



CITIZENS ADVISORY COMMITTEE/2000 MEASURE A CITIZENS WATCHDOG COMMITTEE

and

2000 MEASURE A CITIZENS WATCHDOG COMMITTEE

Wednesday, November 10, 2021

2000 Measure A Citizens Watchdog Committee (CWC) meeting begins at 4:00 PM
Citizens Advisory Committee (CAC) meeting begins at the conclusion of the CWC Meeting.

TELECONFERENCE AND VIDEO CONFERENCE MEETING ONLY

Until further notice and pursuant to Assembly Bill 361 (Rivas), the VTA Citizens Advisory Committee/2000 Measure A Citizens Watchdog Committee will convene a teleconference and video conference meeting only.

Zoom Meeting Link: <https://us02web.zoom.us/j/81797312409>

Call in (One-tap): US: +16699009128,,81797312409# or +16692192599,,81797312409#

Call in (Telephone): US: +1 669 219 2599 or +1 669 900 9128 Webinar ID: 817 9731 2409

Technology limitations may limit the ability to receive verbal public comments during the meeting. We request the public to submit their comments by 10:00 a.m. on November 10, 2021, to board.secretary@vta.org. Instructions for participating in the teleconference will be posted on VTA's website: <https://bit.ly/vta-cac-cwc-agendas>.

REVISED AGENDA

COMMITTEE MISSION STATEMENT:

The VTA CAC provides a communication channel for transportation stakeholders and residents of the county by providing input, analysis, perspective and timely recommendations prior to VTA Board of Director action on transportation policy issues and initiatives.

CALL TO ORDER

- 1. ROLL CALL**
- 2. ORDERS OF THE DAY**
- 3. PUBLIC COMMENT:**

This portion of the agenda is reserved for persons desiring to address the Committee on any matter not on the agenda. Speakers are **limited to 2 minutes**. The law does not permit Committee action or extended discussion on any item not on the agenda except under special circumstances. If Committee action is requested, the matter can be placed on a subsequent agenda. All statements that require a response will be referred to staff for reply in writing.

4. Receive Committee Staff Report. (Verbal Report) (Gonzalez-Estay)
5. Receive Chairperson's Report. (Verbal Report) (Swaminathan)

**COMBINED CAC AND 2000 MEASURE A CITIZENS WATCHDOG COMMITTEE
CONSENT AGENDAS**

6. ACTION ITEM - Approve the Regular Meeting Minutes of June 9, 2021.
7. ACTION ITEM - Approve the Special Meeting Minutes of June 29, 2021.
8. ACTION ITEM - Approve the Regular Meeting Minutes of July 7, 2021.
9. ACTION ITEM - Approve the Regular Meeting Minutes of September 8, 2021.
10. ACTION ITEM - Approve the Regular Meeting Minutes of October 13, 2021.

2000 MEASURE A CITIZENS WATCHDOG COMMITTEE REGULAR AGENDA

There are no items for the 2000 Measure A Citizens Watchdog Committee Regular Agenda.

CITIZENS ADVISORY COMMITTEE REGULAR AGENDA

11. ACTION ITEM - Recommend that the VTA Board of Directors: 1) Approve the recommended prioritized project list and funding strategy for the 2016 Measure B Highway Interchange Competitive Grant Program; 2) [Approve \\$196.81 million and the funding plan to advance various phases of twelve projects on the prioritized project list](#); and 3) Authorize the General Manager to execute the necessary agreements for the 2016 Measure B Highway Interchanges Competitive Grant Program funds.
12. ACTION ITEM - Recommend that the VTA Board of Directors: 1) Augment the 2016 Measure B Program in the Adopted Fiscal Years 2022 and 2023 Biennial Budget [by \\$190.89 million with](#) allocation for the following 2016 Measure B Need/Capacity-based program categories: a) Caltrain Grade Separations and b) Highway Interchanges; and 2) Approve the 2016 Measure B 10-year Program (FY2022 to FY2031).
13. ACTION ITEM - Recommend that the VTA Board of Directors direct staff to pursue the five-year battery-electric bus strategy in support of the California Air Resources Board-required zero-emission bus fleet transition.
14. INFORMATION ITEM - Provide input on a new Faster Fare Collection study funded by a Lifeline Transportation Program grant.
15. ACTION ITEM - Appoint a nomination subcommittee to identify Committee members interested in serving as the chairperson or vice chairperson for 2022.

COMBINED CAC AND CITIZENS WATCHDOG COMMITTEE ITEMS

16. Review the Citizens Advisory Committee and Citizens Watchdog Committee Work Plans.

OTHER

17. ANNOUNCEMENTS

18. ADJOURN

In accordance with the Americans with Disabilities Act (ADA) and Title VI of the Civil Rights Act of 1964, VTA will make reasonable arrangements to ensure meaningful access to its meetings for persons who have disabilities and for persons with limited English proficiency who need translation and interpretation services. Individuals requiring ADA accommodations should notify the Board Secretary's Office at least 48-hours prior to the meeting. Individuals requiring language assistance should notify the Board Secretary's Office at least 72-hours prior to the meeting. The Board Secretary may be contacted at ☎(408) 321-5680 or ✉email: board.secretary@vta.org or ☎ (408) 321-2330 (TTY only). VTA's home page is on the web at: www.vta.org or visit us on Facebook at: www.facebook.com/scvta. ☎(408) 321-2300: 中文 / Español / 日本語 / 한국어 / tiếng Việt / Tagalog.

There will be no location for the November 10, 2021, 2000 Measure A Citizens Watchdog Committee (CWC) and Citizens Advisory Committee (CAC) meeting. All reports for items on the open meeting agenda are available on VTA's website.

Zoom meeting link: <https://us02web.zoom.us/j/81797312409>



LOCAL STREETS & ROADS

- Receiving and reviewing annual documentation, due October 1st.
- Allocation through FY23: \$270.7M
- Expenditure through September 2021: \$98.9M



BART PHASE II

- No 2016 Measure B activities in September 2021.
- Allocation through FY23: \$150M



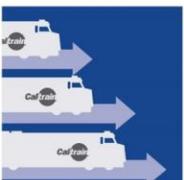
BICYCLE & PEDESTRIAN

- Capital Projects: Reviewing required project documentation.
- Education & Encouragement: Receiving and reviewing annual documentation, due October 1st.
- Planning Studies: Continued developing funding agreements.
- Allocation through FY23: \$56.4M
- Expenditure through September 2021: \$945K



CALTRAIN GRADE SEPARATION

- Received fund allocation agreement from Sunnyvale, Mountain View, and Palo Alto. VTA has responded to the Cities and will be meeting with each city in early October.
- Allocation through FY21: \$38M
- Expenditure through September 2021: \$405K



CALTRAIN CORRIDOR CAPACITY IMPROVEMENTS

- No 2016 Measure B activities in September 2021.
- Allocation through FY23: \$42.5M
- Expenditure through September 2021: \$2.9M



HIGHWAY INTERCHANGES

- Call-for-projects window still open -- applications are due on October 12.
- US 101 SB to SR 87 SB Connector Ramp & US 101 SB On-Ramp from Story Rd: Contract awarded.
- US 101/Trimble-De La Cruz Blvd Interchange Improvement: Construction to begin October 2021.
- Allocation through FY21: \$206.9M
- Expenditure through September 2021: \$57.4M



COUNTY EXPRESSWAYS

- Reviewing project quarterly reports and ongoing reimbursement requests.
- Allocation through FY23: \$50M
- Expenditure through September 2021: \$9.2M



SR 85 CORRIDOR

- No 2016 Measure B activities in September 2021.
- Allocation through FY23: \$14.5M
- Expenditure through September 2021: \$1.4M



TRANSIT OPERATIONS

- Innovative Transit Service Models: Finalizing individual funding agreements with Santa Clara County, Milpitas and Mountain View.
- Allocation through FY23: \$112.8M
- Expenditure through September 2021: \$69.6M



PROGRAM ADMINISTRATION

- Continued updates to the 2016 Measure B transparency website and the VTA.org page.
- Awarded the on-call Complete Streets technical assistance contract to HMM Engineers.
- Allocation through FY23: \$15.2M
- Expenditure through September 2021: \$6.3M



CITIZENS ADVISORY COMMITTEE
and
2000 MEASURE A CITIZENS WATCHDOG COMMITTEE

Wednesday, June 9, 2021

MINUTES

CALL TO ORDER

The Regular Meeting of the Citizens Advisory Committee (CAC)/2000 Measure A Citizens Watchdog Committee (CWC) was called to order at 4:03 p.m. by Chairperson Swaminathan via video and teleconference.

1. ROLL CALL

Attendee Name	Title	Represents	Status
Jon Cacciotti	Member	Business & Labor	Present
Cecilia Conley	Member	Business & Labor	Absent
Tyler Krueger	Member	Business & Labor	Present
Steven Lee	Member	Community & Societal Interest	Present
Howard Miller	Member	Community & Societal Interest	Present
Aaron Morrow	Transitional Member	Community & Societal Interest	Absent
Robin Roemer	Member	Community & Societal Interest	Present
Vignesh Swaminathan	Chairperson	Community & Societal Interest	Present
Noel Tebo	Transitional Member	Community & Societal Interest	Present
Herman Wadler	Transitional Member	Community & Societal Interest	Present

A quorum was present.

2. ORDERS OF THE DAY

Manolo Gonzalez-Estay, Policy Analyst and Staff Liaison, requested that **Agenda Item #9.**, Review the Citizens Advisory Committee and Citizens Watchdog Committee Work Plans, and **Agenda Item #10.**, Announcements, be heard after VTA Zero-Emission Bus Implementation Plan.

M/S/C (Tebo/Lee) to accept the Orders of the Day.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.

RESULT:	ACCEPTED – Orders of the Day - Item #2
MOVER:	Noel Tebo, Member
SECONDER:	Steven Lee, Member
AYES:	Cacciotti, Kruger, Lee, Miller, Roemer, Swaminathan, Tebo,
NOES:	None
ABSENT:	Conley, Morrow, Wadler

3. PUBLIC COMMENT

Blair Beekman, Interested Citizen, offered his condolences to the fallen VTA employees. He commented on the following: 1) provide bus bridge services between Tasman and Downtown San Jose; 2) no current transit service for most residences in Santa Clara County; and 2) High-Speed Rail from Los Angeles to Merced and Stockton to Sacramento.

Roland Lebrun, Interested Citizen, commented about the following: 1) expressed concern about the rejection to provide public comments in memory of the fallen VTA employees and deferral of agenda items to June 18, 2021, Board meeting; 2) VTA's contribution to Caltrain; 3) BART consultant's fees; and 4) Measure A expenditures.

4. Committee Staff Report

Mr. Gonzalez-Estay reported on the following: 1) summary of actions the VTA Board of Directors (Board) took at their June 3, 2021, meeting; 2) Transit service update; and 3) proposal to conduct CWC special meeting at the end of June.

Mr. Lebrun provided a comment about the incoming General Manager/CEO Carolyn Gonot.

Mr. Beekman suggested the following: 1) rolling out new bus plan; 2) apply for additional funding; 3) reiterated bus bridge service from Tasman to San Jose Downtown.

Mr. Gonzalez-Estay addressed the public comment on new bus roll out.

Member Roemer queried about the progress of hiring new bus operators.

On order of Chairperson Swaminathan and there being no objection, the Committee received the Committee Staff Report.

5. Chairperson's Report

Chairperson Swaminathan expressed his condolences to the families of fallen VTA employees. He mentioned about links provided for any donations for the families.

Chairperson Swaminathan reported on the following: 1) Vice Chairperson Napur Gunjan withdrew as member of the Committee; 2) encouraged the Committee to provide recommendations to fill vacancies.

Chairperson Swaminathan appointed a subcommittee comprised of himself, Members

Roemer, Tebo and Wadler. The subcommittee will review and help in the development of the final Measure A Annual Report.

Mr. Gonzalez-Estay noted that the roles of the subcommittee will be provided and a special meeting before the end of June will be held to approve the annual report.

On order of Chairperson Swaminathan and there being no objection, the Committee received the Chairperson's Report.

COMBINED CAC AND 2000 MEASURE A CITIZENS WATCHDOG COMMITTEE CONSENT AGENDAS

6. Regular Meeting Minutes of May 12, 2021

M/S/C (Miller/Roemer) to approve the Regular Meeting Minutes of May 12, 2021.

RESULT:	APPROVED – Consent Agenda - Item #6
MOVER:	Howard Miller, Member
SECONDER:	Robin Roemer, Member
AYES:	Cacciotti, Kruger, Lee, Miller, Roemer, Swaminathan, Tebo,
NOES:	None
ABSENT:	Conley, Morrow, Wadler

CITIZENS ADVISORY COMMITTEE REGULAR AGENDA

7. Zero-Emission Bus Implementation Planning

Adam Burger, Sr Transportation Planner-Transit Capital Planning, provided a presentation entitled Zero-Emission Bus Implementation Planning.

Public Comment

Mr. Beekman made the following comments: 1) expressed concern that the public was not invited to the subcommittee process; and 2) complimented the idea of new fuel sources and suggested using electrolysis process.

Members of the Committee discussed and commented on the following: 1) environmental impacts; 2) a hybrid of any of two technologies; 3) schedule rates of electricity; 4) centralize charging station for buses; 5) interior design when purchasing new buses; 6) accessibility and marketing of energy to the public; 7) long term strategy for California's energy; and 8) references and information sharing with other agencies.

Member Wadler joined the video and teleconference meeting at 5:17 p.m.

On order of Chairperson Swaminathan and there being no objection, the Committee received presentation on VTA Zero-Emission Bus Implementation Planning.

The Agenda was taken out of order.

COMBINED CAC AND CITIZENS WATCHDOG COMMITTEE ITEMS

9. Citizens Advisory Committee and Citizens Watchdog Committee Work Plans

Mr. Gonzalez-Estay provided an overview of the Committee Work Plan.

Members of the Committee made a request to invite incoming General Manager/CEO Carolyn Gonot to the meeting.

Members of the Committee and staff discussed the possibility of in-person meetings. Michelle Oblena, Advisory Committee Coordinator, noted that while Governor Newsom's Executive Order N-29-20 is in effect, the VTA CAC/CWC will continue to hold video and teleconference meetings only at this time.

Public Comment

Mr. Beekman commented on the following: 1) complimented the Committee for allowing Public Comments on this item; 2) electrolysis process would work well during natural disasters; 3) Autonomous Vehicles (AV); and 4) suggested providing bus service around the light rail paths.

Mr. Lebrun commented on the following: 1) Brown Act and remote meeting legislation; 2) utilize the light rail electric power as microgrid for electric buses; and 3) HVAC (heating, ventilation, and air conditioning) vertical ventilation on buses.

OTHER

10. ANNOUNCEMENTS

Mr. Gonzalez-Estay noted there is a push for call for new members who are willing and able to serve on the Committee via social media and for the VTA Board of Directors to inform their constituents.

Chairperson Swaminathan expressed support on any representation from the north and south of the County as well as different sectors of the community.

Chairperson Swaminathan announced that the Vice Chairperson position is vacant and asked if any member of the Committee is interested in serving as Vice Chairperson. Member Howard Miller volunteered to serve as Vice Chairperson for the remainder of the year.

The Committee recessed at 5:47 p.m. until the start of the 2000 Measure A CWC Public hearing that will begin at 6:00 p.m.

2000 MEASURE A CITIZENS WATCHDOG COMMITTEE (CWC) PUBLIC HEARING

The 2000 Measure A Citizens Watchdog Committee (CWC) Public Hearing on Measure A Program Expenditures was called to order at 6:00 p.m. my Chairperson Swaminathan.

9. CONDUCT CWC PUBLIC HEARING

Chairperson Swaminathan indicated that the Citizens Watchdog Committee (CWC) was conducting the Public Hearing (Hearing) in accordance with the 2000 Measure A ballot. The purpose of the Hearing is to provide the opportunity for the community to express to the Committee their views, opinions, and concerns on the Measure A Program expenditures, the results of the annual independent compliance audit, and on Measure A Program activities and reports.

Chairperson Swaminathan stated that the results of any input, combined with other data received, would be used by the Committee to form its conclusion on whether Measure A tax dollars for the period were spent in accordance with the intent of the ballot.

Chairperson Swaminathan affirmed that after the Committee has concluded its review, Members of the Public will be informed of the findings by publishing the report in local newspapers, electronic and social media, and posting it on VTA's website.

Since this hearing is to receive community input exclusively on the Measure A Program, Chairperson Swaminathan stated the following: 1) Members of the Public wishing to speak will be required to limit their comments to 2000 Measure A Program-related issues only; 2) the Committee does not debate or engage in extended discussion with speakers or other Committee members; 3) the Committee or staff may provide brief answers to clarify a statement or issue. All other questions will be referred to staff to formulate a written response from the Committee.

Chairperson Swaminathan requested any written public comments received via email or U.S. mail be included in the official hearing record. Staff confirmed there were no written comments received.

Chairperson Swaminathan officially opened the public hearing.

Public Comment

Mr. Lebrun commented about the following: 1) being the only public attendee to comment, there is a flaw in the process; 2) the auditor not committing to provide legal opinion on Measure A and Measure B spending; 3) not contributing to Caltrain operations and capital projects.

Mr. Gonzalez-Estay noted that staff will continue to encourage the public to provide their comments on this item at public meetings, in-person, and online.

Chairperson Swaminathan asked if there were any additional Members of the Public wishing to speak. Seeing none, Chairperson Swaminathan closed the Public Hearing at 6:07 p.m.

Chairperson Swaminathan stated, in conclusion, the input received would be incorporated with other information received by the CWC to determine its conclusion whether 2000 Measure A tax dollars are being spent in accordance with the intent of the Measure. The CWC will then inform Santa Clara County residents of its findings by publishing its conclusion in local newspapers and placing it on VTA's website, among other methods.

Chairperson Swaminathan stated that the transcript of the hearing prepared by the court reporter and an audio recording of the hearing will be available to the public within a reasonable timeframe following the hearing.

OTHER (continued)

11. ADJOURNMENT

On order of Chairperson Swaminathan and there being no objection, the meeting was adjourned at 6:10 p.m. in memory of the fallen VTA family members.

Respectfully submitted,

Reyne Jimeno, Board Assistant
VTA Office of the Board Secretary



CITIZENS ADVISORY COMMITTEE/2000 MEASURE A CITIZENS WATCHDOG COMMITTEE SPECIAL MEETING

Tuesday, June 29, 2021

MINUTES

CALL TO ORDER

The Special Meeting of the Citizens Advisory Committee (CAC)/2000 Measure A Citizens Watchdog Committee (CWC) was called to order at 4:04 p.m. by Chairperson Swaminathan via video and teleconference.

1. ROLL CALL

Attendee Name	Title	Represents	Status
Jon Cacciotti	Member	Business & Labor	Present
Cecilia Conley	Member	Business & Labor	Absent
Tyler Krueger	Member	Business & Labor	Present
Steven Lee	Member	Community & Societal Interest	Present
Howard Miller	Vice Chairperson	Community & Societal Interest	Present
Aaron Morrow	Transitional Member	Community & Societal Interest	Absent
Robin Roemer	Member	Community & Societal Interest	Present
Vignesh Swaminathan	Chairperson	Community & Societal Interest	Present
Noel Tebo	Transitional Member	Community & Societal Interest	Present
Herman Wadler	Transitional Member	Community & Societal Interest	Present

A quorum was present.

2. PUBLIC COMMENT

There was no Public Comment.

3. Election Process for 2021 Citizens Advisory Committee Leadership: Conduct Election for Vice Chairperson for the remainder of 2021

Manolo Gonzalez-Estay, Government Affairs Policy Analyst and Staff Liaison, provided a brief overview of the election process, noting Member Miller expressed interest in serving as Vice Chairperson for the remainder of 2021.

M/S/C (Wadler/Roemer) to close the nominations and elect Member Miller for Vice Chairperson for the remainder of calendar year 2021.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.

RESULT:	ELECTED HOWARD MILLER AS VICE CHAIRPERSON FOR THE REMAINDER OF 2021 - Agenda Item #3
MOVER:	Herman Wadler, Transitional Member
SECONDER:	Robin Roemer, Member
AYES:	Cacciotti, Kruger, Lee, Miller, Roemer, Swaminathan, Tebo, Wadler
NOES:	None
ABSENT:	Conley, Morrow

4. **2000 Measure A Citizens Watchdog Committee FY 2020 Annual Report**

Michelle Oblena, Associate Management Analyst and Advisory Committee Coordinator, provided an overview of the 2000 Measure A Citizens Watchdog Committee (CWC) Fiscal Year (FY) 2020 Annual Report and Publication Strategy.

Chairperson Swaminathan provided the Subcommittee Report for VTA's 2000 Measure A CWC Annual Report.

Public Comment

Roland Lebrun, Interested Citizen, commented on the following: 1) expressed support to the Committee for their work; 2) auditor report; and 3) project spending.

Members of the Committee and staff discussed the following: 1) subcommittee concerns; 2) CWC role and purview; 3) thanked staff for the report; 4) clarify comparison of revenues and expenditures; 5) publication and release of annual report; 6) consider additional CWC meetings or workshops.

M/S/C (Wadler/Miller) to approve the 2000 Measure A Citizens Watchdog Committee's Annual Report on Fiscal Year 2020, and authorize the CWC Chairperson to make: 1) non-substantial changes to the report, if any; and 2) approve publication of the final report.

RESULT:	APPROVED – Agenda Item #4
MOVER:	Herman Wadler, Transitional Member
SECONDER:	Howard Miller, Vice Chairperson
AYES:	Cacciotti, Kruger, Lee, Miller, Roemer, Swaminathan, Tebo, Wadler
NOES:	None
ABSENT:	Conley, Morrow

Members of the Committee expressed support for adding CWC workshops or meeting extensions to have additional time to dedicate specifically to CWC duties. Staff noted they will agendaize the matter for further discussion.

Public Comment

Mr. Lebrun commented on the following: 1) expressed support for agendizing additional CWC meeting times; and 2) referenced **Agenda Item #4.**, 2000 Measure A Citizens Watchdog Committee FY 2020 Annual Report and thanked the Subcommittee for their report. He suggested it would be helpful to note staff's responses.

5. Outgoing Transitional Member Recognition

Chairperson Swaminathan recognized the following outgoing Transitional Members for their many years of dedicated service and leadership in the Community:

- Aaron Morrow
- Martin Schulter
- Noel Tebo
- Herman Wadler

Stephen Flynn, Senior Policy Analyst, expressed staff's sincere thanks to outgoing Transitional Members for their exemplary service, long and extraordinary commitment to VTA's Mission of providing transportation solutions to the residents of Santa Clara County, and their exceptional dedication, vision and advocacy efforts.

Transitional Members Schulter, Tebo and Wadler thanked staff for their mentorship, commitment and teamwork.

Public Comment

Mr. Lebrun commented on the following: 1) Gilroy double tracking project; 2) 2000 Measure A clarification; and 3) CAC/CWC bylaws.

On order of Chairperson Swaminathan and there being no objection, the Committee recognized outgoing Transitional Members Morrow, Schulter, Tebo and Wadler for their service.

6. ANNOUNCEMENTS

Chairperson Swaminathan announced the next CAC/CWC meeting will be held on July 7, 2021. He encouraged members to reach out to their network and constituents to bring in new members. Mr. Gonzalez-Estay highlighted VTA social media efforts and noted staff will be sending an email to Committee members to forward to constituents.

Chairperson Swaminathan announced upcoming City of Cupertino Climate Action Plan (CAP) workshops.

Transitional Member Wadler announced the annual Almaden Cycle Touring Club (ACTC) classes will be offered soon. He encouraged all to visit actc.org for more details.

7. **ADJOURNMENT**

On order of Chairperson Swaminathan and there being no objection, the meeting was adjourned at 5:31 p.m.

Respectfully submitted,

Anita McGraw, Board Assistant
VTA Office of the Board Secretary



CITIZENS ADVISORY COMMITTEE
and
2000 MEASURE A CITIZENS WATCHDOG COMMITTEE

Wednesday, July 7, 2021

MINUTES

CALL TO ORDER

The Regular Meeting of the Citizens Advisory Committee (CAC)/2000 Measure A Citizens Watchdog Committee (CWC) was called to order at 4:00 p.m. by Chairperson Swaminathan via video and teleconference.

1. ROLL CALL

Attendee Name	Title	Represents	Status
Jon Cacciotti	Member	Business & Labor	Present
Tyler Krueger	Member	Business & Labor	Present
Steven Lee	Member	Community & Societal Interest	Present
Howard Miller	Vice Chairperson	Community & Societal Interest	Present
Robin Roemer	Member	Community & Societal Interest	Present
Vignesh Swaminathan	Chairperson	Community & Societal Interest	Present

A quorum was not present and a Committee of the Whole was declared.

2. ORDERS OF THE DAY

There were no Orders of the Day.

3. PUBLIC COMMENT

Anita McGraw, Board Assistant, noted that additional written Public Comment was received from Roland Lebrun and uploaded to the VTA agenda portal.

Roland Lebrun, Interested Citizen, commented on the following: 1) requested written materials be posted at least one week prior to the meeting date; 2) 2000 Measure A presentation; 3) funding for 10-year plan, and 4) debt service.

4. Committee Staff Report

Stephen Flynn, Senior Policy Analyst and Staff Liaison, reported on the following: 1) Transit Service Update; 2) 2016 Measure B Update, and 3) Video-conference Committee Meetings.

Member Roemer requested staff provide information about bus operator training class schedule and sizes. Staff indicated the information would be gathered and forwarded to the Committee.

Public Comment

Mr. Lebrun requested clarification of the 2016 Measure B Update – April & May 2021 allocation and expenditures through May 2021.

Austin Wise, Interested Citizen, requested an update on the status of restarting light rail service. Mr. Flynn provided a progress update.

On order of Chairperson Swaminathan and there being no objection, the Committee of the Whole received the Committee Staff Report.

5. Chairperson's Report

Chairperson Swaminathan reported that Member Roemer will be moving out of Santa Clara County and today will be his last meeting.

COMBINED CAC AND 2000 MEASURE A CITIZENS WATCHDOG COMMITTEE CONSENT AGENDAS

6. (Deferred)

Approve the Regular Meeting Minutes of June 9, 2021.

7. (Deferred)

Receive a report on the evaluation results of the three alternative alignments for the Central Bikeway Study.

CITIZENS ADVISORY COMMITTEE REGULAR AGENDA

8. 2016 Measure B Need/Capacity-based Program Category FY2022/FY2023 Biennial Budget & 10-year Program Allocations

Member Cacciotti noted his recusal due to his contractual affiliation with the BART Phase II project.

Marcella Rensi, Deputy Director-Grants, provided the report and a presentation entitled “2016 Measure B Need/Capacity-based Programs FY2022/FY2023 Biennial Budget & 10-year Program Allocations.”

Public Comment

Mr. Lebrun commented on the following: 1) expressed support for the funding of Caltrain capacity improvements; 2) referenced “Proposed 2016 Measure B 10-year Program Allocations (Attachment B),” and noted he would also like to see the total over ten years added on the right-hand side; and 3) debt service.

Members of the Committee and staff discussed the following: 1) expressed concern about “out” years; 2) suggested including the total over ten years and also give as a percentage; 3) highway interchange funding; and 4) cashflow analysis should include revenue.

On order of Chairperson Swaminathan and there being no objection, the Committee of the Whole forwarded the following item to the VTA Board of Directors without a recommendation:

1. Augment the 2016 Measure B Program Fiscal Years 2022 and 2023 Biennial Budget by \$29.35 million as shown in Attachment A with allocations for the following four 2016 Measure B Need/Capacity-based program categories: a) BART Phase II, b) Caltrain Corridor Capacity Improvements, c) County Expressways, and d) SR 85 Corridor.
2. Approve the 2016 Measure B 10-year Program (FY 2022 to 2031) shown in Attachment B for the same four categories listed above, as well as for the three Formula-based programs that are already in the FY 2022/2023 Biennial Budgets: a) Local Streets & Roads, b) Bicycle & Pedestrian, and c) Transit Operations. Additionally, approve the projected annual Program Administration costs as part of the 10-year Program.

9. **2016 Measure B Highway Interchanges Program Category Prioritization and Project Selection Process**

Member Cacciotti noted his recusal due to his contractual affiliation with the BART Phase II project.

Jane Shinn, Senior Transportation Planner, provided the staff report and a presentation entitled “2016 Measure B Highway Interchange Program Category Prioritization & Project Selection Process.”

Members of the Committee and staff discussed the following: 1) congestion management criteria and climate consideration criteria overlap; 2) suggest removing geographic balance and moving those points to equity; 3) lack of regional planning; 4) project selection criteria point redistribution; 5) overlap in accommodation of bicycle/pedestrian movements; 6) oppose Charcot Overcrossing project; 7) support proposed criteria ratios as recommended in the report; 8) noted importance of meaningful engagement; 9) equity concerns; 10) suggest focusing exclusively on Vehicle Miles Traveled (VMT) rather than gas emissions; 11) consideration of complete streets and active transportation; 12) importance of safety category; and 13) suggest explicit language for bicycle/pedestrian accommodation in each category.

Public Comment

Mr. Lebrun commented the process lacks regional planning.

On order of Chairperson Swaminathan and there being no objection, the Committee of the Whole forwarded the following item to the VTA Board of Directors without a recommendation:

1. Approve the proposed 2016 Measure B Highway Interchange Program Category Prioritization and Project Selection Process to develop a ranked priority list of Highway Interchange projects.
2. Upon approval, direct staff to use the Project Selection and Prioritization Process, as well as the Project Readiness Criteria, approved by the Board at their May 6, 2021 meeting, to develop the recommendations for Highway Interchanges program category FY2022/FY2023 Biennial Budget and draft 2016 Measure B 10-year Program (FY 2022-2031) allocations Board and bring these back to the Board for review and approval.

10. Transit-Oriented Development Review, Business Plan Background

Ron Golem, Director of Real Estate and Transit Oriented Development, and Jessie O'Malley-Solis, Transit-Oriented Development Manager, provided the staff report and a presentation entitled "VTA Transit-Oriented Development Portfolio."

Public Comment

Mr. Lebrun commented on the following: 1) farebox recovery; 2) concern with lack of parking; and 3) suggest VTA focus on abandoned light rail stations and stay out of Caltrain parking lots.

Members of the Committee and staff discussed the following: 1) competing public land uses; 2) encourage VTA to be more aggressive in land use issues with the cities; 3) expressed concern with a lack of parking in the future; 4) suggest a new term for Transit Oriented Development (TOD); 5) applaud additional housing; 6) expressed excitement about TOD plans; and 7) enhance areas around light rail stations.

On order of Chairperson Swaminathan and there being no objection, the Committee of the Whole reviewed the Transit-Oriented Development Program, Business Plan Background.

2000 MEASURE A CITIZENS WATCHDOG COMMITTEE REGULAR AGENDA

There were no items for the 2000 Measure A Citizens Watchdog Committee Regular Agenda.

COMBINED CAC AND CITIZENS WATCHDOG COMMITTEE ITEMS

11. Citizens Advisory Committee and Citizens Watchdog Committee Work Plans

Chairperson Swaminathan requested the following be added to the CAC/CWC workplan: 1) CWC additional meeting times or workshops; 2) presentation on 2000 Measure A, and 3) 10-year plan for 2000 Measure A.

Public Comment

Mr. Lebrun expressed support for separate CWC meetings.

On order of Chairperson Swaminathan and there being no objection, the Committee of the Whole reviewed the Citizens Advisory Committee and Citizens Watchdog Committee Work Plans.

OTHER

12. ANNOUNCEMENTS

Members of the Committee and staff thanked Member Roemer for his dedicated service to the CAC/CWC and wished him the best in his move.

Member Roemer expressed gratitude and thanked staff and the Committee.

13. ADJOURNMENT

On order of Chairperson Swaminathan and there being no objection, the meeting was adjourned at 6:15 p.m.

Respectfully submitted,

Anita McGraw, Board Assistant
VTA Office of the Board Secretary



CITIZENS ADVISORY COMMITTEE
and
2000 MEASURE A CITIZENS WATCHDOG COMMITTEE

Wednesday, September 8, 2021

MINUTES

CALL TO ORDER

The Regular Meeting of the Citizens Advisory Committee (CAC)/2000 Measure A Citizens Watchdog Committee (CWC) was called to order at 4:00 p.m. by Chairperson Swaminathan via video and teleconference.

1. ROLL CALL

Attendee Name	Title	Represents	Status
Jon Cacciotti	Member	Business & Labor	Present
Tyler Krueger	Member	Business & Labor	Present
Steven Lee	Member	Community & Societal Interest	Present
Howard Miller	Vice Chairperson	Community & Societal Interest	Present
Vignesh Swaminathan	Chairperson	Community & Societal Interest	Present

A quorum was not present and a Committee of the Whole was declared.

2. ORDERS OF THE DAY

There were no Orders of the Day.

3. PUBLIC COMMENT

Roland Lebrun, Interested Citizen, commented about Bay Area Rapid Transit (BART) funding sources and project costs.

Member Krueger joined the video and teleconference meeting at 4:04 p.m.

4. Committee Staff Report

Manolo Gonzalez-Estay, Government Affairs Policy Analyst and Staff Liaison provided a report, highlighting the following: 1) actions the VTA Board of Directors (Board) took at their September 2, 2021, Regular meeting; 2) light rail service resumption; 3) announced the following: a) September is Rail Safety Month; b) VTA participated in the Silicon Valley Pride Parade on September 4, 2021; c) VTA's procurement Team received the Achievement of Excellence in Procurement 2021; and d) the Montague

Pedestrian overcrossing ribbon cutting on August 23, 2021; and 3) 2016 Measure B update.

Public Comment

Mr. Lebrun commented about the following: 1) downtown service restoration; 2) service equity, specifically in south county; 3) rail safety at the downtown San Jose stations; and 3) 2016 Measure B funds.

Martin Schuler, Interested Citizen, inquired about the Committee's plans to recruit new Members.

Chair Swaminathan reported about recruiting efforts for the Committee.

- **Updates on CWC Audit Subcommittee requests**

Mr. Gonzalez-Estay reported about the questions raised to the CWC Audit Subcommittee and provided brief responses, noting that a written report is forthcoming.

Public Comment

Mr. Lebrun commented about the following: 1) provided suggestions for a better Zoom experience; 2) financial forecasting; and 3) local fund swaps.

Mr. Schuler made the following comments: 1) noted he is looking forward to the written report; and 2) provided suggestions for recruiting Members, specifically reaching out to the American Leadership Forum (ALF).

On order of Chairperson Swaminathan and there being no objection, the Committee of the Whole received the Committee Staff Report.

5. Chairperson's Report

Chairperson Swaminathan reiterated comments about recruiting efforts.

Vice Chairperson Miller reported that he provided a CAC Chairperson report at the September 2, 2021, VTA Board of Directors (Board) Regular meeting.

Public Comment

Mr. Lebrun commented about outreach efforts for recruiting Committee Members.

COMBINED CAC AND 2000 MEASURE A CITIZENS WATCHDOG COMMITTEE CONSENT AGENDAS

Vice Chairperson Miller referenced **Agenda Item #6.**, Regular Meeting Minutes of June 9, 2021., **Agenda Item #7.**, Regular Meeting Minutes of June 29, 2021, and **Agenda Item #8.**, Regular Meeting Minutes of July 7, 2021, and requested that the Titles

be corrected under Item #1, Roll Call, for Vice Chairperson Miller and Chairperson Swaminathan.

6. (Deferred)

Approve the Regular Meeting Minutes of June 9, 2021.

7. (Deferred)

Approve the Regular Meeting Minutes of June 29, 2021.

8. (Deferred)

Approve the Regular Meeting Minutes of July 7, 2021.

2000 MEASURE A CITIZENS WATCHDOG COMMITTEE REGULAR AGENDA

There were no items for the 2000 Measure A Citizens Watchdog Committee Regular Agenda.

CITIZENS ADVISORY COMMITTEE REGULAR AGENDA

9. Zero-Emission Bus Strategy

Adam Burger, Senior Transportation Planner, provided an overview of the staff report and provided a presentation entitled Zero- Emission Bus Strategy.

Members of the Committee and staff discussed the following: 1) service planning as it relates to zero-emission technologies; 2) using greener solutions; 3) maintenance costs for battery-electric versus hydrogen fuel; 4) bus lifespan; 5) equipment differences; 6) hydrogen distribution and costs; 7) opportunities to share hydrogen fuel sites; 8) evolution of technologies over time; 9) suggestions on how staff could present the zero-emission strategy at future meetings; and 10) forecasting.

The Committee urged staff to study greener sources.

Public Comment

Mr. Lebrun commented about the following: 1) hydrogen being a fossil fuel; 2) suggestions for on-route charging; and 3) VTA's electric infrastructure.

On order of Chairperson Swaminathan and there being no objection, the Committee of the Whole received a presentation from staff on zero-emission bus transition scenarios.

COMBINED CAC AND CITIZENS WATCHDOG COMMITTEE ITEMS

10. Citizens Advisory Committee and Citizens Watchdog Committee Work Plans

Mr. Gonzalez-Estay announced a Title VI presentation is scheduled for a future meeting.

Upon inquiry of a Member of the Committee, Mr. Gonzalez-Estay noted staff will place on the workplan a workshop meeting or study session when new members join the Committee to go over various topics including the Committees orientation and responsibilities.

Public Comment

Mr. Lebrun encouraged the Committee to review the following: 1) 2000 Measure A finances; and 2) BART Project costs, funding sources, and design plan.

On order of Chairperson Swaminathan and there being no objection, the Committee of the Whole reviewed the Citizens Advisory Committee and Citizens Watchdog Committee Work Plans.

OTHER

11. ANNOUNCEMENTS

Mr. Gonzalez-Estay reported about VTA's process for painting benches located at VTA bus stops.

12. ADJOURNMENT

On order of Chairperson Swaminathan and there being no objection, the meeting was adjourned at 5:32 p.m.

Respectfully submitted,

Theadora Abraham, Board Assistant
VTA Office of the Board Secretary



CITIZENS ADVISORY COMMITTEE
and
2000 MEASURE A CITIZENS' WATCHDOG COMMITTEE

Wednesday, October 13, 2021

MINUTES

CALL TO ORDER

The Regular Meeting of the Citizens Advisory Committee (CAC)/2000 Measure A Citizens Watchdog Committee (CWC) was called to order at 4:02 p.m. by Chairperson Swaminathan via video and teleconference.

1. ROLL CALL

Attendee Name	Title	Represents	Status
Jon Cacciotti	Member	Business & Labor	Present
Tyler Krueger	Member	Business & Labor	Present
Steven Lee	Member	Community & Societal Interest	Present
Howard Miller	Vice Chairperson	Community & Societal Interest	Present
Vignesh Swaminathan	Chairperson	Community & Societal Interest	Present

A quorum was not present and a Committee of the Whole was declared.

2. ORDERS OF THE DAY

There were no Orders of the Day.

3. PUBLIC COMMENT

Roland Lebrun, Interested Citizen, commented about Bay Area Rapid Transit (BART) funding sources and project costs.

Member Krueger joined the video and teleconference meeting at 4:04 p.m.

4. Committee Staff Report

Manolo Gonzalez-Estay, Government Affairs Policy Analyst and Staff Liaison, provided a report, highlighting the following: 1) summary of actions the VTA Board of Directors and Governance & Audit Committee took at their October 7, 2021, meetings; 2) US101 De La Cruz/Trimble Interchange Project launch; 3) Rapid 568 Ribbon Cutting in South County; 4) October 2021 Transit Service Update; and 5) 2016 Measure B Update.

Public Comment

Roland Lebrun, Interested Citizen, commented about the following: 1) Route 568 hours of service; 2) lack of information on Caltrain agreement, referring to 2016 Measure B Update; and 3) posting of agenda attachments in different format.

On order of Chairperson Swaminathan and there being no objection, the Committee of the Whole received the Committee Staff Report.

5. Chairperson's Report

Chairperson Swaminathan noted there are six committee vacancies and urged members to encourage qualified individuals to apply.

Public Comment

Mr. Lebrun made the following comments: 1) recruitment suggestions; 2) suggested the CAC meetings start at 5:30 p.m.

COMBINED CAC AND 2000 MEASURE A CITIZENS' WATCHDOG COMMITTEE CONSENT AGENDAS

6. (Deferred)

Approve the Regular Meeting Minutes of June 9, 2021.

7. (Deferred)

Approve the Regular Meeting Minutes of June 29, 2021.

8. (Deferred)

Approve the Regular Meeting Minutes of July 7, 2021.

9. (Deferred)

Approve the Regular Meeting Minutes of September 8, 2021.

10. VTP Transportation Program Semi-Annual Report Ending June 30, 2021

On order of Chairperson Swaminathan and there being no objection, the Committee of the Whole received the Valley Transportation Plan (VTP) Transportation Program Semi-Annual Report Ending June 30, 2020.

11. FY2021 Annual Transit Operations Performance Report

On order of Chairperson Swaminathan and there being no objection, the Committee of the Whole received the FY2021 Annual Transit Operations Performance Report.

2000 MEASURE A CITIZENS' WATCHDOG COMMITTEE REGULAR AGENDA

12. 2000 Measure A Semi-Annual Report Ending June 30, 2021

Bernice Alaniz, Director of SVRT Business Operations, and Suja Prasad, Project Controls Manager, provided a presentation entitled "2000 Measure A Semi-Annual Report Ending June 30, 2021."

Reyne Jimeno, Board Assistant, noted that written comment from Mr. Lebrun had been received and posted online agenda portal.

Mr. Lebrun commented about the following: 1) posting of slides on the portal; 2) New Starts Program application for the BART Project.

On order of Chairperson Swaminathan and there being no objection, the Committee of the Whole received the 2000 Measure A Semi-Annual Report Ending June 30, 2021.

CITIZENS ADVISORY COMMITTEE REGULAR AGENDA

13. Election Process for 2022 Advisory Committee Leadership: Appoint Nomination Subcommittee

Michelle Oblena, Associate Management Analyst and Advisory Committee Coordinator provided an overview of the election process.

On order of Chairperson Swaminathan and there being no objection, the Committee of the Whole reviewed the reviewed the Election Process for 2022 Advisory Committee Leadership: Appoint Nomination Subcommittee.

COMBINED CAC AND CITIZENS WATCHDOG COMMITTEE ITEMS

14. Committee Work Plan

The Committee reviewed the Work Plan.

Public Comment

Mr. Lebrun referenced on the 2000 Measure A Semi-Annual Report on the Work Plan, and noted funding status for projects and suggested the Committee conduct a workshop for further information.

On order of Chairperson Swaminathan and there being no objection, the Committee of the Whole reviewed the Citizens Advisory Committee and Citizens Watchdog Committee Work Plans.

OTHER

15. ANNOUNCEMENTS

Chairperson Swaminathan noted committee vacancies once more and thanked the current members for their continued dedication to the committee.

16. ADJOURNMENT

On order of Chairperson Swaminathan and there being no objection, the meeting was adjourned at 5:07 p.m.

Respectfully submitted,

Reyne Jimeno, Board Assistant
VTA Office of the Board Secretary



Date: November 9, 2021
Current Meeting: November 10 & 12, 2021
Board Meeting: December 2, 2021

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Citizens Advisory, Policy Advisory & Technical Advisory Committees

THROUGH: General Manager/CEO, Carolyn M. Gonot

FROM: Interim Chief Financial Officer, Kathleen Kelly

SUBJECT: 2016 Measure B Highway Interchanges Program: Prioritized Project List

Policy-Related Action: Yes

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Recommend that the VTA Board of Directors: 1) Approve the recommended prioritized project list for the 2016 Measure B Highway Interchange Competitive Grant Program; 2) Approve \$196.81 million and the funding plan to advance various phases of twelve projects on the prioritized project list; and 3) Authorize the General Manager to execute the necessary agreements for the 2016 Measure B Highway Interchanges Competitive Grant Program funds.

EXECUTIVE SUMMARY:

- A call-for-projects for the 2016 Measure B Highway Interchanges Competitive Grant Program was released on August 16th and closed on October 12th, 2021. The 2016 Measure B Program Office received 13 applications from six primary project sponsors requesting a total of approximately \$1.04 billion in Year of Expenditure dollars.
- Fully funding the projects in ranked order will only allow a few projects to be delivered. Therefore, staff recommends funding all Project Approval/Environmental Document (PA&ED) and Plan, Specifications and Estimates (PSE) phases to prepare projects to be more competitive in external funding opportunities, as well as funding the Right of Way (ROW) phase for two projects that requested funding beginning with ROW. In addition, staff recommends funding projects that requested only construction funds in ranked order until available funds are depleted.
- This strategy will provide funding for 12 of the 13 projects, with four projects receiving funding for construction.

- The recommended actions will approve a ranked and prioritized project list to further develop the 2016 Measure B FY2022/FY2023 Biennial Budget and 10-year Program (FY2022 to FY2031) by proposing allocations for the 2016 Measure B Highway Interchanges Program.
- Staff will also use the prioritized project list to help project sponsors seek other non-2016 Measure B funding opportunities.

STRATEGIC PLAN/GOALS:

The 2016 Measure B Program aligns directly with the goals of VTA’s Strategic Plan Business Line 2: Delivering Projects and Programs. 2016 Measure B provides funding for nine transportation categories that assist in addressing “the current and evolving multimodal needs of Silicon Valley” as stated in the Strategic Plan.

FISCAL IMPACT:

While the recommended actions do not have a direct fiscal impact, the action of adopting the prioritized project list will guide the development of 2016 Measure B FY2022 and FY2023 Biennial Budget and 10-year Program recommendations in the Highway Interchanges program.

BACKGROUND:

On May 6, 2021, the VTA Board of Directors approved three Project Readiness criteria for all 2016 Measure B Need/Capacity-based programs, including the Highway Interchanges program, to determine whether project allocations will be recommended in a Biennial Budget cycle and/or the 10-year Program (FY2022 to FY2031).

All projects in the Highway Interchanges program are subject to the following three Project Readiness Criteria:

1. Criterion #1: Project delivery status

Allocations for projects in the 10-year Program will be based on project delivery phases and completion of each phase. Projects must complete prior delivery phase(s) as a prerequisite for allocation of funds in a Biennial Budget for the next phase.

2. Criterion #2: Funding status

Project must have non-2016 Measure B match funds identified for inclusion in the 10-year Program and secured for a Biennial Budget allocation.

3. Criterion #3: Partner agency/community support

Partner agencies must be identified for inclusion in the 10-year Program. Community, permitting agency, and partner agency support must be demonstrated for a Biennial Budget allocation.

On August 5, 2021, the VTA Board of Directors approved the prioritization and project selection process for the 2016 Measure B Highway Interchanges program and directed staff to use approved prioritization criteria and release a call for projects using the criteria to develop a

ranked priority list of Highway Interchange projects.

The approved prioritization process states that 1) Projects with previously approved allocations keep their allocations; 2) Projects that are currently funded for design or construction be funded through completion of the project; 3) Projects that have received allocations for phases earlier than design be subject to the proposed Prioritization and Project Selection Criteria contained in this memo; and, 4) Projects funded through the Noise Abatement Program not be subject to the Prioritization and Project Selection criteria, as this program is intended to be a separate competitive grant program.

Attachment A presents the adopted program criteria with details of project scoring logic. The approved prioritization criteria and corresponding point values are as follows:

Table 1: Highway Interchanges Competitive Grant Program Criteria

Criteria	Maximum Point Value
1. Congestion Management	35
2. Safety	25
3. Equity Considerations	10
4. Geographic Balance	10
5. Climate Considerations	10
6. Non-2016 Measure B Contribution	10
TOTAL	100

The 2016 Measure B Program office released the call for projects on August 16, 2021. The application deadline was October 12, 2021. The scoring committee consisted of one VTA staff and four staff from the Cities of Campbell, Gilroy, Mountain View, and San Jose. Project applications were ranked in order of score and compared to the funding available for the Highway Interchange program to develop the funding recommendation.

DISCUSSION:

On October 12, 2021, the 2016 Measure B Program office received 13 project applications requesting funding from six member agencies. Overall, the applications requested a total of \$1,039,218,500 in Year of Expenditure dollars. The scoring committee met virtually on October 18th and October 25th to review the prioritization criteria and discuss application scores. The scoring committee members are not allowed to score applications submitted by their agencies.

Attachment B presents the prioritized project list in ranked order with staff recommendation of funding.

Most of the project applications scored in a narrow range. If the 2016 Measure B Program fully funds each project request in the ranked order, only the first three, potentially four, projects can be delivered. The remaining highway improvements are most likely left without other means to advance. As many of the external grants prefer funding later stages of projects (e.g. Construction), these remaining projects, with limited means to advance, also lose the ability to compete for these funds.

Therefore, staff recommends the following:

- Project Approval/Environmental Document (PA/ED) and Plan, Specifications and Estimates (PS&E) phase requests - \$62.41 million
 - Fund all PA/ED and PS&E phases.
 - This will prepare as many projects as possible to pursue more effectively non-2016 Measure B funding opportunities.
- Right of Way (ROW) phase - \$102.30 million
 - Fund the ROW phases for the two projects requesting only ROW and construction funding.
 - Staff recommends waiting until more precise ROW costs are determined prior to committing to funding ROW requests for the remaining projects.
- Construction - \$32.10 million
 - Fund all four projects that only requested funding for construction in the ranked order until available program funding is depleted.

Table 2 presents a summary of funding recommendations by project phase. With this strategy, the Program will provide funding to 12 of 13 projects at the onset. In subsequent biennial budget cycles, as ROW allocations needs are better defined, projects may be awarded the ROW funds requested. In addition to providing funds for essentially all the projects, the Highway Program can potentially be able to provide required match funding for those projects that successfully compete for external construction funds. The recommended awards also give the Highway Interchanges Program the ability to maintain its Program Tax Revenue percentage of 11.90% over the life of the measure.

Table 2: Highway Interchanges Funding Recommendation by Phase (\$YOE)

PA/ED	Design	ROW	Construction
\$ 8,917,500	\$ 53,493,000	\$ 102,300,000	\$ 32,100,000
Total Competitive Grant Recommendation			\$ 196,810,500

The prioritized project list with funding recommendations will guide the funding allocations of the Highway Interchanges program in the FY2022/FY2023 Biennial Budget and 10-year Program (FY2022 to FY2031). Staff will also use the prioritized project list to help project sponsors seek other non-2016 Measure B funding opportunities.

The FY2022/FY2023 Biennial Budget and 10-year Program (FY2022 to FY2031) allocation requests, subject of a subsequent memo, will be based on 1) Requested allocations from projects grandfathered into the program; 2) Requested allocation for the Noise Abatement Competitive Program and 3) Requested allocations of projects based on the prioritized project list. All allocation requests must meet the three Project Readiness Criteria.

NEXT STEPS:

Based on the project ranking on the prioritized list and Project Readiness, staff will develop and recommend funding allocations for the 2016 Measure B Highway Interchanges Program in the FY2022/FY2023 Biennial Budget and the 10-year Program, subject of a subsequent memo. Staff will also develop cooperative agreements, as needed, for individual projects that are ready to move forward.

ALTERNATIVES:

The VTA Board of Directors may choose not to approve this prioritized project list and select alternative programming strategies, however, this will require program staff to revisit the Highway Interchanges program criteria and delay the development of biennial budget allocation and 10-year program.

The VTA Board of Directors may choose not to authorize the General Manager to execute the necessary agreements for the 2016 Measure B Highway Interchanges Program funds at this time. This will delay the ability of the project sponsors to receive funds and potentially delay the delivery of the projects.

CLIMATE IMPACT:

‘Climate Considerations’ is a criterion in the Highway Interchange program criteria and will have varying degrees of impact depending on the project itself. All project applications indicated a potential reduction of vehicle miles traveled and greenhouse gas emissions through congestion management and Complete Streets improvements.

Prepared by: Nicole He
Memo No. 7897

ATTACHMENTS:

- Attachment A: 2016MB Highway Interchanges Board-Approved Program Criteria (PDF)
- Attachment B_2016MB Highway Interchanges Prioritized Project List (PDF)
- 2016MB_Highway_PriorityList_AdvComm_Nov2021_v4 (PDF)

Highway IC Project Prioritization Criteria

Criterion	Objective	Evaluation Question	Max. Value
Congestion Management	<ul style="list-style-type: none"> • Remove an existing or future bottleneck • Significantly improve travel time or speed • Significantly increase person-throughput • Address impacts to local street system 	<ul style="list-style-type: none"> • Removal of bottleneck without impacts elsewhere (Y/N) • Peak period travel time/speed/delay • Person-throughput • Provision of High Occupancy Vehicle Facility (Y/N) • Address impacts to local street system (Y/N) 	35
Safety	<ul style="list-style-type: none"> • Reduce risk of fatalities • Reduce merge and weave conflicts • Reduce potential mainline queuing • Improve bicycle or pedestrian movement and safety • Improve safety of truck and bus operations 	Demonstrates improvement to address: <ul style="list-style-type: none"> • Rate of collisions (Y/N) • Weave/merge conflicts (Y/N) • Mainline queuing (Y/N) • Bicycle or pedestrian movements (Y/N) • Improves safety of truck and bus ops (Y/N) 	25
Equity Considerations	<ul style="list-style-type: none"> • Does not adversely impact vulnerable communities or Equity Priority Communities • Improve mobility and accessibility for low-income travel markets • Address existing needs of vulnerable communities or Equity Priority Communities 	<ul style="list-style-type: none"> • No adverse impacts to vulnerable communities or Equity Priority Communities • Document how project improves mobility and accessibility for low-income travel markets and vulnerable communities or Equity Priority Communities • Document engagement with or future engagement plans with community 	10
Geographic Balance	<ul style="list-style-type: none"> • Provide a balance in terms of distribution of highway investment throughout Santa Clara County • Consider local agency priority 	<ul style="list-style-type: none"> • Located near other 2016 Measure B-funded Highway Interchange Program Category projects (Y/N) • High priority local project (Y/N) 	10
Climate Considerations	<ul style="list-style-type: none"> • Potential to decrease greenhouse gas emissions (GHG) • Potential to decrease Vehicle Miles Traveled (VMT) • Improve Complete Streets or Active Transportation infrastructure 	<ul style="list-style-type: none"> • Demonstrate how project will decrease GHG • Demonstrate how project will decrease VMT • Demonstrate how the project provides improved Complete Streets/Active Transportation infrastructure 	10
Non-2016 Measure B funding Contribution	<ul style="list-style-type: none"> • Leverage non-2016 Measure B funds 	<ul style="list-style-type: none"> • Level of non-2016 Measure B funding contribution greater than the required 10% minimum 	10
TOTAL			100

Highway IC Project Prioritization Criteria

Project Scoring Logic

Evaluation Criteria	Category (pts)	Logic
Congestion Management Max = 35 points	High = 25 to 35	<ul style="list-style-type: none"> • Removal of bottleneck with NO adverse effects • Positive change in peak period travel time/speed/delay AND person-throughput • Has and improves existing High Occupancy Vehicle Facility • Significantly improves local street system performance OR significantly improves regional mobility and network performance
	Medium = 11 to 24	<ul style="list-style-type: none"> • Removal of bottleneck with SOME adverse effects <ul style="list-style-type: none"> ○ Example of effect: Moderate increase in travel delay/queue extension on adjacent highway interchanges • Positive change in peak period travel time/speed/delay OR person-throughput • Within ≤ 2 miles of a High Occupancy Vehicle Facility • SOME improvements to local street system performance • SOME improvements to regional mobility and network performance
	Low = 0 to 10	<ul style="list-style-type: none"> • Removal of bottleneck with SIGNIFICANT adverse effects <ul style="list-style-type: none"> ○ Example of effect: Great increase in travel delay/queue extension on adjacent highway interchanges • Minimal positive change in peak period travel time/speed/delay AND person-throughput • Within 2+ miles of a High Occupancy Vehicle Facility • Minimal improvements to local street system performance • Minimal improvements to regional mobility and network performance

Highway IC Project Prioritization Criteria

<p>Safety</p> <p>Max = 25 points</p>	<p>Up to 5 points for each safety concern, for a max of 25 points</p>	<p>Degree to which each of the following safety concerns are addressed:</p> <ul style="list-style-type: none"> • Weave/merge conflicts • Mainline queuing • Rate of collisions • Bicycle or pedestrian movements • Truck and bus operations
<p>Equity</p> <p>Max = 10 points</p>	<p>High = 8 to 10</p>	<ul style="list-style-type: none"> • NO adverse effects on vulnerable communities or Equity Priority Communities: • Ability to demonstrate SIGNIFICANT improvements to mobility and accessibility to low-income travel markets and vulnerable communities or Equity Priority Communities • SIGNIFICANT engagement or future engagement plans with community
	<p>Medium = 4 to 7</p>	<ul style="list-style-type: none"> • NO adverse effects on vulnerable communities or Equity Priority Communities • Ability to demonstrate SOME improvements to mobility and accessibility to low-income travel markets and vulnerable communities or Equity Priority Communities • More than REQUIRED level of engagement or future engagement plans with community
	<p>Low = 0 to 3</p>	<ul style="list-style-type: none"> • NO adverse effects on vulnerable communities or Equity Priority Communities • LOW to NO ability to demonstrate improvements to mobility and accessibility to low-income travel markets and vulnerable communities or Equity Priority Communities • REQUIRED engagement or future engagement plans with community
<p>Geographic Balance</p> <p>Max = 10 points</p>	<p>Up to 4 points</p>	<ul style="list-style-type: none"> • 3 points: Project is identified as the TOP priority local project OR project is the only project submitted by local jurisdiction • 2 points: Project is identified as the SECOND priority local project • 1 point: Project is identified as the THIRD priority local project • Additional 1 point: Multijurisdictional project with identified support of all jurisdictions

Highway IC Project Prioritization Criteria

		<p>Project can receive up to 6 points based on proximity to other completed 2016 Measure B-funded Highway Interchange Program Category projects or 2016 Measure B-funded Highway Interchange Program Category projects currently in design or construction phases, not including Noise Abatement Competitive Grant Program projects.</p> <p>Project distances will be measured from center point to center point, measured in a straight line:</p> <ul style="list-style-type: none"> • 6 points: NOT located within 8.0 miles • 5 points: Located within 6.50 miles • 4 points: Located within 5.25 miles • 3 points: Located within 4.00 miles • 2 point: Located within 2.75 miles • 1 point: Located within 1.50 mile • 0 points: Located within .25 mile
Climate Considerations	Up to 2 points	<ul style="list-style-type: none"> • Provides quantitative backup for improvements to greenhouse gases, vehicle miles traveled and Complete Streets/Active Transportation Infrastructure elements

Highway IC Project Prioritization Criteria

Max = 10 points	High = 5 to 8	<ul style="list-style-type: none"> • SIGNIFICANT reduction in greenhouse gas emissions and vehicle miles traveled (compared to no-build) • SIGNIFICANT improvement in Complete Streets/Active Transportation infrastructure by incorporating improvements to 3 to 5 of the following Complete Streets elements: <ul style="list-style-type: none"> ○ Pedestrian Infrastructure ○ Bicycle accommodations ○ Traffic calming measures ○ Public transit accommodations ○ Green infrastructure & stormwater management (landscaping, greenery, etc.) ○ Examples of SIGNIFICANT improvements: <ul style="list-style-type: none"> ▪ New mode and access accommodation ▪ Remove pedestrian/bicycle/transit operation barrier ▪ New Complete Streets/Active Transportation infrastructure throughout the project limits (as opposed to portions of project limits)
	Medium = 1 to 4	<ul style="list-style-type: none"> • Level of potential (i.e. good/excellent/etc.) reduction in greenhouse gas emissions and vehicle miles traveled (compared to no-build) • Level of improvement in Complete Streets/Active Transportation infrastructure incorporating improvements to 1 to 2 of the Complete Streets elements
	Low = 0	<ul style="list-style-type: none"> • NO reduction in greenhouse gas emissions or vehicle miles traveled (compared to no-build) • NO improvement in Complete Streets/Active Transportation infrastructure
Non-2016 Measure B funding Contribution Max = 10 points	Max = 10	The project can receive a maximum of 10 points. <ul style="list-style-type: none"> • 10 points: Provides $\geq 25\%$ non-2016 Measure B contribution • 6 points: Provides 20% to 24% non-2016 Measure B contribution • 3 points: Provides 15% to 19% non-2016 Measure B contribution • 2 points: Provides 12.5% to 14% non-2016 Measure B contribution • 1 point: Provides 11% to 12.49% non-2016 Measure B contribution • 0 points: Provides the minimum 10% non-2016 Measure B contribution.

2016 Measure B Highway Interchanges Program - Prioritized Project List & Funding Recommendation

Rank	Score	Project	Primary Sponsor	2016 Measure B Requests (\$YOE)				Staff Recommendation
				PA/ED	Design (PSE)	ROW	Construction	
1	68.13	US 101/Shoreline Boulevard Northbound Off-Ramp Realignment and Bus Lane	Mountain View	Funded			\$ 5,000,000	\$ 5,000,000
2	59.25	US 101/Mabury Interchange	San Jose	Funded		\$ 101,000,000	\$ 65,957,000	\$ 101,000,000
3	56.84	US 101/Zanker Road/Skyport Drive/Fourth Street Improvement	San Jose	Funded	\$ 9,470,000	\$ 103,500,000	\$ 59,380,000	\$ 9,470,000
4	56.50	I-280/Winchester Blvd. Interchange Improvements	San Jose	Funded	\$ 11,570,000	\$ 15,480,000	\$ 135,475,000	\$ 11,570,000
5	54.63	US 101/SR 152/10th Street Interchange Improvement	Gilroy	\$ 3,600,000	\$ 4,050,000	\$ 900,000	\$ 33,150,000	\$ 7,650,000
6	53.63	State Route 17 Corridor Congestion Relief	Los Gatos	Funded	\$ 7,803,000	\$ 675,000	\$ 85,860,000	\$ 7,803,000
7	53.45	Calaveras Boulevard Widening	Milpitas	Funded	\$ 9,600,000	\$ 20,000,000	\$ 99,505,000	\$ 9,600,000
8	52.03	US 101 Interchanges Improvements: San Antonio Road to Charleston Road/Rengstorff Avenue	Mountain View	\$ 5,317,500	\$ 11,000,000	\$ 25,000,000	\$ 129,576,000	\$ 16,317,500
9	50.50	SR17 Southbound/Hamilton Ave. Off-ramp	Campbell	Funded			\$ 1,400,000	\$ 1,400,000
10	46.00	Charcot Avenue Extension	San Jose	Funded			\$ 9,500,000	\$ 9,500,000
11	43.20	US 101/SR 25 Santa Teresa Boulevard Extension	Santa Clara County	Funded		\$ 1,300,000	\$ 23,700,000	\$ 1,300,000
12	38.59	SR 237/Middlefield Interchange Improvement	Mountain View	Funded			\$ 16,200,000	\$ 16,200,000
13	38.00	US 101/Old Oakland Road Improvements*	San Jose	\$ 2,000,000	\$ 3,000,000	\$ 3,000,000	\$ 36,250,000	\$ -
Total Competitive Recommendation							\$ 196,810,500	

*Is a subset of the US 101/Mabury Intechange Project

YOE: Year of Expenditure

PA/ED: Project Approval/Environmental Document

PSE: Plan, Specifications and Estimates

ROW: Right of way

2016 Measure B Highway Funding Recommendation by Phase (YOE)

ENV	Design	ROW	Construction
\$ 8,917,500	\$ 53,493,000	\$ 102,300,000	\$ 32,100,000

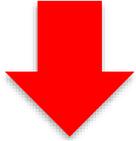
Total Competitive Recommendation	\$ 196,810,500
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2016 Measure B Highway Interchanges Program Priority Project List

Advisory Committees

November 2021

2016 Measure B November Committees/December BOD Actions



Highway IC Prioritized Project List

- Approve project list
- Approve funding strategy
- Authorize General Manager to execute agreements
- TAC/CAC/PAC/CMPP

2016 Measure B FY22/FY23 Biennial Budget & 10-year Program Augmentation

- Approve augmentation to 2016 MB Program Budget for Highway & Caltrain Grade Sep allocations
- TAC/CAC/PAC/CMPP/A&F

VTA FY22/FY23 Biennial Budget Amendment

- Approve VTA Augmentation for a) 2016 Measure B and b) Funds for Guadalupe attack
- Approve appropriations for VTP Highway Projects
- A&F only

Program Background



Project Eligibility:

- Only projects listed on Attachment B of 2016 Measure B are eligible.
- Excludes highway noise abatement projects.

Purpose:

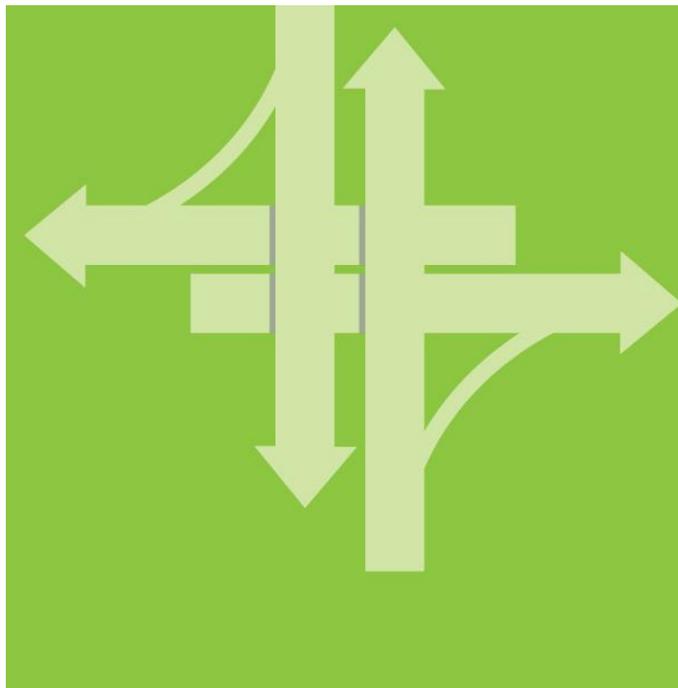
- Use this ranked list with identified project readiness to develop 2016 Measure B FY2022/FY2023 budget and 10-year Program (concurrent).



Previously approved 2016 Measure B Highway Interchanges Program Allocations

Project	Jurisdiction	Implementing Agency	2016 Measure B FY18 - FY21 Allocations
SR 17 SB/Hamilton Ave. Off-Ramp Widening	Campbell	Campbell	\$1.00
SR 17/San Tomas Expressway Interim Improvements	Campbell	Campbell	\$1.00
Hwy. Transportation Operations System/Freeway Performance Initiative Phase 1 & 2	Countywide	VTA	\$3.00
Noise Abatement Program (Countywide)	Countywide	VTA	\$4.00
I-280/Wolfe Rd. Interchange Improvements	Cupertino	VTA	\$7.50
I-280 Northbound: Second Exit Lane to Foothill Expressway	Cupertino, Los Altos	VTA	\$4.80
Highway 17 Corridor Congestion Relief including SR 17/SR 9 Interchange	Los Gatos	VTA	\$5.40
US 101/SR 25 Interchange	Gilroy	VTA	\$10.00
Calaveras Boulevard Widening - Near-term Improvements	Milpitas	VTA	\$2.30
SR 237 WB On-Ramp at Middlefield Road	Mt View	VTA	\$6.30
US 101 Interchanges Improvements: San Antonio Rd. to Charleston Rd./Rengstorff Ave.	Palo Alto, Mt View	VTA	\$2.00
US 101 Southbound/Trimble Rd./De La Cruz Blvd./Central Exwy Interchange Improvements	San Jose	VTA	\$47.00
Double Lane SB US 101 off-ramp to SB SR 87	San Jose	VTA	\$3.00
US 101/Mabury Rd./Taylor St. Interchange	San Jose	San Jose	\$3.00
I-280/Winchester Blvd. Interchange Improvements	San Jose	VTA	\$9.00
SR 87 Technology-based Corridor Improvements - (SR 87 Charcot On-ramp HOV Bypass)	San Jose	VTA	\$2.70
US 101/Zanker Rd./Skyport Dr./Fourth St. Interchange Improvements	San Jose	VTA	\$9.00
US 101/Blossom Hill Rd. Interchange Improvements	San Jose	San Jose	\$35.00
Charcot Overcrossing	San Jose	San Jose	\$27.50
SR 237/Mathilda Ave. and US 101/Mathilda Ave. IC Improvement + follow-up Landscaping	Sunnyvale	VTA	\$22.00
US 101/SR 152/10th Street Interchange Improvement	Gilroy	VTA	\$1.00
Highway Program Management/Oversight		VTA	\$0.40
Totals			\$206.90

Highway Interchanges Competitive Grant Program Criteria



Scoring Criteria	Max Point Value
1. Congestion Management	35
2. Safety	25
3. Equity Considerations	10
4. Geographic Balance	10
5. Climate Considerations	10
6. Non-2016 Measure B Contribution	10
TOTAL	100

Eligible projects are also subject to “Project Readiness” criteria:

1. Project delivery status
2. Funding status
3. Partner agency/community support

Applications & Scoring Committee

Project Phase	Grant Request (\$ Year of Expenditure)
Project Approval/Environmental Document (PA/ED)	\$ 10,917,500
Design	\$ 56,493,000
Right of Way (ROW)	\$270,855,000
Construction	\$700,953,000
Total	\$1,039,218,500

- Reviewed 13 project applications
- Staff from:
 - VTA
 - Campbell
 - Gilroy
 - Mountain View
 - San Jose



Highway Interchanges Program Priority Project List

Rank	Score	Project	Primary Sponsor	2016 Measure B Requests (\$YOE)				Total Request
				PA/ED	Design	ROW	Construction	
1	68.13	US 101/Shoreline Boulevard NB Off-Ramp Realignment and Bus Lane	Mountain View				\$ 5,000,000	\$ 5,000,000
2	59.25	US 101/Mabury Interchange	San Jose			\$ 101,000,000	\$ 65,957,000	\$ 166,957,000
3	56.84	US 101/Zanker Road/Skyport Drive/4th Street	San Jose		\$ 9,470,000	\$ 103,500,000	\$ 59,380,000	\$ 172,350,000
4	56.50	I-280/Winchester Blvd. Interchange	San Jose		\$ 11,570,000	\$ 15,480,000	\$ 135,475,000	\$ 162,525,000
5	54.63	US 101/SR 152/10th Street Interchange	Gilroy	\$ 3,600,000	\$ 4,050,000	\$ 900,000	\$ 33,150,000	\$ 41,700,000
6	53.63	State Route 17 Corridor Congestion Relief	Los Gatos		\$ 7,803,000	\$ 675,000	\$ 85,860,000	\$ 94,338,000
7	53.45	Calaveras Boulevard Widening	Milpitas		\$ 9,600,000	\$ 20,000,000	\$ 99,505,000	\$ 129,105,000
8	52.03	US 101/San Antonio Rd to Charleston Rd/Rengstorff Ave	Mountain View	\$ 5,317,500	\$ 11,000,000	\$ 25,000,000	\$ 129,576,000	\$ 170,893,500
9	50.50	SR17 Southbound/Hamilton Ave. Off-ramp	Campbell				\$ 1,400,000	\$ 1,400,000
10	46.00	Charcot Avenue Extension	San Jose				\$ 9,500,000	\$ 9,500,000
11	43.20	US 101/SR 25 Santa Teresa Blvd. Extension	Santa Clara County			\$ 1,300,000	\$ 23,700,000	\$ 25,000,000
12	38.59	SR 237/Middlefield Interchange	Mountain View				\$ 16,200,000	\$ 16,200,000
13	38.00	US 101/Old Oakland Road*	San Jose	\$ 2,000,000	\$ 3,000,000	\$ 3,000,000	\$ 36,250,000	\$ 44,250,000
							Total (\$YOE)	\$ 1,039,218,500

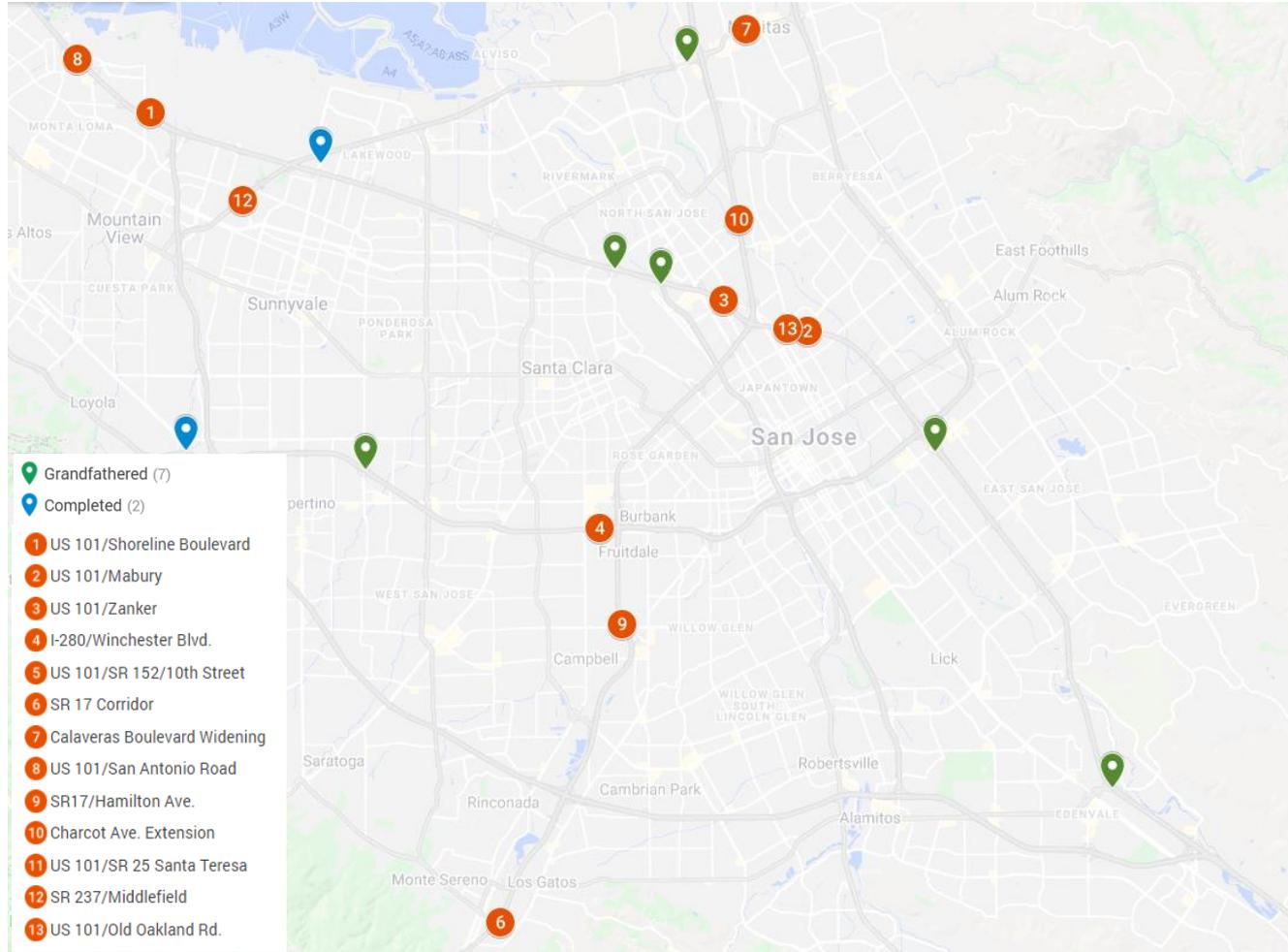
* Is a subset of the larger 101/Mabury IC project

Highway Interchanges Program Priority Project List – Requests by Fiscal Year (\$ millions)

Rank	Score	Project	Primary Sponsor	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	Total request
1	68.13	US 101/Shoreline Blvd NB Off-Ramp Realignment and Bus Lane	MV		\$5.00									\$5.00
2	59.25	US 101/Mabury IC	SJ			\$101.00			\$65.96					\$166.96
3	56.84	US 101/Zanker Rd/Skyport Dr/Fourth St Improvement	SJ			\$112.97		\$59.38						\$172.35
4	56.50	I-280/Winchester Blvd IC Improvements	SJ		\$11.57	\$ 15.48		\$135.48						\$162.53
5	54.63	US 101/SR 152/10th St IC Improvement	Gil			\$3.60		\$4.95	\$33.15					\$41.70
6	53.63	State Route 17 Corridor Congestion Relief	LG		\$7.80	\$.68	\$85.86							\$94.34
7	53.45	Calaveras Boulevard Widening	Mil			\$29.60		\$99.51						\$129.11
8	52.03	US 101 IC Improvements: San Antonio Rd to Charleston Rd/Rengstorff Ave	MV	\$ 5.32		\$36.00		\$129.58						\$170.89
9	50.50	Hamilton Ave/SR 17 SB Off-ramp Widening	Camp					\$1.40						\$1.40
10	46.00	Charcot Ave Extension	SJ				\$9.50							\$ 9.50
11	43.20	US 101/SR 25 Santa Teresa Blvd Extension	SCCo			\$1.30		\$ 23.70						\$25.000
12	38.59	SR 237/Middlefield IC Improvement	MV				\$16.20							\$16.20
13	38.00	US 101/Old Oakland Rd Improvements*	SJ					\$2.00		\$6.00		\$36.25		\$44.25
		Total Request (YOE)		\$5.32	\$ 24.37	\$ 300.63	\$ 111.56	\$ 455.99	\$ 99.11	\$6.00	\$ -	\$ 36.25	\$ -	\$1,039.22

* Is a subset of the larger 101/Mabury IC project

Highway Interchanges Program Priority List and Grandfathered Projects



Highway Interchanges Priority Projects – Strategic Funding Recommendation

- Projects scored in narrow range.
- Many projects in early stage, still selecting alternatives.
- Funding all phases in score order limits program to four projects additional projects.
- Balance are left with little opportunity to progress for years as grants rarely fund anything but construction.
- Staff recommends advancing projects through next phase:
 - PA/ED & PS&E for six projects
 - ROW for two projects as ROW was first ask
 - Construction for four projects
- Prepares projects to compete for State and Federal dollars.
- Projects will be considered for next phase funding in 2024 Budget & Plan update cycle, based on ranking and progress.

Highway Interchanges Program Priority Project List – Staff Recommendation

Rank	Score	Project	Primary Sponsor	2016 Measure B Requests (\$YOE)				Recommendation
				PA/ED	Design	ROW	Construction	
1	68.13	US 101/Shoreline Boulevard NB Off-Ramp Realignment and Bus Lane	Mountain View	Funded			\$ 5,000,000	\$5,000,000
2	59.25	US 101/Mabury Interchange	San Jose	Funded		\$ 101,000,000	\$ 65,957,000	\$101,000,000
3	56.84	US 101/Zanker Road/Skyport Drive/4th Street	San Jose	Funded	\$ 9,470,000	\$ 103,500,000	\$ 59,380,000	\$9,470,000
4	56.50	I-280/Winchester Blvd. Interchange	San Jose	Funded	\$ 11,570,000	\$ 15,480,000	\$ 135,475,000	\$11,570,000
5	54.63	US 101/SR 152/10th Street Interchange	Gilroy	\$ 3,600,000	\$ 4,050,000	\$ 900,000	\$ 33,150,000	\$7,650,000
6	53.63	State Route 17 Corridor Congestion Relief	Los Gatos	Funded	\$ 7,803,000	\$ 675,000	\$ 85,860,000	\$7,803,000
7	53.45	Calaveras Boulevard Widening	Milpitas	Funded	\$ 9,600,000	\$ 20,000,000	\$ 99,505,000	\$9,600,000
8	52.03	US 101/San Antonio Rd to Charleston Rd/Rengstorff Ave	Mountain View	\$ 5,317,500	\$ 11,000,000	\$ 25,000,000	\$ 129,576,000	\$16,317,500
9	50.50	SR17 Southbound/Hamilton Ave. Off-ramp	Campbell	Funded			\$ 1,400,000	\$1,400,000
10	46.00	Charcot Avenue Extension	San Jose	Funded			\$ 9,500,000	\$9,500,000
11	43.20	US 101/SR 25 Santa Teresa Blvd. Extension	Santa Clara County	Funded		\$ 1,300,000	\$ 23,700,000	\$1,300,000
12	38.59	SR 237/Middlefield Interchange	Mountain View	Funded			\$ 16,200,000	\$16,200,000
13	38.00	US 101/Old Oakland Road*	San Jose	\$ 2,000,000	\$ 3,000,000	\$ 3,000,000	\$ 36,250,000	-
Total Competitive Recommendation (\$YOE)								\$196,810,500

* Is a subset of the larger 101/Mabury IC project

Next Steps

November 2021

Staff also proposes Recommended 2016 Measure B FY2022/FY2023 Biennial Budget and 10-year Program amendments.



December 2021

Board considers both Highway Priority Project List & FY2022/FY2023 Biennial Budget and 10-year Program



Winter 2022

Develop funding agreements with project sponsors as needed



Summary

- Approve the 2016 Measure B Highway Interchanges Prioritized Project list.
- Approve \$196.81 million and the funding plan to advance various phases of twelve projects on the prioritized project list.
- Authorize the General Manager to execute the necessary agreements for the 2016 Measure B Highway Interchanges Competitive Grant Program funds.



Date: November 9, 2021
Current Meeting: November 10 & 12, 2021
Board Meeting: December 2, 2021

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority Citizens Advisory,
Policy Advisory & Technical Advisory Committees

THROUGH: General Manager/CEO, Carolyn M. Gonot

FROM: Interim Chief Financial Officer, Kathleen Kelly

SUBJECT: 2016 Measure B FY2022/FY2023 Biennial Budget and 10-Year Program
Amendments

Policy-Related Action: Yes

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Recommend that the VTA Board of Directors:

- 1) Augment the 2016 Measure B Program in the Adopted Fiscal Years 2022 and 2023 Biennial Budget by \$190.89 million with allocation for the following 2016 Measure B Need/Capacity-based program categories: a) Caltrain Grade Separations and b) Highway Interchanges.
- 2) Approve the 2016 Measure B 10-year Program (FY2022 to FY2031).

EXECUTIVE SUMMARY:

- Board action on this item will complete the year-long process to approve Fiscal Year (FY) 2022 and 2023 Biennial Budget allocations for all nine program categories of the 2016 Measure B Program, and to approve the first Ten-Year Program of Projects for the measure.
- The recommended actions implement Board direction to develop 2016 Measure B Biennial Budget and 10-year Program recommendations specifically for the Highway Interchanges and Caltrain Grade Separations Programs, based on the Board-approved prioritization processes.
- The Highway Interchanges call for projects closed on October 12, 2021. Thirteen (13) applications were received and scored, and a ranked, prioritized list of projects developed.

The requested Highway Interchanges allocations for the 2016 Measure B Program in the Adopted Biennial Budget and 10-year Program are based on the ranking, needs and timing of the prioritized projects, the requests of grandfathered projects and the requested allocation for the Noise Abatement Program. All allocation requests meet the three Board-adopted Project Readiness Criteria.

- The Highway Interchange Program allocation recommendations include a zero-sum budget transfer from two projects currently closing out their respective construction phases: SR 237/Mathilda Ave. & US 101/Mathilda Ave. Interchange Improvements Project and the I-280 Northbound: Second Exit Lane to Foothill Expressway Project.
- The cities of Sunnyvale, Mountain View and Palo Alto jointly submitted a proposal for allocation of Caltrain Grade Separation funding. The proposal allocates program funds by city (Sunnyvale: 25%, Mountain View: 25%, and Palo Alto: 50%) instead of by project, and each City will determine how to distribute the allocations to the projects in their jurisdiction.

STRATEGIC PLAN/GOALS:

The 2016 Measure B Program aligns directly with the goals of VTA's Strategic Plan Business Line 2: Delivering Projects and Programs. 2016 Measure B provides funding for nine transportation categories that assist in addressing "the current and evolving multimodal needs of Silicon Valley" as stated in the Strategic Plan.

FISCAL IMPACT:

This action will augment the 2016 Measure B Program in the Adopted FY 2022 and FY 2023 Biennial Budget by \$190.89 million, resulting in a revised 2016 Measure B Program budget of \$392.19 million. There is no fiscal impact from adopting the 2016 Measure B 10-year Program, which is a planning tool. All future allocations must be approved by the VTA Board in future biennial budgetary processes.

BACKGROUND:

In spring 2021, the Board of Directors approved principles for the 2016 Measure B Program. One principle stated that the ballot-established funding ratios would be applied annually to the three Formula-based programs (Local Streets & Roads, Bicycle & Pedestrian, and Transit Operations). Another principle required that Board-approved project readiness selection criteria and specific project prioritization processes be applied to the six Need/Capacity-based programs (BART Phase II, Caltrain Grade Separations, Caltrain Corridor Capacity Improvements, Highway Interchanges, County Expressways and SR85 Corridor).

Based on these principles, the Board approved two-year allocations for the three 2016 Measure B Formula-based Programs as part of the FY 2022 and FY 2023 Budget in June 2021.

Because evaluation of the Need/Capacity-based programs required more time, staff proposed

to forward recommendations on four of the six categories in August, with the remaining two categories proposed for consideration in December.

At the August Board meeting, the Board augmented the FY 2022 and FY 2023 Budget to reflect allocations for: a) BART Phase 2; b) Caltrain Corridor Capacity Improvement; c) County Expressways, and d) SR 85 Corridor. The Board also approved a 10-Year Program of Projects for those four Need/Capacity-based programs, as well as the three Formula-based programs. At the same August 2021 meeting, the Board approved a prioritization and project selection process for the Highway Interchanges Program and directed staff to develop the allocation requests for that program category.

The prioritization processes for the final two Need/Capacity-based programs, Highway Interchanges and Caltrain Grade Separations, are now complete and the FY 2022 and FY 2023 Biennial Budget allocation and 10-year Program allocations are the subject of this memo.

DISCUSSION:

Prioritization Process Results

Highway Interchanges

The 2016 Measure B Highway Interchanges Competitive Grant Program call for projects was released on August 16, 2021, and applications were due on October 12, 2021. A total of 13 applications were received and measured against the six Board-approved criteria, resulting in a ranked prioritization list requesting \$1.04 billion (YOE) in 2016 Measure B Highway Interchanges allocations. The \$1.04 billion (YOE) requested by the 13 applications exceeds the availability of Highway Interchanges program category funds. In a separate memorandum, staff's recommended funding strategy provides \$196,810,500 (YOE) in funding to 12 of 13 projects.

Projects that were grandfathered into the Program and not subject to the call for projects - those projects funded through design or construction, are allocated funding based on their ability to meet the Board-adopted Project Readiness Criteria. Finally, staff recommends that \$41 million in 2017 dollars be allocated for the Highway Interchanges Noise Abatement Competitive Grant Program, to be developed in 2022.

Caltrain Grade Separation

With the approval of the Program Guidelines, the VTA Board directed staff to work with the cities of Sunnyvale, Mountain View and Palo Alto and other partners to develop an implementation plan to deliver the eight eligible 2016 Measure B Caltrain Grade Separation project. Staff began to develop the plan -- a valuable process coordinating with cities and Caltrain and discuss phasing and funding options for delivering all eight eligible projects. The meetings were used to collect and exchange information on the projects and to give information on grade separation best practices. VTA staff presented information related to different project phasing options over a 30-year period; as well as different funding scenarios - including different funding splits, allocation timelines, and potential bonding options.

After the Board's adoption of the 2016 Measure B Program Principles and Project Readiness criteria for Need/Capacity-based program categories in spring 2021, the cities of Sunnyvale, Mountain View and Palo Alto jointly submitted to VTA a jointly developed fund allocation

proposal, agreed to by each city. The allocation agreement allocates funds by percentage to each jurisdiction, instead of by eligible project, as follows:

- City of Sunnyvale: 25%
- City of Mountain View: 25%
- City of Palo Alto: 50%

VTA agrees with the allocation agreement proposed by the cities, will continue to assist, and support the Cities in funding and delivery of the eligible projects, and will continue to schedule regular meetings with City staff and Caltrain for continued information exchange and coordination. All allocation requests are subject to the three Board-approved Project Readiness Criteria.

FY2022/FY2023 Biennial Budget Recommendations

Attachment A shows the Recommended Amended 2016 Measure B Program FY 2022 and FY 2023 Biennial Budget. This includes prior allocations made by the Board, as well as allocations for the remaining two Need/Capacity-based program categories. Below is a summary of the recommendations:

Highway Interchanges - \$157.89 requested; Meets Project Readiness Criteria

Only four of the staff-recommended projects from the ranked, prioritized list of projects requested funding for the current biennial budget cycle. Combined with the requests for grandfathered projects, the recommended Highway Interchanges allocation for FY 2022/FY 2023 funds eight projects.

The amount requested by grandfathered projects for this budget cycle is \$128.2 million. The remaining \$29.69 million is allocated to projects from the prioritization list. The list of Highway Interchanges projects and their Fiscal Years 2022 and 2023 recommended allocations is shown on Attachment B.

The recommended Amended FY 2022 and FY 2023 Biennial Budget request also includes reallocation of previously approved funding for two projects: SR 237/Mathilda Ave & US 101/Mathilda Ave. Interchange Improvements Project and the I-280 Northbound: Second Exit Lane to Foothill Expressway Project. Both projects have completed construction and are in the process of closing out. However, prior to close out of the I-280 Northbound: Second Exit Lane to Foothill Expressway Project, Caltrans is requiring that the project include additional landscape. The additional landscape was unexpected and was not included in the original project budget.

Existing allocation for the SR 237/Mathilda Ave & US 101/Mathilda Ave. Interchange Improvements Project is expected to be more than sufficient to close out that project, including its landscape/plant establishment requirement.

The net zero change requested for the two project is as follows:

Project	Current 2016 Measure B Allocation	Change	New 2016 Measure B Allocation
SR 237/Mathilda/US101 IC	\$22,000,000	(\$700,000)	\$21,300,000
I-280 NB: 2 nd Exit Lane to Foothill Expressway	\$4,800,000	\$700,000	\$5,500,000

This requested change is reflected in the Highway Interchanges projects and their Fiscal Years 2022 and 2023 recommended allocations on Attachment B.

Budget appropriation requests for the VTA Highway Program projects are the subject of an upcoming memo and not a part of this recommendation.

Caltrain Grade Separation - \$33 million requested; Meets Project Readiness Criteria

\$60 million was requested by project sponsors for FY 2022 and FY 2023. This program has \$27 million of previously approved allocations available for distribution in this biennial budget cycle. Therefore, an additional \$33 million is being requested to advance the following projects:

- Mary Avenue
- Rengstorff
- Churchill
- Meadow/Charleston
- Palo Alto Ave

10-year Program (FY2022 to FY2031) Recommendations

Attachment C shows the Recommended Amended 10-year Program (FY 2022 to FY 2031), including allocations for the remaining two Need/Capacity-based programs: Highway Interchanges and Caltrain Grade Separations, highlighted in yellow. The remaining program category allocations were approved by the Board in August 2021.

The requests for the Highway Interchanges and Caltrain Grade Separations reflect requests from project sponsors that have also met the Project Readiness Criteria.

ALTERNATIVES:

The Board of Directors can choose to reject staff’s recommendations, modify the amounts, or proposed alternative categories to amend in the FY 2022 and FY 2023 Biennial Budget. A delay in the approval of the proposed Biennial Budget may significantly impact the completion of two highway projects currently closing out the construction phase, as well as impact the schedules of the various Highway Interchange and Caltrain Grade Separation projects.

The Board of Directors can choose not to approve the proposed FY 2022 to FY 2031 10-year Program allocations, modify the allocations, or proposed alternative categories. Should the Board not approve the proposed FY 2022 to FY 2031, 10-year Program allocations, receipt of external funding may be delayed and progress on various projects may be delayed.

CLIMATE IMPACT:

Allocating budget to the 2016 Measure B Program will have various impacts to the climate as the Program funds nine different program categories.

Prepared by: Jane Shinn
Memo No. 7900

ATTACHMENTS:

- MT7900_Attachment A_Biennial Budget Augmentation (PDF)
- MT7900_AttachmentB_Hwy_Project_List_2016MB_FY22FY23_110521 (PDF)
- MT7900_Attachment C_10-year_Program_110821 (PDF)
- FY22FY23_and10-yearProgram_Augmentation_NovCommittees (PDF)

Attachment A
Proposed Augmented 2016 Measure B Program FY2022/FY2023 Biennial Budget
Allocations (\$ in Millions)

	FY2022	FY2023
Administrative Costs	\$1.00	\$1.00
Program Category		
Formula-based Programs		
Local Streets & Roads	\$52.96	\$47.74
Bicycle & Pedestrian		
Education & Encouragement	\$1.97	\$1.49
Capital Projects	\$18.45	
Planning Projects	\$1.16	
Transit Operations		
Enhance Core Network ⁽¹⁾	\$19.65	\$14.52
Expand Mobility & Affordable Fares ⁽¹⁾	\$3.94	\$2.98
Innovative Transit Models	\$1.60	\$1.59
Improve Amenities	\$1.90	
Need/Capacity-based Programs		
BART Phase II ⁽²⁾	\$0	
Caltrain Corridor Capacity	\$12.34	\$17.01
SR 85 Corridor ⁽²⁾	\$0	
County Expressways ⁽²⁾	\$0	
Caltrain Grade Separation	\$33.00	
Highway Interchanges	\$157.89	
TOTAL	\$392.19	

(1) Total is included in the VTA Transit Fund Operating Budget for the FY2022 & FY2023 Biennial Budget

(2) Previous allocations or other funding available for work to continue through FY022 and FY2023

Proposed 2016 Measure B (MB) Highway Interchanges Program FY22 and FY23 Projects and Allocation

ATTACHMENT B: DETAILED 2016 MEASURE B HIGHWAY PROGRAM BUDGET REQUEST

ID	Route	Project Title	Total Est. Project Cost (\$M)	Jurisdiction	Implementing Agency	2016 MB FY18 - FY21 Allocation	2016 MB FY22 - FY23 Request	2016 MB FY18- FY23 Total
A	17	SR 17 Southbound/Hamilton Ave. Off-Ramp Widening	\$2.0	Campbell	Campbell	\$1.00	\$0.00	\$1.00
B	17	SR 17/San Tomas Expressway Interim Improvements	\$1.0	Campbell	Campbell	\$1.00	\$0.00	\$1.00
C	All	Hwy. Transportation Operations System/Freeway Performance Initiative Phase 1 & 2	\$54.0	Countywide	VTA	\$3.00	\$0.00	\$3.00
D	All	Noise Abatement Program (Countywide)	\$50.0	Countywide	VTA	\$4.00	\$0.00	\$4.00
E	280	I-280/Wolfe Rd. Interchange Improvements	\$92.0	Cupertino	VTA	\$7.50	\$85.20	\$92.70
F	280	I-280 Northbound: Second Exit Lane to Foothill Expressway	\$5.5	Cupertino, Los Altos	VTA	\$4.80	\$0.70	\$5.50
G	17	Highway 17 Corridor Congestion Relief including SR 17/SR 9 interchange	\$100.0	Los Gatos	VTA	\$5.40	\$7.80	\$13.20
H	152	US 101/SR 25 Interchange	\$104.0	Gilroy	VTA	\$10.00	\$36.00	\$46.00
I	101	US 101/Buena Vista Ave. Interchange Improvements	\$35.0	Gilroy	VTA	\$0.00	\$0.00	\$0.00
J	237	Calaveras Boulevard Widening - Near-term improvements	\$2.5	Milpitas	VTA	\$2.30	\$1.50	\$3.80
K	237	SR 237 Westbound On-Ramp at Middlefield Road	\$50.0	Mt View	VTA	\$6.30	\$0.00	\$6.30
L	101	US 101 Interchanges Improvements: San Antonio Rd. to Charleston Rd./Rengstorff Ave.	\$35.0	Palo Alto, Mt View	VTA	\$2.00	\$5.32	\$7.32
M	101	US 101 Southbound/Trimble Rd./De La Cruz Blvd./Central Expwy. Interchange Improvements	\$76.0	San Jose	VTA	\$47.00	\$0.00	\$47.00
N	101	Double Lane Southbound US 101 off-ramp to Southbound SR 87	\$3.0	San Jose	VTA	\$3.00	\$0.00	\$3.00
O	101	US 101/Mabury Rd./Taylor St. Interchange Construction	\$95.0	San Jose	San Jose	\$3.00	\$0.00	\$3.00
P	280	I-280/Winchester Blvd. Interchange Improvements	\$151.0	San Jose	VTA	\$9.00	\$11.57	\$20.57
Q	87	SR 87 Technology-based Corridor Improvements - (SR 87 Charcot On-ramp HOV Bypass)	\$3.0	San Jose	VTA	\$2.70	\$0.00	\$2.70
R	101	US 101/Zanker Rd./Skyport Dr./Fourth St. Interchange Improvements	\$240.0	San Jose	VTA	\$9.00	\$0.00	\$9.00
S	101	US 101/Old Oakland Rd. Interchange Improvements	\$25.0	San Jose	San Jose	\$0.00	\$0.00	\$0.00
T	101	US 101/Blossom Hill Rd. Interchange Improvements	\$47.0	San Jose	San Jose	\$35.00	\$5.50	\$40.50
U	880	Charcot Overcrossing	\$50.0	San Jose	San Jose	\$27.50	\$0.00	\$27.50
V	237	SR 237/Mathilda Ave. and US 101/Mathilda Ave. Interchange Improvement + follow-up Landscaping	\$47.0	Sunnyvale	VTA	\$22.00	(\$0.70)	\$21.30
W	101	US 101/SR 152/10th Street Interchange Improvement	\$35.0	Gilroy	VTA	\$1.00	\$0.00	\$1.00
X	101	US 101/Shoreline Blvd NB Off-ramp Realignment and Bus Lane	\$36.4	Mountain View	Mountain View	\$0.00	\$5.00	\$5.00
Y		Highway Program Management/Oversight		VTA	VTA	\$0.40	\$0.00	\$0.40
Totals						\$206.50	\$157.89	\$364.39

2016 MEASURE B	% of Program Tax Revenue	FY18 to FY21 Allocation	Fiscal Year									
			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Administrative	NA	13.20	1.00	1.00	3.30	3.30	3.30	3.30	3.50	3.60	3.60	3.75
Bond Interest & Issuance Costs ⁽¹⁾	NA					0.38	8.09	29.23	43.46	48.59	47.71	45.99
Formula Programs ⁽²⁾												
Local Streets and Roads	19.05%	170.00	52.96	47.74	47.14	48.13	49.13	50.14	51.12	52.13	53.17	54.20
Bicycle & Pedestrian	3.97%	33.20	13.13	9.95	9.82	10.03	10.24	10.45	10.65	10.86	11.08	11.29
Transit Operations	7.94%	66.61	26.28	19.89	19.65	20.06	20.48	20.90	21.31	21.73	22.16	22.59
Subtotal Formula Programs		269.81	92.37	77.58	76.61	78.22	79.85	81.49	83.08	84.73	86.42	88.08
Need/Capacity Based Programs												
BART Phase II	23.81%	150.00	-	-	271.40	-	442.30	439.00	168.10	170.80	178.40	87.90
Caltrain Corridor Capacity	4.98%	13.10	12.34	17.01	67.50	35.50	81.20	83.64	58.42	14.47	14.90	15.35
SR 85 Corridor	5.56%	14.50	-	-	2.65	2.75	11.25	11.59	101.49	104.54	-	-
County Expressways	11.90%	50.00	-	-	37.70	30.09	1.40	40.00	-	-	-	80.00
Caltrain Grade Separation	11.11%	38.00	19.00	14.00	26.22	196.00	194.55	84.00	228.10			
Highway Interchanges	11.90%	206.90	21.02	136.87	135.97	25.70	18.20	-	13.53	-	14.35	-
Subtotal Need/Capacity-based Programs			52.36	167.88	541.44	290.04	748.90	658.23	569.64	289.81	207.65	183.25
TOTAL 2016 MEASURE B ALLOCATION		755.51	145.73	246.46	621.35	371.95	840.14	772.25	699.69	426.73	345.38	321.07

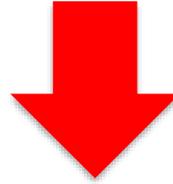
⁽¹⁾ Illustrative only and subject to change. Any use of financing requires Board approval.

⁽²⁾ FY2022 trues up previous allocations for formula-based categories

2016 Measure B FY2022/FY2023 Biennial Budget & 10-year Program Amendments

Advisory Committees
November 2021

2016 Measure B November Committees/December BOD Actions



Highway IC Prioritized Project List

- Approve project list
- Approve funding strategy
- Authorize General Manager to execute agreements
- TAC/CAC/PAC/CMPP

2016 Measure B FY22/FY23 Biennial Budget & 10-year Program Augmentation

- Approve augmentation to 2016 MB Program Budget for Highway & Caltrain Grade Sep allocations
- TAC/CAC/PAC/CMPP/A&F

VTA FY22/FY23 Biennial Budget Amendment

- Approve VTA Augmentation for a) 2016 Measure B and b) Funds for Guadalupe attack
- Approve appropriations for VTP Highway Projects
- A&F only

Program Categories

Formula-based Program

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

Need/Capacity-based

- BART Phase II
- Caltrain Corridor Capacity
- County Expressways
- SR 85 Corridor
- *Caltrain Grade Separations*
- *Highway Interchanges*

2016 Measure B 10-Year Program & Biennial Budget

- Formula-based and four of six Need/Capacity-based programs allocations previously approved
- All Need/Capacity-based project allocations subject to Board-approved Project Readiness Criteria
- Highway Interchanges – Prioritization based on results of call for projects and projects grandfathered into the program
- Caltrain Grade Separations – Fund allocation plan as agreed to by the Cities of Sunnyvale, Mountain View and Palo Alto

FY2022/FY2023 2016 Measure B Budget – Formula Programs (\$ Millions) *Adopted June 3, 2021*

	FY2022	FY2023
Administrative Costs	1.00	1.00
Formula-based Program Category		
Local Streets & Roads	\$52.96	\$47.74
Transit Operations	\$26.28	\$19.89
Bicycle & Pedestrian	\$13.13	\$9.95
TOTAL Administrative Costs & Formula-based Programs	\$171.95	

FY2022/FY2023 2016 Measure B Budget (\$ Millions)

(Approved August 5, 2021)

	FY2022	FY2023
Need/Capacity-based Program Category		
BART Phase II*	\$0	
Caltrain Corridor Capacity Improvements	\$12.34	\$17.01
County Expressways*	\$0	
SR 85 Corridor*	\$0	
TOTAL	\$29.35	

*Previous allocations or other funding available for work to continue through FY2022 and FY2023

Proposed Amended FY2022/FY2023 2016 Measure B Program Budget (\$ Millions)

	FY2022	FY2023
Administrative Costs	1.00	1.00
Formula-based Program Category		
Local Streets & Roads	\$52.96	\$47.74
Transit Operations	\$26.28	\$19.89
Bicycle & Pedestrian	\$13.13	\$9.95
Subtotal Administrative Costs & Formula-based Programs	\$171.95	
Need/Capacity-based Program Category		
BART Phase II*	\$0	
Caltrain Corridor Capacity Improvements	\$12.34	\$17.01
County Expressways*	\$0	
SR 85 Corridor*	\$0	
Highway Interchanges	\$157.89	
Caltrain Grade Separations	\$33.00	
Subtotal Four Need/Capacity-based Programs	\$220.24	
TOTAL	\$392.19	

*Previous allocations or other funding available for work to continue through FY2022 and FY2023

2016 Measure B 10-year Program FY2022 to FY2031

Formula-based Program

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

Need/Capacity-based

- BART Phase II
- Caltrain Corridor Capacity
- County Expressways
- SR 85 Corridor
- *Caltrain Grade Separations*
- *Highway Interchanges*

Proposed 2016 Measure B 10-Year Program Allocations

2016 MEASURE B	% of Program Tax Revenue	FY18 to FY21 Allocation	Fiscal Year									
			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Administrative	NA	13.20	1.00	1.00	3.30	3.30	3.30	3.30	3.50	3.60	3.60	3.75
Bond Interest & Issuance Costs ⁽¹⁾	NA					0.38	8.09	29.23	43.46	48.59	47.71	45.99
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County Expressways	11.90%	50.00	-	-	37.70	30.09	1.40	40.00	-	-	-	80.00
Caltrain Grade Separation	11.11%	38.00	19.00	14.00	26.22	196.00	194.55	84.00	228.10			
Highway Interchanges	11.90%	206.90	21.02	136.87	135.97	25.70	18.20	-	13.53	-	14.35	-
Subtotal Need/Capacity-based Programs			52.36	167.88	541.44	290.04	748.90	658.23	569.64	289.81	207.65	183.25
TOTAL 2016 MEASURE B ALLOCATION		755.51	145.73	246.46	621.35	371.95	840.14	772.25	699.69	426.73	345.38	321.07
⁽¹⁾ Illustrative only and subject to change. Any use of financing requires Board approval.												
⁽²⁾ FY2022 trues up previous allocations for formula-based categories												

Summary

- Augment the 2016 Measure B Program Fiscal Years 2022 and 2023 Biennial Budget by \$190.89 million for the final two 2016 Measure B Need/Capacity-based program categories: 1) Highway Interchanges and 2) Caltrain Grade Separations.
- Approve the Amended 2016 Measure B 10-year Program (FY 2022 to 2031).



Date: October 29, 2021
 Current Meeting: November 10, 2021
 Board Meeting: December 2, 2021

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Citizens Advisory Committee/2000 Measure A Citizens Watchdog Committee

THROUGH: General Manager/CEO, Carolyn M. Gonot

FROM: Chief Planning and Programming Officer, Deborah Dagang

SUBJECT: Five-Year Battery-Electric Bus Strategy

Policy-Related Action: Yes

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Recommend that the VTA Board of Directors direct staff to pursue the five-year battery-electric bus strategy in support of the California Air Resources Board-required zero-emission bus fleet transition.

EXECUTIVE SUMMARY:

- This action item would codify direction provided by the Santa Clara Valley Transportation Authority (VTA) Board of Directors at their September 17 Board Workshop to direct staff to pursue a five-year battery-electric bus plan strategy for its zero-emission bus transition.
- The staff recommendation balances risk, minimizes new costs and provides VTA the flexibility to adjust its strategy as the agency gains battery-electric bus operating experience, monitors technology advancements and learns from peer agency experiences.
- Multiple near-term tasks are identified for staff to complete including identifying infrastructure needs, developing a high-level funding plan and analyzing the environmental impacts of zero-emission buses and batteries.
- The direction and near-term tasks will help VTA meet the California Air Resources Board requirement to transition to a 100 percent zero-emission bus fleet by 2040.

STRATEGIC PLAN/GOALS:

VTA's Strategic Plan prioritizes delivering fast, frequent and reliable transit service as well as transitioning toward more environmentally sustainable operations. This five-year strategy helps VTA reach the energy consumption reduction and green energy usage goals of its 2020 Sustainability Plan. It also minimizes the risk of reductions in service frequency or worsening reliability with a new bus technology.

FISCAL IMPACT:

Directing staff to pursue a five-year battery-electric bus strategy does not, in itself, have a financial impact. Staff work over the coming months will identify specific projects and bus purchases that will carry funding impacts. Future zero-emission bus-related expenditures will be brought to the Board for approval when ready.

BACKGROUND:

The California Air Resources Board requires VTA to transition to a fully zero-emission bus fleet by 2040 and sets minimum requirements for purchasing zero-emission buses that begin in 2023. Transit operators must select a zero-emission bus technology (battery-electric bus or hydrogen fuel cell bus) and begin planning bus purchases and installation of supporting charging/fueling infrastructure.

At the September 17, 2021, Board Workshop, staff presented a proposal to pursue a five-year strategy to pursue battery-electric buses as VTA's zero-emission bus technology. After five years, VTA will assess whether to continue using battery-electric buses, augment the service with on-route charging or pursue hydrogen fuel-cell technology. The Board memo detailing this information is included in Attachment A.

At the Board Workshop, the Board indicated support for the five-year plan and requested that an action item be brought to them that would codify their direction and authorize staff to begin transition planning.

DISCUSSION:

By approving the five-year plan, the Board of Directors will direct staff to begin work on the following near-term efforts in support of the agency's zero-emission bus transition:

Plan Zero-Emission Bus Purchases and Commensurate Infrastructure Needs

VTA will create a high-level roadmap for the timing and scale of bus purchases as well as the timing, scale and location of charging infrastructure, energy production infrastructure and backup energy storage infrastructure. This roadmap will inform fleet planning, service planning, capital planning, coordination with PG&E and long-term facility planning. The identification of specific projects will give VTA a sense for the scale of external grant funding to pursue as well as the ability to compete for those funds.

Financial Plan for Zero-Emission Bus Transition

VTA will develop a plan for funding the zero-emission bus transition that utilizes external funding to the extent possible. Aligning receipt of formula funds, funding eligibilities, grant application timelines and matching funds to planned future bus purchases and infrastructure upgrades will give VTA the ability to minimize costs and maximize flexibility.

Analysis of Impacts of Bus and Battery Production, Recycling and VTA Green Energy Use

In their discussion of the five-year zero-emission bus transition proposal, VTA committee and Board members underscored the importance of considering zero-emission bus transition within the context of VTA's contribution toward climate change as well as the environmental impacts of bus and battery production and recycling. Further analysis of how zero-emission bus transition impacts these issues will be prepared by staff.

ALTERNATIVES:

The Board of Directors could direct staff to pursue a different strategy.

CLIMATE IMPACT:

The five-year battery-electric bus transition plan will not, in itself, have a climate impact. However, the projects it identifies will pave the way for VTA to operate transit service that produces less greenhouse gas emissions, will allow VTA to produce more of its own green energy through projects like solar panels and allow VTA to reduce its demands of the electrical grid through electrical storage and smart charging management.

Prepared by: Adam Burger
Memo No. 7955

ATTACHMENTS:

- Attachment_A_091721_Board_Workshop_Memo (PDF)



Date: September 9, 2021
 Current Meeting: September 17, 2021
 Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager/CEO, Carolyn M. Gonot

FROM: Chief Planning and Programming Officer, Deborah Dagang

SUBJECT: Zero-Emission Bus Strategy

FOR INFORMATION ONLY

EXECUTIVE SUMMARY:

- Per California Air Resources Board regulation, the Santa Clara Valley Transportation Authority (VTA) must transition to a fully zero-emission bus fleet by 2040 and the transition must begin in 2023.
- All zero-emission technologies present new costs, risks and service impacts to VTA.
- Staff has developed six zero-emission bus scenarios with projected impacts to transit service, capital costs and operating costs.
- Staff is seeking input to develop a consensus around a specific zero-emission technology strategy.
- Staff has outlined an approach to purchase battery-electric buses in the near term for shorter service blocks while a decision on which technology is best for long service blocks would be made in the mid/late 2020s when more information will be known.

STRATEGIC PLAN/GOALS:

VTA's Strategic Plan prioritizes delivering fast, frequent and reliable transit service as well as transitioning toward more environmentally sustainable operations. In order to achieve these goals, VTA will need to develop a zero-emission bus strategy that maintains or improves our service operations while ensuring VTA's source energy reduces pollution.

BACKGROUND:

In 2018, the California Air Resources Board (CARB) passed the Innovative Clean Transit Regulation requiring transit operators in the state to transition to fully zero-emission bus fleets by 2040. The regulation has two goals: (1) to improve air quality and (2) to spur investment in zero-

emission technologies by heavy vehicle manufacturers that can spread to other industries, like commercial trucking.

The regulation sets escalating purchasing targets for buses that begin in 2023. In 2023, twenty-five percent of any buses purchased that year must be zero-emission. That target grows to one hundred percent in 2029, making 2028 the last year a transit operator could purchase a non-zero-emission bus. Buses purchased in 2028 are expected to have reached the end of their useful life and be retired by 2040.

Two technologies (battery-electric bus and hydrogen fuel cell bus) have been approved by CARB. Both technologies carry new costs, new risks and new impacts to VTA's service delivery model.

Below is a brief primer on the two approved technologies and their challenges.

Zero-Emission Bus Background

Battery-Electric Bus Basics

Battery-electric buses store their energy in onboard batteries and are charged over several hours at bus depots, a process known as depot-charging. Depot-charging has its limitations, as standard battery-electric buses can only store enough energy to travel approximately 150 miles per charge. Some VTA hybrid-diesel buses currently travel more than 300 miles in a day. Depot-charging can be augmented by on-route charging, a strategy where the bus visits in-the-field fast chargers, partially replenishing the battery throughout the day.

Battery technology has improved in recent years, but it is unclear how much room for technology advancement remains. Improvements in the energy density (electrical charge held per pound of battery) appear to have plateaued while opportunities for small efficiency improvements in temperature management and battery architecture may be possible.

The cost of battery production has decreased, and manufacturers are now achieving range increases by putting more batteries onboard buses, but that strategy has limitations. Battery-laden buses are pushing up against vehicle weight limits, resulting in decreased passenger capacities and less efficient energy use since they must carry a heavy battery on board the bus.

As a pilot program to test battery-electric technology, VTA currently operates a fleet of five depot-charged battery-electric buses that will grow to 10 soon.

Hydrogen Fuel Cell Bus Basics

Hydrogen fuel cell buses are electric buses, but instead of storing their energy in a battery, it is stored in the form of compressed hydrogen in onboard tanks. The hydrogen is converted to electricity as the bus travels, powering the bus. Fueling for hydrogen is quick, like diesel fueling, and hydrogen buses can travel about 300 miles per fueling. Hydrogen fueling stations are run on electrical power.

VTA operated a hydrogen fuel-cell bus pilot project in the mid-2000s that identified many issues. Shortcomings of the pilot included high costs, short travel ranges, fueling inefficiency and low durability of hydrogen fuel-cell components. Since then, hydrogen fuel-cell technology has improved considerably, and hydrogen fuel-cell buses are growing in use.

Zero-Emission Bus Challenges

Neither technology can match the low-cost, operational convenience, or mileage range of diesel bus operations. Both technologies will introduce new costs, complexities, and risks to VTA's transit service delivery, potentially resulting in a less reliable service or fewer hours of service offered to the public. However, these technologies are evolving and the market for vehicles, infrastructure and energy are likely to change as manufacturers realize economies of scale, markets for zero-emission technology grow and the nation's transition to greener energy continues.

Transit agencies across California and the nation are doing their best to navigate this shifting and uncertain terrain. Some transit agencies are employing pilots of different technologies to find the right fit while other transit agencies warn of committing to new technologies too early, which could result in an agency finding itself saddled with obsolete technology and an inability to order replacement parts. The industry consensus favors taking a cautious approach and making decisions based on the most current information while accepting some sunken costs.

To date, VTA has pledged to meet the 2040 goal and has explored how the two technologies could be implemented but has not committed to a specific strategy. Both technologies are new and evolving and it is uncertain where travel ranges, capital costs and operating costs will eventually land. However, with 2023 nearing, VTA will soon need to choose a course of action, at least for near-term implementation.

DISCUSSION:

In December 2020, VTA's Board of Directors adopted the Zero-Emission Bus Rollout Plan. The plan, which was required by CARB, stated VTA's commitment to meet the 2040 goal, identified how each technology could be applied to reach that goal and provided partial capital cost estimates. It did not commit VTA to any specific technology strategy or expense, but it set the stage for making those decisions.

Since the adoption of the Bus Rollout Plan, staff has undertaken a more detailed evaluation on potential service impacts and cost analysis of each technology. The goal of this work is to develop a handful of specific technology/infrastructure scenarios.

In May and June, staff sought input from VTA committees regarding how to prioritize the potential impacts of transitioning to zero-emission buses. Three scenarios were presented: (1) depot-charged battery-electric bus, (2) on-route-charged battery-electric bus and (3) hydrogen fuel cell bus. Committees were asked how to prioritize (a) minimizing costs, (b) risks and service impacts, (c) whether VTA should prefer higher near-term costs for overall cost savings and (d)

how much resiliency infrastructure to incorporate in the scenarios.

VTA committees did not express a collective preference regarding prioritization of the issues, cost-savings versus cost-deferral nor resiliency. However, they provided two valuable insights that informed the development of future scenarios:

- Rather than trying to determine a plan for 2023 through 2040, can VTA approach this decision in smaller blocks of time and develop just a near-term strategy?
- Can VTA evaluate blended technology strategies instead of applying just one technology?

Following committee input, staff simplified the approach to developing scenarios, focusing only on the technologies and setting infrastructure scale and implementation considerations aside for later discussion.

Zero-Emission Bus Scenarios

Staff has developed six zero-emission bus scenarios. Additionally, a scenario that envisions continued hybrid-diesel operation has been developed to be used as a point of comparison. The scenarios are described below.

- 1) Hybrid-Diesel Scenario - VTA continues operating hybrid-diesel service. This is not a viable scenario but serves as a point of comparison.
- 2) 150-Mile Depot-Charged Battery-Electric Bus Scenario - Presently, VTA's battery-electric bus fleet can reliably achieve around 150 miles per charging. This scenario assumes that the range does not improve over time.
- 3) 220-Mile Depot-Charged Battery-Electric Bus Scenario - Assumes that battery technology advances to make 220-mile ranges realistic.
- 4) 270-Mile Depot-Charged Battery-Electric Bus Scenario - This range is achieved by storing more batteries onboard the bus. It features several drawbacks such as heavy vehicle weight, limited passenger capacity and inefficient energy use.
- 5) Battery-Electric Bus with On-Route Charging Scenario - This scenario envisions augmenting depot-charged battery-electric buses with on-route charging to support longer service blocks.
- 6) Combination Battery-Electric Bus and Hydrogen Fuel Cell Bus Scenario - This scenario assumes depot-charged battery-electric buses would operate VTA's shorter service blocks and hydrogen fuel cell buses operate the longer service blocks.
- 7) Hydrogen Fuel Cell Bus Scenario - This scenario assumes a 100% hydrogen fuel-cell bus fleet.

Service Impact Considerations

Below is VTA's initial analysis on the impact each scenario would have on VTA's service.

Travel Ranges and Fleet Size

VTA's service delivery model employs many long service blocks, which makes travel range a leading concern with zero-emission bus technologies. A service block is the distance a bus travels between leaving the bus depot and returning to the bus depot. About 50 percent of VTA service blocks (accounting for about 75 percent of the miles VTA buses operate) are longer than the 150-mile limit that VTA's depot-charged battery-electric buses currently achieve. Some VTA service blocks exceed 300 miles.

These range limitations have implications for the size of VTA's bus fleet. For example, if VTA pursues a fleetwide depot-charged battery-electric bus strategy and travel ranges do not improve above 150 miles, VTA will need to buy two battery-electric buses for each hybrid-diesel bus it retires for long service blocks. That would increase the fleet size from around 400 buses to around 600 buses, resulting in increased vehicle costs and requiring new bus storage. It would also introduce a complexity to operations as buses would need to swap in and out of service throughout the day to recharge. Missteps in managing bus charging could result in missed or delayed pullouts, hurting service reliability. Time spent traveling to/from the bus depot to retrieve a fully-charged bus would come at the expense of revenue service, effectively a small service cut to riders.

To assess the impacts of travel ranges on the size of the fleet needed, VTA scheduled its pre-pandemic service within the range constraints of each technology. The outcomes are shown in the table below. In some cases, scheduling adjustments were able to bring longer service blocks under 270 miles, allowing for 1 to 1 bus replacement ratios.

Table: Travel Ranges, Fleet Sizes and Service Quantity

Scenario	Range Limit	Bus Replacement Ratio	Fleet Size	Revenue Hours (% of Current)
1) Hybrid-Diesel	400 miles	1 to 1	400	100%
2) 150-Mile DC BEB	150 miles	1.5 to 1	600	98%
3) 220-Mile DC BEB	220 miles	1.12 to 1	450	99%
4) 270-Mile DC BEB	270 miles	1 to 1	400	100%
5) DC BEB + On-Route Charging	No limit	1 to 1	400	100%
6) DC BEB + Hydrogen Fuel Cell	300 miles	1 to 1	400	100%
7) Hydrogen Fuel Cell	300 miles	1 to 1	400	100%

Operating Complexity and Service Impacts

Simple operations are preferred to complex operations because there are fewer variables that can go wrong and result in negative service impacts. Hybrid-diesel bus operation is relatively simple because it uses a proven technology, the buses have no travel range concerns, several days of fuel are in reserve and the buses can be fueled quickly inside the bus depot. None of the zero-emission bus technologies are as proven as diesel and many carry new complexities like swapping buses in and out of service, requiring real-time fleetwide charging management, being dependent on in-the-field charging infrastructure and having no backup energy storage.

The table below provides a high-level assessment of the operating complexity and risk to service reliability of each scenario.

Table: Operational Impacts

Scenario	Operating Complexity	Service Reliability Risk
1) Hybrid-Diesel	very low	very low
2) 150-Mile DC BEB	high	high
3) 220-Mile DC BEB	medium	medium
4) 270-Mile DC BEB	low	low
5) DC BEB + On-Route Charging	medium	medium
6) DC BEB + Hydrogen Fuel Cell	medium	low
7) Hydrogen Fuel Cell	low	medium

Cost Considerations

17-Year Cost Estimates

Staff developed 17-year cost estimates for each of the scenarios, which are shown in the table below. Capital cost inputs are based on CARB-recommended cost estimates for vehicles and infrastructure as well as costs extrapolated from VTA's initial battery-electric bus efforts. Operational cost inputs are based on a recent report from AC Transit that compared the costs of their different zero-emission bus technology pilots. The estimates should be viewed as high-level estimates as the cost of vehicles, infrastructure, fuel and fuel delivery are subject to change over the next two decades.

Table: 2023 - 2040 Cost Estimates (\$2021)

Scenario	Buses	Infrastructure	Fuel	Total Cost
1) Hybrid-Diesel	\$490 M	-	\$120 M	\$610 M
2) 150-Mile DC BEB	\$910 M	\$190 M	\$110 M	\$1,210 M
3) 220-Mile DC BEB	\$690 M	\$90 M	\$110 M	\$880 M
4) 270-Mile DC BEB	\$610 M	\$80 M	\$110 M	\$790 M
5) DC BEB + On-Route Charging	\$610 M	\$100 M	\$110 M	\$810 M
6) DC BEB + Hydrogen Fuel Cell	\$650 M	\$60 M	\$140 M	\$860 M
7) Hydrogen Fuel Cell	\$720 M	\$30 M	\$200 M	\$940 M

Funding Outlook

The six zero-emission bus scenarios represent increases in cost of \$200 million to \$600 million compared to continuing hybrid-diesel bus operation over the 17-year estimate period. Presently, state grants and credits earned through CARB's low carbon fuel standards program (VTA receives revenue from carbon offset purchased by polluters) are envisioned as primary sources of funding for these new costs but may not cover them entirely. The availability of future grants is difficult to project, and the low carbon fuel standards credits are not intended to be a permanent source of revenue.

Several additional considerations that are relevant to zero-emission bus transition such as source energy, utility support, battery production and recycling, on-site energy generation, resiliency

and disaster response are discussed in Attachment A.

Staff's Suggested Approach for Zero-Emission Bus Transition

Staff favors developing a near-term implementation plan covering approximately five years to grow the depot-charged battery-electric bus fleet and install charging infrastructure at each of VTA's bus depots. Those buses would be deployed on VTA's shorter service blocks where travel range limits are not a concern. VTA would also pursue grant opportunities to fund on-site energy generation and backup energy storage solutions as they become available.

During this time, VTA will monitor and analyze the progress of zero-emission buses technology and the experience of other operators. In the mid/late 2020s, VTA would make a subsequent decision for which technology is best for longer service blocks. This approach has several benefits:

Flexibility

Except for the hydrogen fuel cell bus scenario (#7), the first few years of the zero-emission bus scenarios presented in this memo are identical. In scenarios #2, #3, #4, #5 and #6, VTA would purchase battery-electric buses that use a depot-charging strategy and deploy them on shorter service blocks in the near-term. This gives VTA time to become more familiar with battery-electric bus operations while retaining the option to adjust our strategy should technological advancement, changes in cost or operating experience dictate so.

Lower Costs and Risks

Battery-electric buses are less expensive than hydrogen fuel cell buses and the supporting charging infrastructure can be added incrementally so there is no risk of installing infrastructure that will not be fully used. In comparison, hydrogen fueling stations come in 50 or 100-bus scales. The cost per mile of electricity is about half that of hydrogen and the market for electricity is much larger and more stable than hydrogen. That provides a degree of price certainty, especially if VTA can lock into an agreement with an electrical utility. Lastly, VTA staff is already familiar with battery-electric bus operations and can build on its existing knowledge base rather than invest time and resources in learning a new technology.

Table: 5-Year Cost Estimates (\$2021)

Scenario	Buses	Infrastructure	Fuel	Total Cost
1) Hybrid-Diesel	\$170 M	-	\$35 M	\$205 M
2) 150-Mile DC BEB	\$170 M	\$35 M	\$30 M	\$235 M
3) 220-Mile DC BEB	\$170 M	\$35 M	\$30 M	\$235 M
4) 270-Mile DC BEB	\$170 M	\$35 M	\$30 M	\$235 M
5) DC BEB + On-Route Charging	\$170 M	\$35 M	\$30 M	\$235 M
6) DC BEB + Hydrogen Fuel Cell	\$170 M	\$35 M	\$30 M	\$235 M
7) Hydrogen Fuel Cell	\$205 M	\$15 M	\$60 M	\$280 M

Table: 5-Year Operational Impacts

Scenario	Operating Complexity	Service Reliability Risk
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1) Hybrid-Diesel	Very Low	Very Low
2) 150-Mile DC BEB	Low	Low
3) 220-Mile DC BEB	Low	Low
4) 270-Mile DC BEB	Low	Low
5) DC BEB + On-Route Charging	Low	Low
6) DC BEB + Hydrogen Fuel Cell	Low	Low
7) Hydrogen Fuel Cell	Low	Medium

No Change to Transit Service Quantity

Deploying depot-charged battery-electric buses on VTA's shorter service blocks will not require any additional deadheading (time spent traveling to/from the bus depot while not serving the public) and will therefore not result in any reduction in service to the riding public.

Table: 5-Year Fleet Size and Service Impact Estimates

Scenario	Range Limit	Bus Replacement Ratio	Fleet Size	Revenue Hours (% of Current)
1) Hybrid-Diesel	400 Miles	1 to 1	400	100%
2) 150-Mile DC BEB	150 Miles	1 to 1	400	100%
3) 220-Mile DC BEB	220 Miles	1 to 1	400	100%
4) 270-Mile DC BEB	270 Miles	1 to 1	400	100%
5) DC BEB + On-Route Charging	No limit	1 to 1	400	100%
6) DC BEB + Hydrogen Fuel Cell	300 Miles	1 to 1	400	100%
7) Hydrogen Fuel Cell	300 Miles	1 to 1	400	100%

CLIMATE IMPACT:

The transition to a zero-emission bus fleet has the potential to improve air quality by removing diesel vehicles from the road. However, the climate impact of transitioning to a zero-emission bus fleet should be evaluated within the context of the entire energy supply chain. Ultimately, to assess the climate impact, VTA will need to determine if the electricity and/or hydrogen used to power the fleet derives from renewable sources like wind, water and solar or non-renewable sources like oil, gas and coal. The decision about the cleanliness of VTA's source energy is independent to the decision about which zero-emission technology strategy is best for VTA.

COMMITTEE COMMENTS:

The Technical Advisory Committee received this presentation on September 8, 2021 and asked clarifying questions about the lifespan of buses and cost projections. The Committee offered general statements of support for the strategic approach draft proposal to pursue a 5-year depot-charged battery-electric bus plan.

The Citizens Advisory Committee received this presentation on September 8, 2021 and asked clarifying questions about bus lifespans, the margin of error in the cost projections, the relationship between zero-emission technologies and service planning and the potential for

sharing access to hydrogen facilities with other entities. The Committee supported the strategic approach draft proposal and encouraged VTA to move toward using greener sources of energy, noting the mutual connection with improving air quality and decreasing environmental harm.

The Committee for Transit Mobility and Accessibility received this presentation on September 9, 2021 and asked clarifying questions about battery lifespans, hydrogen safety, bus storage capacity at bus depots, electrical infrastructure upgrades, funding opportunities for zero-emission transition (grants) and battery-electric bus designs and onboard battery storage. In addition, the Committee requested that staff prepare a list of zero-emission bus manufacturers and photos of battery-electric batteries and provide it to the Committee. The Committee was supportive of the strategic approach draft proposal and encouraged staff to report back on zero-emission bus transition progress in the future.

The Policy Advisory Committee received this presentation on September 9, 2021 and asked clarifying questions about opportunities to partner with municipalities or private entities that operate private bus fleets, the greenness of hydrogen, where on-route chargers might be located in the future and the lifespan and disposal of batteries. The Committee strongly emphasized the importance of thinking beyond just meeting the zero-emission goal and of making sure the energy that VTA consumes becomes greener. The greenness of VTA's energy is independent of the zero-emission bus transition planning effort but is a relevant concern that the Board may address through separate policy decisions. The Committee also requested that future analysis evaluate the cradle-to-grave environmental impact of the bus and bus components.

Prepared By: Adam Burger
Memo No. 7899



Date: November 4, 2021
 Current Meeting: November 10, 2021
 Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Citizens Advisory Committee/2000 Measure A Citizens Watchdog Committee

THROUGH: General Manager/CEO, Carolyn M. Gonot

FROM: Chief Planning and Programming Officer, Deborah Dagang

SUBJECT: Faster Fare Collection Study

FOR INFORMATION ONLY

EXECUTIVE SUMMARY:

- A forthcoming study will develop potential policy changes to mitigate or remove barriers to accessing and using cashless forms of fare payment, such as Clipper, for residents living in Equity Priority Communities (EPC) of Santa Clara County.
- The Santa Clara Valley Transportation Authority (VTA) is seeking input from various committees to help inform the scope of the work.
- This is an information item, and no action is required.

STRATEGIC PLAN/GOALS:

This project helps deliver VTA's first business line of fast, frequent, and reliable transit by developing policy changes that would remove barriers to cashless fare payment to speed up the boarding process. The project also aims to make accessing and using cashless fare payment, such as Clipper, more accessible and usable by historically underrepresented communities, which is in line with VTA's Strategic Plan core value of Diversity by serving "the unique needs of our community."

BACKGROUND:

In May 2021, the VTA Board of Directors approved using Lifeline Transportation Program (Lifeline) funding for a study to develop potential policy changes that would remove barriers that prevent people with lower incomes, and racial and ethnic minority communities, from using cashless forms of fare payment, such as Clipper.

To begin the study, VTA staff is seeking early input from Committees to inform the scope of

work.

DISCUSSION:

As part of the grant application, the study will:

- Apply & evaluate innovative or new community engagement methods
- Focus on Equity Priority Communities (EPC) as defined by the Metropolitan Transportation Commission (Attachment A)
- Collaborate with community-based organizations
- Ensure historically underrepresented people living in EPCs influence study outcomes
- Identify barriers to accessing and using cashless forms of fare payment
- Develop potential policy changes to remove barriers to cashless fare payment
- Plan a marketing/education/training campaign for cashless fare payment that could include piloting a mitigation strategy
- Develop recommendations for the Board of Directors

At the committee meeting, VTA staff will provide additional detail and request input from committee members to assist VTA in developing the scope of work. Staff is also requesting which community-based organizations and individuals within your community to contact. It should be noted that examining free fares and a cash-free system are not part of this study.

Next Steps

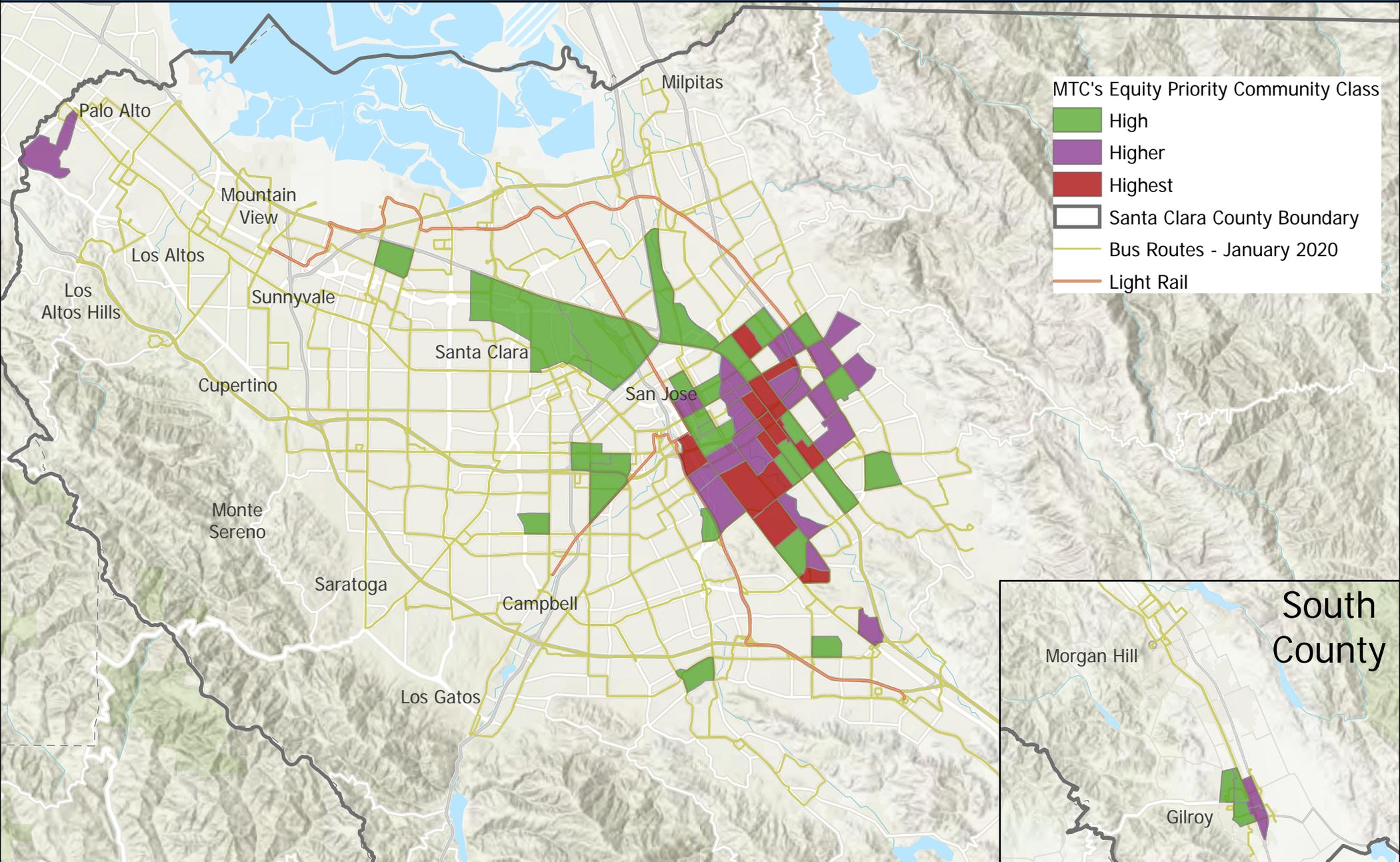
Staff will incorporate committee feedback into the scope of work. VTA anticipates starting the study in summer 2022. VTA staff is also available to meet with each city individually as the study progresses.

CLIMATE IMPACT:

The study could potentially have a positive impact on the environment. Increasing cashless fare payment can help speed up the boarding process and help more people access transit, which is a sustainable mode of travel.

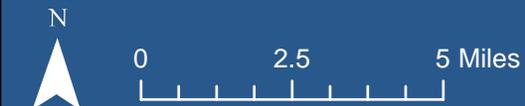
Prepared By: Tamiko Percell
Memo No. 7950

MTC's Equity Priority Communities in Santa Clara County



MTC's Equity Priority Community Class

- High
- Higher
- Highest
- Santa Clara County Boundary
- Bus Routes - January 2020
- Light Rail



Faster Fares Study

Advisory Committees

November 2021

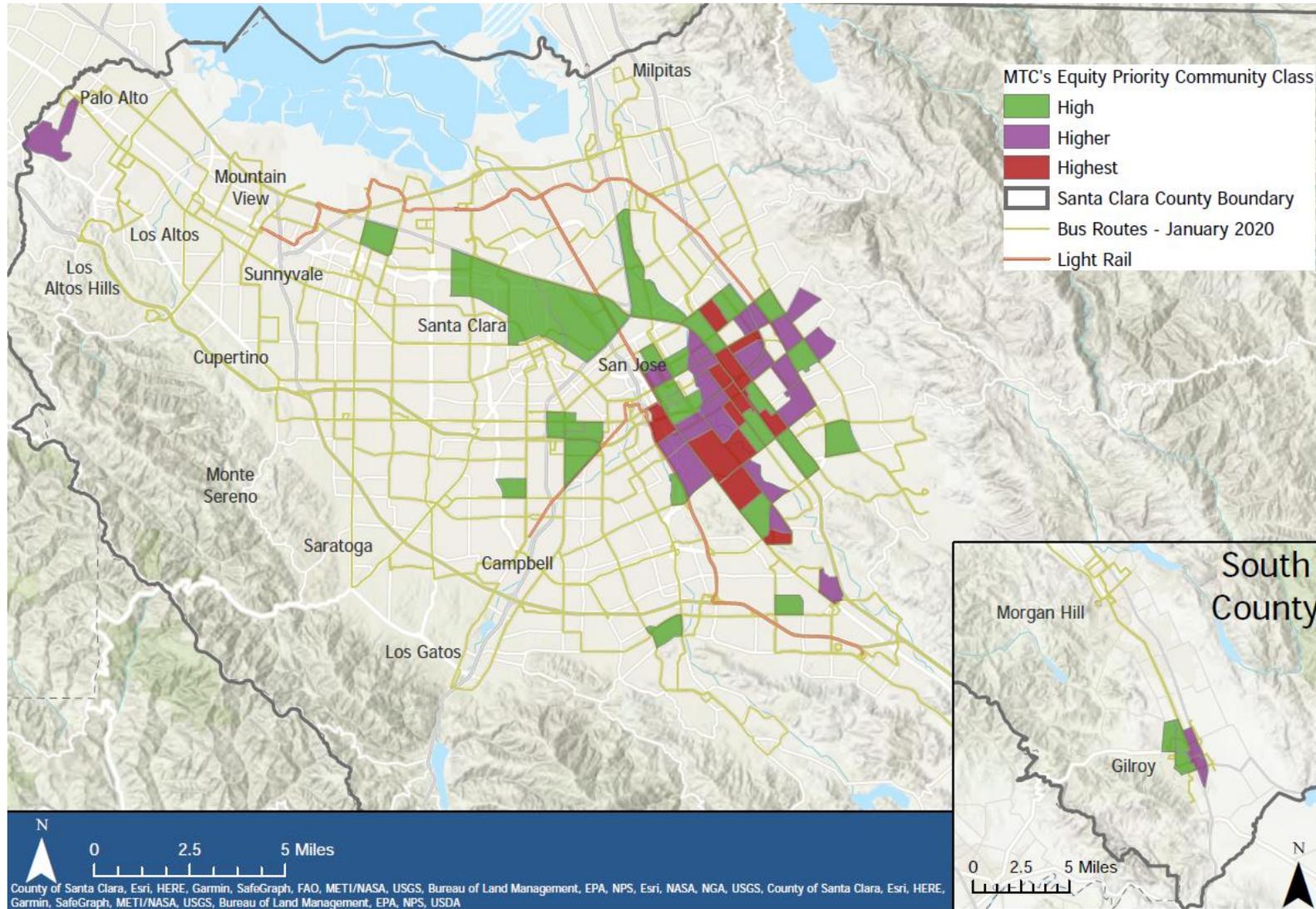
Study Purpose

- Develop potential policy changes that would mitigate or remove barriers to accessing and using cashless forms of fare payment, such as Clipper, for residents living in Equity Priority Communities (EPC) of Santa Clara County.
- Use and evaluate innovative engagement methods and processes

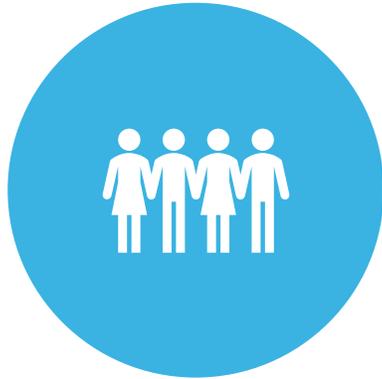


Equity Priority Communities

Funding Source:
MTC Lifeline
Transportation
Program



Engagement Goals



Collaborate

Communities play leadership role in decision making process



Innovate

Participation on community terms

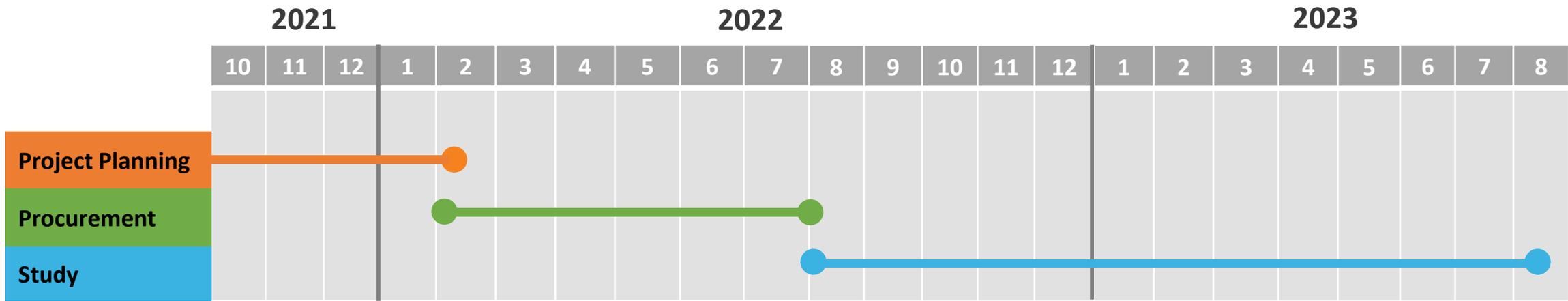


Adapt

Evaluate & adapt methods throughout the process



Timeline



Questions for Committee

- What community-based organizations would you like us to contact?
- Who else in your city should we contact?
- Anything else you would like us to consider?





Date: October 28, 2021
 Current Meeting: November 10, 2021
 Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Citizens Advisory Committee/2000 Measure A Citizens Watchdog Committee

THROUGH: General Manager/CEO, Carolyn M. Gonot

FROM: Chief External Affairs Officer, Jim Lawson

SUBJECT: Election Process for 2022 Advisory Committee Leadership: Appoint
 Nomination Subcommittee

Policy-Related Action: No

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Appoint a nomination subcommittee to identify Committee members interested in serving as the chairperson or vice chairperson for 2022.

EXECUTIVE SUMMARY:

- The appointment of a nomination subcommittee starts the process for selecting the committee leadership for the following year.
- The election process is comprised of three distinct steps: appointment of a nomination subcommittee, presentation of the nomination subcommittee report; and election.
- The nomination subcommittee's role is to identify members who are interested in serving as the chairperson or vice chairperson.

STRATEGIC PLAN/GOALS:

The election process for advisory committee chairperson or vice chairperson aligns with VTA's Action Values on Collaboration and Leadership.

FISCAL IMPACT:

There is no fiscal impact associated with this action.

BACKGROUND:

VTA has five advisory committees providing input to the Board of Directors: Bicycle & Pedestrian Advisory Committee (BPAC); Citizens Advisory Committee (CAC); Committee for Transportation Mobility & Accessibility (CTMA); Policy Advisory Committee (PAC); and Technical Advisory Committee (TAC).

The bylaws for these committees specify that each committee must elect from its membership a chairperson and vice chairperson annually. The duties of the chairperson are to preside at all meetings of the committee and represent the committee before the Board of Directors. In addition, it is the responsibility of the CAC and PAC chairpersons to provide at each regular VTA Board meeting a verbal report on the previous meeting of their respective committees and any of the committee's concerns. The duty of the vice chairperson is to perform the duties of the chairperson when the chairperson is absent. The chairperson and vice chairperson positions both serve a one-year term coinciding with the calendar year and are eligible for election to multiple and consecutive terms. For the PAC and TAC, only members, not alternates, are eligible to serve in these positions.

The bylaws for all advisory committees except PAC and CTMA specify that the elections for these positions are held the last meeting of the calendar year (usually December), whenever possible. Due to meeting schedules and when member appointments are made, the elections for the PAC and CTMA are conducted the first meeting of the calendar year (normally January).

DISCUSSION:

The election process for the chairperson and vice chairperson positions is comprised of three distinct steps. The first step is the appointing of the nomination subcommittee. The second is presentation of the nomination subcommittee's report. The final step is conducting elections to select the chairperson and vice chairperson. Each of these components is conducted during the committee meeting.

Appointing the Nomination Subcommittee

The chairperson requests a small number of volunteers to serve on the nomination subcommittee, typically two or three members. For PAC and TAC, only members, not alternates, are eligible to serve on the nomination subcommittee. If there are no volunteers or an insufficient number, it is the chairperson's prerogative to appoint committee members to serve on it. The bylaws require that each committee vote to approve the appointment of members to the nomination subcommittee. This step normally takes place two meetings prior to conducting the elections.

The mission of the nomination subcommittee is to determine members interested in serving as the chairperson or vice chairperson. This is done by soliciting nominations from members, either for themselves or other members, and is done at a time other than during the committee meeting. Additionally, it is the nomination subcommittee's responsibility to determine that members that have been nominated are willing to serve.

Report from the Nomination Subcommittee

At the meeting immediately preceding the elections, whenever feasible, the nomination subcommittee provides a verbal report to the advisory committee identifying committee members who have confirmed their willingness to serve. In instances where a report cannot be provided at the targeted committee meeting, the nomination subcommittee's report is emailed to the committee prior to the elections. This action establishes the initial list of candidates for the elections to be held at the next meeting. The nomination subcommittee is automatically discharged when its report is formally presented to the committee. No action is required of the committee other than to receive the report.

Election of Chairperson and Vice Chairperson

These elections, which are held at the bylaw-specified meeting whenever possible, are conducted for the chairperson and vice chairperson positions individually and in sequence. Immediately preceding the vote, the chairperson will ask whether there are any nominations from the floor, then close the nomination process to establish the final list of candidates for each position.

For all advisory committees except CTMA and PAC, the affirmative vote of a majority of the total authorized membership is required to elect the chairperson and vice chairperson. CTMA requires the affirmative vote of eight members, and for the PAC the affirmative vote of the majority of the quorum present is required.

For PAC and CTMA, the term of office for the newly elected chairperson and vice chairperson commences immediately following completion of the voting for each office. For the other three committees, the term begins January 1 of the calendar year following the scheduled vote.

ALTERNATIVES:

There are no alternatives since the Committee's bylaws specify that to complete the required election process, the Committee must first appoint a nomination subcommittee to identify members interested in serving as the chairperson or vice chairperson.

CLIMATE IMPACT:

The recommended action is an administrative item and will have no impacts to climate change.

FISCAL IMPACT:

There is no fiscal impact associated with this action.

Prepared by: Michelle Oblena, Advisory Committee Coordinator
Memo No. 7952

ATTACHMENTS:

- Election Process for 2022 Advisory Committee Leadership_TAC-CAC-BPAC (PDF)
- Election Process for 2022 Advisory Committee Leadership_CTMA-PAC (PPTX)

Election Process for 2022 Advisory Committee Leadership for TAC, CAC, and BPAC



Election Process for 2022 Advisory Committee Leadership for CTMA and PAC



Citizens Advisory Committee/2000 Measure A Citizens Watchdog Committee (CAC/CWC)
November 2021 - February 2022 Work Plan

Doc ID	Origin	Short Title	CAC 11/10	CWC 11/10	BOD 12/2	CAC 12/8	CWC 12/8	BOD 1/6	CAC 1/12	CWC 1/12	BOD 2/3
7897	Dept - Grants and Fund Allocations / Nicole He	2016 MB Highway Interchanges Program Prioritized Project List	A		A						
7900	Dept - Grants and Fund Allocations / Jane Shinn	2016 MB FY22/FY23 Biennial Budget and 10-Year Program Amends	A		A						
7955	Dept - Transportation Planning / Adam Burger	Five-Year Battery-Electric Bus Strategy	A		A						
7950	Dept - Transportation Planning / Tamiko Percell	Faster Fare Collection Study	I								
7305	Dept - Transportation Planning / Jay Tyree	2021 Better Bus Stops Update				I		I			
7973	Dept - Operations Transportation / Lalitha Konanur	Transit Operations Performance Report (FY22) Q1				I					
7927	Dept - Programming / Bill Hough	Vehicle Registration Fee (VRF) Annual Report							I		I
7977	Dept - Transportation Planning / Robert Swierk	Update on SB 743 LOS-to-VMT Transition							I		
7970	Dept - Board Secretary / Michelle Oblena	Review CWC Duties, Responsibilities & Limitations								I	
7971	Dept - Board Secretary / Michelle Oblena	Compliance Auditor Kickoff of FY2021 Audit								I	
7978	Dept - Board Secretary / Michelle Oblena	Review CWC Duties, Responsibilities & Limitations								I	

CAC/CWC Items for future consideration:

Date requested:

Date completed:

Recent APTA presentation on infrastructure and additional funding	6/10/2020	
Presentation on Title VI	12/9/2020	
Invite 2021 Board Chair Hendricks to a future Committee meeting	12/9/2020	
Update on TOD projects/program	1/27/2021	7/7/2021
Information on local agency zoning plans	2/10/2021	
Update on Government Affairs	2/10/2021	4/7/2021
Comprehensive 2000 Measure A presentation + concerns from Annual Report Subcommittee + 10-year plan (possible Workshop)	7/7/2021	
Additional CWC meeting times/workshops	7/7/2021	

