



SAN MATEO COUNTY

**Transportation  
Authority**

# Transportation Authority Strategic Plan 2020-2024

December 5, 2019  
Board of Directors  
Agenda Item #11 (a)



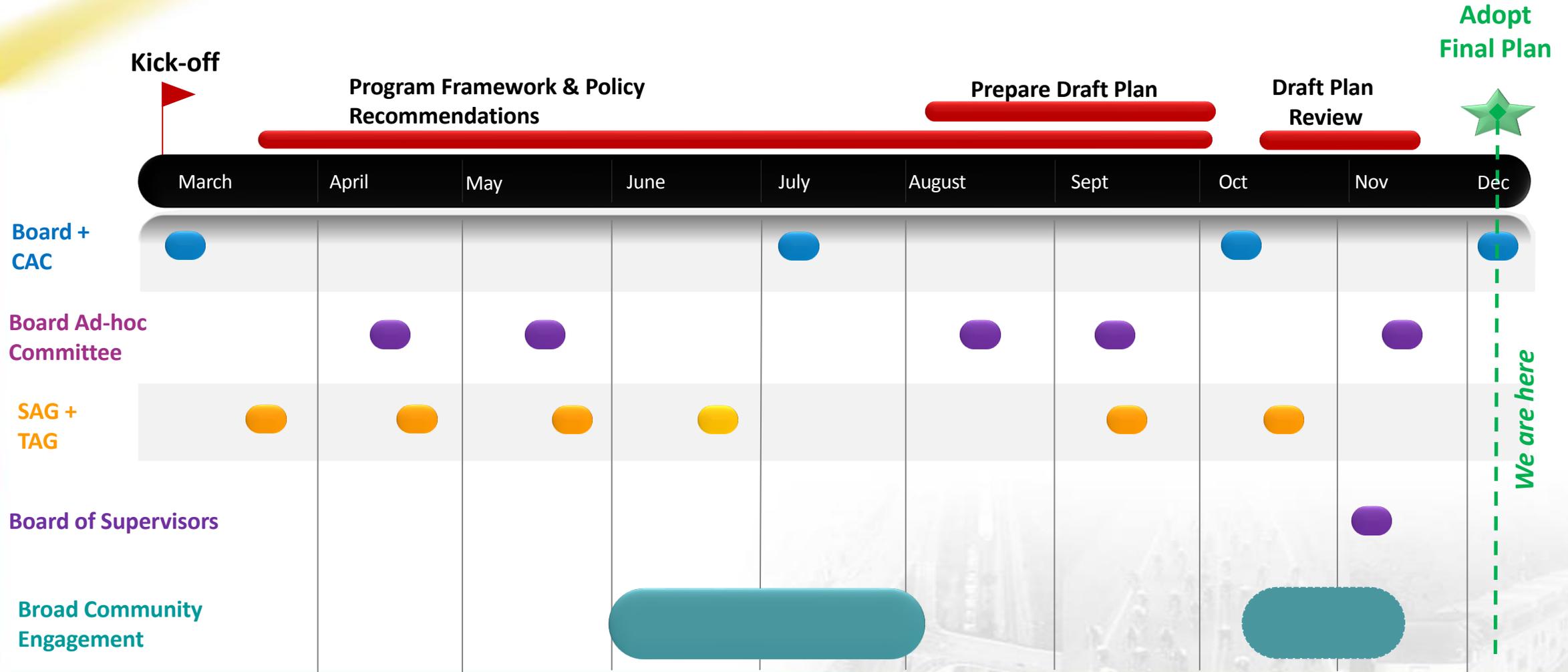
# Overview

## Updates:

- **Phase 2 Outreach/Draft Plan Feedback**
- **TA Role in Project Delivery/Technical Assistance**
- **Weighting of Core Principles**
- **Project Evaluation Criteria**
- **Recap and Next Steps**



# Strategic Plan Timeline





# Broad Based Outreach

## Phase 2: October - November

- **Virtual Town Hall: 11-4-19, San Mateo County Transit District YouTube**
- **Draft Plan on TA website: [www.smcta.com/strategicplan](http://www.smcta.com/strategicplan)**
- **E-mail blasts about Draft Plan sent to:**
  - **SAG/TAG**
  - **Schools and senior groups**
  - **Community Based Organizations**
  - **4,500+ engaged stakeholders**
- **Presentations to County Board of Supervisors/ others upon request**
- **Press release and extensive social media**



# Draft Plan Feedback

## General Themes

- **Need expressed for more alternative transportation & road maintenance, opposition for highway expansion**
  - Relieve congestion, reduce VMT
  - Seamless intercounty transit, increase service, link with housing and jobs
  - More safe bikeways
- **Some support expressed for large highway projects to alleviate congestion**
- **Need to do before & after assessments for funded projects**
- **Project specific comments** (e.g. equity concerns regarding Express Lanes, extend BART south to Foster City then to Hayward)



# TA's Role in Project Delivery

- *TA should be proactive identifying, sponsoring & serving as a **technical lead** for highway projects of countywide significance*
  - Local agency limitations, including resource availability and technical expertise
  - Greater benefits may be realized targeting projects that reduce regional congestion and also improve local mobility
  - TA is a sponsor now for some projects of countywide significance:
- **Consider setting aside funding for countywide significant projects, striking a balance with local needs, to be addressed as part of the Short Range Highway Plan Update & Capital Improvement Program (CIP)**



# TA's Role in Technical Assistance

***Resources permitting, will expand its role helping to advance project delivery:***

- Provide 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 fill sponsor gaps due to staff vacancies on request to keep projects moving
  - Contract with consultants to obtain grant funds to help sponsors better leverage Measure A & W funds



# Considerations for Recommended Weighting of Core Principles

## Multiple points of input:

- SAG and TAG survey
- General public survey
- Subsequent SAG and TAG input
- Measure W category emphasis
- Board Ad Hoc members
- Executive and project staff
- Project consultants



# Core Principles Key

P1	Relieve Traffic Congestion Countywide
P2	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
P3	Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infrastructure/Plan for Climate Change
P4	Promote Economic Vitality, Economic Development & Creation of Quality Jobs
P5	Maximize Opportunities to Leverage Investment from Public/Private Sources
P6	Enhance Safety & Public Health
P7	Invest in Repair & Maintain Existing & Future Infrastructure
<b>P8</b>	<b>Facilitate the Reduction of Vehicle Miles Travelled, Travel Times and Greenhouse Gas Emissions</b>
P9	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
P10	Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
<b>P11</b>	<b>Maximize Traffic Reduction Potential Associated with the Creation of New Housing Opportunities in High-Quality Transit Corridors</b>



# Core Principles Weighting All Categories

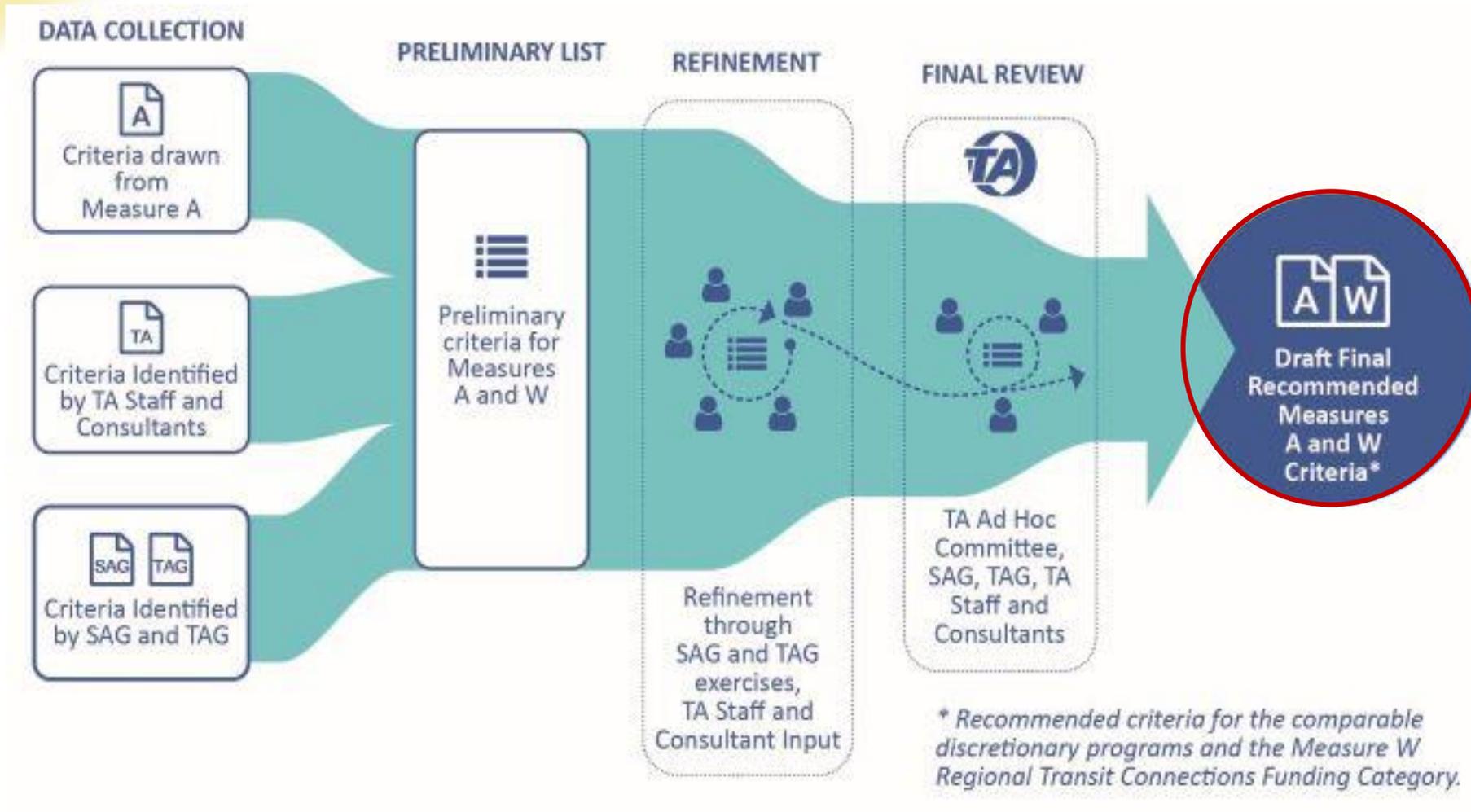
Countywide Highway Congestion Improvements	Grade Separations	Bicycle & Pedestrian Improvements	Regional Transit Connections	Local Investment Share
P1	P1	P6	P1	P7
P8	P6	P9	P2	P6
P2	P2	P10	P5	P9
P3	P3	P1	<b>P8</b>	P1
P4	P8	P3	P3	P2
P5	P9	P7	P4	P3
P6	<b>P11</b>	P8	P7	P4
P7	P4	<b>P11</b>	P10	P5
P9	P5	P2	P11	P8
P10	P7	P4	P6	P10
<b>P11</b>	P10	P5	P9	P11

High (3 pts)
Medium (2 pts)
Low (1 pt)





# Evaluation Criteria Development





# Relationship of Core Principles to Evaluation Criteria - Updates

Highway Program Evaluation Criteria	Measure W Principles											Maximum Possible Points by Criteria	Calibrated to 100 point scale (100 pts = 100%)	
	High - 3 Points					Medium - 2 points								
	Relieve Traffic Congestion Countywide	Reduce VMT, Travel Times & GHG Emissions	Invest in the Public Transportation System	Implement Environmentally-friendly Green Stormwater Solutions that use Climate Change	Promote Economic Vitality, of Quality Jobs	Maximize Opportunities to Leverage Investment from Public/Private Sources	Enhance Safety and Public Health	Invest in Repair & Maintenance of Existing & Future Infrastructure	Incorporate Complete Streets Policies/Strategies	Regardless of Mode	Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone	Maximize Traffic Reduction Associated with Creation of High Quality Transit Corridors		
<b>Need</b>												<b>69</b>	<b>23</b>	
Severity of current and projected congestion	3	3	2		2	2	2			2		16	5	
Need to improve access and connections to jobs, housing, transit and other high activity centers	3	3	2		2			2		2	2	16	5	
Project recognized in adopted plans and programming documents	3		2	2	2	2	2	2				15	5	
Identified safety issue	3	3					2		2		2	12	4	
Regional/countywide significance	3	3	2				2					10	3	
<b>Effectiveness</b>												<b>111</b>	<b>37</b>	
Ability to relieve congestion/performance improvement	3	3	2		2	2	2			2	2	16	5	
Value: Benefit relative to the amount of funding requested "bang for the buck"	3	3		2	2	2	2	2				16	5	
Potential increase in person through-put	3	3	2	2	2	2				2		16	5	
Degree to which project reduces GHG emissions and improves air quality	3	3		2		2	2		2		2	16	5	
Potential VMT reduction per capita		3	2	2	2				2	2	2	15	5	



# Key Evaluation Criteria Changes

- **Maximum criteria point scores adjusted for updates to Core Principle weightings**
- **Reduced Readiness criteria from a total of 20 to 15 points, distributed the difference proportionately to criteria more reflective of Measure W Principles**



# Recap & Next Steps

- **Recap**

- **Public kickoff in March**
- **Plan developed with extensive community engagement: 2,500 public survey responses, Virtual Town Hall with 100+ views, 16 in-person outreach events, dedicated website**
- **Special thanks to our Stakeholder and Technical Advisory Groups and Ad-Hoc Committee**

- **Next Steps**

- **Call for Projects: Shuttle (Winter 2020) and Bicycle/Pedestrian (Spring 2020) Programs**
- **Planning Studies for Highway, Regional Transit Connections & Alternative Congestion Relief (TDM) Programs**