



SAN MATEO COUNTY

**Transportation
Authority**

Transportation Authority Strategic Plan 2020-2024 Update

July 11, 2019

Board of Directors - Agenda Item #11b



Overview

- **Purpose & Process**
- **Context: Trends, Peer Review Findings/ Needs Analysis**
- **Plan Framework/Policy Development:**
 - Project selection process
 - Eligible sponsors & match requirements
 - Program delivery/technical assistance
 - Evaluation criteria
- **Outreach Update & Exercises**
- **Key SAG/TAG feedback**

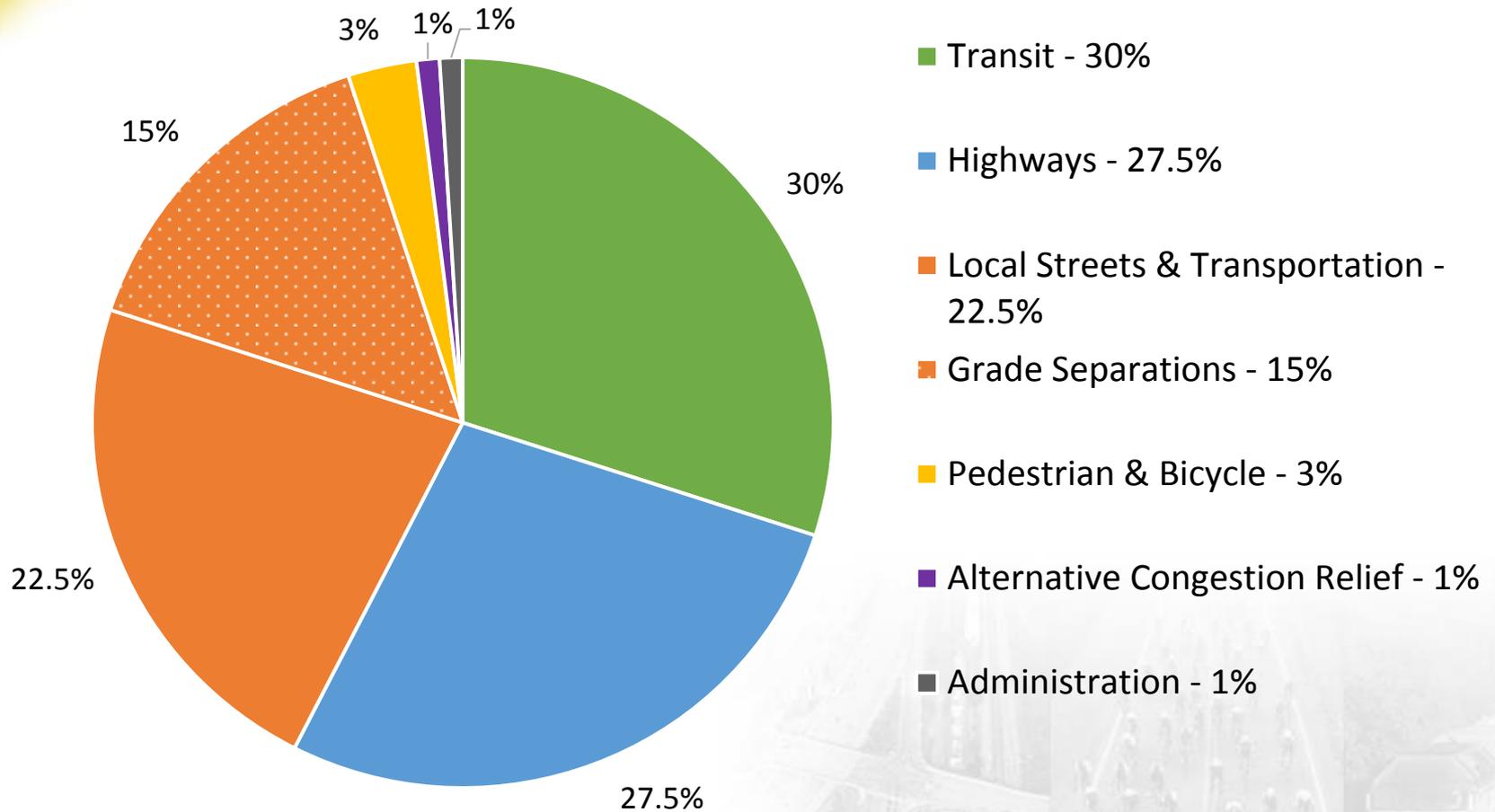


Strategic Plan Purpose & Requirements

- **Provides policy framework for program implementation, including:**
 - Evaluation criteria/prioritization for project selection
 - Processes to initiate projects
- **One Strategic Plan for 2 Measures**
 - Measure A requirement - Plan adoption & update at least once every 5 years
 - Measure W requirement - Plan adoption with broad based outreach

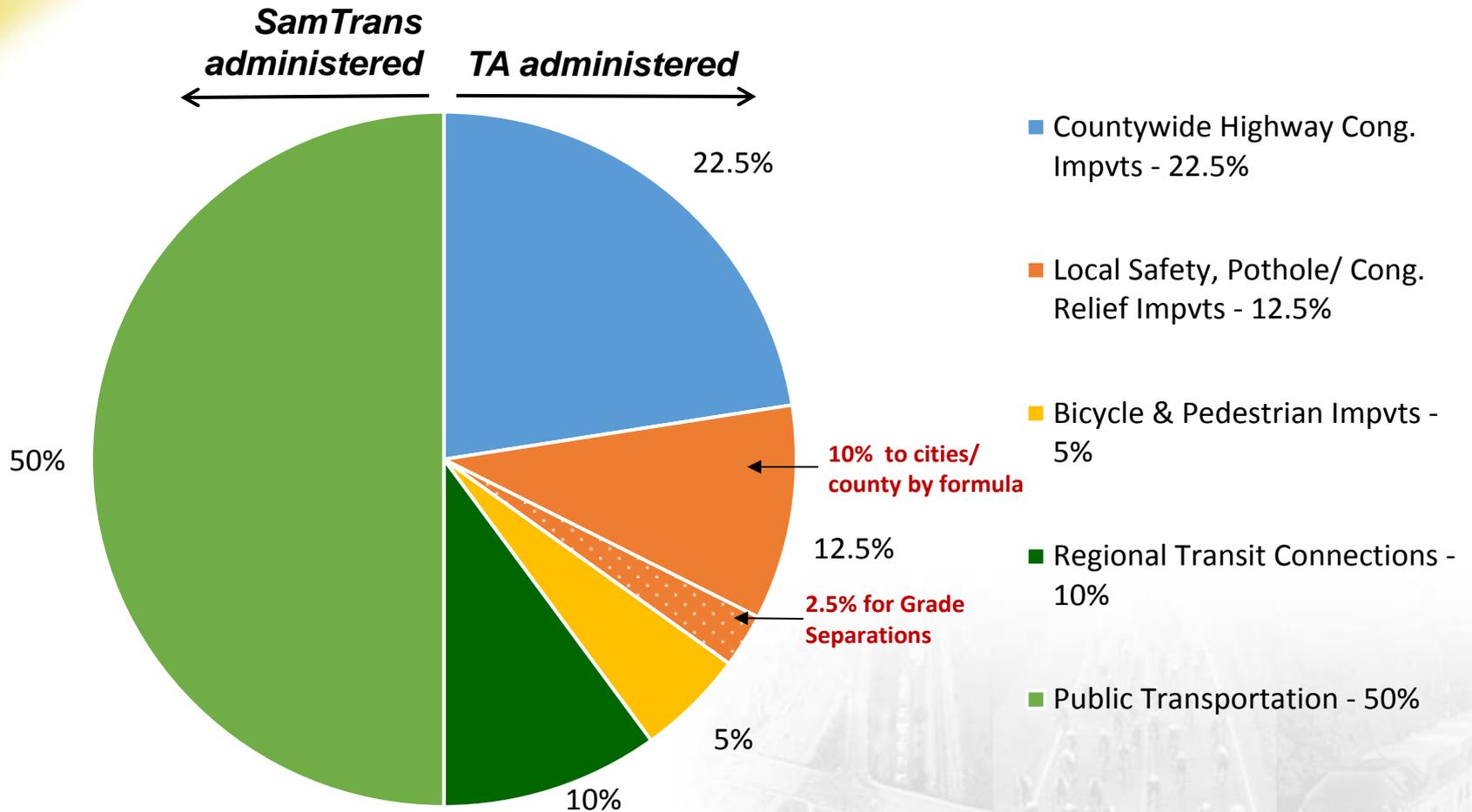


Measure A – Program Categories



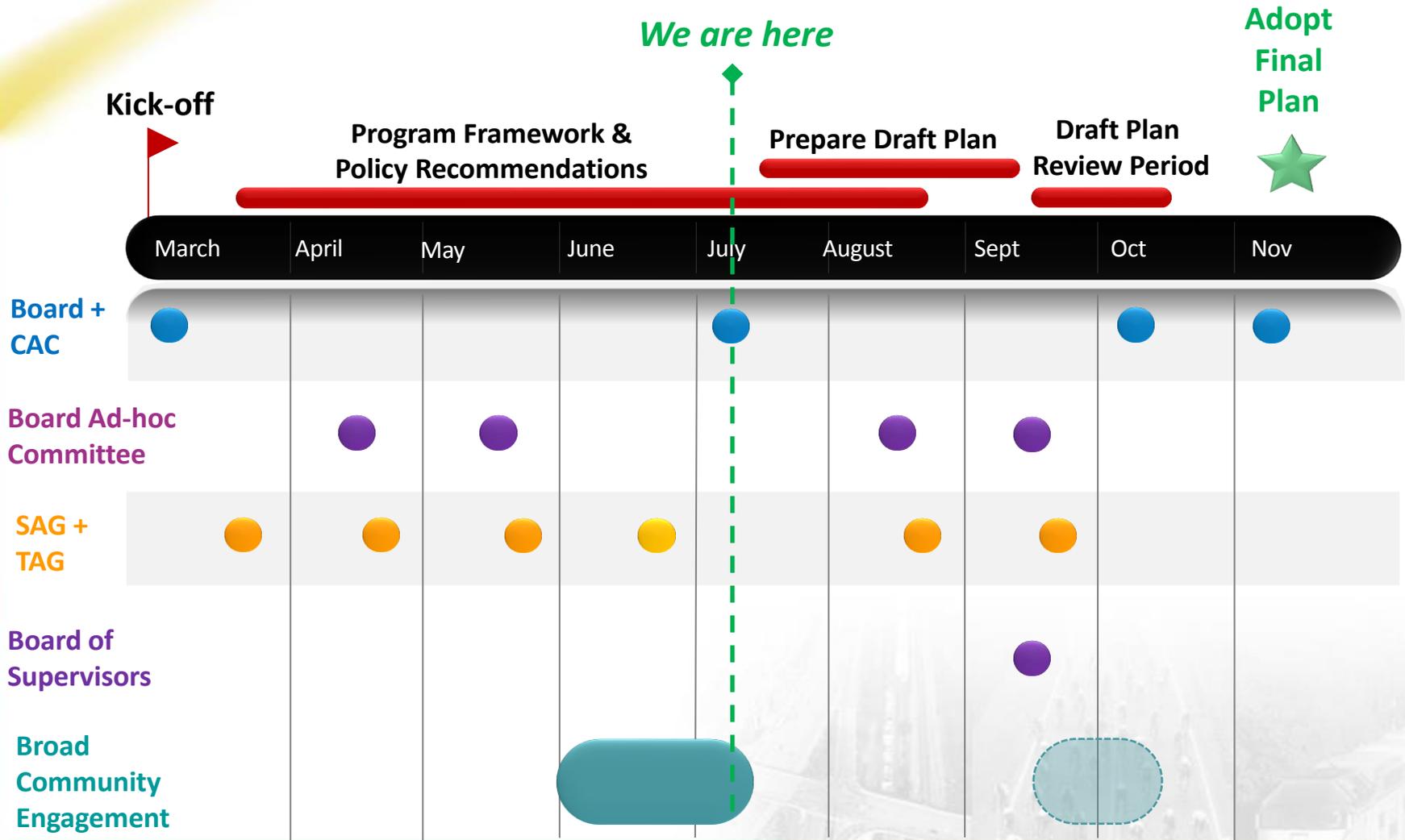


Measure W – Program Categories





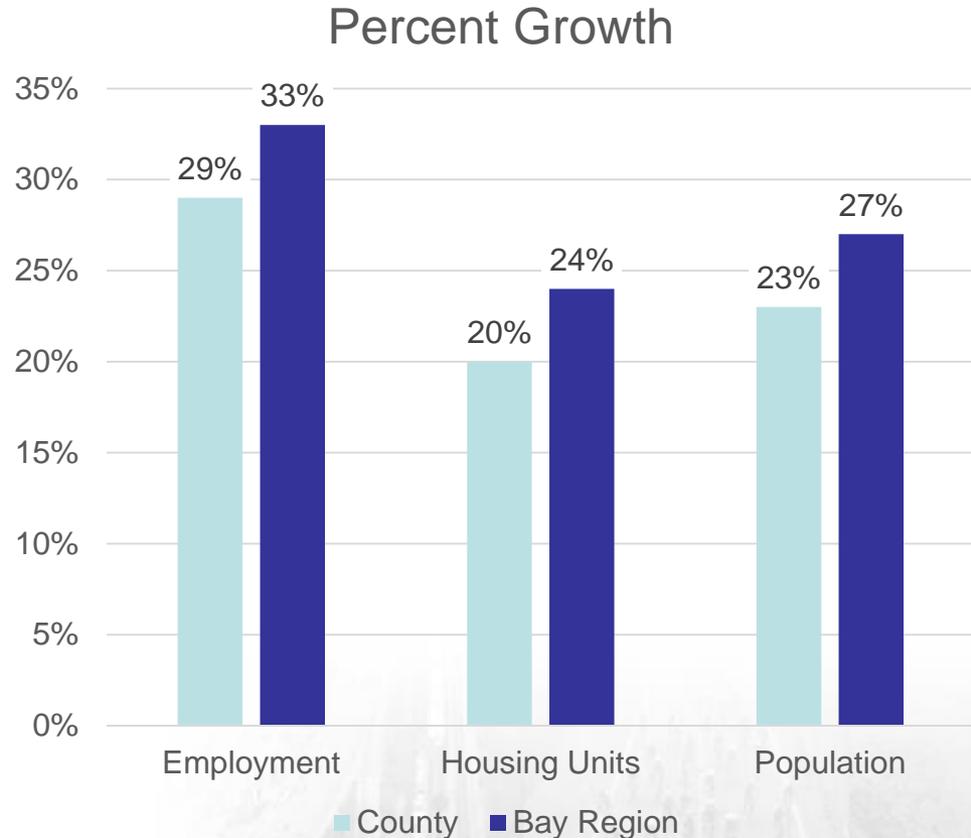
Development Process/ Outreach Timeline





Growth Projections 2010-2040

- Robust growth expected
- San Mateo County growth is less than the region as a whole
- Employment growth will continue to outstrip housing supply growth, suggesting outside commuting will continue to grow



Source: ABAG Projections 2013 & State of California, Department of Finance



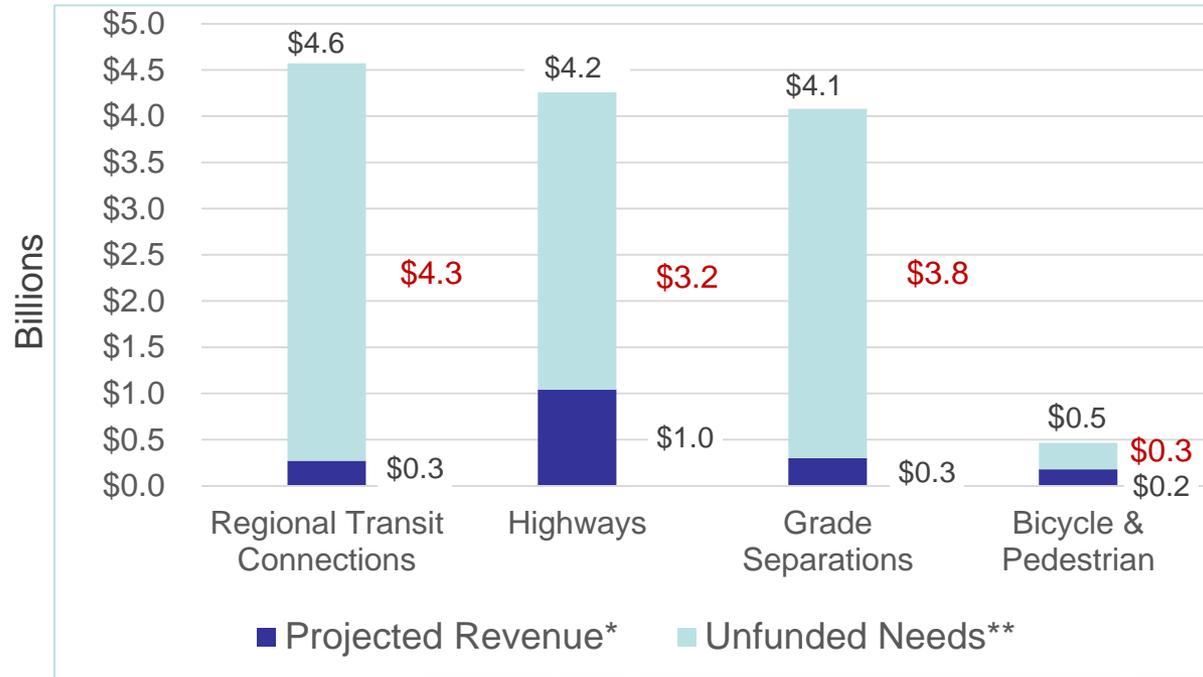
Peer Review Findings

- **Most TA's make long term commitments per their Expenditure Plans & lead implementation**
- **However, they have competitive calls for some programs but not to the extent of the SMCTA**
 - **SMCTA uses a Call for Projects process for flexibility**
- **Opportunities to leverage external funds are maximized when agency goals/strategies are aligned**
 - **SMCTA goals/principles align well with those in other regional transportation plans (Countywide Transportation Plan & One Bay Area)**



Projected Revenue versus Projected Needs for Competitive Categories

- Project needs far exceed projected funding
- Other public/private sources will need to be leveraged in order to deliver projects



* Projected Revenue for life of Measure A and Measure W

** Unfunded Needs based on order of magnitude cost estimates from Get Us Moving (GUM) Project Needs less projected revenue



Comparing the Two Measures

Measure A Program Categories

Highways (27.5%)

Local Streets & Transportation (22.5%)

Grade Separations (15%)

Pedestrian & Bicycle (3%)

Transit (30%)
Caltrain: 16%
Local Shuttles: 4%
Accessible Services: 4%
Ferry: 2%
Dumbarton Rail Corridor: 2%
BART within San Mateo County: 2%

Alternative Congestion Relief (1%)

Measure W Program Categories

Countywide Highway Congestion Improvements (22.5%)

Local Investment Share (10%)

Grade Separations (2.5%)

Bicycle & Pedestrian (5%)

Regional Transit Connections (10%)

No similar Measure W category

Comparability

Direct comparability, except: 1) Measure A is more restrictive with distinct highway subcategories (Key Congested Areas and Supplemental Roadways) and 2) Measure W allows greater flexibility with pedestrian/bicycle components that are integrated with highway projects

Direct comparability, If a city's pavement is not in good condition, funding must be used on pavement repair until it reaches a Pavement Condition Index (PCI) of 70, which is considered good road condition

Direct comparability

Direct comparability, except that non-capital expenditures are allowed under Measure W

Not directly comparable, as focus in Measure W is limited to regional transit connections. Some relationship to Caltrain, Ferry, BART and SamTrans (Dumbarton Rail) sub-categories in Measure A



Staff Recommendations for Project Selection Processes

Measure A Program Categories	Measure W Program Categories	Staff Recommendations for Project Selection
Highways: 27.5%	Countywide Highway Congestion: 22.5%	<p>Measure A: continue Call for Projects w/ focus on Pipeline projects, small set-aside for Planning & PE/ENV work for new projects</p> <p>Measure W: Update existing Short Range Highway Plan, prepare a new Highway CIP to inform selection process</p>
Local Streets & Transportation: 22.5%	Local Safety Pothole & Congestion Relief (Local share): 10%	Agreement based, funds are passed through directly to sponsors
Grade Separations: 15%	Local Safety Pothole & Congestion Relief (Grade Sep): 2.5%	<p>Measure A: continue funding Pipeline projects, small set-aside for Planning to start new projects</p> <p>Measure W: for Pipeline projects or seed money for new road/rail grade separations</p>
Ped & Bike - 3%	Bike & Ped: 5%	Continue Call for Projects, add new subcategories: i) capital: large & small, ii) planning/promotion & iii) Safe Routes to Schools
NA	Regional Transit Connections: 10%	Prepare Regional Transit Plan with a Transit CIP to inform selection process



Sponsorship for Measure A and Measure W Program Categories

Measure A		Measure W	
Program Categories	Eligible Sponsors ¹	Program Categories	Eligible Sponsors ²
Highways: 27.5%	Caltrans, cities, County, C/CAG, TA for regional projects	Countywide Highways Congestion: 22.5%	Caltrans, cities, County, TA for regional serving projects, Express Lane JPA
Local Streets & Transportation: 22.5%	Cities & County	Local Safety Pothole & Congestion Relief (Local share): 10%	Cities & County
Grade Separations: 15%	SamTrans, JPB, cities & County	Local Safety Pothole & Congestion Relief (Grade Seps): 2.5%	SamTrans, JPB, cities & County
Pedestrian/Bicycle: 3%	Cities & County	Bicycle/Pedestrian: 5%	Cities, County, C/CAG, transit agencies, public schools (for SR2S)
NA	NA	Regional Transit Connections: 10%	Transit agencies (e.g. JPB, SamTrans, BART) for Ferry (WETA or host city)

Notes:

- 1) Eligible Sponsors as defined by the voter approved Transportation Expenditure Plan or subsequently amended per Board action
- 2) The TA currently is an eligible co-sponsor for the San Mateo US 101 Express Lanes Project



Proposed Minimum Match Requirements for Measure W Categories and Comparable Measure A Categories

Measure A Category	Minimum Funding Match	Measure W Category	Minimum Funding Match
Highways	10%	Countywide Highway Congestion	10%
Local Streets & Transportation Share	none	Local Safety, Pothole & Congestion Relief (Local Share)	none
Grade Separation	match expected but not specified	Local Safety, Pothole & Congestion Relief (Grade Separations)	match expected but not specified
Pedestrian & Bicycle	10%	Bicycle & Pedestrian	capital: 10% planning/promotion, & start-up operations: 50%, SR2S: none
No comparable category	NA	Regional Transit Connections	capital: 10% operations: 50%



TA's Role in Project Delivery

- ***Should TA be more proactive identifying & sponsoring highway projects of countywide significance?***
 - Local agency limitations:
 - Resource availability/technical expertise
 - Congestion often generated beyond city boundaries, regional approach needed
 - Greater benefits may be realized targeting projects that reduce regional congestion and also improve local mobility
 - Example regional projects:
 - US 101 (I-380 to SF County Line) Managed Lanes
 - SR 92 Managed Lanes
 - US 101/SR 92 Interchange Direct Connector Project
 - New projects TBD via update of Short Range Highway Plan (SRHP)
- ***If TA to sponsor regional projects, should it make long term commitments with Measure A & W funds?***



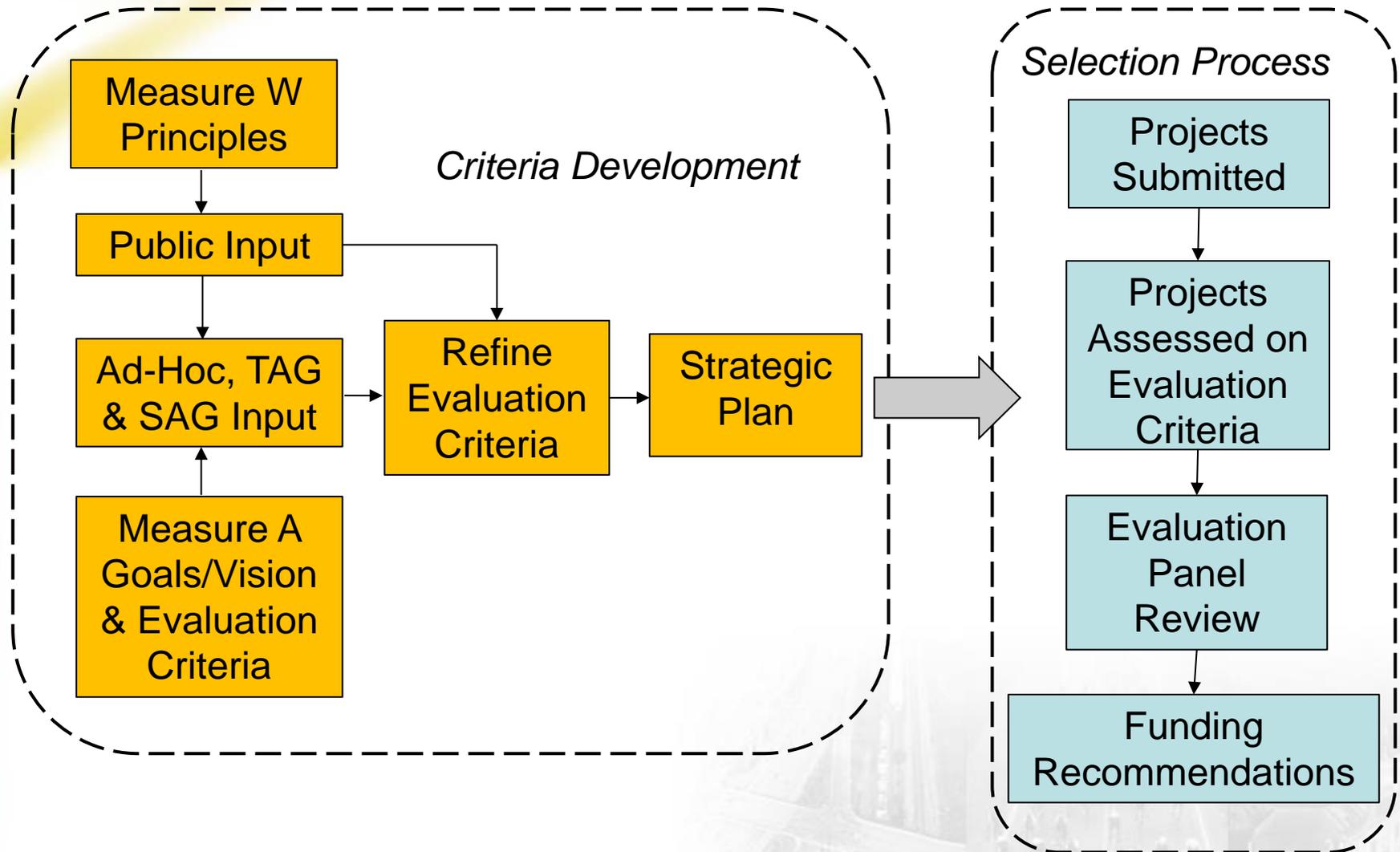
TA's Role in Technical Assistance

Should TA expand its role?

- Currently provides technical assistance to highway sponsors on request. Should it proactively offer assistance?
- Temporarily offer consultant services to fill sponsor gaps due to staff vacancies on request to keep projects moving
- Contract with consultants to procure grant funds to help sponsors better leverage Measure A & W as well as their own local funds



Project Evaluation Process (Competitive Categories)





Extensive Public Outreach

- **4 Community Meetings (North, Mid, South County and Coast)**
- **Online Survey**
 - Press Release, Social Media, Leverage SAG/TAG Networks, 4k GUM Survey Takers
- **Pop Ups and Organizational Presentations**
- **Dedicated Portion of TA Website**
- **Fall outreach focused on draft Plan**



Measure W Core Principles

Future projects in the 5 Measure W Program Categories “are to be implemented primarily with guidance from the Core Principles set forth below, as applicable.”

Invest in repair and maintenance of existing infrastructure

Incentivize transit, bicycle pedestrian, carpooling and other shared-ride options over driving alone

Maximize opportunities to leverage investment and service from public and private partners

Promote economic vitality and economic development

Relieve traffic congestion countywide

Maximize traffic reduction potential associated with the creation of new housing opportunities in high-quality transit corridors

Facilitate the reduction of vehicle miles traveled, travel times and greenhouse gas emissions

Prioritize environmentally-sustainable transportation solutions

Enhance safety and public health

Incorporate the inclusion and implementation of policies that encourage safe accommodation of all people using the roads regardless of mode of travel

Invest in a financially sustainable public transportation system that increases ridership, provides quality transit options for everyone, and embraces innovation to create more transportation choices and improves travel experience



SAG/TAG Exercise Results:

Relative Importance of Measure W Core Principles

Measure W Core Principles	Countywide Highway Congestion Projects (22.5%)	Local Investment Share (10%)	Grade Separations (2.5%)	Bicycle and Pedestrian Improvements (5%)	Regional Transit Connections (10%)
Relieve Traffic Congestion Countywide	30%	0%	15%	5%	10%
Financially-Sustainable Public Transportation System*	5%	0%	15%	5%	30%
Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change	5%	0%	0%	5%	5%
Promote Economic Vitality, Economic Development & Creation of Quality Jobs	15%	0%	5%	0%	5%
Maximize Opportunities to Leverage Investment from Public/Private Sources	5%	0%	0%	0%	10%
Enhance Safety and Public Health	15%	10%	55%	35%	5%
Invest in Repair & Maintenance of Existing & Future Infrastructure	0%	80%	0%	0%	5%
Reduce VMT, Travel Times & GHG Emissions	15%	0%	5%	10%	10%
Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode	5%	10%	5%	25%	5%
Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone	5%	0%	0%	10%	5%
Maximize Traffic Reduction Associated with Creation of Housing in High Quality Transit Corridors	0%	0%	0%	5%	10%
	100%	100%	100%	100%	100%



Take Our Survey!

Countywide Highway Congestion Improvements

1. Please select up to six (6) Core Principles that you think are most applicable. *Minimum one (1) required**

- Relieve Traffic Congestion Countywide
- Invest in a Financially-sustainable Public Transportation System ... [Full text]
- Implement Environmentally-friendly Transportation Solutions... [Full text]
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Enhance Safety & Public Health
- Invest in Repair & Maintain Existing & Future Infrastructure
- Facilitate the Reduction of Vehicle Miles Travelled, Travel Times and Greenhouse Gas Emissions
- Incorporate the Inclusion and Implementation of Complete Street Policies ... [Full text]
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Maximize Traffic Reduction Potential Associated with the Creation of New Housing Opportunities in High-Quality Transit Corridors

Back

Next



Potential Evaluation Criteria to Address Measure W Principles - Highways

Measure W Core Principles	Relevant Measure A Project Evaluation Criteria	Potential Additional Measure W Related Criteria (if needed)
<p>Relieve Traffic Congestion Countywide</p>	<p><u>NEED</u></p> <ul style="list-style-type: none"> • Current congestion • Projected congestion • Located in the State Highway Congestion & Safety Performance Assessment for San Mateo County <p><u>EFFECTIVENESS</u></p> <ul style="list-style-type: none"> • Ability to relieve congestion/performance improvement • Demonstrates coordination with adjacent projects/integration of inter-related projects • Regional significance 	<ul style="list-style-type: none"> • Potential increase in person through-put
<p>Facilitate the reduction of vehicle miles travelled, travel times and greenhouse gas emissions</p>	<p><u>EFFECTIVENESS</u></p> <ul style="list-style-type: none"> • Ability to relieve congestion/performance improvement <p><u>SUSTAINABILITY</u></p> <ul style="list-style-type: none"> • Project is primarily an operational improvement rather than infrastructure expansion • Project accommodates multiple transportation modes where contextually appropriate and to the extent feasible (Complete Streets) 	<ul style="list-style-type: none"> • Potential VMT reduction/capita • Potential travel time savings • Potential reduction in GHG emissions



Key SAG and TAG takeaways

- **Both Agree:** Commonality between the measures, one selection process for comparable categories - but need to respect differences
- **TAG:**
 - Want clear and simple process/direction
 - Only apply Measure W Principles as applicable to the categories
 - Desire for countywide-level entity to lead multi-city highway projects
- **SAG:**
 - Variety of opinions on how Principles should apply
 - Want contemporary concepts from Measure W Principles to apply to comparable Measure A category criteria



Next Steps

- **Wrap up discussion on Principles & Criteria Development: August**
- **Prepare Draft Plan: July - September**
- **Release Draft Plan: September**
- **Draft Plan to Board: October**
- **Final Plan for Board Action: November**