

RESOLUTION NO. 2020-42

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS
OPPOSING THE VALLEY TRANSPORTATION AUTHORITY'S 2016 MEASURE B 10-
YEAR OUTLOOK BASE SCENARIO**

WHEREAS, in 2016, the Valley Transportation Authority (VTA) Board of Directors placed before the voters of Santa Clara County Measure B, a one-half cent sales tax measure operative for 30 years that would fund nine program categories, with the primary goals to provide meaningful congestion relief throughout the County and improve road pavement conditions; and

WHEREAS, the nine program categories included in 2016 Measure B are: Local Streets and Roads, BART Phase II, Bicycle/Pedestrian, Caltrain Grade Separation, Caltrain Corridor Capacity Improvements, Highway Interchanges, County Expressways, State Route 85 Corridor, and Transit Operations; and

WHEREAS, BART Phase II is just one of the nine programs authorized in the Measure and is limited to a maximum of 25 percent of the total Measure B revenues; and

WHEREAS, in November 2020, VTA administration began presenting VTA Board of Directors' advisory committees with a proposed 2016 Measure B 10-Year Outlook Base Scenario, covering program allocations for Fiscal Year 2022 to Fiscal Year 2032, that contain built-in assumptions that are unacceptable to the City of Los Altos; and

WHEREAS, the built-in assumptions are that the BART Phase II project is the highest priority for the next ten years, providing it with first call on the Measure B revenues, and that minimal bonding will be used to fund BART Phase II, which results in little to no Measure B funding being available for the majority of the other Measure B programs during this 10-year period; and

WHEREAS, under the Base Scenario, the six program areas that are currently identified for zero Measure B funding over the ten-year period are Local Streets and Roads, Caltrain Grade Separation, Caltrain Corridor Capacity Improvements, Highway Interchanges, County Expressways, and State Route 85 Corridor; and

WHEREAS, this approach is inconsistent with the promises made to the voters in 2016 because it will not result in meaningful progress being made for all nine programs over the first fifteen years of the measure; rather, progress will be deferred on most programs until the second fifteen years of the measure which violates voters' and taxpayers' trust and expectations in approving the Measure; and

WHEREAS, in approving Measure B, voters countywide agreed to pay an increased half cent sales tax for thirty years, thereby instituting one of the highest sales tax rates in the Bay Area and State, yet under the proposed 2016 Measure B 10-Year Outlook Base Scenario only a small portion of the County will benefit and the bulk of county taxpayers will be paying increased taxes and see few significant benefits for a ten-year period; and

WHEREAS, eliminating and/or significantly reducing investments in the other programs will result in worsening congestion throughout the entire County, worsening pavement conditions throughout

the entire county, increased costs due to project delays, and increased delays for long lead-time projects; and

WHEREAS, front-loading BART Phase II as proposed in the 2016 Measure B 10-Year Outlook Base Scenario programs the project to receive nearly \$2 billion in tax revenues (presumably in inflation-adjusted year of expenditure dollars), without providing similar inflation-adjusted funding for other programs, and notwithstanding the fact that anticipated tax revenues are down (thereby reducing the 25 percent share); and

WHEREAS, it is imperative that the Measure B 10-Year Outlook serve the needs of the entire county to the greatest extent possible and not be focused on a single project to the exclusion of the other essential Measure B programs; and


WHEREAS, the VTA Board of Directors should consider a range of options for the BART Phase II project so other Measure B programs also receive funding during this 10-year period, including approaches such as more aggressive bonding, borrowing other funds, and/or using other funding sources for BART Phase II, as well as the possibility of further phasing or slowing the BART Phase II project.

NOW, THEREFORE, BE IT RESOLVED that the City of Los Altos opposes the VTA's proposed 2016 Measure B 10-Year Outlook Base Scenario and urges the VTA Board of Directors to reject the proposal/scenario; and

BE IT FURTHER RESOLVED that the City of Los Altos urges the VTA Board of Directors to support a Measure B 10-Year Outlook that balances investments among all nine Measure B programs, including avoiding or minimizing reductions in the annual formula programs (Local Streets and Roads, Bicycle/Pedestrian, and Transit Operations) and maintaining progress for the capital projects in the other programs that are already under way during this 10-year period, thereby ensuring countywide benefits as promised in the 2016 ballot measure.

I HEREBY CERTIFY that the foregoing is a true and correct copy of a Resolution passed and adopted by the City Council of the City of Los Altos at a meeting thereof on the 15th day of December, 2020 by the following vote:

- AYES: Council Members Lee Eng, Meadows, Weinberg, Vice Mayor Enander and Mayor Fligor
- NOES: None
- ABSENT: None
- ABSTAIN: None



Neysa Fligor, MAYOR

Attest:


Andrea Chelemengos, MMC, CITY CLERK