

2016
MEASURE B



Informe Anual del Año Fiscal 2024 de la Measure B 2016

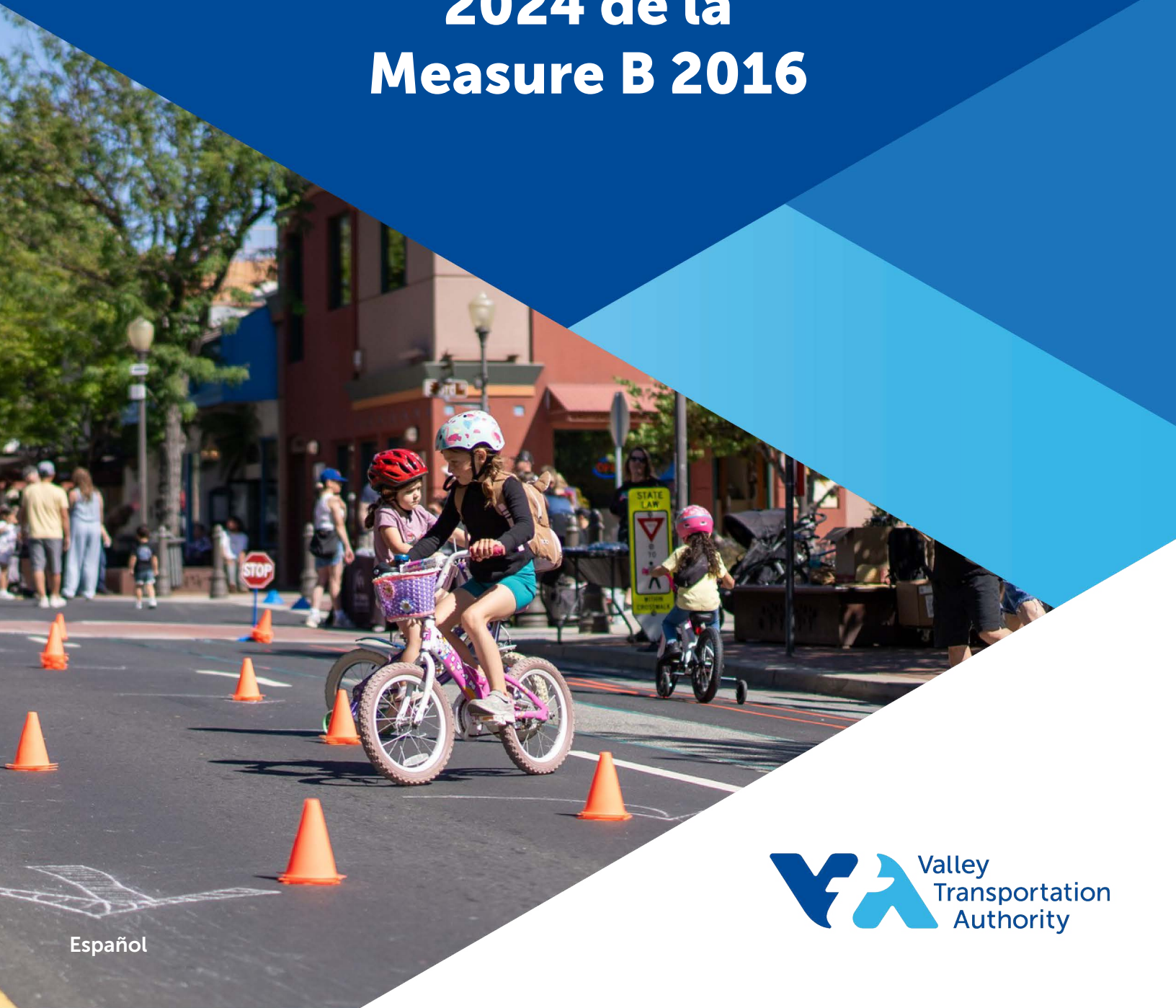


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Resumen ejecutivo: Mensaje de la Directora General



Estimados residentes del Condado de Santa Clara:

Me complace proporcionarles el Informe Anual del Año Fiscal 2024 de la Measure B de 2016 de VTA.

En VTA, nuestra responsabilidad es garantizar soluciones de transporte eficientes y efectivas para todos los que viajen a, o desde, el Condado de Santa Clara. El programa sobre el impuesto a las ventas es una parte fundamental para el cumplimiento de dicha promesa, mediante la financiación de varios proyectos de transporte que respaldan nuestros intereses locales de mantener en movimiento a Silicon Valley.

El programa 2016 Measure B continua trabajando conjuntamente con nuestras agencias asociadas para afrontar las cambiantes necesidades del transporte, desde la mejora de las infraestructuras para peatones y bicicletas, hasta el desarrollo de soluciones de tránsito innovadoras. En tan solo cinco años, esta financiación ha sido capaz de reinvertir más de **\$950 millones** en nuestro condado para llevar a buen término las mejoras en la red de transporte. Le animo a seguir leyendo el Informe Anual del Año Fiscal 2024 ya que detalla el continuo desarrollo, crecimiento, asignación de fondos y gastos.

VTA espera seguir colaborando con la comunidad y con nuestros socios, y trabajamos para entregar programas y proyectos elegibles de Measure B de 2016, construyendo una red de transporte sostenible y fiable para las generaciones futuras.



Carolyn M. Gonot
Directora General de VTA/CEO

1.1 Introducción

La Measure B de 2016 es un impuesto sobre las ventas de medio centavo en todo el condado, de 30 años, y que ha sido aprobado por los votantes, cuyo objetivo es mejorar el tránsito, las autopistas, autovías y transporte activo (bicicletas, peatones y Calles Completas). La medida fue aprobada por casi el 72 % de los votos, el mayor apoyo obtenido por un impuesto de transporte en el Condado de Santa Clara. La recaudación del impuesto comenzó el 1 de abril de 2017.

La Measure B de 2016 continua proporcionando financiación que permite a las agencias progresar en los proyectos aprobados por los votantes. El Programa Measure B de 2016 ayuda a la ejecución de proyectos e iniciativas apoyadas por los votantes mediante fondos de financiación competitivos y no competitivos.

1.2 Finalidad del informe

El objetivo de VTA es actuar con transparencia respecto al Programa de Impuesto de Ventas de la Measure B de 2016. Este Informe anual cumple con parte de dicho compromiso, ya que proporciona una actualización de los avances. La finalidad de este informe es revisar la información del Año Fiscal (AF) 2024 (1 de julio de 2023 hasta el 30 de junio de 2024) respecto al programa de impuesto a las ventas de la Measure B de 2016, incluyendo información financiera como los ingresos obtenidos, las asignaciones de los fondos y los gastos de fondos. Además, este informe resume los logros y los fondos utilizados en cada una de las categorías del programa.

Los datos incluidos en el presente informe provienen del AF 2024, así como datos acumulados durante el AF 2024. Los datos del AF 2024 son exhaustivos desde el inicio de la medida de impuesto a las ventas en 2017.

2. Información Financiera del Impuesto a las Ventas de la Measure B de 2016

2.1 Ingresos del programa

Los **ingresos del impuesto a las ventas** de la Measure B de 2016 son los ingresos netos recaudados, tal y como el Departamento de Administración de Impuestos y Tarifas de California (CDFTA) calcula. Cualquier ganancia por intereses u otras obligaciones financieras se denominan **Ingresos Obtenidos**.

Los ingresos fiscales recibidos durante los 30 años de vida del impuesto, incluyendo cualquier interés u otros ingresos derivados del mismo, menos los fondos necesarios para satisfacer el servicio de la deuda y/o el costo de los préstamos y los costos de la administración y supervisión del programa, como los costos de la administración de las subvenciones y la gestión financiera son denominados **Ingresos de Impuestos del Programa**.

Ingresos totales

La siguiente tabla describe los ingresos totales del impuesto a las ventas para el programa de la Measure B de 2016 por año fiscal y desde su inicio. Dado que la economía local fluctúa y las tendencias en el consumo cambian, del mismo modo lo hacen los valores de los ingresos netos.

Table 2.1.1 - Ingresos por Impuesto a las Ventas de 2016 Measure B por Año Fiscal

Ingresos por Impuesto a las Ventas de 2016 Measure B por Año Fiscal	
Año Fiscal	Ingresos Netos
FY 2017*	\$50,126,395
FY 2018	\$205,963,666
FY 2019	\$236,663,888
FY 2020	\$209,324,347
FY 2021	\$220,361,852
FY 2022	\$258,000,059
FY 2023	\$272,987,913
FY 2024	\$266,617,738
Total Desde el Inicio	\$1,720,045,857

**April 1, 2017 to June 30, 2017 only.*

Ingresos Totales Obtenidos

La siguiente tabla describe los ingresos totales obtenidos durante el AF 2024. Según el Informe Financiero Anual Exhaustivo de VTA del AF 2024 (ACFR), los ingresos obtenidos están "... asociados con los ingresos por intereses, ganancias/pérdidas no realizadas, ganancias/pérdidas de operaciones... [y] derivados de tres fuentes principales: carteras de inversión a corto, medio y largo plazo", tal y como se muestra en la siguiente tabla.

La tabla distingue entre ingresos obtenidos e ingresos no realizados porque solo los intereses y ganancias/pérdidas de operaciones realizadas están incluidas en los cálculos de los Ingresos de Impuestos del Programa. Las ganancias/pérdidas no realizadas no están incluidas en los cálculos, ya que no son ingresos o pérdidas reales.

Table 2.1.2 - Ingresos Obtenidos por la Measure B de 2016 por Año Fiscal

Ingresos Obtenidos por la Measure B de 2016 por Año Fiscal		
Año Fiscal	Ingresos Obtenidos	Ingresos no Realizados**
FY 2017*	\$0	\$0
FY 2018	\$0	\$0
FY 2019	\$4,833,749	\$137,013
FY 2020	\$16,270,856	\$6,529,136
FY 2021	\$12,713,074	-\$10,885,812
FY 2022	\$7,080,418	-\$28,222,407
FY 2023	\$16,212,004	\$2,754,547
FY 2024	\$33,515,090	\$15,944,682
Total Desde el Inicio	\$90,625,191	-\$13,712,841

** April 1, 2017 to June 30, 2017 only.*

*** Unrealized income earned captures unrealized gains/losses and amortization, which are not included when calculating the Program Tax Revenue.*

Ingresos de Impuestos de Programa

Los Ingresos de Impuestos de Programa son los ingresos obtenidos totales, ingresos y cualquier costo administrativo calculado. A continuación podrá encontrar el total de Ingresos de Impuestos del Programa para el AF 2024.

A la hora de calcular los Ingresos de Impuestos del Programa solo se incluyen los intereses y las ganancias/pérdidas realizadas. Las ganancias/pérdidas no realizadas no se incluyen en los cálculos, ya que no son ingresos o pérdidas reales.

Table 2.1.3 - Ingresos Totales de Impuestos del Programa

Ingresos Totales de Impuestos del Programa		
	AF 2024	Total Desde el Inicio (AF 2017 — AF 2024)
Ingresos Obtenidos	\$266,617,738	\$1,720,045,857
Ingresos Obtenidos	\$33,515,090	\$90,625,191
Sub-total	\$300,132,828	\$1,810,671,048
Gastos de Administración	-\$2,198,790	-\$12,478,770 ^{III}
Ingresos Totales de Impuestos del Programa	\$297,934,038	\$1,798,192,278

La medida electoral de la Measure B de 2016 estimó que el programa de impuestos a las ventas generaría aproximadamente \$6.3 mil millones de dólares (en dólares de 2017). Se asignó una parte estimada de los Ingresos de Impuestos del Programa a cada categoría del programa. Las cantidades estimadas, una vez divididas entre los \$6.3 mil millones de dólares, establecen **Ratios de Ingresos de Impuestos del Programa** para la asignación de cada categoría del programa. Estas ratios se usan para calcular futuras asignaciones y determinan la distribución adecuada de los fondos de la Measure B de 2016 durante la vigencia de la medida.

2.2 Categorías del Programa

Existen nueve categorías del programa en el Programa de la Measure B de 2016, dos de los cuales incluyen subcategorías. Todas las categorías del programa están administradas por las directrices establecidas por la Junta de VTA.

Asignaciones

El presupuesto de VTA abarca dos ejercicios fiscales. En la siguiente tabla se muestra el presupuesto aprobado para el AF 2024 y para el AF 2025. Además, en la Tabla 2.2.1 podemos ver las asignaciones de las Categorías del Programa diferenciadas por tipos de asignación. Las Directrices de Categorías de Programa de la Measure B de 2016 establecen dos tipos de distribuciones de fondos: basados en una fórmula y basados en la capacidad/necesidad. La distribución basada en una fórmula hace referencia a los fondos que se distribuyen cada año fiscal multiplicando el porcentaje de los Ingresos de Impuestos del Programa de la categoría del programa y los Ingresos de Impuestos del Programa previstos para dicho año fiscal. La distribución basada en capacidad/necesidad hace referencia a la asignación de proyectos basadas en la capacidad que tiene un proyecto de cumplir con los criterios de idoneidad del proyecto adoptados por la Junta de VTA.

Table 2.2.1 - Asignaciones de Categorías del Programa de la Measure B de 2016 del AF 2024 y AF 2025

		AF 2024	AF 2025
Costos Administrativos		\$1,500,000	\$2,000,000
Categorías del Programa			
Basado en Fórmula	Carreteras y Calles Locales	\$52,630,000	\$54,710,000
	Bicicletas y Peatones		
	Educación y Fomento	\$1,330,000	\$1,710,000
	Proyectos de Capital	\$17,490,000	
	Estudios de Planificación	\$1,090,000	
	Operaciones de Tránsito		
	Mejorar la Red Principal de Frecuencias	\$12,630,000	\$16,640,000
	Modelos Innovadores de Servicios de Tránsito	\$1,750,000	\$1,820,000
	Expandir la Movilidad y Tarifas Asequibles	\$2,660,000	\$3,420,000
	Mejorar los Servicios	\$1,740,000	
Basado en la Necesidad/ Capacidad	Fase II de BART	\$747,600,000	
	Paso a Desnivel de Caltrain	\$107,000,000	
	Mejoras de la Capacidad del Corredor de Caltrain		
	Cruces de Autopistas	\$71,360,000	
	Autovías del Condado	\$4,300,000	
	Ruta Estatal 85	\$6,620,000	
	Total:	\$1,110,000,000	

La siguiente tabla destaca las asignaciones de las Categorías del Programa de la Measure B de 2016 como sus ratios establecidas por los electores de los Ingresos de Impuestos del Programa y como un porcentaje de los Ingresos de impuestos del programa hasta el final del año fiscal de referencia.

Table 2.2.2 - Asignaciones de Categorías del Programa de la Measure B de 2016 como Porcentaje de los Ingresos de Impuestos del Programa

Asignaciones de Categorías del Programa de la Measure B de 2016 como Porcentaje de los Ingresos de Impuestos del Programa				
Categoría del Programa		Asignaciones durante FY 2024	% Ingresos de Impuestos del Programa (Ballot Measure Language) ⁽²⁾	% Ingresos de Impuestos del Programa durante FY 2024
Basado en Fórmula	Carreteras y Calles Locales	\$323,330,000	19.05%	15.05%
	Bicicletas y Peatones			
	Educación y Fomento	\$9,789,643.11	3.97%	4.24%
	Proyectos de Capital ⁽¹⁾	\$62,600,000		
	Estudios de Planificación ⁽¹⁾	\$3,910,000		
	Operaciones de Tránsito			
	Mejorar la Red Principal de Frecuencias	\$94,800,000	7.94%	8.53%
	Modelos Innovadores de Servicios de Tránsito	\$10,940,000		
	Expandir la Movilidad y Tarifas Asequibles	\$19,580,000		
	Mejorar los Servicios ⁽¹⁾	no update		
Basado en la Necesidad/ Capacidad ⁽¹⁾	Fase II de BART	\$897,600,000	23.81%	49.92%
	Paso a Desnivel de Caltrain	\$178,000,000	11.11%	9.90%
	Mejoras de la Capacidad del Corredor de Caltrain	\$42,450,000	4.98%	2.36%
	Cruces de Autopistas	\$436,150,000	11.90%	24.25%
	Autovías del Condado	\$54,300,000	11.90%	3.02%
	Ruta Estatal 85	\$21,120,000	5.56%	1.17%

⁽¹⁾ Estas asignaciones están a disposición de la categoría o subcategoría del programa al inicio de cada año fiscal del Presupuesto Bienal. No se distribuyen por ejercicios fiscales.

⁽²⁾ El lenguaje de la medida electoral de la Measure B de 2016 identifica las ratios de Ingresos de Impuestos del Programa durante la vigencia de la medida, no por año fiscal.

Es importante destacar que las ratios establecidas electoralmente están basadas en los 30 años de vigencia de la medida, y las ratios de asignación de las categorías del programa que se muestran al final de un año fiscal son una instantánea en el tiempo. Las asignaciones de las categorías del programa fluctúan durante los 30 años, y eso se reflejará en las ratios que se muestran al final de un año fiscal.

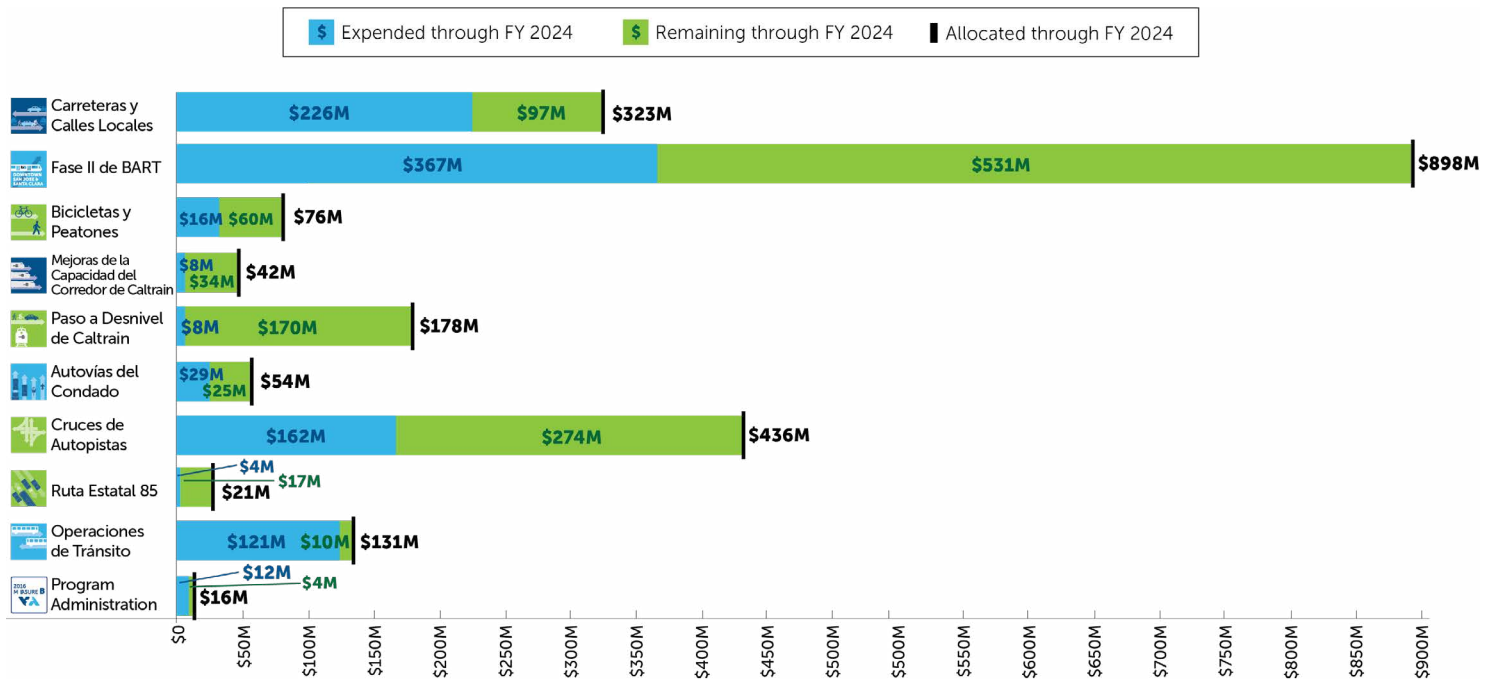
Directrices de las Categorías del Programa

Para administrar cada una de las nueve Categorías del Programa de la Measure B de 2016, VTA estableció unas directrices que en las que se define la distribución de los fondos para cada categoría de programa (y sus subsiguientes subcategorías si procede), pasos de implementación, y criterios y requisitos de programa y proyecto. La Junta Directiva de VTA adoptó las directrices de las nueve categorías del programa en otoño de 2017 y adoptó un conjunto revisado de directrices en agosto de 2022. Las directrices revisadas incorporaban las acciones aprobadas por la Junta que afectan a la implementación de las nueve categorías del programa, así como un lenguaje estandarizado y cambios de formato en favor de la consistencia y una mayor claridad.

Resumen de las Categorías del Programa

La siguiente tabla muestra las asignaciones y los gastos durante el AF 2024 para cada una de las nueve categorías del programa.

Table 2.2.3 - Asignaciones y Gastos de las Categorías del Programa AF 2024 de la Measure B de



Informes de Categorías de Programa

A continuación se enumeran detalles de cada una de las nueve categorías del programa. En los informes se incluye una breve descripción de la categoría del programa, y un resumen de su asignación y los gastos.



Calles y Carreteras locales

Asignación AF 2024: \$52,630,000

Gastos AF 2024: \$69,307,418

Asignación Desde el Inicio: \$323,330,345

Gastos Desde el Inicio: \$225,885,756

La categoría de Calles y Carreteras Locales distribuye fondos para que se utilicen en la reparación y el mantenimiento de las redes de calles/carreteras. Además, las agencias deben aplicar las mejores prácticas de Calles Completas, mejorando, así, los elementos para todos los usuarios de su red viaria. Los fondos se calculan de acuerdo a la fórmula basada en la población, tal y como está establecido en el lenguaje de la boleta. Los fondos se asignan en un ciclo de dos años, junto con el proceso de presupuesto bienal de VTA, pero se liberan y están a disposición de las agencias para su uso anual.

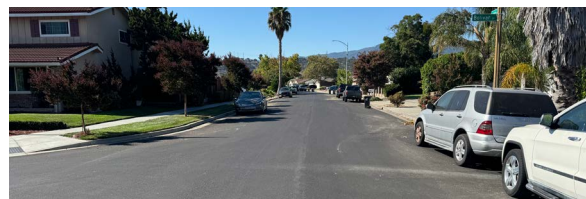
Si una ciudad o el Condado tiene una puntuación de al menos 70 en el Índice de Condición del Pavimento (PCI), puede utilizar la asignación para proyectos destinados a la descongestión del tráfico aprobados por VTA. VTA utiliza el índice de la Comisión de Transportes Metropolitana para determinar el PCI. El índice aporta una instantánea de la salud del pavimento de una calzada, y una mayor puntuación corresponde con una mayor salud de la calzada. Los programas de conservación de la gestión del pavimento ayudan a prevenir daños a largo plazo en las calzadas, y tienen como resultado unos costos de mantenimiento más bajos a largo plazo.

Los trabajos habituales que llevan a cabo para el mantenimiento del pavimento incluyen sellos de lechada, sellos de grietas, salientes de la acera, bandas mejoradas, retirada y replantación de elementos verdes, y mejoras en Calles Completas. Los proyectos de descongestión del tráfico varían en función de las necesidades específicas de la agencia a la hora de priorizar el movimiento de las personas de manera efectiva y eficiente. Se evalúa anualmente el rendimiento de esta categoría del programa.

Las actividades del programa más destacadas de AF 2024 incluyeron la mejora de 659.1 millas de pista de pavimento en todo el condado.



Labor Drive, before - City of San Jose



Labor Drive, after - City of San Jose



Chesbro Avenue, before - City of San Jose



Chesbro Avenue, after - City of San Jose



Bicicletas y Peatones

Asignación AF 2024: \$19,910,000

Gastos AF 2024: \$10,167,082

Asignación Desde el Inicio: \$78,010,000

Gastos Desde el Inicio: \$16,041,119

Esta categoría ayuda a financiar proyectos de importancia a nivel nacional relacionados con bicicletas y peatones, y según lo identifiquen las ciudades, el Condado y VTA. Los fondos priorizarán proyectos que: conecten las escuelas, el transporte y los centros de empleo; llenen los vacíos en las redes peatonales y de bicicletas existentes; superen las barreras de movilidad con seguridad; y hagan que caminar o ir en bicicleta sea más seguro y se convierta en un medio de transporte más conveniente para todos los residentes y visitantes del condado. Los proyectos elegibles se identifican en el Apéndice A de la Measure B de 2016 (Consultar Anexo 6.1).



Esta categoría de programa se compone de tres subcategorías: Educación y Fomento, Proyectos de Capital y Estudios de Planificación, descritos a continuación.

- **Subcategoría del Programa de Subvenciones: Educación y Fomento**
 - Este programa permite a los organismos miembros financiar proyectos y programas que fomenten el uso de la bicicleta y las zonas peatonales, y/o proporcionen educación sobre los mismos. Esto incluye, sin limitarse a, Rutas Seguras a la Escuela, inspecciones peatonales, eventos de calles abiertas, y campañas de seguridad para peatones y ciclistas. Los fondos para este programa se distribuyen a cada Organismo Miembro mediante una fórmula basada en la población.
 - Las actividades del programa más destacadas de AF 2024 incluyeron:
 - la continuación de más de 15 programas escolares y extraescolares de educación en materia de seguridad
 - una exitosa campaña Visión Cero a cargo de VTA en colaboración con el Departamento de Salud Pública del Condado de Santa Clara
 - el apoyo de más de 10 eventos de calles abiertas
- **Subcategoría del Programa de Subvenciones: Proyectos de Capital**
 - Este competitivo programa de subvenciones financia a los solicitantes para que lleven a cabo actividades que conducen/incluyen: Autorización Ambiental, Diseño, Derecho de Paso, y Construcción de proyectos para peatones y bicicletas, actualmente identificados en la Measure B de 2016.
 - Las actividades del programa más destacadas en AF 2024 incluyeron:
 - La ejecución de tres acuerdos de financiación: el proyecto de Extensión de Stevens Creek a West Remington de Mountain View, los proyectos de finalización de la pista de Coyote Creek en San José, y la extensión de la pista de Guadalupe River a Almaden.
- **Subcategoría de Programa de Subvenciones: Estudios de Planificación**
 - Este competitivo programa de subvenciones permite a las ciudades, al Condado y a VTA solicitar fondos que les permitan realizar estudios de planificación que apoyen el desarrollo de los proyectos de capital para proyectos para bicicletas y peatones a nivel nacional.
 - La actividad destacada del AF 2024 incluyó la ejecución de tres acuerdos de financiación: el estudio de los carriles bici de Miramonte Avenue en Mountain View, el estudio de la autopista 17 y Hamilton Avenue en Campbell, y el estudio de la autovía de Foothill en el Condado de Santa Clara.





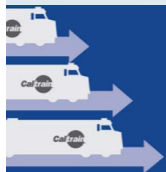
Fase II de BART

Asignación AF 2024: \$747,600,000
Gastos AF 2024: \$320,516,282

Asignación Desde el Inicio: \$897,600,000
Gastos Desde el Inicio: \$366,886,367

La categoría de programa de la Fase II de BART Silicon Valley (Fase II de BART) dedica su financiación a la planificación, ingeniería, construcción y gastos de entrega de la Fase II de BART, que es la extensión de seis millas del sistema regional de BART desde la estación Berryessa en San José a la ciudad de Santa Clara.

Las actividades destacadas financiadas por la Measure B de 2016 en el AF 2024 incluyeron el diseño de actividades del Contrato de Diseño de Construcción Progresiva de Túneles y Vías (CP2), la adquisición de bienes inmuebles, los trabajos de diseño de paquetes de construcción, colaboración con la Administración de Transporte Federal para preparar la evaluación de riesgos de costos y horarios, e iniciar el proceso de adquisición de la tuneladora y los vagones BART.



Capacidad del Corredor Caltrain

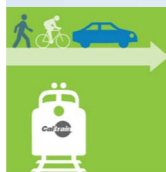
Asignación AF 2024: \$0
Gastos AF 2024: \$3,062,866

Asignación Desde el Inicio: \$42,250,000
Gastos Desde el Inicio: \$8,108,613

La categoría de Mejoras de la Capacidad del Corredor Caltrain ayuda a mejorar y aumentar el servicio de Caltrain en el Condado de Santa Clara para aliviar la congestión de tráfico en la autopista. Esta categoría es un tipo de programa basado en la capacidad/necesidad y debe cumplir con los Criterios de Idoneidad del Proyecto para recibir las asignaciones de fondos.

VTa colabora con Caltrain para la ejecución de proyectos que benefician al corredor Caltrain en el Condado de Santa Clara. Los tipos de proyectos que se financian bajo esta categoría de programa incluyen aumento de servicios de Morgan Hill y Gilroy, mejoras de la estación, acceso a nivel, plataformas extendidas y mejoras en el servicio.

Los logros de la actividad de programa en el AF 2024 incluyeron la ejecución de tres acuerdos de financiación: el plan de Estrategia de Cruces del Corredor, el Estudio de Hibridación Eléctrica de Unidades Múltiples, el proyecto de Apoyo a la Gestión del Caso Práctico de Diridon y el proyecto de Servicios de Asesoramiento Estratégico.



Paso a Desnivel de Caltrain

Asignación AF 2024: \$107,000,000
Gastos AF 2024: \$7,450,494

Asignación Desde el Inicio: \$178,000,000
Gastos Desde el Inicio: \$8,230,561

Los proyectos de la categoría de Paso a Desnivel de Caltrain financian proyectos de paso a desnivel a lo largo del corredor de Caltrain en las ciudades de Sunnyvale, Mountain View y Palo Alto que separan las pistas de Caltrain de las calzadas, a fin de proporcionar una mayor seguridad para conductores, ciclistas y peatones, y, al mismo tiempo, reducir la congestión en las intersecciones.

Las actividades destacadas del programa en el AF 2024 incluyeron la ejecución del acuerdo de financiación del Estudio Técnico Adicional de Palo Alto, y el desarrollo de una enmienda al acuerdo de financiación de Rengstorff Avenue para incluir servicios del Director de Obra/Contratista General (CM/GC).



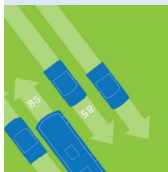
Autovías del Condado

Asignación AF 2024: \$4,300,000
Gastos AF 2024: \$2,837,077

Asignación Desde el Inicio: \$54,300,000
Gastos Desde el Inicio: \$29,390,222

Esta categoría financia los proyectos de mejora de Nivel 1 en el Plan de Autovías del Condado para aliviar la congestión, mejorar la seguridad e incrementar la efectividad del sistema de autovías en el condado. Los proyectos elegibles están identificados en el Anexo C de la Measure B de 2016 (consultar Apéndice 6.1).

Las actividades notables del programa en el AF 2024 incluyeron los avances realizados en el Apoyo al Programa de Autovías del Condado, como los aspectos de competencia de la Previsión de Demanda de Viajes y la Ingeniería de Tráfico para la Autovía de Montague. Además, se adjudicaron contratos para el proyecto de la Fase I y II de la Mejora de la Unidades de Baterías de Reserva y se comenzó su construcción.



Corredor Ruta Estatal 85

Asignación AF 2024: \$6,620,000
Gastos AF 2024: \$646,173

Asignación Desde el Inicio: \$21,120,000
Gastos Desde el Inicio: \$4,210,352

Esta categoría financia nuevos proyectos de alivio de la congestión y del tránsito en la Ruta Estatal 85, incluyendo un nuevo carril bus desde la Ruta Estatal 87 en San José a la U.S. 101 en Mountain View. También financiará la reducción del ruido a lo largo de la Ruta Estatal 85, y proporcionará financiación para estudiar alternativas de transporte que incluyan, sin limitarse a, Autobús de Tránsito Rápido con infraestructuras, como estaciones y rampas de acceso, el tránsito en Tren Ligero, y otras futuras tecnologías de transporte.

Las actividades destacadas del programa en el AF 2024 para el Programa de Reducción del Ruido de la Ruta Estatal 85 incluyó la aprobación de Caltrans de la evaluación del proyecto para completar la fase de Aprobación del Proyecto y Diseño Ambiental (PA/ED); la fase del Diseño Final se espera que finalice en agosto de 2025, mientras que está programada la construcción de la Fase 2 en verano de 2025.



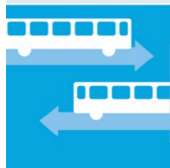
Cruces de Autopistas

Asignación AF 2024: \$71,360,000
Gastos AF 2024: \$31,037,675

Asignación Desde el Inicio: \$436,150,000
Gastos Desde el Inicio: \$162,447,985

Esta categoría financia proyectos de autopistas en el Condado de Santa Clara para proporcionar: alivio de la congestión, mejores operaciones y acceso a la autopista, los pasos elevados de conexiones de calzadas, y el despliegue de tecnología avanzada por medio de los Sistemas Inteligentes de Transporte (ITS).

La actividad destacada del AF 2024 incluyó la aprobación de Caltrans del Diseño Final y la finalización de las fases de Diseño Final y el Derecho de Paso para la Fase 1 del proyecto de Intersección de la US 101/Ruta Estatal 25, y la obligación de \$2.4 millones en fondos federales destinados, aprobados para la fase de Aprobación de Proyecto (PA) / Documentación Ambiental (ED) para el proyecto de Extensión del Bulevar de Santa Teresa en US 101/Ruta Estatal 25.



Operaciones de Tránsito

Asignación AF 2024: \$17,870,000
Gastos AF 2024: \$20,003,285

Asignación Desde el Inicio: \$153,440,000
Gastos Desde el Inicio: \$121,019,819

Los objetivos de esta categoría son incrementar la cantidad de pasajeros, mejorar la eficiencia, mejorar los servicios de movilidad para personas mayores y personas con discapacidad, y mejorar la asequibilidad para aquellas poblaciones vulnerables y más desatendidas en el Condado. Los fondos pueden usarse para mantener y expandir las frecuencias principales del servicio de rutas de autobús, extender el horario de funcionamiento a primera hora de la mañana, por las tardes y en los fines de semana, a fin de mejorar la movilidad, el acceso seguro y la asequibilidad de los residentes que dependen del servicio de autobús para sus necesidades críticas de movilidad en transporte (especialmente para las poblaciones vulnerables, desatendidas y dependientes del transporte en todo el condado). Las subcategorías para los trabajos elegibles de Operaciones de Tránsito se identifican en el Anexo D en la Measure B de 2016. (Consultar Apéndice 6.1.).

Esta categoría de programa se compone de cuatro subcategorías: Expandir la Movilidad y Tarifas Asequibles, Modelos Innovadores de Servicio de Tránsito, Mejorar los Servicios, y Mejorar la Red Principal de Frecuencias, descritas a continuación.

- **Programa de Subcategoría: Expandir la Movilidad y Tarifas Asequibles**
 - Este programa proporciona financiación para expandir los servicios de movilidad para las comunidades más vulnerables.
 - La subcategoría destacada enfatiza que se vendieron 15,143 pases de tarifa comunitaria en el AF 2024.
- **Programa de Subcategoría: Modelos Innovadores de Servicios de Tránsito**
 - Este competitivo programa de subvenciones proporcionará financiación para apoyar nuevos modelos de servicios de tránsito asequibles para abordar conexiones de primera y última milla.
 - La actividad destacada en el AF 2024 incluye apoyo continuo de los cinco programas asignados.
- **Programa de Subcategoría: Mejorar los Servicios**
 - Los fondos en esta categoría mejoran los servicios en las paradas de autobús de VTA para aumentar la seguridad y el acceso, así como el mantenimiento continuo.
 - La actividad destacada en el AF 2024 incluye la instalación de dos nuevas marquesinas de autobús, dos nuevos bancos de autobús, tres nuevos sistemas de iluminación y tres mejoras de aceras ADA.
- **Programa de Subcategoría: Mejorar la Red Principal de Frecuencias**
 - Esta subcategoría financia directamente la red principal de servicios de autobús de VTA aumentando las frecuencias de servicios principales de rutas de autobús y expandiendo, o añadiendo, servicios de tarde, nocturno y de fin de semana.



Bus Shelter - VTA

3. Supervisión y Responsabilidad

3.1 Comité de Supervisión Ciudadano de la Measure B de 2016

La medida electoral de la Measure B de 2016 especificaba la formación de un comité de supervisión ciudadano independiente, cuyo propósito es el de garantizar que los fondos de la Measure B de 2016 se están gastando de forma coherente con los aprobados en el Programa, e informar a los votantes del cumplimiento del Programa. Teniendo esto en cuenta, se estableció el Comité de Supervisión Ciudadano de la Measure B de 2016 (MBCOC). Se compone de ocho categorías de miembros de áreas de especialización definidas. Se nombra a los miembros de acuerdo a la experiencia y conocimientos necesarios requeridos.

Entre las funciones especificadas en las urnas para el MBCOC se encuentra el requisito de que el comité organice anualmente una auditoría a cargo de un auditor independiente, a fin de revisar la recepción de ingresos y el gasto de los fondos. Dicho auditor independiente seleccionado desde mayo de 2020 es Moss Adams LLC. Moss Adams ha realizado la auditoría del año fiscal 2024, y emitió una opinión sin reservas, o "limpia", para cada una de ellas, lo que significa que, en su opinión profesional, VTA ha cumplido, en todos los aspectos materiales, con los requisitos aplicables al Programa de la Measure B de 2016. Todas las auditorías independientes del programa de Measure B de 2016 desde su creación han recibido opiniones limpias.

Puede encontrar más información sobre MBCOC en el Apéndice 6.2., o vta.org/2016-measure-b-citizens-oversight-committee, el cual incluye, entre otras cosas, todas las auditorías de resultados del Programa, y los Informes Anuales del MBCOC desde la creación del comité.

3.2 Transparencia del Programa

La Oficina del Programa de la Measure B de 2016 proporciona regularmente información actualizada, a fin de mantener al público informado sobre las actividades del programa. Esta información puede encontrarse en línea y durante las presentaciones de las reuniones del Comité Consultivo y Permanente de VTA. La Oficina del Programa mantiene una Página Web de Transparencia que proporciona tanto información financiera auditada como no auditada sobre el programa. También podrá encontrar más información sobre informes e información sobre los proyectos en la página web.

La Página Web de Transparencia pueden encontrarse en 2016measureb.vta.org.

4. Implementar las Directrices

4.1 Principios Presupuestarios Bienales y Programa de 10 años

En abril de 2021, la Junta de Directores de VTA (VTA BOD) aprobó los Principios Presupuestarios Bienales (Principios) y el Programa de 10 años de la Measure B de 2016. Los Principios se aplican a todas las categorías de programa de la Measure B de 2016 y orientan el desarrollo del Presupuesto Bienal y el Programa de 10 años. Los Principios Presupuestarios Bienales y el Programa de 10 años adoptados se enumeran en el Anexo.

El Programa de 10 años es un documento de planificación que tiene en cuenta las necesidades del programa y de los proyectos en un periodo de 10 años. El Programa de 10 años fue actualizado junto al Presupuesto Bienal AF 2024- AF 2025, a fin de proporcionar una previsión más precisa de las necesidades que se esperan de la medida. El Programa de 10 años actual puede encontrarse en el Apéndice.

4.2 Metodologías de Priorización y Criterios de Idoneidad del Proyecto

Tras la aprobación de los Principios, la Junta de Directores de VTA aprobó los Criterios de Idoneidad del Proyecto para las categorías de programa basándose en la necesidad/capacidad. Los seis proyectos de las categorías de programa basados en la necesidad/capacidad deben cumplir con tres criterios de Idoneidad del Proyecto para ser incluidos en el Presupuesto Bienal o en el Programa de 10 años.

Si los proyectos candidatos avanzan y cumplen con los tres criterios de Idoneidad del Proyecto, el promotor del proyecto presentará una solicitud ante la Oficina del Programa de la Measure B de 2016 para su inclusión en el Presupuesto Bienal y/o en el Programa de 10 años. Los criterios de Idoneidad del Proyecto aprobados pueden encontrarse en el Apéndice 6.4.

5. Glosario

A continuación figuran los términos utilizados con frecuencia en este informe y en la documentación relacionada con la Medida B de 2016.

Una **asignación** es la cantidad aprobada por la Junta de VTA de los fondos de la Medida B de 2016 disponibles para un proyecto o programa específico.

Una **adjudicación** muestra que VTA y un concesionario han ejecutado un acuerdo para financiar un proyecto elegible.

Un **gasto** es el reembolso por parte de VTA de los fondos de la Medida B de 2016 a un beneficiario (por ejemplo, una ciudad, el Condado o Caltrain).

Año fiscal se refiere al periodo contable de 12 meses que comienza el 1 de julio y finaliza el 30 de junio. Año fiscal se suele abreviar **FY**, y el año al que se hace referencia es el final de ese periodo. Por ejemplo, el AF 2021 abarca del 1 de julio de 2020 al 30 de junio de 2021.

Beneficiarios son agencias que reciben fondos de la Medida B de 2016 para proyectos. Incluyen 15 ciudades del condado, el condado de Santa Clara, Caltrain y VTA.

Una **Agencia Miembro** es una jurisdicción local signataria del Acuerdo de Poderes Conjuntos de la Agencia de Gestión de la Congestión del Condado de Santa Clara. Esto incluye todas las ciudades del condado, el condado de Santa Clara y VTA.

El lenguaje de la boleta electoral de la Medida B de 2016 especificaba nueve **Categorías de Programas**, con asignaciones especificadas para cada una: Calles y carreteras locales, BART Silicon Valley Fase II, Bicicletas y Peatones, Separación de Desniveles de Caltrain, Mejoras de Capacidad de Caltrain, Intercambiadores de Autopistas, Autopistas del Condado, Corredor de la Ruta Estatal 85 y Operaciones de Transporte Público.

Ingresos de impuestos del programa son los ingresos de impuestos recibidos durante los 30 años de vigencia del impuesto, incluidos los intereses u otros beneficios correspondientes, menos los fondos necesarios para satisfacer el servicio de la deuda y/o el costo de los préstamos y los costos de administración y supervisión del programa, como los costos de administración de las subvenciones y de gestión financiera. **Ingresos** recaudados son los ingresos netos del impuesto sobre las ventas de la Medida B de 2016, excluidos los intereses devengados.

6. Apéndice

Apéndice 6.1 – Idioma de la Boleta de la Measure B de 2016

MEASURE B COUNTY COUNSEL'S IMPARTIAL ANALYSIS OF MEASURE B	COMPLETE TEXT OF MEASURE B
California law permits the Santa Clara Valley Transportation Authority (VTA) to impose a retail transactions and use tax (commonly called a "sales tax") in the territory of the VTA, which includes both the unincorporated territory and all the cities within Santa Clara County. Such a tax must first be approved by two-thirds of the voters voting in an election. Measure B was placed on the Ballot by the VTA Board of Directors (Board). Measure B proposes enactment of a .5% (one-half cent) sales tax. The Board anticipates that the sales tax would be operative on April 1, 2017. The authority to levy the sales tax will expire thirty years later. Under California law, all local governments within each county cannot enact a total sales tax rate of more than 2% in any territory. Approval of this Measure would result in the territory within the cities of Campbell and San Jose reaching that 2% cap during 2017 and until the expiration of an existing tax. The State also imposes a sales tax, some of which is distributed to local governments. The State sales tax rate is scheduled to be 7.25% as of January 1, 2017. Approval of this Measure is anticipated to result in a total 9.25% sales tax in the cities of Campbell and San Jose, and a 9.0% sales tax elsewhere in Santa Clara County, as of the date the sales tax is anticipated to begin. Because existing sales taxes may expire, or other sales taxes may be enacted, overall tax rates may vary during the thirty-year period of this tax. State law requires the VTA to state the specific purposes for which the sales tax proceeds will be used, and the VTA must spend the proceeds of the tax only for these purposes. The stated purposes of the proposed sales tax are to: repair potholes and fix local streets; finish the BART extension through downtown San Jose and to Santa Clara; improve bicycle and pedestrian safety; increase Caltrain capacity, in order to ease highway congestion, and improve safety at crossings; relieve traffic on the expressways and key highway interchanges; and enhance transit for seniors, students, low-income, and disabled individuals. The Measure states that the VTA will establish a program and develop program guidelines to administer tax revenues received from the measure. Measure B provides for the establishment of an independent citizens' oversight committee for ensuring that proceeds of the tax are expended consistent with the program established by the VTA. The committee would hold public hearings, issue reports on at least an annual basis, and arrange for an annual independent audit of expenditures. A "yes" vote is a vote to authorize a special sales tax of one-half cent (.5%) operative for 30 years, expected to expire on March 31, 2047. A "no" vote is a vote not to authorize the special sales tax. James R. Williams Acting County Counsel By: /s/ Danielle L. Goldstein Deputy County Counsel	To repair potholes and fix local streets; finish the BART extension through downtown San Jose and to Santa Clara; improve bicycle and pedestrian safety; increase Caltrain capacity, in order to ease highway congestion, and improve safety at crossings; relieve traffic on the expressways and key highway interchanges; and enhance transit for seniors, students, low-income, and disabled, shall the Board of Directors of the Santa Clara Valley Transportation Authority (VTA) enact a retail transactions and use tax ordinance, Ordinance No. 2016.01, imposing (a) a tax for the privilege of selling tangible personal property at retail upon every retailer in Santa Clara County, the territory of VTA, such tax to be at the rate of one-half of one percent of the gross receipts of the retailer from the sale of tangible personal property sold by him/her at retail in the territory of VTA; and (b) a complementary tax upon the storage, use, or other consumption in Santa Clara County, the territory of VTA, such tax to be at the rate of one-half of one percent of the sales price of the property whose storage, use, or other consumption is subject to the tax; collection of such tax to be limited to thirty years? VTA shall be the administrator of the tax, shall establish a program and develop program guidelines to administer the tax revenues received from the enactment of this measure (the "Program"). Tax revenues received for the 30-year life of the tax, including any interest or other earnings thereon, less any funds necessary for satisfaction of debt service and/or cost of borrowing and costs of program administration and oversight, such as costs of grant administration and financial management, shall be referred to herein as "Program Tax Revenues." VTA shall allocate the Program Tax Revenues to the following categories of transportation projects: Local Streets and Roads; BART Phase II; Bicycle and Pedestrian; Caltrain Grade Separation; Caltrain Capacity Improvements; Highway Interchanges; County Expressways; SR 85 Corridor; and Transit Operations. The present value (i.e., present day purchasing power) of the Program Tax Revenues, as of April 2017, is forecasted to be approximately \$6.3 Billion. The actual revenues to be received over the 30-year life of the tax will be affected by various economic factors, such as inflation and economic growth or decline. The estimated amounts for each category reflect the allocation of approximately \$6.3 Billion. The estimated amounts for each category, divided by \$6.3 Billion, establishes ratios for the allocation among the categories. The VTA Board of Directors may modify those allocation amounts following the program amendment process outlined in this resolution. • <u>Local Streets and Roads—Estimated at \$1.2 Billion of the Program Tax Revenues in 2017 dollars.</u> To be returned to cities and the County on a formula basis to be used to repair and maintain the street system. The allocation would be based on the population of the cities and the County of Santa Clara's road and expressway lane mileage. Cities and the County will be required to demonstrate that these funds would be used to enhance and not replace their current investments for road system maintenance and repair. The program would also require that cities and the County apply Complete Streets best practices in order to improve bicycle and pedestrian elements of the street system. If a city or the County has a Pavement Condition Index score of at least 70, it may use the funds for other congestion relief projects.

COMPLETE TEXT OF MEASURE B-Continued

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

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

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

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

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

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

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

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

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

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

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

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

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

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

COMPLETE TEXT OF MEASURE B-Continued

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

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

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

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

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

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

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

COMPLETE TEXT OF MEASURE B-Continued

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

ATTACHMENT A ENVISION SILICON VALLEY BICYCLE AND PEDESTRIAN CANDIDATE LIST

Project

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

COMPLETE TEXT OF MEASURE B-Continued

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

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

ATTACHMENT B ENVISION HIGHWAY PROGRAM CANDIDATE LIST

Project

US 101 Improvements in the cities of Palo Alto and Mountain View to address regional connectivity and circulation between San Antonio Road and Charleston Road at the US 101/San Antonio Road, US 101/Rengstorff/Charleston Road and US 101/Shoreline Boulevard interchanges.

SR 85/SR 237 Area Improvements in Mountain View to address mainline congestion and regional connectivity through the SR 85/SR 237 connector, SR 85/El Camino Real interchange, and the SR 237/El Camino/Grant Road interchange.

SR 237/US 101/Mathilda Avenue Area Improvements in Sunnyvale to address local roadway congestion.

SR 237 Corridor Improvements in the cities of San Jose, Santa Clara and Milpitas to address mainline congestion and regional connectivity by addition of SR 237 westbound/eastbound auxiliary lanes between Zanker Road and North First Street, improvements at the SR 237/Great America Parkway westbound off-ramp, and replacement/widening of the Calaveras Boulevard structures over the UPRR tracks.

West County Improvements along I-280 in Cupertino, Los Altos, Los Altos Hills and Sunnyvale to address mainline congestion with mainline and interchange improvements from Magdalena Avenue to the San Mateo County line.

SR 85/I-280 Area Improvements in Cupertino, Los Altos, and Sunnyvale to address regional connectivity through a northbound I-280 braided ramp between SR 85 and Foothill Boulevard and improvements at the northbound I-280 off-ramp to Foothill Boulevard.

US 101/Trimble Road/De La Cruz Boulevard to Zanker Road Area Improvements to address local roadway connectivity and mainline congestion in San Jose and Santa Clara with US 101/Trimble Road/De La Cruz Boulevard interchange improvements, southbound US 101/SB 87 connector improvements, and a new US 101/Zanker Road interchange.

US 101/Old Oakland Road Improvements in San Jose to address local roadway congestion, access and connectivity.

A new interchange at US 101/Mabury Road in San Jose to address regional access.

I-680 Corridor Improvements in San Jose to address mainline congestion and regional connectivity by improving the I-680/Alum Rock Avenue and I-680/McKee Road interchanges.

I-280/Lawrence Expressway/Stevens Creek Boulevard Interchange Improvements to address mainline and local roadway congestion.

COMPLETE TEXT OF MEASURE B-Continued

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

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

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

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

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

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

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

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

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

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

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

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

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

COMPLETE TEXT OF MEASURE B-Continued

ATTACHMENT C SANTA CLARA COUNTY EXPRESSWAY IMPROVEMENTS (TIER 1)

Project

Almaden Expressway at SR-85-Interim Improvements

Almaden Expressway at Branham Lane Intersection Improvements

Almaden Expressway at Camden Ave Intersection Improvements

Capitol Expressway Widening and Interchange Modifications between I-680 and Capitol Avenue

Central Expressway at Thompson Intersection Improvements

Foothill Expressway Auxiliary Lanes between El Monte and San Antonio

Lawrence Expressway at Homestead Road Interim Improvements

Lawrence Expressway at Homestead Road Grade Separation

Lawrence Expressway from Reed/Monroe to Arques Grade Separation

Montague Expressway Complete 8-lane Widening including HOV lanes and Auxiliary Lanes between Great Mall and McCarthy/O'Toole

Oregon-Page Mill Widening (possible HOV lanes) and Trail between I-280 and Foothill Expressway

Oregon-Page Mill Intersection Improvements between Porter and Hansen

Oregon-Page Mill/El Camino Real Intersection Improvements

San Tomas Expressway Widening and Trail between Homestead and Stevens Creek

Santa Teresa-Hale Corridor Road and Trail between Dewitt and Main

Santa Teresa-Hale Corridor Widening and Trail between Long Meadow and Fitzgerald

SR 17/San Tomas Expressway Interim Improvements

I-280/Foothill Expressway Interchange Modifications and Auxiliary Lane to Homestead

I-280/Oregon-Page Mill Road Interchange Reconfiguration

Expressway ITS/Signal System Countywide

ATTACHMENT D TRANSIT OPERATIONS CANDIDATE PROJECTS AND PROGRAMS LIST

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

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

COMPLETE TEXT OF MEASURE B-Continued

- Enhance Frequent Core Bus Network.

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

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

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

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

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

ARGUMENT IN FAVOR OF MEASURE B

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

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

Measure B will:

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

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

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

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

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

ARGUMENT IN FAVOR OF MEASURE B-Continued

www.YesMeasureB.com

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

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

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

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

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

REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE B

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

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

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

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

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

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

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

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

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

/s/ John M. Inks
Mountain View City Councilmember

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

ARGUMENT AGAINST MEASURE B

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

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

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

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

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

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

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

Why vote for another bait-and-switch?

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

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

Demand a new direction!

ARGUMENT AGAINST MEASURE B-Continued

For more information: www.No2VTMeasureB.org
Twitter: #No2VTMeasureB
Phone: 408-604-0932

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

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

/s/ John M. Inks
Mountain View City Councilmember

/s/ Andy Chow
President, BayRail Alliance

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

REBUTTAL TO ARGUMENT AGAINST MEASURE B

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

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

The text of their argument is even less credible.

Here are the facts:

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

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

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

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

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

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

REBUTTAL TO ARGUMENT AGAINST MEASURE B-Continued

www.YesMeasureB.com

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

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

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

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

/s/ Teresa Alvarado
San Jose Director, SPUR

Apéndice 6.2 – Comité de Supervisión Ciudadano de la Measure B de 2016

El Comité de Supervisión Ciudadana de la Medida B de 2016 se define como un “organismo independiente que deriva su autoridad de la medida aprobada mediante una boleta electoral”. La misión del comité es validar e informar si es que los fondos de la Medida B se están invirtiendo de manera consistente con la boleta. La duración del Comité reflejará el término del impuesto sobre las ventas (abril de 2017 a marzo de 2047). En su reunión de septiembre de 2017, la Junta Directiva de VTA designó a siete personas para formar parte del Comité de Supervisión Ciudadana de la Medida B de 2016. Se pueden encontrar los datos de los miembros, las reuniones/calendario y más información [aquí](#). El siguiente documento refleja la aprobación de la Junta de VTA del proceso de designación de los miembros del Comité de Supervisión Ciudadana de la Medida B de 2016.

(see the next few pages for 2016 Measure B Citizens’ Oversight Committee documents)



Date: February 23, 2017
 Current Meeting: March 2, 2017
 Board Meeting: March 2, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Government & Public Relations, Jim Lawson

SUBJECT: Appointment Process for the 2016 Measure B Citizens' Oversight Committee

APPROVED ACCEPTED ADOPTED AMENDED DEFERRED REVIEWED
 Santa Clara Valley Transportation Authority
 Board of Directors
 Elaine F. Baltao, Board Secretary

BY: [Signature]
 DATE: 3/2/17

Policy-Related Action: No

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Approve the process for appointments to the 2016 Measure B Citizens' Oversight Committee.

BACKGROUND:

On November 8, 2016 the voters of Santa Clara County overwhelmingly approved Measure B that enacted a thirty year ½ cent sales tax for transit and transportation improvements. Nine categories of projects and programs were proposed as part of the measure:

- Local Streets & Roads Repair
- BART Phase II
- Bicycle & Pedestrian Projects
- Caltrain Grade Separations
- Caltrain Capacity Improvements
- Highway Interchanges
- County Expressways
- SR 85 Corridor
- Transit Operations

The ballot measure specified that the revenues and expenditures would be reviewed by an independent citizens' oversight committee appointed by the Santa Clara Valley Transportation Authority (VTA):

* See Page 3X of 3X for motion approved by the VTA Board of Directors at the March 2, 2017, Regular Meeting.

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

DISCUSSION:

With the passage of the ballot measure, it is necessary to appoint a Citizens’ Oversight Committee. Staff reviewed the appointment process of several California jurisdictions having similar ballot measures with some form of oversight. The current VTA experience with our 2000 Measure A Citizens Watchdog Committee also helped form the recommendations.

The recommendation is the formation of an independent committee consisting of seven (7) members who are registered voters in Santa Clara County. There will be an open application process with the intent to allow qualified citizens the opportunity to participate.

In the application process we will actively seek individuals who bring important relevant experience to the committee. Staff recommends that the committee should consist of persons who fulfill the following criteria:

- A retired federal or state judge or administrative law judge or an individual with experience as a mediator or arbitrator.
- A professional from the field of municipal/public finance with a minimum of four years relevant experience.
- A professional with a minimum of four years of experience in management and administration of financial policies, performance measurement and reviews.
- A professional with demonstrated experience of four years or more in the management of large scale construction projects.
- A regional community or business organization representative with at least one year of decision making experience.
- A professional with four years of experience in organized labor.
- A professional with a minimum of four years of experience in educational administration at the high school or college level.

The intent is to have one member representing each of the specified areas of expertise. If after a good faith effort, this is not achieved then no more than two members from one of the other areas of expertise may be selected.

This should provide a range of expertise to assist the committee in its task of evaluating the revenues and project expenditures as we begin implementing the commitments to the voters in 2016 Measure B.

The committee will be staffed by the Auditor General to assure the relevant level of expertise and professional advice.

To assure independence, no elected officials, employees of VTA or appointees to VTA committees are eligible while they hold those positions or appointments. Further, employees of the County of Santa Clara or the cities within Santa Clara will also be ineligible. Since 2016 Measure B was structured to assist the County and the cities in the delivery of their projects, their appointment would not be in keeping with the spirit of independence that the measure calls for.

The members of the committee will be subject to VTA's Conflict of Interest policies. Members are prohibited from acting in any commercial activity directly or indirectly involving VTA, such as being a consultant to VTA or to any party with pending legal actions against VTA during their tenure. Members shall not have direct commercial interest or employment with any public or private entity which receives sales tax funds authorized by this Measure.

Each committee member shall serve for a term of four years except initial appointments will be staggered to assure continuity. Members will be limited to two consecutive terms.

Attachment A describes the committee role and responsibilities along with the appointment process and the high level approach to the projected meetings.

ALTERNATIVES:

In order to meet the intention of 2016 Measure B an oversight committee must be appointed. The Board may direct a different method for selecting the committee or change any of the requirements or restrictions the Board desires.

FISCAL IMPACT:

There is no fiscal impact with approving this appointment process.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Governance & Audit Committee considered this item at its February 2, 2017 meeting as part of its Regular Agenda.

Committee members expressed strong support for the staff proposal, commenting that it was well thought out. Committee members requested the inclusion of the following items in the appointment or committee administration processes: 1) an aspirational goal of balancing, where feasible, appointments to balance the geographic regions of the county; and 2) offer committee members training on bond oversight and other relevant topics.

The committee unanimously recommended Board approval of the staff recommendation with inclusion of the minor additions indicated and that this item be placed on the Board's Consent Agenda.

Prepared by: Jim Lawson, Director of Public Affairs & Executive Policy Advisor
Memo No. 5992

ATTACHMENTS:

- A--2016 Measure B COC Appointment Process Overview (PDF)

6.2. Appointment Process for the 2016 Measure B Citizens' Oversight Committee

M/S/C (Chavez/Liccardo) to approve, as amended the process for appointments to the 2016 Measure B Citizens' Oversight Committee. Further: 1) add the aspirational goal of geographic representation across Santa Clara County; 2) split the regional community and business organization categories, making the total number of committee membership to eight (8); and 3) provide bond oversight and other relevant training to members.

Apéndice 6.3 – Directrices de la Categoría del Programa de la Measure B de 2016

Aprobación por parte de la Junta Directiva

La Junta Directiva de VTA aprobó, en sus reuniones del 5 de octubre y el 2 de noviembre de 2017, las Directrices para las Categorías del Programa de la Medida B de 2016 destinadas a los nueve programas; el proceso para su elaboración comenzó en enero de 2017.

Tipos de categorías de programa y asignaciones para las subcategorías

Estas directrices también definen el tipo de programa para cada uno de los nueve programas (programas basados en fórmulas o basados en proyectos, también llamados competitivos) y establece las directrices y distribuciones por subcategorías de programa para la aprobación de la Junta Directiva. Por ejemplo, para la categoría del programa referida a ciclistas y peatones, las subcategorías se describen junto con una distribución de fondos: Educación y estímulos tiene un máximo del 15%, Proyectos de planificación tiene un máximo del 5% y Proyectos principales tiene un mínimo del 80%.

(Consulte la página siguiente para ver el documento de las Directrices para las Categorías del Programa de la Medida B de 2016)

2016 Measure B Local Streets & Roads Program Guidelines

[Revised and approved by VTA Board of Directors: August 4, 2022]

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

Total Funding

19.05% of Program Tax Revenues

Program Type

- Formula-based program

Distribution of Funds

- Funds will be allocated on a two-year cycle, in conjunction with the VTA Biennial Budget process.
- Funds are allocated on an annual basis, based on the application of the ballot-established ratio to the estimated Program Tax Revenue. The allocations are calculated in two steps:
 1. Multiplying the ballot-established ratio by the projected Program Tax Revenues for that fiscal year.
 2. Reconciling prior allocations, which were based on estimated Program Tax Revenues, with actual Program Tax Revenues (referred to as a "true-up process"). This true-up process will occur in the first fiscal year of each biennial budget cycle.
- Allocations to Cities and County (Agencies) are calculated by formula as stated in the 2016 Measure B ballot language.
- The 2016 Measure B Program Office will notify agency of allocation for two-year cycle.
- Agencies received a one-time advance per the master agreements, with subsequent funds available on a reimbursement basis.

Implementation

- VTA and individual agencies will enter into master funding agreements.
- Agencies are required to submit each fiscal year:
 - Program of projects;
 - Maintenance of Effort certification; and
 - Complete Streets Checklist reporting requirements.

- For agencies with a Pavement Condition Index (PCI) of 70 or higher, the program of projects may also include congestion relief projects and programs.
 - The agency must submit a memo requesting the use of funds for the congestion relief project, describing the project and how it will reduce congestion.
 - The 2016 Measure B Program Office will review the request and provide written notice that the project qualifies for Local Streets & Roads funds.
- For agencies with a PCI of 69 or lower, the program of projects is limited to projects that repair and maintain the street system.
- VTA will review the program of projects to ensure that all projects are eligible for funding.
- If an agency with a PCI of 70 or higher should have their PCI fall below 70, the agency must redirect all funding to repair and maintenance of the street system in the following cycle.
- Funds are distributed on a reimbursable basis.

Requirements

- Individual agencies must certify and submit on a fiscal year basis, a Maintenance of Effort report to maintain a level of expenditures on 2016 Measure B Local Streets & Roads eligible activities equivalent to the average expenditures on roadway and related maintenance activities from the agency's general fund during FY10 to FY12. This certification will be submitted with their Annual Program of Projects.
- All projects must comply with VTA's Complete Streets reporting requirements.
- All collateral material must comply with 2016 Measure B branding requirements.
- Agencies will submit annual reports detailing the progress on the previous program of projects. The information will be placed on the 2016 Measure B transparency website to keep the public informed on 2016 Measure B spending.

2016 Measure B BART Phase II Program Guidelines

[Revised and approved by VTA Board of Directors: August 4, 2022]

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

Total Funding

23.8% of Program Tax Revenues - capped at a maximum of 25% of Program Tax Revenues.

Program Type

Need/Capacity-based program

- Must comply with Board-approved Project Readiness Criteria

Project Readiness Criteria

- 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.
- 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.
- 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.

Distribution of Funds

- Funds will be allocated on a two-year cycle, in conjunction with the VTA Biennial Budget process.
- As the project moves forward and meets the Project Readiness criteria the Silicon Valley BART Phase II project team will submit requests to the 2016 Measure B Program Office for inclusion in the Biennial Budget and/or 10-year Program.
- The 2016 Measure B Program Office will program funding based on the Project Readiness criteria in the Biennial Budget and/or 10-year Program to complete project.
- Funds will be distributed on a reimbursable basis.

Requirements

- Project requires a minimum 10% non-2016 Measure B contribution.
- Project must comply with VTA's Complete Streets reporting requirements.
- Project must comply with 2016 Measure B program oversight requirements.
- All collateral material must comply with 2016 Measure B branding requirements.

2016 Measure B Bicycle & Pedestrian Program Guidelines

[Revised and approved by VTA Board of Directors: August 4, 2022]

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

Total Funding

3.97% of Program Tax Revenues

Program Type

Formula-based program

Distribution of Funds

- Funds will be allocated on a two-year cycle, in conjunction with the VTA Biennial Budget process.
- Funds are allocated on an annual basis, based on the application of the ballot-established ratio to the estimated Program Tax Revenue. The allocations are calculated in two steps:
 1. Multiplying the ballot-established ratio by the projected Program Tax Revenues for that fiscal year.
 2. Reconciling prior allocations, which were based on estimated Program Tax Revenues, with actual Program Tax Revenues (referred to as a “true-up process”). This true-up process will occur in the first fiscal year of each biennial budget cycle.
- The program will consist of three sub-categories: Education & Encouragement Programs, Planning Studies, and Capital Projects.
- A minimum of 80% of available program category funds will be allocated to Capital Projects.
- A maximum of 15% of available program category funds will be set aside for Education & Encouragement. The funds will be allocated as follows:
 1. 25% for countywide (including targeting unincorporated areas) education & encouragement programs
 2. Remaining funds allocated by city population formula with a \$10,000 annual minimum allocation per city
- A maximum of 5% of available program category funds will be allocated to Planning Studies.
- If the Planning Studies or Capital Projects competitive grant cycle is not fully awarded, the balance of funds from that cycle will roll into its next call for projects cycle.

Implementation

- Only projects currently listed on Attachment A of 2016 Measure B are eligible.
- **Education & Encouragement (Formula Distribution)**
 - VTA and individual agencies will enter into a Master Agreement for Education & Encouragement funds.
 - The 2016 Measure B Program Office will notify agency of allocation for two-year cycle.
 - Funds will be distributed on a reimbursable basis.
 - Agency will submit annual education & encouragement work program and annual progress report.
 - Education & Encouragement funds may be banked for a maximum of three years with explanation of banking purposes upon approval by the 2016 Measure B Program Office.
 - The 2016 Measure B Program Office will conduct an assessment regarding the effectiveness of the program.
- **Capital Projects & Planning Studies (Competitive Grants)**
 - Only a public agency can serve as a project sponsor. Other entities must partner with a public agency to apply for a grant.
 - The grant program contains two categories:
 - Capital projects
 - Activities leading to/including:
 - Environmental Clearance
 - Design
 - Right of Way
 - Construction
 - Construction grant requests must include cost estimates supported by 30% to 35% design.
 - Planning studies
 - Includes planning studies to support capital project development for those projects currently listed on Attachment A of 2016 Measure B. It does not include general/master planning efforts.
 - The minimum grant award is \$50,000.
 - The maximum grant award per sponsoring agency can be no more than 50% of the total available funds per call for projects per cycle, unless the cycle is undersubscribed.
 - The 2016 Measure B Program Office developed project criteria in conjunction with the VTA Technical Advisory Committee (TAC) Capital Improvement Program Working Group and incorporated input from the TAC and Bicycle & Pedestrian Advisory

Committee (BPAC).

- Scoring committees for the grant programs will be comprised of three BPAC members, three Member Agency staff, and one VTA staff person. If enough BPAC or Member Agency staff are not available as described above, Board-adopted scoring committee policy will be followed.

Criteria

- Capital Projects and Planning Studies will be scored on criteria that supports the language in 2016 Measure B, including but not limited to:
 - Countywide significance
 - Connection to/serves schools, transit, or employment centers
 - Fills gaps in bicycle/pedestrian network
 - Provides safer crossings of barriers
 - Makes walking or biking safer
 - Makes walking or biking more convenient
 - Other criteria to consider:
 - Safety benefits
 - Increase in bicycle and pedestrian usage
 - Community support
 - Project readiness
 - Projects serve Equity Priority Communities or vulnerable populations with specific needs
 - Non-2016 Measure B contribution

Requirements

- Competitive grant projects require a minimum 10% non-2016 Measure B contribution.
- Reporting requirements will be detailed in agreements executed with VTA for project funding.
- VTA Complete Streets reporting requirements are required for Planning Studies and Capital Projects.
- All projects must comply with 2016 Measure B program oversight requirements.
- All collateral material must comply with 2016 Measure B branding requirements.

2016 Measure B Caltrain Grade Separation Program Guidelines

[Revised and approved by VTA Board of Directors: August 4, 2022]

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

Total Funding

11.11% of Program Tax Revenues

Program Type

Need/Capacity-based program

- Must comply with Board-approved Project Readiness Criteria

Project Readiness Criteria

- 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.
- 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.
- 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.

Distribution of Funds

- Funds will be allocated on a two-year cycle, in conjunction with the VTA Biennial Budget process.
- As approved by the Board of Directors as the implementation strategy and as agreed to by VTA and the Cities of Sunnyvale, Mountain View and Palo Alto, total available program category funds will be allocated by percentage to each jurisdiction as follows:
 - City of Sunnyvale: 25%
 - City of Mountain View: 25%
 - City of Palo Alto: 50%
- At the end of the life of the sales tax, should the Program Tax Revenue available for the Grade Separation be higher than the originally estimated amount in 2017 dollars, the cities that have received their allocation based on previous percentage calculations will not receive any additional Grade Separation Program funds.
- The percentage distribution may be revised by the VTA Board of Directors.
- As candidate projects move forward and meet the Project Readiness criteria, the project sponsor will submit requests to the 2016 Measure B Program Office for inclusion in the Biennial Budget and/or 10-year Program.

- Funds will be distributed on a reimbursement basis.

Implementation

- VTA will work with the cities, Caltrain and other partners as applicable to deliver all eight grade separation projects eligible for 2016 Measure B funds.
- Based on the project's ability to meet the Project Readiness criteria, VTA will develop and enter funding agreements with individual jurisdictions for project phases.
- VTA will provide technical oversight to jurisdictions during project implementation.

Requirements

- All project sponsors must apply to the State §190 Grade Separation Program.
- Reporting requirements regarding project progress will be detailed in agreements executed with VTA for project funding.
- Projects require a minimum 10% non-2016 Measure B contribution.
- All projects must comply with VTA's Complete Streets reporting requirements.
- All projects must comply with 2016 Measure B program oversight requirements.
- All collateral material must comply with 2016 Measure B branding requirements.

2016 Measure B Caltrain Corridor Capacity Improvements Program Guidelines

[Revised and approved by VTA Board of Directors: August 4, 2022]

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

Total Funding

4.98% of Program Tax Revenues

Program Type

Need/Capacity-based program

- Must comply with Board-approved Project Readiness Criteria

Project Readiness Criteria

- 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.
- 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.
- 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.

Distribution of Funds

- Funds will be allocated on a two-year cycle, in conjunction with the VTA Biennial Budget process.
- As candidate projects move forward and meet the Project Readiness criteria, Caltrain will submit requests to the 2016 Measure B Program Office for inclusion in the Biennial Budget and/or 10-year Program.
- The 2016 Measure B Program Office will program funding based on the Project Readiness criteria in the Biennial Budget and/or 10-year Program to complete project.
- Funds for increased service to Morgan Hill and Gilroy will be distributed on a regular basis.
- Based on the project's ability to meet the Project Readiness criteria, VTA will develop and enter funding agreements.
- Funds will be distributed on a reimbursement basis.

Implementation

- Service schedule to Morgan Hill and Gilroy will be reevaluated prior to addition of increased service.

- VTA and Caltrain staff will determine operating and capital costs associated with increased service to Morgan Hill and Gilroy.
- Improvement projects will be identified by VTA and Caltrain staff after completion of Peninsula Corridor Electrification Project (PCEP) and CA High Speed Rail blended service operations and maintenance needs/issues have been identified and remedies finalized.
- Should projects (including station improvements) arise prior to the completion of the PCEP that VTA believes should move forward, VTA will work with Caltrain to develop and recommend an early implementation schedule to the VTA Board of Directors.

Requirements

- Projects require a minimum 10% non-2016 Measure B contribution.
- Capital projects in this program must comply with VTA's Complete Streets reporting requirements.
- All projects must comply with 2016 Measure B program oversight requirements.
- All collateral material must comply with 2016 Measure B branding requirements.

2016 Measure B Highway Interchanges Program Guidelines

[Revised and approved by VTA Board of Directors: August 4, 2022]

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

Total Funding

11.90% of Program Tax Revenues

Program Type

Need/Capacity-based program

- Must comply with Board-approved Project Readiness Criteria

Project Readiness Criteria

- 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.
- 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.
- 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.

Distribution of Funds

- Funds will be allocated on a two-year cycle, in conjunction with the VTA Biennial Budget process.
- Funds will be distributed through two competitive grant programs: Capital Projects and Noise Abatement.
- As candidate projects move forward and meet the Project Readiness criteria, the project sponsor will submit requests to the 2016 Measure B Program Office for inclusion in the Biennial Budget and/or 10-year Program.
- The 2016 Measure B Program Office will program funding based on the Project Readiness criteria in the Biennial Budget and/or 10-year Program to complete project.
- Based on the project's ability to meet the Project Readiness Criteria, VTA will develop and enter funding agreements with the project sponsor.
- Funds will be distributed on a reimbursement basis.

Implementation

- Only projects and programs currently listed on 2016 Measure B Attachment B are eligible for Highway Interchanges program funds.

- Only VTA, Caltrans and Member Agencies can serve as an implementing agency.
- Capital Projects are in two categories:
 - Grandfathered projects and projects on the Board-adopted Highway Interchanges prioritized project list.
 - The 2016 Measure B Program Office will work with project sponsors to advance grandfathered projects and candidate projects on Board-adopted prioritized project list.
- Noise Abatement projects will be implemented through a separate competitive grant category within the Highway Interchanges Program and will have a separate eligible project list.

Requirements

- Projects require a minimum 10% non-2016 Measure B contribution.
- Reporting requirements regarding project progress will be detailed in agreements executed with VTA for project funding.
- All projects must comply with VTA's Complete Streets reporting requirements.
- All projects must comply with 2016 Measure B program oversight requirements.
- All collateral material must comply with 2016 Measure B branding requirements.

2016 Measure B County Expressways Program Guidelines

[Revised and approved by VTA Board of Directors: August 4, 2022]

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

Total Funding

11.90% of Program Tax Revenues

Program Type

Need/Capacity-based program

- Must comply with Board-approved Project Readiness Criteria

Project Readiness Criteria

- 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.
- 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.
- 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.

Distribution of Funds

- Funds will be allocated on a two-year cycle, in conjunction with the VTA Biennial Budget process.
- As candidate projects move forward and meet the Project Readiness criteria, the County Roads and Airports Expressways team will submit requests to the 2016 Measure B Program Office for inclusion in the Biennial Budget and/or 10-year Program.
- The 2016 Measure B Program Office will program funding based on the Project Readiness criteria in the Biennial Budget and/or 10-year Program to complete project.
- Funds will be distributed on a reimbursement basis.

Implementation

- Only projects and programs listed on Attachment C of 2016 Measure B are eligible.
- Program management of the validation, financing, phasing-strategy, and delivery of all projects and programs listed on Attachment C of 2016 Measure B are eligible costs.
- VTA and the County of Santa Clara will execute agreements for the administration and delivery of the 2016 Measure B County Expressways

Program projects.

- VTA staff will work with the County of Santa Clara to advance projects and maintain an implementation plan.
- County Expressway Policy Advisory Board (PAB) will recommend the prioritization of projects.
- The County of Santa Clara will develop project timelines based on the County Expressway PAB adopted criteria, which includes the following:
 - Project readiness
 - Complexity
 - Geographic balance and public impact
 - Timing of other funding sources
 - Additional factors
 - Safety
 - Public support
 - Gap closures

Requirements

- Program requires a minimum 10% non-2016 Measure B contribution.
- Reporting requirements regarding project progress will be detailed in agreements executed with VTA for project funding.
- All projects must comply with VTA's Complete Streets reporting requirements.
- All projects must comply with 2016 Measure B program oversight requirements.
- All collateral material must comply with 2016 Measure B branding requirements.

2016 Measure B State Route 85 Corridor Program Guidelines

[Revised and approved by VTA Board of Directors: August 4, 2022]

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

Total Funding

5.56% of Program Tax Revenues

Program Type

Need/Capacity-based program

- Must comply with Board-approved Project Readiness Criteria

Project Readiness Criteria

- 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.
- 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.
- 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.

Distribution of Funds

- Funds will be allocated on a two-year cycle, in conjunction with the VTA Biennial Budget process.
- As candidate projects move forward and meet the Project Readiness criteria, the project sponsor will submit requests to the 2016 Measure B Program Office for inclusion in the Biennial Budget and/or 10-year Program.
- The 2016 Measure B Program Office will program funding based on the Project Readiness criteria in the Biennial Budget and/or 10-year Program to complete project.
- Based on the project's ability to meet the Project Readiness Criteria, VTA will develop and enter funding agreements with the project sponsor.
- Funds will be distributed on a reimbursement basis.

Implementation

- VTA staff completed the SR 85 Transit Guideway Study to identify the most effective transit and congestion relief projects on SR 85, and the SR 85 Policy Advisory Board identified a preferred project that they recommended to the Board of Directors for further study.

- Projects identified by the Transit Guideway Study will be candidates for funding.
- An implementation strategy for SR 85 Corridor projects will be developed in consultation with the VTA Technical Advisory Committee.
- VTA will serve as the implementing agency for all program projects.
- Any activity on the portion of SR 85 that would preclude the implementation of a lane for transit purposes shall be suspended until the Transit Guideway Study has been received by the VTA Board of Directors.
- The five pilot projects identified in the SR 85 Noise Abatement Study are eligible for funds.
- Any eligible noise abatement project on SR 85 is eligible for these funds.

Requirements

- Program requires a minimum 10% non-2016 Measure B contribution.
- All projects must comply with VTA's Complete Streets reporting requirements.
- All projects must comply with 2016 Measure B program oversight requirements.
- All collateral material must comply with 2016 Measure B branding requirements.

2016 Measure B Transit Operations Program Guidelines

[Revised and approved by VTA Board of Directors: August 4, 2022]

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

Total Funding

7.94% of Program Tax Revenues

Program Type

Formula-based program

Distribution of Funds

- Funds will be allocated on a two-year cycle, in conjunction with the VTA Biennial Budget process.
- Funds are allocated on an annual basis, based on the application of the ballot-established ratio to the estimated Program Tax Revenue. The allocations are calculated in two steps:
 - Multiplying the ballot-established ratio by the projected Program Tax Revenues for that fiscal year.
 - Reconciling prior allocations, which were based on estimated Program Tax Revenues, with actual Program Tax Revenues (referred to as a “true-up process”). This true-up process will occur in the first fiscal year of each biennial budget cycle.
- The Transit Operations Program Category funding will be allocated for the following four sub-categories identified in 2016 Measure B Attachment D:
 - **Enhance Frequent Core Bus Network** by increasing core bus route service frequencies, and expanding or adding additional evening, late night and weekend service.
 - **Expand mobility services and affordable fare programs** for seniors, disabled, students and low-income riders.
 - Support **new/innovative transit service models** to address first/last mile connections and transit services for the transit dependent, vulnerable populations and paratransit users that is safe and accountable.
 - **Improve amenities at bus stops** to increase safety, security and access with

lighting and access improvements.

The allocations for the four sub-categories are as follows:

2016 Measure B Transit Operations Program	
Sub-category	Funding Allocation
Frequent Core Bus Network	73%
Innovative Transit Service Models	8%
Affordable Fare Programs	15%
Bus Stop Amenities	4%

Implementation

- Only projects and programs currently listed on 2016 Measure B Attachment D are eligible.
- **Enhanced Frequent Core Bus Network** will directly fund VTA's core bus network of services, maintain or increasing core bus route service frequencies, and expanding or adding evening, late night and weekend service.
- **Fare Programs** will directly fund VTA's Transit Assistance Program (TAP) and reduced fares for youth.
- **Innovative Transit Service Models** (Competitive Grant) will support goals to address first/last mile connections.
 - Only a public agency can serve as a project sponsor. Other entities must partner with a public agency to apply for a grant.
 - The minimum grant award is \$250,000.
 - The maximum grant award per sponsoring agency can be no more than 50% of the total available funds per call for projects per cycle, unless the cycle is undersubscribed.
 - The 2016 Measure B Program Office developed project criteria in conjunction with the VTA Technical Advisory Committee Capital Improvement Program Working Group and incorporated input from VTA committees.
- **Bus Stop Amenities** will directly fund improvements at VTA's bus stops. The bus stop improvements will be prioritized based on VTA's Transit Passenger Environment Plan or subsequent plans and ongoing maintenance needs.

Requirements

- Innovative Transit Service Models Competitive Grant Program
 - Reporting requirements will be detailed in agreements executed with VTA for project funding.
 - Funds will be distributed on a reimbursement basis.
- All capital projects must comply with VTA Complete Streets reporting requirements.
- All projects must comply with 2016 Measure B program oversight requirements.
- All collateral material must comply with 2016 Measure B branding requirements.

Apéndice 6.4 –Criterios de Idoneidad del Proyecto del Programa basados en la Necesidad/Capacidad de la Measure B de 2016

2016 Measure B Need/Capacity-based Program Project Readiness Criteria

Adopted by the VTA Board on May 6, 2021

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.

As an example, *a project for which design funding is requested* in the Biennial Budget would need to have completed the environmental phase and have the environmental document approved by the appropriate governing body. A project may be included in the 10-year Program for a specific project delivery phase even if it is not included in the Biennial Budget.

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.

As an example, *a project for which design funding is requested* in the Biennial Budget would need to have non-2016 Measure B funds secured in the project sponsor's adopted budget for the design period. If the project is requesting design funding for the 10-year Program, that project must identify a funding plan for the remaining phases of the project.

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.

As an example, *a project for which design funding is requested* in the Biennial Budget must have letters of agreement or memoranda of understanding executed with all partner agencies that support the continued development of the project, and legal challenges impacting the project schedule must be resolved before funding is approved in the Biennial Budget. If the project is requesting design funding in the 10-year Program, all partner agencies involved with the project must be identified.

Apéndice 6.5 –Principios Presupuestarios Bienales y Programa de 10 años de la Measure B de 2016

2016 Measure B 10-year Program and Biennial Budget Principles

Adopted by the VTA Board of Directors April 1, 2021

Comply with the language of the ballot measure (including any amendments approved pursuant to the ballot language)

- Provide funding to all nine program categories over the life of the measure in the ratios established in the ballot language. The VTA Board of Directors may modify these ratios as specified in the ballot language.

Invest in all nine program categories throughout the 10-year period, as long as funding remains available in the program category, with the understanding that there may not be allocations in all categories annually.

- To the extent possible, allocate some level of funding to all nine program categories throughout the ten-year period. Once 30-year program category allocation ratios are fulfilled, no additional allocations will be made in future 10-year plans. Since funding for capital projects tends to be “lumpy” to fit the different stages of project development, there will not necessarily be annual investments in some program categories

Apply ballot-established ratios to Formula-based programs on an annual basis

- Fund the Local Streets and Roads, Bicycle/Pedestrian and Transit Operations program categories each year, based on their ratio of the estimated Program Tax Revenues. A true-up for each Formula-based program category will occur in the first fiscal year of each biennial budget cycle.

Apply Board-approved project readiness selection criteria to Need/Capacity-based programs for projects to be included in the 10-year Program and Biennial Budget, and apply specific project prioritization processes for each program consistent with the 25% cap of Program Tax Revenues on the BART Phase II program category and all ratios applicable to each category

- Require projects in the Need/Capacity-based programs to meet criteria approved by the VTA Board of Directors in order to be included within the 10-year Program or Biennial Budget. Every two years, the projected revenues will be updated, the ratio share for each of the Need/Capacity-based programs recalculated, and the 10-year Program and biennial budget recommendations adjusted accordingly. Total allocations to the Need-Capacity-based programs over the life of the measure will be subject to the allocation ratios contained in the ballot language.

Use financing tools, subject to approval by the VTA Board of Directors, to make funding available when projects are ready, subject to available financing capacity

- If anticipated 2016 Measure B allocation needs in a Biennial Budget surpass the projected revenues, financing tools will be used to fund the projects within that Biennial

Budget. The specific financing tool will be approved by the VTA Board of Directors at the time the funds are actually needed.

Explicitly and transparently consider opportunities from external funders, subject to the constraints of the other principles

- This principle encourages the allocation of funds in the Biennial Budget and the 10-Year Program of Projects to maximize opportunities for external funding subject to the constraints of the other principles

Apéndice 6.6 – Programa de 10 años de la Measure B de 2016

Programa de 10 años de la Measure B de 2016: AF 2024 to AF 2033

	% of Program Tax Revenue ⁽¹⁾	FY18 to FY23 Allocations	Año Fiscal									
			2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
2016 Measure B												
Administrative	NA	15.20	1.50	2.00	3.50	3.50	3.30	4.00	4.00	4.00	4.25	4.25
Bond Interest & Issuance Costs⁽²⁾	NA				18.59	36.91	48.55	48.90	49.65	47.70	35.44	34.14
Formula Programs⁽³⁾												
Carreteras y Calles Locales	19.05%	270.70	52.63	54.71	53.17	51.66	51.19	52.86	54.48	56.67	60.82	62.98
Bicicletas y Peatones	3.97%	56.39	10.23	11.40	11.08	10.76	10.67	11.02	11.35	11.81	12.67	13.12
Operaciones de Tránsito	7.94%	112.78	17.87	22.80	22.16	21.53	21.34	22.03	22.71	23.62	25.35	26.25
Subtotal Formula Programs		439.87	80.73	88.90	86.42	83.95	83.20	85.91	88.55	92.09	98.84	102.35
Need/Capacity Based Programs⁽⁴⁾												
Fase II de BART	23.81%	150.00	425.00	150.00	450.00	220.00	0.00	110.00	350.00	85.00	57.00	90.00
Paso a Desnivel de Caltrain	11.11%	71.00	10.00	97.00	123.00	205.00	175.00	0.00	24.00	0.00	0.00	52.00
Capacidad del Corredor de Caltrain ⁽⁵⁾	4.98%	42.45	-	-	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Cruces de Autopistas	11.90%	364.79	10.36	38.00	105.20	15.05	-	-	-	-	-	-
Autovías del Condado	11.90%	50.00	0.30	4.00	10.00	28.00	-	-	8.00	-	-	-
Ruta Estatal 85 ⁽⁶⁾	5.56%	14.50	-	-	5.00	5.00	15.00	200.00	-	-	-	-
Subtotal Need/Capacity-based Programs		692.74	445.66	289.00	695.20	475.05	192.00	312.00	384.00	87.00	59.00	144.00
TOTAL 2016 MEASURE B ALLOCATION		1147.81	527.89	379.90	803.71	599.41	327.75	450.81	526.20	230.79	197.53	284.74

⁽¹⁾ May not add due to rounding.

⁽²⁾ Illustrative only and subject to change. Any use of financing requires Board approval.

⁽³⁾ FY 2024 trues up previous allocations for formula-based categories.

⁽⁴⁾ Both FY 2024 & FY 2025 allocations are available at the beginning of FY 2024.

⁽⁵⁾ Previously approved allocations available and sufficient for projected FY 2024/FY 2025 needs Remaining year allocations currently in development.

⁽⁶⁾ Previously approved allocations available and sufficient for projected FY 2024/FY 2025 needs.

Apéndice 6.7 – Asignaciones del Programa por Categoría de Programa de la Measure B de 2016

Carreteras y Calles Locales - \$323,330,345 total

Organismo miembro	Asignaciones anteriores	Asignación para el año fiscal 2024	Asignación total hasta el año fiscal 2024
Campbell	\$5,327,168	\$1,069,176	\$6,396,343
Cupertino	\$7,506,541	\$1,487,954	\$19,284,542
Gilroy	\$6,976,578	\$1,479,442	\$154,470,168
Los Altos	\$3,861,580	\$786,936	\$8,994,494
Los Altos Hills	\$1,073,028	\$209,676	\$8,456,021
Los Gatos	\$3,889,441	\$825,276	\$4,648,516
Milpitas	\$9,455,151	\$2,017,862	\$1,282,704
Monte Sereno	\$455,797	\$87,065	\$4,714,717
Morgan Hill	\$5,690,031	\$1,159,486	\$6,849,517
Mountain View	\$10,229,400	\$2,093,370	\$11,473,013
Palo Alto	\$8,585,630	\$1,684,226	\$542,861
San Jose	\$130,095,720	\$24,374,448	\$12,322,770
Santa Clara	\$16,036,377	\$3,248,164	\$10,269,856
Saratoga	\$3,903,769	\$765,494	\$45,793,609
Sunnyvale	\$19,262,111	\$3,899,834	\$4,669,263
Santa Clara County	\$38,351,678	\$7,441,931	\$23,161,944
Total	\$270,700,000	\$52,630,347	\$323,330,345

Fase II de BART - \$897.6M total

Asignaciones anteriores	\$150M
Asignación total hasta el año fiscal 2024 & Fiscal 2025	\$747.60M
Total	\$897.60M

Paso a Desnivel de Caltrain - \$180M total

Asignaciones anteriores	\$71M
Asignación total hasta el año fiscal 2024 & Fiscal 2025	\$107M
Total	\$180M

Mejoras de la Capacidad del Corredor de Caltrain - \$42.45M total

Asignaciones anteriores	\$42.45M
Asignación total hasta el año fiscal 2024 & Fiscal 2025	\$0M
Total	\$42.45M

Bicicletas y Peatones

Subcategoría de educación y estímulo - \$76.3M total

Organismo miembro	Asignaciones anteriores	Asignación para el año fiscal 2024	Asignación total hasta el año fiscal 2024
Campbell	\$203,641	\$30,178	\$233,819
Cupertino	\$259,938	\$38,082	\$298,020
Gilroy	\$250,324	\$37,921	\$288,245
Los Altos	\$165,051	\$24,852	\$189,903
Los Altos Hills	\$60,853	\$10,000	\$70,853
Los Gatos	\$165,391	\$25,575	\$190,967
Milpitas	\$129,588	\$48,083	\$177,671
Monte Sereno	\$60,366	\$10,000	\$70,366
Morgan Hill	\$215,966	\$31,883	\$247,849
Mountain View	\$336,020	\$49,508	\$385,528
Palo Alto	\$291,940	\$41,786	\$333,726
San Jose	\$3,581,812	\$470,014	\$4,051,826
Santa Clara	\$495,783	\$71,302	\$567,08
Saratoga	\$164,250	\$24,447	\$188,697
Sunnyvale	\$579,077	\$83,601	\$662,677
Countywide/VTa	\$1,500,000	\$332,410	\$1,832,410
Total	\$8,460,000	\$1,330,000	\$9,790,000

⁽¹⁾ Discrepancies due to rounding may occur

Subcategoría de proyectos de importancia - \$62.6M total

Asignaciones anteriores	\$45.11M
Asignación total hasta el año fiscal 2024 & Fiscal 2025	\$17.49M
Total	\$62.6M

Subcategoría de estudios de planificación - \$3.91M total

Asignaciones anteriores	\$2.82M
Asignación total hasta el año fiscal 2024 & Fiscal 2025	\$1.09M
Total	\$3.91M

Cruces de Autopistas - \$436.85M total

Proyecto	Asignaciones anteriores	FY 2024 & FY 2025 Allocation	Asignación total hasta el año fiscal 2025
SR 17 Southbound/Hamilton Ave. Ampliación de rampas de salida	\$1M	\$0	\$1M
Mejoras provisionales de la autopista SR 17/San Tomas Expressway	\$1M	\$0	\$1M
Hwy. Sistema de operaciones de transporte /Iniciativa de desempeño de autopistas Fase 1 y 2	\$3M	\$0	\$3M
Programa de reducción de ruido (en todo el condado)	\$4M	\$0	\$4M
I-280/Wolfe Rd. Mejoras del paso a desnivel	\$92.70M	\$14.54M	\$107.24M
I-280 Northbound: Segundo carril de salida a Foothill Expressway	\$5.50M	\$0	\$5.50M
Alivio del congestionamiento del corredor de la autopista 17, incluido del paso a desnivel SR 17/SR 9	\$13.20M	\$0	\$13.20M
Paso a desnivel US 101/SR 25 (ENV/PS&E)	\$46M	\$30.80M	\$76.80M
US 101/Buena Vista Ave. Mejoras del paso a desnivel	\$0	\$9.60M	\$9.60M
Ampliación de Calaveras Boulevard - Mejoras a corto plazo	\$3.80M	\$1.20M	\$5M
Rampa de entrada en dirección oeste SR 237 en Middlefield Road	\$6.30M	\$0	\$6.30M
Mejoras en los pasos a desnivel de la US 101: San Antonio Rd. hasta Charleston Rd./Rengstorff Ave.	\$7.32M	\$0	\$7.32M
US 101 en dirección sur / Trimble Rd./De La Cruz Blvd./Central Expwy. Mejoras del paso a desnivel	\$47M	\$550K	\$47.55M
Rampa de salida de la US 101 en dirección sur de Double Lane hasta la SR 87 en dirección sur	\$3M	\$0	\$3M
Construcción del paso a desnivel de US 101 / Mabury Rd./Taylor St.	\$3M	\$0	\$3M
I-280 / Winchester Blvd. Mejoras del paso a desnivel	\$20.57M	\$0	\$20.57M
Mejoras en el corredor basadas en la tecnología SR 87 - (Derivación de HOV en la rampa de entrada de SR 87 Charcot)	\$2.70M	\$0	\$2.70M
US 101 / Zanker Rd./Skyport Dr./Fourth St. Mejoras del paso a desnivel	\$9M	\$9.47M	\$18.47M
US 101/Blossom Hill Rd. Mejoras del paso a desnivel	\$40.50M	\$1M	\$41.50M
Paso a desnivel elevado Charcot	\$27.50M	\$0	\$27.50M
SR 237/Mathilda Ave. y US 101/Mathilda Ave. Mejora del paso a desnivel	\$21.30M	\$0	\$21.30M
Mejora del paso a desnivel de US 101/SR 152 /10th Street	\$1M	\$3.60M	\$4.60M
US 101/Shoreline Blvd. NB realineación de la rampa de salida y carril bus	\$5M	\$0	\$5M
Extensión de US 101/SR 25 Santa Teresa Blvd	\$0	\$600K	\$600K
Gestión/supervisión del Programa de carreteras	\$400K	\$0	\$400K
Total	\$364.79M	\$72.06M	\$436.85M

Autovías del Condado - \$54.3M total

Asignaciones anteriores	\$50M
Asignación total hasta el año fiscal 2024 & Fiscal 2025	\$4.30M
Total	\$54.30M

Corredor Ruta Estatal 85 - \$21.12M total

Asignaciones anteriores	\$14.50M
Asignación total hasta el año fiscal 2024 & Fiscal 2025	\$6.62M
Total	\$21.12M

Operaciones de Tránsito - \$112.78M total

Operaciones de Tránsito Subcategory	Asignaciones anteriores	Asignación para el año fiscal 2024	Asignación total hasta el año fiscal 2024
Enhance Core Network	\$82.17M	\$12.63M	\$94.8M
Expand Mobility & Affordable Fares	\$16.92M	\$2.66M	\$19.58M
Innovative Transit	\$9.19M	\$1.75M	\$10.94M
Improve Amenities	\$4.50M	\$1.74M (FY 2022 & FY 2023)	\$6.24M
Total	\$112.78M	\$18.78M	\$131.56M

Administration - \$16M total

Asignaciones anteriores	\$15.20M
Asignación para el año fiscal 2024	\$1.50M
Total	\$16.70M

Apéndice 6.8 – Asignación del Proceso de Gasto



Figure A6.7 - 2016 Measure B allocation to expenditure process.

La figura A6.7 ilustra el proceso general de distribución en tres pasos de los fondos de la Measure B de 2016. El primer paso es el paso de Asignación, que se describe cuando la Junta de Directores de VTA asigna los fondos de la Measure B de 2016 cada dos años como parte del ciclo presupuestario bienal. El segundo paso es el paso de Concesión, que ejecuta los acuerdos necesarios y concede la financiación a los Cesionarios para proyectos específicos. El tercer paso es el paso de Gasto, en el que los cesionarios presentan facturas para costos elegibles de las actividades completadas y solicitan reembolsos de la Measure B de 2016, lo que resulta en un gasto.