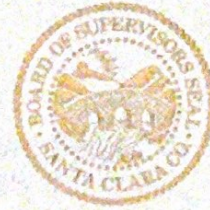


**S. JOSEPH SIMITIAN**

**SANTA CLARA COUNTY SUPERVISOR, DISTRICT FIVE**

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**MEMORANDUM**

To: Santa Clara County Mayors and City Councilmembers  
From: S. Joseph Simitian, County Supervisor, Fifth District  
Date: November 5, 2021  
Re: Measure B Transportation Expenditure Plan

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I wanted to give you an update about the 2016 VTA Measure B expenditure plan. As you may recall, last fall many of us expressed concern about a VTA spreadsheet/"scenario" (attached) released in November 2020.

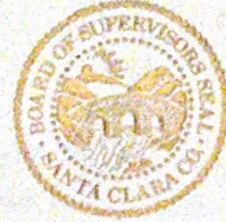
Our concern, of course, was that the "scenario" released at that time failed to provide funding over the next ten years for six of the nine identified program categories in order to front load spending on BART Phase II. That meant that, if the "scenario" was in fact implemented, the commitment to provide meaningful congestion relief throughout the entire county had effectively been abandoned.

Specifically, no funds were allocated or identified on that spreadsheet/"scenario" for Local Streets and Roads; Caltrain Grade Separations; Caltrain Corridor Capacity; SR 85 Corridor; County Expressways; or Highway Interchanges. Rather, all Measure B funds over the next decade (except for \$80.3 million for Bicycle and Pedestrian and \$33.3 million for Transit Operations) were allocated to BART Phase II at the exclusion of these other six programs included in the ballot measure.

Fortunately, since the beginning of this year, various aspects of the 2016 Measure B program have been agendized almost monthly before the VTA Board of Directors. That has allowed the VTA Board to address these concerns. To that end the Board has adopted Principles, as well as Project Readiness Criteria and Prioritization Methodologies, that provide a foundation for the needs of *all nine* of the programs authorized in Measure B.

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Importantly:

- At its June 3 meeting, the Board approved the VTA Biennial Budget for FY 2022 and 2023, including allocations for Local Streets and Roads, Bicycle and Pedestrian, and Transit Operations.
- At that same June 3 meeting, the VTA Board also approved a resolution, jointly authored by San Jose Mayor Sam Liccardo and me, that further clarifies the principles for distributing Measure B funds and explicitly states that the November 2020 spreadsheet/“scenario” does **not** represent the intent or the direction of the Board.
- At its August meeting, the VTA Board approved the FY 2022 and 2023 Biennial Budget for four additional programs: BART Phase II, Caltrain Corridor Capacity Improvements, County Expressways, and SR 85 Corridor.

All of this represents significant progress. However, our work isn't done. Our VTA Board still needs to allocate Measure B funds for two additional program categories (Caltrain Grade Separations and Highway Interchanges for FY 2022 and 2023) and take final action on the 10-Year Outlook for the entire Measure B Program.

That critical component of getting Measure B right is tentatively agendized for our December 2 VTA Board meeting, so it's essential that we all remain attentive to and engaged in these discussions throughout the remainder of this year.

I want to express my thanks to the VTA Board, staff, VTA's various Advisory Boards (and the Technical Advisory Committee in particular) for all their help in getting us to a much better place. And my thanks to you for your continued attention to these important transportation issues.

My goal remains congestion relief throughout the entire County.

Attachment

cc: Santa Clara County City Managers  
Santa Clara County City Public Works Directors  
**Cities Association of Santa Clara County**  
Carolyn Gonot, VTA General Manager/CEO  
Members and Alternates, VTA Board of Directors

# Base Scenario

Version date: 11.10.20

## 2016 Measure B Ten-Year Outlook Base Scenario DRAFT - For Illustrative and Discussion Purposes ONLY

2016 MEASURE B	Fiscal Year											
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	
Administrative	1.60	1.60	3.30	3.30	3.30	3.30	3.50	3.60	3.60	3.75	3.75	
Debt Servicing & Financing*							4.09	4.03	3.99	3.99	3.99	
Formula Programs												
Local Streets and Roads												
Bicycle & Pedestrian	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	
Transit Operations**	16.66	16.66										
Subtotal Formula Programs	24.99	24.99	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	8.33	
Need/Capacity Based Programs												
BART Phase II***	-	-	174.96	661.62	340.94	200.28	259.65	179.64	138.17	-	-	
Caltrain Grade Separation	-	-	-	-	-	-	-	-	-	-	-	
Caltrain Corridor Capacity	-	-	-	-	-	-	-	-	-	-	-	
SR 85 Corridor	-	-	-	-	-	-	-	-	-	-	-	
County Expressways	-	-	-	-	-	-	-	-	-	-	-	
Highway Interchanges	-	-	-	-	-	-	-	-	-	-	-	
Subtotal Need/Capacity Based Programs	-	-	174.96	661.62	340.94	200.28	259.65	179.64	138.17	-	-	
Available to distribute	20.30	21.84	38.45	47.16	47.55	39.61	39.61	69.87	111.19	262.58	267.65	
TOTAL 2016 MEASURE B ALLOCATION	46.89	48.43	225.04	720.41	400.12	251.52	315.18	265.48	265.28	270.32	275.39	

\*Preliminary - Reflects current financing plan & is subject to change

\*\*Subject to Board approval of Transit Service Plan and FY22/FY23 Biennial Budget

\*\*\*FY24 includes \$150 million allocated in FY20/FY21

DRAFT