



***Making Progress:
Transportation Solutions to
Meet Tomorrow's Needs***



2 0 0 9 - 2 0 1 3

*Over the last five years,
the TA has moved forward,
laying the groundwork for projects
and programs that address
both current and anticipated
mobility needs.*



From the Executive Director

The public values government that works – where consensus can be reached and common goals achieved, resulting in public works that benefit the general welfare.

The San Mateo County Transportation Authority (TA) is one of those places where government works, where all the political entities and governmental agencies of the county work together, often putting aside parochial interests for the greater good in recognition that this is the best way to achieve local and regional goals.

This is exactly the statement the voters made in 1988, when they voted by a 61.7 percent margin to approve Measure A, implement a half-cent sales tax and create the TA. And it is what they affirmed in 2004 when they overwhelmingly reauthorized Measure A by a margin of 75.3 percent.

In its first 20 years, Measure A generated approximately \$1.2 billion in local revenue and earnings and leveraged an additional \$1.2 billion in state and federal funds. The TA has been able to accelerate completion of major projects by bridging funding gaps and leveraging other fund sources.

The reauthorized measure, which went into effect in 2009 and will be in force through 2033, includes funds for local street and road improvements in your community, money for highway improvements that tackle the county's worst traffic bottlenecks, local community shuttles, railroad/street grade separations, ferry service to South San Francisco and Redwood City, and a major infusion of tax dollars for pedestrian and bicycle projects. And operating and capital funds are provided to Caltrain.

Over the last five years, the TA has moved forward, laying the groundwork for projects and programs that address both current and anticipated mobility needs.

While much of this work has focused on planning for the future, including a five-year Strategic Plan and a Short-Range Highway Plan, there also have been tangible results that are making a difference right now.

New shuttles are helping to bridge the “last-mile” between transit centers and work places and are connecting residents in underserved communities with vital services. Bicycle and pedestrian projects are expanding the opportunities for people to discover new means of mobility. Caltrain, which is experiencing record-breaking ridership, has been bolstered by much-needed operating funds. The San Bruno Grade Separation Project, a multi-million dollar safety improvement project, is nearing completion. The TA provided capital funding for ferry service, a long-time vision for the county, that is in operation in South San Francisco.

All of these important transportation improvements are possible because of the voters of our county, who had the wisdom and foresight to pass Measure A and create the TA.

Thanks to this investment, San Mateo County is well positioned to meeting growing transportation needs for a better tomorrow.

Michael J. Scanlon

Blog Addresses Transportation Issues

Transportation is one of the few issues that affect everyone on some level. Whether carpooling to work, taking the bus to school, riding the train to the Giants games, or driving on the community's streets, roads and highways, all people rely on transportation projects, plans and services to aid their travels.

“Peninsula Moves” was launched this year keep the public more fully informed about this critical part of our lives. Check out the blog for insightful content that gives readers a behind-the-scenes look at transportation in San Mateo County.



Accomplishments

The successful reauthorization of Measure A in 2004 launched a new era for the TA. Beginning in 2009, when the new Measure went into effect, the TA has focused on implementing the [2004 Expenditure Plan](#). Under the new plan, transit receives 30 percent of the funds, highways get 27.5 percent, local communities share 22.5 percent, grade separations get 15 percent, pedestrians and bicycles receive 3 percent and alternative congestion relief programs get 1 percent.

After the passage of the 2004 measure, the TA's first accomplishment was the development of a [Strategic Plan](#). The plan provides a policy framework that guides programming and allocation decisions within the structure established by the new Expenditure Plan. Building on the outreach conducted for the reauthorization of the Measure A Program and 2004 Expenditure Plan, the development of the Strategic Plan reflects input from policy-makers, technical experts, community leaders and the public. Adopted by the board in 2008, the Strategic Plan established a road map for the next five years.

In 2011, the TA adopted the Short-Range Highway Plan. There are \$1.8 billion worth of highway projects in San Mateo County proposed to reduce traffic congestion. That's significantly more than the Measure A sales tax is expected to generate in highway funds over the life of the measure. This shortfall points to the need for a plan focused on a funding strategy that recognizes and advances the highest-priority, most-critical projects and programs.

The [Short-Range Highway Plan](#) is a 10-year outlook that provides a roadmap for making investment decisions and developing a capital improvement plan over time. Following adoption of the plan, TA conducted a Call for Projects process for highways, with more than \$80 million programmed to 23 projects in the county.

The Call for Projects process has also been used to allocate funds for local shuttles and pedestrian and bicycle projects.

Another important planning document, [The Shuttle Business Practices Guidebook](#), was released in 2012. While support for the shuttle program was strong, there was a need to improve coordination, planning, and management to create a more seamless shuttle network and more effectively integrate shuttles into the larger mobility strategy for the county. The guidebook proposes a series of strategies to strengthen the role of shuttles as part of an integrated transportation network.

By establishing a process for evaluating and funding projects, the TA is delivering the best value with public funds and moving a wide range of transportation projects and programs forward that improve transportation in the county.

Measure A Expenditure Plan

<i>Transit</i>	30%
<i>Caltrain</i>	16%
<i>Local Shuttles</i>	4%
<i>Accessible Services</i>	4%
<i>Ferries</i>	2%
<i>Dumbarton Rail Corridor</i>	2%
<i>BART</i>	2%
<i>Highways</i>	27.50%
<i>Local Share/Transportation</i>	22.50%
<i>Grade Separations</i>	15%
<i>Pedestrians & Bicycles</i>	3%
<i>Alternative Congestion Relief</i>	1%
<i>Administration</i>	1%



Program Highlights

Caltrain

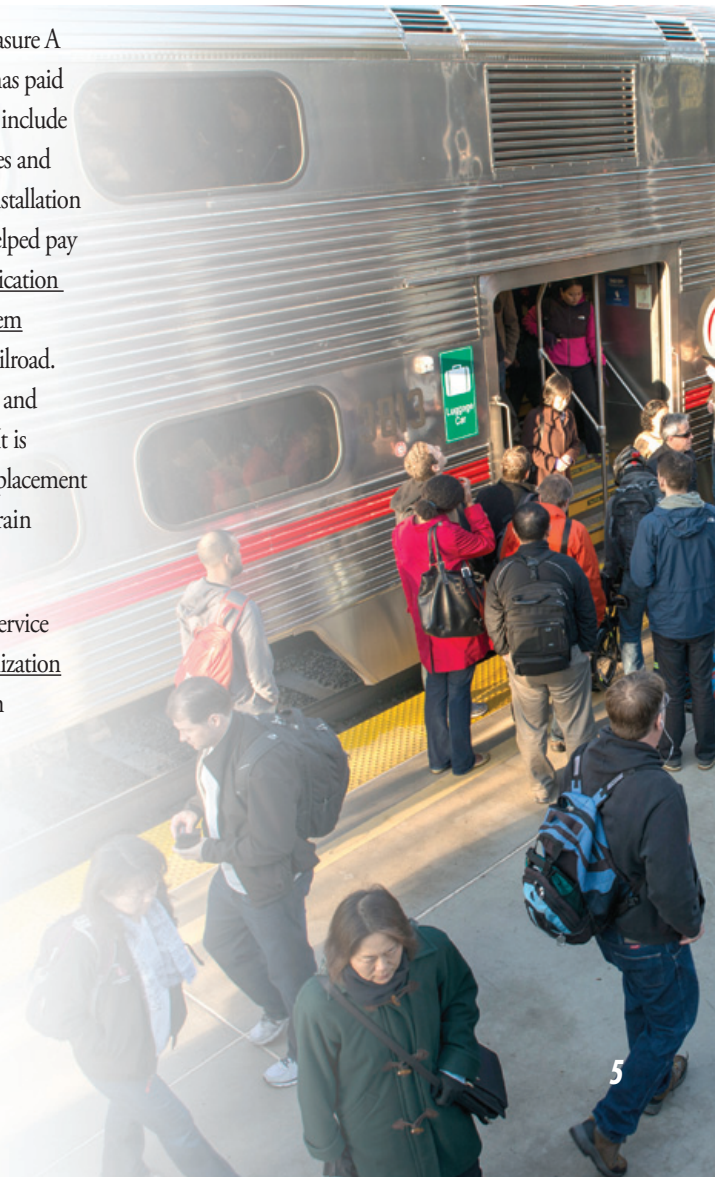
As a commuter rail system that connects San Francisco and Silicon Valley, Caltrain plays an essential role in the regional transportation network and is an important piece of the Measure A program overseen by the TA. Caltrain not only takes commuters to work in a reliable and timely fashion, but also carries fans to baseball in San Francisco, football at Stanford and a host of other special events in the Bay Area. Soon Caltrain also will carry 49ers fans to VTA Light Rail in Mountain View where they will be able to reach the new Levi's Stadium in Santa Clara.

Reflecting its regional importance, Caltrain receives 16 percent of the revenue collected by Measure A. With ridership growing at a record pace, the funding source is more important than ever. Through November 2013, the rail agency has recorded 40 straight months of ridership growth, bringing the average weekday total to a record 54,000 customers. Ridership has grown by more than 100 percent since 2004, the start of the Caltrain Baby Bullet service, a project that was accomplished with significant Measure A funds.

Of the Measure A funds directed toward Caltrain, up to half can be used to support the day-to-day operations of the system. The other half is available for capital and maintenance measures, along with expansion initiatives.

Since 2009, when the reauthorized Measure A went into effect, the sales tax initiative has paid for numerous Caltrain upgrades. These include improvements at stations, track upgrades and grade crossing enhancements like the installation of new safety equipment. Measure A helped pay for the purchase of signal and communication equipment and an advanced signal system that is the first step in electrifying the railroad. Measure A supported the rehabilitation and replacement of Caltrain's rolling stock. It is helping to fund an important bridge replacement project currently underway at four Caltrain crossings in the City of San Mateo.

Caltrain is on pace to begin electrified service by 2019 as part of the Caltrain Modernization (CalMod) Program. For more detail on CalMod, see page 10.



Program Highlights *(continued)*

BART

Caltrain isn't the only regional rail agency that receives funding from Measure A. BART, which operates from the East Bay to the Peninsula, receives 2 percent of the transportation sales tax revenue in San Mateo County, a total that largely accounts for SamTrans' local match for BART's extension to the San Francisco Airport International Airport and Millbrae.

Through the end of Fiscal Year 2013, roughly \$5.9 million has been collected for the SFO extension and allocated directly to BART.

South San Francisco Ferry

Since 2012, regional commuters have been able to skip the headache of automobile traffic in favor of a ferry trip across the San Francisco Bay.

The TA allocated \$15 million in Measure A funds to build infrastructure for the ferry service. The project was completed using \$8.1 million of that total combined with an additional \$23 million from State and Federal sources.

The Water Emergency Transportation Agency, which manages the ferry, has begun a campaign to attract new passengers to the system.

Accessible Services

Like much of the Bay Area, San Mateo County's residents are aging, with the local population of senior citizens projected to increase by 70 percent over the next 20 years. Redi-Wheels already serves 7,000 county residents and accounts for 300,000 annual trips. With the expected demographic shift on the horizon, the programs supported by Measure A will take on even greater importance.

Paratransit, which serves residents with mobility impairments, receives 4 percent of the Measure A funds collected in San Mateo County. By the end of Fiscal Year 2013, Measure A collected \$11.7 million for paratransit and accessible services. That total accounts for 20 percent of SamTrans' annual paratransit budget, providing an essential lifeline for the county's mobility impaired residents.

Local Shuttles

Shuttle services funded by the TA provide flexible transportation alternatives that fill critical gaps in the local transit network. Shuttles are used for community rides and transportation to and from major transit hubs such as Caltrain and BART, while acting as a complementary piece to SamTrans' fixed-bus routes on the Peninsula.

Through Fiscal Year 2014, more than \$9.5 million in new Measure A funds have been allocated to the operation of shuttles. The TA currently helps fund 30 shuttles that serve a variety of communities and employment centers across San Mateo County. In Fiscal Year 2013, there were about 3,300 average boardings on weekdays.

Shuttle Provides Critical Link for Isolated Neighborhood

The Daly City Bayshore shuttle began service this year and fills a crucial need in a neighborhood where lack of viable transportation options has been a concern for years. Based on feedback from the Bayshore community, the shuttle route and schedule were designed to transport previously isolated residents to shopping and medical services that had been inaccessible except by automobile.

The shuttles, which can carry 20 passengers and are equipped with a bike rack, complete five roundtrip routes throughout the day. Stops include Seton Medical Center, the North Peninsula Food Pantry, the Daly City Department of Motor Vehicles and a local drugstore and grocery store.

The TA, along with the Metropolitan Transportation Commission and the City/County Association of Governments of San Mateo County (C/CAG) provide funding for the free service.





Program Highlights *(continued)*

Highway

With the Bay Area population expected to swell to 9 million people by 2040, the region's already over-burdened highways will face significant challenges. That's why investment in the freeway network is such an integral part of the Measure A program.

Working collaboratively with Caltrans and C/CAG, the TA identifies, develops, funds and implements crucial improvement projects for the Peninsula's highways.

Through the end of Fiscal Year 2013, 27.5 percent of the Measure A sales tax revenue has been collected for highway projects, accounting for a total of \$81 million. In 2012, \$80 million of original and new measure funds were made available for investment in 23 projects in 14 different jurisdictions receiving benefits. In addition, the investment of Measure A funds allowed the TA to leverage an extra \$30 million from State and Federal sources.

U.S. Highway 101 Auxiliary Lanes

Funded by approximately \$160 million in both original and new Measure A funds, the U.S. Highway 101 Auxiliary Lanes project, when completed will build 26 miles of extra lanes on the county's busiest freeway.

Auxiliary lanes provide a merging area for cars to enter and exit the freeway, which allows motorists to use the highway for short trips to neighboring communities without having to travel in fast-moving traffic. The auxiliary lanes also allow traffic to flow smoothly on the freeway, as slower-moving vehicles aren't constantly merging onto the highway.

In the last five years, key phases of the project have been completed. In 2010, a 4.5-mile stretch from Millbrae Avenue to Third Avenue in San Mateo was finished. Work recently wrapped up on the final section of the southern part of the project, connecting Marsh Road in Menlo Park and Embarcadero Road on the San Mateo/Santa Clara County border.



The highway investment made by the TA has had a clear effect: Since work began on the auxiliary lanes project, the corridor has seen a reduction in travel times and accident rates.

Broadway Interchange

Work on the long-awaited reconstruction of the Broadway Interchange at U.S. Highway 101 in Burlingame is expected to begin in 2014, eliminating one of the more difficult to navigate interchanges on the Peninsula. The project will remove the existing four-lane Broadway overcrossing and construct a new seven-lane overcrossing north of the existing structure. Broadway will be realigned to extend straight across the highway from the Broadway/Rollins Road intersection on the west to the Bayshore Highway/Airport Boulevard intersection on the east.

Other improvements include replacing the existing on- and off-ramps and installing ramp metering equipment. The project would retain the existing pedestrian overcrossing just south of Broadway and include additional pedestrian and bicycle improvements at the interchange.

The estimated project cost of \$85 million will be jointly financed by Measure A funds, state transportation funds and the City of Burlingame.

Ramp Metering

Together with its regional partners, the Metropolitan Transportation Commission and C/CAG, the TA invests Measure A funds in ramp metering projects along the U.S. Highway 101 corridor. In 2012, the TA Board of Directors approved funds to determine ramp metering rates on the highway from the State Route 92 Interchange to San Francisco. Caltrans will install the metering lights in 2014.

Program Highlights *(continued)*

Alternative Congestion Relief

This program category provides 0.8 percent of the tax revenue to encourage efficient use of the transportation network through ride sharing, flexible work hours and other commute alternatives. It also provides 0.2 percent of the tax revenue for the planning and design of information systems and Intelligent Transportation Systems, which facilitate more efficient use of available highway and transit capacities.

The TA has allocated funds to support the ongoing Transportation Demand Management programs of the Peninsula Traffic Congestion Relief Alliance that encourage commute alternatives and efficient use of the transportation network. These programs include: employer and community outreach, direct marketing and communication with commuters, emergency ride home programs, vanpool and carpool programs, transit incentive programs, Bike to Work Day, bicycle racks and lockers, and bicycle safety and training programs.

It is estimated that \$15 million will be collected over the life of the measure for Alternative Congestion Relief programs.



Bike Share. Car Share. Vanpools. Transit. And More.

Connect, Redwood City! is a pilot program that encourages people to use vanpools or carpools, bike share or take transit rather than driving. SamTrans, Zipcar, Bay Area Bike Share, and Caltrain are all within walking distance of downtown Redwood City helping people find alternatives to “connect.” Vanpools, emergency rides home and carpool incentives also are available. An aggressive outreach campaign will help get the word out to residents and employees in the core area. The program is supported by a partnership of agencies in San Mateo County; the TA contributed \$120,000 to the pilot program.



Grade Separation

The \$155 million San Bruno Grade Separation Project, scheduled for completion in spring 2014, will transform downtown San Bruno. Drivers and pedestrians will be able to travel safely through the area, no longer delayed by passing trains. Trains passing through the area will operate more efficiently.

The mile-long project elevates the Caltrain tracks over three streets in downtown San Bruno.

Caltrain passengers will board from a new train station on the elevated platform. There will be three pedestrian underpasses connecting the east and west sides of the city. Elevators, stairs and ramps will provide easy access to the train platform. A new parking lot with 201 parking spaces and a “kiss and ride” lot will serve the station. The sidewalks and streets in the area, including those at Posy Park, also will be improved.

The TA's current contribution of \$92.5 million has been matched by \$55.9 million in State funds and \$6.6 million in Federal funds.



Program Highlights *(continued)*

Pedestrian and Bicycles

More and more people in San Mateo County are embracing alternatives to driving, and the local bicycling and walking network has expanded to meet that demand, with funds for improvement projects coming from the Measure A program.

In 2011, the award-winning Ralston Avenue/ U.S. 101 pedestrian and bike bridge project was completed. The TA provided approximately \$600,000 of Measure A funds and leveraged an additional \$6.7 million from other sources to pay for the half-mile pathway that crosses U.S. 101. The project received recognition from several civil engineer and public works organizations.

In 2011, the TA Board allocated approximately \$4.5 million to 16 different pedestrian and bike improvement projects in San Mateo County. Those plans include bicycle striping and signage projects, multi-use paths, pedestrian enhancements and Americans with Disabilities Act (ADA) improvements. By providing initial funding for these projects, the TA was able to leverage an additional \$12.9 million from outside sources as well.

The TA provided \$80,000 for the Bay Area Bike Share program in Redwood City. Launched in August 2013, Bike Share is a one-year regional pilot project that eventually will include 1,000 bikes available for shared-use throughout the Bay Area. An alternative transportation program aimed at providing bikes for short treks in Bay Area cities, more than 100,000 trips have been taken on the system since its debut.

Local Share/Transportation

Measure A funds support maintenance of local city and unincorporated county streets and roads. Since the reauthorization Measure A has provided almost \$72 million for local transportation needs such as maintenance and improvement projects for streets and roads on the Peninsula. The funding has been directed to the 20 cities and the county and each uses those resources at its discretion.

The funds are distributed based on a formula that includes population and road miles. Cities and the county can use the funds for projects such as paving streets, repairing potholes and sidewalks, traffic signal coordination, bike/pedestrian safety, as well as promoting shuttle use or carpool programs.

Local streets are aging, so a majority of the funding was used for maintenance work, such as pothole repair. Other local streets projects carried out with the help of Measure A funds include the installation of traffic signals and repaving work.



Measure A Funding Allocations to Cities and County

<i>Atherton</i>	<i>1,347,432</i>
<i>Belmont</i>	<i>2,533,649</i>
<i>Brisbane</i>	<i>698,822</i>
<i>Burlingame</i>	<i>3,045,875</i>
<i>Colma</i>	<i>234,064</i>
<i>Daly City</i>	<i>7,371,610</i>
<i>East Palo Alto</i>	<i>2,340,608</i>
<i>Foster City</i>	<i>2,415,807</i>
<i>Half Moon Bay</i>	<i>1,140,781</i>
<i>Hillsborough</i>	<i>2,170,467</i>
<i>Menlo Park</i>	<i>3,487,156</i>
<i>Millbrae</i>	<i>2,118,644</i>
<i>Pacifica</i>	<i>3,697,294</i>
<i>Portola Valley</i>	<i>1,059,173</i>
<i>Redwood City</i>	<i>6,830,649</i>
<i>San Bruno</i>	<i>3,655,993</i>
<i>San Carlos</i>	<i>3,103,519</i>
<i>San Mateo</i>	<i>8,546,872</i>
<i>South San Francisco</i>	<i>5,554,795</i>
<i>Woodside</i>	<i>1,262,157</i>
<i>San Mateo County</i>	<i>9,344,597</i>
Total	\$71,959,964 *

* Actual monies received by the jurisdictions as of June 2013.

Focus on the Future

With important guidelines and best practices in place and several calls for projects completed, the TA is positioned to focus on establishing priorities for the next five years. What are the most critical transportation needs throughout the county? What is the best strategy for leveraging State and Federal funds?

The TA is committed to developing policies that ensure the timely delivery of important transportation improvements and to closing gaps in the transportation network.

The TA will continue its vital role in providing critical funds to ensure the mobility of San Mateo County, now and in the future.

Strategic Plan

Updating the Strategic Plan is on the TA's list of "things to do." The Strategic Plan, adopted by the board in 2008, is a living document, intended to be updated every five years.

Caltrain Modernization

Caltrain is on pace to begin electrified service by 2019, reducing air pollution by 90 percent. The goal is to provide more frequent service and shorter trip times for more riders. The Caltrain Modernization Program will electrify and modernize the performance, operating efficiency, capacity, safety and reliability of Caltrain with modern rail service to meet growing demand.

Measure A funds will account for \$60 million of the \$1.5 billion regional plan, which includes the electrification of Caltrain, acquisition of electric train cars and the installation of an advanced signal system called Communications-Based Overlay Signal System/Positive Train Control or CBOSS/PTC.

Work has begun on the first phase of CBOSS/PTC with the installation of a fiber optic backbone along the Caltrain right-of-way. The system will allow seamless communication between signals, trains and dispatchers. A key feature is the PTC system, which will prevent accidents due to human error.

U.S. Highway 101

In the coming years, the TA will conduct studies on several improvement projects at key locations on U.S. Highway 101, and the State Highway 92 Interchange; the evaluation of a new HOV lane; and a study to complete the last remaining section of auxiliary lanes at the northern border of the county.

State Highway 1

The TA allocated \$10 million to a project to replace the bridge across San Pedro Creek in Pacifica. The existing bridge is nearly 60 years old and does not meet current seismic or flood control standards. The TA also is developing preliminary concepts that would reduce congestion and improve safety in a number of places on State Highway 1.

State Highway 92

A study to improve the intersection of El Camino Real and State Highway 92 is in the environmental phase. The TA also is conducting a study to look at ways to improve traffic flow at Delaware Street and State Highway 92.

Grade Separation

In 2013, the TA established a set of guiding principles for the selection process for the Grade Separation Program. Approximately \$200 million remain in new Measure A funds; 80 percent of these funds will be used for project construction and 20 percent will be allocated for pre-construction activities, with at least 10 percent for design. The TA Board allocated \$5.35 million for the initial phases of work on grade separations at 25th Avenue in San Mateo, Broadway in Burlingame, South Linden Avenue in South San Francisco, and Scott Street in San Bruno.



Focus on the Future *(continued)*

Pedestrian and Bicycles

The second Call for Projects for the Pedestrian and Bicycle Program category was announced at the end of 2013. A total of \$5.4 million is projected to be available for Fiscal Years 2014 and 2015. Eligible projects include paths, trails, and bridges over roads and highways that encourage walking and bicycling.

Recommendations are expected to be presented to the Board in spring 2014.

Local Shuttles

At the beginning of the year the TA, in partnership with C/CAG, began accepting project calls for its Local Shuttle program, with \$7 million in funds available over the next two years.

The goal is to deliver matching operating funds for projects that improve access to regional transit service in the county, while reducing congestion in the commute corridors. Shuttle services, in particular, fill a critical gap in the transportation infrastructure of the Peninsula.

Current Measure A

Budget and Actuals (in Millions)*

	FY14 Budget	FY13 Actuals	FY12 Actuals	FY11 Actuals	FY10 Actuals	FY09 Actuals
Revenue:						
Sales Tax	68.0	73.9	69.5	63.5	58.5	60.0
Interest Income	2.8	2.6	5.0	5.1	7.7	(12.6)
Rental Income	1.2	1.1	1.1	1.1	1.0	1.1
Grant Proceeds	3.8	2.8	3.6	0.7	2.0	7.4
Total Revenue	\$75.8	\$80.4	\$79.2	\$70.4	\$69.2	\$55.9
Expenditures:						
Annual Allocations:						
- Allocation to Local Entities	15.3	16.6	15.6	14.3	13.1	12.7
- Transfer to SMCTD for Caltrain	5.4	5.9	5.6	5.1	4.7	2.1
- Paratransit	2.7	3.0	2.8	2.5	2.3	26.1 ***
- SFO BART Extension **	1.4	1.5	1.4	1.3	1.2	0.5
Program Expenditures:						
- Alternative Congestion Relief	0.7	0.4	0.4	0.5	0.5	0.5
- Dumbarton	0.2	0.7	2.0	1.0	2.1	6.1
- Caltrain Capital	62.4	4.2	3.6	16.3	19.7	9.6
- Pedestrian and Bicycle	2.0	-	0.7	0.2	0.2	-
- Local Shuttle	2.7	1.7	1.8	1.4	1.5	1.3
- Streets and Highways	18.7	22.5	6.1	6.6	15.7	23.2
- Grade Separation	-	21.4	9.2	9.6	14.4	9.1
- Ferry **	-	0.7	5.3	1.7	0.4	-
Oversight:						
Administration and Support	1.4	4.5	1.8	1.2	1.1	2.1
Total Expenditures	\$112.9	\$83.1	\$56.3	\$61.7	\$76.9	\$93.3
Revenues Over Expenditures	(37.1)	(2.7)	22.9	8.7	(7.7)	(37.4)

*Some line items include original and new measure funds.

**Programs funded by New Measure A only.

*** Includes the transfer of a \$25 million paratransit permanent fund to SamTrans.

Board of Directors

Karyl Matsumoto (Chair)

Representing SamTrans Board

David Canepa (Vice Chair)

Representing North County Cities

Rosanne Foust

Representing South County Cities

Carole Groom

Representing Board of Supervisors

Don Horsley

Representing Board of Supervisors

Terry Nagel

Representing Central County Cities

Naomi Patridge

Representing Cities-at-Large

www.smcta.com



SAN MATEO COUNTY
Transportation
Authority

1250 San Carlos Ave.
P.O. Box 3006
San Carlos, CA 94070-1306
650.508.6200

www.smcta.com