping Manager	151,714.94	184,435.94
Systems Administrator I	82,899.96	107,799.90
Systems Administrator II	107,900.00	140,299.90
Technical Project Manager	117,800.02	153,099.96
Technical Services Group Manager	196,500.00	255,500.00
Technical Trainer	124,782.06	151,714.94
Technical Training Supervisor	137,579.00	167,268.92
Technology Infrastructure Supervisor	151,714.94	184,435.94
Technology Manager	185,400.00	241,000.00

MTA FY 2026 & FY 2027 PROPOSED BUDGET

Job Classification	Minimum Annual Salary	Maximum Annual Salary
Technology Manager (P)	185,400.00	241,000.00
Timekeeping Technician	69,500.08	90,399.92
Track Worker	86,361.60	98,134.40
Transit Capital Planning Manager	159,315.00	193,650.08
Transit Division Supervisor	118,875.12	144,470.04
Transit Foreperson	117,790.40	133,868.80
Transit Maintenance Supervisor	131,042.08	159,315.00
Transit Mechanic	105,102.40	119,433.60
Transit Radio Dispatcher	73,985.60	105,684.80
Transit Safety Officer	118,875.12	144,470.04
Transit Scheduling Manager	144,470.04	175,654.96
Transit Service Analyst I	69,500.08	90,399.92
Transit Service Analyst II	94,599.96	123,000.02
Transit Service Analyst III	103,300.08	134,299.88
Transit Service Development Aide	63,700.00	82,800.12
Transit Service Development Specialist I	69,500.08	90,399.92
Transit Service Development Specialist II	94,599.96	123,000.02
Transit Service Development Specialist III	103,300.08	134,299.88
Transit Service Development Supervisor	124,782.06	151,714.94
Transit Systems Safety Supervisor	131,042.08	159,315.00
Transportation Planning Manager- Env Resource Plng (P)	174,900.00	227,400.00
Transportation Planning Manager - Env Resource Plng	174,900.00	227,400.00
Transportation Planning Manager- Sales Tax & Program	174,900.00	227,400.00
Transportation Engineering Manager	167,268.92	203,336.12
Transportation Planner I	79,300.00	103,099.88
Transportation Planner I (P)	79,300.00	103,099.88
Transportation Planner II	98,900.10	128,599.90
Transportation Planner II (P)	98,900.10	128,599.90
Transportation Planner III	107,900.00	140,299.90
Transportation Planner III (P)	107,900.00	140,299.90
Transportation Planning Aide	63,700.00	82,800.12
Transportation Planning Manager	174,900.00	227,400.00
Transportation Planning Manager, TDM, R&A	174,900.00	227,400.00
Transportation Superintendent	144,470.04	175,654.96
Transportation Superintendent, Service Management	151,714.94	184,435.94
Transportation Supervisor	124,782.06	151,714.94
Upholsterer	105,102.40	119,433.60
Upholstery Foreperson	117,790.40	133,868.80
Utilities Coordination Manager	131,042.08	159,315.00
Utility Coordinator	94,599.96	123,000.02
Utility Worker	66,499.94	86,499.92
Vault Room Worker	58,300.06	75,799.88
Vehicle Parts Supervisor	118,875.12	144,470.04
Warranty Coordinator	131,042.08	159,315.00
Web Developer I	82,899.96	107,799.90
Web Developer II	103,300.08	134,299.88
Wellness and Employee Engagement Program Manager	155,700.00	202,400.00

VTA Transit Fund Unrestricted Net Assets/Reserves

The VTA Transit Fund currently maintains three reserve accounts, and intends to create a new Capital Fund reserve account, as described below:

Operating Reserve

It is the policy of VTA to accumulate a prudent level of reserves by building and maintaining an Operating Reserve equal to 15% of the annual operating budget for the VTA Transit Fund. The purpose of this reserve is to ensure that sufficient funds are always available in the event of either unavoidable expenditure needs or unanticipated revenue shortfalls from sources other than sales tax-based revenues. The Board formalized this long-standing practice with adoption of the VTA Transit Fund Operating Reserve Policy on April 5, 2012.

Sales Tax Stabilization Fund

The Sales Tax Stabilization Fund reserve was created by the Board as part of the FY 2012 and FY 2013 Biennial Budget adoption on June 2, 2011 to mitigate the impact of the volatility of sales tax-based revenues on service levels and the operating budget. Per the Board policy adopted on April 5, 2012, this reserve carries a maximum balance of \$35 million.

Debt Reduction Fund

The Debt Reduction Fund was established by the Board on February 7, 2008. Per the Board policy also approved at the same time, this fund 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 primarily to fund the local portion of the VTA Transit capital program in order to keep assets in a state of good repair.

Transit Operations Capital Fund

The Transit Operations Capital Fund was established by the Board on June 1, 2023 to support Transit Capital Projects. The reserve will be funded from the remaining Operating Balance, after the required Operating Reserve is met and is used to fund approved transit-related capital improvements and the replacement of capital assets.

Other Designated Funds

In addition to the reserve accounts listed above, there are three other components to the Unrestricted Net Assets that have been restricted by board resolution, contractual requirements,

Local Share of Capital Projects

This designation represents funds previously appropriated for and committed to capital projects. Per VTA Budget Resolution, “Capital appropriations, which are not expended during the fiscal year, shall carry over to successive fiscal years until the projects are completed or otherwise terminated.” The Local Share of Capital Projects designation represents the locally funded portion of this carryover. The Budget Resolution also states that “The locally funded portion of the VTA Transit Fund capital appropriation carry over shall be set-aside as a designation of Unrestricted Net Assets in the Annual Comprehensive Financial Report.”

VTA FY 2026 & FY 2027 PROPOSED BUDGET

Inventory and Prepaid Expenses

This component of net assets represents the value of parts inventory and the prepayment of expenses which are not liquid or otherwise unavailable for use.

Unrestricted Net Assets Status

The table below shows the Unrestricted Net Assets as reported in the FY 2024 Annual Comprehensive Financial Report as well as the projected balances for FY 2025 through FY 2027.

Unrestricted Net Assets (Dollars in Thousands)

Fund	FY24 Ending Balance	FY25 Projected Ending Balance¹	FY26 Projected Ending Balance¹	FY27 Projected Ending Balance¹
<u>Reserves:</u>				
Operating Reserve	93,673	91,122	91,660	98,966
Capital Fund	152,761	192,761	131,427	131,427
Sales Tax Stabilization Fund	35,000	31,928	30,522	8,223
Debt Reduction Fund	102,925	102,925	102,925	102,925
Total Reserves	384,359	418,736	356,534	341,541
<u>Other Designated Funds:</u>				
Local Share of Capital Projects	360,222	315,893	352,693	328,160
Inventory and Prepaid Expenses	34,625	34,625	34,625	34,625
Total Other Designated Funds	394,847	350,518	387,318	362,785
Net OPEB Asset (GASB 75)²	16,038	16,038	16,038	16,038
Net Pension Liability (GASB 68)²	(328,155)	(328,155)	(328,155)	(328,155)
Net Leased Asset (GASB 87)²	1,204	1,204	1,204	1,204
Net Subscription Asset (GASB 96)²	13	13	13	13
Total Unrestricted Net Assets	468,306	458,354	432,952	393,425

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

¹ Projection as of April 10, 2025

² Balance assumed to remain stable over time

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