

2016
MEASURE B



2016 Measure B Taunang Ulat para sa Taóng Pananalapi 2024



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Buod ng Ulat: Mensahe mula sa Pangkalahatang Tagapamahala



Minamahal na mga Residente ng Santa Clara County,
Ikinagagalak kong ihatid sa inyo ang 2016 Measure B ng VTA
Taunang Ulat para sa Taóng Pananalapi 2024.

Sa VTA, tungkulin namin na tiyaking mahusay at epektibo ang mga
solusyon sa transportasyon para sa lahat ng bumibiyaha sa loob o
dumaraan sa Santa Clara County. Mahalagang bahagi ng pagtupad
sa pangakong iyon ang programang buwis sa pagbebenta ng
2016 Measure B sa pamamagitan ng pagpopondo sa iba't ibang
proyekto sa transportasyon na sumusuporta sa ating mga lokal na
interes para patuloy na umusad ang Silicon Valley.

Patuloy na nakikipagtulungan ang programa ng 2016 Measure
B sa ating mga katuwang na ahensya para tugunan ang patuloy
na nagbabagong pangangailangan sa transportasyon, mula sa
pagpapahusay ng imprastruktura para sa mga naglalakad at
nagbibisikleta hanggang sa pagbuo ng mga makabagong solusyon
sa pampublikong transportasyon. Sa loob lamang ng limang
taon, nailaan ng pondong ito ang mahigit **\$950 milyon** para
muling pondohan ang ating county at maisakatuparan ang mga
pagpapabuti sa ating transportasyon.

Hinihikayat ko kayong ipagpatuloy ang pagbabasa ng Taunang Ulat
para sa Taóng Pananalapi 2024 dahil inilalahad nito ang patuloy
na pag-unlad, paglago, paglalaan ng pondo, at mga paggasta ng
programa.

Inaasahan ng VTA ang patuloy na pakikipagtulungan sa komunidad
at sa ating mga katuwang habang isinusulong natin ang mga
programa at proyektong saklaw ng 2016 Measure B, tungo
sa pagbuo ng isang maaasahan at napapanatiling sistema ng
transportasyon para sa mga susunod na henerasyon.



Carolyn M. Gonot
Pangkalahatang Tagapamahala/CEO

1.1 Panimula

Inaprubahan ng mga botante ang 2016 Measure B bilang isang kalahating sentimong buwis sa pagbebenta sa buong county, na may 30-taóng bisa, para mapahusay ang pampublikong transportasyon, mga highway, expressway, at aktibong transportasyon (tulad ng mga nagbibisikleta, naglalakad, at mga Kumpletong Kalsada). Naipasa ang panukalang ito sa pamamagitan ng halos 72%, na siyang pinakamataas na suporta para sa anumang buwis sa transportasyon sa Santa Clara County. Nagsimula ang pangongolekta ng buwis noong Abril 1, 2017.

Patuloy na nagbibigay ng pondo ang 2016 Measure B upang maisulong ng mga ahensya ang mga proyektong inaprubahan ng mga botante. Tinutulungan ng programang 2016 Measure B ang pagpapatupad ng mga proyekto at inisyatibang suportado ng publiko sa pamamagitan ng parehong kompetitibo at hindi kompetitibong pondo.

1.2 Layunin ng Ulat

Nagbibigay ang VTA ng malinaw at bukas na impormasyon tungkol sa Programang Buwis sa Pagbebenta ng 2016 Measure B. Tinutupad ng Taunang Ulat na ito ang bahagi ng pangakong iyon sa pamamagitan ng pagbibigay ng update ukol sa mga naging pagsulong. Layunin ng ulat na ito na suriin ang mga impormasyon para sa Taóng Pananalapi (Fiscal Year) FY 2024 (Hulyo 1, 2023 hanggang Hunyo 30, 2024) kaugnay ng programang buwis sa pagbebenta ng 2016 Measure B, kabilang ang impormasyong pinansyal tulad ng kinita mula sa buwis, mga alokasyong pondo, at mga paggasta sa pondo. Bukod dito, binubuod din ng ulat ang mga naging tagumpay at mga nagastos na pondo sa bawat kategorya ng programa.

Ipinapakita ng ulat na ito ang datos mula FY 2024, at pinagsama-samang datos hanggang sa FY 2024. Komprehensibo ang datos hanggang FY 2024 dahil sinasaklaw nito ang simula ng panukalang buwis sa pagbebenta noong 2017.

2. Impormasyong Pinansyal ng Buwis sa Pagbebenta ng 2016 Measure B

2.1 Kita ng Programa

Kinokolekta taun-taon ng Kagawaran ng Pangangasiwa sa Buwis at Bayarin ng California (California Department of Tax and Fee Administration, CDFTA) ang **netong kita mula sa buwis sa pagbebenta (sales tax revenues)** ng 2016 Measure B. **Tinutukoy bilang Kinita (Income Earned)** ang anumang kinita mula sa interes o iba pang obligasyong pinansyal.

Itinuturing na **Kita sa Buwis ng Programa (Program Tax Revenues)** ang mga kitang buwis na natanggap sa loob ng 30-taóng bisa ng buwis, kasama ang anumang kinita mula sa interes o iba pang pinagkukunan, matapos ibawas ang mga pondong kailangan para sa pagbabayad ng utang, gastos sa pangungutang, at mga gastusin sa pamamahala at pangangasiwa ng programa, gaya ng pangangasiwa ng grant at pamamahalang pinansyal.

Kabuuang Natanggap

Ipinapakita ng talahanayan sa ibaba ang kabuuang kita mula sa buwis sa pagbebenta para sa programa ng 2016 Measure B, ayon sa bawat taóng pananalapi at mula nang magsimula ang programa. Habang pabago-bago ang lokal na ekonomiya at nag-iiba ang mga uso sa paggastos ng mga mamimili, nagbabago rin ang halaga ng netong natatanggap na kita.

Talahanayan 2.1.1 - Kita mula sa Buwis sa Pagbebenta ng 2016 Measure B ayon sa Taóng Pananalapi

Kita mula sa Buwis sa Pagbebenta ng 2016 Measure B ayon sa Taóng Pananalapi	
Taóng Pananalapi	Netong Natanggap
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
Kabuuang Mula sa Simula	\$1,720,045,857

**Abril 1, 2017 hanggang Hunyo 30, 2017 lamang.*

Kabuuang Kinita

Ipinapakita ng talahanayan sa ibaba ang kabuuang kinita para sa FY 2024. Ayon sa VTA FY 2024 Taunang Komprehensibong Ulat Pinansyal (Annual Comprehensive Financial Report, ACFR), ang kinita bilang "...kaugnay ng kita mula sa interes, hindi pa natatanggap na kita/pagkalugi, at mga kita/pagkalugi mula sa kalakalan...[at] nagmumula sa tatlong pangunahing pinagkukunan: panandalian, panggitna, at pangmatagalang mga portfolio ng pamumuhunan," gaya ng makikita sa talahanayan sa ibaba.

Ipinapakita ng talahanayan ang pagkakaiba ng kinita at hindi pa natatanggap na kita dahil isinasaalang-alang lamang sa pagkuwenta ng Kita mula sa Buwis ng Programa ang interes at natanggap na kita/pagkalugi mula sa kalakalan. Hindi isinama sa pagkuwenta ang mga hindi pa natatanggap na kita/pagkalugi dahil hindi pa ito aktwal na kita o pagkalugi na hawak.

Talahanayan 2.1.2 -Kinita ng 2016 Measure B ayon sa Taóng Pananalapi

Kinita ng 2016 Measure B ayon sa Taóng Pananalapi		
Taóng Pananalapi	Kinita	Hindi pa Natatanggap na Kita**
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
Kabuuan Mula sa Simula	\$90,625,191	-\$13,712,841

* Abril 1, 2017 hanggang Hunyo 30, 2017 lamang.

** Naka-capture ng naipong unrealized income ang unrealized gains/losses at amortization, na hindi kasama kapag kinukwenta ang Buwis na Kita ng Programa.

Kita sa Buwis ng Programa

Kinuwenta ang Kita sa Buwis ng Programa bilang kabuuan ng anumang kinita, kita mula sa buwis, at anumang gastusin sa pangangasiwa. Ipinapakita sa ibaba ang kabuuang Kita sa Buwis ng Programa para sa Taóng Pananalapi 2024.

Kinukwenta lamang ang Kita mula sa Buwis ng Programa batay sa interes at aktwal na kita/pagkalugi mula sa kalakalan. Hindi isinasaalang-alang ang mga hindi pa natatanggap na kita/pagkalugi dahil hindi pa ito totooong kita o pagkalugi na hawak.

Talahanayan 2.1.3 - Kabuuang Kita sa Buwis ng Programa

Kabuuang Kita sa Buwis ng Programa		
	FY 2024	Total Since Inception (FY 2017 — FY 2024)
Kinita mula sa Buwis	\$266,617,738	\$1,720,045,857
Income Earned	\$33,515,090	\$90,625,191
Bahagyang Kabuuan	\$300,132,828	\$1,810,671,048
Mga Paggasta sa Pangangasiwa	-\$2,198,790	-\$12,478,770 ⁽¹⁾
Kabuuang Kita sa Buwis ng Programa	\$297,934,038	\$1,798,192,278

⁽¹⁾ Inception to FY 2024 amount reflects an update made to the prior year accrual allocation, resulting in updated reporting on Administration expenses.

Tinaya ng panukalang balota ng 2016 Measure B na makalilikom ang programa ng buwis sa pagbebenta ng humigit-kumulang \$6.3 bilyon (batay sa halaga ng dolyar noong 2017). Itinalaga sa bawat kategorya ng programa ang tinatayang bahagi ng Kita mula sa Buwis ng Programa. Kapag hinati ang mga tinatayang halagang ito sa kabuuang \$6.3 bilyon, nabubuo ang mga **Bahagdag Kita mula sa Buwis ng Programa** para sa bawat kategorya. Ginagamit ang mga bahagdag ito upang kwentahin ang mga alokasyon sa hinaharap at matukoy ang tamang pamamahagi ng pondo ng 2016 Measure B sa kabuuang tagal ng programa.

2.2 Mga Kategoriya ng Programa

Binubuo ng siyam na kategoriya ng Programa ang 2016 Measure B, at dalawa sa mga ito ay may kasamang mga subkategoriya. Pinangangasiwaan ang lahat ng kategoriya ng programa batay sa mga itinakdang patnubay na inaprubahan ng Lupon ng VTA.

Mga Alokasyon

Sinasaklaw ng badyet ng VTA ang dalawang taóng pananalapi. Ipinapakita sa talahanayan sa ibaba ang inaprubahang badyet para sa FY 2024 at FY 2025. Dagdag pa rito, Ipinapakita ng Talahanayan 2.2.1 ang mga alokasyon para sa bawat Kategoriya ng Programa ayon sa uri ng alokasyon. Itinatag ng mga Patnubay ng 2016 Measure B para sa Kategoriya ng Programa ang dalawang uri ng pamamahagi ng pondo: batay sa pormula at batay sa pangangailangan/kakayahan. Ipinapamahagi ang pondo sa pamamaraang batay sa pormula sa bawat taóng pananalapi sa pamamagitan ng pag-multiply ng porsyento ng bahagi ng kategoriya ng programa sa Kita mula sa Buwis ng Programa at ang inaasahang Kita mula sa Buwis ng Programa para sa taon. Nakabatay naman ang pamamahagi batay sa pangangailangan/kakayahan ng proyekto na matugunan ang mga pamantayan ng pagiging handa ng proyekto na inaprubahan ng Lupon ng VTA.

Talahanayan 2.2.1 - Mga Alokasyon sa Kategoriya ng Programa para sa FY 2024 at FY 2025 ng 2016 Measure B

		FY 2024	FY 2025
Mga Gastos sa Pangangasiwa		\$1,500,000	\$2,000,000
Kategorya ng Programa			
Batay sa Pormula	Mga Lokal na Kalye at Kalsada	\$52,630,000	\$54,710,000
	Mga Nagbibisekleta at Naglalakad		
	Edukasyon at Paghihikayat	\$1,330,000	\$1,710,000
	Proyektong Kapital	\$17,490,000	
	Mga Pag-aaral sa Pagpaplano	\$1,090,000	
	Mga Operasyon ng Pampublikong Transportasyon		
	Pagpapahusay ng Pangunahing Network	\$12,630,000	\$16,640,000
	Makabagong Modelo ng Serbisyo sa Transportasyon	\$1,750,000	\$1,820,000
	Pagpapalawak ng Mobilidad at Abot-Kayang Pamasaha	\$2,660,000	\$3,420,000
	Pagpapahusay ng mga Pasilidad	\$1,740,000	
Batay sa Pangangailangan/ Kapasidad	BART Phase II	\$747,600,000	
	Paghihiwalay ng Antas ng Caltrain	\$107,000,000	
	Pagpapahusay ng Kapasidad ng Koridor ng Caltrain		
	Mga Highway Interchange	\$71,360,000	
	Mga Expressway ng County	\$4,300,000	
	State Route 85	\$6,620,000	
	Total:	\$1,110,000,000	

Ipinapakita ng susunod na talahanayan ang mga alokasyon para sa mga Kategoriya ng Programa ng 2016 Measure B, batay sa mga bahagdag Kita mula sa Buwis ng Programa na itinakda sa balota, pati na rin ang porsyento ng kabuuang Kita sa Buwis ng Programa hanggang sa katapusan ng taóng pananalapi ng ulat.

Talahanayan 2.2.2 - Alokasyon ng mga Kategoriya ng Programa ng 2016 Measure B bilang Porsyento ng Kita mula sa Buwis ng Programa

Alokasyon ng mga Kategoriya ng Programa ng 2016 Measure B bilang Porsyento ng Kita mula sa Buwis ng Programa				
Kategoriya ng Programa		Allocation through FY 2024	% of Program Tax Revenues (Ballot Measure Language) ⁽²⁾	% of Program Tax Revenues through FY 2024
Batay sa Pormula	Mga Lokal na Kalye at Kalsada	\$323,330,000	19.05%	15.05%
	Mga Nagbibisikleta at Naglalakad			
	Edukasyon at Paghihikayat	\$9,789,643.11	3.97%	4.24%
	Proyeklong Kapital ⁽¹⁾	\$62,600,000		
	Mga Pag-aaral sa Pagpaplano ⁽¹⁾	\$3,910,000		
	Mga Operasyon ng Pamublikong Transportasyon			
	Pagpapahusay ng Pangunahing Network	\$94,800,000	7.94%	8.53%
	Makabagong Modelo ng Serbisyo sa Transportasyon	\$10,940,000		
	Pagpapalawak ng Mobilidad at Abot-Kayang Pamasah	\$19,580,000		
	Pagpapahusay ng mga Pasilidad ⁽¹⁾	no update		
Batay sa Pangangailangan/ Kapasidad ⁽¹⁾	BART Phase II	\$897,600,000	23.81%	49.92%
	Paghihiwalay ng Antas ng Caltrain	\$178,000,000	11.11%	9.90%
	Pagpapahusay ng Kapasidad ng Koridor ng Caltrain	\$42,450,000	4.98%	2.36%
	Mga Highway Interchange	\$436,150,000	11.90%	24.25%
	Mga Expressway ng County	\$54,300,000	11.90%	3.02%
	State Route 85 Corridor	\$21,120,000	5.56%	1.17%

⁽¹⁾ Magagamit ang mga alokasyong ito ng kategoriya o subkategoriya ng programa sa simula ng unang taóng pananalapi ng Dalawang-Taóng Badyet. Hindi ito ipinapamahagi batay sa bawat taóng pananalapi.

⁽²⁾ Itinatakda ng wika ng 2016 Measure B sa balota ang mga porsyento ng Kita mula sa Buwis ng Programa para sa kabuuang tagal ng panukala, at hindi batay sa bawat taóng pananalapi.

Mahalagang tandaan na nakabatay sa 30-taóng tagal ng Panukala ang mga bahagdan na itinakda sa balota, habang pansamantalang larawan lamang ang mga ipinapakitang bahagdan ng alokasyon para sa bawat Kategoriya ng Programa sa katapusan ng isang Taóng Pananalapi. Nagbabagobago ang mga alokasyon ng bawat kategoriya sa loob ng 30 taon, at makikita ang mga ito sa mga bahagdan na ipinapakita sa bawat katapusan ng taóng pananalapi.

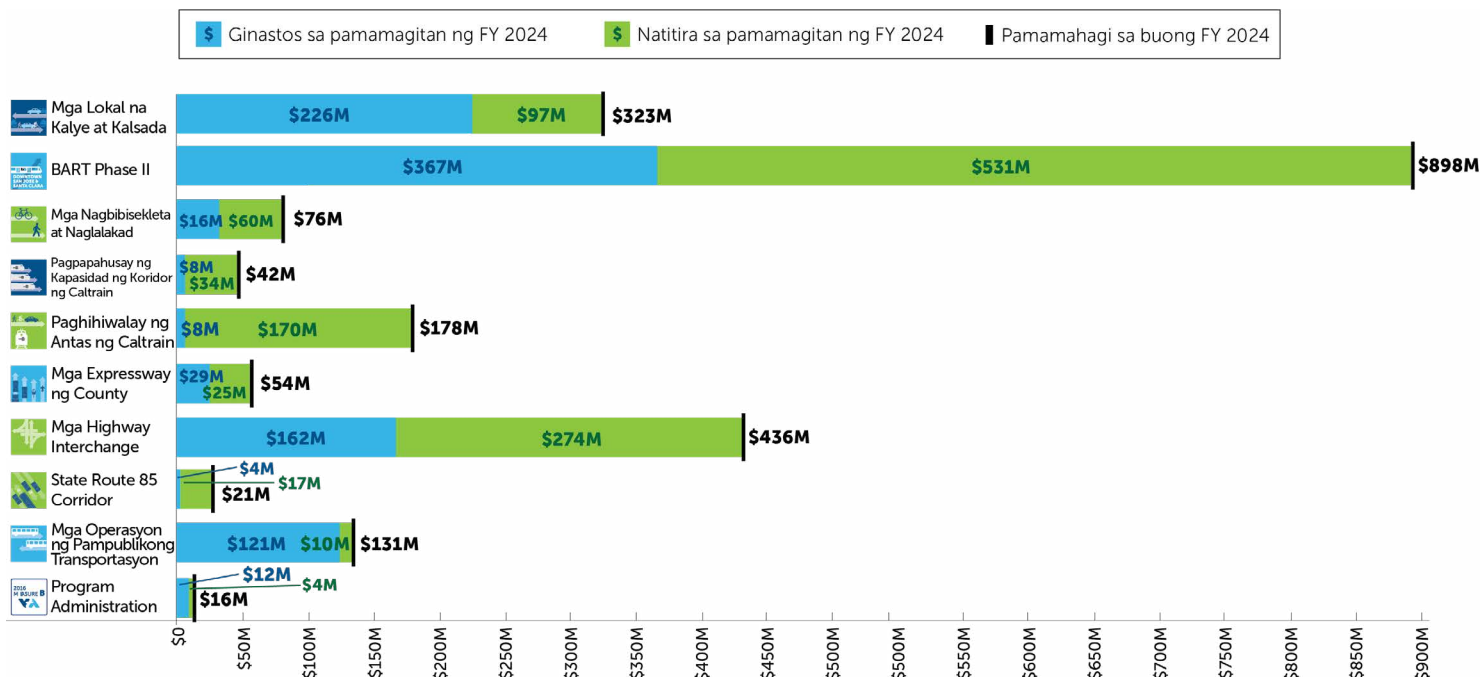
Mga Patnubay para sa Kategoriya ng Programa

Para pamahalaan ang bawat isa sa siyam na Kategoriya ng Programa ng 2016 Measure B, nagtakda ang VTA ng mga patnubay na naglalahad ng alokasyong pondo para sa bawat kategoriya ng programa (at mga kaukulang subkategoriya, kung mayroon), mga hakbang sa pagpapatupad, at mga pamantayan at kinakailangan para sa mga proyekto at programa. Inaprubahan ng Lupon ng mga Direktor ng VTA ang mga patnubay para sa siyam na kategoriya ng programa noong taglagas ng 2017 at inaprubahan ang binagong bersyon ng mga gabay noong Agosto 2022. Isinama sa binagong patnubay ang mga aksyon na inaprubahan ng Lupon na nakaapekto sa pagpapatupad ng siyam na kategoriya ng programa, gayundin ang mga pagbabago sa wika at pormat para sa pagkakaparepareho at karagdagang linaw.

Buod ng Kategoriya ng Programa

Ipinapakita ng talahanayan sa ibaba ang mga alokasyon at gastusin hanggang FY 2024 para sa bawat isa sa siyam na kategoriya ng programa.

Talahanayan 2.2.3 - Mga Alokasyon at Paggasta ng Kategoriya ng Programa ng 2016 Measure B para sa FY 2024



Mga Ulat ng Kategoriya ng Programa

Nasa ibaba ang mga detalye ng bawat isa sa siyam na kategoriya ng programa. Kasama sa mga ulat ang maikling paglalarawan ng bawat kategoriya ng programa, pati na rin ang buod ng mga alokasyon at paggasta nito.



Mga Lokal na Kalye at Kalsada

Alokasyon para sa FY 2024: \$52,630,000

Mga Paggasta para sa FY 2024: \$69,307,418

Alokasyon Mula sa Simula: \$323,330,345

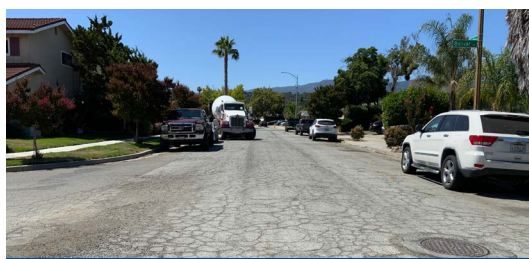
Mga Paggasta Mula sa Simula: \$225,885,756

Namamahagi ang kategoryang Lokal na Kalye at Kalsada ng mga pondo para sa pagkukumpuni at pagpapanatili ng mga sistema ng kalye. Bukod dito, kinakailangang ipatupad ng mga ahensya ang mga pinakamahuhusay na gawi sa mga Kumpletong Daan – kaya pinapabuti nito ang mga bahagi para sa lahat ng gumagamit ng kanilang sistema ng kalye. Kinakalkula ang mga pondo gamit ang pormulang batay sa populasyon na nakasaad sa wika ng balota. Ipinapamahagi ang mga pondo sa dalawang taóng siklo, kasabay ng proseso ng Biennial na Badyet ng VTA, ngunit inilalabas at nagiging available sa mga ahensya para magamit taun-taon.

Kung may iskor na hindi bababa sa 70 sa Panukat ng Kalagayan ng Kalsada (Pavement Condition Index, PCI) ang isang lungsod o ang County, maaari nitong gamitin ang alokasyon para sa mga proyektong nagpapagaan ng trapiko na inaprubahan ng VTA. Ginagamit ng VTA ang index mula sa Metropolitan Transportation Commission upang tukuyin ang PCI. Nagbibigay ng larawan ng kalagayan ng kalsada ang index, kung saan mas mataas na iskor, mas maayos ang kondisyon. Nakakatulong ang mga programang pangangalaga sa pamamahala ng mga kalsada upang maiwasan ang matagalang pinsala, na nagreresulta sa mas mababang gastusin sa pangmatagalang pagpapanatili.

Gumagawa ang mga ahensya ng mga karaniwang gawain para sa pagpapanatili ng kalsada tulad ng slurry seals, pagtatapal ng bitak, curb bulb-outs, pinahusay na striping, pagtanggali at muling pagtatanim ng mga halaman, at mga pagpapabuti sa mga Kumpletong Kalsada. Nagkakaiba-iba ang mga proyekto para sa nagpapagaan ng trapiko batay sa mga partikular na pangangailangan ng bawat ahensya, habang inuuna ang epektibo at mabisang paggalaw ng mga tao. Sinusuri taun-taon ang pagganap ng kategoryang ito ng programa.

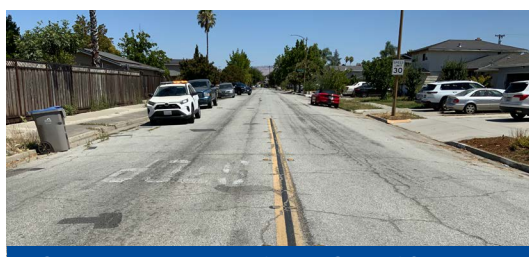
Kabilang sa mga pangunahing gawain ng programa noong FY 2024 ang pagpapabuti ng 659.1 milya ng lane ng kalsada sa buong county.



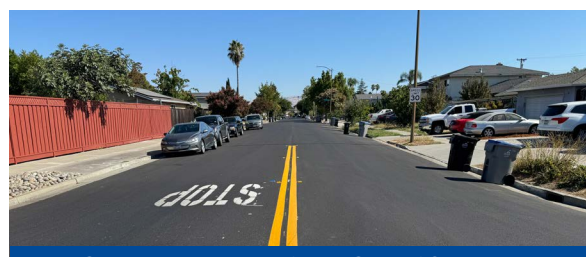
Labor Drive, before - City of San Jose



Labor Drive, after - City of San Jose



Chesbro Avenue, before - City of San Jose



Chesbro Avenue, after - City of San Jose



Pagbibisikleta at Paglalakad

Alokasyon para sa FY 2024: \$19,910,000

Mga Paggasta para sa FY 2024: \$10,167,082

Alokasyon Mula sa Simula: \$78,010,000

Mga Paggasta Mula sa Simula: \$16,041,119

Tinutulungan ng kategoryang ito na pondohan ang mga proyekto para sa pagbibisikleta at paglalakad na may kahalagahan sa buong county, batay sa pagkilala ng mga lungsod, County, at VTA. Inuuna ng mga pondo ang mga proyektong: nag-uugnay sa mga paaralan, pampublikong transportasyon, at mga sentro ng trabaho; pumupuno sa mga puwang sa kasalukuyang mga network ng pagbibisikleta at paglalakad; at nagiging mas ligtas at mas maalwan ang paglalakad o pagbibisikleta bilang paraan ng transportasyon para sa lahat ng residente at bisita ng county. Nakalista ang mga kwalipikadong proyekto sa Kalakip A ng 2016 Measure B. (Tingnan ang Apendise 6.1).

Binubuo ang kategoryang ito ng programa ng tatlong subkategorya: Edukasyon at Paghihiyay, mga Proyektong Kapital, at mga Pag-aaral sa Pagpapalano, na inilarawan sa ibaba.

- **Subkategorya ng Programa ng Grant: Edukasyon at Paghihiyay**

- Nagbibigay ang programang ito ng pondo sa mga miyembrong ahensya para makapagsagawa ng mga proyekto at programang humihikayat sa pagbibisikleta at paglalakad at/o nagtuturo tungkol sa mga paraang ito. Kabilang dito, ngunit hindi limitado sa, Ligtas na mga Ruta Papuntang Paaralan, mga pagsusuri sa paglalakad, mga kaganapang bukas na kalsada, at mga kampanya sa kaligtasan ng pagbibisikleta at paglalakad. Ipinapamahagi ang pondong ito para sa programa ng bawat Miyembrong Ahensya gamit ang pormulang batay sa populasyon.
- Kabilang sa mga tampok na aktibidad ng programa para sa FY2024:
 - Ang pagpapatuloy ng mahigit 15 na mga programa para sa kasanayan at edukasyon sa kaligtasan na nakabatay sa paaralan at labas ng paaralan
 - Isang matagumpay na kampanya ng Vision Zero na inorganisa ng VTA sa pakikipagtulungan sa Kagawaran ng Pampublikong Kalusugan ng Santa Clara County
 - Ang pagsuporta sa mahigit 10 na mga kaganapang bukas na kalsada



Vision Zero Bus Wrap - VTA



Bike to Wherever Day - City of Gilroy

- **Subkategoryang Programa ng Grant: Mga Proyektong Kapital**

- Ipinagkakaloob ng kompetitibong programang grant na ito ang pondo sa mga aplikante para sa mga gawaing nauuwi sa o kinabibilangan ng: Pagsusuri sa Epekto sa Kapaligiran; Pagdidisenyo; Karapatang Dumaan; at Konstruksyon para sa mga proyektong may kaugnayan sa pagbibisikleta at paglalakad na kasalukuyang nakasaad sa 2016 Measure B.
- Kabilang sa mga tampok na aktibidad ng programa para sa FY2024:
 - Ang pagpapatupad ng tatlong kasunduan sa pagpopondo: ang proyekto ng Mountain View na Stevens Creek Extension to West Remington, ang Coyote Creek Trail Completion ng San Jose, at ang Guadalupe River Trail Extension to Almaden na proyekto rin ng San Jose.

- **Programang Grant sa Subkategorya: Mga Pag-aaral sa Pagpapalano**

- Pinahihintulutan ng kompetitibong programang grant ang mga lungsod, County, at VTA na mag-apply para sa mga pondo na magagamit upang maisulong nila ang mga pag-aaral sa pagpapalano na sumusuporta sa pagbuo ng mga proyektong kapital para sa mga proyektong pagbibisikleta at paglalakad na may kahalagahan sa buong county.
- Kabilang sa mga tampok na aktibidad para sa FY2024 ang pagpapatupad ng tatlong kasunduan sa pagpopondo: ang pag-aaral ng Miramonte Avenue Bikeways ng Mountain View, ang pag-aaral ng Hamilton Avenue/Highway 17 ng Campbell, at ang pag-aaral ng Foothill Expressway ng Santa Clara County.



BART Phase II

Alokasyon para sa FY 2024: \$747,600,000

Alokasyon Mula sa Simula: \$897,600,000

Mga Paggasta para sa FY 2024: \$320,516,282

Mga Paggasta Mula sa Simula: \$366,886,367

Naglalaan ang kategorya ng programang BART Silicon Valley Phase II (BART Phase II) ng pondo para sa mga gastusin sa pagpapalano, inhinyeriya, konstruksyon, at paghahatid ng BART Phase II, na anim na milyang pagpapalawig ng rehiyonal na sistema ng BART mula sa Istasyon ng Berryessa sa San Jose patungong Lungsod ng Santa Clara.

Kabilang sa mga tampok na aktibidad na pinondohan ng 2016 Measure B sa FY2024 ang mga aktibidad sa disenyo para sa Tunnel and Track Progressive Design Build Contract (CP2), pagbili ng mga ari-arian, mga pagsisikap sa pagdidisenyo ng mga package para sa konstruksyon, pakikipagtulungan sa Pederal na Pangangasiwa sa Transportasyon (Federal Transit Administration) para sa paghahanda sa pagsusuri ng panganib sa gastos at iskedyul, at pagsisimula ng proseso ng pagkuha para sa Tunnel Boring Machine at mga BART railcars.



Kapasidad ng Koridor ng Caltrain

Alokasyon para sa FY 2024: \$0

Alokasyon Mula sa Simula: \$42,250,000

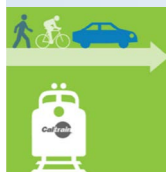
Mga Paggasta para sa FY 2024: \$3,062,866

Mga Paggasta Mula sa Simula: \$8,108,613

Tumutulong ang kategoryang Pagpapahusay ng Kapasidad ng Koridor ng Caltrain na pahusayin at palawakin ang serbisyo ng Caltrain sa Santa Clara County upang mabawasan ang siksikan sa mga highway. Isa itong programang nakabatay sa pangangailangan at kapasidad, at kailangang sumunod sa mga Pamantayan sa Kahandaan ng Proyekto na inaprubahan ng Lupon upang makatanggap ng alokasyong pondo.

Nakikipagtulungan ang VTA sa Caltrain upang maisakatuparan ang mga proyektong makikinabang ang koridor ng Caltrain sa Santa Clara County. Kabilang sa mga proyektong pinopondohan ng kategoryang ito ang pagdaragdag ng serbisyo patungong Morgan Hill at Gilroy, pagpapahusay ng mga istasyon, pantay na pagsakay, pinalawak na mga plataporma, at mga pagpapabuti sa serbisyo.

Kabilang sa mga nakamit na aktibidad ng programa sa FY2024 ang pagpapatupad ng tatlong kasunduan sa pagpopondo: ang Corridor Crossings Strategy Plan, ang Electric Multiple-Unit Hybridization Study, at ang proyektong Diridon Business Case Project Management Support and Strategic Advisory Services.



Paghihiwalay ng Antas ng Caltrain

Alokasyon para sa FY 2024: \$107,000,000

Alokasyon Mula sa Simula: \$178,000,000

Mga Paggasta para sa FY 2024: \$7,450,494

Mga Paggasta Mula sa Simula: \$8,230,561

Pinopondohan ng kategoryang Paghihiwalay ng Antas ng Caltrain ang mga proyektong paghihiwalay ng antas sa kahabaan ng koridor ng Caltrain sa mga lungsod ng Sunnyvale, Mountain View, at Palo Alto, upang paghiwalayin ang mga riles ng Caltrain mula sa mga kalsada, na nagbibigay ng mas mataas na benepisyo sa kaligtasan ng mga drayber, nagbibisikleta, at mga naglalakad, habang binabawasan din ang siksikan sa mga interseksyon.

Kabilang sa mga tampok na aktibidad ng programa para sa FY2024 ang pagsasakatuparan ng kasunduan sa pagpopondo para sa Karagdagang Teknikal na Pag-aaral ng Palo Alto, at ang pagbuo ng amyenda sa kasunduan sa pagpopondo ng Rengstorff Avenue upang maisama ang mga serbisyo ng Tagapamahala ng Konstruksyon/Pangkalahatang Kontratista (TK/PK).



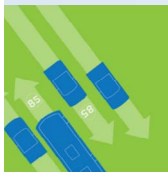
Mga Expressway ng County

Alokasyon para sa FY 2024: \$4,300,000
Mga Paggasta para sa FY 2024: \$2,837,077

Alokasyon Mula sa Simula: \$54,300,000
Mga Paggasta Mula sa Simula: \$29,390,222

Pinopondohan ng categoryang ito ang mga Tier 1 na proyekto ng pagpapabuti sa Plano ng Expressway ng County upang mabawasan ang siksikan, mapabuti ang kaligtasan, at mapataas ang kahusayan ng sistema ng expressway sa county. Nakasaad sa Kalakip C ng 2016 Measure B ang mga kwalipikadong proyekto. (Tingnan ang Apendise 6.1).

Kabilang sa mga kapansin-pansing aktibidad ng programa sa FY2024 ang mga pag-usad ng Suporta sa Programa ng Expressway ng County, tulad ng pagtatapos ng Travel Demand Forecasting at mga aspeto ng Traffic Engineering para sa Montague Expressway. Bukod dito, naipamahagi na ang mga kontrata para sa Battery Backup Units Upgrade Phase I at II, at nagsimula na ang konstruksyon.



Koridor ng SR 85

Alokasyon para sa FY 2024: \$6,620,000
Mga Paggasta para sa FY 2024: \$646,173

Alokasyon Mula sa Simula: \$21,120,000
Mga Paggasta Mula sa Simula: \$4,210,352

Pinopondohan ng categoryang ito ang mga bagong proyekto para sa pampublikong transportasyon at pagbabawas ng siksikan sa SR 85, kabilang ang isang bagong transit lane mula SR 87 sa San Jose hanggang U.S. 101 sa Mountain View. Popondohan din nito ang mga hakbang sa pagbawas ng ingay sa kahabaan ng SR 85 at maglalaan ng pondo para sa pag-aaral ng mga alternatibong uri ng transportasyon, kabilang ngunit hindi limitado sa Bus Rapid Transit na may mga imprastruktura tulad ng mga istasyon at access ramp, Light Rail Transit, at iba pang mga teknolohiya sa transportasyon sa hinaharap.

Isinagawa sa FY2024 ng SR 85 Programa sa Pagbabawas ng Ingay ang mga tampok na aktibidad, kabilang ang pag-apruba ng Caltrans sa ulat ng proyekto upang matapos ang Phase ng Pag-apruba ng Proyekto at Disenyong Pangkapaligiran (PP/DP). Inaasahang matatapos ang Huling Phase ng Disenyo sa Agosto 2025, at nakatakdang magsimula ang konstruksiyon ng Phase 2 sa tag-init ng 2025.



Palitan sa Highway

Alokasyon para sa FY 2024: \$71,360,000
Mga Paggasta para sa FY 2024: \$31,037,675

Alokasyon Mula sa Simula: \$436,150,000
Mga Paggasta Mula sa Simula: \$162,447,985

Naglaan ang categoryang ito ng pondo para sa mga proyekto sa highway sa buong Santa Clara County upang maghatid ng pagbabawas ng siksikan sa trapiko, pinahusay na operasyon ng highway at access sa freeway, pagkokonekta ng mga kalsada sa pamamagitan ng mga overcrossing, at paggamit ng makabagong teknolohiya sa pamamagitan ng Matalinong Sistema ng Transportasyon (Intelligent Transportation Systems, ITS).

Itinampok sa mga aktibidad ng programa para sa FY2024 ang pag-apruba ng Caltrans sa Huling Disenyo at ang pagtatapos ng mga Phase ng Huling Disenyo at Karapatang Dumaan para sa proyektong Palitan ng US 101/SR 25 Phase 1. Itinalaga rin ang halagang \$2.4 milyon mula sa pondong pederal na earmark na inaprubahan para sa Phase ng Pag-apruba ng Proyekto at Disenyong Pangkapaligiran (PP/DP) ng proyektong pagpapalawig ng Santa Teresa Boulevard sa US 101/SR 25.



Mga Operasyon ng Pampublikong Transportasyon

Alokasyon para sa FY 2024: \$17,870,000

Mga Paggasta para sa FY 2024: \$20,003,285

Alokasyon Mula sa Simula: \$153,440,000

Mga Paggasta Mula sa Simula: \$121,019,819

Nilalayan ng kategoryang ito na pataasin ang bilang ng mga pasahero, paghusayin ang kahusayan ng serbisyo, palawakin ang mga serbisyo sa mobilidad para sa mga nakatatanda at may kapansanan, at gawing mas abot-kaya ang transportasyon para sa mga hindi nabibigyan ng sapat na serbisyo at mahihinang sektor ng populasyon sa loob ng County. Maaaring gamitin ang mga pondo upang mapanatili at mapalawak ang dalas ng serbisyo ng mga pangunahing ruta ng bus, mapalawig ang mga oras ng operasyon hanggang madaling araw, gabi, at katapusan ng linggo, na layong mapabuti ang mobilidad, ligtas na pag-access, at abot-kayang transportasyon para sa mga residente na umaasa sa serbisyo ng bus para sa mahahalagang pangangailangang pangtransportasyon – partikular na para sa mga mahihina, hindi nabibigyan ng sapat na serbisyo, at lubos na umaasa sa pampublikong transportasyon sa buong county. Tinutukoy ang mga subkategorya ng mga kwalipikadong pagsusumikap sa Operasyon ng Pampublikong Transportasyon sa Kalakip D ng 2016 Measure B. (Tingnan ang Apendise 6.1).

Binubuo ang kategoryang ito ng apat na subkategorya ng programa: Pagpapalawak ng Mobilidad at Abot-Kayang Pamasah, Makabagong Modelo ng Serbisyo sa Transportasyon, Pagpapahusay ng mga Pasilidad, at Pagpapalakas ng Madalas na Serbisyong Pangunahing Ruta, na ipinaliwanag sa ibaba.

- **Subkategorya ng Programa: Pagpapalawak ng Mobilidad at Abot-Kayang Pamasah**
 - Nagbibigay ang programang ito ng pondo upang palawakin ang mga serbisyo sa mobilidad para sa mga mahihinang sektor ng komunidad.
 - Itinatampok sa subkategoryang ito ang naitalang pagbebenta ng 15,143 na pamasah sa komunidad noong FY 2024.
- **Subkategorya ng Programang Grant: Makabagong Modelo ng Serbisyo sa Transportasyon**
 - Maglalaan ang kompetitibong programang grant na ito ng pondo upang suportahan ang mga bago at abot-kayang makabagong modelo ng serbisyo sa transportasyon na tumutugon sa simula/huling bahagi ng biyahe.
 - Itinampok sa FY2024 ang patuloy na suporta sa limang programang napiling tumanggap ng pondo.
- **Subkategorya ng Programa: Pagpapahusay ng mga Pasilidad**
 - Pinapahusay ng pondo sa subkategoryang ito ang mga pasilidad sa mga hintuan ng bus ng VTA upang mapalakas ang kaligtasan, seguridad at access, pati na rin ang patuloy-tuloy na pagpapanatili ng mga pasilidad.
 - Itinatampok sa FY2024 ang pagkakabit ng dalawang bagong silungan sa hintuan ng bus, dalawang bagong upuang panghintuan, tatlong bagong sistema ng ilaw, at tatlong pagpapahusay sa bangketa na alinsunod sa Batas para sa mga Amerikanong May Kapansanan (Americans with Disabilities Act, ADA).
- **Subkategorya ng Programa: Pagpapahusay ng Madalas na Pangunahing Ruta ng Serbisyo**
 - Pinopondohan ng subkategoryang ito ang pangunahing bus network ng VTA sa pamamagitan ng pagdadagdag ng dalas ng biyahe sa mga pangunahing ruta, at pagpapalawak o pagdaragdag ng serbisyo tuwing gabi, hatinggabi, at katapusan ng linggo.



Bus Shelter - VTA

3. Pangangasiwa at Pananagutan

3.1 Komite ng Mamamayang Tagamasid para sa 2016 Measure B

Itinakda ng 2016 Measure B sa balota ang pagbuo ng isang independenteng komite ng mga mamamayang tagamasid na may layuning tiyakin na ang pondo mula sa 2016 Measure B ay ginagastos nang naaayon sa aprubadong Programa, at ipabatid sa mga botante ang pagsunod ng Programa sa itinakdang layunin. Itinatag ang Komite ng Mamamayang Tagamasid para sa 2016 Measure B (PBKMT) bilang tugon dito. Binubuo ito ng walong posisyon ng pagiging miyembro mula sa mga tiyak na larangan ng kadalubhasaan. Isinasagawa ang mga appointment sa kompetitibong proseso at itinatalaga ng Lupon ng mga Direktor ng VTA. Pinipili ang mga miyembro batay sa kanilang kaukulang karanasan at kinakailangang kadalubhasaan.

Kabilang sa mga itinakdang tungkulin ng PBKMT sa balota ang pagorganisa ng taunang audit na isinasagawa ng isang independenteng auditor upang suriin ang pagtanggap ng kita at paggasta ng pondo. Itinalaga bilang auditor mula pa noong Mayo 2020 ang Moss Adams LLC. Natapos ng Moss Adams ang audit para sa taóng pananalapi 2024. Naglabas sila ng “walang pasubali” o “malinis” na opinyon para sa bawat ulat, na nangangahulugang, ayon sa kanilang propesyonal na pagsusuri, sumunod ang VTA sa lahat ng mahahalagang aspeto ng mga kinakailangang naaangkop sa Programa ng 2016 Measure B. Nakatanggap ng malinis na opinyon ang lahat ng independenteng audit ng Programa ng 2016 Measure B mula nang ito’y sinimulan.

Matatagpuan ang karagdagang impormasyon tungkol sa PBKMT sa Apendise 6.2 o sa vta.org/2016-measure-b-citizens-oversight-committee, na kinabibilangan, bukod sa iba pa, ang lahat ng mga audit sa pagganap ng Programa at mga Taunang Ulat ng PBKMT mula nang itatag ang Komite.

3.2 Kalinawan sa Programa

Nagbibigay ang Tanggapan sa 2016 Measure B ng regular at napapanahong impormasyon upang mapanatiling may kaalaman ang publiko sa mga aktibidad ng programa. Matatagpuan ang impormasyong ito online at sa mga presentasyon sa mga pagpupulong ng mga Tagapayo at Nakatakdang Komite ng VTA. Pinamamahalaan ng Tanggapan ng Programa ang isang Transparency Website na naglalaman ng parehong na-audit at hindi pa na-audit na impormasyong pinansyal kaugnay ng programa. Makikita rin sa site ang mga karagdagang ulat at impormasyon tungkol sa mga proyekto.

Matatagpuan ang Transparency Website sa 2016measureb.vta.org.

4. Mga Patnubay sa Pagpapatupad

4.1 Mga Prinsipyo ng 10-Taóng Programa at Biennial na Badyet

Inaprubahan ng Lupon ng mga Direktor ng VTA (VTA LNMD) noong Abril 2021 ang mga Prinsipyo ng 10-Taóng Programa at Biennial na Badyet para sa 2016 Measure B. Sinasaklaw ng mga prinsipyong ito ang lahat ng kategorya ng programa sa ilalim ng 2016 Measure B at ginagabayan ang pagbuo ng Biennial na Badyet at 10-Taóng Programa. Matatagpuan sa Apendise ang mga inaprubahang Prinsipyo ng 10-Taóng Programa at Biennial na Badyet.

Isang dokumento ng pagpapalano ang 10-Taóng Programa ay na isinasaalang-alang ang mga pangangailangan ng programa at mga proyekto sa loob ng sampung taon. In-update ang 10-Taóng Programa kasabay ng FY2024 - FY2025 Biennial na Badyet upang magbigay ng mas tumpak na pagtataya sa inaasahang mga pangangailangan mula sa panukala. Matatagpuan sa Apendise ang kasalukuyang 10-Taóng Programa.

4.2 Metodologías de Priorización y Criterios de Idoneidad del Proyecto

Inaprubahan ng Lupon ng mga Direktor ng VTA ang mga Pamantayan sa Kahandaan ng Proyekto para sa mga kategoryang nakabatay sa Pangangailangan/Kapasidad, kasunod ng pag-apruba sa mga Prinsipyo. Kinakailangang matugunan ng anim na proyektong kabilang sa kategoryang ito ang tatlong pamantayan sa kahandaan upang maisama sa Biennial na Badyet o sa 10-Taóng Programa.

Kapag natugunan na ng mga proyektong kandidato ang tatlong pamantayan, magsusumite ang tagapagtaguyod ng proyekto ng kahilingan sa Tanggapan ng Programa ng 2016 Measure B para maisama ito sa Biennial na Badyet at/o sa 10-Taóng Programa. Matatagpuan sa Apendise 6.4 ang mga inaprubahang pamantayan sa Kahandaan ng Proyekto.

5. Glosari

Nasa ibaba ang mga terminong madalas gamitin sa ulat na ito at nauugnay na dokumentasyon ng 2016 Measure B.

Ang **alokasyon** ay ang halagang inaprubahan ng VTA Board ng 2016 Measure B na pondo na available para sa isang partikular na proyekto o programa.

Ang isang **award** ay nagpapakita na ang VTA at isang grantee ay nagsagawa ng isang kasunduan upang pondohan ang isang karapat-dapat na proyekto.

Ang **paggastos** ay ang pagre-reimburse ng VTA ng mga pondo ng 2016 Measure B sa isang grantee (hal. isang lungsod, County, o Caltrain).

Ang **Fiscal Year** ay tumutukoy sa 12-buwang accounting period na nagsisimula sa Hulyo 1 at nagtatapos sa Hunyo 30. Ang taon ng pananalapi ay kadalasang dinaglat na FY, at ang taong tinutukoy ay ang katapusan ng panahong iyon. Halimbawa, ang FY 2021 ay sumasaklaw mula Hulyo 1, 2020, hanggang Hunyo 30, 2021.

Ang mga **grantee** ay mga ahensyang tumatanggap ng pondo ng 2016 Measure B para sa mga proyekto. Kabilang sa mga ito ang 15 lungsod sa loob ng county, Santa Clara County, Caltrain at VTA.

Ang **Ahensiyang Miyembro** ay isang lokal na hurisdiksyon na lumagda sa Pinagsanib na Kasunduan sa Mga Kapangyarihan ng Santa Clara County Congestion Management Agency. Kabilang dito ang lahat ng lungsod sa loob ng county, Santa Clara County at VTA.

Tinukoy ng 2016 Measure B ballot language ang siyam na **Kategorya ng Programa**, na may mga alokasyon na tinukoy para sa bawat isa: Mga Lokal na Kalye at Kalsada, BART Silicon Valley Phase II, Bisikleta at Pedestriyan, Grade Separation ng Caltrain, Mga Pagpapahusay sa Kapasidad ng Caltrain, Mga Highway Interchange, Mga Expressway ng County, State Route 85 Corridor , at Mga Pagpapatakbo ng Transit.

Ang mga **Kita sa Buwis ng Programa** ay mga kita sa buwis na natanggap para sa 30-taong buhay ng buwis, kabilang ang anumang interes o iba pang mga kita doon, mas mababa ang anumang mga pondo na kinakailangan para sa kasiyahan ng serbisyo sa utang at/o halaga ng paghiram at mga gastos sa Administrasyon at pangangasiwa ng programa, tulad ng mga gastos sa pangangasiwa ng grant at pamamahala sa pananalapi. Ang nakolektang **kita** ay ang netong natanggap ng 2016 Measure B na kita sa buwis sa pagbebeenta, hindi kasama ang mga naipong interes.

6. Apendise

Apendise 6.1 – Wika ng Balota ng 2016 Measure B

MEASURE B	COMPLETE TEXT OF MEASURE B
COUNTY COUNSEL'S IMPARTIAL ANALYSIS 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.No2VTAmMeasureB.org
Twitter: #No2VTAmMeasureB
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

Apendise 6.2 – Komite ng Mamamayang Tagamasid para sa 2016 Measure B

Binigyang-kahulugan ang 2016 Measure B Citizens' Oversight Committee bilang "independyenteng lupon na kumukuha ng awtoridad mula sa ballot measure". Ang misyon ng komite ay upang mag-validate at mag-ulat sa kung nagagastos ba ang mga pondo ng Measure B sa paraang kaayon ng balota. Ang haba ng panahon ng Committee ay magpapapaaninag sa termino ng mga buwis ng benta (Abril 2017 – Marso 2047). Sa pagpupulong nito noong Septyembre 2017, hinirang ng Lupon ng mga Direktor ng VTA ang pitong indibidwal upang maglingkod sa 2016 Measure B Citizens' Oversight Committee. Makikita ang mga membership, mga pagpupulong/iskedyul, at higit pang impormasyon *dito*. Ipinapakita ng mga sumusunod na dokumento ang pag-apruba ng Lupon ng VTA sa proseso ng paghirang para sa 2016 Measure B Citizens' Oversight Committee.

(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.

Apendise 6.3 – Mga Gabay sa Kategoriya ng Programa ng 2016 Measure B

Pag-apruba ng Lupon ng mga Direktor

Inaprubahan ng Lupon ng mga Direktor ng VTA ang Mga Gabay sa Kategoriya ng Programa ng 2016 Measure B para sa lahat ng siyam na programa sa kanilang mga pagpupulong noong ika-5 ng Oktubre at Nobyembre 2, 2017 – nagsimula pa ang proseso ng pagpapaunlad noong Enero 2017.

Mga Uri ng Kategoriya ng Programa at Mga Pamamahagi sa Sub-Category

Tinutukoy din sa mga gabay na ito ang uri ng programa para sa bawat siyam na programa (nakabatay sa pormula, proyekto o pagiging nakikipagsabayan) at nagtatakda ng mga gabay at mga distribusyon para sa mga sub-category ng Programa para sa pag-apruba ng Lupon ng mga Direktor. Halimbawa, para sa Kategoriya ng Programa sa Bisikleta at Pedestriyan, inilalarawan ang mga sub-category kasama ng distribusyon ng pondo – Edukasyon at Pagpapasigla ay maximum 15%, Pagpaplano ng mga Proyekto ay maximum 5%, at Kapital ng mga Proyekto ay minimum 80%.

(Tingnan ang kasunod na pahina para sa dokumentong Mga Gabay sa Kategoriya ng Programa 2016 Measure B)

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.

Apendise 6.4 –Mga Pamantayan sa Kahandaan ng Proyekto para sa mga Programang Nakabatay sa Pangangailangan/Kapasidad ng 2016 Measure B

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.

Apendise 6.5 –Mga Prinsipyo ng 10-Taóng Programa at Biennial na Badyet ng 2016 Measure B

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

10-Taóng Programa ng 2016 Measure B: AF 2024 to AF 2033

	% of Program Tax Revenue ⁽¹⁾	FY18 to FY23 Allocations	Taóng Pananalapi									
			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⁾												
Mga Lokal na Kalye at Kalsada	19.05%	270.70	52.63	54.71	53.17	51.66	51.19	52.86	54.48	56.67	60.82	62.98
Mga Nagbibisikleta at Naglalakad	3.97%	56.39	10.23	11.40	11.08	10.76	10.67	11.02	11.35	11.81	12.67	13.12
Mga Operasyon ng Pampublikong Transportasyon	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⁾												
BART Phase II	23.81%	150.00	425.00	150.00	450.00	220.00	0.00	110.00	350.00	85.00	57.00	90.00
Paghihiwalay ng Antas ng 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
Pagpapahusay ng Kapasidad ng Koridor ng Caltrain ⁽⁵⁾	4.98%	42.45	-	-	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Mga Highway Interchange	11.90%	364.79	10.36	38.00	105.20	15.05	-	-	-	-	-	-
Mga Expressway ng County	11.90%	50.00	0.30	4.00	10.00	28.00	-	-	8.00	-	-	-
SR 85 Corridor ⁽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.

Apendise 6.7 – Mga Alokasyon ng 2016 Measure B ayon sa Kategoriya ng Programa

Mga Lokal na Kalye at Kalsada - \$323,330,345 total

Miyembrong Ahensya	Nakaraang mga Pamamahagi	Pamamahagi sa FY 2024	Kabuuang Pamamahagi sa buong FY 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

BART Phase II - \$897.6M total

Nakaraang mga Pamamahagi	\$150M
Pamamahagi sa FY 2024 & FY 2025	\$747.60M
Total	\$897.60M

Paghihiwalay ng Antas ng Caltrain - \$180M total

Nakaraang mga Pamamahagi	\$71M
Pamamahagi sa FY 2024 & FY 2025	\$107M
Total	\$180M

Pagpapahusay ng Kapasidad ng Koridor ng Caltrain - \$42.45M total

Nakaraang mga Pamamahagi	\$42.45M
Pamamahagi sa FY 2024 & FY 2025	\$0M
Total	\$42.45M

Mga Nagbibisekleta at Naglalakad

Sub-category ng Edukasyon at Pangpasigla - \$76.3M total

Miyembrong Ahensya	Nakaraang mga Pamamahagi	Pamamahagi sa FY 2024	Kabuuang Pamamahagi sa buong FY 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/VRTA	\$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

Sub-category ng mga Proyekto ng Kapital - \$62.6M total

Nakaraang mga Pamamahagi	\$45.11M
Pamamahagi sa FY 2024 & FY 2025	\$17.49M
Total	\$62.6M

Sub-category ng Pag-aaral sa Pagpapalano - \$3.91M total

Nakaraang mga Pamamahagi	\$2.82M
Pamamahagi sa FY 2024 & FY 2025	\$1.09M
Total	\$3.91M

Mga Highway Interchange - \$436.85M total

Proyekto	Nakaraang mga Pamamahagi	Pamamahagi sa FY 2024 & FY 2025	Kabuuang Pamamahagi sa buong FY 2025
SR 17 Southbound/Hamilton Ave. Pagpapalapad ng Rampang Palabas	\$1M	\$0	\$1M
Pansamantalang Mga Pagpapabuti ng SR17/San Tomas Expressway	\$1M	\$0	\$1M
Hwy. Sistema ng mga Pagpapatakbo ng Transportasyon/ Inisyatibo sa Performance ng Freeway Phase 1 at 2	\$3M	\$0	\$3M
Programa ng Pagbabawas ng Ingay (Pambuong county)	\$4M	\$0	\$4M
Mga Pagpapabuti ng I-280/Wolfe Rd. Interchange	\$92.70M	\$14.54M	\$107.24M
I-280 Pahilaga: Ikalawang daan labasan patungong Foothill Expressway	\$5.50M	\$0	\$5.50M
Bawasan and Trapiko sa Highway 17 Corridor kabilang ang SR 17/SR 9 interchange	\$13.20M	\$0	\$13.20M
US 101/SR 25 Interchange	\$46M	\$30.80M	\$76.80M
Pagpapalapad ng Calaveras Boulevard - Mga Pagpapabuti	\$0	\$9.60M	\$9.60M
Pagpapalapad ng Calaveras Boulevard - Mga Pagpapabuti sa malapit na hinaharap	\$3.80M	\$1.20M	\$5M
SR 237 na Pakanlurang Rampang Papasok sa Middlefield Road	\$6.30M	\$0	\$6.30M
Mga Pagpapabuti ng US 101 Interchange: San Antonio Rd. Patungong Charleston Rd./Rengstorff Ave.	\$7.32M	\$0	\$7.32M
US 101 Southbound/Trimble Rd./De La Cruz Blvd./Central Expwy. Mga Pagpapabuti ng Interchange	\$47M	\$550K	\$47.55M
Magdagdag ng isa pang Patimog na Daan sa rampang papasok sa US 101 na patungon Patimog na SR 87	\$3M	\$0	\$3M
Konstruksyon ng US 101/Mabury Rd. St. Interchange	\$3M	\$0	\$3M
Mga Pagpapabuti ng I-280/Winchester Blvd. Interchange	\$20.57M	\$0	\$20.57M
Mga Pagpapabuti ng Pasilyo ng SR 87 na nakabatay sa Teknolohiya - (SR 87 Charcot On-ramp HOV Bypass)	\$2.70M	\$0	\$2.70M
Mga Pagpapabuti ng US 101/Zanker Rd./Skyport Dr.Fourth St. Interchange	\$9M	\$9.47M	\$18.47M
Mga Pagpapabuti ng US-101/Blossom Hill Rd. Interchange	\$40.50M	\$1M	\$41.50M
Overcrossing ng Charcot	\$27.50M	\$0	\$27.50M
SR 237/Mathilda Ave. at US 101/Mathilda Ave. Pagpapabuti ng Interchange	\$21.30M	\$0	\$21.30M
Pagpapabuti ng US 101/SR 152/10th Street Interchange	\$1M	\$3.60M	\$4.60M
Realignment ng Pahilagang Rampang palabas ng US 101/ Shoreline Blvd at Daanan ng Bus	\$5M	\$0	\$5M
US 101/SR 25 Santa Teresa Blvd. Extension	\$0	\$600K	\$600K
Pamunuan/Pangasiwaan ng Programa ng Highway	\$400K	\$0	\$400K
Total	\$364.79M	\$72.06M	\$436.85M

Mga Expressway ng County - \$54.3M total

Nakaraang mga Pamamahagi	\$50M
Pamamahagi sa FY 2024 & FY 2025	\$4.30M
Total	\$54.30M

State Route 85 - \$21.12M total

Nakaraang mga Pamamahagi	\$14.50M
Pamamahagi sa FY 2024 & FY 2025	\$6.62M
Total	\$21.12M

Mga Operasyon ng Pampublikong Transportasyon - \$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

Mga Gastos sa Pangangasiwa - \$16M total

Nakaraang mga Pamamahagi	\$15.20M
Pamamahagi sa FY 2024	\$1.50M
Total	\$16.70M

Apendise 6.8 – Proseso ng Alokasyon at Paggasta



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

Ipinapakita ng ilustrasyon ang pangkalahatang tatlong-hakbang na proseso ng pamamahagi ng pondo mula sa 2016 Measure B. Una, inaalok ng Lupon ng mga Direktor ng VTA ang pondo tuwing ikalawang taon bilang bahagi ng siklo ng biennial na badyet. Pangalawa, ipinagkakaloob ang pondo sa mga benepisyaryo (grantees) matapos lagdaan ang mga kinakailangang kasunduan para sa mga partikular na proyekto. Pangatlo, nagsusumite ang mga benepisyaryo ng mga invoice para sa mga kwalipikadong paggasta, mula sa mga natapos na aktibidad, at humihiling ng reimbursement mula sa 2016 Measure B, na nagreresulta sa aktwal na paggasta.