

Baumb, Nelly

From: Ashley Sanks <ashleys@cupertino.org>
Sent: Monday, November 30, 2020 4:24 PM
To: VTA Board Secretary
Subject: Measure B
Attachments: Measure B Letter.pdf

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Good afternoon,

Please see the attached letter in regards to Measure B from Mayor Steven Scharf, City of Cupertino.

Sincerely,



Ashley Sanks

Executive Assistant
City Manager's Office
ashleys@cupertino.org
(408)777-8204





MAYOR STEVEN SCHARF
sscharf@cupertino.org

CITY HALL
10300 TORRE AVENUE • CUPERTINO, CA 95014-3255
TELEPHONE: (408) 777-3191 • FAX: (408) 777-3366
CUPERTINO.ORG



November 24, 2020

Board of Directors
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134-1906

Re: 2016 Measure B 10-Year Outlook Base Scenario

Dear VTA Board of Directors,

Cupertino adamantly opposes any starting point for future consideration of allocation of Measure B funding which presumes heavily over-allocated funding in a manner that the voters were clearly told was not the intention of the ballot measure.

The voters of Santa Clara County were presented with a sales tax measure in 2016 with the primary goals being to improve roadway pavement conditions and provide meaningful congestion relief Countywide. BART Phase II was just one of the listed programs, limited to 25 percent of the overall funds collected as part of the measure. Any base scenario where most Measure B funds are directed to BART for 10 years, leaving no Measure B funds for the other critical programs during this 10-year period, will and has caused enormous backlash within, effectively, all communities in the County.

On the ballot, Measure B funds were to address the following:

1. State Route 85 Corridor Transit

Measure B funding as promised to the West Valley Cities is required during the 10-Year Outlook to continue with engineering work to continue momentum on this project. Delaying the project further would be a broken promise to the West Valley and is inconsistent with Measure B language approved by the voters of Santa Clara County in 2016.

2. Worsening Road Pavement Conditions in the County

The Local Streets and Roads program was set up for an annual allocation of \$40 million (2017 dollars) for the 30-year measure. Most cities, including Cupertino, depend on

this allocation to maintain roadways. Every \$1 spent on pavement maintenance and repair now saves \$5 to \$10 in more expensive reconstruction costs later.

3. Avoiding Increased Costs Due to Project Delays

Several Measure B programs include capital projects that are funded through design and/or environmental clearance. Delaying work for 10 years on capital projects that are partially designed will require additional investment in updating plans to current conditions and revisiting environmental clearances. Delaying these programs will waste both Measure B and local funds already expended.

4. Other Projects

Voters expected that the majority of Measure B funds would go to local improvements rather than to one large project. Cupertino, for instance, has several bicycle and pedestrian projects in development that will rely on Measure B funding, including both segments of the Junipero Serra Trail, which the VTA Board of Directors approved the \$6.1M request in June 2020.

We strongly urge proceeding with great caution here, as the trust of the electorate is at stake. The 2016 Measure B ballot language promises meaningful congestion relief to all of the voters of Santa Clara County. A 25% cap on funds directed to BART Phase II should not be misinterpreted by VTA to fund non-BART projects only towards the latter half of the 30-year funding horizon. It is our understanding that VTA staff intends on taking this item to the VTA Board of Directors in March 2021. However, given the extreme concern Countywide, we ask that the timeline be extended and that a proper analysis be conducted of how Measure B funds will be prioritized.

Sincerely,



Steven Scharf
Mayor

cc: Nuria Fernandez, General Manager, VTA
Santa Clara County Board of Supervisors
VTA Policy Advisory Committee
VTA Technical Advisory Committee
Mountain View City Council
Palo Alto City Council
Sunnyvale City Council

Baumb, Nelly

From: Michelle Zahraie <MZahraie@sunnyvale.ca.gov>
Sent: Monday, November 30, 2020 5:18 PM
To: Michelle Zahraie
Subject: Letter to VTA RE: 2016 Measure B 10-Year Outlook Base Scenario
Attachments: VTA-Measure-B-Plan-20201130.pdf

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Hello,
Please see the attached letter to VTA from Sunnyvale Mayor, Larry Klein.
Thank you,
Michelle



Sunnyvale

Michelle Zahraie
Management Analyst
Office of the City Manager

Phone: 408-730-7917
Cell: 408-769-9280

Sunnyvale.ca.gov

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November 30, 2020

Board of Directors
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134-1905

RE: 2016 Measure B 10-Year Outlook Base Scenario

Larry Klein
Mayor

Nancy Smith
Vice Mayor

Gustav Larsson
Councilmember

Glenn Hendricks
Councilmember

Russ Melton
Councilmember

Michael S. Goldman
Councilmember

Mason Fong
Councilmember

Dear Valley Transportation Authority Board of Directors,

The City of Sunnyvale has reviewed the 2016 Measure B 10-Year Outlook Base Scenario as presented to the Valley Transportation Authority (VTA) advisory committees on November 10 and November 12. While we understand that VTA staff has presented the information as a base scenario analysis to start discussions and is not a recommendation, we feel that there are assumptions and initial thoughts within the base scenario that are unacceptable to the City as an initial starting point. The shift of not showing any funding for the Local Streets and Roads program, County Expressway program, and Caltrain Grade Separation program in lieu of providing funding for the Bay Area Rapid Transit (BART) Phase II project is flawed and problematic at the very least. This initial base scenario does not reflect the intent of the voters in approving Measure B and the needs of jurisdictions throughout the County.

When the residents of Santa Clara County approved the Measure B Sales Tax Measure in 2016, it was described as a 30-year half-cent countywide sales tax to enhance transit, highways, expressways and active transportation (bicycles, pedestrians and complete streets). The measure identified nine program categories that would be eligible for funding with no identification of higher priority funding program over all other programs. The identification of funding to the BART Phase II project for the next 10 years over the other programs will cause delays in project delivery, funding problems, increased costs, safety concerns, and traffic congestion due to the arbitrary placement of funding priority in the BART Phase II project.

The base scenario does not show continuation of formula-based Local Streets and Roads program funding that is used by local agencies for roadways to help improve pavement conditions through increased delivery of maintenance or pavement rehabilitation projects, or for some agencies congestion relief projects to improve roadway efficiency. The elimination of funding in the short term for pavement maintenance will cause an increase amount of required future more expensive pavement reconstruction costs. This is a significant problem for all local agencies in the County during this time of economic challenges and counter to the desire to keep pavement conditions in a state of good repair.

Also not indicated for funding in the base scenario is the Caltrain Grade Separations program. Sunnyvale has been working collaboratively with VTA and other local agency staff on the timely delivery of projects under this program. We have been proactively self-funding and moving forward with identification of alternatives and preliminary design of Caltrain grade separations at Mary Avenue and Sunnyvale Avenue for selection by our City Council in the Spring of 2021 in order to quickly move into the environmental clearance and final design phase next year in partnership with Caltrain and VTA using Measure B funding. Delay of funding in the Caltrain Grade Separation program will cause delays and increase costs for delivery of these projects currently envisioned for delivery by the City and VTA staff. With the Caltrain Electrification project and High-Speed Rail project moving forward in conjunction with Caltrain's planned service level increases, there is a continued urgency to deliver the grade separation projects within the cities of Mountain View, Palo Alto and Sunnyvale. Considering the increased number and speed of rail service, there will be a correspondingly increased instances of congestion and crossing conflicts for pedestrians, bicyclists, transit buses, and vehicular traffic with rail trains at these existing at-grade crossings.

We have concerns about the County Expressway program, which consists of a large number of projects including the highly complex and costly Lawrence Expressway Grade Separation project between Kifer Road and Arques Avenue within Sunnyvale and Santa Clara. The delay of funding will require that work stop in this program, jeopardizing the delivery of regionally significant projects that benefit the vast members of the public using Lawrence Expressway to travel across the County between job/retail centers and residential areas. The grade separation project on Lawrence

Expressway requires early design and environmental analysis due to the long timeline and complexity for construction.

We understand that the VTA Technical Advisory Committee (TAC) has formed an ad-hoc subcommittee to work with VTA staff to develop more balanced 10-year funding alternatives that include other Measure B programs to provide the greatest benefit to County residents in order to meet the intent of the sales tax. The City of Sunnyvale urges VTA staff and the Board of Directors to reevaluate the initial 10-year Base Scenario either with a revision based on comments received or with the future recommendation from the TAC subcommittee that is more balanced and supportive of the work and priorities of all agencies within the County.

Thank you for your consideration and please do not hesitate to contact me or Public Works Director Chip Taylor, ctaylor@sunnyvale.ca.gov, if you wish to discuss further.

Sincerely,



Larry Klein
Mayor

Cc: Nuria Fernandez, General Manager, VTA
VTA Policy Advisory Committee
VTA Technical Advisory Committee
Santa Clara County Board of Supervisors
Palo Alto City Council
Mountain View City Council
City Council
Kent Steffens, City Manager
Teri Silva, Assistant City Manager
Chip Taylor, Director of Public Works