



375 Beale Street, Suite
800
San Francisco, CA 94105

Meeting Agenda

Regional Measure 3 (RM3) Independent Oversight Committee

Chair- Brian David Shaw
Vice Chair- Pamela Kindig

Friday, May 31, 2024

1:00 PM

Board Room - 1st Floor

The Regional Measure 3 Independent Oversight Committee is scheduled to meet on
Friday May 31, 2024 at 1:00 p.m.

This meeting shall consist of a simultaneous teleconference call at the following location(s):
Commons B, 684 Benicia Drive, Santa Rosa, CA 95409

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/81708320456>
iPhone One-Tap: +16694449171,,81708320456# US
+16699006833,,81708320456# US (San Jose)

Join by Telephone (for higher quality, dial a number based on your current location) US:
888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)
Webinar ID: 817 0832 0456

International numbers available: <https://bayareametro.zoom.us/j/81708320456>
Detailed instructions on participating via Zoom are available at:
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<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances, there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

Clerk: Wally Charles

Roster

Brian David Shaw, Chair and Pamela Kindig, Vice-Chair

**Tim Ambrose, Steve Bridlebough, Kevin Hagerty, Frederick Arn Hanssson, William G. Jerry
Hayes, John Maitland, Anu Natarajan, and Joanne Webster.**

1. Call to Order / Roll Call / Confirm Quorum

A quorum of the Committee shall be a majority of its voting members (6).

2. Compensation Announcement (Clerk)

3. Welcome

4. Consent Calendar

4a. [24-0684](#) Minutes of the March 4, 2024 Meeting

Action: Board Approval

Attachments: [4a 24-0684 Minutes of the March 4, 2024 Meeting](#)

5. Information

5a. [24-0544](#) Regional Measure 3 Allocations and Expenditures Update

Update on Regional Measure 3 (RM3) allocations and expenditures to date.

Action: Information

Presenter: MTC Staff

Attachments: [5a 24-0544 Regional Measure 3 Allocations & Expenditures](#)

[5ai 24-0544 RM3 Capital Expenditure Plan Tracker](#)

[5aii 24-0544 Commission Allocation](#)

5b. [24-0685](#) Examples of Reports Produced by Peer Oversight Bodies

Action: Information

Presenter: MTC Staff

Attachments: [5b 24-0685 Peer Annual Report Examples](#)

[5bi 24-0685 AlamedaCTC IWC Annual Report](#)

[5bii 24-0685 VTA COC Annual Report.](#)

[5biii 24-0685 SamTrans Measure W COC Report.](#)

5c. [24-0686](#) Draft Table of Contents for RM3 Independent Oversight Committee Annual Report

Action: Information

Presenter: MTC Staff

Attachments: [5c_24-0686_Annual_Report_Draft_Table_of_Contents](#)
[5ci_24-0686_Annual_Report_Draft_TOC](#)

6. Public Comment

*Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6.*

7. Adjournment / Next Meeting

The next meeting of the RM3 Independent Oversight Committee will be held at a time and location to be duly noticed.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Título VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0684 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 5/7/2024 **In control:** Regional Measure 3 (RM3) Independent Oversight Committee

On agenda: 5/31/2024 **Final action:**

Title: Minutes of the March 4, 2024 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [4a 24-0684 Minutes of the March 4, 2024 Meeting](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the March 4, 2024 Meeting

Recommended Action:
Board Approval

Attachments:



Meeting Minutes - Draft

Regional Measure 3 (RM3) Independent Oversight Committee

Monday, March 4, 2024

1:00 PM

Board Room - 1st Floor

The Regional Measure 3 Independent Oversight Committee is scheduled to meet on Monday March 4, 2024 at 1:00 p.m.

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/89625883368>

iPhone One-Tap: US: +13462487799,,89625883368# US (Houston)
+12532050468,,89625883368# US

Join by Telephone (for higher quality, dial a number based on your current location) US:
888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)
Webinar ID: 896 2588 3368

International numbers available: <https://bayareametro.zoom.us/j/kcVuyvctA6>

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Clerk: Wally Charles

Roster

Tim Ambrose, David Bailey, Steve Bridlebough, Pamela Frisella, Kevin Hagerty, Frederick Arn Hansson, William G. Jerry Hayes, Pamela Kindig, Steve Lessler, John Maitland, Anu Natarajan, Brian David Shaw, and Joanne Webster.

1. Call to Order / Roll Call / Confirm Quorum

Present: 7 - Member Ambrose, Member Hagerty, Vice Chair Kindig, Member Hanson, Chair Shaw, Member Hayes and Member Birdlebough

Absent: 6 - Member Natarajan, Member Webster, Member Bailey, Member Frisella, Member Lessler and Member Maitland

2. Compensation Announcement (Clerk)

3. Welcome and Orientation - Theresa Romell

3a. [24-0359](#) Orientation

Action: Information

Presenter: Theresa Romell, (MTC)

Attachments: [3a. Welcome and Orientation-Theresa Romell](#)

[3ai Attach_A BATA-RES-0131_approved](#)

[3aii CA SHC 30914.7](#)

[3aiii CA SHC 30923](#)

4. Approval

4a. [24-0342](#) Regional Measure 3 Independent Oversight Committee Chair and Vice Chair

Nomination and Election of the Chair and Vice Chair of the Regional Measure 3 Independent Oversight Committee

Action: Approval

Presenter: Theresa Romell, MTC

Attachments: [4a. Summary Sheet RM3IOC Chair and ViceChair Elections](#)

Upon the motion by Committee Member Birdlebough and seconded by Committee Member Ambrose, Nomination and Election of Chair Brian Shaw and Vice Chair Pamela Kindig of the Regional Measure 3 Independent Oversight Committee was approved. The motion carried by the following vote:

Aye: 7 - Member Ambrose, Member Hagerty, Vice Chair Kindig, Member Hanson, Chair Shaw, Member Hayes and Member Birdlebough

Absent: 6 - Member Natarajan, Member Webster, Member Bailey, Member Frisella, Member Lessler and Member Maitland

5. Information

5a. [24-0321](#) Regional Measure 3 Program Overview

Action: Information

Presenter: Craig Bosman, MTC

Attachments: [5a. Presentation intro](#)
[5ai AttachA-Presentation](#)

5b. [24-0343](#) Background on Regional Measure 3 & Expenditures to Date

Brief history of RM3 and overview of first MTC Annual Report to the
Legislature

Action: Information

Presenter: Craig Bosman, MTC and Derek Hansel, MTC

Attachments: [5b. Background on Regional Measure 3 & Expenditures to Date](#)
[5bi Attachment A RM3 Annual Report](#)
[5bii RM3 Capital Expenditure Plan Tracker](#)
[5biii Commission Allocation](#)

6. Public Comment

7. Adjournment / Next Meeting

The next meeting of the RM3 Independent Oversight Committee will be held at a time
and location to be duly noticed.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0544 Version: 1 Name:

Type: Report Status: Informational

File created: 4/5/2024 In control: Regional Measure 3 (RM3) Independent Oversight Committee

On agenda: 5/31/2024 Final action:

Title: Reigonal Measure 3 Allocations and Expenditures Update

Update on Regional Measure 3 (RM3) allocations and expenditures to date.

Sponsors:

Indexes:

Code sections:

Attachments: [5a 24-0544 Regional Measure 3 Allocations & Expenditures](#)
[5ai 24-0544 RM3 Capital Expenditure Plan Tracker](#)
[5aii 24-0544 Commission Allocation](#)

Date	Ver.	Action By	Action	Result
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Subject:
 Reigonal Measure 3 Allocations and Expenditures Update

Update on Regional Measure 3 (RM3) allocations and expenditures to date.

Presenter:
 MTC Staff

Recommended Action:
 Information
 Attachments:

Regional Measure 3 Independent Oversight Committee

May 31, 2024

Agenda Item 5a

Regional Measure 3 Allocations and Expenditures Update

Subject:

Update on Regional Measure 3 (RM3) allocations and expenditures to date.

Background:

At the March 4th meeting, staff presented an update on the RM3 revenue collection through December 31, 2024 and allocations, and expenditures through February 29, 2024. Today's committee item includes recent updates to revenue collection, allocations, and expenditures.

Revenue Collection

Through March 31, 2024, RM3 has generated over \$800 million. For the second quarter of this fiscal year—January 1 through March 31, 2024, RM3 generated \$51.7 million. Additionally, SHC Section 30914.7(c) provides that, to the extent that funds made available for the ferry component of the RM3 operating program are not requested for expenditure by the San Francisco Bay Area Water Emergency Transportation Authority (“WETA”) in a given year, the funds will be held in a reserve account, until such time that WETA requests these funds for an operating or capital purpose. As of March 31, 2024, the WETA Operating Reserve amount was approximately \$70 million.

Allocations and Expenditures to Date

At the March 4th IOC meeting, staff reported on allocations and expenditures through February 2024. In March, April, and May 2024, the Commission approved \$560 million in new capital. Additional operating allocations were made in March 2024.

While the RM3 operating program tends to be allocated across limited actions per fiscal year, capital allocations are made on a rolling basis. Attachment B, Capital Allocations and Expenditures, provides an overview of the capital allocations made to date. Each listed RM3 project receives its own MTC allocating resolution, and some sub-projects also receive their own allocating resolution. To date, staff tends to propose all capital allocations for a given month as one item to the MTC Programming and Allocations Committee, which considers such items

before referring to the Commission for approval. Attachment C, Index of Commission Allocation Actions, breaks down the Commission meetings featuring RM3 allocations by month, and includes links to where the staff reports and allocating resolutions can be viewed.

As of May 2024, the RM3 capital program has made a total of \$1.46 billion in allocations, and \$131 million has been reimbursed to project sponsors. The RM3 operating program has made a total of \$41.2 million in allocations and has disbursed \$30.4 million to project sponsors.

Issues:

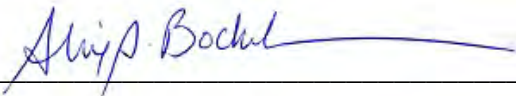
None.

Recommendation:

Information only.

Attachments:

- Attachment A: Capital Allocations and Expenditures
- Attachment B: Index of Commission Allocation Actions



Alix Bockelman

Regional Measure 3 Capital Expenditure Plan (Through May 2024)

Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/ Implementing Agency ^{1,2}	LONP Issued ³ (\$M)	Allocated Amount ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date ⁴
1	BART Expansion Cars	\$ 500	BART		\$ 500.0	4636	4/24/2024
2	Bay Area Corridor Express Lanes	\$ 317	MTC				
2.1	<i>I-80 Express Lanes in Solano County</i>		STA	\$ 70.4	\$ 70.4	4591	6/26/2023
2.2	<i>I-80 Express Lanes in Solano County (Toll System)</i>	\$ 102	BAIFA	\$ 31.3	\$ 31.3	4592	3/27/2024
2.3	<i>I-680 Southbound Express Lanes in Alameda County</i>	\$ 80	ACTC	\$ 80.0	\$ 80.0	4597	7/26/2023
2.4	<i>US 101 Express Lanes: I-380 to Santa Clara County Line</i>	\$ 75	SMCTA				
2.X	<i>Reserve</i>	\$ 60	MTC				
3	Goods Movement and Mitigation	\$ 160	MTC/ACTC				
3.1	<i>GoPort 7th St Grade Separation East</i>	\$ 55	ACTC	\$ 55.0	\$ 55.0	4598	7/26/2023
3.2	<i>Railroad Safety Enhancement Program</i>	\$ 25	ACTC				
3.3	<i>Neighborhood and Railroad Safety Improvements Near the Port of Oakland</i>	\$ 55	City of Oakland				
3.X	<i>Remaining GoPort projects</i>	\$ 25					
4	San Francisco Bay Trail / Safe Routes to Transit	\$ 150	MTC				
5	Ferry Enhancement Program	\$ 300	WETA				
5.1	<i>Mission Bay Ferry Landing</i>	\$ 25	WETA	\$ 25.0	\$ 0.7	4614	11/22/2023
5.2	<i>Shoreline Electrical Program</i>		WETA		\$ 0.8	4614	3/27/2024
6	BART to San Jose Phase 2	\$ 375	VTA				
7	Sonoma-Marin Area Rail Transit (SMART)	\$ 40	SMART	\$ 5.0			
8	Capitol Corridor	\$ 90	CCJPA				
9	Caltrain Downtown Extension	\$ 325	TJPA		\$ 100.7	4612	11/22/2023
10	Muni Fleet Expansion & Facilities	\$ 140	SFMTA				
10.1	<i>Potrero Modernization Project</i>		SFMTA		\$ 3.5	4615	12/20/2023
10.2	<i>Light Rail Vehicle (LRV) Procurement</i>		SFMTA		\$ 6.5	4615	1/24/2024
10.3	<i>40'/60' hybrid buses</i>		SFMTA		\$ 27.0	4615	1/24/2024
10.4	<i>Kirkland Electrification</i>		SFMTA		\$ 3.8	4615	2/28/2024
10.5	<i>Battery Electric Bus procurement</i>		SFMTA		\$ 2.38	4615	2/28/2024
10.6	<i>Presidio Yard Modernization</i>		SFMTA		\$ 12.95	4615	3/27/2024
11	Core Capacity Transit Improvements	\$ 140	MTC/ACTC/AC Transit				
12	AC Transit Rapid Bus Corridor Improvements	\$ 100	AC Transit/ACTC				

Regional Measure 3 Capital Expenditure Plan (Through May 2024)

Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/ Implementing Agency ^{1,2}	LONP Issued ³ (\$M)	Allocated Amount ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date ⁴
12.1	<i>Telegraph Rapid</i>		AC Transit		\$ 2.7	4613	11/22/2023
12.2	<i>Quick Build Transit Priority Projects</i>		AC Transit		\$ 1.5	4613	12/20/2023
13	Transbay Rail Crossing	\$ 50	BART				
14	Tri-Valley Transit Access Improvements	\$ 100	MTC /tdb				
15	Eastridge to BART Regional Connector	\$ 130	VTA		\$ 130.0	4596	7/26/2023
16	San Jose Diridon Station	\$ 100	VTA	\$ 30.0	\$ 30.0	4608	10/25/2023
17	Dumbarton Corridor Improvements	\$ 130	BATA/ACTC/ SMCTD/SMCTA				
18	Highway 101/ State Route 92 Interchange	\$ 50	C/CAG/ SMCTA				
18.1	<i>101/92 Area Improvements Project</i>		SMCTA	\$ 0.025	\$ 19.3	4635	3/27/2024
18.2	<i>101/92 Direct Connector Project</i>		SMCTA	\$ 2.0	\$ 2.0	4599	7/26/2023
19	Contra Costa I-680/SR-4 Interchange Improvements	\$ 210	CCTA				
19.1	<i>I-680/SR-4 Interchange Improvement Phase 1 and 2A</i>	\$ 210	CCTA	\$ 8.0	\$ 13.0	4586	6/26/2023
19.2	<i>I-680/SR-4 Interchange Improvement - Trail Connection Feasibility Study</i>	\$ 1	CCTA		\$ 0.5	4586	3/27/2024
20	Highway 101-Marin/Sonoma Narrows	\$ 120	TAM/SCTA				
20.1	<i>Marin Segment</i>	\$ 88	TAM	\$ 88.0	\$ 88.0	4593	6/26/2023
21	Solano County I-80/I-680/SR-12 Interchange Project	\$ 133	STA	\$ 18.6			
21.1	<i>Solano County I-80/I-680/SR-12 Interchange Project (Package 2)</i>		STA		\$ 3.7	4594	12/20/2023
21.2	<i>Solano County I-80/I-680/SR-12 Interchange Project (Package 5)</i>		STA		\$ 10.0	4594	12/20/2023
22	Interstate 80 Westbound Truck Scales	\$ 105	STA	\$ 5.3	\$ 30.7	4595	6/26/2023
23	State Route 37 Improvements	\$ 100	TAM/NVTA/STA/SCTA				
23.1	<i>SR 37 and Fairgrounds Drive Interchange</i>	\$ 15	STA		\$ 15.0	4602	7/26/2023
23.2	<i>Interim Segment B - PAED & PS&E</i>	\$ 20	SCTA/MTC	\$ -	\$ 5.6	4607	4/24/2024
23.3	<i>Hwy 37/121 Improvements - PAED</i>	\$ 4	SCTA				
23.4	<i>Segments A1 & A2 Levee Study</i>	3	TAM				
23.5	<i>Segment A & B Improvements</i>	\$ 58	SCTA/TAM				
24	San Rafael Transit Center	\$ 30	GGBHTD				

Regional Measure 3 Capital Expenditure Plan (Through May 2024)

Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/ Implementing Agency ^{1,2}	LONP Issued ³ (\$M)	Allocated Amount ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date ⁴
25	Richmond-San Rafael Bridge Access Improvements	\$ 210	BATA/CCTA/TAM				
25.1	<i>US-101/I-580 Direct Connector</i>	\$ 135	TAM	\$ 5.6	\$ 7.8	4606	10/25/2023
25.2	<i>I-580 Richmond Parkway Interchange Operational Improvements</i>	\$ 7	BATA/CCTA		\$ 0.95	4631	2/28/2024
25.3	<i>Cutting Boulevard Transit Improvements</i>	\$ 3	BATA		\$ 0.45	4632	2/28/2024
26	North Bay Transit Improvements	\$ 100	MTC				
26.1	<i>Vine Transit Maintenance Facility</i>	\$ 20	NVTA	\$ 20.0	\$ 20.0	4584	6/26/2023
26.2	<i>Solano Rail Hub</i>	\$ 2	STA		\$ 2.0	4584	7/26/2023
26.3	<i>County Connection Bus Replacements</i>	\$ 5	CCCTA		\$ 5.0	4584	9/27/2023
26.4	<i>ECCTA Hydrogen Fuel</i>	\$ 3.5	ECCTA		\$ 0.30	4584	5/22/2024
26.5	<i>Windsor Extension - Windsor High School Undercrossing</i>	\$ 2.8	SMART		\$ 2.8	4584	5/22/2024
26.6	<i>Bus Replacement</i>	\$ 3.17	ECCTA				
26.X	<i>Solano Projects TBD</i>	\$ 18	STA				
26.X	<i>Contra Costa Projects TBD</i>	\$ 8	CCTA				
26.X	<i>Sonoma Projects TBD</i>	\$ 17	SCTA				
26.X	<i>Marin Projects TBD</i>	\$ 20	TAM				
27	State Route 29	\$ 20	NVTA	\$ 20.0	\$ 20.0	4583	6/26/2023
28	Next-Generation Clipper Transit Fare Payment System	\$ 50	MTC	\$ 30.0	\$ 50.0	4609	11/22/2023
29	I-680/I-880/Route 262 Freeway Connector	\$ 15	ACTC	\$ 10.0	\$ 10.0	4601	7/26/2023
30	I-680/SR 84 Interchange Reconstruction Project	\$ 85	ACTC	\$ 85.0	\$ 85.0	4600	7/26/2023
31	I-80 Transit Improvements	\$ 25	CCTA				
32	Byron Highway Vasco Road Airport Connector	\$ 10	CCTA				
33	Vasco Road Safety Improvements	\$ 15	CCTA				
34	East Contra Costa County Transit Intermodal Center	\$ 15	CCTA				
34.1	<i>Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4</i>	\$ 13	CCTA	\$ 13.0	\$ 14.0	4585	1/24/2024
35	I-680 Transit Improvements	\$ 10	CCTA				

Regional Measure 3 Capital Expenditure Plan (Through May 2024)

Project No.	Project Title^{1,2}	Funding Amount (\$M)	Project Sponsor/ Implementing Agency^{1,2}	LONP Issued³ (\$M)	Allocated Amount⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date⁴
35.1	<i>Martinez Amtrak Station Shared Mobility Hub</i>				\$ 0.48	4641	5/22/2024
Total		\$ 4,450		\$ 602.1	\$ 1,465.4		

Notes

- 1 For full legislated project description and project sponsor language, please refer to California Streets and Highways Code Section 30914.7, https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=SHC§ionNum=30914.7.
- 2 Sub-projects are indicated with shading. Sub-project designation has been made under MTC Res. No. 4411 for MTC/BATA/BAIFA sponsored programmatic categories, and/or under MTC Res. No. 4412 for LONPs, and/or in allocating resolutions. Project 23 subprojects are as agreed upon by SR 37 Policy Committee, which includes representatives from the four project sponsor county transportation authorities.
- 3 LONPs have been issued under MTC Res. No. 4412

Regional Measure 3 Independent Oversight Committee

May 31, 2024

Agenda Item 5a Attachment B

Regional Measure 3 and Expenditures to Date: March 2024 through May 2024

Index of Commission Allocation Actions

Operating Program

Commission Allocation Actions

March 2024 (RM3 Total: \$8,349,827):

MTC Resolution Nos. 4625, Revised and 4626, Revised. Approval of revisions to the FY2023-24 Regional Measure 3 (RM3) Operating Program and allocation of FY2023-24 RM3 Operating Program funds to support express bus operations.

<https://mtc.legistar.com/gateway.aspx?M=F&ID=785c630d-d483-4a34-a391-647d88d7f7f7.pdf>

Delegated Authority Actions

April 2024 (RM3 Total: \$678,760):

MTC Resolution No. 3620, Revised, adopted by the Commission in March 2004, allows the Executive Director to make administrative allocations of local funds (including RM3) up to \$1 million. In April 2024, the Executive Director approved one such allocation.

Capital Program

Commission Allocation Actions

March 2024:

MTC Resolution Nos. 4586, Revised; 4592, Revised; 4614, Revised; 4615, Revised; and 4635. Allocation of \$49.9 million in Regional Measure 3 (RM3) capital funds to Contra Costa Transportation Authority (CCTA), Bay Area Infrastructure Financing Authority (BAIFA), Water Emergency Transportation Authority (WETA), San Francisco Municipal Transportation Agency (SFMTA), and San Mateo County Transportation Authority (SMCTA). \$0.5 million to CCTA

for the I-680/SR-4 Interchange Improvements - Trail Connection Feasibility Study (RM3 Project #19.2), \$16.7 million to BAIFA under the Bay Area Corridor Express Lanes program for the I-80 Express Lanes Toll System (RM3 Project #2.2), \$0.84 million to WETA under the Ferry Enhancement Program for the Shoreline Electrical Program (RM3 Project #5.2), \$12.6 million to SFMTA under MUNI Fleet Expansion and Facilities Projects for the Presidio Yard Modernization Project (RM3 Project #10.6), and \$19.3 million to SMCTA for Highway 101/State Route 92 Interchange Area Improvements (RM3 Project #18.1).

<https://mtc.legistar.com/View.ashx?M=F&ID=12778911&GUID=DFCCFDD0-1200-4398-B141-AA9DC87E5F6C>

April 2024:

MTC Resolution Nos. 4607, Revised and 4636. Allocation of \$500 million in RM3 capital funds to San Francisco Bay Area Rapid Transit District (BART) and allocation amendment of \$5.6 million in Regional Measure 3 (RM3) capital funds for the SR-37 Sears Point to Mare Island Improvement Project

<https://mtc.legistar.com/View.ashx?M=F&ID=12864544&GUID=E99174CF-CCE2-45B3-93EE-A1E7FA61E9FA>

May 2024:

MTC Resolution Nos. 4584, Revised; and 4641. Allocation of \$3.58 million in Regional Measure 3 (RM3) capital funds to Eastern Contra Costa Transit Authority (ECCTA), Sonoma–Marin Area Rail Transit (SMART) and Contra Costa Transportation Authority (CCTA). 1) North Bay Transit Improvements—\$0.30 million to ECCTA for the Hydrogen Fueling Station (RM3 Project #26.4) and \$2.8 million to SMART for the Windsor Extension - Windsor High School Undercrossing Project (RM3 Project #26.5); and 2) I-680 Transit Improvements—\$0.48 million to CCTA for the Martinez Amtrak Station Shared Mobility Hub (RM3 Project #35.1).

<https://mtc.legistar.com/LegislationDetail.aspx?ID=6658288&GUID=16169D2E-4A23-4B32-9FEE-9789593585B9&Options=&Search=>

Delegated Authority Actions

April 2024:

MTC Resolution No. 3620, Revised, adopted by the Commission in March 2004, allows the Executive Director to make administrative allocations of local funds (including RM3) up to \$1 million. In April 2024, the Executive Director approved a correction to a prior allocation under this authority.

Prior Indices of Commission Allocation Actions:

March 4, 2024 IOC Item 5b:

<https://mtc.legistar.com/View.ashx?M=F&ID=12721363&GUID=03EC0E77-71F3-426E-925A-14B2F80F753C>



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-0685 Version: 1 Name:

Type: Report Status: Informational

File created: 5/7/2024 In control: Regional Measure 3 (RM3) Independent Oversight Committee

On agenda: 5/31/2024 Final action:

Title: Examples of Reports Produced by Peer Oversight Bodies

Sponsors:

Indexes:

Code sections:

Attachments: [5b_24-0685_Peer Annual Report Examples](#)
[5bi_24-0685_AlamedaCTC IWC Annual Report](#)
[5bij_24-0685_VTA COC Annual Report.](#)
[5biii_24-0685_SamTrans Measure W COC Report.](#)

Date	Ver.	Action By	Action	Result
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Subject:
Examples of Reports Produced by Peer Oversight Bodies

Presenter:
MTC Staff

Recommended Action:
Information
Attachments:

Regional Measure 3 Independent Oversight Committee

May 31, 2024

Agenda Item 5b

Examples of Reports Produced by Peer Oversight Bodies

Subject:

Examples of Annual Reports produced by the Alameda County Transportation Commission (Alameda CTC) Independent Watchdog Committee, the Santa Clara Valley Transportation Authority (VTA) Measure B Citizens Oversight Committee, and the San Mateo County Transit District (SamTrans) Measure W Citizens' Oversight Committee.

Background:

At the March 4th meeting, IOC members requested information on oversight models to guide the development of the RM3 IOC Annual Report. To this end, staff have identified two peer oversight bodies in the region and have included their most recent annual reports as attachments to this item. The Alameda CTC Independent Watchdog Committee informs Alameda County citizens about Alameda Measure B and Measure BB. The VTA Measure B Citizens Oversight Committee monitors and informs Santa Clara County residents of how Measure B money is being spent. The SamTrans Measure W Citizens' Oversight Committee ensures the Measure W proceeds are expended as set forth in the ballot language by reporting on an annual audit.

Oversight bodies are typically structured based on the authority described in legislation and reports will vary depending on statutory purview. A key distinction for the RM3 IOC is that the statute requires the Committee to submit an annual report to the legislature, separate from the additional requirement that the Bay Area Toll Authority submit an annual report on RM3 projects and programs. The RM3 IOC report is an opportunity to provide the Legislature with additional insight into the RM3 program. The sample reports attached to this item are broadly structured in a way that staff believe could serve as examples for the Committee's Annual Report.

Issues:

None.

Recommendation:

Information only.

Attachments:

Attachment A: Alameda CTC 21st Annual Independent Watchdog Committee Report to the Public FY 2021-22

Attachment B: VTA 2016 Measure B Citizens' Oversight Committee Annual Report FY 2022

Attachment C: SamTrans Report of the Measure W Citizens' Oversight Committee



Alix Bockelman



21st Annual Independent Watchdog Committee Report to the Public FY2021-22

Table of Contents

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- Summary of Expenditures . . . 1
- FY2021-22 IWC Findings . . . 2**
- Financials At-a-Glance 3
- Measure B and Measure BB Funded Named Capital Projects 7
- Independent Watchdog Committee Activities 10
- Performance Data Trends . . 12

Measure B and Measure BB Sales Tax Activities

In November 2000, Alameda County voters approved Measure B, which extended the County's 1986 half-cent transportation sales tax to 2022 and set forth a 20-year Expenditure Plan to enhance the County's transportation system. Measure B also established a Citizens Watchdog Committee (CWC) to review all Measure B expenditures for compliance with the Expenditure Plan.

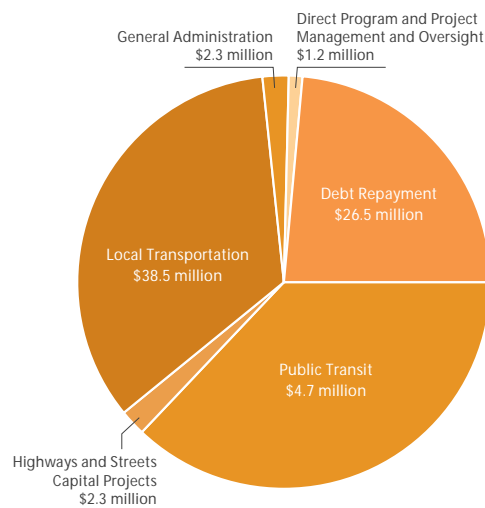
In November 2014, Alameda County voters approved Measure BB, which increased the County's half-cent transportation sales tax to one full cent, extended the tax through 2045 and set forth a 30-year Expenditure Plan for essential transportation improvements throughout the County.

The 2014 Measure BB established an Independent Watchdog Committee (IWC) that reports its findings annually to the public to ensure appropriate use of sales tax funds and provides oversight by reviewing Measure B expenditures and Measure BB expenditures and performance measures. The IWC replaced and assumed responsibility for CWC activities in July 2015. The IWC does not opine on other funds the Alameda CTC manages and/or programs. This 21st annual report reviews expenditures and IWC activities during the fiscal year ended June 30, 2022 (FY2021-22).

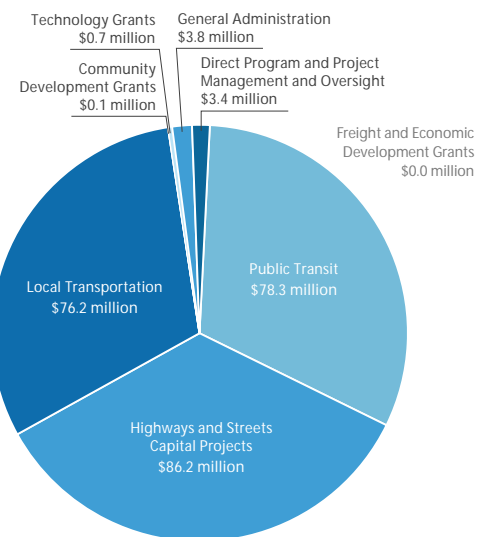
SUMMARY OF Revenues and Expenditures

Alameda CTC is responsible for administering the Measure B and Measure BB transportation sales tax measures. In FY2021-22, Measure B revenues for Alameda CTC totaled \$144.1 million, and audited expenditures totaled \$112.5 million. Measure BB revenues totaled \$241.8 million, and audited expenditures totaled \$248.5 million in FY2021-22. Key expenditures include named capital projects, direct local distributions (DLDs) to local jurisdictions, and discretionary grant programs. Alameda CTC was able to spend \$6.7 million more than it received because of unspent prior year funds. Measure B revenue collection officially ended on March 31, 2022, and thus Measure B revenues are significantly less than Measure BB revenues for FY2021-22.¹

¹ Measure BB utilized sales tax funds received in prior years to pay for expenditures.



FY2021-22 Measure B
Named Capital Project, DLD, and
Discretionary Grant Program Expenditures



FY2021-22 Measure BB
Named Capital Project, DLD, and Discretionary
Grant Program Expenditures

Independent Watchdog Committee

Findings and Recommendations FY2021-22

The Independent Watchdog Committee (IWC) continues to be deeply concerned about the Alameda CTC. Last year, we reported that "Given the limited performance measures which have been adopted by the Commission, the IWC finds it difficult to offer an opinion as to the overall effectiveness of the DLD program expenditures." We are still unable to make a determination about the overall effectiveness of the DLD expenditures: yes, the DLD recipients are following the rules, answering our questions, and spending the money appropriately. But without assessing the benefits of these expenditures, we won't know how useful these projects are to our residents and communities. We have instead paid closer attention to and included performance metrics in this report and continued to ask many questions of the DLD recipients. There is still more work to do to ensure that the expenditures are effective.

This Report primarily addresses Fiscal Year 2021-22, which was still in the midst of the COVID-19 pandemic. All transit services were still undergoing significant ridership losses, leading to the so-called "Fiscal Cliff" which is much in current news. But transit agencies need to start planning and movement for recovery and/or changes, and some are being more recalcitrant than others. Bailouts are not the only solution. We also recognize that construction projects languished during pandemic circumstances, but these seem to be recovering after the "Atmospheric River" storms of early 2023. The pothole situation has worsened considerably from recent deluges, but even before recent events, the Pavement Condition Index (PCI), used as the major metric for Local Streets & Roads expenditures, has been on a downward trend.

We appreciate that Alameda CTC staff has requested DLD recipients to report more thoroughly as to how their projects improve safety for pedestrians, cyclists, and auto users. The soon-to-be-completed Iron Horse Trail Overcrossing on Dublin Boulevard strikes us as a constructive use of sales tax funds for a long-desired Active Transportation project in coordination with other jurisdictions, and the City of Alameda has been exemplary in its transparency and innovation. In contrast, others seem to resist accountability in their documentation. The IWC believes that there should be more regular public reporting and detail as to how – or even whether – "improvements" in the High Injury Network (HIN) are achieving their desired goal. According to Alameda CTC staff, 65% of pedestrian collisions and 59% of bike collisions occur on just 4% of Countywide HIN roads. "Safety First" needs more Safety!

We are encouraged by the Commission's attention to Equity matters under Chair Bauters with the wonderful acronym of JEDI (Justice, Equity, Diversity, and Inclusion), which was approved in the past year. But "you can only succeed at what you measure." We look forward to the development of internal and external metrics for monitoring this worthy program. How, for example, will sales-tax recipients (i.e., the County, cities, and transit agencies) be held accountable?

IWC members are also concerned about the delay in multiple named projects that were supposed to be highlights

of the 2014 Measure BB ballot measure and its Transportation Expenditure Plan (TEP), but have not made expected progress. Some have not even undergone Environmental Review, nearly ten years later – do they still remain desirable, especially under post-pandemic "new normal" mobility conditions? We are still awaiting a follow-up report to the Commission on this issue. Do such projects remain relevant given the urgent impact of emissions from fossil-fuel-powered vehicles on our climate and other environmental, societal and economic realities?

We also note that the Paratransit Advisory and Planning Committee (PAPCO) has expressed concern about the levels of reserves held by some jurisdictions, sometimes as much as a full year or more of funding that is available for services to seniors and people with disabilities. PAPCO has requested a mid-year "check-in" about these spending and service levels, and IWC members will be listening.

The TEPs for both Measure B and Measure BB set a cap on the level of administrative expenditures, basically intended as a surrogate for agency efficiency and effectiveness. Alameda CTC has respected this limitation, but the overall trendline of expenses is upward. The IWC and the Public should monitor this voter-imposed metric.

The IWC is pleased to announce that we have made some significant changes to the format of this Report. We hope that they make our documentation more useful and understandable to local residents who use and pay for the countywide transportation system, and we invite your feedback at IndependentWatchdog@AlamedaCTC.org. We have moved our Findings and Recommendations up front to Page 2 of the Report. We have added some graphs on the last page to show recent trendlines – both pre- and during Pandemic – for key metrics that the IWC monitors. And we have correlated the map on Page 7, and the Tables on the two pages following, to identify the "Named Capital Projects," and their status with dedicated funding from both Measure B and Measure BB.

To its credit, Alameda County was one of the very first "self-help" counties, where residents voted to tax themselves to help pay for transportation improvements they wanted. But the process, and its outcomes, is not very nimble or responsive to change, and other counties have benefitted from the evolution of our learning curve. Development of the next iteration of our local sales tax will need careful scrutiny. We urge the Public to be attentive. The adopted "Performance Measures" for reported Measure BB formula funds are due to be updated by 2026. It is not too early to think about needed improvements.

Finally, the IWC not only reports to the Public, but we are also supposed to represent you. We have multiple vacancies on our Committee as noted on Page 11 of this Report, and we welcome additional thoughtful participation. Please contact IndependentWatchdog@AlamedaCTC.org for information about how to apply to become a member, and anything else in this Report. Thank you for your interest in Alameda County transportation.

Alameda CTC Financials At-a-Glance

The IWC reviews Alameda CTC 2000 Measure B and 2014 Measure BB expenditures, which are primarily for transportation capital projects, DLDs, and discretionary grant programs. These expenditures also include general administration, and all are subject to an independent audit.

The Alameda CTC Annual Comprehensive Financial Report ("Audited Financial Statements") for the year ended June 30, 2022 is available here: AlamedaCTC.org/ACFR.

Named Capital Projects

Alameda CTC allocates approximately 40 percent of Measure B and 35 percent of Measure BB funds to specific capital projects named in the expenditure plans. The sales tax revenues will be allocated over the life of the program to ultimately achieve the percentage split (60-40 or 65-35) approved by voters in the Measures B and BB Expenditure Plans.

DLD and Discretionary Grant Programs for Local Jurisdictions

Alameda CTC allocates approximately 60 percent of Measure B and 65 percent of Measure BB funds on a monthly basis by formula to local jurisdictions and transit operators for ongoing maintenance, operations and small infrastructure or capital projects, and through competitive, discretionary grants paid on a reimbursement basis, as approved by voters in the 2000 and 2014 Transportation Expenditure Plans, for the following categories:

- **Local Streets and Roads:** All cities and the County receive allocations for local transportation improvements, including street maintenance and repairs. Jurisdictions use these flexible Measure B and Measure BB funds to meet their locally determined transportation priorities.
- **Mass Transit:** Transit systems ACE, AC Transit, BART, LAVTA, Union City Transit and WETA receive allocations for operations and/or maintenance.
- **Special Transportation for Seniors and People with Disabilities:** Funds are allocated to support paratransit under the Americans with Disabilities Act (ADA) and other transportation programs for older adults and people with disabilities.
- **Bicycle and Pedestrian Safety Funds:** All cities and the County receive these funds for bicycle and pedestrian plans, programs and capital projects.
- **Other Discretionary Grants:** Funds are allocated for freight and economic development, community development and technology projects.

Refer to the notes on page 5 for more detail.

Measure B Expenditures

In FY2021-22, audited expenditures for Measure B totaled \$112.5 million.

Alameda CTC FY2021-22 Measure B Audited Expenditures

(\$ in millions rounded)

Public Transit	\$41.7
Direct Local Distributions - Transit Service	\$28.5
Direct Local Distributions - Paratransit	12.1
Express Bus Grants	0.2
Paratransit Grants	0.9
Public Transit Capital Projects	-
Highways and Streets Capital Projects	2.3
Local Transportation	38.5
Direct Local Distributions - Local Streets and Roads	30.0
Direct Local Distributions - Bicycle and Pedestrian	5.0
Bicycle and Pedestrian Grants	3.5
Transit Center Development Grants	-
Local Transportation Capital Projects	-
General Administration	2.3
Direct Program and Project Management and Oversight	1.2
Debt Repayment	26.5
Total:	\$112.5

Alameda CTC issued \$137.1 million of Measure B Sales Tax Revenue Bonds in March 2014 to bridge a short-term funding gap that existed while many large capital projects in the Expenditure Plan were being completed. Repayment of the debt was deferred until March 2017, when the first principal payment was made. In FY2021-22, the bonds incurred \$26.5 million of costs (principal and interest) related to annual debt repayment for the fiscal year. The final debt service payment for the bonds was made in March 2022. Details related to the debt are in the official statement: [AlamedaCTC.org/Bonds](https://www.alamedactc.org/Bonds)

Measure BB Expenditures

In FY2021-22, audited expenditures for Measure BB totaled \$248.5 million.

Alameda CTC FY2021-22 Measure BB Audited Expenditures

(\$ in millions rounded)

Public Transit	\$78.3
Direct Local Distributions - Transit Service	\$49.5
Direct Local Distributions - Paratransit	20.7
Transit Operations, Maintenance, and Safety	0.3
Paratransit Grants	0.2
Public Transit Capital Projects	7.6
Highways and Streets Capital Projects	86.2
Local Transportation	76.2
Direct Local Distributions - Local Streets and Roads	45.9
Direct Local Distributions - Bicycle and Pedestrian	6.9
Bicycle and Pedestrian Grants	(0.3)
Local Transportation Capital Projects	23.7
Freight and Economic Development Grants	-
Community Development Grants	(0.1)
Technology Grants	0.7
General Administration	3.8
Direct Program and Project Management and Oversight	3.4
Total:	\$248.5



International Walk and Roll to School Day, Walters Jr. High School, Fremont

The following notes refer to the tables on pages 3-4.

¹ The tables on pages 3-4 reflect total Measure B and Measure BB funds reported by agency/jurisdiction. Revenue and expenditure figures may vary due to rounding.

² These communities receive paratransit services through an adjoining jurisdiction.

³ Audited financial statements for the City of Union City are pending.

Note on tables on pages 3-4: In accordance with the 2000 Measure B Expenditure Plan and 2014 Measure BB Expenditure Plan, Alameda CTC allocates funds for named capital projects, such as highway improvements or transit projects, and other discretionary transportation grants (paid on a reimbursement basis), and distributes funds for local streets and roads maintenance, mass transit, paratransit, and bicycle and pedestrian safety programs on a monthly, formula basis to the cities, the County and transit operators. Refer to note 2 on page 8 for the program allocation percentage split.

As stated earlier, 60% of Measure B and 65% of Measure BB is allocated directly to local jurisdictions (DLDs). Measure B and Measure BB DLD recipients are required to provide audited financial statements and compliance reports to document revenues received (including interest) and expenditures incurred each fiscal year. See: [AlamedaCTC.org/funding/compliance-reports](https://www.alamedactc.org/funding/compliance-reports)



Ed Roberts Campus, Oakland

FY2021-22 Measure B Direct Local Distributions (DLDs) for All Programs

Program compliance reports submitted by Measure B DLD fund recipients reported \$73.8 million in expenditures during FY2021-22. (See table below for details by recipient.) For more information about DLD program expenditures and fund balances, See: AlamedaCTC.org/DLD-Program-Compliance

Agency/Jurisdiction ¹	Bike/Ped	Local Streets	Transit	Paratransit	Total Measure B
AC Transit	\$0	\$0	\$28,460,260	\$6,814,659	\$35,274,919
BART	\$0	\$0	\$0	\$1,999,286	\$1,999,286
LAVTA	\$0	\$0	\$925,844	\$169,176	\$1,095,019
WETA	\$0	\$0	\$98,037	\$0	\$98,037
ACE	\$0	\$0	\$1,979,613	\$0	\$1,979,613
ACPWA	\$57,416	\$1,622,066	\$0	\$0	\$1,679,482
City of Alameda	\$350,415	\$1,819,510	\$0	\$200,164	\$2,370,089
City of Albany	\$11,671	\$547,108	\$0	\$33,610	\$592,389
City of Berkeley	\$182,727	\$2,596,514	\$0	\$370,307	\$3,149,548
City of Dublin ²	\$64,366	\$530,455	\$0	\$0	\$594,821
City of Emeryville	\$8,226	\$45,708	\$0	\$100,696	\$154,630
City of Fremont	\$448,223	\$2,076,780	\$0	\$511,259	\$3,036,262
City of Hayward	\$800,559	\$304,698	\$0	\$1,127,007	\$2,232,264
City of Livermore ²	\$207,617	\$1,361,261	\$0	\$0	\$1,568,878
City of Newark	\$264,600	\$310,335	\$0	\$235,224	\$810,159
City of Oakland	\$1,709,927	\$7,566,581	\$0	\$1,017,281	\$10,293,789
City of Piedmont ²	\$31,140	\$489,478	\$0	\$0	\$520,618
City of Pleasanton	\$12,248	\$950,000	\$0	\$112,603	\$1,074,851
City of San Leandro	\$272,035	\$2,416,033	\$0	\$163,901	\$2,851,969
City of Union City ³	\$339,361	\$1,330,419	\$456,213	\$332,303	\$2,458,296
Total	\$4,760,531	\$23,966,946	\$31,919,967	\$13,187,476	\$73,834,920

¹ This table reflects total Measure B funds reported by agency/jurisdiction. Revenue and expenditure figures may vary due to rounding.

² These communities receive paratransit services through an adjoining jurisdiction.

³ Audited financial statements for the City of Union City are pending.

Notes: The 2000 Measure B Expenditure Plan specifies the following program allocations: local streets and roads (22.34%), mass transit (21.92%), special transportation for seniors and people with disabilities (10.45%), bicycle and pedestrian safety (5.00%) and transit center development (0.19%).

The 2014 Measure BB Expenditure Plan specifies the following program allocations: local streets and roads (20.00%), mass transit (23.81%), special transportation for seniors and people with disabilities (10.01%), bicycle and pedestrian safety (5.02%), affordable student transit pass (0.19%), community development investments (4.00%), freight and economic development (1.00%) and technology, innovation and development (1.00%).

See the FY2021-22 Program Compliance Summary Report for data on expenditures by Measure B and Measure BB fund recipients: AlamedaCTC.org/Reports.

Transit operators include Alameda-Contra Costa Transit District (AC Transit), Altamont Corridor Express (ACE), Livermore Amador Valley Transit Authority (LAVTA), Union City Transit, San Francisco Bay Area Rapid Transit District (BART) and San Francisco Bay Area Water Emergency Transportation Authority (WETA).

FY2021-22 Measure BB Direct Local Distributions (DLDs) for All Programs

Measure BB DLD fund recipients reported \$79.7 million in expenditures during FY2021-22. (See table below for details by recipient.) For more information about DLD Program expenditures and fund balances, see:

AlamedaCTC.org/DLD-Program-Compliance

Agency/Jurisdiction ¹	Bike/Ped	Local Streets	Transit	Paratransit	Total Expenditures
AC Transit	\$0	\$0	\$31,664,157	\$7,579,186	\$39,243,343
BART	\$0	\$0	\$1,148,884	\$3,446,652	\$4,595,536
LAVTA	\$0	\$0	\$1,148,884	\$570,719	\$1,719,603
WETA	\$0	\$0	\$469,106	\$0	\$469,106
ACE	\$0	\$0	\$880,720	\$0	\$880,720
ACPWA	\$617	\$8,682	\$0	\$0	\$9,300
City of Alameda	\$199,552	\$1,630,118	\$0	\$117,411	\$1,947,081
City of Albany	\$4,768	\$5,617	\$0	\$4,611	\$14,996
City of Berkeley	\$470,494	\$5,201,415	\$0	\$296,139	\$5,968,048
City of Dublin ²	\$52,871	\$441,051	\$0	\$0	\$493,922
City of Emeryville	\$3,542	-\$49,980	\$0	\$25,464	-\$20,974
City of Fremont	\$465,702	\$49,454	\$0	\$728,131	\$1,243,287
City of Hayward	\$108,479	\$4,715,950	\$0	\$186,963	\$5,011,392
City of Livermore ²	\$86,379	\$48,767	\$0	\$0	\$135,146
City of Newark	\$106,932	\$770,985	\$0	\$127,000	\$1,004,917
City of Oakland	\$903,638	\$10,340,624	\$0	\$1,282,022	\$12,526,284
City of Piedmont ²	\$80,311	\$642,002	\$0	\$0	\$722,312
City of Pleasanton	\$4,698	\$730,000	\$0	\$213,946	\$948,644
City of San Leandro	\$320,470	\$788,247	\$0	\$562,928	\$1,671,645
City of Union City ³	\$144,012	\$81,364	\$574,442	\$341,753	\$1,141,571
Total	\$2,952,465	\$25,404,296	\$35,886,193	\$15,482,925	\$79,725,878

¹ This table reflects total Measure BB funds reported by agency/jurisdiction. Revenue and expenditure figures may vary due to rounding.

² These communities receive paratransit services through an adjoining jurisdiction.

³ Audited financial statements for the City of Union City are pending.



Measure B- and Measure BB-Funded Named Capital Projects

As stated earlier, 40% of Measure B and 35% of Measure BB is allocated to specific capital projects. In FY2021-22, Alameda CTC expended \$2.3 million of 2000 Measure B funds and \$117.5 million of 2014 Measure BB funds on named capital projects for transportation infrastructure improvements.

In addition to the voter-approved 2000 Measure B capital projects, Alameda CTC added several projects approved by the Commission pursuant to the Expenditure Plan: the Vasco Road Safety Improvement Project from the Measure B Congestion Relief Emergency Fund in 2003, the I-80 Integrated Corridor Management Project in 2008, the I-880/23rd and 29th Avenues Interchanges and the Countywide Transportation Plan/Transportation Expenditure Plan in 2010, and the

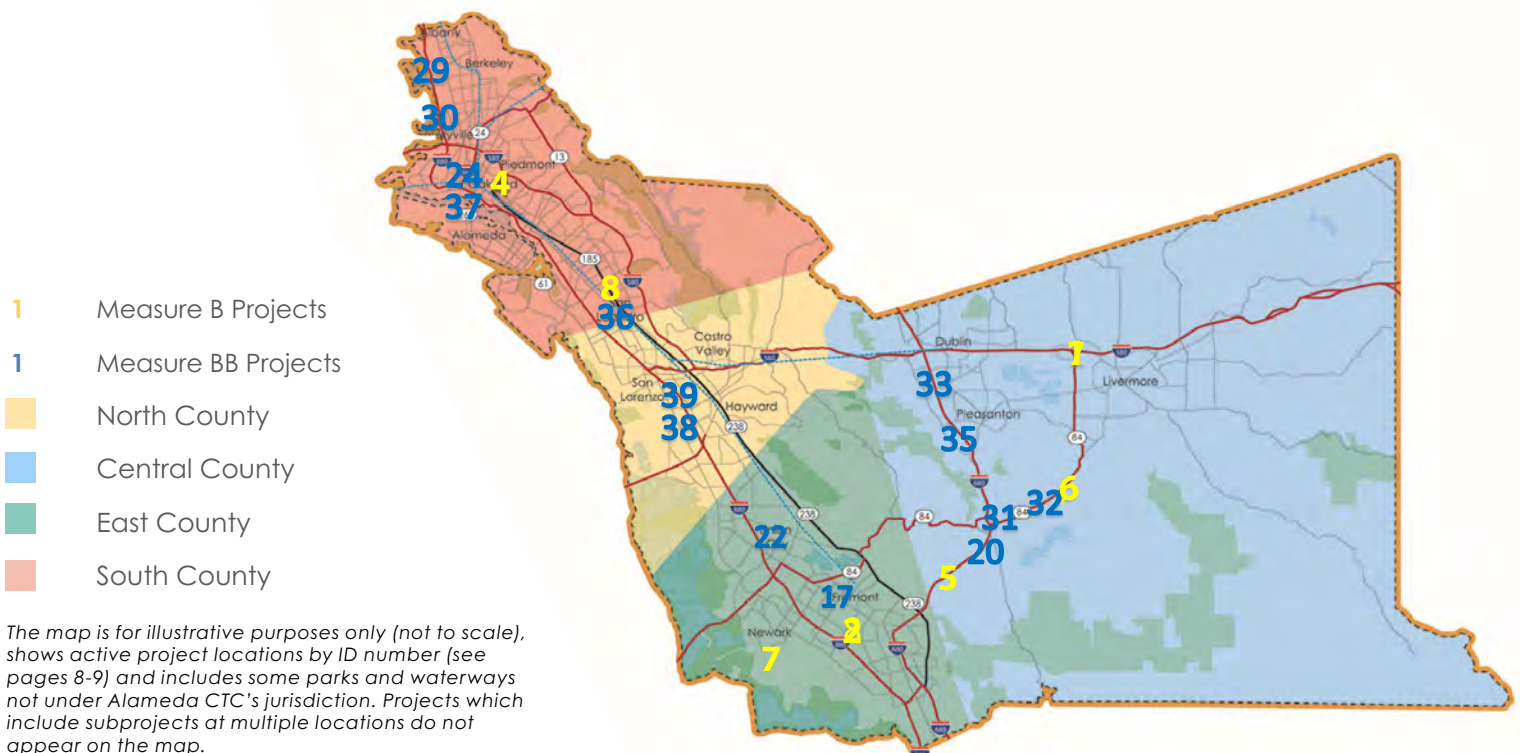
Studies for Congested Segments/ Locations on the Congestion Management Program Network in 2011.

The 2014 Measure BB Expenditure Plan includes a combination of specifically named capital projects and discretionary grant programs. The named capital projects are primarily large-scale infrastructure improvements to freeway corridors, interchanges, the BART system, and transit corridors. The discretionary programs fund a diverse pool of projects that vary by type, size, and location. Examples of large-scale capital improvements funded by the discretionary programs include the GoPort Program at the Port of Oakland, multimodal corridor projects on San Pablo Avenue, and railroad safety programs.

The map below highlights the location of Measure B and Measure BB capital projects that were active during FY2021-22, except those projects that contain subprojects at various locations or those projects that have not completed sufficient engineering studies to determine clear project location (see charts on pages 8-9).

FY2021-22 Active Projects (Project status as of April 2023)

Alameda CTC's capital projects include 11 active 2000 Measure B and 28 active 2014 Measure BB capital and discretionary programs in FY2021-22; **100 percent of the programmed funding for Measure B capital projects has been allocated.** Project funding commitments and project expenditures for capital projects active during FY2021-22 are provided in the charts on pages 8-9.



FY2021-22 Measure B Active Projects

ID	Implementing Agency	Current Phase ¹	2000 Measure B Project Name	Planning Area ²	2000 Measure B Commitment/Allocated (\$ million)	FY21-22 Measure B Expenditures (\$ million)	Project Completion Date/Anticipated Completion Date
1	Caltrans/Livermore	Project Closeout	Isabel Avenue - Route 84/I-580 Interchange	E	26.5	0.0	12/31/23
2	BART	Project Closeout	BART Warm Springs Extension	S	224.4	0.0	12/31/23
3	SJRRRC/Alameda CTC	Project Closeout	Altamont Commuter Express Rail ³	S/E	13.2	0.0	12/31/23
4	Oakland	Construction	Downtown Oakland Streetscape Improvement	N	6.4	0.0	12/31/24
5	Caltrans/Alameda CTC	Construction	I-680 Sunol Express Lanes Improvements ^{4,5}	S/E	155.2	2.1	12/31/26 ⁶
6	Caltrans/Alameda CTC	Construction	Route 84 Expressway ⁴	E	96.5	0.2	12/31/26 ⁶
7	Newark	Design	Dumbarton Corridor Improvements (Central Avenue Overpass)	S	19.4	0.0	12/31/25
8	San Leandro	Design	East 14th St/Hesperian Blvd/150th Street Intersection Improvement	C	3.2	0.0	12/31/24

Measure B Notes:

¹ Project phase is as of April 2023. The Project Closeout phase indicates construction is complete, and the project financial closeout is underway.

² Project Planning Areas include C = Central County, E = East County, N = North County, S = South County.

³ Includes projects at multiple locations; therefore, is not shown on the map on page 7.

⁴ Exchange and/or loan of MB approved for project.

⁵ Project fact sheets are available on the Alameda CTC website: AlamedaCTC.org/Programs-Projects

⁶ Includes landscape plant establishment period.

⁷ The final debt service payment for the Measure B Sales Tax Revenue Bonds was made in March 2022.

⁸ Although Measure B revenue collection ended in March 2022, several projects are still active.



FY2021-22 Measure BB Active Projects

ID	Implementing Agency	Program	2014 Measure BB Project/Discretionary Program Name	Planning Area ¹	Total Measure BB Commitment (\$ million)	Total Amount Allocated To Date (\$ million)	FY21-22 Measure BB Expenditures (\$ million)
13	AC Transit	Capital	Telegraph Ave/East 14th/International Blvd Project ⁴	N/C	10.0	10.0	0.1
14	Alameda	Capital	Alameda to Fruitvale BART Rapid Bus ^{4,5}	N	9.0	1.4	0.0
15	AC Transit	Capital	Grand/MacArthur BRT ^{4,5}	N	6.0	0.1	0.0
16	AC Transit	Capital	College/Broadway Corridor Transit Priority ⁴	N	10.0	0.1	0.0
17	BART/Fremont	Capital	Irvington BART Station ^{4,5}	S	120.0	19.2	3.7
18	BART	Capital	Bay Fair Connector/BART METRO ^{4,5}	C	100.0	5.6	0.0
19	BART	Capital	BART Station Modernization and Capacity Program ^{1,4}	VAR	90.0	17.7	3.9
20	TVSJVRRRA	Capital	Valley Link Rail	E	400.0	0.0	0.0
21	Multiple	Discretionary	Dumbarton Corridor Area Transportation Improvements ⁴	S	120.0	19.1	2.9
22	Union City	Capital	Union City Intermodal Station ⁵	S	75.0	0.1	0.0
23	Multiple	Discretionary	Railroad Corridor Right of Way Preservation and Track Improvements ⁴	VAR	110.0	26.4	0.0
24	Oakland	Capital	Oakland Broadway Corridor Transit ⁵	N	10.0	4.1	0.0
25	CCJPA	Capital	Capitol Corridor Service Expansion ^{4,5}	VAR	40.0	0.0	0.0
26	Multiple	Discretionary	Congestion Relief, Local Bridge Seismic Safety ⁴	VAR	639.0	204.6	14.6
27	Multiple	Discretionary	Countywide Freight Corridors ⁴	VAR	161.0	148.3	12.1
29	Caltrans/Alameda CTC	Capital	I-80 Gilman Street Interchange Improvements ^{3,6}	N	24.0	12.0	6.6
30	Alameda CTC	Capital	I-80 Ashby Interchange Improvements ^{5,6}	N	52.0	18.0	1.5
31	Caltrans/Alameda CTC	Capital	SR-84/I-680 Interchange and SR-84 Widening ⁶	E	122.0	122.0	59.6
32	Caltrans/Alameda CTC	Capital	SR-84 Expressway Widening (Pigeon Pass to Jack London) ⁶	E	10.0	10.0	0.0
33	Alameda CTC	Capital	I-580/I-680 Interchange Improvements ⁵	E	20.0	0.0	0.0
34	Multiple	Capital	I-580 Local Interchange Improvement Program ⁴	E	28.0	1.4	0.3
35	Caltrans/Alameda CTC	Capital	I-680 HOT/HOV Lane from SR-237 to Alcosta	S/E	60.0	60.0	5.1
36	Alameda CTC	Capital	I-880 NB HOV/HOT Extension from A Street to Hegenberger ⁵	C	20.0	0.0	0.0
37	Multiple	Capital	I-880 Broadway/Jackson Multimodal Transportation and Circulation Improvements ⁵	N	75.0	25.3	0.8
38	Caltrans/Alameda CTC	Capital	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements ^{5,6}	C	60.0	10.8	0.7
39	Caltrans/Alameda CTC	Capital	I-880 Industrial Parkway Interchange Improvements ^{5,6}	C	44.0	10.7	0.0
40	Multiple	Capital	I-880 Local Access and Safety Improvements ⁴	VAR	85.0	32.3	2.0

Measure BB ¹ Project Planning Areas include C = Central County, E = East County, N = North County, S = South County.

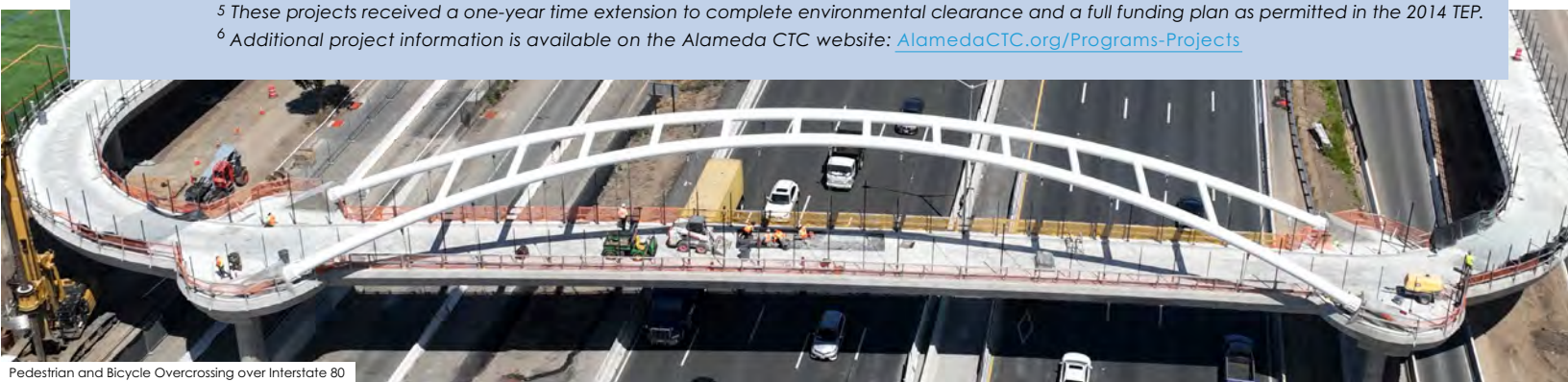
Notes: ² The funding status is as of April 2023.

³ Exchange of Measure BB funds approved for project.

⁴ Not shown on the map on page 7.

⁵ These projects received a one-year time extension to complete environmental clearance and a full funding plan as permitted in the 2014 TEP.

⁶ Additional project information is available on the Alameda CTC website: AlamedaCTC.org/Programs-Projects



Pedestrian and Bicycle Overcrossing over Interstate 80

Independent Watchdog Committee Activities

The Independent Watchdog Committee (IWC) reports directly to the public and provides oversight

by reviewing Alameda CTC Measure B expenditures and Measure BB expenditures and performance measures. The IWC meets at least four times a year as a full committee and convenes subcommittees as needed. IWC members are Alameda County residents who are not elected officials at any level of government, nor individuals in a position to benefit personally in any way from the sales tax. IWC members performed the following activities from July 1, 2021 through June 30, 2022.

- **Ongoing DLD and Discretionary Grant Programs and Capital Projects Monitoring:**

The IWC monitors specific DLD and discretionary grant programs, capital projects and issues of concern.

- **Review of Independent Audit of Alameda CTC:**

The IWC reviews the independent auditor's plan for the audit and reviews the draft final audited Annual Comprehensive Financial Report regarding Measure B and Measure BB revenues and expenditures.

- **Audit and Compliance Report Review:**

The IWC members review audited financial statements and compliance reports, including performance measures, received from Measure B and Measure BB DLD recipients to ensure expenditures comply with the requirements in the applicable Expenditure Plan. DLD recipients' audited financial statements and compliance reports are available at AlamedaCTC.org/Reporting-Grant-Forms.

- **Issues Identification Process:**

IWC members may request and receive information from DLD recipients and/or Alameda CTC staff if they have concerns regarding Measure B and Measure BB expenditures. The Committee may also review issues regarding Measure B and Measure BB expenditures identified by the public.

November 2021 Performance

Measures: The Chair of the IWC initiated a discussion on performance measures as addressed in the IWC 19th Annual Report to the Public. In response, staff gave a presentation to the IWC to provide information on

Measure B and Measure BB DLD performance measures, including background on the requirements in the Transportation Expenditure Plans, development of the metrics, and the compliance monitoring process.

January 2022 Motion to Form a Surface Transportation Subcommittee:

An IWC member introduced a motion to establish a subcommittee to study surface transportation performance measures, standards, and reporting systems to form recommendations to pass on to the Commission. A majority of the committee did not support this motion. The motion did not move forward.

- **Annual Report to the Public:**

Each year, the IWC establishes a subcommittee to develop the annual report to the public regarding Measure B and Measure BB expenditures and to discuss distribution and outreach for the annual report (see timeline below).

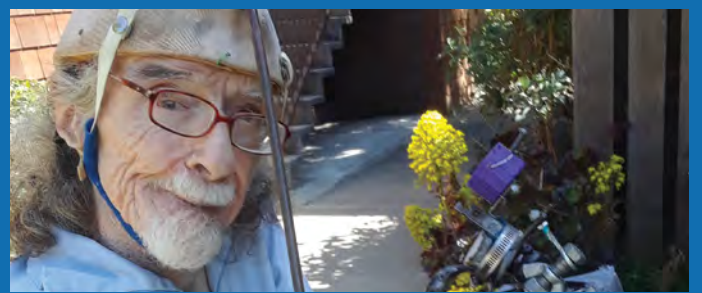
IWC Annual Report to the Public Timeline



IWC Members



Name	Appointer
Patrisha Piras Chair	Sierra Club
Curtis Buckley Vice Chair	Bike East Bay
Keith Brown	Alameda Labor Council AFL-CIO
Alfred Exner	Alameda County Mayors' Conference, District 4
Oscar Dominguez ♦	East Bay Economic Development Alliance
Lenore McDonald Gunst *	League of Women Voters
Herb Hastings *	Paratransit Advisory and Planning Committee (PAPCO)
Ed Hernandez ♦	Alameda County Mayors' Conference, District 3
Glenn Naté+	Former Supervisor Richard Valle, District 2
Murphy McCalley ♦	Supervisor Nate Miley, District 4
Damian Park	Alameda County Mayors' Conference, District 5
Thomas Rubin	Alameda County Taxpayers Association
Carl Tilchen	Supervisor David Haubert, District 1
Hale Zukas ♦	Supervisor Keith Carson, District 5



Remembering Hale Zukas (May 31, 1943 – November 30, 2022)

Hale Zukas was a long-time member of the Independent Watchdog Committee, as well as its predecessor Citizens Watchdog Committee, starting in 2006. Our thanks go to Supervisor Keith Carson for his appointment. Hale was also a member of Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO), appointed by AC Transit. Hale was a fixture at transit advocacy and disability civil rights events throughout his life. A graduate of UC Berkeley, he was a co-founder of the Center for Independent Living and the World Institute on Disability. No simple listing of his accomplishments is possible. Hale always made sure that people heard what he wanted to say. His hearty laugh or his adamant "No" made his message quite clear. His detailed review and edits of IWC meeting minutes and of our Annual Report to the Public were spot on, and when he disagreed with others, he was always gracious. A documentary that highlights some of Hale's escapades is available at https://www.youtube.com/watch?v=WY_BYyK1ArE. The IWC remembers Hale with joy and mourns his passing. Hale and his contributions to the IWC will be missed. Hale lived – and thrived – with disabilities, but he was never "handicapped."

Vacancies: East Bay Economic Development Alliance; Alameda County Board of Supervisors, Districts 3, 4 and 5; Alameda County Mayors' Conference, Districts 1, 2 and 3. Email Contact@AlamedaCTC.org for info.

♦ Members who resigned during or after the reporting period.
 * Members who joined the committee during this reporting period.
 + Members who joined the committee after the reporting period.

APR / MAY

IWC Annual Report Subcommittee Meets to Develop Annual Report

JUN

Summary of Compliance Reports and Findings Released

JUL

IWC Annual Report Public Hearing and Approval

AUG

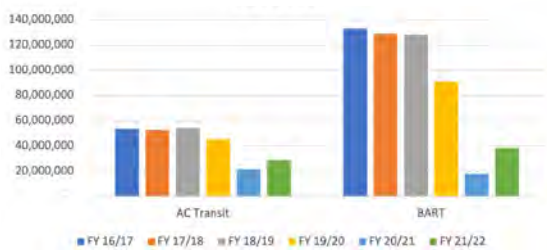
IWC Annual Report Published and Available to the Public

Performance Trend Data

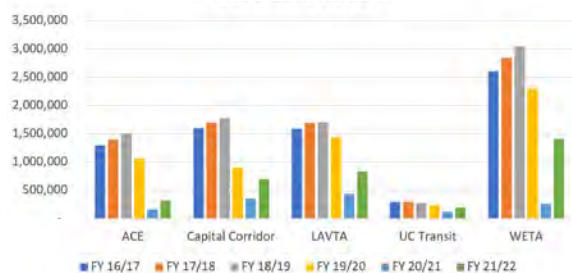
On an annual basis, Measure B and Measure BB DLD recipients are required to document expenditures and include a description of the accomplishments made with the DLD investment. Recipients also are required to report how specific performance measures were met. According to the Measure BB expenditure plan, “the Independent Watchdog Committee will review the performance and benefit of projects and programs based on performance criteria established by Alameda CTC.” The IWC began monitoring Measure BB performance measures during its review of FY2016-17 DLD expenditures and will continue to make recommendations to the Commission for future years. In FY2021-22, the IWC observed the following performance measure trends. For more detail, see the DLD recipients’ compliance reports: AlamedaCTC.org/Funding/Reporting-and-Grant-Forms

Performance Metrics

Alameda County Transit Ridership (Large Agencies)



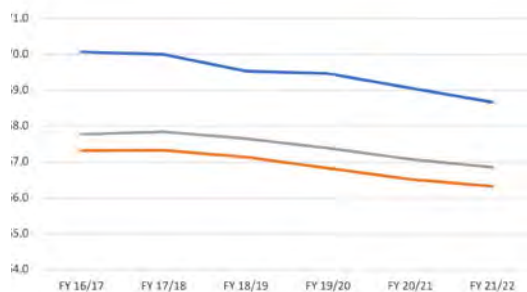
Alameda County Transit Ridership (Small to Midsize Agencies)



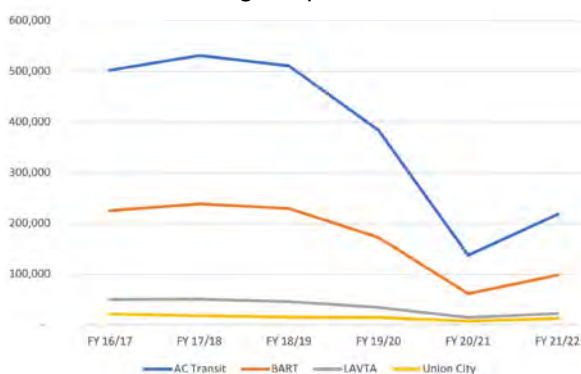
Bicycle/Pedestrian Lane Miles of Improvements



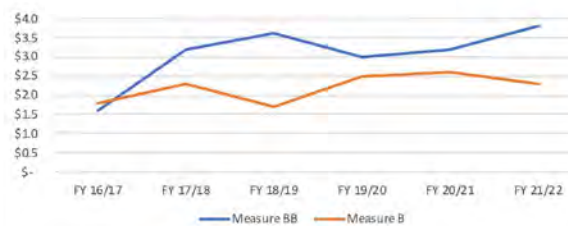
Alameda County Average Pavement Condition Index



Alameda County ADA Mandated Services Passenger Trips



General Administration Costs In Millions of Dollars



How to Get Involved

All Alameda CTC advisory committee meetings, including Independent Watchdog Committee meetings are open to the public. Chinese and Spanish interpreters and sign language interpretation services are available upon request. Please contact Alameda CTC at 510.208.7400 or Contact@AlamedaCTC.org to schedule an interpreter at least 5 days prior to the meeting you wish to attend, or if you are interested in vacancies on Alameda CTC’s Bicycle and Pedestrian Advisory Committee (BPAC) and/or Paratransit Advisory and Planning Committee (PAPCO).

Additional Information

Additional information is available at www.AlamedaCTC.org or at Alameda CTC’s offices at 1111 Broadway, Suite 800, Oakland, CA, 94607, including the 2000 Measure B Expenditure Plan, the 2014 Measure BB Expenditure Plan, this annual report, agency compliance audits and reports, and Annual Financial Reports. Contact your local jurisdiction for information on Measure B or Measure BB funded projects and programs or visit AlamedaCTC.org/Partners.

2016 Measure B Citizens' Oversight Committee

Annual Report FY 2022



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- D. [2016 Measure B Ballot](#) 80



2016 MBCOC Finding

It is the conclusion of the 2016 Measure B Citizens' Oversight Committee that for Fiscal Year 2022, 2016 Measure B funds were spent in accordance with the intent of the measure.

Overview

In November 2016, Santa Clara County voters approved 2016 Measure B, a 30-year, half-cent countywide sales tax devoted to enhancing transit, highways, expressways, and active transportation (bicycles, pedestrian, and complete streets) within Santa Clara County. The ballot states that: (A) VTA would be the administrator of the tax; and (B) 2016 Measure B revenues would fund nine defined program categories of transportation projects (Section D). The VTA Board of Directors is responsible for 2016 Measure B policy decisions.

By passing the Measure, voters entrusted the 2016 Measure B Citizens' Oversight Committee (2016 MBCOC), comprised of community members, with oversight to ensure that 2016 Measure B funds are being spent consistent with the ballot language and to inform voters on Program compliance as described in 2016 Measure B. The ballot also lists the specific duties and responsibilities of the 2016 MBCOC (click [here](#) for 2016 MBCOC bylaws).

Although 2016 Measure B sales tax collection began April 1, 2017, the process to deliver the projects and programs defined in the ballot did not begin until late January 2019, having been delayed by an unsuccessful court challenge to the measure.

This report, which is a snapshot in time, covers the period of Fiscal Year (FY) 2022 (07/01/21–06/30/22). Foremost, this report presents the 2016 MBCOC finding that 2016 Measure B funds spent during FY 2022 were in accordance with the intent of the measure. It also summarizes significant 2016 Measure B accomplishments during the period. Additionally, the report includes the independent auditor's report commissioned by the 2016 MBCOC (Section C).

Additional information on 2016 Measure B is available at the Transparency Website 2016measureb.vta.org and on the MBCOC at vta.org/2016-measure-b-citizens-oversight-committee.

2016 Measure B Accomplishments During FY 2022

- Completed a variety of projects throughout Santa Clara County through programs such as Local Streets & Road and Bicycle & Pedestrian – Education and Encouragement, examples of which include local streets repaving, repainting of bike lanes, and community bike events.
- For Oregon/Page Mill Intersection Improvements between Hansen and Porter project, completed microsurfacing and striping.
- For Innovative Transit Service Models, (A) County of Santa Clara launched the RYDE service, and (B) Mountain View expanded the hours for the Community Shuttle service.
- VTA Board approved (A) FY 2022 – FY 2031 10-Year Program and (B) Highway Interchanges Program Category prioritized project list.

More information on the 2016 Measure B Program, its accomplishments and current status can be found in the 2016 Measure B Program Annual Report for FY 2022 (click [here](#) to view).



Photos from Walk-N-Roll event in San José.



Before



After

These photos (left) show one example of local street and road improvements, this one completed in Campbell

About the 2016 MBCOC

- Voter-entrusted responsibilities to ensure 2016 Measure B funds are being spent consistent with the ballot and to inform voters on compliance with the Program as described in 2016 Measure B.
- Comprised of eight membership positions from the community, each competitively appointed from defined areas of expertise and with required experience.
- Members must be registered voters of Santa Clara County, cannot hold elected or appointed office, and cannot be staff of VTA or its Member Agencies (the 15 cities/towns in the county and the County of Santa Clara).

2016 MBCOC Members

- **Jason Baker**, Member (Regional Business Organization)
- **Rose Herrera**, Chairperson (Municipal/Public Finance)
- **Emily Lo**, Member (Municipal/Public Finance)
- **Bonnie Packer**, Member (Community Organization)
- **Christine Pfendt**, Vice Chairperson (Financial Policy Administration)
- **Martin Schulter**, Member (Educational Administration)
- **Ed Von Runnen**, Member (Organized Labor)

2016 MBCOC Accomplishments Supporting FY 2022

- Held five 2016 MBCOC meetings to provide opportunity for community input.
- Commissioned and evaluated results of audit of FY 2022.
- Conducted a hearing on May 24, 2023 to gather input from public.
- Issued and broadly communicated availability of MBCOC Annual Report on FY 2021.
- Provided input on several 2016 Measure B work processes and reports.
- Developed recommended additional responsibilities to enhance Committee effectiveness and contributions to the 2016 Measure B Program, and these modifications to the MBCOC bylaws were approved by the VTA Board of Directors.
- Provided recommendations on ways to further enhance 2016 Measure B Program transparency and reporting effectiveness.
- Evaluated and implemented certain enhancements to better inform the public on 2016 Measure B compliance and positive impact of quality of life in Santa Clara County.

Respectfully submitted,

Rose Herrera, Chairperson

2016 Measure B Citizens' Oversight Committee



Annual Report

FY 2022



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1. Executive Summary

True to VTA's mission, "*Solutions that move you*", the **2016 Measure B Program** provides funding opportunities for transportation planning, infrastructure, and education & outreach activities throughout Santa Clara County. With nine different categories, 2016 Measure B works with cities, towns, and the County of Santa Clara to create solutions for diverse local transportation concerns – from walking and biking to innovative transit connectivity. The 2016 Measure B Program aids in the delivery of voter-supported projects and initiatives through both competitive and non-competitive funding pools.

This annual report focuses on Fiscal Year 2022, starting July 1, 2021, to June 30, 2022 – detailing the measure's continued development and growth, and funding allocations and expenditures. Additionally, it highlights Program achievements – such as the approval of the project lists for the Highway Interchanges and Innovative Transit programs.

VTA looks forward to continued collaboration with the community and our partners to deliver 2016 Measure B eligible programs and projects throughout Santa Clara County.

2. Introduction: What is 2016 Measure B?

Santa Clara County voters approved **2016 Measure B**, a 30-year, half-cent countywide sales tax to enhance transit, highways, expressways, and active transportation (bicycles, pedestrians, and Complete Streets) in November 2016. The measure passed by nearly 72%, the highest level of support for any Santa Clara County transportation sales tax. 2016 Measure B Program funds are available to Member Agencies – the sixteen local jurisdictions that are signatories of the Congestion Management Agency (VTA)'s Joint Powers Agreement. The Joint Power Agreement signatories include all cities and towns within the county, Santa Clara County, and the Santa Clara Valley Transportation Authority. Program funds are divided into nine different program categories, as introduced to voters in the ballot language. These nine program categories are:

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

Member Agencies may access 2016 Measure B Program funds for projects that fit within the program category guidelines – which are detailed in Section 5.1 of this report.

At the time of 2016 Measure B's passage, it was anticipated to generate \$6.3 billion in 2017 dollars over the next 30 years. 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. Collection of the tax began on April 1, 2017.

2.1 History

- **Poll Results**

After the VTA Board of Directors adopted a resolution to place the measure on the ballots on June 24, 2016, it was successfully placed on the November 8, 2016, General Election ballot. The measure garnered 487,539 “YES” votes out of a total of 679,596 votes – resulting in a 72% approval rate (see Appendix 11.1 for ballot language).

- **Lawsuit**

Following the election, an individual challenged the validity of the 2016 Measure B Sales Tax – a hurdle that would last nearly two years, causing delays in the implementation and distribution of funds. On October 18, 2018, the California 6th District Court of Appeal decided to throw out the lawsuit. The decision was appealed to the State Supreme Court, where the appeal was rejected on January 23, 2019.

- **Principles**

The VTA Board of Directors adopted the 2016 Measure B Program Biennial Budget and 10-year Program Principles in April 2021. These Principles set the ground rules for how the biennial budget and 10-year program are developed.

2.2 Citizens’ Oversight Committee

The 2016 Measure B ballot measure specified formation of an independent citizens’ oversight committee, its purpose being to ensure that 2016 Measure B funds are being expended consistent with the approved Program and to inform voters on Program compliance.

Given this, the 2016 Measure B Citizens’ Oversight Committee (MBCOC) was established. It is comprised of eight membership positions from defined areas of expertise. Appointments are competitive and made by the VTA Board of Directors. Members are appointed based on possessing required relevant experience and expertise.

The ballot defines the specific duties and responsibilities of the MBCOC. Among them is the requirement that the committee annually have an audit conducted by an independent auditor to review the receipt of revenue and expenditure of funds. In May 2020, the 2016 MBCOC approved awarding a contract to Moss Adams LLP to provide compliance/performance auditor services to the Committee. Moss Adams has completed the program performance annual audits from Program inception to current, and recently completed the audit for fiscal year 2022. They issued an unqualified, or “clean”, opinion for each, meaning that in their professional opinion VTA complied, in all material respects, with the requirements applicable to the 2016 Measure B Program. All independent audits of the 2016 Measure B program since inception have received clean opinions.

Other ballot-defined duties and responsibilities of the MBCOC include the requirement to annually conduct a public hearing, the purpose being to provide a forum for community members to express their thoughts on the 2016 Measure B Program and the results of the annual performance audit of 2016 Measure B revenues and expenditures. The MBCOC is also responsible for issuing an annual report to inform Santa Clara County residents on how Program funds are being spent.

Additional information on the MBCOC can be found in Appendix 11.2, or at vta.org/2016-measure-b-citizens-oversight-committee, which includes, among other items, all Program performance audits and MBCOC Annual Reports since Committee inception.

3. Program Tax Revenues

Tax revenues received for the 30-year life of the tax, including any interest or other earnings thereon, less any funds necessary for the 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 are referred to as **Program Tax Revenues**.

Using the dollar amounts identified for each program category in the ballot, ratios for each program category were calculated – which are then used to calculate future allocations and to determine the appropriate distribution of 2016 Measure B funds to each program category over the life of the measure.

The nine program categories ratios were calculated by dividing the identified amount of the program category on the measure by the total projected 2016 Measure B Program Tax Revenues.

$$\text{Program Category ratio} = \frac{\text{Program Category amount}}{\text{Total projected 2016 Measure B Program Tax Revenue amount}}$$

Example:

1. Total projected 2016 Measure B Program Tax Revenue: \$6.3 Billion in 2017 dollars
2. Local Streets & Roads (LSR) program category amount: \$1.2 Billion in 2017 dollars
3. LSR ratio = \$1.2 Billion ÷ \$6.3 Billion
4. LSR percentage share of total 2016 Measure B Program Tax Revenues = 19.05%

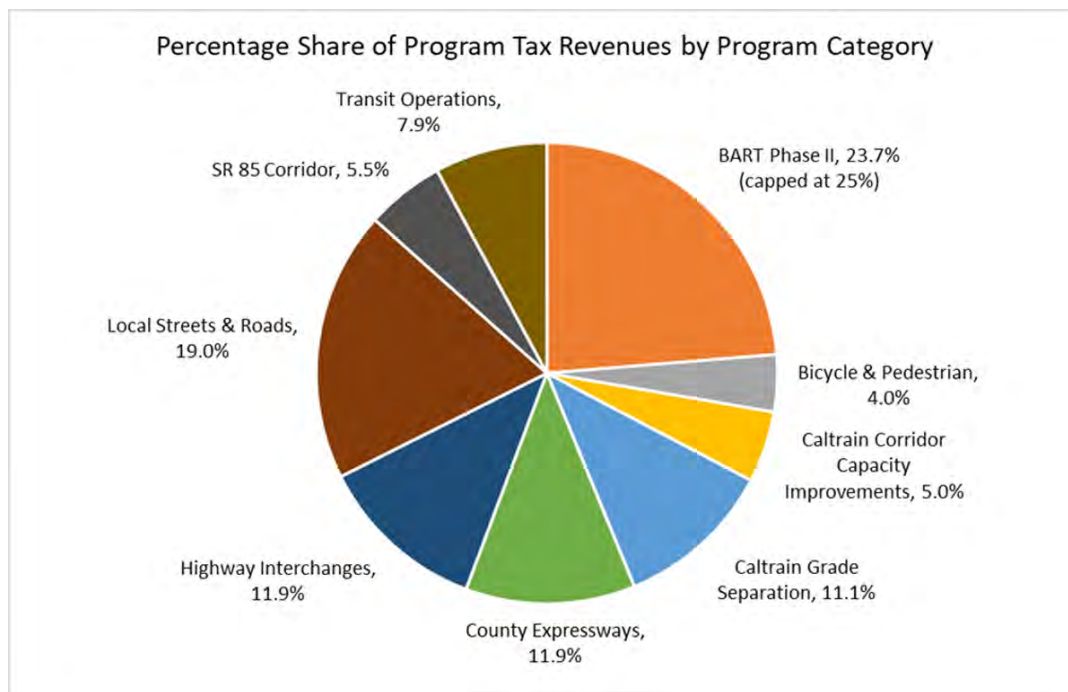


Figure 3.1 – Figure shows a breakdown of Program Tax Revenues by program category.

4. Program Revenues Received through FY 2022

2016 Measure B revenues include net receipts from sales in Santa Clara County collected by the California Department of Tax and Fee Administration (CDTFA) and any interest earned on the receipts. Sales tax revenue collection for 2016 Measure B started on April 1, 2017, and the measure will continue collecting revenue through March 31, 2047. VTA's fiscal year (FY) begins on July 1 and ends on June 30 of the following calendar year and is referred to by the year the period ends (for example, FY 2022 is July 1, 2021, to June 30, 2022).

4.1 Total Receipts for FY 2022

The table below reports the total sales tax revenues for the 2016 Measure B Program by fiscal year and since inception.

2016 Measure B Sales Tax Revenues by Fiscal Year	
Fiscal Year	Net Receipts
FY 2017*	\$50,126,395
FY 2018	\$204,986,077
FY 2019	\$236,672,349
FY 2020	\$209,323,832
FY 2021	\$220,353,906
FY 2022	\$258,000,059
Total Since Inception	\$1,179,462,618

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

4.2 Total Income Earned for FY 2022

The table below reports the total income earned for FY 2022. Per the VTA FY 2022 Annual Comprehensive Financial Report (ACFR), income earned is "...associated with interest income, unrealized gains/losses, and trading gains/losses...[and] derived from three primary sources: short, mid, and long-term investment portfolios," as shown in the table below.

However, when calculating the Program Tax Revenues only interest and realized trading gains/losses are included. Unrealized gains/losses are not included in the calculations, as they are not actual revenues or losses in hand. The previous fiscal years have been updated to reflect this change and to ensure consistency in reporting moving forward.

2016 Measure B Income Earned by Fiscal Year		
Fiscal Year	Income Earned	Unrealized Income**
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	\$7,080,419	-\$28,222,407
Total Since Inception	\$40,898,098	-\$32,412,070

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

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

4.3 Program Revenue Totals and Percentage Shares of Program Tax Revenues

The following table shows the Program Tax Revenue total for FY 2022 by adding the revenue earned and income earned then subtracting the Administration costs.

Program Tax Revenue Total		
	FY 2022	Total Since Inception (FY 2017 – FY 2022)
Revenue Earned	\$258,000,059	\$1,179,462,618
Income Earned	\$7,080,418	\$40,898,098
Sub-total	\$265,080,477	\$1,220,360,716
Administration Expenditures	-\$2,081,040	-\$7,810,834
Program Tax Revenue Total	\$262,999,437	\$1,212,549,882

The next table highlights the 2016 Measure B Program Category allocations as their ballot-established ratios of the Program Tax Revenues and as a percentage of Program Tax Revenues through the end of the reporting fiscal year. It is important to note that the ballot-established ratios are based on the 30-year life of the Measure, and the program category allocation ratios shown at the end of a fiscal year are a snapshot in time. Program category allocations will fluctuate over the 30 years, and this will be reflected in the ratios that are shown at the end of a fiscal year.

Program Category Allocations as Percentage Share of Program Tax Revenues				
Program Category		Allocation through FY 2022	% of Program Tax Revenues (Ballot Measure Language) ⁽²⁾	% of Program Tax Revenues through FY 2022
Formula- Based	Local Streets & Roads	\$222,960,000	19.05%	18.39%
	Bicycle & Pedestrian			
	Education & Encouragement	\$6,970,000	3.97%	4.53%
	Capital Projects ⁽¹⁾	\$45,110,000		
	Planning Studies ⁽¹⁾	\$2,820,000		
	Transit Operations			
	Enhance Core Network	\$67,650,000	7.94%	7.73%
	Innovative Transit Service Models	\$7,600,000		
	Expand Mobility & Affordable Fares	\$13,940,000		
	Improve Amenities	\$4,500,000		
Need/ Capacity- Based ⁽¹⁾	BART Phase II	\$150,000,000	23.81%	12.37%
	Caltrain Grade Separation	\$71,000,000	11.11%	5.86%
	Caltrain Corridor Capacity Improvements	\$25,440,000	4.98%	2.10%
	Highway Interchanges	\$364,790,000	11.90%	30.08%
	County Expressways	\$50,000,000	11.90%	4.12%
	State Route 85 Corridor	\$14,500,000	5.56%	1.20%

⁽¹⁾ These allocations are available to the program category or subcategory at the beginning of the first fiscal year of the Biennial Budget. They are not distributed on a fiscal year basis.

⁽²⁾ The 2016 Measure B ballot measure language identifies Program Tax Revenue ratios for the life of the measure, not by fiscal year. See Section 3 for details.

5. Program Categories

There are nine program categories within the 2016 Measure B Program – three of which include subcategories. Figure 5.1 presents an overall summary of 2016 Measure B Program Categories, differentiated by allocation types. Allocation types are formula-based and need/capacity-based. Three of the program categories – Local Streets & Roads, Bicycle & Pedestrian, and Transit Operations – have sub-categories whose funds are distributed either through a formula process, competitive application process, or a need/capacity-based selection process.

2016 Measure B FY 2022 & FY 2023 Program Category Allocations

		FY 2022	FY 2023	
Administrative Costs		\$1,000,000	\$1,000,000	
Program Category				
Formula-Based	Local Streets & Roads	\$52,960,000	\$47,740,000	
	Bicycle & Pedestrian			
	Education & Encouragement	\$1,970,000	\$1,490,000	
	Capital Projects	\$18,450,000		
	Planning Studies	\$1,160,000		
	Transit Operations			
	Enhance Core Network	\$19,650,000	\$14,520,000	
	Innovative Transit Service Models	\$1,600,000	\$1,590,000	
	Expand Mobility & Affordable Fares	\$3,940,000	\$2,980,000	
	Improve Amenities	\$1,900,000		
Need/Capacity-Based	BART Phase II	\$0		
	Caltrain Grade Separation	\$33,000,000		
	Caltrain Corridor Capacity Improvements	\$12,340,000	\$17,010,000	
	Highway Interchanges	\$157,890,000		
	County Expressways	\$0		
	State Route 85	\$0		
	Total:	\$392,190,000		

5.1 Program Category Guidelines

To administer each of the nine 2016 Measure B Program Categories, VTA established guidelines that outline the distribution (or allocation) of funds for each program category (and its subsequent sub-categories if applicable), implementation steps, and project and program criteria and requirements. The VTA Board of Directors adopted the nine program categories in fall 2017 and can modify them as needed.

The 2016 Measure B Program Category Guidelines establish two types of distributions for funds: formula-based and need/capacity-based. Formula-based distribution means funds are distributed each fiscal year, as best as possible, by multiplying the program category's percentage share of Program Tax Revenue and the projected Program Tax Revenue of that fiscal year. Need/Capacity-based distribution means the allocation of funding to projects are based on 2016 Measure B funding capacity, project readiness, and timing of project funding need.

2016 Measure B Program Categories

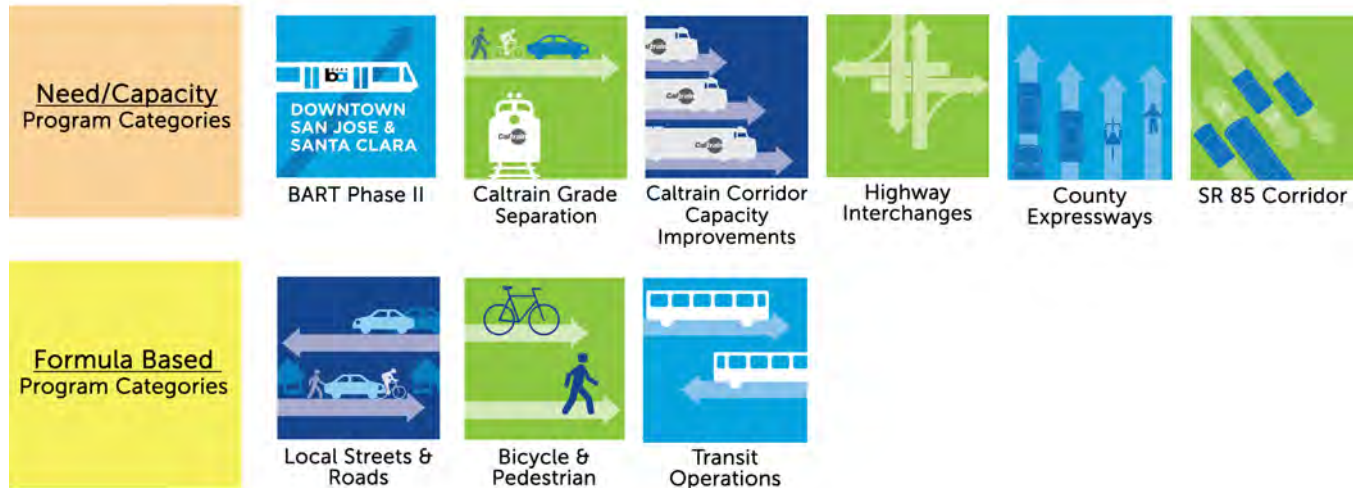


Figure 5.1 – 2016 Measure B Program Categories.

The nine program categories eligible for 2016 Measure B funds and their ratios of the Program Tax Revenues are shown below



Local Streets and Roads: 19.1%

This category distributes funds according to a population-based formula and Santa Clara County's road and expressway lane mileage. This category dedicates funds to be used for the repair and maintenance of street systems; it also requires agencies to apply Complete Streets best practices – therefore improving bicycle and pedestrian elements of their street system. Individual cities and the County may use their share of funds for either pavement rehabilitation or congestion relief if they have a Pavement Condition Index of 70 or higher.



BART Silicon Valley Phase II: 23.8%*

This category dedicates funding to 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.

**capped at a maximum of 25% of Program Tax Revenues*



Bicycle and Pedestrian: 4.0%

This category helps to fund priority bicycle and pedestrian projects of countywide significance, as identified by the cities, County, and VTA. The funds will prioritize projects that: connect to schools, transit, and employment centers; fill gaps in the existing bike and pedestrian networks; safely cross barriers to mobility; and make walking or biking a safer and more convenient means of transportation for all county residents and visitors. This also includes educational programs such as Safe Routes to Schools. Eligible projects are identified in Attachment A of 2016 Measure B. (See Appendix 11.1)

- *Sub-category Grant Program: Education and Encouragement*
 - This program allows member agencies to fund projects and programs that will encourage the use of bicycling and walking and/or provide education regarding

these modes. These include, but are not limited to, Safe Routes to School, walk audits, open streets events, and bicycle/pedestrian safety campaigns. Funds for this program are distributed to each Member Agency via a population-based formula.

- *Sub-category Grant Program: Capital Projects*
 - o This competitive grant program will provide funds to awarded applicants for activities leading to/including: Environmental Clearance; Design; Right of Way; and Construction for bicycle and pedestrian projects currently identified in 2016 Measure B.
- *Sub-category Grant Program: Planning Studies*
 - o This competitive grant program will allow the cities, County and VTA to apply for funds that allows them to advance planning studies that support capital project development for bicycle and pedestrian projects of countywide significance.



Caltrain Grade Separation: 11.1%

This category will help 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 while also reducing congestion at the intersections.



Caltrain Corridor Capacity Improvements: 5.0%

This category will help 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: 11.9%

This category will help to fund highway projects across Santa Clara County to provide: congestion relief, improved highway operations and freeway access, noise abatement, roadway connection overcrossings, the deployment of advanced technology through Intelligent Transportation Systems (ITS). Eligible projects are identified in Attachment B of 2016 Measure B. (See Appendix 11.1)



County Expressways: 11.9%

This category will help to fund Tier 1 improvement projects in the County's Expressway Plan to relieve congestion, improve safety and increase the effectiveness of the expressway system in the county. Eligible projects are identified in Attachment C of 2016 Measure B. (See Appendix 11.1)



State Route 85 Corridor: 5.6%

This category will 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. It will also fund noise abatement along SR 85 and 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 other future transportation technologies.



Transit Operations: 7.9%

The goals of this category are to increase ridership, improve efficiency, enhance mobility services for seniors and individuals with disabilities, and improve affordability for the underserved and vulnerable populations in the County. Funds may be used to maintain and

expand core bus route service frequencies, extended 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 – specifically for vulnerable, underserved, and transit-dependent populations throughout the county. Sub-categories for eligible Transit Operations efforts are identified in Attachment D of 2016 Measure B. (See Appendix 11.1)

- *Sub-category Grant Program: Frequent Core Bus Network*
 - This sub-category will directly fund VTA’s core bus network of services increasing core bus route service frequencies, and expanding or adding evening, late-night, and weekend service.
- *Sub-category Grant Program: Innovative Transit Service Models*
 - This competitive grant program seeks to 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 services providers serving vulnerable, underserved and transit-dependent populations.
- *Sub-category Grant Program: Expand Mobility & Affordable Fares*
 - Funds to expand mobility services and affordable fare programs for seniors, disabled, students, and low-income riders.
- *Sub-category Grant Program: Improve Amenities*
 - Funds to improve amenities at VTA bus stops to increase safety, security and access, as well as on-going maintenance.

Figure 5.2 below details the sub-categories of the Local Streets & Roads, Bicycle & Pedestrian, and Transit Operations categories.

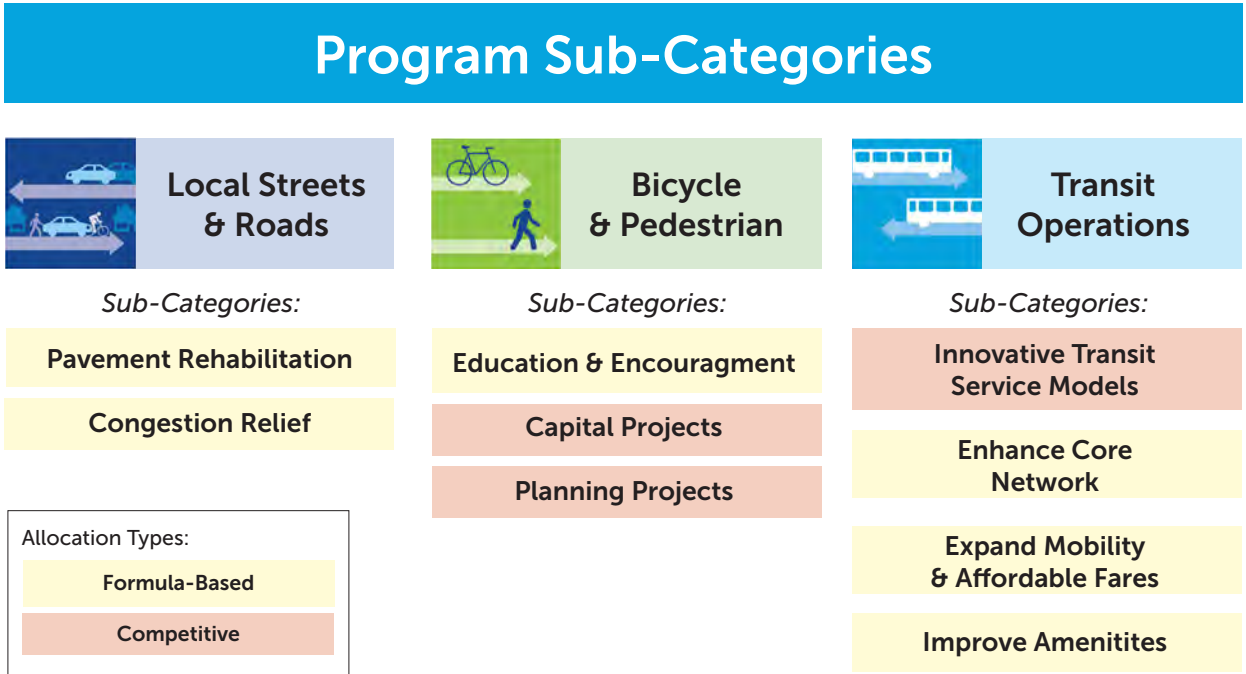


Figure 5.2 – 2016 Measure B Program sub-categories and allocation types.

6. Allocations and Expenditures for FY 2022

VTA’s budget encompasses two fiscal years. The approved budget for FY 2022 and FY 2023 is shown below – some program categories and sub-categories have budgets that span the two fiscal years while others have budgets per fiscal year. Those budgets that span the two fiscal years are available at the beginning of the first fiscal year in the biennial budget. Like a capital budget, appropriation for the program category does not expire at the end of the fiscal year and will be carried forward until the 2016 Measure B Program is completed.

An allocation is the VTA Board-approved amount of 2016 Measure B funds available for a specified project or program. The 2016 Measure B Program budget and allocations are approved by the VTA Board of Directors with the approval of the VTA biennial budget. As described above, program category allocations do not expire at the end of a fiscal year, and instead the unspent amount rolls over and is available for use in future fiscal years.

The annual budget allocations for the three Formula-based program categories are calculated in two steps: 1) multiplying their ballot-established ratio by the projected Program Tax Revenues for that fiscal year; and 2) reconciling prior allocations, which were based on estimated Program Tax Revenues, with actual revenues received (referred to as a “true-up process”). The true-up process occurs during each biennial budget cycle, and the results of the true-up process are included in the first year of the biennial budget.

The initial true-up for fiscal years 2018 to 2020 was calculated and applied to FY 2022 during the FY 2022/FY 2023 Biennial Budget cycle.

An expenditure is VTA’s reimbursement of 2016 Measure B funds to a grantee (e.g. a city, the County, or Caltrain).

6.1 Allocation to Expenditure Process



Figure 6.1 – 2016 Measure B allocation to expenditure process.

Figure 6.1 illustrates the general three-step distribution process of 2016 Measure B funds, from allocation to expenditure. The process begins with the VTA Board of Directors’ approval of the program category allocations – this part of the process is done on a biennial basis, or every two years, in conjunction with VTA’s budget cycle. Two Formula-based programs, Local Streets and Roads and Bicycle & Pedestrian Education & Encouragement, will have allocations that are further broken down to the 15 cities and the County. For example, the Local Streets and Road program category allocation is disbursed to each jurisdiction using a population-based formula and to the County based on the County’s road and expressway lane mileage.

Following the allocation(s) of 2016 Measure B funds, funding agreements must be executed for grantees to access the funds. Grantees are agencies that receive 2016 Measure B funds for projects. They include the 15 cities in Santa Clara County, the County of Santa Clara, Caltrain, and VTA. After the successful execution of the agreements, Grantees may begin invoicing VTA for work completed on 2016 Measure B projects – VTA will then reimburse the Grantee for eligible costs, resulting in an expenditure.

6.2 Allocation and Expenditure by Program Category

Total Program Allocations and Expenditures through FY 2022	
Total Program Allocation through FY 2022	\$1,147,810,000
Total Program Expenditure through FY 2022	-\$332,891,569
Remaining	\$814,918,431

Figure 6.2 below shows the allocation and expenditure through FY 2022 for each of the nine program categories.

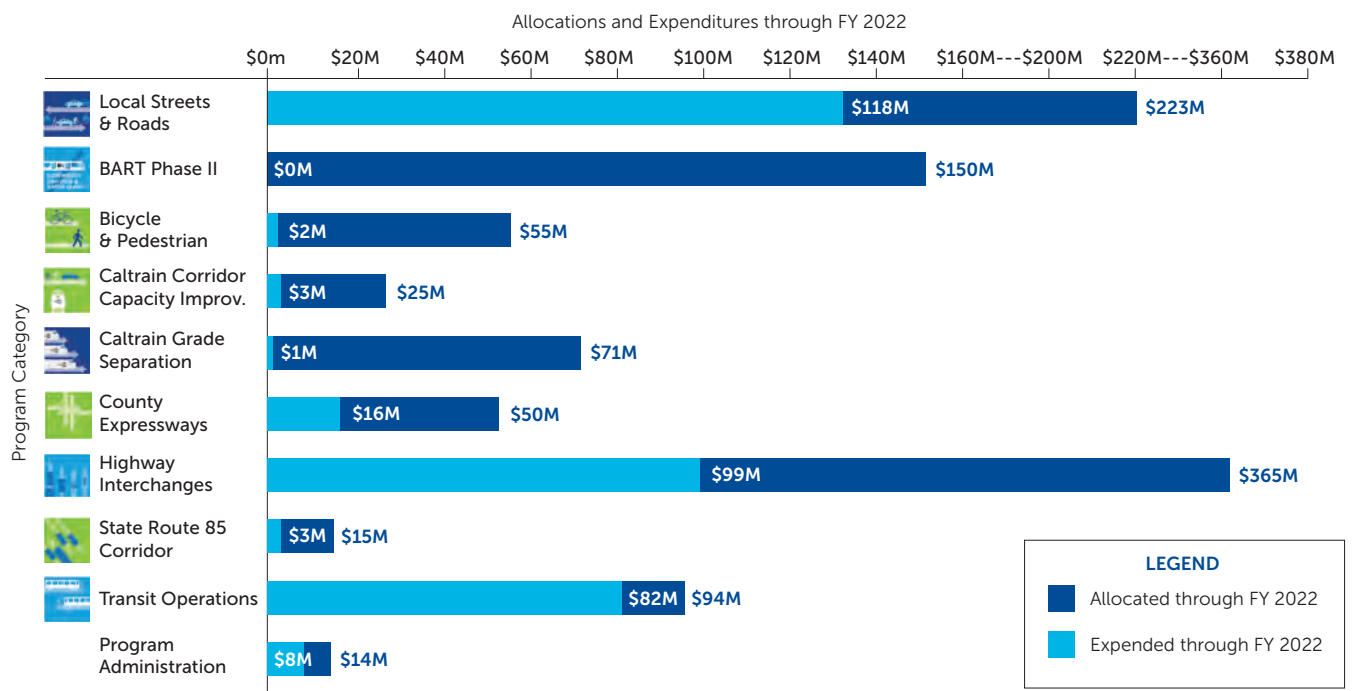


Figure 6.2 – 2016 Measure B allocations and expenditures through FY 2022 by program category.

7. 10-year Program and Biennial Budget Principles

At the April 2021 VTA Board meeting, the Board approved the 2016 Measure B 10-year Program and Biennial Budget Principles. The Principles apply to all the 2016 Measure B program categories and guide the development of the Biennial Budget and 10-year Program.

The adopted Principles for the 10-year Program and Biennial Budget are as follows:

- Comply with the language of the ballot measure (including any amendments approved pursuant to 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.
- Apply ballot-established ratios to Formula-based programs on an annual basis.
- 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.
- 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.
- Explicitly and transparently consider opportunities from external funders, subject to the constraints of the other principles.

See Appendix 11.4 for the full principles.

The 10-year Program is a planning tool that considers the needs of the program and projects over a 10-year period. The VTA Board of Directors approved the first 2016 Measure B 10-year Program (FY 2022 to FY 2031) at their August and December 2021 meetings. The 10-year Program (FY 2022 to FY 2031) can be found on Appendix 11.5.

7.1 Allocation to Expenditure Process

Following the approval of the Principles, the Board of Directors approved Project Readiness Criteria for the Need/Capacity-based program categories at their May 2021 meeting. The six Need/Capacity-based program category projects must meet the following three Project Readiness criteria for inclusion in either the Biennial Budget or 10-year Program:

1) Project delivery status:

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

2) Funding status:

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

3) 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 candidate projects move forward and meet all three Project Readiness criteria, the project sponsor will submit a request to the 2016 Measure B Program Office for inclusion in the Biennial Budget and/or 10-year Program.

The Board of Directors also approved the prioritization methodologies for the Need/Capacity-based program categories. Five of the six Need/Capacity-based program categories had existing prioritization processes, either a sole project sponsor (BART Phase II, Caltrain Corridor Capacity, and SR 85 Corridor) or a prioritization process in place to select projects (Caltrain Grade Separations and County Expressways). The processes for the County Expressways, SR 85 Corridor, and Caltrain programs were explicitly included in the guidelines that the VTA Board of Directors adopted for these programs in 2017. The VTA Board approved the prioritization methodology for the sixth program category - Highway Interchanges in August 2021, the beginning of FY 2022. The approved project readiness criteria and prioritization methodologies can be found in Appendix 11.4.

8. Program Oversight Procedures

Formal program oversight procedures continue to be developed to establish VTA's role and responsibilities over projects and programs within the 2016 Measure B Program. Figure 8.1 displays how the Program Office determines the level of oversight needed for a specific project as well as VTA's oversight tasks to ensure proper project delivery and compliance.

Oversight duties by VTA typically include review and approval of required documentation such as Complete Streets checklists, program of projects, project management plans, and progress reports. Invoices submitted by project sponsors are also thoroughly reviewed. The Program office also presents and publishes monthly 2016 Measure B Program updates to VTA committees – giving an opportunity to VTA staff to answer any questions regarding the Program and its progress.

Figure 8.1 on the next page shows the general project types and requirements for each oversight level.

2016 Measure B Program Oversight Requirements

Project Cost or Complexity	HIGH	MEDIUM	LOW	Programmatic Categories
Project Type	<ul style="list-style-type: none"> Projects costing more than \$100M and with \$10M or more in 2016 Measure B funding; or Projects with significant complexity, as determined by VTA staff. 	<ul style="list-style-type: none"> Projects costing between \$10M and \$100M; and/or Projects with \$10M or more in 2016 Measure B funding; and/or Projects with medium complexity, as determined by VTA staff. 	<ul style="list-style-type: none"> Projects costing less than \$10M; or Projects with less than \$10M in 2016 Measure B funding. 	<ul style="list-style-type: none"> Local Streets & Roads Pavement program Bicycle & Pedestrian Education & Encouragement program
Executed Agreement*	Required per phase	Required per phase	Required per phase	Only Master Funding Agreement required
Complete Streets Checklist	Required per phase	Required per phase	Required per phase	Required annually
Project Management Plan	Must be developed with VTA and include: Staffing Plan, Schedule, Contracting Plan, and Risk Assessments	Must include: Staffing Plan, Schedule, Contracting Plan, and Risk Assessments	Must include: Staffing Plan, Schedule, Contracting Plan, and Risk Assessments	N/A
Funding Plan	Required	Required	Required	N/A
Project Team Meetings	Monthly	Quarterly, at minimum	Semi-annually, at minimum	Semi-annually, at minimum
Written Progress Reports	Quarterly	Quarterly	Quarterly	Annually
Invoice Submittals	Monthly	Quarterly, at minimum	Semi-annually, at minimum	Annually, at minimum
Annual Program of Projects	N/A	N/A	N/A	Required
Present at VTA Committees as Needs	Yes	Yes	Yes	N/A

*As required. VTA-led projects do not need to have executed agreements but must meet requirements for funds to be released.

Exceptions from MEDIUM and HIGH categories include but are not limited to:

- BART Phase II, which already has an independent oversight program with FTA; Projects that are currently at the final design or construction stages; and Large pavement management/road rehabilitation programs.

Figure 8.1 – 2016 Measure B Proposed Program Oversight Requirement Chart

9. Program Category Highlights

Figure 9.1 captures program activity highlights from July 1, 2021, to June 31, 2022.

Overall 2016 Measure B Program



- Released the [2016 Measure B Program manual](#).
- Released the FY 2017 – FY 2019, FY 2020, FY 2021 Program Annual Reports.
- Continued updates to the 2016 Measure B transparency website and the VTA.org page.
- VTA Board approved FY 2022 to FY 2031 10-year Program.
- Began updating the Program Category guidelines.
- The FY 2021 Program Performance Audit was received and accepted by the 2016 MBCOC at the March 2022 meeting.

	<p>Local Streets & Roads</p> <ul style="list-style-type: none"> • Received and reviewed required annual documentation from Member Agencies.
	<p>BART Phase II</p> <ul style="list-style-type: none"> • No 2016 Measure B activities.
	<p>Bicycle & Pedestrian</p> <ul style="list-style-type: none"> • Capital Projects: <ul style="list-style-type: none"> - Executed three project agreements with Member Agencies for the FY 2021 – FY 2022 funding cycle. • Planning Studies: <ul style="list-style-type: none"> - Staff began work on updating the Planning Studies Competitive Grant program criteria. • Education and Encouragement: <ul style="list-style-type: none"> - Received FY 2022 Program of Projects. - Presented summary of FY 2021 activities to committees. For the FY 2021 Education and Encouragement Activities Summary, see agenda item 6.7 in the Board packet linked here.
	<p>Caltrain Grade Separation</p> <ul style="list-style-type: none"> • Facilitated quarterly coordination meetings with VTA, Cities and Caltrain to discuss status of projects and share general program information. • Consultant selected for the Mountain View Transit Center Grade Separation project. • Began developing the funding agreement for the Rengstorff Grade Separation project.
	<p>Caltrain Corridor Capacity Improvements</p> <ul style="list-style-type: none"> • Executed agreement with Caltrain for Diridon Station Technical Support services.
	<p>Highway Interchanges</p> <ul style="list-style-type: none"> • VTA Board approved prioritized project list, awarding over \$196 million to 12 projects • Committees recommended the pre-screening criteria for the Noise Abatement program for Board's approval.
	<p>County Expressways</p> <ul style="list-style-type: none"> • Foothill Expressway Auxiliary Lanes between El Monte and San Antonio project is complete. • Almaden Expressway at Camden Ave Intersection Improvements project: completed final design. • Oregon Page Mill Intersection Improvements between Porter and Hansen project: completed microsurfacing and striping.
	<p>State Route 85 Corridor</p> <ul style="list-style-type: none"> • SR 85 Noise Reduction Pilot Project Phase II began the Project Approval/Environmental Document phase.
	<p>Transit Operations</p> <ul style="list-style-type: none"> • Expand Mobility & Affordable Fares: <ul style="list-style-type: none"> - 13,520 passes were sold in FY 2022. • Innovative Transit Service Models: <ul style="list-style-type: none"> - Santa Clara County launched the RYDE program, including an expansion of service from the existing service area. - Mountain View expanded service hours for the Community Shuttle service. - Executed funding agreements for the remaining three awarded projects: Milpitas on-demand service, Morgan Hill on-demand service, Palo Alto on-demand transit service.

Figure 9.1 – 2016 Measure B Program highlights FY 2021.

10. Glossary

Below are terms frequently used in this report and related 2016 Measure B documentation.

An **allocation** is the VTA Board-approved amount of 2016 Measure B funds available for a specified project or program.

An **award** shows that VTA and a grantee have executed an agreement to fund an eligible project.

An **expenditure** is VTA's reimbursement of 2016 Measure B funds to a grantee (e.g. a city, the County, or Caltrain).

Fiscal Year refers to the 12-month accounting period that starts on July 1 and ends on June 30.

Fiscal year is often abbreviated **FY**, and the year referenced is the end of that period. For example, FY 2021 covers from July 1, 2020, to June 30, 2021.

Grantees are agencies that receive 2016 Measure B funds for projects. They include 15 cities within the county, Santa Clara County, Caltrain and VTA.

A **Member Agency** is a local jurisdiction that is a signatory of the Santa Clara County Congestion Management Agency's Joint Powers Agreement. This includes all cities within the county, Santa Clara County, and the Santa Clara Valley Transportation Authority.

The 2016 Measure B ballot language specified nine **Program Categories**, with allocations specified for each: Local Streets & Roads, BART Silicon Valley Phase II, Bicycle and Pedestrian, Caltrain Grade Separation, Caltrain Capacity Improvements, Highway Interchanges, County Expressways, State Route 85 Corridor, and Transit Operations.

Program Tax Revenues are tax revenues received for the 30-year life of the tax, including any interest or other earnings thereon, less any funds necessary for the 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. **Revenue** collected is the net receipt of 2016 Measure B sales tax revenue, excluding interests earned.

11. Appendix

Access the appendix [here](#).

FY 2022 Annual Street Maintenance



Cronwell Ave (Before)



Cronwell Ave (After)



Virginia Ave (Before)



Virginia Ave (After)

San Jose Walk-n-Roll



Montague Expressway Pavement Rehabilitation



2016 Measure B FY 2021 Annual Report

Appendix

Appendix 11.1 – 2016 Measure B Ballot Language

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

- **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/EI Camino Real interchange, and the SR 237/EI 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

Appendix 11.2 – 2016 Measure B Citizens’ Oversight Committee

The 2016 Measure B Citizens’ Oversight Committee is defined as an “independent body that derives authority from the ballot measure”. The mission of the committee is to validate and report on whether Measure B funds are being expended in ways that are consistent with the ballot. The Committee’s duration will reflect the term of the sales tax (April 2017 – March 2047). At its September 2017 meeting, the VTA Board of Directors appointed seven individuals to serve on the 2016 Measure B Citizens’ Oversight Committee. Memberships, meetings/schedule, and more information can be found [here](#). The following document shows the VTA Board’s approval for the appointment process for the 2016 Measure B Citizens’ Oversight Committee.



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 1/2 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.

Citizens Oversight Committee

Role: To fulfill the commitment of 2016 Measure B to have an independent oversight committee audit and report on the performance of VTA and the various project sponsors to ensure the funds are being expended consistent with the approved programs.

Membership: Seven citizens of Santa Clara County who are eligible voters.

- 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.

Application: Application period will be posted and applicants will apply on line.

Terms: 4 years. First appointees to be randomly selected (or volunteer) for either two or four year terms (three [3] for two years and four [4] for four years). Membership will be limited to two consecutive terms only.

Appointment: The application period will be posted. Applications will be submitted on line at a dedicated site. Applications will be forwarded to an Evaluation Subcommittee of the Board of Directors appointed by the Chair. The Subcommittee will submit eligible candidates to the Governance & Audit Committee. G&A will recommend finalist candidates to the Chair for appointment with ratification by the full Board of Directors.

Responsibilities: Provide independent verification that the tax revenue collected under 2016 Measure B is expended appropriately to deliver the projects and programs described in the ballot measure.

Establish the scope and work plan for the independent audit. Hire a qualified, independent professional audit firm to conduct an audit of the revenues and expenditures on an annual basis.

Conduct a Public Hearing to inform the general public that based upon the independent audit that the public's money is expended for the purposes as described in the ballot measure or adjusted as circumstances warrant through the required approval process.

Publish a report indicating the results of the Independent Audit, Public Hearing and any additional findings the Committee may have.

Citizens Oversight Committee

Request from time to time a report and/or presentation from project sponsors charged with delivering the various projects under this measure on their progress and expenditures.

Meetings: Meetings will be held on a quarterly basis. All meeting will be publicly noticed and conducted under the requirements of the Brown Act. The first meeting is targeted to 2nd Quarter FY2018.

Appendix 11.3 – 2016 Measure B Program Category Guidelines

Approval by the Board of Directors

The VTA Board of Directors approved the 2016 Measure B Program Category Guidelines for all nine programs at their October 5th and November 2, 2017 meetings – the process of development starting back in January 2017.

Program Category Types and Sub-Category Allocations

These guidelines also define the type of program for each of the nine programs (formula-based, project-based or competitive) and set forth the guidelines and distributions for Program sub-categories for the Board of Directors' approval. For example, for the Bicycle & Pedestrian Program Category, the sub-categories are described along with a funding distribution – Education & Encouragement is maximum 15%, Planning Projects is maximum 5%, and Capital Projects is minimum 80%.

(see next page for 2016 Measure B Program Category Guidelines document)

Local Streets & Roads Program Guidelines

Definition from Resolution No. 2016.06.17

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

- \$1.2 billion in 2017 dollars.

Distribution

- Formula-based distribution to Cities and County (agencies) as contained in 2016 Measure B.
- Agencies will be informed of allocation amount for a two-year period.
- VTA anticipates that allocations will be programmed based upon the total allocation for Local Streets & Roads contained in 2016 Measure B divided by the number of years in the measure.
- Future allocations will vary depending on the amount of sales tax revenue collected.
- After a one-time advance, no sooner than October 1, 2017, funds will be available on a reimbursement basis.

Implementation

- VTA and individual agencies will enter into funding agreements.
- Agencies are required to submit an annual program of projects. For agencies with a Pavement Condition Index (PCI) of 70 or higher, the program of projects may also include congestion relief projects and programs. 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.
- A one-time advance, no sooner than October 1, 2017, equivalent to the percentage of the local agency's allocation of the Local Streets and Roads Program Area's percentage share of Program Tax Revenues collections from April 2017 to June 2017 will be distributed to individual agencies upon:

- Execution of the Master Funding Agreement between VTA and the Agency
- Submittal of annual program of projects
- Maintenance of Effort certification
- Complete Streets Checklist reporting requirements
- Remaining funds will be available on a reimbursable basis.
- Agencies may submit invoices to VTA on a monthly, quarterly or annual basis. Invoices must be submitted within one year of the date posted on the contractor's invoice.

Requirements

- Individual agencies must certify and submit on an annual 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 will be required to display a 2016 Measure B logo.
- Agencies will submit project updates to VTA on a regular basis. The information will be placed on the 2016 Measure B website to keep the public informed on 2016 Measure B spending.
- Agencies may also be requested to present updates to the 2016 Measure B Citizen's Oversight Committee.

BART Phase II Guidelines

Definition from Resolution No. 2016.06.17

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

- \$1.5 billion in 2017 dollars – capped at a maximum of 25% of Program Tax Revenues.

Distribution

- VTA will program funding to complete project.
- Debt financing costs (if any) will be covered by tax revenues as described in the 2016 Measure B Resolution.

Requirements

- All collateral material will be required to display a 2016 Measure B logo.
- Project must comply with VTA's Complete Streets Reporting Requirements.
- Project requires a 10% non-2016 Measure B contribution.

Bicycle & Pedestrian Program Guidelines

Definition from Resolution No. 2016.06.17

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

- \$250 million in 2017 dollars.

Distribution

- Board of Directors will allocate funding schedule and amount for program through the budget cycle.
- VTA anticipates that allocations will be programmed based upon the total allocation for the Bicycle & Pedestrian Program contained in 2016 Measure B divided by the number of years in the measure.
- Future allocations will vary depending on the amount of sales tax revenue collected.
- Funds will be distributed on a 2-year cycle. The program will consist of three categories: education & encouragement programs, planning studies, and capital projects.
- A total of 15% of available program area funds will be set aside for the education & encouragement category. The funds will be allocated as follows:
 - \$250,000 for countywide (including targeting unincorporated areas) education & encouragement programs
 - Remaining funds allocated by city population formula with a \$10,000 annual minimum allocation per city
- A maximum of 5% of available program area funds will be allocated to planning studies grants category.
- If the planning studies grants category is not fully awarded, the remaining funds will roll into the capital category.
- If a cycle's funds are not fully awarded, the balance will roll into the next cycle's budget.
- Example of breakdown of grant program funding: If Bicycle/Pedestrian Program Area is programmed at \$8.3 million/year:
 - Capital - \$6.6 million (minimum)
 - Planning - \$415,000 (maximum)
 - Education & Encouragement - \$1.25 million (maximum)

Implementation

Education & Encouragement (Formula Distribution)

- VTA and individual agencies will enter into a Master Agreement for Education & Encouragement funds.
- VTA will notify agency of estimated allocation for two-year cycle.
- Agency will submit annual education & encouragement work program.
- Funds will be available on a reimbursable basis. Agencies may submit invoices to VTA on a monthly, quarterly or annual basis. Invoices must be submitted within one year of the date posted on the contractor's invoice.
- Education & Encouragement funds may be banked for a maximum of three years with explanation of banking purposes.
- VTA will conduct an assessment regarding the effectiveness of the program.

Grant Program (Competitive)

- 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 will contain 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.
- Project criteria will be developed in conjunction with the VTA Technical Advisory Committee (TAC) Capital Improvement Program Working Group, and brought to the TAC and Bicycle & Pedestrian Advisory Committee (BPAC) for input.
- Scoring committee for the grant program will be comprised of three BPAC members, three Member Agency staff, and one VTA staff person.

Criteria

- Only projects currently listed on Attachment A of 2016 Measure B are eligible.
- Capital Projects will be scored on criteria that supports the language in 2016 Measure B.
 - 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 Communities of Concern

Requirements

- Competitive grant projects require a 10% non-2016 Measure B contribution.
- Reporting requirements will be detailed in agreements executed with VTA for project funding.
- All applications must include a delivery schedule.
- Funds will be available on a reimbursement basis.
- VTA Complete Streets reporting requirements will be required for Planning and Capital projects.
- All collateral material will be required to display a 2016 Measure B logo.

Caltrain Grade Separation Program Guidelines

Definition from Resolution No. 2016.06.17

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

- \$700 million in 2017 dollars.

Distribution

- As candidate projects move forward in readiness (ability to expend Measure funds), the project sponsor will submit request for funding.
- Funds will be allocated to projects that most cost-effectively utilize 2016 Measure B funding.
- Funds will be distributed on a reimbursement basis.

Implementation

- VTA will work with the cities and other partners to develop an implementation plan for delivering the eight grade separation projects eligible for 2016 Measure B funds.
- There will be two program categories for funds:
 - Planning
 - Capital projects

Criteria

- All project sponsors must apply to the State §190 Grade Separation Program.

Requirements

- Reporting requirements regarding project progress will be detailed in agreements executed with VTA for project funding.
- Each project will require a 10% non-2016 Measure B contribution.
- All projects must be in compliance with VTA's Complete Streets Reporting Requirements.
- All collateral material will be required to display a 2016 Measure B logo.

Caltrain Corridor Capacity Improvements Program Guidelines

Definition from Resolution No. 2016.06.17

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

- \$314 million in 2017 dollars.

Distribution

- Funds for increased service to Morgan Hill and Gilroy will be distributed on a regular basis.
- Funds for Caltrain Modernization 2.0 will be distributed to Caltrain as Santa Clara County's contribution for costs associated with station improvements, level boarding, extended platforms and service enhancements.

Implementation

- 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.

Criteria

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

Requirements

- Partner JPB contributions for station improvements, level boarding, extended platforms and service enhancements for Caltrain Modernization 2.0 must be secured prior to allocation of Santa Clara County's contribution.
- VTA Compete Streets reporting requirements will be required for capital projects.
- All collateral material will be required to display a 2016 Measure B logo.

Highway Interchanges Program Guidelines

Definition from Resolution No. 2016.06.17

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

- \$750 million in 2017 dollars.

Distribution

- VTA Board of Directors will allocate funding on a 2-year cycle.
- Funds will be distributed through two programs: capital projects and noise abatement.
- Funds will be available on a reimbursement basis.

Implementation

- VTA staff will work with local agency staff to identify and prioritize projects in the Highway Interchange Program Candidate List on 2016 Measure B Attachment B. The following criteria will be considered:
 - Project Readiness
 - Level of local contribution
 - Geographic consideration
- VTA staff will work with member agency staff to advance projects.
- Noise Abatement projects will be a separate category within the Highway Interchange Program.
 - Projects identified in the 2011 VTA Soundwall Study will receive higher consideration during Call for Projects.
- Funds will be available on a reimbursable basis. Agencies may submit invoices to VTA on a monthly, quarterly or annual basis. Invoices must be submitted within one year of the date posted on the contractor's invoice.
- The cost of each phase of a proposed Highway Interchanges project will be finalized with execution of agreements with VTA for project funding.

Criteria

- Only VTA, Caltrans and Member Agencies can serve as an implementing agency.
- Only projects and programs currently listed on 2016 Measure B Attachment B are eligible.

Requirements

- Projects require a minimum 10% non-2016 Measure B contribution.
- Reporting requirements will be detailed in agreements executed with VTA for project

funding.

- All applications must include a delivery schedule.
- All projects must comply with VTA's Complete Streets Reporting Requirements.
- All collateral material will be required to display a 2016 Measure B logo.

County Expressways Program Guidelines

Definition from Resolution No. 2016.06.17

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

- \$750 million in 2017 dollars.

Distribution

- VTA Board of Directors will allocate funding on a 2-year cycle.
- As candidate projects move forward in readiness (ability to expend Measure funds), the County of Santa Clara will submit request for funding.
- Funds will be available on a reimbursement basis.

Implementation

- VTA and the County of Santa Clara will execute a Master Agreement for the administration of the 2016 Measure B County Expressways Program.
- 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.
- Projects will be distributed into three categories:
 - Conventional – Up to \$10M
 - Major – \$10-\$50M
 - Lawrence Grade Separations
- Funds will be available on a reimbursable basis. Agencies may submit invoices to VTA on a monthly, quarterly or annual basis.

Criteria

- Only projects and programs currently listed on 2016 Measure B Attachment C are eligible.
- Project timelines will be developed 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 10% non-2016 Measure B contribution.
- Reporting requirements will be detailed in agreements executed with VTA.
- All projects must comply with VTA's Complete Streets Reporting Requirements.
- All collateral material will be required to display a 2016 Measure B logo.

State Route 85 Corridor Program Guidelines

Definition from Resolution No. 2016.06.17

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

- \$350 million in 2017 dollars.

Distribution

- Revenues will be programmed on a 2-year cycle towards projects identified in SR 85 Corridor-related studies.

Implementation

- VTA staff is launching the SR 85 Transit Guideway Study (TG Study) to identify the most effective transit and congestion relief projects on SR 85.
- Projects identified by the TG Study will be candidates for funding.
- The five pilot projects as identified in the SR 85 Noise Abatement Study will be funded in FY18/FY19 assuming 2016 Measure B funding is available by that time. Additional projects may be funded prior to the completion of the TG Study.
- Upon completion of the TG Study, an implementation plan for SR 85 Corridor projects will be developed in consultation with the VTA Technical Advisory Committee.
- SR 85 Policy Advisory Board will forward recommended projects to the VTA Board of Directors to be funded in the 2-year budget process.
- VTA will serve as 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 TG Study has been received by the VTA Board of Directors.

Requirements

- Capital projects require a 10% non-2016 Measure B contribution.
- VTA's Complete Streets reporting requirements will be required for all capital projects.
- All collateral material will be required to display a 2016 Measure B logo.

Transit Operations Program Guidelines

Definition from Resolution No. 2016.06.17

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

- \$500 million in 2017 dollars.

Distribution

- VTA anticipates that allocations will be programmed based upon the total allocation for the Transit Operations Program contained in 2016 Measure B divided by the number of years in the measure.
- Future allocations will vary depending upon the amount of sales tax revenue collected.
- The Transit Operations Program Area funding will be allocated for the following four programs 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 proposed allocations for the four categories are as follows:

2016 Measure B Transit Operations Program Area	
Area	Funding Allocation (Proposed)
Frequent Core Bus Network	73%
Innovative Mobility Models & Programs	8%
Fare Programs	15%
Bus Stop Amenities	4%

Implementation

For FY18 & FY19 Budget Allocation:

- The Enhanced Frequent Core Bus Network will directly fund VTA’s core bus network of services increasing core bus route service frequencies, and expanding or adding evening, late night and weekend service.
- The Fare Programs will fund the Transit Assistance Program (TAP) and reduced fares for youth.
- The Innovative Transit Models Program will support goals to address first/last mile connections. Strategies may include competitive grant programs to help fund services operated by local jurisdictions, utilize excess paratransit capacity, and other programs that encourage investments in local service.
- The Bus Stop Amenities Program will directly fund improvements at VTA’s bus stops. The bus stop improvements will be prioritized based on VTA’s Transit Passenger Environment Plan and ongoing maintenance needs.

Six to 12 months into the implementation of the Next Network, staff will have ridership data available to evaluate potential increases to the ridership hours where we see higher demand for service. To meet our commitment as expressed in 2016 Measure B and in collaboration with the public, VTA will make increased investments in service hours in the system focusing on those areas where we see the greatest demand by transit dependent populations.

VTA will consider the potential for further reducing the fares for seniors and youth with a requested goal of free rides.

Criteria

- Only projects and programs currently listed on 2016 Measure B Attachment D are eligible.

Requirements

- For potential competitive grants for the Innovative Transit Models Program:
 - Reporting requirements will be detailed in agreements executed with VTA for project funding.

- All applications must include a delivery schedule.
 - Funds will be available on a reimbursement basis.
- VTA Complete Streets reporting requirements will be required for all capital improvements projects.
- All collateral material will be required to display a 2016 Measure B logo.

Appendix 11.4 – 2016 Measure B Project Readiness Criteria & Prioritization Methodologies

Adopted by the VTA Board in April 2021.

6.11.a

Attachment A

2016 Measure B 10-year Program and Biennial Budget Principles

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 during the ten-year period. Once 30-year program category allocation ratios are fulfilled, no additional allocations will be made in future 10-year plans.

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 either 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.

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 BOD 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.

Project Readiness Criteria

These will be used to determine when a project is ready to be included in the 10-year Program and the Biennial Budget. As discussed at previous meetings, the three Project Readiness Criteria are as follows:

· *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. Board members previously requested that funds be made available for eligible projects still in the pre-capital development phases.

· *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 identified 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.

Appendix 11.5 – 2016 Measure B Program Allocations by Program Category

Local Streets and Roads - \$223M total

Member Agency	Previous Allocations	FY 2022 Allocation	Total Allocation thru FY 2022
Campbell	\$3,384,783.62	\$1,021,535.42	\$4,406,319.04
Cupertino	\$4,763,361.74	\$1,442,688.50	\$6,206,051.24
Gilroy	\$4,329,600.38	\$1,392,095.04	\$5,721,695.42
Los Altos	\$2,434,711.89	\$750,416.43	\$3,185,128.32
Los Altos Hills	\$680,650.52	\$206,358.37	\$887,008.89
Los Gatos	\$2,447,326.62	\$758,434.65	\$3,205,761.27
Milpitas	\$5,916,602.49	\$1,860,988.48	\$7,777,590.97
Monte Sereno	\$287,247.20	\$88,643.10	\$375,890.30
Morgan Hill	\$3,474,480.86	\$1,165,199.22	\$4,639,680.08
Mountain View	\$6,356,418.06	\$2,036,872.71	\$8,393,290.77
Palo Alto	\$5,421,499.73	\$1,664,074.88	\$7,085,574.61
San Jose	\$81,935,671.19	\$25,328,264.02	\$107,263,935.21
Santa Clara	\$9,921,750.07	\$3,215,796.36	\$13,137,546.43
Saratoga	\$2,475,217.71	\$751,301.88	\$3,226,519.59
Sunnyvale	\$12,068,048.20	\$3,783,491	\$15,851,539.14
Santa Clara County	\$24,102,627.76	\$7,493,840.00	\$31,596,467.76
Total	\$170,000,000	\$52,960,000	\$222,960,000

BART Phase II - \$150M total

Previous Allocations	\$150M
FY 2022 Allocation	\$0
Total	\$150M

Bicycle and Pedestrian - \$55M total

Education and Encouragement Sub-category

Member Agency	Previous Allocations	FY 2022 Allocation	Total Allocation thru FY 2022
Campbell	\$123,485.67	\$45,505.19	\$168,990.86
Cupertino	\$154,982.63	\$60,143.08	\$215,125.71
Gilroy	\$148,347.54	\$58,384.62	\$206,732.16
Los Altos	\$100,861.46	\$36,081.99	\$136,943.45
Los Altos Hills	\$40,852.51	\$10,000.00	\$50,852.51
Los Gatos	\$100,729.30	\$36,360.68	\$137,089.98
Milpitas	\$180,142.64	\$74,681.80	\$254,823.44
Monte Sereno	\$40,366.20	\$10,000.00	\$50,366.20
Morgan Hill	\$127,350.97	\$50,498.47	\$177,849.44
Mountain View	\$196,074.71	\$80,795.95	\$276,869.66
Palo Alto	\$173,947.70	\$67,837.74	\$241,785.44
San Jose	\$2,070,303.40	\$890,326.65	\$2,960,630.05
Santa Clara	\$286,414.04	\$121,770.44	\$408,184.48
Saratoga	\$100,008.16	\$36,112.77	\$136,120.93
Sunnyvale	\$336,277.73	\$141,501.62	\$477,779.35
Countywide/VTA	\$1,000,000.00	\$250,000.00	\$1,250,000.00
Total	\$5,180,144	\$1,970,000.00	\$7,150,144

Capital Projects Sub-category

Previous Allocations	\$26.66M
FY 2020 & FY 2021 Total Allocation	\$18.45M
Total	\$45.11M

Planning Studies Sub-category

Previous Allocations	\$1.66M
FY 2020 & FY 2021 Total Allocation	\$1.16M
Total	\$2.82M

Caltrain Grade Separation - \$71M total

Previous Allocations	\$38M
FY 2020 & FY 2021 Total Allocation	\$33M
Total	\$71M

Caltrain Corridor Capacity Improvements - \$25M total

Previous Allocations	\$13.10M
FY 2020 & FY 2021 Total Allocation	\$12.34M
Total	\$25.44M

Highway Interchanges- \$365M total

Project	Previous Allocations	FY 2022 Allocation	Total Allocation thru FY 2022
SR 17 Southbound/Hamilton Ave. Off-Ramp Widening	\$1M	\$0	\$1M
SR 17/San Tomas Expressway Interim Improvements	\$1M	\$0	\$1M
Hwy. Transportation Operations System/Freeway Performance Initiative Phase 1 & 2	\$3M	\$0	\$3M
Noise Abatement Program (Countywide)	\$4M	\$0	\$4M
I-280/Wolfe Rd. Interchange Improvements	\$7.5M	\$85.2M	\$92.7M
I-280 Northbound: Second Exit Lane to Foothill Expressway	\$4.8M	\$0.7M	\$5.5M
Highway 17 Corridor Congestion Relief including SR 17/ SR 9 interchange	\$5.4M	\$7.80M	\$13.20M
US 101/SR 25 Interchange (ENV/PS&E)	\$10M	\$36M	\$46M
US 101/Buena Vista Ave. Interchange Improvements	\$0	\$0	\$0
Calaveras Boulevard Widening - Near-term Improvements	\$2.3M	\$1.5M	\$3.8M
SR 237 Westbound On-Ramp at Middlefield Road	\$6.3M	\$0	\$6.3M
US 101 Interchanges Improvements: San Antonio Rd. to Charleston Rd./Rengstorff Ave.	\$2M	\$5.32M	\$7.32M
US 101 Southbound/Trimble Rd./De La Cruz Blvd./Central Expwy. Interchange Improvements	\$47M	\$0	\$47M
Double Lane Southbound US 101 off-ramp to Southbound SR 87	\$3M	\$0	\$3M
US 101/Mabury Rd./Taylor St. Interchange Construction	\$3M	\$0	\$3M
I-280/Winchester Blvd. Interchange Improvements	\$9M	\$11.57M	\$20.57M
SR 87 Technology-based Corridor Improvements - (SR 87 Charcot On-ramp HOV Bypass)	\$2.7M	\$0	\$2.7M
US 101/Zanker Rd./Skyport Dr./Fourth St. Interchange Improvements	\$9M	\$0	\$9M

US 101/Old Oakland Rd. Interchange Improvements	\$0	\$0	\$0
US 101/Blossom Hill Rd. Interchange Improvements	\$35M	\$5.5M	\$40.5M
Charcot Overcrossing	\$27.5M	\$0	\$27.5M
SR 237/Mathilda Ave. and US 101/Mathilda Ave. Interchange Improvement	\$22M	\$-0.7	\$21.3M
Highway Program Management/Oversight	\$0.4M	\$0	\$0.4M
US 101/SR 152/10th Street Interchange Improvement	\$1M	\$0	\$1M
US 101/Shoreline Blvd Northbound Off-ramp Realignment and Bus Lane	\$0	\$5M	\$5M
Total	\$206.9M	\$157.89M	\$364.79M

County Expressways - \$50M total

Previous Allocations	\$50M
FY 2022 Allocation	\$0
Total	\$50M

SR 85 Corridor - \$14.5M total

Previous Allocations	\$14.5M
FY 2022 Allocation	\$0
Total	\$14.5M

Transit Operations - \$93.7M total

Transit Operations	Previous Allocations	FY 2022 Allocation	Total Allocation thru FY 2022
Enhance Core Network	\$48M	\$19.65M	\$67.65M
Expand Mobility & Affordable Fares	\$10M	\$1.6M	\$7.6M
Innovative Transit	\$6M	\$3.94M	\$13.94M
Improve Amenities	\$2.6M	\$1.9M	\$4.5M
Total	\$66.6M	\$27.09M	\$93.69M

Administration - \$14.2M total

Previous Allocations	\$13.2M
FY 2022 Allocation	\$1M
Total	\$14.2M



FINAL REPORT

Santa Clara Valley Transportation Authority

2016 MEASURE B PERFORMANCE AUDIT FOR FISCAL YEAR 2021-2022

March 14, 2023

Moss Adams LLP
635 Campbell Technology Parkway
Campbell, CA 95008
(408) 558-7500



March 14, 2023

2016 Measure B Citizens' Oversight Committee
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134

Subject: 2016 Measure B Sales Tax Performance Audit Report for Fiscal Year 2021–2022

Dear Members of the Committee:

Thank you for the opportunity to perform the performance audit relating to the Santa Clara Valley Transportation Authority (VTA) 2016 Measure B Sales Tax Program (2016 Measure B, or the Program), as required by the ballot language mandating that annual audits be conducted by an independent auditor. Requirements specify that proceeds are to be expended consistent with the approved 2016 Measure B ballot language, and that program categories will be administered in accordance with program guidelines and policies to be developed and approved by the VTA Board of Directors (the Board). This report summarizes the results of our review.

Moss Adams LLP conducted this performance audit in accordance with Generally Accepted Government Auditing Standards (GAGAS), as outlined in our agreement. These standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and audit results based on our audit objectives. The scope of this engagement is outlined in the body of our report. This report was developed based on information from our review of 2016 Measure B records for fiscal year 2021–2022.

We appreciate the opportunity to help you monitor and continuously improve your oversight of program performance. Please do not hesitate to contact us if you have any questions or need further assistance regarding this important matter.

We would like to express our appreciation to the committee and all members of VTA's staff for their cooperation throughout this performance audit.

Very truly yours,



Moss Adams LLP
Campbell, CA

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I. EXECUTIVE SUMMARY

Moss Adams LLP (Moss Adams) conducted this 2016 Measure B performance audit in accordance with Generally Accepted Government Auditing Standards (GAGAS) issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives. The performance audit objectives, scope, methodology, and conclusions, along with a summary of the views of responsible Santa Clara Valley Transportation Authority (VTA) officials, are included in this report.

The performance audit procedures applied provided reasonable assurance, in accordance with GAGAS and 2016 Measure B documents, that for fiscal year (FY) 2021–2022 (July 1, 2021 through June 30, 2022), 2016 Measure B tax revenues were expended only on costs identified in the voter-approved 2016 Measure B ballot.

Based on our procedures, we identified several commendable practices over the course of the audit:

- Expenditure and proceeds issuance documentation was effectively sourced, maintained, and managed.
- Public meetings of the 2016 Measure B Citizens’ Oversight Committee (MBCOC) were held to provide the forum to receive public input.
- Meeting minutes were posted on the VTA website.
- 2016 Measure B policies and procedures that define approval authority for invoices, contracts, and change orders to ensure appropriate review and controls were in place.
- Dashboards showing year-to-date 2016 Measure B spending by program category are on the VTA website.
- Strong collaboration among 2016 Measure B personnel and accounting was observed.

In addition, we evaluated the effectiveness and efficiency of internal controls based on our objectives to provide an analysis of 2016 Measure B, so that those charged with governance and oversight can use the information to improve 2016 Measure B performance and operations. We identified the following expenditure management and control observations related to compliance with 2016 Measure B requirements, policies and procedures, effectiveness, and efficiency of operations:

- **Transit Operations Actual Costs Isolation Methodology:** VTA has taken steps to address the prior year audit recommendation to document and establish a methodology to isolate and report on the actual expenditures of 2016 Measure B’s Transit Operations funds in support of bus operations to serve underserved and transit-dependent populations in Santa Clara County. However, the Enhance Core Frequent Network and Expand Mobility and Affordable Fares methodology did not define the allowable and unallowable cost elements or the appropriate level of expenditure approval. Additionally, we were unable to identify formalized approval of the methodology (see Observation No. 1a in the report body for further information).
- **Administration Expenditure Guidelines:** In July 2021, VTA developed and implemented Administration Expenditure Guidelines that define the allowability of specific administration costs such as investment fees and associated allocations, personnel charges, and sales tax forecast costs, as required by the 2016 Measure B ballot language. However, based on our review of

sampled labor, we identified one labor position that was not specifically included within the Administration Expenditure Guidelines as eligible or otherwise formally approved to charge labor to 2016 Measure B (see Observation No. 1b in the report body for further information).

We also noted the following opportunities for VTA to consider additional actions:

- Continue to review VTA’s application of the Board-approved 2016 Measure B Principles in allocation determinations.
- Conduct procurement review procedures on VTA contracts funded by 2016 Measure B to ensure competitive processes and procedures that support overall budget and cost management.
- Conduct audits of grantees to ensure that funds are procured in accordance with public contracting code and expended in conformance with VTA budget authorizations and 2016 Measure B requirements.
- Conduct construction compliance reviews on Guaranteed Maximum Price (GMP) contract types to support cost compliance and overall program cost management.
- Evaluate and plan for project oversight needs specific to engineering and project delivery for 2016 Measure B projects as the Program continues to ramp up.

The following table provides 2016 Measure B revenue earned, income earned, expenditures by program category, and administrative costs for FY 2021–2022.

TABLE 1: 2016 MEASURE B REVENUE EARNED, INCOME EARNED, EXPENDITURES BY PROGRAM CATEGORY, AND ADMINISTRATIVE COSTS FOR FY 2021–2022

Revenue, Income, and Expenditures Category	FY 2021–2022 Amount
Revenue Earned	\$258,000,059
Interest Earned & Realized Investment Gain/(Loss)	\$7,080,418
Unrealized Investment Gain/(Loss) ^[1]	(\$28,222,407)
Expenditure by Program Category:	
VTA's BART Silicon Valley Phase II	–
Bicycle and Pedestrian Program	\$1,873,821
Caltrain Corridor Capacity Improvements	\$519,270
Caltrain Grade Separation	\$111,904
County Expressways	\$10,135,047
Highway Interchanges	\$43,430,995
Local Streets and Roads	\$43,790,591
Transit Operations	\$23,788,299
State Route 85 Corridor	\$1,395,607
Administrative Cost	\$2,081,040
Total Expenditures for FY 2021–2022	\$127,126,574

¹ Per VTA, investment losses were due to a downturn in marketplace.

Revenue and expenditure amounts are reconciled to the Annual Comprehensive Financial Report (ACFR) for Fiscal Year Ended June 30, 2022, according to the “Comparative Schedule of Revenues, Expenditures, and Changes in Fund Balance – Special Revenue Funds” schedule for 2016 Measure B, found on page 2–118. Sales tax revenue and investment earnings were compared to the amounts reported by VTA. Total expenditures align with sum of the “Total Expenditure” and “Transfers out” lines.

Management remains responsible for proper implementation and operation of an adequate internal control system. Due to inherent limitations in any internal control structure, errors or irregularities may occur and not be detected. Projections of any evaluation of the internal control structure to future periods are also subject to the risk that this structure may become inadequate because of changes in conditions or that the degree of compliance with policies or procedures may deteriorate.

II. BACKGROUND INFORMATION

A. VTA'S 2016 MEASURE B PROGRAM

In 2016, voters approved 2016 Measure B for VTA “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” by imposing a \$0.005 (one-half of one-cent) retail transactions and use tax upon every retailer in Santa Clara County that will be in effect for 30 years. As of April 2017, the present value of 2016 Measure B’s tax revenues was forecasted to be approximately \$6.3 billion.

The 2016 Measure B ballot specifies VTA as the administrator of the sales tax. It further specifies that VTA administers this tax by establishing a program and developing guidelines to allocate 2016 Measure B tax revenues to the following categories of transportation projects:

- VTA’s BART Silicon Valley Phase II
- Bicycle and Pedestrian Program
- Caltrain Corridor Capacity Improvements
- Caltrain Grade Separations
- County Expressways
- Highway Interchanges
- Local Streets and Roads
- State Route 85 Corridor
- Transit Operations

The VTA Board of Directors adopted guidelines for overall program administration for each of these nine program categories at the October 2017 and November 2017 meetings. These guidelines are intended to direct the implementation of each program category and propose how the program category funds should be allocated.

VTA accounting records for FY 2021–2022 showed 2016 Measure B tax expenditures of \$127,126,574. This amount was reconciled to the ACFR for the corresponding FY to verify the completeness and accuracy of records provided.

B. ACCOUNTABILITY REQUIREMENTS

2016 Measure B ballot language requires VTA to appoint an independent citizen’s oversight committee. The MBCOC, established to fulfill this function, is responsible for ensuring that funds are expended consistent with the approved program and associated expenditure guidelines. On an annual basis, the MBCOC organizes an independent audit to review the receipt of revenue and expenditure of funds. The MBCOC also holds public hearings and issues an annual report to inform Santa Clara County residents how the funds are being spent.

III. OBJECTIVES, SCOPE, AND METHODOLOGY

The primary objective of this performance audit was to verify VTA's compliance with 2016 Measure B, which requires its tax revenues be allocated and used for the nine approved program categories, as defined in ballot language. Performance audit procedures covered the period of July 1, 2021 through June 30, 2022.

The full list of performance audit objectives (as specified by VTA and agreed upon for this performance audit), scope of our audit, and methodology applied included the following.

A. OBJECTIVES

Objective No. 1: Conduct an Annual Compliance Performance Audit

We conducted an annual performance audit of 2016 Measure B revenues and expenditures to render our opinion on whether expenditures during the audit period were spent in conformance with 2016 Measure B requirements. We reviewed 2016 Measure B's financial records and expenditures for FY 2021–2022 to verify that funds were used for approved purposes, as set forth in the ballot language and Board-approved expenditure guidelines. We reviewed 2016 Measure B's financial records and expenditures by obtaining the ACFR and comparing the balances to VTA's detailed accounting records. We analyzed control processes, tested the 2016 Measure B expenditure cycle, and sampled supporting documentation to validate internal controls. Testing procedures included the use of Audit Command Language (ACL) to select a statistical, monetary unit sample to provide confidence that expenditure transactions from 2016 Measure B were compliant with program and legal requirements. We tested 72 expenditures totaling \$86,115,461.86, or 67.7% of the total expenditures (\$86,115,461.86 / \$127,126,574.15). These transactions were comprised of payments to partner agencies (including local cities, County of Santa Clara, and other regional transportation agencies such as Caltrain) and vendors, journal entries of interfund transfers, and program administrative costs. Our testing procedures were performed to verify that:

- Expenditures aligned with one of the nine program categories, as outlined in the 2016 Measure B ballot language
- Expenditures were allowable according to applicable expenditure guidelines approved by the VTA Board of Directors

We interviewed VTA and program administration personnel and analyzed key documentation to assess the design of controls over 2016 Measure B expenditures. This included the review, authorization, and oversight of expenditures, contracts executed with other regional stakeholders including VTA Member Agencies, accounting for sales and use tax proceeds issued, and payments made and recorded for FY 2021–2022. The documents we analyzed to assess 2016 Measure B risk and control design included:

- 2016 Measure B ballot language
- 2016 Measure B expenditure guidelines
- VTA Board-approved budget memos
- MBCOC meeting agendas and minutes

- Applicable partner agency contract documentation (e.g., local cities, County of Santa Clara, BART, Caltrain)
- Accounting for 2016 Measure B proceeds and supporting documentation for expenditures taken from VTA's books and records
- Review of 2016 Measure B expenditures (for FY 2021–2022) and voter-approved ballot language

Objective No. 2: Report 2016 Measure B Revenue Earned, Income Earned, Expenditures by Program Category, Administrative Cost, and Debt Service and/or Costs of Borrowing

We reported 2016 Measure B's revenue earned, income earned, expenditures by program category, administrative cost, and debt service and/or costs of borrowing. We made note of any changes to program categories and/or the maximum approved allocations therein based on 2016 Measure B's financial records.

B. SCOPE AND METHODOLOGY

The performance audit covered the most recently completed FY (2021–2022). Moss Adams attended the MBCOC meeting on October 26, 2022, presented the proposed audit plan and deliverables schedule, and addressed MBCOC member questions and concerns. We coordinated with VTA on the specific schedule for conducting audit fieldwork. We conducted an exit meeting with VTA staff (February 10, 2023) and the MBCOC (February 22, 2023) to review preliminary issues and obtain further information as necessary.

Moss Adams prepared a draft audit report based on our findings and auditor opinions and provided it to VTA management on February 9, 2023 and the MBCOC on February 22, 2023. Following exit meetings, Moss Adams will incorporate changes as appropriate to the draft report, and the draft report will be finalized and electronically submitted to VTA. Moss Adams will present the final audit report to the MBCOC at its March 22, 2023 meeting. The final report will be provided for inclusion on VTA's website as well as the 2016 Measure B Transparency website. We were prepared to evaluate and report on specific areas or items or to provide specific metrics requested by MBCOC, if applicable; however, no specific areas or items were requested. A log of open observations and recommendations for this audit report is included in Appendix A.

We also interviewed key personnel responsible for administering 2016 Measure B, including senior management and staff from the VTA. The individuals interviewed are listed in Appendix B. We provided interviewees with an opportunity to provide feedback on whether fraud, waste, and/or other misconduct may be occurring and to provide insight on potential areas for improvement for 2016 Measure B.

C. STATEMENT OF COMPLIANCE WITH GAGAS

We conducted this performance audit in accordance with GAGAS. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

Because GAGAS performance audit procedures require reasonable assurance and do not require detailed examination of all transactions and activities, there is a risk that compliance errors, fraud, or illegal acts may exist that we did not detect. Based on the performance audit procedures performed and the results obtained, we have met our audit objective.

Management remains responsible for proper implementation and operation of an adequate internal control system. Due to the inherent limitations of any internal control structure, errors or irregularities may occur and not be detected. This performance audit did not constitute an audit of financial statements in accordance with GAGAS. Moss Adams was not engaged to and did not render an opinion on VTA's internal controls over financial reporting or financial management systems.

IV. AUDIT RESULTS

A. OBJECTIVE NO. 1: CONDUCT AN ANNUAL COMPLIANCE PERFORMANCE AUDIT

Moss Adams conducted this performance audit in accordance with GAGAS issued by the Comptroller General of the United States. We reviewed the 2016 Measure B financial records and expenditures for FY 2021–2022 to verify that funds were used as set forth in the 2016 Measure B ballot language. We identified the following two observations and recommendations over the course of our audit.

Observation 1A: Transit Operations Actual Costs Isolation Methodology

VTA has taken steps to address the prior year audit recommendation to document and establish a methodology to isolate and report on the actual expenditures of 2016 Measure B's Transit Operations funds in support of bus operations to serve underserved and transit-dependent populations in Santa Clara County. VTA established policies for the Transit Operations program category in July 2021. However, the Enhance Core Frequent Network and Expand Mobility and Affordable Fares methodology did not define the allowable and unallowable cost elements and what level of approvals may be required for expenditures. Additionally, we were unable to identify formalized approval of the methodology.

Per the ACFR for the Fiscal Year Ended June 30, 2022, the Transit Operations and Operating Projects expenses totaled \$708,316,000 (entered in thousands per the ACFR). The allocation from 2016 Measure B funds to Transit Operations for the FY totaled \$23,788,299, or 3.36% of the total Transit Operations and Operating Projects expenditures for the FY.

The 2016 Measure B Transit Operations program category was established to increase ridership, improve efficiency, enhance mobility services, and improve the affordability of bus transportation. According to the Transit Operations expenditure guidelines, funding should be allocated for the following purposes:

- Enhance the Frequent Core Bus Network by increasing core bus route service frequencies and expanding or adding additional evening, late-night, and weekend service (73% of program category funding)
- Expand mobility services and affordable fare programs for seniors, disabled, students, and low-income riders (8% of program category funding)
- 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 are safe and accountable (15% of program category funding)
- Improve amenities at bus stops to increase safety, security, and access with lighting and access improvements (4% of program category funding)

The Transit Operations program category is administered by VTA as the service provider of bus operations; therefore, there is a regularly scheduled interfund transfer from 2016 Measure B funds to the Transit Operations account. According to VTA management, the new and innovative transit service model sub-program is a competitive grant program, and bus stop amenity improvement

charges are tracked as a separate project. Therefore, both programs operate on a reimbursement basis and no expenditures for these sub-categories were incurred during the audit period. However, since the Transit Operations Division bus operations budgets are over \$200 million annually, it is unlikely that 2016 Measure B expenditures exceeded operating costs for any particular purpose within the applicable Transit Operations sub-categories.

Recommendation: As required by the ballot language, VTA should continue to update and implement Transit Operations Fund Expenditure Guidelines, or a procedural document, to address what elements are allowable or unallowable and obtain appropriate approval from key stakeholders. The procedural document should be updated to address how these unallowable charges are excluded from the current allocation procedural documents and process. The enhanced guidelines will support transparency, accountability, and alignment with the Program and voter-approved ballot language. In addition, and as a best practice, VTA should establish performance metrics to assess impact and success of these funds in accordance with the ballot language, specifically Attachment D Transit Operations Candidate Projects and Programs List.

Observation 1B: Administration Expenditure Guidelines

In July 2021, VTA established an administration expenditure policy that defined the allowability of specific administration costs such as investment fees and associated allocations, personnel charges, and sales tax forecast costs, as required by the 2016 Measure B ballot language.

While sampled expenditures appeared to be reasonable and consistent with 2016 Measure B’s objectives, the ballot language specifically states that “the Program Categories will be administered in accordance with program guidelines and policies to be developed and approved by the VTA Board of Directors.” Within our sample, we identified personnel charges (\$199.86) that require Program Administration Expenditure guideline clarification:

- **Personnel Charges:** Within our sample, we identified one labor charge totaling \$199.86 for a Chief Engineer & Program Delivery Officer (see the table below); however, we were unable to identify this position within the Administration Expenditure Guidelines or obtain documentation of approval for this position.

TABLE 2: LABOR CHARGES TESTING RESULTS

Document Number	Posting Date	Position Title	Amount
304780640	9/30/2021	Chief Engineer & Program Delivery Officer	\$199.86

Based on the Administration Expenditure Guidelines implemented in July 2021, “Staff labor includes time dedicated by approved individuals that are directly associated with administering the 2016 Measure B Program, and includes salaries and benefits, office supplies and equipment, and other normal and reasonable overhead costs. All labor costs for VTA staff are charged at the fully burdened rate (salary, benefits, and apportioned overhead) in the approved VTA Indirect Cost Allocation Plan (ICAP) in effect at the time the charges are incurred...VTA labor consists of two components: (1) staff whose time is fully dedicated to the Program; and (2) staff that provide ad hoc services to the Program in addition to their other job responsibilities.” The guidelines specify seven positions that provide services to the Program:

- Program Manager
- Transportation Planner
- Senior Accountant
- Deputy Director, Grants and Allocations
- Sr. Policy Analyst
- Management Analyst
- Transportation Engineering Manager

Additionally, per the guidelines, “Other staff charges for administrative ad hoc services provided to the Program must be both requested prior to incurrence and approved by the 2016 Measure B Program Office.” Based on inquiry with VTA, the work completed by the Chief Engineer & Program Delivery Officer (development of the oversight program) was an eligible Measure B charge. However, additional documentation of the approval of these charges was not readily available. VTA also noted the need to update the eligible labor classifications included in the Administration Expenditure Guidelines.

Recommendation: As required by the ballot language, VTA should continue to update and implement the Administration Expenditure Guidelines, or a procedural document, to address what elements of administration (e.g., specific personnel) are allowable or unallowable and obtain appropriate approval. The guidelines will support transparency, accountability, and alignment with the Program and voter-approved ballot language. As a best practice, VTA should regularly update the eligible labor classifications included in the Administration Expenditure Guidelines as the Program evolves. Additionally, as required by the guidelines, updates regarding labor not specifically identified within the guidelines as eligible should include a documented approval by the Program Office.

B. OBJECTIVE NO. 2: REPORT 2016 MEASURE B REVENUE EARNED, INCOME EARNED, EXPENDITURES BY PROGRAM CATEGORY, ADMINISTRATIVE COST, AND DEBT SERVICE AND/OR COSTS OF BORROWING (NO EXCEPTION)

As a component of this performance audit, Moss Adams reported the 2016 Measure B revenue earned, income earned, expenditures by program category, and debt service and/or cost of borrowing. Figures were provided by VTA and validated through the review of Board-approved budget memos and VTA’s audited financial statements. There were no debt service costs for the current audit period.

The following table reports annual revenues for the most recent FY as well as all FYs since 2016 Measure B inception, including revenue earned through sales and use tax receipts as well as income generated through investments.

TABLE 3: PROGRAM REVENUE AND INCOME FOR FY 2021–2022 AND INCEPTION TO FY 2022^[1]

	FY 2021–2022	Inception to FY 2022 (4/1/2017–6/30/2022)
Revenue Earned	\$258,000,059	\$1,180,440,206
Interest Earned and Realized Investment Gain/(Loss)	\$7,080,418	\$40,898,097
Program Revenue, Interest Earned and Realized Investment Gain/(Loss)	\$265,080,477	\$1,221,338,303
Unrealized Investment Gain/(Loss) ^[2]	(\$28,222,407)	(\$32,412,070)

¹ Table was updated to further break down Revenue, Interest Earned, and Realized and Unrealized Gains to increase transparency.

² Per VTA, investment losses were due to a downturn in marketplace.

VTA allocates 2016 Measure B budgets and monitors expenditures on an annual or biennial basis, depending on the program category and associated expenditure guidelines. Budget allocations for 2016 Measure B do not expire and can be rolled into future FYs. Expenditures are reimbursed rather than provided in advance. Three program categories (Local Streets and Roads, Transit Operations, and Administration) are allocated budgets on an annual basis. The following table summarizes the budget allocation and expenditure information for FY 2021–2022 and the inception to FY 2022 period.

TABLE 4: ALLOCATIONS AND EXPENDITURES FOR PROGRAM CATEGORIES WITH ANNUAL BUDGETING

Program Category	FY 2021–2022		Inception to FY 2022 (4/1/2017–6/30/2022)	
	Allocation	Expenditures	Allocation	Expenditures ^[1]
Local Streets and Roads	\$52,960,000	\$43,790,591	\$222,960,000	\$118,463,114
Transit Operations	\$27,090,000	\$23,788,299	\$93,690,000	\$81,930,605
Administration	\$1,000,000	\$2,081,040	\$14,200,000	\$7,810,834
<i>Subtotal Annual Budget Cycle Expenditures</i>	<i>\$81,050,000</i>	<i>\$69,659,930</i>	<i>\$330,850,000</i>	<i>\$208,204,553</i>

¹ Inception to FY 2022 amounts reflect an update made to the prior year accrual allocation, resulting in updated reporting on program category expenses.

The following table outlines the allocation and expenditures for the remaining program categories in FY 2021–2022 and the inception to FY 2022 period. These expenditures are allocated on a biennial basis in alignment with VTA’s budget cycle.

TABLE 5: ALLOCATIONS AND EXPENDITURES FOR PROGRAM CATEGORIES WITH BIENNIAL BUDGETING

Program Category	FY 2021–2022		Inception to FY 2022 (4/1/2017–6/30/2022)	
	Allocation	Expenditures	Allocation	Expenditures ^[1]
VTA's BART Silicon Valley Phase II	-	-	\$150,000,000	-
Bicycle and Pedestrian Program	\$21,580,000	\$1,873,821	\$54,900,000	\$2,249,963
Caltrain Corridor Capacity Improvements	\$12,340,000	\$519,270	\$25,440,000	\$3,459,030
Caltrain Grade Separations	\$33,000,000	\$111,904	\$71,000,000	\$516,533
County Expressways	-	\$10,135,047	\$50,000,000	\$16,432,107
Highway Interchanges	\$157,890,000	\$43,430,995	\$364,790,000	\$99,393,180
State Route 85 Corridor	-	\$1,395,607	\$14,500,000	\$2,636,203
<i>Subtotal Biennial Budget Cycle Expenditures</i>	<i>\$224,810,000</i>	<i>\$57,466,644</i>	<i>\$730,630,000</i>	<i>\$124,687,016</i>
Total Program Expenditures (including Annual Budget Cycle Expenditures shown in Table 4)	\$305,860,000	\$127,126,574	\$1,061,480,000	\$332,891,569

¹ Inception to FY 2022 amounts reflect an update made to the prior year accrual allocation, resulting in updated reporting on program category expenses.

According to these records, all program categories are currently operating within their respective budget allocations. 2016 Measure B expended \$127,126,574 in FY 2021–2022, which includes \$69,659,931 in Annual Budget Cycle Expenditures and \$57,466,644 for Biennial Budget Cycle Expenditures.

APPENDIX A – AUDIT RESOLUTION LOG

The following table summarizes the expenditure management and control recommendations included in this report for future reporting.

Source	Recommendation	Management Response	Status of Resolution	Planned Resolution Date
<p>Observation 1A: Transit Operations Actual Costs Isolation Methodology (Objective 1A from the Moss Adams 2017–2019 Report; 2020–2021 Report, and current year report)</p>	<p>As required by the ballot language, VTA should continue to update and implement Transit Operations Fund Expenditure Guidelines, or a procedural document, to address what elements are allowable or unallowable and obtain appropriate approval from key stakeholders. The procedural document should be updated to address how these unallowable charges are excluded from the current allocation procedural documents and process. The guidelines will support transparency, accountability, and alignment with the Program and voter-approved ballot language. In addition, and as a best practice, VTA should establish performance metrics to assess impact and success of these funds in accordance with the ballot language, specifically Attachment D Transit Operations Candidate Projects and Programs List.</p>	<p>Agreed. The 2016 Measure B Program will continue to review and update validation processes.</p>	<p>Open – Steps have been taken</p>	<p>December 31, 2023</p>
<p>Observation 1B: Administration Expenditure Guidelines (Objective 1B from the Moss Adams 2017–2019 report, 2020–2021 report, and current year report)</p>	<p>As required by the ballot language, VTA should continue to update and implement Administration Expenditure Guidelines, or a procedural document, to address what elements of administration (e.g., investment fees and associated allocations and specific personnel) are allowable or unallowable and obtain appropriate approval. These guidelines will support transparency, accountability, and alignment with the Program and voter-approved ballot language. As a best practice, VTA should update the eligible labor</p>	<p>Agreed. 2016 Measure B Program will regularly review and update the Administration Expenditure Guidelines.</p>	<p>Open – Steps have been taken</p>	<p>December 31, 2023</p>

Source	Recommendation	Management Response	Status of Resolution	Planned Resolution Date
	<p>classifications included in the Administration Expenditure Guidelines on a regular basis. Additionally, as required by the Administration Expenditure Guidelines, labor not specifically identified within the guidelines as eligible should be approved and documented by the Program Office.</p>			

APPENDIX B – INTERVIEWS

The following key VTA personnel were interviewed:

- Deputy Director, Grants & Allocations, Santa Clara Valley Transportation Authority
- Assistant Controller
- 2016 Measure B Program Manager
- Accountant
- Senior Policy Analyst
- MBCOC Committee Members (4)

MEASURE B

COUNTY COUNSEL'S IMPARTIAL ANALYSIS OF MEASURE B

California law permits the Santa Clara Valley Transportation Authority (VTA) to impose a retail transactions and use tax (commonly called a "sales tax") in the territory of the VTA, which includes both the unincorporated territory and all the cities within Santa Clara County. Such a tax must first be approved by two-thirds of the voters voting in an election.

Measure B was placed on the Ballot by the VTA Board of Directors (Board). Measure B proposes enactment of a .5% (one-half cent) sales tax. The Board anticipates that the sales tax would be operative on April 1, 2017. The authority to levy the sales tax will expire thirty years later.

Under California law, all local governments within each county cannot enact a total sales tax rate of more than 2% in any territory. Approval of this Measure would result in the territory within the cities of Campbell and San Jose reaching that 2% cap during 2017 and until the expiration of an existing tax. The State also imposes a sales tax, some of which is distributed to local governments. The State sales tax rate is scheduled to be 7.25% as of January 1, 2017. Approval of this Measure is anticipated to result in a total 9.25% sales tax in the cities of Campbell and San Jose, and a 9.0% sales tax elsewhere in Santa Clara County, as of the date the sales tax is anticipated to begin. Because existing sales taxes may expire, or other sales taxes may be enacted, overall tax rates may vary during the thirty-year period of this tax.

State law requires the VTA to state the specific purposes for which the sales tax proceeds will be used, and the VTA must spend the proceeds of the tax only for these purposes. The stated purposes of the proposed sales tax are to: repair potholes and fix local streets; finish the BART extension through downtown San Jose and to Santa Clara; improve bicycle and pedestrian safety; increase Caltrain capacity, in order to ease highway congestion, and improve safety at crossings; relieve traffic on the expressways and key highway interchanges; and enhance transit for seniors, students, low-income, and disabled individuals. The Measure states that the VTA will establish a program and develop program guidelines to administer tax revenues received from the measure.

Measure B provides for the establishment of an independent citizens' oversight committee for ensuring that proceeds of the tax are expended consistent with the program established by the VTA. The committee would hold public hearings, issue reports on at least an annual basis, and arrange for an annual independent audit of expenditures.

A "yes" vote is a vote to authorize a special sales tax of one-half cent (.5%) operative for 30 years, expected to expire on March 31, 2047.

A "no" vote is a vote not to authorize the special sales tax.

James R. Williams
Acting County Counsel

By: /s/ Danielle L. Goldstein
Deputy County Counsel

COMPLETE TEXT OF MEASURE B

To repair potholes and fix local streets; finish the BART extension through downtown San Jose and to Santa Clara; improve bicycle and pedestrian safety; increase Caltrain capacity, in order to ease highway congestion, and improve safety at crossings; relieve traffic on the expressways and key highway interchanges; and enhance transit for seniors, students, low-income, and disabled, shall the Board of Directors of the Santa Clara Valley Transportation Authority (VTA) enact a retail transactions and use tax ordinance, Ordinance No. 2016.01, imposing (a) a tax for the privilege of selling tangible personal property at retail upon every retailer in Santa Clara County, the territory of VTA, such tax to be at the rate of one-half of one percent of the gross receipts of the retailer from the sale of tangible personal property sold by him/her at retail in the territory of VTA; and (b) a complementary tax upon the storage, use, or other consumption in Santa Clara County, the territory of VTA, such tax to be at the rate of one-half of one percent of the sales price of the property whose storage, use, or other consumption is subject to the tax; collection of such tax to be limited to thirty years?

VTA shall be the administrator of the tax, shall establish a program and develop program guidelines to administer the tax revenues received from the enactment of this measure (the "Program"). Tax revenues received for the 30-year life of the tax, including any interest or other earnings thereon, less any funds necessary for satisfaction of debt service and/or cost of borrowing and costs of program administration and oversight, such as costs of grant administration and financial management, shall be referred to herein as "Program Tax Revenues."

VTA shall allocate the Program Tax Revenues to the following categories of transportation projects: Local Streets and Roads; BART Phase II; Bicycle and Pedestrian; Caltrain Grade Separation; Caltrain Capacity Improvements; Highway Interchanges; County Expressways; SR 85 Corridor; and Transit Operations.

The present value (i.e., present day purchasing power) of the Program Tax Revenues, as of April 2017, is forecasted to be approximately \$6.3 Billion. The actual revenues to be received over the 30-year life of the tax will be affected by various economic factors, such as inflation and economic growth or decline. The estimated amounts for each category reflect the allocation of approximately \$6.3 Billion. The estimated amounts for each category, divided by \$6.3 Billion, establishes ratios for the allocation among the categories. The VTA Board of Directors may modify those allocation amounts following the program amendment process outlined in this resolution.

• **Local Streets and Roads—Estimated at \$1.2 Billion of the Program Tax Revenues in 2017 dollars.**

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/EI Camino Real interchange, and the SR 237/EI Camino/Grant Road interchange.

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

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

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

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

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

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

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

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

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

COMPLETE TEXT OF MEASURE B-Continued

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

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

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

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

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

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

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

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

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

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

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

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

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

COMPLETE TEXT OF MEASURE B-Continued

ATTACHMENT C

SANTA CLARA COUNTY EXPRESSWAY IMPROVEMENTS (TIER 1)

Project

Almaden Expressway at SR-85-Interim Improvements

Almaden Expressway at Branham Lane Intersection Improvements

Almaden Expressway at Camden Ave Intersection Improvements

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

Central Expressway at Thompson Intersection Improvements

Foothill Expressway Auxiliary Lanes between El Monte and San Antonio

Lawrence Expressway at Homestead Road Interim Improvements

Lawrence Expressway at Homestead Road Grade Separation

Lawrence Expressway from Reed/Monroe to Arques Grade Separation

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

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

Oregon-Page Mill Intersection Improvements between Porter and Hansen

Oregon-Page Mill/El Camino Real Intersection Improvements

San Tomas Expressway Widening and Trail between Homestead and Stevens Creek

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

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

SR 17/San Tomas Expressway Interim Improvements

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

I-280/Oregon-Page Mill Road Interchange Reconfiguration

Expressway ITS/Signal System Countywide

ATTACHMENT D

TRANSIT OPERATIONS CANDIDATE PROJECTS AND PROGRAMS LIST

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

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

COMPLETE TEXT OF MEASURE B-Continued

- Enhance Frequent Core Bus Network.

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

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

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

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

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

ARGUMENT IN FAVOR OF MEASURE B

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

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

Measure B will:

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

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

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

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

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

ARGUMENT IN FAVOR OF MEASURE B-Continued

www.YesMeasureB.com

/s/ Roberta Hollimon

Chair, Council of the Leagues of Women Voters of Santa Clara County

/s/ Matthew Mahood

President & CEO, San Jose Silicon Valley Chamber of Commerce

/s/ Rod Diridon, Sr.

Chair Emeritus, League of Conservation Voters of Santa Clara County

/s/ Michael E. Engh

President, Santa Clara University

/s/ Darryl Von Raesfeld

Fire Chief, City of San Jose (Retired)

REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE B

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

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

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

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

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

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

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

/s/ Michael J. Ferreira

Executive Committee Chair, Loma Prieta Chapter, Sierra Club

/s/ Mark W.A. Hinkle

President of the Silicon Valley Taxpayers Association

/s/ John M. Inks

Mountain View City Councilmember

/s/ Elizabeth C. Brierly

Santa Clara County Homeowner and Lifelong Resident

ARGUMENT AGAINST MEASURE B

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

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

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

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

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

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

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

Why vote for another bait-and-switch?

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

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

Demand a new direction!

ARGUMENT AGAINST MEASURE B-Continued

For more information: www.No2VTAmMeasureB.org
Twitter: #No2VTAmMeasureB
Phone: 408-604-0932

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

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

/s/ John M. Inks
Mountain View City Councilmember

/s/ Andy Chow
President, BayRail Alliance

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

REBUTTAL TO ARGUMENT AGAINST MEASURE B

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

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

The text of their argument is even less credible.

Here are the facts:

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

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

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

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

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

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

REBUTTAL TO ARGUMENT AGAINST MEASURE B-Continued

www.YesMeasureB.com

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

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

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

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

/s/ Teresa Alvarado
San Jose Director, SPUR

San Mateo County Transit District

Report of the Measure W Citizens' Oversight Committee

Fiscal Year 2022 (July 2021- June 2022)



The Measure W Citizens Oversight Committee (COC) is pleased to provide its Fiscal Year 2021-22 (FY2022) annual report on the expenditure of proceeds from the San Mateo County Transit District's (District) 2018 Measure W.

The principal duties of the COC are to ensure that the proceeds have been expended for the purposes set forth in the Measure W ballot language and to provide a report on the independent audit conducted pursuant to the ballot language and the District Ordinance (Ordinance) which placed Measure W on the ballot.

Measure W tasks the COC with providing information to the taxpayers of San Mateo County in the following ways:

- Receive the District's annual audit report on receipts and expenditures of Measure W tax proceeds and expenditures under the Congestion Relief Plan
- Hold an annual public hearing on the audit report
- Issue an annual report of the COC on the audit results

The Board of Directors of the District and the Board of Directors of the San Mateo County Transportation Authority (TA) are responsible for the prioritization and distribution of funds received pursuant to the provisions of Measure W. The independent audit conducted by the District and the COC's report are intended to provide additional accountability with respect to the expenditure of these proceeds by both the District and the TA.

The District's FY 2022 audit report for Measure W tax was conducted by Eide Bailly, LLP, an independent accounting firm with several years of experience in conducting independent audits of the financial results of both the District and the TA. In its audit, Eide Bailly, LLP provided what is known as an unmodified opinion (what is often referred to as a "clean" opinion) on the Measure W financial statements prepared by District staff. The COC held a public hearing on the report on March 6, 2023. A copy of the audit report is attached as Appendix A.

Section 1

Measure W Funding Categories and Principles

In 2018, San Mateo County voters approved Measure W, a 30-year half cent sales tax beginning July 1, 2019 through June 30, 2038, by a vote of 66.9%. In doing so, they provided the county with additional resources to improve transit and relieve traffic congestion. The District levies the tax and administers investments for 50% of the program under the County Public Transportation Systems category in Measure W's Congestion Relief Plan, and the TA is responsible for administering the other categories, which make up the remaining 50% of the measure.

Figure 1. Measure W Funding Categories

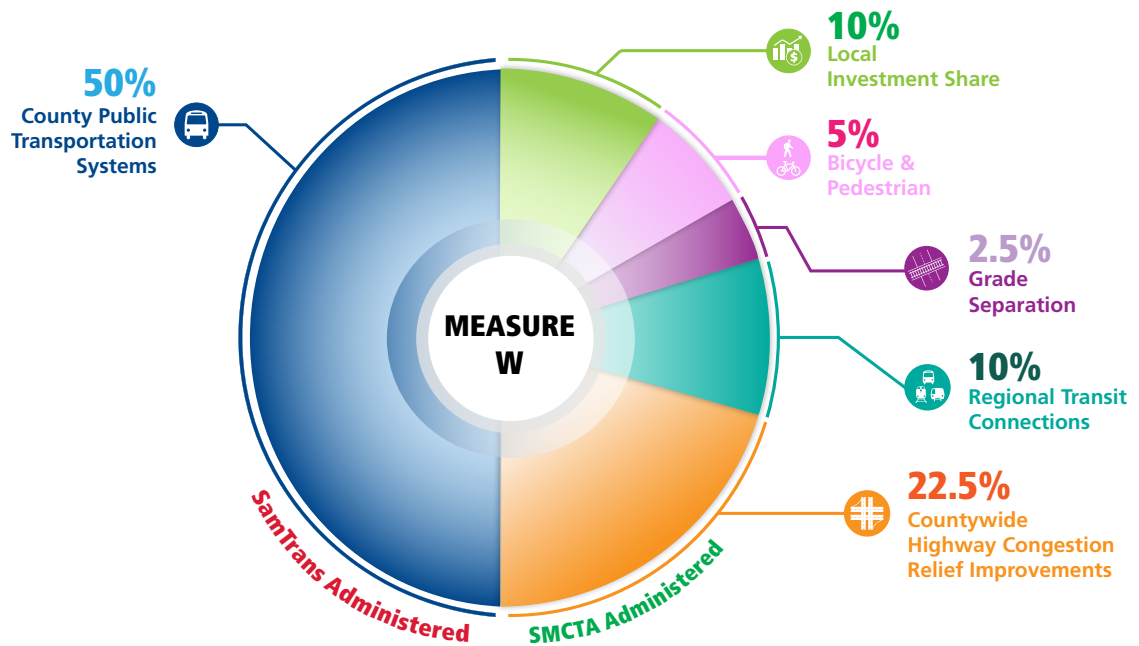


Figure Source: TA Strategic Plan 2020-2024

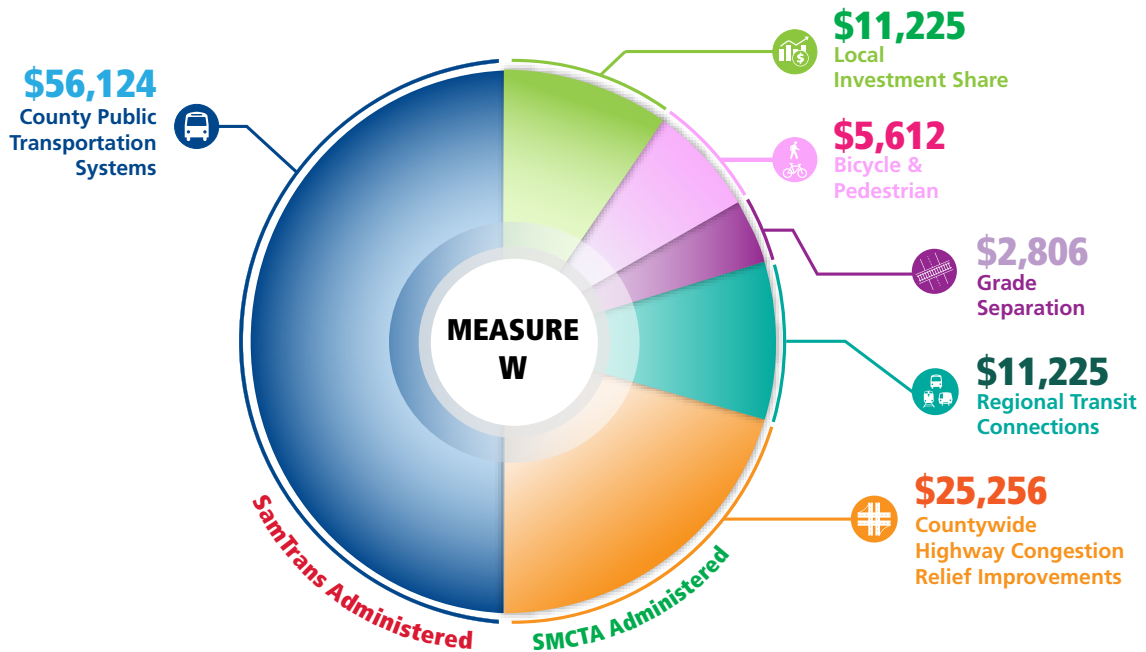
Measure W contains 11 Core Principles to guide program implementation where applicable:

1. Relieve traffic congestion countywide
2. Invest in a financially sustainable public transportation system that increases ridership, embraces innovation, creates more transportation choices, improves travel experience, and provides quality, affordable transit options for youth, seniors, people with disabilities, and people with lower incomes
3. Implement environmentally-friendly transportation solutions and projects that incorporate green stormwater infrastructure and plan for climate change
4. Promote economic vitality, economic development, and the creation of quality jobs
5. Maximize opportunities to leverage investment and services from public and private partners
6. Enhance safety and public health
7. Invest in repair and maintenance of existing and future infrastructure
8. Facilitate the reduction of vehicle miles traveled, travel times and greenhouse gas emissions
9. Incorporate the inclusion and implementation of complete street policies and other strategies that encourage safe accommodation of all people using the roads, regardless of mode of travel
10. Incentivize transit, bicycle, pedestrian, carpooling and other shared-ride options over driving alone
11. Maximize traffic reduction potential associated with the creation of housing in high-quality transit corridors

A. Receipt and Distribution of Measure W Funding

A total of \$112.2 million in Measure W sales tax was realized and received in FY 2022. Per Measure W, the funds are divided equally between the District and TA as shown in Figure 1 above. Figure 2 provides the specific breakdown of funding apportioned between the District and the TA program categories based on the funding received.

**Figure 2. Fiscal Year 2022 Measure W Revenue Distributions
(in thousands)**



Date Source: Fiscal Year 2022 Audit Report

B. District Expenditures of Measure W in Fiscal Year 2022

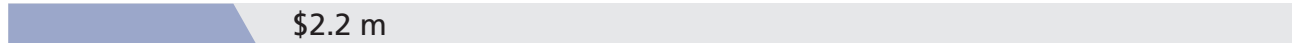
District Measure W revenues were spent on supporting SamTrans transit services in several operating areas and on several capital projects. Measure W generated \$56.1 million to the District in 2022, and expenditures totaled \$10.7 million. The reason for the relatively low expenses compared to the revenue received is related to an infusion of one-time Federal pandemic-related operating assistance for transit agencies across the country that allowed the District to save the remaining Measure W balance of \$45.5 million for future uses. It is important to note that the one-time federal operating assistance that was available in FY 2022 was phased out and is no longer available. As such, the District will spend much more Measure W funding on appropriate categories in future years.

In FY 2022, Measure W District funds were spent in the following categories:

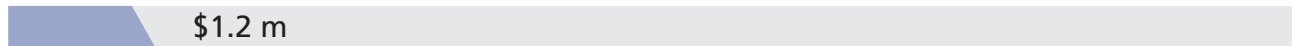
Fixed Route School Oriented Services:



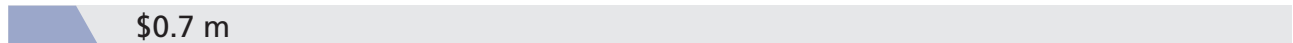
Emission Zero Projects:



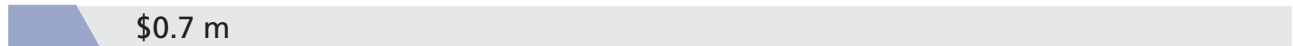
Infrastructure:



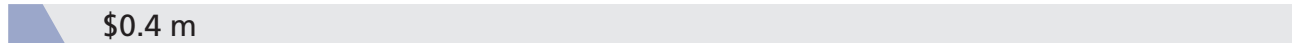
Paratransit:



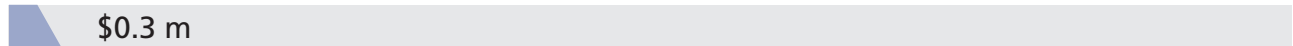
Reimagine SamTrans:



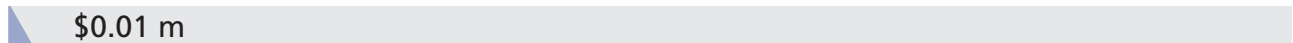
Customer Experience:



Coastside Service:



Measure W Administration:



Appendix B provides more details on the expenditures of the District's share of Measure W funds in FY 2022, and combines the many line items from the auditor's report into the categories above so that they are more readily understandable to the public.

C. TA Expenditures of Measure W in Fiscal Year 2022

In 1988, San Mateo County voters approved Measure A, a 20-year half-cent sales tax to fund and leverage additional funding for transportation projects and programs in San Mateo County. The approval of Measure A created the TA to manage and administer the sales tax revenues generated in conformance with the Transportation Expenditure Plan (TEP). The 1988 sales tax expired on December 31, 2008, and in 2004, the San Mateo County voters reauthorized the Measure A half-cent sales tax and a new TEP for an additional 25 years (from January 1, 2009 through December 31, 2033). The TEP describes programs and projects, as identified by the cities, local agencies and citizens of San Mateo County, and includes funding for multiple modes to help meet the County's transportation needs.

Unlike the District, which expends Measure W funds on projects and programs directly, the TA serves primarily as a granting agency and provides Measure W funds to cities and other local agencies throughout San Mateo County. The TA's investments in each category are guided by the TA's Strategic Plan 2020-2024, which was adopted in December 2019 by the TA Board of Directors. The Strategic Plan outlines the principles, vision, goals, and implementation procedures for both Measure A and Measure W funds over the next 5 years. Adoption of a Strategic Plan every 5 years is a requirement of both the TA's Measure A Transportation Expenditure Plan and the Measure W Congestion Relief Plan.

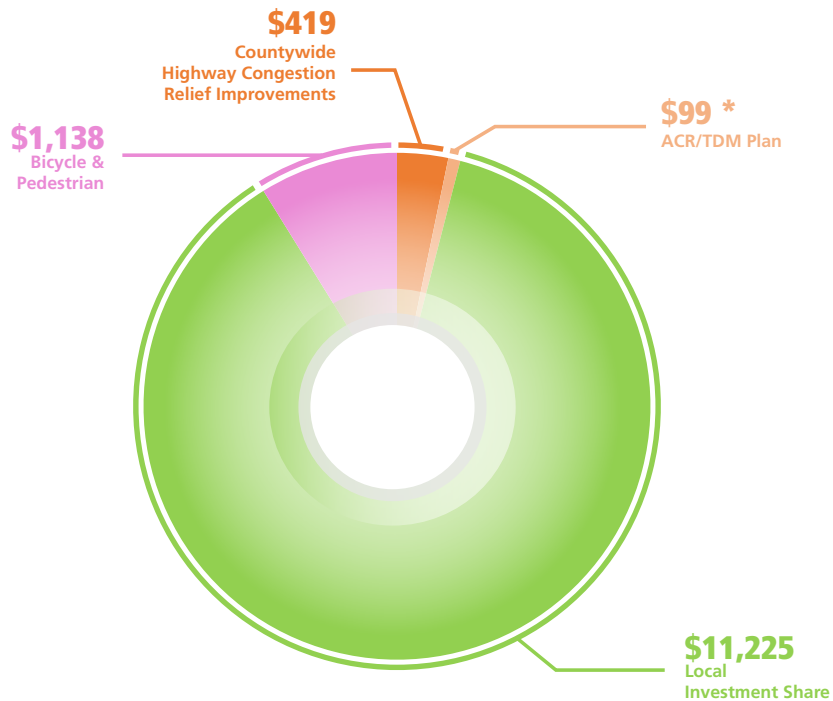
With the notable exception of the local investment share (Local Safety, Pothole and Congestion Relief Improvements as identified in the Measure W expenditure plan), which is provided directly to cities and the County by the TA, the remainder of the TA's Measure W funding is programmed and allocated through competitive calls for projects (CFP) for each program category. The TA's CFP's typically occur on biennial cycles for each category. While funds are awarded to projects in each CFP cycle by the TA Board of Directors, the expenditure of those funds is based on actual reimbursements to project sponsors for eligible project expenses.

For FY 2022, actual expenses were realized in the Highway, Local Investment Share, Bicycle & Pedestrian, and Regional Transit Connections programs. Highway expenditures also include the Alternative Congestion Relief/Transportation Demand Management (ACR/TDM) program sub-category, which is called out in Figure 3 separately. The only TA Measure program category with no expenses is the Grade Separation program, which is waiting on the completion of the Caltrain Grade Separation Strategy study to conclude before additional programming will be considered.

The expenses in FY 2022 are shown in Figure 3, and correspond to the following efforts and projects:

- Countywide Highway Congestion Improvements
 - US 101 / SR 92 Interchange Area Improvements – Final design work commenced on the project.
 - Consultant services were procured to assist with validating proposed projects submitted for the 2021 Highway Program CFP.
 - Consultant services were procured for the development of the ACR/TDM Plan to establish CFP guidelines and evaluation criteria for the TDM subcategory.
- Local Investment Share (Local Safety, Pothole and Congestion Relief Improvements)
 - Funds can be used for transportation investments such as roadway rehabilitation, planning and implementing traffic safety projects and promoting alternative modes of transportation.
- Bicycle and Pedestrian Improvements
 - City of Belmont Ralston Avenue Corridor Project (Segment 3) – Construction work commenced on the project.
- Regional Transit Connections
 - Consultant support for Regional Transit Connections Plan scoping.

Figure 3. Fiscal Year 2022 TA Measure W Expenditure Distributions (in thousands)



Date Source: Fiscal Year 2022 Audit Report

* ACR/TDM is a subcategory of the Measure W Highway Program.

TA Funding Allocations and Consistency with Measure W Core Principles

The Strategic Plan 2020-2024 establishes scoring criteria¹ based on the Measure W Core principles², as well as the Goals of Measure A³. These scoring criteria are applied to the competitive CFP's for the following program categories: Highways, Grade Separations, Pedestrian and Bicycle, and Regional Transit Connections. Projects that compete well in the CFP process are those that score well in accordance with these criteria. In FY 2022 (July 2021 to June 2022), the TA conducted two CFPs with the inclusion of Measure W funding for the Highway Program and ACR/TDM Program.

The Highway Program CFP was issued on August 6, 2021. In total, 12 applications were received from 10 sponsors. Following the close of the CFP, the TA's Project Selection Committee evaluated and scored the submitted applications. The TA Project Selection Committee was composed of Programming and Monitoring staff from the TA as well as staff with project management and technical expertise from Caltrans, the San Francisco County Transportation Authority, Caltrain, and the Santa Clara Valley Transportation Authority. Draft recommendations were presented to the Board on November 4, 2021 and include three funding options for the Board to provide input on. The TA Board ultimately recommended to augment the CFP with available Original Measure A funding and the TA's discretionary share of State Local Partnership Program funding to fully fund additional high-scoring construction ready projects. The final programming and allocation were adopted by the TA Board at its December 2, 2021 meeting.

The ACR/TDM CFP was issued on April 7, 2022. As mentioned above, the Transportation Demand Management program is a sub-category of the Measure W Highway program. The CFP for the ACR/TDM program is conducted separately from the Highway Program CFP. In total, 19 applications were submitted from 13 sponsors. While the ACR/TDM CFP was kicked off in FY 2022, the final program of projects was not adopted by the TA until August 2022 (FY2023).

Additionally, as part of the Bicycle & Pedestrian Program, the TA Strategic Plan 2020-2024 identifies that 2.5% of Measure A and Measure W funding should be dedicated to the County's Safe Routes to School (SRTS) program. Two years of funding for SRTS, \$439,000, was programmed and allocated at the April 7, 2022 TA Board meeting for FYs 2023 and 2024 to the San Mateo County Office of Education which administer the SRTS CFP directly with local schools and school districts.

¹Strategic Plan 2020-2024, Appendix E

²Strategic Plan 2020-2024, Table 3-2

³Strategic Plan 2020-2024, Page 3

Equity Considerations for the Distribution of TA Funding

As part of the TA Strategic Plan 2020-2024, equity is highlighted as a core evaluation criterion in TA CFP processes. Projects are evaluated holistically in terms of geographic and socioeconomic equity.

Geographic Equity

Geographic equity is evaluated by a Call for Projects Scoring Evaluation Committee assembled to review the submitted applications. The Committee assesses whether sales tax revenue is being distributed fairly to all areas in the San Mateo County. Specifically, the Evaluation Committee often looks at whether funds are proposed to be distributed between the Coastsides versus the Bayside and amongst the North, Central, and Southern portions of the county. This often includes a review of past funding awards, in particular for smaller jurisdictions that may not often apply for Measure A and Measure W funding. The Evaluation Committee then makes recommendations to the TA Board of Directors for their consideration if there are any deviations proposed from the ranked project list.

An example of the TA's efforts to ensure geographic equity is highlighted in the funding distribution. As part of the Highway Program CFP in FY 2022, the Evaluation Committee recommended presenting the TA Board of Directors with an option that fully funded two Coastsides projects (Moss Beach SR-1 in San Mateo County and Highway 1/Manor Drive in Pacifica), which would not have been funded if geographic equity was not considered. The Board approved the option to fund these important projects on the Coastsides.

Socioeconomic Equity

Socioeconomic equity scoring criteria are more directly linked to evaluating locations throughout San Mateo County that may have higher proportions of the historically underserved and/or communities with lower incomes or higher ratios of people of color as compared to other locations. These criteria are generally consistent with the Senate Bill 535 statewide criteria, the Metropolitan Transportation Commission's (MTC) regional criteria, and the newly developed Reimagine SamTrans countywide criteria. Specific examples of the socioeconomic criteria used in the FY 2022 Highway CFP include the following:

- Statewide: CalEnviroScreen 3.0 top 25th percentile Disadvantaged Communities (measure of pollution burden and socio-economic factors compared across the entire state)
- Regional: MTC Equity Priority Communities (measure of underserved populations, such as households with low incomes and people of color compared to all nine-bay area counties)
- Countywide: Reimagine SamTrans Equity Zones (measure of underserved populations, such as households with low incomes and people of color compared to only areas within San Mateo County)

Additionally, applicants are provided with a narrative question that allows them to describe other equity benefits for other vulnerable populations such as children, seniors, people living in high density/ affordable housing, low-income residents, transit-dependent populations, and others that may not be directly captured in the technical equity analysis metrics. Projects that met social/economic equity criteria submitted to the FY 2022 Highway CFP include:

- C/CAG Dumbarton Roadway Facility Improvements
 - Equity Criteria met: Statewide, Regional, and Countywide
- Colma El Camino Real Bicycle & Pedestrian Improvements
 - Equity Criteria met: Countywide
- East Palo Alto US 101/University Avenue Interchange Improvements
 - Equity Criteria met: Statewide, Regional, and Countywide
- Redwood City US 101/Woodside Road (SR 84) Interchange
 - Equity Criteria met: Statewide, Regional, and Countywide
- San Carlos US 101/Holly Street Interchange & Pedestrian Overcrossing
 - Equity Criteria met: Countywide (directly adjacent)
- San Mateo US 101/Peninsula Avenue
 - Equity Criteria met: Regional (directly adjacent) and Countywide
- TA / C/CAG US 101 Managed Lanes North of I-380
 - Equity Criteria met: Statewide, Regional, and Countywide

Technical Assistance to Jurisdictions

The Strategic Plan 2020-2024 recommended the TA strive to further its role with technical assistance, as resources permit, to advance project delivery. The following are the four areas of concentration for TA technical assistance:

- Provide technical assistance to sponsors, not limited to the Highway Program.
- Utilize consultant services to offer Complete Streets and other best practice workshops.
- Temporarily offer consultant services to sponsors, on request, to keep projects moving, while minimizing delay.
- Provide consultant services to help sponsors better position themselves to obtain grant funds to better leverage TA funding.

The Highway Program continues to provide technical assistance developing and leading projects on behalf of sponsors. As part of the FY22 Highway CFP, the TA is providing technical assistance as the implementing agency on the design phase of the City of San Mateo's US 101/Peninsula Avenue project and the County of San Mateo's Moss Beach SR-1 project.

Regional Transit Connections

The Regional Transit Connections program category receives ten percent of Measure W revenue. The intent of the category is to invest in infrastructure and services that are designed to improve transit connectivity between San Mateo County and the rest of the nine-county Bay Area region. The Strategic Plan 2020-2024 recommended that a Regional Transit Connections planning study and an accompanying Transit Capital Improvement Program (CIP) be prepared to better inform the competitive selection process. Funding for the development of the Regional Transit Connections Plan was programmed and allocated on March 2, 2023, and will commence in FY 2023.

Section 2

Follow Up From the Public Hearing Held by the COC

At the March 6, 2022 meeting COC members raised questions about a charge of \$397,000 related to website development; specifically, the question was whether the charges were only related to the District's website or to other member agencies such as Caltrain as well. After further evaluation and assessment of the project and the contract, staff determined that the expense would be more appropriate under the classification of the SamTrans shared services which benefits all four agencies. Staff then discussed with the auditor the best way to handle the change, and, because the amount is relatively small, the auditor suggested, and staff agreed, to reclassify the expenses in FY2023, rather than restate the officially audited expenses for FY 2022. This project will be adjusted from the FY2023 Measure W report and classified to the SamTrans shared service category.

Appendices

- A. FY2022 Measure W Audit
- B. FY2022 District Measure W Expenditures

Additional Information

1. District FY2022 Annual Comprehensive Financial Report
2. District FY2022 Popular Annual Financial Report
3. TA FY2022 Annual Comprehensive Financial Report
4. TA FY2022 Popular Annual Financial Report
5. 2021 Highway Program Call for Projects
6. 2022 ACR/TDM Call for Projects
7. TA Strategic Plan 2020-2024

Appendix B District Measure W Expenditures (in thousands)

Category	Description	Amounts	Core Principle(s)
Fixed Route - School Oriented Services	The District provides safe, clean, and convenient routes that serve elementary, middle and high schools located throughout San Mateo County. The efforts result in less traffic congestion around schools, improved air quality, and a greener, healthier community.	\$5,186	1, 2, 6, 8, 10
		5,186	
Emission Zero	The District is replacing diesel-powered buses with a mix of battery electric and hydrogen fuel cell buses and developing related charging and fueling infrastructure to meet the state's 2040 mandate for a zero emission fleet.	2,152	2, 3, 5, 7, 8
	100113 Electric Bus Procurement	384	
	100464 Capital Project Development	95	
	100513 Zero Emission Bus (ZEB) Program Management	127	
	100547 South Base Switchgear Replace	193	
	100585 Purchase 17 Battery Electric Buses	343	
	100631 ZEB Implementation and Deployment	1,009	
	100635 Replacement of (135) 2009 Gillig Buses	1	
Infrastructure	The District maintains and invests in its infrastructure such as technology, transportation buildings, and other facilities.	1,172	2, 3, 6, 7, 8
	21505 Technology Refresh Project	546	
	21512 Dumbarton Corridor RW Fencing	218	
	100018 Lighting Upgrade at North Base	59	
	100404 Business Intelligence Solution	191	
	100463 SPEAR System Improvement	31	
	100511 South Base Gas Line Replacement	1	
	100548 North Base Building 200	71	
	100629 Electric Vehicle Chargers Non-Rev Vehicles	2	
	100656 SamTrans Workplace Transformation	52	
Paratransit	The District provides accessible transportation services throughout San Mateo County with fixed-route SamTrans and shared-ride Redi-Wheels and RediCoast paratransit services. The District maintains and periodically replaces paratransit buses, conducts outreach and promotion, and makes infrastructure improvements to enhanced accessibility.	737	2, 4, 5, 6, 7, 10
	100414 Promoting Senior Mobility	19	
	100475 ADA Study & Phase 1 Retrofits	12	
	100634 Replacement of (10) 2017 Redi-Wheels Minivans	1	
	100679 Paratransit Operating Subsidy	705	

Category	Description	Amounts	Core Principle(s)
Reimagine SamTrans	Reimagine SamTrans was a comprehensive operational analysis (COA) that redesigns the entire SamTrans bus system to implement a new, streamlined bus network with brand new routes and improved frequency for riders. Efforts to launch the new bus network launch include outreach and promotion, bus operators recruitment, and creation of new Microtransit services. The COA was conducted in concert with other planning studies to maximize coordination and efficiency in public transit and transportation investments.	666	1, 2, 4, 8, 9,11
	100176 SamTrans Visioning	15	
	100417 FY20 Comprehensive Operation Analysis	426	
	100420 FY20 Shuttle Study	42	
	100545 El Camino Real (ECR) Pinch Point Study	16	
	100625 COA CEQA Analysis	37	
	100672 SamTrans Reimagine	130	
Customer Experience	The District aims to improve customers' experiences by enhancing its transit services, payment system, communications, bus shelters/transit centers maintenance, customer services and safety and security.	427	2, 7
	100016 MobileView (WiFi) Enhancement	27	
	100348 Upgrade District Website	397	
	100595 MTC Clipper Integration	3	
Coastside Service	The District provides contracted services to residents for the San Mateo County Coastside communities, from Pacifica to Half Moon Bay.	306	2, 4, 5,8
	100666 5307 Job Access and Reverse Commute (JARC) Support Coastside Service	306	
Measure W Administration	The District is responsible for covering the costs of administrating Measure W, such as audit fees.	12	
	Audit Fees Operating Administration	12	
Grand Total		\$10,659	

#	Measure W Core Principles
1	Relieve traffic congestion countywide
2	Invest in a financially sustainable public transportation system that increases ridership, embraces innovation, creates more transportation choices, improves travel experience, and provides quality, affordable transit options for youth, seniors, people with disabilities, and people with lower incomes
3	Implement environmentally-friendly transportation solutions and projects that incorporate green stormwater infrastructure and plan for climate change
4	Promote economic vitality, economic development, and the creation of quality jobs
5	Maximize opportunities to leverage investment and services from public and private partners
6	Enhance safety and public health
7	Invest in repair and maintenance of existing and future infrastructure
8	Facilitate the reduction of vehicle miles traveled, travel times and greenhouse gas emissions
9	Incorporate the inclusion and implementation of complete street policies and other strategies that encourage safe accommodation of all people using the roads, regardless of mode of travel
10	Incentivize transit, bicycle, pedestrian, carpooling and other shared-ride options over driving alone
11	Maximize traffic reduction potential associated with the creation of housing in high-quality transit corridors

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Legislation Details (With Text)

File #: 24-0686 Version: 1 Name:

Type: Report Status: Informational

File created: 5/7/2024 In control: Regional Measure 3 (RM3) Independent Oversight Committee

On agenda: 5/31/2024 Final action:

Title: Draft Table of Contents for RM3 Independent Oversight Committee Annual Report

Sponsors:

Indexes:

Code sections:

Attachments: [5c_24-0686_Annual_Report_Draft_Table_of_Contents](#)
[5ci_24-0686_Annual_Report_Draft_TOC](#)

Date	Ver.	Action By	Action	Result
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Subject:
Draft Table of Contents for RM3 Independent Oversight Committee Annual Report

Presenter:
MTC Staff

Recommended Action:
Information
Attachments:

Regional Measure 3 Independent Oversight Committee

May 31, 2024

Agenda Item 5c

Draft Table of Contents for RM3 Independent Oversight Committee Annual Report

Subject:

Draft table of contents for the RM3 Independent Oversight Committee Annual Report

Background:

Staff have drafted a table of contents for the RM3 Independent Oversight Committee Annual Report to guide the IOC workplan and development of the annual report.

Issues:

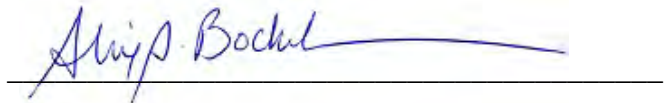
None.

Recommendation:

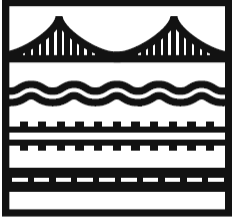
Information only.

Attachments:

- Attachment A: RM3 Independent Oversight Committee Annual Report – DRAFT Table of Contents



Alix Bockelman



Regional Measure 3

Independent Oversight Committee Annual Report

DRAFT Table of Contents

1. Overview
 - a. Regional Measure 3 Accomplishments during FY2023-24
 - b. About the Independent Oversight Committee
 - c. List of Independent Oversight Committee Members
 - d. Introduction from Independent Oversight Committee Chairperson
2. Toll Implementation
3. Revenue Collection
4. Updates to RM3 Policies and Procedures
5. Allocations and Expenditures to Date
6. Regional Measure 3 Program Highlights and Project Milestones
7. RM3 Independent Oversight Committee Findings and Recommendations