

2016
MEASURE B



2024 財年 年度報告



國語

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執行摘要: 總經理致辭



尊敬的聖達卡拉縣居民,

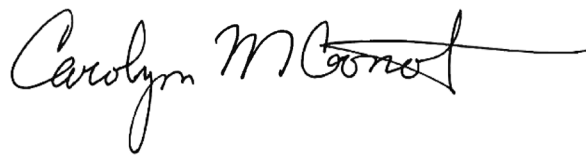
我很高興向大家介紹VTA's 2016 Measure B 2024財年年度報告。

在VTA, 我們有責任確保為所有在聖達卡拉縣境內或穿過該縣旅行的人士提供高效且有效的交通解決方案。2016 Measure B 銷售稅計畫是實現這一承諾的關鍵部分, 通過資助一系列支援本地利益的交通專案, 確保矽穀的交通暢通無阻。

2016 Measure B 計畫繼續與合作夥伴機構緊密協作, 共同應對不斷變化的交通需求, 具體措施包括從提升步行和自行車基礎設施到制定創新的公共交通解決方案。僅在短短五年內, 該基金已成功將超過**\$9.5億**重新投資於本縣, 從而推動交通網絡改善專案落地實施。

我鼓勵您繼續閱讀2024財年年度報告, 該報告詳細介紹了該計畫的持續發展、增長、撥款及支出情況。

VTA期待與社區及合作夥伴繼續緊密合作, 共同推進2016 Measure B符合條件的專案和計畫的實施, 為子孫後代構建一個可靠且可持續的交通網絡。



Carolyn M. Gonot
總經理/首席執行官

1.1 引言

2016 Measure B 是一項經選民通過，在全縣範圍內徵收為期30年半美分的銷售稅，用於改善本縣的公交、公路、高速公路和動態交通(自行車、行人道和完整的街道)。該提案以近72%的票數通過，這是聖達卡拉縣交通稅獲得支持率最高的一次。該稅於2017年4月1日開始徵收。

2016 Measure B 繼續為機構提供資金，以推進選民批通過的專案。2016 Measure B 計畫通過競爭性和非競爭性資金池，協助實施選民支援的專案和倡議。

1.2 該報告的目的

VTA致力於對2016 Measure B 銷售稅計畫保持透明度。本年度報告通過提供進展更新，履行了部分承諾。本報告的目的是審查 2024 財政年度（2023 年 7 月 1 日至 2024 年 6 月 30 日）關於 2016 Measure B銷售稅計畫的資訊，包括財務資訊，如收入、撥款和資金支出。此外，本報告還總結了各專案類別取得的成果及資金支出情況。

本報告中的資料涵蓋了2024財年的資料，以及截至2024財年的累計資料。自2017年銷售稅措施實施以來，截至2024財年的資料是全面的。

2. 2016 Measure B 銷售稅財務資訊

2.1 計畫收入

2016 Measure B “**銷售稅收入**”是指按加利福尼亞州稅務與收費管理局（CDFTA）每年計算的淨收入。任何來自利息或其他金融債務的收益均稱為“**所得收入**”。

在該稅種30年有效期內收取的稅收收入，包括任何利息或其他收益，減去用於償還債務和/或借款成本以及專案管理和監督成本（如撥款管理和財務管理成本）的資金，稱為“**項目稅收收入**”。

總收入

下表報告了2016 Measure B 計畫自實施以來的各財政年度銷售稅收入總額。隨著當地經濟波動和消費者支出趨勢的變化，淨收入值也會隨之變化。

表 2.1.1 – 2016 Measure B 銷售稅收入（按財政年度）

2016 Measure B 銷售稅收入（按財政年度）	
財年	淨收入
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
自徵收以來的累計總額	\$1,720,045,857

*僅限 2017 年 4 月 1 日至 2017 年 6 月 30 日。

累計收入

根據VTA 2024財年年度綜合財務報告（ACFR），收入來源於“利息收入、未實現損益及交易損益……[且]主要來自三個來源：短期、中期及長期投資組合。”如下表所示。

該表格區分了已實現收入與未實現收入，因為僅利息收入及已實現的交易損益會被納入計畫稅收收入的計算範圍。未實現的損益不被納入計算，因為它們並非實際到手的收入或損失。

表 2.1.2 – 2016 Measure B 所得收入（按財政年度）

2016 Measure B 銷售稅收入（按財政年度）		
財年	淨收入	未實現收入**
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
自徵收以來的累計總額	\$90,625,191	-\$13,712,841

* 僅限 2017 年 4 月 1 日至 2017 年 6 月 30 日。

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

計畫稅收收入

計畫稅收收入是指任何所得收入、收益以及任何行政成本的計算總和。2024財年計畫稅收收入總計如下所示。

在計算計畫稅收收入時，僅包含利息和已實現的交易收益/損失。未實現的收益/損失不包含在計算中，因為它們並非實際到手的收入或損失。

表 2.1.3 – 計畫稅收收入總計

計畫稅收收入總計		
	財年2024	自徵收以來的累計總額 (財年2017 – 財年2024)
所得收入	\$266,617,738	\$1,720,045,857
所得收入	\$33,515,090	\$90,625,191
小計	\$300,132,828	\$1,810,671,048
行政支出	-\$2,198,790	-\$12,478,770 ⁽¹⁾
計畫稅收收入總計	\$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.

2016 Measure B 選票提案，預計通過銷售稅計畫將產生約\$63億（以2017年美元計算）。每個專案類別都被分配了預計的計畫稅收收入份額。將預計金額除以\$63億的總和，即可確定每個專案類別分配的計畫稅收收入比率。這些比率用於計算未來分配，並確定2016 Measure B 資金在提案有效期內進行適當分配。

2.2 專案類別

2016 Measure B 計畫包含九個專案類別，其中兩個類別包含子類別。所有專案類別均按照VTA董事會批准的既定指南進行管理。

撥款

VTA的預算涵蓋兩個財政年度。2024財年和2025財年的批准預算如下表所示。此外，表2.2.1按撥款類型展示了專案類別的撥款情況。2016 Measure B 專案類別指南規定了撥款的兩種類型：按公式撥款和按需求/容量撥款。按公式撥款意味著每年通過將專案類別的計畫稅收收入百分比份額與該財政年度的計畫稅收收入預測值相乘來撥款資金。按需求/容量撥款意味著專案撥款基於項目滿足VTA董事會採納的項目準備標準的能力。

表 2.2.1 – 2016 Measure B 2024財年及2025財年項目類別的撥款

		2024財年	2025財年
行政費用		\$1,500,000	\$2,000,000
計畫類別			
基於公式	本地街道和道路	\$52,630,000	\$54,710,000
	自行車與行人道		
	教育與鼓勵	\$1,330,000	\$1,710,000
	資本項目	\$17,490,000	
	規劃研究	\$1,090,000	
	公共交通運營		
	強化核心網路	\$12,630,000	\$16,640,000
	創新公共交通服務模式	\$1,750,000	\$1,820,000
	擴大出行便利性與平價票價	\$2,660,000	\$3,420,000
	完善配套設施	\$1,740,000	
基於需求/容量	BART 二期	\$747,600,000	
	Caltrain 平交路口改造	\$107,000,000	
	Caltrain 走廊容量改善		
	公路互通式立交	\$71,360,000	
	縣高速公路	\$4,300,000	
	85號州際公路	\$6,620,000	
總計：		\$1,110,000,000	

下表展示了2016 Measure B 專案類別的撥款情況，包括其在計畫稅收收入中所占的投票確定比例，以及截至報告財政年度末計畫稅收收入的百分比。

表 2.2.2 – 2016 Measure B 專案類別的撥款占計畫稅收收入的百分比份額

專案類別的撥款占計畫稅收收入的百分比份額				
專案類別指		至2024年財政年度分配	% of Program Tax Revenues (Ballot Measure Language) ¹²⁾	% of Program Tax Revenues through FY 2024
基於公式	本地街道和道路	\$323,330,000	19.05%	15.05%
	自行車與行人道			
	教育與鼓勵	\$9,789,643.11	3.97%	4.24%
	資本項目 ¹¹⁾	\$62,600,000		
	規劃研究 ¹¹⁾	\$3,910,000		
	公共交通運營			
	強化核心網路	\$94,800,000	7.94%	8.53%
	創新公共交通服務模式	\$10,940,000		
	擴大出行便利性與平價票價	\$19,580,000		
	完善配套設施 ¹¹⁾	no update		
基於需求/容量 ¹¹⁾	BART 二期	\$897,600,000	23.81%	49.92%
	Caltrain 平交路口改造	\$178,000,000	11.11%	9.90%
	Caltrain 走廊容量改善	\$42,450,000	4.98%	2.36%
	公路互通式立交	\$436,150,000	11.90%	24.25%
	縣高速公路	\$54,300,000	11.90%	3.02%
	85號州際公路	\$21,120,000	5.56%	1.17%

¹¹⁾ 這些撥款在雙年度預算的第一財政年度開始時，可供專案類別或子類別使用。它們並非按財政年度撥款。

¹²⁾ 2016 Measure B 的選票提案語言中規定的計畫稅收收入比例適用於該提案的整個有效期，而非按財政年度劃分。

需要特別注意的是，公投確定的比率基於該提案30年的有效期，而財政年度結束時顯示的專案類別撥款比率只是某個時間點的簡要說明。項目類別撥款在30年內會有所波動，這會在財政年度結束時顯示的比率中得到反映。

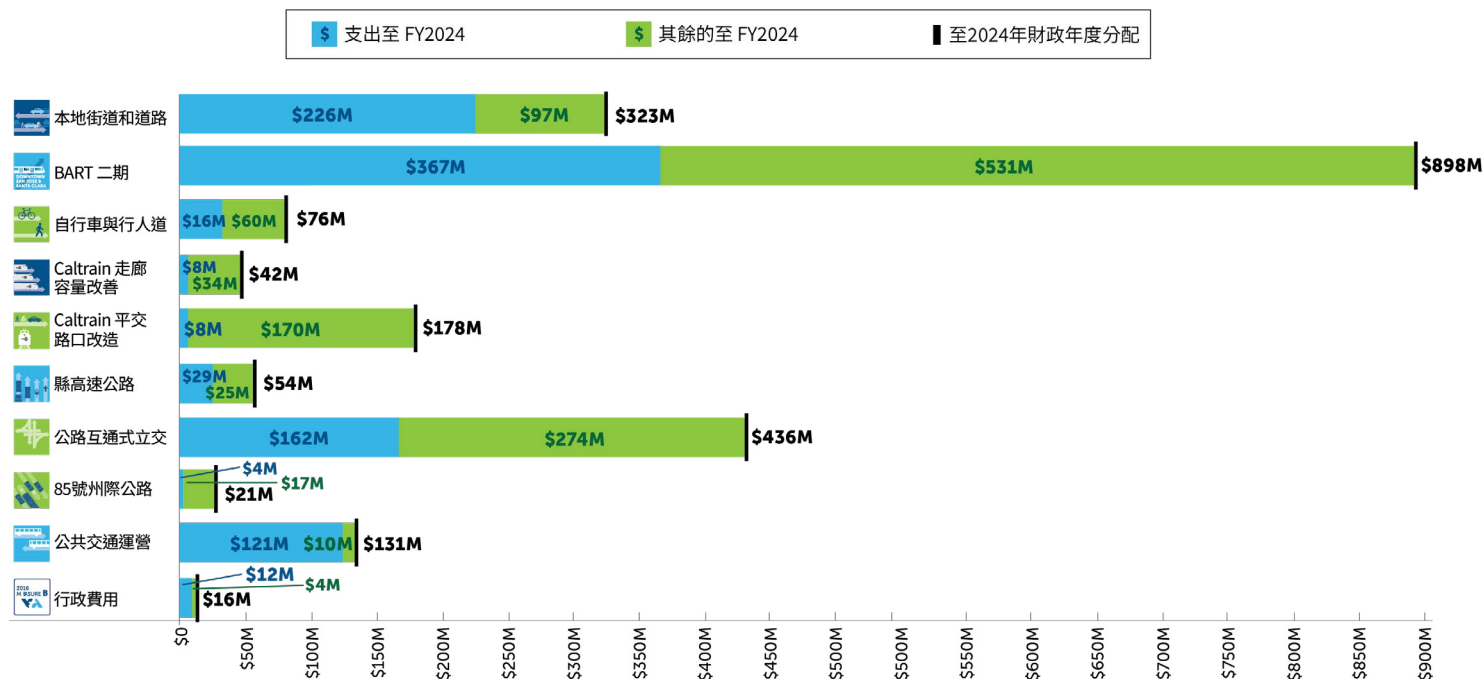
專案類別指南

為管理九個2016 Measure B 專案類別的每一個，VTA制定了相關指南，明確了各專案類別（及其後續子類別，如適用）的撥款、實施步驟，以及專案和計畫的標準與要求。VTA董事會於2017年秋季通過了九個專案類別的指南，並於2022年8月通過了一套修訂後的指南。修訂後的指南納入了董事會批准的、影響九個項目類別實施的行動中，並且為確保一致性和增加清晰度而對標準化語言和格式進行了更改。

專案類別摘要

下表顯示了截至2024財年，九個項目類別中每一個的撥款和支出情況。

表 2.2.3 – 2016 Measure B 年項目類別的撥款及支出



專案類別報告

以下是九個專案類別每一個的詳細資訊。報告中包含了每個項目類別的簡要描述，以及其撥款和支出摘要。



本地街道和道路

2024財年撥款: \$52,630,000	自項目啟動以來的撥款: \$323,330,345
2024財年支出: \$69,307,418	自項目啟動以來的支出: \$225,885,756

地方街道與道路類別將撥款用於街道系統的維修和維護。此外，各機構必須遵循“完整街道”最佳實踐，從而提升其街道系統所有使用者的使用體驗。資金是根據選票語言中所述的以人口為基數的公式進行計算。資金以兩年為週期撥付，與VTA兩年預算流程同步，但每年都會撥付並供機構使用。

若城市或縣的道路狀況指數（PCI）評分達到70分及以上，可將撥款用於經VTA批准的緩解交通擁堵項目。VTA採用大都會交通委員會的指數來確定PCI評分。該指數為道路路面狀況提供了一個快照，分數越高表明路面狀況越好。路面管理養護計畫有助於防止道路長期損壞，從而降低長期維護成本。

常見的路面維護工作包括乳化瀝青封層、裂縫密封、路緣石擴寬、改善標線、將已清除的草樹重新綠化與種植以及進行徹底的街道改進。擁堵緩解專案根據各機構的具體需求而有所不同，同時優先考慮有效且高效地疏導交通。該專案類別的績效評估每年進行一次。

2024 財年計劃活動重點之一，是在全縣範圍內改善了659.1 車道英里的路面狀況。



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



自行車與行人道

2024財年撥款: \$19,910,000

2024財年支出: \$10,167,082

自項目啟動以來的撥款: \$78,010,000

自項目啟動以來的支出: \$16,041,119

該類別用於資助由各城市、縣政府及VTA共同認定的全縣範圍內具有重要意義的自行車和行人道項目。資金將優先支援以下專案：連接學校、公共交通及就業中心；填補現有自行車和行人網路的空白；安裝便於通行的可安全跨越的柵欄；以及使步行或騎行成為全縣居民及遊客更安全、更便捷的出行方式。符合條件的專案在2016 Measure B 的附件A中列出。(見附錄6.1)

本項目類別包含三個子類別：教育與鼓勵、資本項目及規劃研究，具體內容如下。

- **子類別資助計畫：教育與鼓勵**

- 本計畫允許成員機構資助旨在鼓勵騎行和步行和/或提供關於這些模式的專案和計畫。這些模式包括但不限於：安全上學路線、步行審計、開放街道活動以及自行車/行人安全宣傳活動。該計畫的資金通過基於人口的公式撥付給每個成員機構。
- 2024財年重點項目活動包括：
 - 繼續開展超過15個學校和非學校的技能和安全教育專案
 - 由VTA與聖達卡拉縣公共衛生部門成功合作舉辦的Vision Zero活動
 - 支持超過10個開放街道的活動



Vision Zero Bus Wrap - VTA



Bike to Wherever Day - City of Gilroy

- **子類別資助計畫：資本項目**

- 該競爭性撥款計畫向申請人提供資金，用於開展以下活動：環境評估；設計；通行權；以及2016 Measure B 中已確定的自行車和行人道專案的施工。
- 2024財年重點項目活動包括：
 - 三項撥款協議的執行：山景城的 Stevens Creek 延伸至West Remington 專案，聖約瑟的Coyote Creek步道完工及Guadalupe河步道延伸至Almaden專案。

- **子類別資助計畫：規劃研究**

- 該競爭性撥款計畫允許城市、縣和VTA申請資金，以推進支援全縣範圍內自行車和行人道專案的資本專案開發規劃研究。
- 2024財年重點活動包括簽署三項撥款協定：山景城的Miramonte大道自行車道研究、Campbell的Hamilton大道/17號公路研究，以及聖達卡拉縣的Foothill高速公路研究。



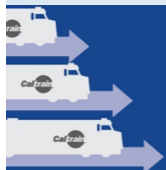
BART 二期

2024財年撥款: \$747,600,000
2024財年支出: \$320,516,282

自項目啟動以來的撥款: \$897,600,000
自項目啟動以來的支出: \$366,886,367

BART矽穀二期（BART二期）專案類別專門撥款用於BART二期的規劃、設計、建設和交付成本，該專案是區域BART系統從聖約瑟的Berryessa站延伸至聖達卡拉市的六英里延長線。

2016 Measure B 在2024財年資助的重點活動包括隧道與軌道漸進式設計施工合同（CP2）的設計工作、房地產收購、施工包的設計工作、與聯邦運輸管理局合作準備成本/進度風險評估，以及啟動隧道掘進機和BART軌道車採購流程。



Caltrain 走廊容量

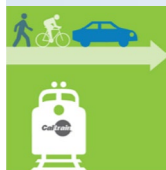
2024財年撥款: \$0
2024財年支出: \$3,062,866

自項目啟動以來的撥款: \$42,250,000
自項目啟動以來的支出: \$8,108,613

Caltrain 走廊容量提升類別有助於通過改善和提升聖達卡拉縣的Caltrain服務，緩解高速公路擁堵。該類別屬於基於需求/容量的專案類型，必須符合董事會批准的專案準備標準，方可獲得撥款。

VTA與Caltrain合作，共同推進一系列將惠及聖達卡拉縣Caltrain走廊地區的專案。本項目類別資助的項目類型包括：增加Morgan Hill 和 Gilroy的列車班次、車站設施改善、無障礙上下車設施、延長月臺以及服務提升措施。

2024財年該計畫的活動成果包括簽署三項撥款協定：走廊交叉口戰略計畫、電動多單元混合動力研究，以及Diridon商業案例專案管理支援和戰略諮詢服務專案。



Caltrain 平交路口改造

2024財年撥款: \$107,000,000
2024財年支出: \$7,450,494

自項目啟動以來的撥款: \$178,000,000
自項目啟動以來的支出: \$8,230,561

Caltrain 平交路口改造類別為Sunnyvale、山景城 和 Palo Alto等城市的Caltrain走廊沿線的平交路口改造項目提供資金，將Caltrain軌道與道路分離，為司機、騎行者和行人帶來更高的安全保障，同時減少交叉路口的擁堵。

2024財年重點項目活動包括執行Palo Alto市額外技術研究撥款協議，以及對Rengstorff大道撥款協議進行修訂，以納入CM/GC服務。



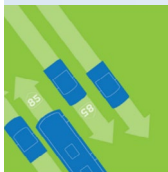
縣高速公路

2024財年撥款: \$4,300,000
2024財年支出: \$2,837,077

自項目啟動以來的撥款: \$54,300,000
自項目啟動以來的支出: \$29,390,222

本類別用於資助縣高速公路規劃中的一級改善專案，旨在緩解交通擁堵、提升安全性和增強縣內高速公路系統的運行效率。符合條件的專案詳見2016 Measure B的附件C。（見附錄6.1）

2024財年值得注意的專案活動包括“縣高速公路專案支持”的進展，例如 Montague高速公路的“出行需求預測”和“交通工程”方面的競爭。此外，電池備份單元升級專案第一階段和第二階段已授予合同並開始施工。



SR 85 走廊

2024財年撥款: \$6,620,000
2024財年支出: \$646,173

自項目啟動以來的撥款: \$21,120,000
自項目啟動以來的支出: \$4,210,352

本類別將為SR 85上的新交通和擁堵緩解項目提供資金，包括從聖約瑟的SR 87到山景城的U.S. 101之間的新交通車道。該計畫還將為SR 85沿線的噪音治理提供資金，並為研究包括但不限於以下交通替代方案提供資金：配備車站和入口匝道等基礎設施的快速公交系統（BRT）、輕軌交通（LRT）以及其他未來交通技術。

2024財年SR 85“降噪計畫”的重點專案活動包括：Caltrans批准專案報告，以完成專案審批與環境設計（PA/ED）階段。最終設計階段計畫於2025年8月完成，第二階段施工計畫於2025年夏季啟動。



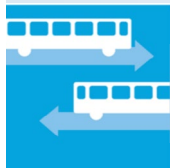
公路互通式立交

2024財年撥款: \$71,360,000
2024財年支出: \$31,037,675

自項目啟動以來的撥款: \$436,150,000
自項目啟動以來的支出: \$162,447,985

本類別為聖達卡拉縣的公路項目提供資金，旨在實現以下目標：緩解交通擁堵、提升公路運營效率及公路接入條件、建設道路連接立交橋，以及通過智慧交通系統（ITS）部署先進技術。

2024財年重點項目活動包括：Caltrans 批准了US 101/SR 25一期互通立交專案最終設計，並完成了該專案最終設計及征地階段；此外，還撥付了\$240萬聯邦專項資金，該資金用於US 101/SR 25 Santa Teresa 大道延伸專案的前期評估與設計（PA/ED）階段。



公共交通運營

2024財年撥款: \$17,870,000
2024財年支出: \$20,003,285

自項目啟動以來的撥款: \$153,440,000
自項目啟動以來的支出: \$121,019,819

本類別的目標是增加客流量、提升運營效率、改善老年人及殘障人士的出行服務，以及提升縣內弱勢群體和邊緣化群體的出行可負擔性。資金可用於維持和增加核心公交線路的運營頻次，延長運營時間至清晨、傍晚及週末，以改善出行便利性、安全可達性和可負擔性，滿足那些依賴公交出行來解決關鍵交通需求的居民——特別是全縣範圍內的弱勢群體、服務不足群體以及依賴公共交通的人群。符合條件的公共交通運營專案子類別詳見2016 Measure B附件D。（見附錄6.1）

本項目類別包含四個子類別：擴大出行便利性與平價票價、創新公共交通服務模式、完善配套設施以及強化高頻核心網路，具體說明如下。

- **子類別計畫：擴大出行便利性與平價票價**
 - 該項目提供資金，旨在為弱勢群體社區拓展出行服務。
 - 值得重點關注的子類別亮點是，2024 財年共售出 15,143 張社區票價通行證。
- **子類別資助計畫：創新公共交通服務模式**
 - 這一競爭性撥款項目將提供資金，支援經濟實惠的新型創新公共交通服務模式，以解決“最初一公里 / 最後一公里”的接駁問題。
 - 2024 財年的重點活動包括持續為五個已獲資助的專案提供支援。
- **子類別計畫：完善配套設施**
 - 本子類別的資金用於完善VTA公交站的設施，以增強安全、保障和可達性，並進行持續維護。
 - 2024財年的重點活動包括安裝兩個新的公交候車亭、兩個新的公交候車長椅、三個新的照明系統，以及三個符合ADA標準的人行道改進項目。
- **子類別計畫：強化高頻核心網路**
 - 該子類別通過增加核心公交線路的運營頻率，以及擴展或新增晚間、深夜及週末服務，直接資助VTA的核心公交網路服務。



Bus Shelter - VTA

3. 監督與問責

3.1 2016 Measure B 公民監督委員會

2016 Measure B 選票提案明確規定成立一個獨立的公民監督委員會，其目的是確保2016 Measure B 資金的支出符合批准的計畫，並向選民通報計畫的執行情況。鑒於此，2016 Measure B 公民監督委員會（MBCOC）應運而生。該委員會由來自特定專業領域的八名成員組成。成員任命具有競爭性，由VTA董事會作出決定。成員的任命基於其具備所需的相關經驗和專業知識。

根據選票規定的MBCOC職責，該委員會每年需組織由獨立審計師進行的審計，以審查資金的收入和支出情況。自2020年5月以來，選定的獨立審計師為Moss Adams LLC。Moss Adams已完成2024財年的審計工作。他們對每個專案均出具了無保留意見，這意味著在專業判斷下，VTA在所有重大方面均符合requirements applicable to the 2016 Measure B 計畫。自該計畫啟動以來，所有對2016 Measure B 計畫的獨立審計均獲得了無保留意見。

有關MBCOC的更多資訊，請參閱附錄6.2，或訪問 vta.org/2016-measure-b-citizens-oversight-committee，其中包括自委員會成立以來所有項目績效審計和MBCOC年度報告等內容。

3.2 計畫透明度

2016 Measure B 計畫辦公室定期更新資訊，以便向公眾通報計畫活動進展。這些資訊可通過線上管道及VTA諮詢委員會和常設委員會會議的介紹獲取。計畫辦公室維護了一個透明網站，該網站對該計畫既提供經審計也提供未經審計的財務資訊。該網站還提供額外的計畫資訊和報告。

透明網站的網址為 2016measureb.vta.org.

4. 實施指南

4.1 10年計畫與兩年預算原則

2021年4月，VTA董事會（VTA BOD）批准了2016 Measure B 的10年計畫與兩年預算原則（簡稱“原則”）。這些原則適用於2016 Measure B 的所有計劃類別，並指導兩年預算和10年計畫的制定。已採納的10年計畫和兩年預算原則列於附錄中。

10年計畫是一份規劃檔，旨在考慮該計畫及項目在10年內的需求。該10年計畫與2024財年至2025財年兩年期預算同步更新，以提供該措施預期需求的更準確預測。當前的10年計畫可在附錄中查閱。

4.2 計畫準備標準與優先排序方法

在原則獲得批准後，VTA 董事會批准了基於需求/容量的計畫類別專案準備標準。基於需求/容量的六個計畫類別項目必須滿足三個項目準備標準，才能納入雙年度預算或 10 年計畫。

隨著候選專案推進並滿足所有三項專案準備標準，項目發起方將向2016 Measure B 計畫辦公室提交申請，以納入雙年度預算和/或10年計畫。已批准的項目準備標準詳見附錄6.4。

5. 名詞解釋

下方是本報告及2016年B議案相關文件的常見名詞。

分配是VTA董事會通過2016年B議案資金特定專案或計畫金額。

獎勵表示VTA及補助對象已執行協議資助合格專案。

支出是VTA撥款2016年B議案資金給補助對象（例如縣市或Caltrain）。

財政年度是指自7月1日起至隔年6月30日為止的12個月會計年度。財政年度常簡寫為FY，年份是指該年度結束年，例如2021年財政年度是涵蓋2020年7月1日至2021年6月30日。

補助對象是獲得2016年B議案資金專案的機構，包含15個市、聖達卡拉縣、Caltrain及VTA。

會員機構是簽署交通擁塞管理機構聯合電力協議的地方管轄區。這包含所有縣市、聖達卡拉縣及VTA。

2016年B議案選票內容具體說明九大**計畫類別**及各類別分配：地方街道及道路、舊金山灣區捷運處矽谷第二階段、腳踏車及行人、Caltrain道路立體結構、Caltrain容量改善、公路交流道、縣快速道路、85號州道走廊以及捷運營運。

計畫稅收是30年期稅收包含任何利息或其他收益，減少任何履行債務費的必要資金和/或借款成本及計畫管理及監督成本，例如補助金管理及財務管理成本。**收入**是2016年B議案銷售稅收的淨收入，不包含利息收入。

6. 附錄

附錄6.1 – 2016 Measure B 選票語言

<p style="text-align: center;">MEASURE B</p> <p style="text-align: center;">COUNTY COUNSEL'S IMPARTIAL ANALYSIS OF MEASURE B</p>	<p style="text-align: center;">COMPLETE TEXT OF MEASURE B</p>
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>A "no" vote is a vote not to authorize the special sales tax.</p> <p>James R. Williams Acting County Counsel</p> <p>By: /s/ Danielle L. Goldstein Deputy County Counsel</p>	<p>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?</p> <p>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."</p> <p>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.</p> <p>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.</p> <ul style="list-style-type: none"> • <u>Local Streets and Roads—Estimated at \$1.2 Billion of the Program Tax Revenues in 2017 dollars.</u> To be returned to cities and the County on a formula basis to be used to repair and maintain the street system. The allocation would be based on the population of the cities and the County of Santa Clara's road and expressway lane mileage. Cities and the County will be required to demonstrate that these funds would be used to enhance and not replace their current investments for road system maintenance and repair. The program would also require that cities and the County apply Complete Streets best practices in order to improve bicycle and pedestrian elements of the street system. If a city or the County has a Pavement Condition Index score of at least 70, it may use the funds for other congestion relief projects.

COMPLETE TEXT OF MEASURE B-Continued

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

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

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

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

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

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

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

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

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

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

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

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

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

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

COMPLETE TEXT OF MEASURE B-Continued

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

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

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

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

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

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

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

COMPLETE TEXT OF MEASURE B-Continued

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

ATTACHMENT A ENVISION SILICON VALLEY BICYCLE AND PEDESTRIAN CANDIDATE LIST

Project

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

COMPLETE TEXT OF MEASURE B-Continued

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

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

ATTACHMENT B ENVISION HIGHWAY PROGRAM CANDIDATE LIST

Project

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

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

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

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

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

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

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

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

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

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

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

COMPLETE TEXT OF MEASURE B-Continued

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

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

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

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

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

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

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

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

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

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

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

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

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

COMPLETE TEXT OF MEASURE B-Continued

ATTACHMENT C SANTA CLARA COUNTY EXPRESSWAY IMPROVEMENTS (TIER 1)

Project

Almaden Expressway at SR-85-Interim Improvements

Almaden Expressway at Branham Lane Intersection Improvements

Almaden Expressway at Camden Ave Intersection Improvements

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

Central Expressway at Thompson Intersection Improvements

Foothill Expressway Auxiliary Lanes between El Monte and San Antonio

Lawrence Expressway at Homestead Road Interim Improvements

Lawrence Expressway at Homestead Road Grade Separation

Lawrence Expressway from Reed/Monroe to Arques Grade Separation

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

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

Oregon-Page Mill Intersection Improvements between Porter and Hansen

Oregon-Page Mill/El Camino Real Intersection Improvements

San Tomas Expressway Widening and Trail between Homestead and Stevens Creek

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

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

SR 17/San Tomas Expressway Interim Improvements

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

I-280/Oregon-Page Mill Road Interchange Reconfiguration
Expressway ITS/Signal System Countywide

ATTACHMENT D TRANSIT OPERATIONS CANDIDATE PROJECTS AND PROGRAMS LIST

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

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

COMPLETE TEXT OF MEASURE B-Continued

- Enhance Frequent Core Bus Network.

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

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

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

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

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

ARGUMENT IN FAVOR OF MEASURE B

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

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

Measure B will:

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

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

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

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

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

ARGUMENT IN FAVOR OF MEASURE B-Continued

www.YesMeasureB.com

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

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

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

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

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

REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE B

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

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

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

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

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

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

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

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

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

/s/ John M. Inks
Mountain View City Councilmember

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

ARGUMENT AGAINST MEASURE B

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

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

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

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

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

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

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

Why vote for another bait-and-switch?

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

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

Demand a new direction!

ARGUMENT AGAINST MEASURE B-Continued

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

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

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

/s/ John M. Inks
Mountain View City Councilmember

/s/ Andy Chow
President, BayRail Alliance

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

REBUTTAL TO ARGUMENT AGAINST MEASURE B

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

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

The text of their argument is even less credible.

Here are the facts:

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

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

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

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

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

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

REBUTTAL TO ARGUMENT AGAINST MEASURE B-Continued

www.YesMeasureB.com

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

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

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

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

/s/ Teresa Alvarado
San Jose Director, SPUR

附錄6.2 – 2016 Measure B 公民監督委員會

2016年B議案公民監督委員會定義為「選票議案授權的獨立機構」。委員會的任務是驗證並報告2016年B議案資金支出是否遵循選票。委員會的期間將反映在銷售稅期（2017年4月 – 2047年3月）。2017年9月，VTA董事會開會委派七名人士擔任2016年B議案公民監督委員會。會員資格、會議及時程及詳細資料可由此查詢 [here](#)。下列文件顯示VTA董事會通過2016年B議案公民監督委員會委派流程。

(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.

董事會批准

2017年10月5日和11月2日, VTA董事會開會通過2016年B議案計畫九大計畫類別指南, 2017年1月開始發展流程。

計畫類別種類及次類別分配

這些指南也定義九大專案的各項專案種類 (公式為主、專案為主或競爭), 並提出專案次類別指南及分布以供董事會通過。例如腳踏車及行人計畫類別, 次類別與資金分配一同說明, 教育及獎勵最高15%, 規劃專案最高5%及資本專案最低80%。

(2016年B 議案計畫類別指南文件, 見下一頁)

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.

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.

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

2016 Measure B Ten-Year Program Allocations: FY 2024 to FY 2033

2016 Measure B	% of Program Tax Revenue ⁽¹⁾	FY18 to FY23 Allocations	財年									
			2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
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⁾												
本地街道和道路	19.05%	270.70	52.63	54.71	53.17	51.66	51.19	52.86	54.48	56.67	60.82	62.98
自行車與行人道	3.97%	56.39	10.23	11.40	11.08	10.76	10.67	11.02	11.35	11.81	12.67	13.12
公共交通運營	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 二期	23.81%	150.00	425.00	150.00	450.00	220.00	0.00	110.00	350.00	85.00	57.00	90.00
Caltrain 平交路口改造	11.11%	71.00	10.00	97.00	123.00	205.00	175.00	0.00	24.00	0.00	0.00	52.00
Caltrain 走廊容量改善 ⁽⁵⁾	4.98%	42.45	-	-	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
公路互通式立交	11.90%	364.79	10.36	38.00	105.20	15.05	-	-	-	-	-	-
縣高速公路	11.90%	50.00	0.30	4.00	10.00	28.00	-	-	8.00	-	-	-
85號州際公路 ⁽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.

附錄6.7 — 2016 Measure B 計畫按專案類別撥款

本地街道和道路 - \$323,330,345 total

會員機構	前年度分配	2024年財政年度分配	至2024年財政年度總分配
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
總計	\$270,700,000	\$52,630,347	\$323,330,345

BART 二期 - \$897.6M total

前年度分配	\$150M
至2024年&2025年財政年度總分配	\$747.60M
總計	\$897.60M

Caltrain 平交路口改造 - \$180M total

前年度分配	\$71M
至2024年&2025年財政年度總分配	\$107M
總計	\$180M

Caltrain 走廊容量改善 - \$42.45M total

前年度分配	\$42.45M
至2024年&2025年財政年度總分配	\$0M
總計	\$42.45M

自行車與行人道

教育及獎勵次類別 - \$76.3M total

會員機構	前年度分配	2024年財政年度分配	至2024年財政年度總分配
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/MTA	\$1,500,000	\$332,410	\$1,832,410
總計	\$8,460,000	\$1,330,000	\$9,790,000

⁽¹⁾ Discrepancies due to rounding may occur

資本專案次類別 - \$62.6M total

前年度分配	\$45.11M
至2024年&2025年財政年度總分配	\$17.49M
總計	\$62.6M

規劃研究次類別 - \$3.91M total

前年度分配	\$2.82M
至2024年&2025年財政年度總分配	\$1.09M
總計	\$3.91M

公路互通式立交 - \$436.85M total

項目名稱	前年度分配	202年&2025 年財政年度 分配	至2025年財政 年度總分配
17號州道南行/Hamilton道下匝道拓寬	\$1M	\$0	\$1M
17號州道/San Tomas快速道路臨時改善	\$1M	\$0	\$1M
公路交通營運系統/高速公路績效計畫第一及第二階段	\$3M	\$0	\$3M
噪音削減計畫 (全縣)	\$4M	\$0	\$4M
280號州際公路/Wolfe路交流道改善	\$92.70M	\$14.54M	\$107.24M
280號州際公路北行：第二出口車道至Foothill快速道路	\$5.50M	\$0	\$5.50M
17號公路走廊交通擁塞疏解，包含17號州道/9號州道交流道	\$13.20M	\$0	\$13.20M
101號國道/25號州道交流道	\$46M	\$30.80M	\$76.80M
Calaveras Boulevard拓寬	\$0	\$9.60M	\$9.60M
Calaveras Boulevard拓寬 – 近期改善	\$3.80M	\$1.20M	\$5M
237號州道Middlefield Road的西行上匝道	\$6.30M	\$0	\$6.30M
101號國道交流道改善: San Antonio Rd. 至 Charleston Rd./ Rengstorff Ave.	\$7.32M	\$0	\$7.32M
101號國道南行/Trimble Rd./De La Cruz Blvd./中央高速道路交流 道改善	\$47M	\$550K	\$47.55M
101號國道南行雙線車道下匝道至87號州道南行	\$3M	\$0	\$3M
101號國道/Mabury Rd./Taylor St. 交流道施工	\$3M	\$0	\$3M
280號州際公路/Winchester Blvd. 交流道改善	\$20.57M	\$0	\$20.57M
87號州道技術基礎走廊改善 – (87號州道 Charcot 上匝道高乘載車 輛外環道路)	\$2.70M	\$0	\$2.70M
101號國道/Zanker Rd./Skyport Dr./Fourth St. 交流道改善	\$9M	\$9.47M	\$18.47M
101號國道/Blossom Hill Rd. 交流道改善	\$40.50M	\$1M	\$41.50M
Charcot 行人穿越道	\$27.50M	\$0	\$27.50M
237號州道/Mathilda Ave. 及 101號國道/Mathilda Ave. 交流道改善	\$21.30M	\$0	\$21.30M
101號國道/152號州道/10th Street 交流道改善	\$1M	\$3.60M	\$4.60M
US 101號國道/Shoreline Blvd 北行下匝道調整和公交專用道	\$5M	\$0	\$5M
101號國道/25號州道 聖特雷莎大道擴大	\$0	\$600K	\$600K
公路計畫管理/監督	\$400K	\$0	\$400K
總計	\$364.79M	\$72.06M	\$436.85M

縣高速公路 - \$54.3M total

前年度分配	\$50M
至2024年&2025年財政年度總分配	\$4.30M
總計	\$54.30M

85號州際公路 - \$21.12M total

前年度分配	\$14.50M
至2024年&2025年財政年度總分配	\$6.62M
總計	\$21.12M

公共交通運營 - \$112.78M total

公共交通運營	前年度分配	2024年財政年度分配	至2024年財政年度 總分配
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
總計	\$112.78M	\$18.78M	\$131.56M

行政費用- \$16M total

前年度分配	\$15.20M
至2024年財政年度總分配	\$1.50M
總計	\$16.70M



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

該圖展示了2016 Measure B 資金的一般三步撥款流程。第一步是撥款步驟，即VTA董事會每兩年一次在雙年度預算週期內撥款 2016 Measure B資金。第二步是授予發放階段，該階段將執行必要的協議並向受助機構撥付資金，用於支援特定專案。第三步是支出步驟，受助機構在此步驟中提交已完成活動產生的符合條件的費用發票，並申請2016 Measure B的報銷，從而產生支出。