



COUNCIL AGENDA: 2/9/16
ITEM: 6.2

Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Jim Ortbal
Kim Walesh
Harry Freitas

SUBJECT: CITY TRANSPORTATION
PRIORITIES POTENTIAL VTA
SALES TAX MEASURE

DATE: February 1, 2016

Approved

D. DSYL

Date

2/4/16

RECOMMENDATION

Approve the following City of San José transportation priorities for advocacy by the City's Valley Transportation Authority (VTA) representatives for a potential 30-year, \$6 billion countywide transportation sales tax measure under development by VTA for November 2016:

1. Prioritize:
 - a. Local (city) streets and roads funding of \$1.8 billion countywide for all VTA member agencies resulting in an approximate \$29 million annual funding allocation to San José to address one-third of City's \$87 million annual pavement maintenance shortfall, with flexibility to use funds for street safety and traffic related improvements.
 - b. \$1.5 billion in funding to help complete the BART to Silicon Valley project connecting to Caltrain and ultimately the California High Speed Rail system, closing the final gap in the Bay Area's commuter rail network.
2. Pursue \$650 million in funding countywide, with a \$320 million allocation to build new and upgrade existing highway interchanges in San José, to improve access, relieve congestion, and facilitate private development in key job producing areas of North San José, West San José, and Edenvale at the following priority locations: 101/Mabury, 280/Winchester, 101/Zanker/Skyport, 101/Blossom Hill, 101/Trimble, and 880/Charcot.
3. Pursue \$400 million countywide and prioritize \$200 million for the City of San José to address major gaps and barriers in the pedestrian, bicycle, and trail network and to improve crossings of major arterials and expressways, rehabilitate or construct new bridges over highways and waterways, and close gaps in the regional trail network.

OUTCOME

Establishes the City of San José's top transportation funding priorities to help meet critical local and regional transportation needs consistent with resident, business and voter transportation priorities for inclusion in a potential VTA transportation sales tax measure. Provides the City Council's five appointed representatives to the VTA Board of Directors a clear set of transportation funding priorities to effectively represent the City's most critical needs as the VTA Board considers the most appropriate set of countywide transportation priorities to include in a potential sales tax measure for the November 2016 ballot.

BACKGROUND

In Spring 2014, the VTA and the Silicon Valley Leadership Group (SVLG) explored the possibility of developing a countywide sales tax measure to address the region's most important transportation priorities. A potential 2014 or 2016 measure was considered, including discussion by the City Council of potential City priorities such as local streets and roads funding, the completion of the BART to Silicon Valley project, and developing or upgrading highway interchanges to improve access to key job producing areas in San José. In June 2014, the VTA Board of Directors decided to postpone further consideration of a measure in 2014 and identified 2016 as the preferred election cycle to consider a transportation funding measure. The VTA Board established the "Envision Silicon Valley" process to explore a potential measure for the November 2016 election and created an ad hoc committee that included Mayor Liccardo, Councilmember Kalra (through late 2015), and Councilmember Carrasco (as of 2016).

In the City Council approved Mayor's June Budget Message for Fiscal Year 2015-2016, the Mayor articulated that, "the City of San José, through its VTA Board representatives, must maintain a consistent stance in articulating our City's most important priorities: extending BART to complete a 'ring of rail' around the Bay, supplementing local street pavement maintenance, and upgrading freeway interchanges to ease congestion and support economic growth in key job-producing areas, such as North San José, West San José, and Edenvale."

On July 29, 2015, the Rules and Open Government Committee discussed a memorandum by Councilmembers Rocha, Peralez, and Kalra that recommended the City Council consider adopting a City position on funding priorities for a 2016 VTA sales tax measure. In addition, the memorandum requested information on past VTA sales tax measures with the purpose of providing context on past funding priorities, and that information also be presented on the funds spent, or anticipated to be spent, on the remainder of the BART to Silicon Valley project.

The Rules Committee directed staff to return to the City Council with recommended priorities for consideration that could be used by the City's VTA Board members to represent the City's interests in the Envision Silicon Valley process. The Rules Committee also directed that the prioritization should be at a strategic/programmatic level (e.g. allocations to pavement

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maintenance, BART, transit, highways, local streets and roads, bicycle and pedestrian program) and not at a detailed project level.

Past Countywide Transportation Funding Measures

On six separate occasions over the last 40 years, Santa Clara County residents have supported taxing themselves or raising fees to support a range of transportation improvements, services, and maintenance activities across the County. Attachment A identifies the past measures and highlights key elements, including the taxing authority, year of approval, tax rate, duration of the measure, revenues and expenses, and highlights of the projects and programs funded.

Santa Clara County has led the statewide movement towards local “self-help counties” – those counties in the State of California that have taxed themselves to fund both local and regional transportation improvements. Currently, 19 of 20 self-help counties in the State return a portion of revenues back to cities for local streets and roads. Santa Clara County is the only self-help county that currently does not return any funds from its transportation sales tax measures to member cities. Typically, self-help counties across the State return from 20% to 35% of collected revenue to their city/member agencies, including the following percentages in Bay Area counties:

- Alameda County – 30%
- San Francisco – 24.6%
- San Mateo County – 22.5%

All of VTA’s member agencies (15 cities and the County) have needs to improve their local street systems, including: pavement maintenance, complete street, safety, traffic congestion relief, and signal timing projects. Past Santa Clara County transportation tax measures significantly improved the region’s transportation system, but they have been heavily weighted towards transit and highway projects. Until January 2001, VTA lacked the authority to raise revenue for highways or local streets and roads. As such, previous measures led by VTA have not significantly addressed these needs.

BART to Silicon Valley Project – Past and Anticipated Expenditures

Design and construction of the BART Phase I project (2 station, 10-mile extension from the Warm Springs Station in Fremont to the Berryessa Station in North San José) is estimated to cost \$2.3 billion. Funding for the first phase has primarily come from three sources:

- Federal: New Starts Program (\$900 million)
- State: Traffic Congestion Relief Program (\$649 million)
- Local: 2000 Measure A (\$751 million)

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Funding for the full corridor establishment and program development (6-station, 16-mile extension) also came from the 2000 Measure A with at a cost of approximately \$1 billion. This included purchasing property, clearing land, building new tracks as needed for the Union Pacific Railroad, constructing grade separations, and advancing other projects associated with preparing the right-of-way for the BART project.

The total estimated project cost of the BART Phase II project (4-station, 6-mile extension to Alum Rock through Downtown San José to Santa Clara near the Airport) is \$4.69 billion. According to information from VTA, \$160 million has been spent to date. With an additional \$2.1 billion already identified to fund the BART Phase II project (\$1 billion from the 2000 Measure A and previous project estimates of \$1.1 billion in Federal New Starts Grant funding), a \$2.43 billion gap remains to complete Phase II. Raising additional local funding helps to close the funding gap and makes the project more attractive for further Federal and State investment. VTA is targeting an additional \$1.5 billion in sales tax revenue from a potential 2016 sales tax measure to close a portion of the \$2.43 billion gap. Attachment B details VTA's current BART Phase II funding strategy.

ANALYSIS

VTA's Envision Silicon Valley and Valley Transportation Plan Update Process

After the decision not to proceed forward with a 2014 ballot measure, the VTA Board of Directors established the Ad Hoc Envision Silicon Valley Working Committee to guide development of a potential transportation funding measure for the November 2016 ballot. The six-member Ad Hoc Working Committee has the following current members:

- Chairperson Sam Liccardo from the City of San José
- Cindy Chavez from the County of Santa Clara
- Jamie Matthews from the City of Santa Clara
- Jason Baker from the City of Campbell
- Magdalena Carrasco from the City of San José
- Perry Woodward from the City of Gilroy

The Ad Hoc Working Committee, with the concurrence of the VTA Board, established an overall process and associated milestones for the consideration and development of a potential transportation funding measure. Significant stakeholder outreach on transportation improvements and priorities across the County has and continues to occur. After extensive input and review by stakeholders, the VTA Board adopted Envision Silicon Valley "goals" and "evaluation criteria" at its June and September 2015 meetings respectively (see Attachment C).

In May 2015, the VTA issued a call for projects to its member agencies to update the Valley Transportation Plan (VTP) 2040. The Metropolitan Transportation Commission (MTC) will

incorporate the VTP update into the regional transportation and land use plan, Plan Bay Area 2040. The VTP list also serves as the basis for identifying projects and programs to consider in the Envision Silicon Valley process. In August 2015, DOT circulated to the City Council a draft list of San José projects and programs for feedback and inclusion in the City's submittal to the VTP update and Envision Silicon Valley process. With input from the Mayor and City Council Offices, DOT submitted an unconstrained (not constrained by funding and not prioritized) list of projects and programs to the VTA by the August 31, 2015 deadline.

The VTA has since assembled a full Countywide unconstrained list of projects and programs that has been transmitted to the MTC. The list includes more than 600 projects and programs totaling more than \$48.7 billion in estimated cost. The VTA has preliminarily estimated that all available funding sources for the 25 year VTP period will approach \$20 billion, including approximately \$6 billion from a potential ½ cent sales tax measure being considered for 2016. The VTP update and MTC Plan Bay Area process are multi-year efforts scheduled for completion in 2017.

If the VTA Board ultimately decides to place a measure on the November 2016 ballot, that decision would need to be supported by a majority of the Board of Directors (7 of 12 members) by early August 2016. The City of San José has five of the 12 members of the VTA Board (Mayor Liccardo, Vice-Mayor Herrera, and Councilmembers Carrasco, Khamis, and Manh Nguyen). The remaining seven members of the Board represent the following VTA member agencies: two from the County Board of Supervisors, two total from Sunnyvale, Santa Clara, and Milpitas, three total (one each) from south county, west valley, and north county cities.

Early Polling Results for a Potential Transportation Funding Measure

Sales taxes dedicated to particular purposes, like transportation, are special taxes and require two-thirds voter approval for passage – a difficult threshold to achieve. The SVLG has partnered with the VTA, cities, and the County to articulate the importance of transportation to the economy and quality of life in our region. The SVLG has successfully guided four of the Santa Clara County transportation sales tax measures (1984, 1996, 2000, 2008) that have funded regional and local transportation improvements, achieving the necessary voter support.

The following table summarizes results from early polling completed by the SVLG from a May 2015 poll of likely November 2016 voters:

¼ Cent Sales Tax	½ Cent Sales Tax	Level of Voter Support for Projects/Programs
<ul style="list-style-type: none"> • 71% support • 24% don't support • 5% no opinion 	<ul style="list-style-type: none"> • 68% support • 27% don't support • 5% no opinion 	<ul style="list-style-type: none"> • 88% local street maintenance • 86% BART to SJ/Santa Clara • 85% transit seniors, low-income

<ul style="list-style-type: none">• 81% can afford ¼ cent increase in sales tax	<ul style="list-style-type: none">• 73% can afford ½ cent increase in sales tax	<ul style="list-style-type: none">• 84% bike/ped projects – schools• 80% improve all expressways• 73% improve Caltrain
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The early polling results indicate that:

- Voter support is strong for both a ¼ and ½ cent sales taxes, likely driven by the need for traffic congestion relief and the need to improve the condition of roads across the County.
- With economic improvement since the great recession, particularly in this region, the percentage of voters indicating they can afford an increase in the sales tax is high.
- With relatively little difference in voter support between ¼ and ½ cent measures, a ½ cent measure is the preferred path to address such significant transportation needs.
- Each specific element of the transportation system that was polled generated high levels of voter support. No weak links in terms of transportation priorities were identified.
- The top recommended City priorities (local road maintenance and completing the BART project) polled exceptionally well, indicating strong need (pavement) and interest in completing the BART project and obtaining regional congestion relief benefits.

The SVLG intends to conduct the next round of polling in the late winter of 2016 with results expected in the early Spring of 2016.

Recommended City Transportation Priorities for Potential VTA Sales Tax Measure

The City of San José relies on the continued development, effective operation, and quality maintenance of the local and regional transportation system. Without this, the City cannot effectively implement the Envision 2040 General Plan, support a thriving commercial and business environment, and ensure quality neighborhoods.

A ½-cent countywide sales tax measure over 30 years is conservatively estimated to raise approximately \$6 billion. Ultimately to be successful, a transportation expenditure plan must be developed that is supported broadly by leaders and stakeholders across the county and is compelling to the voters across the county. The City's VTA representatives must have a clear set of San Jose's priorities to effectively represent our City's most critical needs, but must also have the flexibility to work collaboratively with stakeholders, other cities, and their colleagues on the VTA Board to develop a final expenditure plan that is broadly supported and has the best chance to achieve the two-thirds voter threshold required of a special transportation tax.

The recommended priorities in this report total \$4.35 billion on a countywide basis. They include regionally-serving projects such as the completion of BART to Silicon Valley; and project and formula based allocations to all 15 cities and the County for local streets and roads, highway interchanges, and trails, bike and pedestrian projects, leaving approximately \$1.65 billion unallocated. A full allocation of the estimated \$6 billion is not recommended by City

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staff at this time, recognizing that other transportation needs exist in the county. In addition, the other transportation needs are managed and provided by other agencies (e.g. Caltrain, VTA, County expressways, etc). Staff thinks it is more appropriate for the City's VTA representatives to evaluate the benefit, value, and appropriate allocations of the other competing transportation needs such as Caltrain improvements, VTA transit service improvements, and County expressway system upgrades once VTA staff has formally evaluated those submittals.

Based upon the City's goals and the significant, well-documented transportation needs in the City of San José, the following transportation elements, in priority order, are recommended for approval. The table in Attachment D also outlines the recommended allocations.

1a. Local Street and Roads – Pavement Maintenance, Transportation Safety, Street and Traffic Improvements

Over the past decade, in community meetings, budget hearings, and City Council study sessions, various funding strategies have been discussed to address the mounting backlog of pavement maintenance in the City of San José. Unfortunately, State and Federal maintenance funding has continued to diminish, and City budgets have been so stressed that funding has also declined.

In the Spring of 2015, the City Council adopted a strategy to aggressively pursue “every available opportunity” for increasing pavement maintenance funding for San José at every level of government. The rationale for adopting such a strategy stems from the serious crises we face as a City and the clear recognition that no one level of government or funding source will solve enough of the problem. The situation is well documented in a 2015 independent City Audit report, and in numerous City staff reports, including the most recent 2016 Deferred Maintenance and Infrastructure Backlog Report, with the following key findings:

- The City has a \$521.5 million backlog of deferred pavement maintenance that will grow to nearly \$900 million in just five years (2020) and \$1.8 billion in ten years (2025).
- With recent reductions in State gas tax funding, and the lapsing of one-time City funding, the ongoing annual shortfall of pavement maintenance funding is anticipated to be \$87.4 million beginning in 2016-17.
- With the limited funding, pavement maintenance priorities and allocations are as follows:
 - 542 mile Priority Street Network has been fully funded in recent years, but with preliminary estimates anticipating a reduction in the average annual funding over a five year period starting in 2016-17 to \$13 million, insufficient funds will exist to complete the prescribed level of maintenance on the Priority Street Network.
 - 400 miles of other Major Streets will only receive maintenance as funds are made available after the Priority Street Network maintenance needs are met. With current projected funding for 2016-17, no other Major Streets would receive preventive

maintenance treatment on a go forward basis, unless additional funding is available.

- 1,490 miles of Neighborhood Streets will not receive any preventive maintenance, continuing the deferral of much needed maintenance and the decline in conditions.

Staff recommends local streets and roads funding as a top City priority for a potential countywide transportation sales tax measure. Approximately \$1.8 billion would need to be allocated countywide over a 30 year period from a ½ cent sales tax for local streets and roads for San José to realize a \$29 million annual allocation, which would address approximately one-third of the \$87.4 million yearly shortfall. A \$1.8 billion countywide allocation represents approximately 30% of the \$6 billion estimated to be generated from a ½-cent sales tax over 30-years. Given the significant need in the City, and the fact that no funds from existing countywide transportation sales taxes go to local streets and roads, this is an appropriate share and in line with what other counties in the Bay Area return to cities for local streets and roads (e.g. Alameda – 30%, San Francisco – 24.6%, and San Mateo – 22.5%). Finally, pavement maintenance received the highest level of likely voter support at 88% of any transportation element included in the May 2015 poll.

Further rationale for the value and impact of local streets and roads funding stems from the fact that the City of San José undertakes pavement maintenance and other transportation projects with a safety and complete streets design approach. For example, in recent years, each street undergoing pavement work is retrofitted with accessible curb ramps, and is assessed for bicycle and other safety improvements, significantly leveraging the maintenance investment. To that end, funding for local streets and roads should be flexible enough to allow the City to design and implement safety improvements, complete street (pedestrian and bicycle facilities) amenities, and signal system synchronization.

1b. Complete BART to Silicon Valley (4-Station Extension to Alum Rock, Downtown, Diridon Station, and Santa Clara)

Extending BART to Silicon Valley, a 16-mile extension into Milpitas, San José and Santa Clara, has been a top transportation priority for the region and the City of San José for decades. In 2000, voters in Santa Clara County approved Measure A with the delivery of the BART project being one of the top priorities in the measure. The first phase, a 10-mile extension, is under construction to the Berryessa area, and is proceeding slightly ahead of schedule with expected revenue service beginning in the Fall of 2017.

BART Phase II is a six-mile extension with four planned stops at Alum Rock, Downtown, the Diridon Transit Station, and in the City of Santa Clara near Mineta San José International Airport. The project includes a tunnel through Downtown San José. BART Phase II is currently proceeding through an updated environmental review and planning process, including exploring additional sources of revenue to fully fund the entire project.

The anticipated benefits of the BART project are significant and include:

- Reducing auto trips in the congested I-880 and I-680 corridors, which reduces congestion, greenhouse gas emissions, and other pollution.
- Improving travel times to and from Oakland and San Francisco with frequent service.
- Supporting achievement of the City of San José's Envision 2040 goal to reduce single occupancy auto trips from the high 70% range to 40% by 2040 by providing a transit option that is time and cost competitive with driving.
- Better connecting Downtown San José, and its dense job and housing land uses, to the rest of the Bay Area on the most extensive and efficient rail system in the region, further enhancing the attractiveness of commercial and economic development in Downtown.
- Completing an efficient rail network around the entire Bay Area at the Diridon Transit Center, enabling connections to numerous transit and rail systems, and improving the attractiveness of development in the Diridon Station Area.

The VTA Board of Directors conducted a Board Workshop on September 25, 2015 where VTA staff presented a BART Phase II funding strategy. All five members of the San José City Council on the VTA Board were present at the Workshop. The BART Phase II project has a total estimated cost of \$4.69 billion, with the following previously incurred expenditures and anticipated funding sources:

- \$160 million expended primarily on environmental clearance and design work
- \$1.1 billion anticipated in future Federal New Starts grant funding
- \$1.0 billion anticipated from the 2000 Measure A

The gap between the \$4.69 billion estimated cost and the combined expenditures to date (\$160 million) and anticipated funding mentioned above (\$2.1 billion) is \$2.43 billion. Attachment B includes a summary table of the BART Phase II funding strategy presented at the VTA Board Workshop, including the core funding sources most likely to close the funding gap. One of the core funding elements of the strategy is to target \$1.5 billion from a potential 2016 sales tax measure to partially close the \$2.43 billion project funding gap.

Staff recommends approving as a top City priority targeting a \$1.5 billion allocation from a potential VTA sales tax measure towards the BART Phase II to help complete the project.

2. Build New/Upgrade Existing Highway Interchanges to Support Economic Development

The City of San José's Envision 2040 General Plan and Economic Development Strategy identifies job creation and improvement of the jobs to employed resident ratio as the most important goal to support the City's fiscal health. To that end, the City has adopted Area and Transportation Development Policies and Urban Village Plans that concentrate private and economic development in specific areas of the City. To effectively develop these areas and

facilitate access, adequate transportation infrastructure is needed, including building new and upgrading inadequate highway interchanges. Key interchange development and upgrades will improve safety and access, accommodate multiple travel modes, improve capacity, and reduce travel time. The priority development areas that require investment in highway interchanges include North San José, West San José urban villages (Santana Row/Valley Fair), and Edenvale. By focusing on priority projects in these areas, San José can facilitate job growth, improve safety, and close funding gaps in projects partially supported by contributions from private development. Priority highway interchange projects and the related job centers include:

- 101/Mabury – Berryessa and North San José = \$60 million
- 280/Winchester – Santana Row/Valley Fair = \$120 million
- 101/Zanker/Skyport – North San José = \$138 million
- 101/Blossom Hill – Edenvale = \$25 million
- 101/Trimble – North San José = \$50 million
- 880/Charcot – North San José = \$33 million

The total accumulated cost estimate for the six projects is roughly \$426 million, with approximately \$320 million (or 75%) of that recommended to come from a potential measure and the remainder anticipated from local sources, including private development. Staff recommends highway interchange funding as the City's second priority for a potential transportation sales tax measure.

3. Close Major Gaps and Remove Barriers in the Active Transportation Network

Increasing walking and bicycling enhances community health, vibrancy and quality of life and reduces traffic congestion, greenhouse gas emissions, and other pollution. The City of San José has adopted ambitious goals for increasing active transportation rates of travel, with General Plan targets of 15% of trips made on foot and 15% by bicycle by the year 2040. The City is planning and developing a robust active transportation network, including 500 miles of bikeways – 100 miles of multi-use trails and 400 miles on City streets. As of the beginning of 2016, San José had completed 336 of those 500 miles (55 trail and 281 on-street).

Natural barriers (e.g. waterways), man-made barriers (e.g. freeways, expressways and/or railroads), and gaps in the primary active transportation network present a major challenge for people walking or bicycling and reduce neighborhood connectivity. Without high-quality pedestrian and bicycle facilities, people on foot and bike are frequently forced to share high-speed, auto-oriented roadways or make inconvenient detours extending travel time. As described in the Vision Zero analysis for 2013 and 2014, 50% of fatal and serious injury traffic crashes occurred on specific major arterials and expressways that make up only 3% of the overall San José street system. Gaps in the active transportation network make non-auto travel less safe, and cause many people who would otherwise bicycle or walk to choose to drive.

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Through the VTP 2040 submittal, the City identified nearly \$500 million needed to complete numerous priority corridors and projects, including the following:

- Completing and augmenting access to trails, like those along the Coyote Creek, the Guadalupe River, Los Gatos Creek, Silver Creek, the Bay Trail, and others in the City's trail program. The City of San José Trail Program estimates full build out of the planned trail network (from 55 to 100 miles) at roughly \$200 million.
- Building out complete streets and cross barrier connections, totaling to a cost of approximately \$300 million. Specific projects and programs include:
 - Improving crossings of major arterials, expressways, freeways and waterways.
 - Closing sidewalk gaps and enhancing accessibility.
 - Providing safe routes to schools.
 - Completing the planned on-street bicycle network (from 281 to 400 miles).
 - Building better pedestrian and bicycle connections to transit, like the Five Wounds Rail to Trail project connecting with the future Alum Rock BART Station, neighborhood greenways, and high-quality sidewalks and separated bicycle facilities on bridges and/or major streets near transit hubs.

This funding would allow the City to create a more mode competitive, attractive transportation network that serves all users and connects together various communities. Funding from a sales tax measure for these projects would also improve our competitiveness for State and Federal funding – with flexible resources for local match and to advance design and construction before grants are reimbursed. As such, San José should seek a \$400 million Countywide allocation for Active Transportation Projects with a \$200 million share to San José to address major gaps and barriers in the pedestrian, bicycle, and trail network. This allocation would fund approximately 40% of the \$500 million in the Bike/Pedestrian Project list identified by San José in VTP. San José intends to seek grant funding and dedicate other local sources of funding to make up the \$300 million difference in funding required to implement the projects and programs listed in VTP. Staff recommends active transportation project funding as the City's third priority for a potential transportation sales tax measure.

EVALUATION AND FOLLOW-UP

Staff from the Department of Transportation provides quarterly reports to the Transportation and Environment Committee on Regional Transportation Funding and Projects, including updates on the Envision Silicon Valley process. If changes in priorities or other significant developments occur in the process, staff would return to the City Council with an update.

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PUBLIC OUTREACH

The City of San José is working in close coordination with VTA as it conducts outreach on the Envision Silicon Valley process, including participating in community meetings on transportation needs and priorities. In addition, the Ad Hoc Working Committee of the VTA Board received significant community input on the goals and evaluation criteria for the programs and projects under consideration for funding in a potential measure. After extensive input and review by stakeholders, the VTA Board adopted Envision Silicon Valley “goals” and “evaluation criteria” at its June and September 2015 meetings. Further outreach will occur in 2016.

COORDINATION

This memorandum has been coordinated with the City Attorney’s Office, the City Manager’s Budget Office, and the Department of Parks Recreation and Neighborhood Services.

CEQA

Exempt, Public Project File No. PP10-068(c), General Procedure and Policy Making, Municipal Code.

/s/

JIM ORTBAL, DIRECTOR
Department of Transportation

/s/

KIM WALES
Deputy City Manager,
Director of Economic Development

/s/

HARRY FREITAS, DIRECTOR
Planning, Building and Code Enforcement

For questions please contact Jim Ortbal, Director of Transportation, at 408-535-3845.

ATTACHMENTS

Past Countywide Transportation Funding Measures

Measure	Taxing Authority	Tax Rate	Duration	Revenue	Expenses	Program/Projects
<i>1976 Measure A</i>	Santa Clara County Transit District	½ cent sales tax	Perpetuity	\$4.26 B collected	\$3.96 B expended	<ul style="list-style-type: none"> • VTA operations/maintenance • Bus, rail, fleet, facilities
<i>1984 Measure A</i>	Santa Clara County Transit District	½ cent sales tax	10 years	\$845 M collected \$355 M other sources \$1.2 B collected	\$1.2 B expended	<ul style="list-style-type: none"> • Construct SR 85 • Widen HWY 101 • Upgrade SR 237
<i>1996 Measure A/B</i>	Santa Clara County Board of Supervisors	½ cent sales tax	10 years	\$1.39 B collected \$532 M other sources \$1.92 B collected	\$1.92 B expended	<ul style="list-style-type: none"> • Light Rail system expansion • Highway interchange improvements • Pavement maintenance • Bicycle facilities
<i>2000 Measure A</i>	Santa Clara Valley Transportation Authority	½ cent sales tax	30 years	\$1.4 B collected (to date)	\$1.6 B expended (\$1.0 B debt issued)	<ul style="list-style-type: none"> • BART SV Extension • Caltrain electrification & increased service • Bus service improvements, including Rapid Transit • Zero emission buses • Other misc. improvements
<i>2008 Measure B</i>	Santa Clara Valley Transportation Authority	1/8 cent sales tax	30 years	\$134 M collected (to date)	No expenses to date	<ul style="list-style-type: none"> • Future BART operating, maintenance, and capital
<i>2010 Vehicle Registration Fee Measure</i>	Santa Clara Valley Transportation Authority	\$10 per vehicle registration fee	Perpetuity	\$61 M collected (to date)	80% allocated to local streets & roads; 20% for countywide program & administration	<ul style="list-style-type: none"> • Local road maintenance, operations, & improvements • Regional operations & ITS

Source: VTA

Recommended City Transportation Priorities
for Potential VTA Sales Tax Measure

Category	Recommended Countywide Allocation	Recommended Countywide Allocation %	City of San José Recommended Allocations
1a. Local Street and Roads (Pavement Maintenance, Transportation Safety, Street and Traffic Improvements)	\$1.8 B	30%	\$870 M
1b. BART to Silicon Valley (4-Station Extension to Alum Rock, Downtown, Diridon Station, and Santa Clara)	\$1.5 B	25%	N/A
2. Highway Interchanges (Build New/Upgrade Existing Highway Interchanges to Support Economic Development)	\$650 M	11%	\$320 M
3. Active Transportation Network (Close major gaps and remove barriers in the Active Transportation Network including trails, bicycle and pedestrian improvement projects)	\$400 M	7%	\$200 M
SUBTOTALS	\$4.35 B	73%	\$1.39 B
Unallocated (e.g. Caltrain, VTA Transit, County Expressways, other)	\$1.65 B	27%	TBD
TOTALS	\$6 B	100%	TBD