



AGENDA

BOARD OF DIRECTORS MEETING

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

TELECONFERENCE LOCATION:

Members of the public also may attend the meeting via teleconference at Veterans Memorial Recreation Center, 251 City Park Way, San Bruno, CA 94066

December 5, 2019 – Thursday **Amended 12-02-2019**

5:00 pm

1) Call to Order/Pledge of Allegiance

2) Roll Call

3) Public Comment For Items Not on the Agenda

Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.

4) Report of the Citizens Advisory Committee

5) Consent Calendar

Members of the Board may request that an item under the Consent Calendar be considered separately

a) Approval of Minutes of the Board of Directors Meeting of November 7, 2019

MOTION

b) Acceptance of Statement of Revenues and Expenses for October 2019

MOTION

c) Acceptance of Capital Projects Quarterly Status Report 1st Quarter FY 2020

MOTION

6) Report of the Chair

7) San Mateo County Transit District Liaison Report

8) Joint Powers Board Liaison Report

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

San Mateo County Transportation Authority Meeting
Agenda for December 5, 2019

9) Report of the Executive Director

- a) Resolution of Appreciation for Joel Slavit MOTION

10) Finance

- a) Acceptance of Fiscal Year 2019 Comprehensive Annual Financial Report MOTION

11) Program

- a) Adoption of Final Strategic Plan 2020-2024 RESOLUTION
b) State and Federal Legislative Update INFORMATIONAL
c) 2020 Draft Legislative Program INFORMATIONAL

12) Requests from the Authority

13) Written Communications to the Authority

14) Date/Time of Next Regular Meeting: Thursday, January 9, 2020, 5:00 pm at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070

15) Report of Legal Counsel

16) Adjourn

INFORMATION FOR THE PUBLIC

All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6242. Assisted listening devices are available upon request. Agendas are posted on the TA website at www.smcta.com. Communications to the Board of Directors can be emailed to board@smcta.com.

Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电1.800.660.4287

Location, Date and Time of Regular Meetings

Regular meetings are held at the San Mateo County Transit District Administrative Building located at 1250 San Carlos Ave., San Carlos, which is located one block west of the San Carlos Caltrain Station on El Camino Real. The building is also accessible by SamTrans bus routes ECR, 260, 295 and 398. Additional transit information can be obtained by calling 1-800-660-4287 (TTY 650-508-6448) or 511.

The Transportation Authority (TA) meets regularly on the first Thursday of the month at 5 p.m. The TA Citizens Advisory Committee (CAC) meets regularly on the Tuesday prior to the first Thursday of the month at 4:30 p.m. at the San Mateo County Transit District Administrative Building.

Public Comment

If you wish to address the Board, please fill out a speaker's card located on the agenda table. If you have anything that you wish distributed to the Board and included for the official record, please hand it to the Authority Secretary, who will distribute the information to the Board members and staff.

Members of the public may address the Board on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to one minute and items raised that require a response will be deferred for staff reply.

Accessible Public Meetings/Translation

Written materials in appropriate alternative formats, disability-related modification/accommodation, as well as sign language and foreign language interpreters are available upon request; all requests must be made at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448.

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070
MINUTES OF NOVEMBER 7, 2019**

MEMBERS PRESENT: E. Beach (Vice Chair), C. Groom, D. Horsley (Chair), J. Mates, R. Medina, C. Romero

MEMBERS ABSENT: K. Matsumoto

STAFF PRESENT: C. Mau, A. Chan, J. Slavitt, J. Hurley, S. van Hoften, J. Epstein, D. Hansel, G. Fleming, H. Beckford, J. Brook, D. Seaman

CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Don Horsley called the meeting to order at 5:01 pm and led the Pledge of Allegiance.

SWEARING IN OF JULIA MATES FOR A TERM ENDING 12-31-2020 (REPRESENTING CENTRAL JUDICIAL CITIES)

Authority Secretary Dora Seamans performed the swearing-in ceremony for incoming Director Julia Mates.

ROLL CALL

Authority Secretary Seamans called the roll. A quorum was confirmed.

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

None.

REPORT OF THE CITIZENS ADVISORY COMMITTEE

Chair Horsley noted that the report was in the packet.

CONSENT CALENDAR

- Approval of Minutes of the Board of Directors Meeting of October 3, 2019
- Acceptance of Statement of Revenues and Expenses for September 2019
- Acceptance of Quarterly Investment Report for the Period Ending September 30, 2019
- Approval of the 2020 Board of Directors Calendar

Public Comment:

Drew requested that a correction be made to his comment during the SamTrans Liaison Report on Page 2 of 7 of the minutes of October 3: where it is indicated that the FCX bus slows down at the 101/State Route 92 interchange, it should say that the bus slows down on Mariner's Island Boulevard at the SR 92 overcrossing.

The minutes were approved as amended.

Motion/Second: Medina/Romero

Ayes: Beach, Groom, Horsley, Mates, Medina, Romero

Absent: Matsumoto

REPORT OF THE CHAIR

Appointment of Representative to the San Mateo County Express Lanes Joint Powers Authority

Chair Horsley recommended the appointment of Director Rico Medina.

Motion/Second: Horsley/Groom

Ayes: Beach, Groom, Horsley, Mates, Medina, Romero

Absent: Matsumoto

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT

Chair Horsley said that the report was in the packet.

JOINT POWERS BOARD LIAISON REPORT

Chair Horsley noted that the November Peninsula Corridor Joint Powers Board (JPB) meeting had been cancelled, so there was no report.

REPORT OF THE EXECUTIVE DIRECTOR

Carter Mau, Deputy General Manager/CEO, said that the report was in the packet.

FINANCE

Approve Funding for San Mateo US 101 Managed Lanes South of I-380 Project

Leo Scott, Co-Project Manager, Gray-Bowen-Scott, provided a presentation.

Director Carlos Romero asked if contracts are GMP (guaranteed maximum price). Mr. Scott said no, that civil contracts do not have a built-in escalation mechanism. Director Romero asked why the escalation was not anticipated earlier. Mr. Scott said that the escalation was based on what they are seeing true in the Bay Area. Mr. Romero asked what the contingency numbers were on the north civil and toll system contracts. Mr. Scott said the project report contingency was initially 12 percent.

Director Romero asked if it would be appropriate to include the Holly Street interchange project in the Managed Lanes project. April Chan, Chief Officer, Planning, Grants/Transportation Authority, answered that it was not specifically being included as part of the 101 Express Lanes Project. She said that the TA is not counting it as an additional project cost, and is increasing the loan amount to cover a shift in the scope and delay costs.

Director Romero had further questions about contractual obligations. Chair Horsley suggested that he confer further with staff offline.

Director Emily Beach noted that the original contingency for the project was insufficient. She said that the toll system did not have a contingency in the original contract. Mr. Scott said that it had an approximate 12 percent contingency.

Director Beach asked if equity studies were part of the project cost. Ms. Chan said no. Director Beach said that in cities, a 1 percent contingency is typically added per month to keep up with escalating construction costs.

Public Comment:

Drew said that there was an original contingency that has since disappeared. He said that the scope of the project appeared to have changed by about \$10 million. He expressed frustration that simple low-cost ramp fixes have been denied and opined that the loan to JPA for beyond the first year needs to be transparent.

Chair Horsley asked if he meant the interest on the loan; Drew said that he was referring to operations costs.

Director Romero asked what was meant by risk contingency. Mr. Scott responded that a project's known risks are monetized to quantify the cost to the project if realized.

Ms. Chan walked the Board through the proposed actions.

Director Medina stated that the TA should be transparent about anything they missed including at the beginning of the contract.

Director Romero questioned how costs would be funded out of the loan. He said he had concerns about adding costs to the loan.

Chair Horsley said that the San Mateo County Express Lanes Joint Powers Authority (JPA) recognizes that the equity needs to be repaid first.

Ms. Chan said that the JPA has secured a program manager and will conduct an equity study. Director Romero commented that equity programs will cost the JPA money.

Director Beach noted that the project has had an accelerated timeline. She said there are many studies happening concurrently and suggested sharing information in an efficient way so as not to duplicate efforts.

Ms. Chan said that MTC (Metropolitan Transportation Commission) and the City of San Francisco are talking to each other and making many efforts to increase efficiency.

Director Mates asked how the \$2.6 million figure was arrived at. Ms. Chan explained that some funds from the 101 Express Lanes project were transferred to the City of San Carlos.

Approved by Resolutions No. 2019-26, 2019-27, and 2019-28:

Motion/Second: Beach/Medina

Ayes: Beach, Groom, Horsley, Mates, Medina, Romero

Absent: Matsumoto

Approve Funding for San Mateo US 101 Managed Lanes North of I-380 Project

Joe Hurley, TA Director, gave an overview of the project.

Director Beach said that in the environmental phase, differing footprint options are being studied and asked if the TA was considering the impact of the lanes moving from the Santa Clara County line to San Francisco, e.g., the maximum footprint. Mr. Hurley said that the TA is covering several of the options.

Director Romero asked if \$7 million was allocated for a different project. Mr. Hurley said yes, that a decision was made to hold off on using Measure A funds to add an auxiliary lane.

Approved by Resolutions No. 2019-29 and 2019-30:

Motion/Second: Groom/Romero

Ayes: Beach, Groom, Horsley, Mates, Medina, Romero

Absent: Matsumoto

Programming and Allocation of Measure A Funds in the Amount of \$11.3 Million for the South San Francisco Caltrain Station Improvement Project

Joel Slavitt, Manager, Programming and Monitoring, introduced Howard Beckford, Senior Project Manager, Capital Project Management, who provided the presentation.

Director Beach said that she was thankful for the Measure A funding of the project. She asked about the reasons for the project delays. Mr. Beckford said that when a project is over budget, it is necessary to either descope the project or come up with additional funding. He said that there were delays in getting the airspace agreement and encroachment permit. Director Beach conceded that it has been a learning experience for future Caltrain station projects.

Chair Horsley asked which agency was responsible for the delays. Mr. Beckford said that the culpability falls on the JPB.

Ms. Chan said that there was the assumption on the part of the project team that the agreements were in place at project inception.

Gary Fleming, Director of Capital Program Delivery, Caltrain, said that the project team was trying to complete the project prior to electrification. He added that the culpability with the delays lies with JPB project management.

Director Romero said he felt that the current station layout was inconvenient and potentially dangerous. He said he thought that the reconstruction was a fabulous project for the City and the corridor, and praised the team for cleaning up the project management issues.

Director Medina said that the project was desperately needed for economic growth, residents, and riders.

Approved by Resolution No. 2019-31:

Motion/Second: Mates/Medina

Ayes: Beach, Groom, Horsley, Mates, Medina, Romero

Absent: Matsumoto

PROGRAM

State and Federal Legislative Update

Jessica Epstein, Government and Community Affairs Officer, briefly summarized highlights of recent federal and state legislation.

She said that 700 bills had been sent to Governor's office. She discussed bills supported or watched by the TA that the Governor had vetoed.

She said that the impeachment proceedings continue to dominate on the federal side.

Director Beach asked about the reauthorization of transportation funding. Ms. Epstein said that that was going back to the House for consideration.

2019 Caltrain Annual Passenger Count

Catherine David, Principal Planner, Caltrain Rail Operations, provided a presentation.

REQUESTS FROM THE AUTHORITY

There were no requests.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

The correspondence was included in the reading files.

DATE/TIME OF NEXT REGULAR MEETING

Chair Horsley announced that the next meeting would be on Thursday, December 5, 2019, 5:00 pm at the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, San Carlos Avenue, San Carlos, CA 94070.

REPORT OF LEGAL COUNSEL

Shayna van Hoften, Legal Counsel, said that she had nothing to report.

ADJOURN

The meeting adjourned at 7:01 pm.

An audio/video recording of this meeting is available online at www.smcta.com. Questions may be referred to the Authority Secretary's office by phone at 650.508.6242 or by email to board@smcta.com.

TA CAC Chair's Report November 7, 2019

Good evening Chairman Horsley and Members of the Board,

I have the following to report from the November 5, 2019 meeting of the CAC:

(TA Items 6 a, b, c, d) Were approved/accepted without questions or comments.

(TA Item 11a) Pursuant to a comprehensive report by April Chan, Chief Officer, Planning, Grants, Real Estate and TA, Leo Scott, Co-Project Manager with Gray, Bowen and Scott and Derek Hansel, Chief Financial Officer, the CAC supported the Approval of the Funding for the San Mateo US 101 Managed Lanes South of I-380 Project. Several questions ensued on a variety of items. Questions included the following: Are there construction and implementation contingencies? How will the loan be structured? Will it be a variable or fixed rate loan that is being pursued? Will the TA, in turn, be charging a higher percentage rate to make a loan to the 101 Managed Lanes Project JPA? What will the differential be? What about negative arbitrage?

As far as the actual construction itself, when will the ramps be closed? How long will it last? Will there be liquidated damages for late completion of the project? Will there be communication with high tech technology, such as Google Maps, to advise the public about on-going changes to the freeway and ramp closures with this project? Who receives the tolls? Make sure the tolls get pledged.

Will doing this borrowing and lending preclude the TA from doing other things for other TA projects? What about the debt service? Has this been scoped out enough to avoid extra costs? Are there any problems anticipated in getting the TA's money back in a timely manner?

(TA Item 11b) After an update by Joe Hurley, Transportation Authority Director, the CAC supported the Approval of the Funding for the San Mateo US 101 Managed Lanes North of I-380 Project. Comments were made by a number of CAC members about the somewhat complicated situation in South San Francisco concerning this project. It appears to be a very difficult design. Concerns were expressed about the potential traffic impact from the different scenarios presented, as well as the various costs associated with each scenario.

(TA Item 11c) Following a Project Update by Joel Slavitt, Manager of TA Programming and Monitoring and Howard Beckford, Caltrain Senior Project Manager, the CAC supported the Programming and Allocation of Measure A Funds in the Amount of \$11.3 Million for the South San Francisco Caltrain Station Improvement Project. There were a number of questions, which included the following: How comprehensive is the handicap accessibility? Are there elevators? Ramps? Also, it was pointed out that this station has been known to be unsafe in the past? What has been done to improve its safety? How much lighting does it now have with the new design? What about police presence, if any, for passenger safety while walking to and from the boarding platforms? Where are the police located in relation to this station's location?

The most intense concern was expressed by a number of the CAC members about the "missed encroachment permits under 101 freeway and the delayed airspace agreement, and the problems with the utility relocation process etc. All of which have caused subsequent delays and excessive cost escalations that have contributed to this project cost growing from the original cost/estimate of \$55 M to a current cost/estimate of \$71.6M.

Questions were asked about why anyone didn't know, at the beginning of this project, what were the right permits and agreements that were needed for the project. Questions were also posed about the sequential vs

concurrent utility relocation problems? How did that happen? Whose accountability is that? Is there not some culpability that is actionable on behalf of the TA for its increased financial costs because of all these omissions? If so, is there not any Errors and Omissions coverage that can be called upon that could reimburse the TA for the financial cost increases developed from these errors of not knowing which correct permits and agreements were needed and the attainment of same in a timely manner? What exactly, if anything, has been done or will be done about this? "Lessons learned" is not a good enough answer when you are faced with nearly a 30% increase in project construction costs. We have a fiscal responsibility to the public to be good public stewards of these projects and their costs to the public.

This is an increase of \$16M on an original cost of \$55.0M. . Are there ramifications to other projects because of this huge increase in costs to this project? What's the impact on the Measure A Program projects? Has there been or will there be any planned "de-scoping" to the project because to reduce project cost? Certainly a review of our procedures in this situation is called for, with changes being made, if necessary, in order to avoid such a costly problem being made again on any of the TA's other projects in the future.

(TA Item 12a) The CAC received both a State and Federal Legislative Update from Amy Linehan, Public Affairs Specialist. One CAC member commented that, in reference to SB 50, a change in focus in the bill that would move new construction away from neighborhoods to more dense locations near transportation might be more acceptable for all concerned.

(TA Item 12b) The CAC received an update on the 2019 Caltrain Annual Passenger Count from Catherine David, Caltrain Principle Planner. Questions were asked about what were the different kinds of methodologies utilized in various situations to determine ridership. Have there been attempts to determine why the changes in ridership? Have they changed their annual counts to other times of the year? One CAC member suggested that ridership might be down in certain instances due to a change in employer locations, which would affect a shift in reverse commutes. Another CAC member asked if they have made any accommodations, as yet, for the new crowds that have just started going to Chase Center year round, not only for the Warriors, but also for other entertainment performances. Will there be a change in the evening and/or weekend schedules because of that since lack of parking availability is forcing the public, for the most part, to take public transportation to and from the new Chase Center. In addition to Chase Center, the public is also going to Oracle Park and other entertainment venues in San Francisco at night and on weekends and demanding more public transportation due to lack of parking. What are the plans, if any, for that?

Chair's Report: COUNTIES PUT GAS TAX DOLLARS TO WORK BY IMPROVING QUALITY OF PAVEMENT ON LOCAL STREETS AND ROADS.

The MTC has recently released its Vital Signs Report for 2018. Bay Area counties largely improved the quality of the pavement on their local street and road networks in 2018. Data, released this week by the Metropolitan Transportation Commission (MTC), show the region's nearly 43,500 lane-miles of local streets and roads registered an average pavement condition index (PCI) score of 67 out of a maximum possible 100 points last year, as calculated on three-year moving average basis. This marks the third year in a row that the regional average has reached 67 points. With more state dollars flowing to cities' and counties' pavement programs after the November 2017 start of the Senate Bill 1 fuels tax increase, the Bay Area's one year average PCI score for 2018 ticked up one point to 68.

PCI scores of 90 or higher are considered "excellent". These are newly built or resurfaced streets that show little or no distress. Pavement with a PCI score in the (80 to 89) range is considered "Very Good" and shows only slight or moderate distress, requiring primarily preventive maintenance. The "Good" category ranges from (70 to 79), while streets with PCI scores in the "Fair" (60-69) range are becoming worn to the point where rehabilitation may be needed to prevent rapid deterioration. Because major repairs cost five to 10 times more than routine

maintenance, these streets are at an especially critical stage. Roadways with PCI scores of (50 to 59) are deemed "At Risk", while those with PCI scores of (25 to 49) are considered "Poor ". These roads require major rehabilitation or reconstruction. Pavement with a PCI score (Below 25) is considered "Failed".

The worst ranked pavements averages in San Mateo County that are considered "At Risk"are found in Millbrae at a (52) rating, Pacifica at (53) and Belmont at (55). Those cities with the best ranked pavement averages in the county and given a "Very Good" rating are: Colma at (83), Foster City at (82) and Daly City at (81). There were no cities with an "Excellent" rating of "90 or above" in San Mateo County. The cities with the "Fair" end of "Fair to Good" ratings are: San Carlos at (62), San Bruno (64), Half Moon Bay (65), and East Palo Alto (66). The cities with the "Good" end of the "Fair to Good" ratings are: Atherton at (77), Brisbane (77), Burlingame (76), Hillsborough (76), San Mateo (76), Redwood City (76), San Carlos (76), South San Francisco (75), Woodside (74) and Menlo Park (73). These are averages only. Many cities have individual streets with much lower ratings than their (PCI) averages , for example, Pacifica, Millbrae, Belmont, San Mateo, Redwood City, and Menlo Park have a number of streets in the "Poor to Failed" category.

STAFF REPORT TO CAC:

- Joe Hurley, TA Director, advised the CAC that the Hwy 101 Express Lanes Project received more than \$200 Million from SB1 at the October meeting of the California Transportation Commission (CTC).
- The San Mateo County Transportation Authority (TA) released its Draft Strategic Plan 2020-2024 on October 15th. It was presented to the San Mateo County Board of Supervisors on November 5th. The comment period on the draft plan will remain open until 5 pm on Friday, November 15th.
- Julia Mates, Belmont City Council member, will be sworn in at the Board of Director's meeting on Thursday evening, November 7, 2019, to a term ending 12-31-2020. She will be representing Central District Cities.

Respectfully submitted,

BARBARA ARIETTA
Chair, San Mateo County Transportation Authority CAC

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING
OCTOBER 31, 2019**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of October 2019 and supplemental information.

The statement columns have been designed to provide easy comparison of year to date prior to current actuals for the current fiscal year including dollar and percentage variances.

SIGNIFICANCE

Year to Date Revenues: As of October year-to-date, the Total Revenue (page 1, line 9) is \$13.4 million higher than prior year actuals. This is primarily due to new Measure W Sales Tax (Page 1, line 3).

Year to Date Expenditures: As of October year-to-date, the Total Expenditures (Page 1, line 30) are \$8.7 million lower than prior year actuals. This is primarily due to a fluctuation in expenditures associated with various capital projects.

Other Information: Starting in January 2019, the Agency modified the basis of reporting from accrual basis to modified cash basis (only material revenues and expenses are accrued) in monthly financial statements. The change in the accounting basis is not retroactively reflected in the prior year actual. As such, the monthly variance between the prior year and the current year actual may show noticeable variances for some line items on the financial statements.

Budget Amendment:

There are no budget amendments for the month of October 2019.

Prepared By: Soe Aung, Senior Accountant 650-622-6226
Jennifer Ye, Manager, General Ledger 650-622-7890

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES

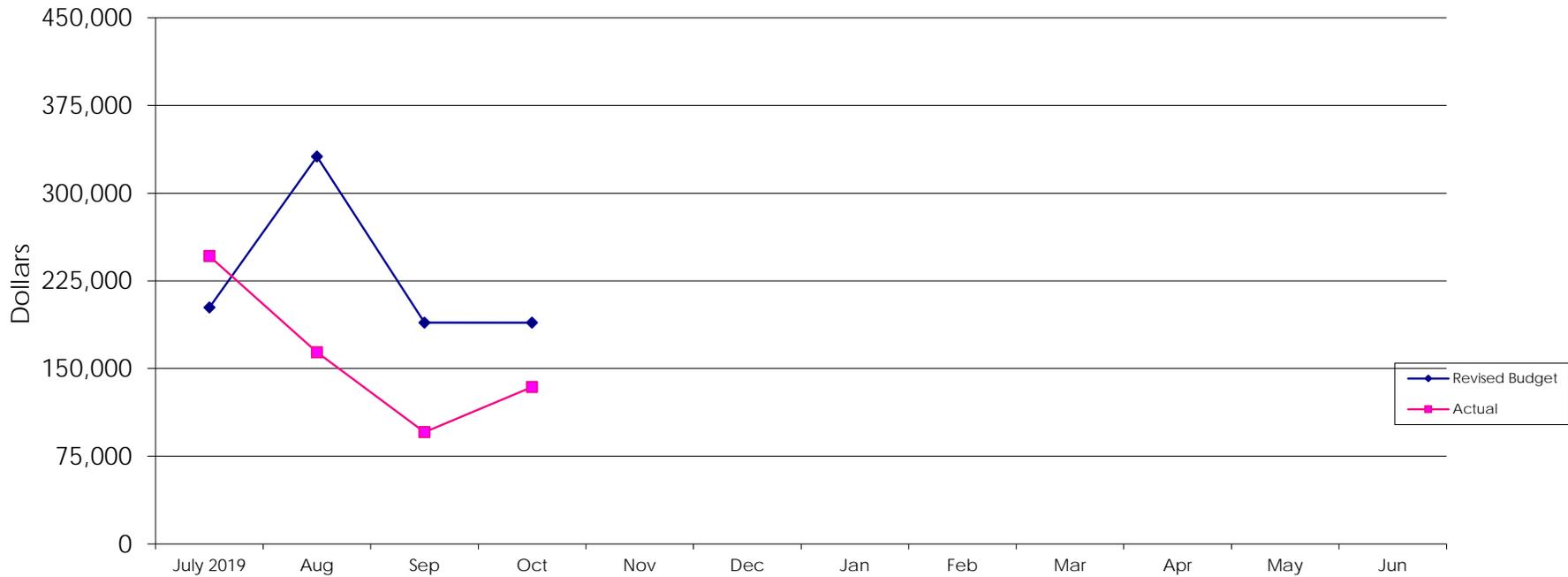
Fiscal Year 2020

October 2019

% OF YEAR ELAPSED: 33.3%

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET*
1 REVENUES:					
2 Measure A Sales Tax	32,088,018	32,504,500	416,483	1.3%	91,000,000
3 Measure W Sales Tax	-	14,346,161	14,346,161	100.0%	45,500,000
4 Interest Income	2,833,022	1,393,264	(1,439,758)	(50.8%)	8,673,040
5 Miscellaneous Income	10,000	-	(10,000)	0.0%	-
6 Rental Income	223,859	297,302	73,443	32.8%	911,951
7 Grant Proceeds	-	28,501	28,501	100.0%	-
8					
9 TOTAL REVENUE	35,154,899	48,569,728	13,414,830	38.2%	146,084,991
10					
11 EXPENDITURES:					
12					
13 Measure A Annual Allocations	11,712,126	11,864,143	152,016	1.3%	33,215,000
14					
15 Measure A Categories	15,501,058	4,167,990	(11,333,068)	(73.1%)	41,405,000
16					
17 Measure W Annual Allocations	-	2,869,232	2,869,232	100.0%	9,100,000
18					
19 Measure W Categories	-	-	-	0.0%	36,400,000
20					
21 Oversight	582,613	346,611	(236,002)	(40.5%)	2,250,000
22					
23 Administrative					
24 Staff Support	638,716	433,032	(205,684)	(32.2%)	1,255,946
25 Measure A Info-Others	-	-	-	100.0%	15,000
26 Other Admin Expenses	191,629	206,748	15,119	7.9%	1,155,642
27					
28 Total Administrative	830,345	639,781	(190,564)	(23.0%)	2,426,588
29					
30 TOTAL EXPENDITURES	28,626,143	19,887,757	(8,738,386)	(30.5%)	124,796,588
31					
32 EXCESS (DEFICIT)	6,528,756	28,681,972	22,153,216	339.3%	21,288,403
33					(15,470,000) (1)
					5,818,403
34 BEGINNING FUND BALANCE	407,684,194	386,003,835			409,643,752
35					
36 ENDING FUND BALANCE	414,212,950	414,685,807			415,462,155
37					
38					
39					
40 (1) Previously allocated \$13,650,000 of future years' budget to the 25th Avenue Grade Separation Project					
41 and \$1,820,000 of future years' budget to South San Francisco Ferry Terminal.					
63					

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '19	Aug '19	Sep '19	Oct '19	Nov '19	Dec '19	Jan '20	Feb '20	Mar 20	Apr 20	May 20	Jun 20
MONTHLY EXPENSES												
Revised Budget	202,216	331,277	189,309	189,310								
Actual	246,168	163,810	95,574	134,229								
CUMULATIVE EXPENSES												
Staff Projections	202,216	533,493	722,802	912,112								
Actual	246,168	409,978	505,552	639,781								
Variance-F(U)	(43,952)	123,515	217,250	272,331								
Variance %	-21.74%	23.15%	30.06%	29.86%								

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF OCTOBER 31, 2019**

10/31/2019

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	\$	6,647,383.15
Wells Fargo Lockbox		0.00
LAIF		52,956,030.04

INVESTMENT FUNDS

Investment Portfolio (Market Values)*		157,088,562.47
MMF - US Bank Custodian Account		3,002,745.05

County Pool		180,220,818.25
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Total		<hr style="border: 1px solid black;"/> \$ 399,915,538.96 <hr style="border: 1px solid black;"/>
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* Fund Managed by PFM Investment Advisor



Report: Master Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 10/31/2019
 Base Currency: USD

Identifier	Description	Par	Security Type	Settle Date	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
ABS									
362551AD6	GMCAR 183 A3	700,000.00	ABS	07/18/2018	05/16/2023	699,836.76	880.83	710,124.82	711,005.65
14313FAD1	CARMX 183 A3	750,000.00	ABS	07/25/2018	06/15/2023	749,897.78	1,043.33	760,982.99	762,026.33
89190BAD0	TAOT 17B A3	1,536,227.84	ABS	05/17/2017	07/15/2021	1,536,110.01	1,201.67	1,534,362.93	1,535,564.61
02007PAC7	ALLYA 171 A3	172,913.27	ABS	01/31/2017	06/15/2021	172,898.16	130.65	172,790.09	172,920.74
89238MAD0	TAOT 17A A3	213,961.25	ABS	03/15/2017	02/16/2021	213,936.06	164.51	213,834.64	213,999.15
34531EAD8	FORDO 17A A3	705,470.97	ABS	01/25/2017	06/15/2021	705,468.36	523.62	705,006.46	705,530.07
17305EGK5	CCCT 18A1 A1	1,500,000.00	ABS	01/31/2018	01/20/2021	1,499,792.40	10,478.75	1,511,115.45	1,521,594.20
17305EGB5	CCCT 17A3 A3	1,600,000.00	ABS	05/22/2017	04/07/2020	1,604,272.00	2,048.00	1,600,326.69	1,602,374.69
89238BAD4	TAOT 18A A3	700,000.00	ABS	01/31/2018	05/16/2022	699,991.95	731.11	702,076.06	702,807.18
02004VAC7	ALLYA 182 A3	1,100,000.00	ABS	04/30/2018	11/15/2022	1,099,800.24	1,427.56	1,107,985.44	1,109,413.00
02007HAC5	ALLYA 172 A3	786,706.10	ABS	03/29/2017	08/16/2021	786,613.35	622.37	786,057.98	786,680.35
47788BAD6	JDOT 17B A3	591,403.84	ABS	07/18/2017	10/15/2021	591,360.55	478.38	590,963.76	591,442.14
43814PAC4	HAROT 173 A3	363,722.71	ABS	09/29/2017	09/18/2021	363,683.33	235.11	363,541.53	363,776.63
47788CAC6	JDOT 2018 A3	485,000.00	ABS	02/28/2018	04/18/2022	484,965.13	573.38	487,012.39	487,585.77
02582HQ6	AMXCA 181 A	2,610,000.00	ABS	03/21/2018	10/17/2022	2,609,696.98	3,097.20	2,617,518.76	2,620,615.96
14041NFU0	COMET 192 A	2,800,000.00	ABS	09/05/2019	09/15/2024	2,799,294.96	2,140.44	2,792,141.02	2,794,281.47
---	---	16,615,405.99	ABS	---	06/02/2022	16,617,618.02	25,776.91	16,655,841.03	16,681,617.94

AGCY BOND

Identifier	Description	Par	Security Type	Settle Date	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	825,000.00	AGCY BOND	08/19/2016	08/17/2021	822,177.68	2,119.79	820,139.93	822,259.72
3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	2,675,000.00	AGCY BOND	08/19/2016	08/17/2021	2,664,166.25	6,873.26	2,659,241.58	2,666,114.84
3130A8Q55	FEDERAL HOME LOAN BANKS	3,200,000.00	AGCY BOND	07/15/2016	07/14/2021	3,180,540.80	10,700.00	3,175,408.00	3,186,108.00
3135G0T60	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	AGCY BOND	08/01/2017	07/30/2020	897,273.00	3,412.50	898,958.70	902,371.20
3137EAEJ4	FREDDIE MAC	990,000.00	AGCY BOND	09/29/2017	09/29/2020	988,208.10	1,430.00	989,724.78	991,154.78
3130ACE26	FEDERAL HOME LOAN BANKS	365,000.00	AGCY BOND	09/08/2017	09/28/2020	363,828.35	460.05	364,079.47	364,539.52
3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	AGCY BOND	01/11/2019	01/11/2022	1,598,848.00	12,833.33	1,636,040.00	1,648,873.33
---	---	10,555,000.00	AGCY BOND	---	06/17/2021	10,515,042.18	37,828.94	10,543,592.45	10,581,421.39

CASH

Identifier	Description	Par	Security Type	Settle Date	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	1,904.37	CASH	---	10/31/2019	1,904.37	0.00	1,904.37	1,904.37
CCYUSD	Receivable	1,904.37	CASH	---	10/31/2019	1,904.37	0.00	1,904.37	1,904.37

CD

Identifier	Description	Par	Security Type	Settle Date	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
86565BPC9	Sumitomo Mitsui Banking Corporation, New York Bra	1,550,000.00	CD	10/18/2018	10/16/2020	1,547,892.00	2,335.33	1,548,987.93	1,551,323.26
87019U6D6	Swedbank AB (publ)	3,100,000.00	CD	11/17/2017	11/16/2020	3,100,000.00	33,034.81	3,071,620.98	3,104,655.79
06417GU22	Bank of Nova Scotia, Houston Branch	1,600,000.00	CD	06/07/2018	06/05/2020	1,599,392.00	19,985.78	1,602,733.28	1,622,719.05
78012UEE1	Royal Bank of Canada New York Branch	2,750,000.00	CD	06/08/2018	06/07/2021	2,750,000.00	35,640.00	2,760,546.87	2,796,186.87
22535CDV0	Credit Agricole Corporate And Investment Bank, New	1,500,000.00	CD	04/04/2019	04/01/2022	1,500,000.00	21,342.92	1,500,000.00	1,521,342.92
65558TLL7	Nordea Bank Abp, New York Branch	1,600,000.00	CD	08/29/2019	08/26/2022	1,600,000.00	5,262.22	1,600,000.00	1,605,262.22
83050PDR7	Skandinaviska Enskilda Banken AB (publ.)	1,600,000.00	CD	09/03/2019	08/26/2022	1,600,000.00	4,877.33	1,600,000.00	1,604,877.33
---	---	13,700,000.00	CD	---	06/28/2021	13,697,284.00	122,478.39	13,683,889.05	13,806,367.44

CORP

Identifier	Description	Par	Security Type	Settle Date	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
89236TEU5	TOYOTA MOTOR CREDIT CORP	1,200,000.00	CORP	04/13/2018	04/13/2021	1,199,520.00	1,770.00	1,218,810.00	1,220,580.00
808513AW5	CHARLES SCHWAB CORP	965,000.00	CORP	05/22/2018	05/21/2021	964,971.05	13,938.89	985,477.30	999,416.19
025816BU2	AMERICAN EXPRESS CO	1,550,000.00	CORP	05/17/2018	05/17/2021	1,549,736.50	23,831.25	1,582,900.30	1,606,731.55
06051GHH5	BANK OF AMERICA CORP	400,000.00	CORP	05/17/2018	05/17/2022	400,000.00	6,375.96	408,887.20	415,263.16
594918BV5	MICROSOFT CORP	1,520,000.00	CORP	02/06/2017	02/06/2020	1,518,981.60	6,639.44	1,520,653.60	1,527,293.04
037833CS7	APPLE INC	1,325,000.00	CORP	05/11/2017	05/11/2020	1,323,648.50	11,262.50	1,325,176.23	1,336,438.73
63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	625,000.00	CORP	02/26/2018	03/15/2021	624,306.25	2,315.97	633,415.63	635,731.60
44932HAG8	IBM CREDIT LLC	1,500,000.00	CORP	02/06/2018	02/05/2021	1,499,265.00	9,495.83	1,514,751.00	1,524,246.83
06051GFW4	BANK OF AMERICA CORP	175,000.00	CORP	11/03/2017	04/19/2021	176,358.00	153.13	176,862.00	177,015.13
172967LF6	CITIGROUP INC	1,575,000.00	CORP	01/10/2017	01/10/2020	1,574,370.00	11,897.81	1,575,760.73	1,587,658.54
24422ETL3	JOHN DEERE CAPITAL CORP	685,000.00	CORP	03/15/2017	01/06/2022	681,979.15	5,798.72	696,290.17	702,088.89
437076BQ4	HOME DEPOT INC	750,000.00	CORP	06/05/2017	06/05/2020	749,565.00	5,475.00	750,170.25	755,645.25
713448DX3	PEPSICO INC	1,015,000.00	CORP	10/10/2017	04/15/2021	1,014,797.00	902.22	1,018,597.16	1,019,499.38



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06051GG52	BANK OF AMERICA CORP	965,000.00	CORP	09/18/2017	10/01/2021	965,000.00	1,872.10	967,373.90	969,246.00
904764AZ0	UNILEVER CAPITAL CORP	1,200,000.00	CORP	03/22/2018	03/22/2021	1,193,868.00	3,575.00	1,215,211.20	1,218,786.20
63743HE9R	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	875,000.00	CORP	04/19/2018	03/15/2021	871,298.75	3,242.36	886,781.88	890,024.24
6174467P8	MORGAN STANLEY	3,150,000.00	CORP	11/10/2016	07/24/2020	3,516,187.50	46,681.25	3,230,608.50	3,277,289.75
14913Q2A6	CATERPILLAR FINANCIAL SERVICES CORP	1,100,000.00	CORP	09/07/2017	09/04/2020	1,099,076.00	3,222.08	1,098,755.90	1,101,977.98
931142EA7	WAL-MART STORES INC	1,550,000.00	CORP	10/20/2017	12/15/2020	1,547,752.50	11,125.56	1,554,113.70	1,565,239.26
427866BA5	HERSHEY CO	630,000.00	CORP	05/10/2018	05/15/2021	629,565.30	9,005.50	641,042.01	650,047.51
717081EB5	PFIZER INC	2,080,000.00	CORP	11/21/2016	12/15/2019	2,078,502.40	13,358.22	2,079,852.32	2,093,210.54
24422EUQ0	JOHN DEERE CAPITAL CORP	350,000.00	CORP	01/10/2019	01/10/2022	349,664.00	3,453.33	359,949.80	363,403.13
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	CORP	02/15/2019	01/23/2024	1,561,036.00	14,768.06	1,638,551.50	1,653,319.56
69371RP75	PACCAR FINANCIAL CORP	570,000.00	CORP	03/01/2019	03/01/2022	569,498.40	2,707.50	582,678.51	585,386.01
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	CORP	03/22/2019	04/01/2023	1,500,000.00	4,008.75	1,537,275.00	1,541,283.75
02665WC22	AMERICAN HONDA FINANCE CORP	1,550,000.00	CORP	06/28/2019	06/27/2024	1,547,892.00	12,813.33	1,570,469.30	1,583,282.63
38141EC23	GOLDMAN SACHS & CO	1,500,000.00	CORP	07/11/2019	07/08/2024	1,569,870.00	18,127.08	1,589,104.50	1,607,231.58
05531FBH5	BB&T CORP	1,550,000.00	CORP	08/05/2019	08/01/2024	1,552,573.00	9,902.78	1,570,514.25	1,580,417.03
254687FK7	WALT DISNEY CO	1,550,000.00	CORP	09/06/2019	08/30/2024	1,543,676.00	4,144.10	1,537,550.40	1,541,694.50
---	---	34,955,000.00	CORP	---	10/18/2021	35,372,957.90	261,863.72	35,467,584.22	35,729,447.94

CP

Identifier	Description	Par	Security Type	Settle Date	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
62479MZ63	MUFG Bank Ltd. (New York Branch)	1,600,000.00	CP	03/11/2019	12/06/2019	1,567,720.00	0.00	1,595,815.56	1,595,815.56
62479LAD7	MUFG Bank Ltd. (New York Branch)	3,050,000.00	CP	04/18/2019	01/13/2020	2,990,067.50	0.00	3,033,796.03	3,033,796.03
63873IA34	Natixis, New York Branch	4,100,000.00	CP	08/16/2019	01/03/2020	4,067,951.67	0.00	4,085,578.25	4,085,578.25
---	---	8,750,000.00	CP	---	01/01/2020	8,625,739.17	0.00	8,715,189.83	8,715,189.83

FHLMC

Identifier	Description	Par	Security Type	Settle Date	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3137BM6P6	FHMS K721 A2	800,000.00	FHLMC	04/09/2018	08/25/2022	806,812.50	2,060.00	817,432.00	819,492.00
3137FKK39	FHMS KP05 A	505,423.57	FHLMC	12/17/2018	07/25/2023	505,422.06	1,349.06	517,953.02	519,302.08
---	---	1,305,423.57	FHLMC	---	01/02/2023	1,312,234.56	3,409.06	1,335,385.02	1,338,794.08

FNMA

Identifier	Description	Par	Security Type	Settle Date	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3136B1XP4	FNA 18M5 A2	698,969.06	FNMA	04/30/2018	09/25/2021	712,872.25	2,073.61	712,060.75	714,134.35
3136AJ7G5	FNA 14M06B A2	1,990,085.44	FNMA	12/15/2016	05/25/2021	2,030,353.58	4,442.05	2,011,856.98	2,016,299.03
---	---	2,689,054.50	FNMA	---	06/26/2021	2,743,225.83	6,515.66	2,723,917.72	2,730,433.38

MMFUND

Identifier	Description	Par	Security Type	Settle Date	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	3,002,745.05	MMFUND	---	10/31/2019	3,002,745.05	0.00	3,002,745.05	3,002,745.05
SM - CP N/M A	County Pool New Measure A	121,895,336.57	MMFUND	---	10/31/2019	121,895,336.57	0.00	121,895,336.57	121,895,336.57
SM - CP O/M A	County Pool Old Measure A	58,325,481.68	MMFUND	---	10/31/2019	58,325,481.68	0.00	58,325,481.68	58,325,481.68
SM - LAIF	Local Agency Investment Fund	52,956,030.04	MMFUND	---	10/31/2019	52,956,030.04	0.00	52,956,030.04	52,956,030.04
---	---	236,179,593.34	MMFUND	---	10/31/2019	236,179,593.34	0.00	236,179,593.34	236,179,593.34

US GOV

Identifier	Description	Par	Security Type	Settle Date	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
912828N30	UNITED STATES TREASURY	2,900,000.00	US GOV	08/03/2018	12/31/2022	2,812,773.44	20,764.95	2,953,921.88	2,974,686.82
912828T19	UNITED STATES TREASURY	4,450,000.00	US GOV	09/07/2018	08/15/2022	4,263,308.59	15,327.11	4,463,210.94	4,478,538.04
912828R77	UNITED STATES TREASURY	3,500,000.00	US GOV	03/17/2017	05/31/2021	3,409,082.04	20,249.32	3,488,515.63	3,508,764.94
912828Q78	UNITED STATES TREASURY	970,000.00	US GOV	01/05/2017	04/30/2021	950,751.56	36.64	966,968.75	967,005.39
912828VF4	UNITED STATES TREASURY	505,000.00	US GOV	12/07/2015	05/31/2020	498,470.51	2,921.69	504,289.84	507,211.53
912828L32	UNITED STATES TREASURY	335,000.00	US GOV	07/12/2016	08/31/2020	341,432.19	784.58	334,371.88	335,156.46
912828X47	UNITED STATES TREASURY	7,500,000.00	US GOV	05/07/2018	04/30/2022	7,260,351.56	386.33	7,563,281.25	7,563,667.58
912828VP2	UNITED STATES TREASURY	1,235,000.00	US GOV	05/18/2016	07/31/2020	1,275,313.64	6,242.12	1,238,473.44	1,244,715.56
912828X47	UNITED STATES TREASURY	2,335,000.00	US GOV	01/04/2018	04/30/2022	2,305,356.44	120.28	2,354,701.56	2,354,821.84
912828N30	UNITED STATES TREASURY	2,650,000.00	US GOV	11/06/2018	12/31/2022	2,559,630.86	18,974.86	2,699,273.00	2,718,248.30
912828N30	UNITED STATES TREASURY	4,800,000.00	US GOV	12/13/2018	12/31/2022	4,681,125.00	34,369.57	4,889,250.00	4,923,619.57
912828N30	UNITED STATES TREASURY	11,000,000.00	US GOV	01/10/2019	12/31/2022	10,841,445.31	78,763.59	11,204,531.25	11,283,294.84
912828N30	UNITED STATES TREASURY	5,700,000.00	US GOV	01/31/2019	12/31/2022	5,609,601.56	40,813.86	5,805,984.38	5,846,798.23
912828R69	UNITED STATES TREASURY	8,850,000.00	US GOV	03/06/2019	05/31/2023	8,528,841.80	60,511.27	8,880,421.88	8,940,933.15
912828R69	UNITED STATES TREASURY	2,850,000.00	US GOV	05/03/2019	05/31/2023	2,781,421.87	19,486.68	2,859,796.88	2,879,283.56



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912828T91	UNITED STATES TREASURY	4,950,000.00	US GOV	07/08/2019	10/31/2023	4,907,074.22	220.98	4,970,109.38	4,970,330.36
912828T91	UNITED STATES TREASURY	2,000,000.00	US GOV	10/04/2019	10/31/2023	2,011,484.38	89.29	2,008,125.00	2,008,214.29
---	UNITED STATES TREASURY	66,530,000.00	US GOV	---	11/07/2022	65,037,464.98	320,063.10	67,185,227.34	67,505,290.45

Summary

Identifier	Description	Par	Security Type	Settle Date	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
---	---	391,281,381.77	---	---	10/13/2020	390,103,064.35	777,935.78	392,492,124.39	393,270,060.18

* Grouped by: Security Type

* Groups Sorted by: Security Type

* Weighted by: Base Market Value + Accrued

* Holdings Displayed by: Lot

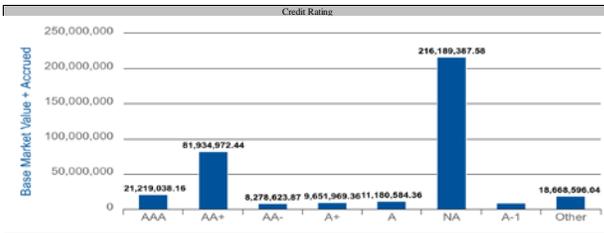
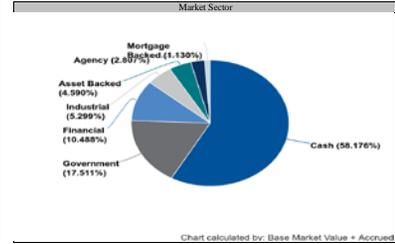
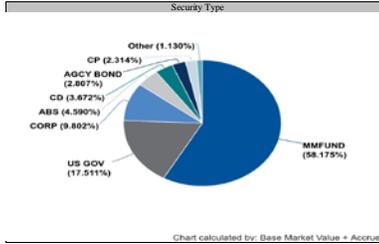
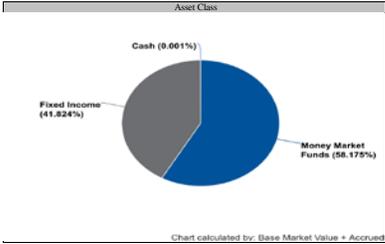
clearwater

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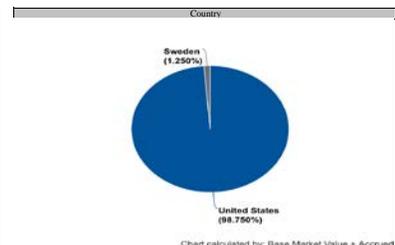
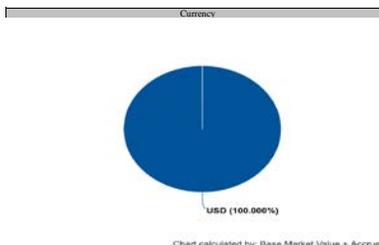
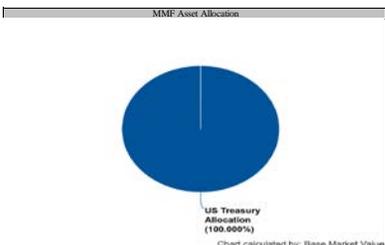
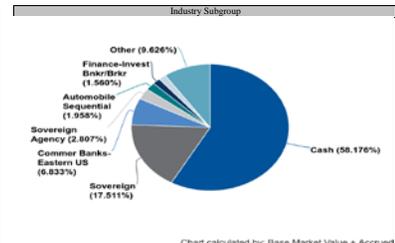
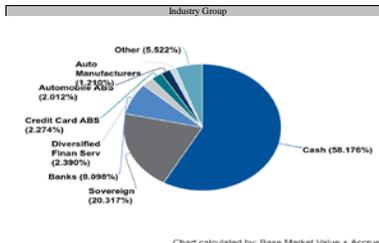
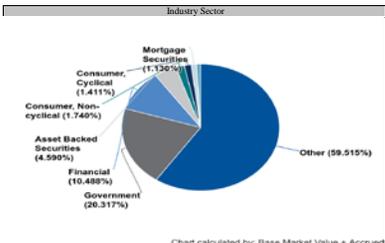
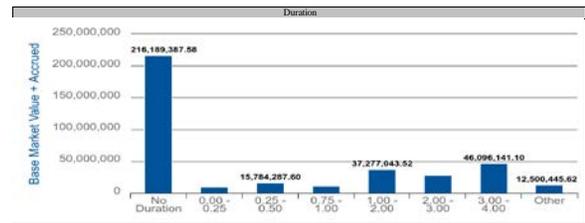
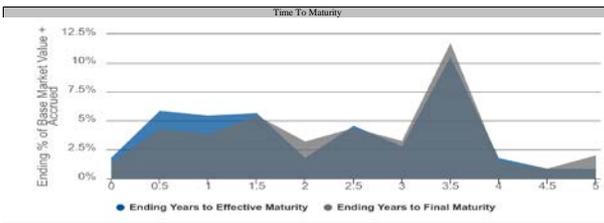
Balance Sheet	
Book Value + Accrued	383,958,337.55
Net Unrealized Gain/Loss	2,137,587.54
Market Value + Accrued	386,095,925.09

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	1,904.37
MMFUND	229,005,458.25
Fixed Income	157,088,562.47
Duration	2.014
Convexity	0.066
WAL	0.868
Years to Final Maturity	0.952
Years to Effective Maturity	0.867
Yield	1.819
Book Yield	0.939
Avg Credit Rating	AA-Aa3/AA-

Issuer Concentration	
Issuer	% of Base Market Value + Accrued
(SM - CP N M A) County Pool New Measure A	29.863%
Other	19.290%
United States	17.845%
(SM - CP O M A) County Pool Old Measure A	15.009%
(SM - LAIF) State of California	13.663%
Federal National Mortgage Association	2.271%
Calgroup Inc.	1.220%
Mitsubishi UFJ Financial Group, Inc.	1.199%
	100.000%



Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	3.995%	0.776%	1.139%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	1.657%	5.785%	4.368%	22.858%	0.000%	0.000%	0.000%	0.000%	0.000%
A	4.354%	1.950%	1.636%	0.428%	1.219%	0.000%	0.000%	0.000%	0.000%
BBB	1.260%	0.416%	0.000%	0.000%	0.416%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%



1: * Grouped by: Issuer Concentration
 2: * Groups Sorted by: % of Base Market Value + Accrued



Report: GAAP Base Trading Activity
 Account: SMCTA - Agg (165727)
 Date: 10/01/2019 - 10/31/2019
 Base Currency USD

Identifier	Description	Base Original Units	Base Current Units	Currency	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
02007HAC5	ALLYA 172 A3	-	(115,517.12)	USD	Principal Paydown	10/15/2019	10/15/2019	08/16/2021	(115,517.12)	-	115,517.12
02007PAC7	ALLYA 171 A3	-	(31,888.25)	USD	Principal Paydown	10/15/2019	10/15/2019	06/15/2021	(31,888.25)	-	31,888.25
3136AJ7G5	FNA 14M06B A2	-	(3,124.35)	USD	Principal Paydown	10/01/2019	10/01/2019	05/25/2021	(3,124.35)	-	3,124.35
3136BIXP4	FNA 18M5 A2	-	(24,406.99)	USD	Principal Paydown	10/01/2019	10/01/2019	09/25/2021	(24,406.99)	-	24,406.99
3137FKK39	FHMS KP05 A	-	(151,654.84)	USD	Principal Paydown	10/01/2019	10/01/2019	07/25/2023	(151,654.84)	-	151,654.84
31846V534	FIRST AMER:US TRS MM Y	2,594,375.66	2,594,375.66	USD	Buy	---	---	10/31/2019	2,594,375.66	-	(2,594,375.66)
31846V534	FIRST AMER:US TRS MM Y	(2,034,729.33)	(2,034,729.33)	USD	Sell	---	---	10/31/2019	(2,034,729.33)	-	2,034,729.33
34531EAD8	FORDO 17A A3	-	(113,094.73)	USD	Principal Paydown	10/15/2019	10/15/2019	06/15/2021	(113,094.72)	-	113,094.72
43814PAC4	HAROT 173 A3	-	(33,309.93)	USD	Principal Paydown	10/18/2019	10/18/2019	09/18/2021	(33,309.92)	-	33,309.92
47788BAD6	JDOT 17B A3	-	(62,512.87)	USD	Principal Paydown	10/15/2019	10/15/2019	10/15/2021	(62,512.87)	-	62,512.87
89190BAD0	TAOT 17B A3	-	(168,664.12)	USD	Principal Paydown	10/15/2019	10/15/2019	07/15/2021	(168,664.12)	-	168,664.12
89236TDH5	TOYOTA MOTOR CREDIT CORP	(1,150,000.00)	(1,150,000.00)	USD	Maturity	10/18/2019	10/18/2019	10/18/2019	(1,150,000.00)	-	1,150,000.00
89238MAD0	TAOT 17A A3	-	(39,951.67)	USD	Principal Paydown	10/15/2019	10/15/2019	02/16/2021	(39,951.67)	-	39,951.67
912828F62	UNITED STATES TREASURY	(375,000.00)	(375,000.00)	USD	Maturity	10/31/2019	10/31/2019	10/31/2019	(375,000.00)	-	375,000.00
912828T91	UNITED STATES TREASURY	2,000,000.00	2,000,000.00	USD	Buy	10/02/2019	10/04/2019	10/31/2023	2,011,484.38	13,865.49	(2,025,349.87)
---	---	1,034,646.33	290,521.47	USD	---	---	---	11/27/2020	302,005.86	13,865.49	(315,871.35)

* Showing transactions with Trade Date within selected date range.

* Weighted by: Absolute Value of Base Principal

* MMF transactions are collapsed

* The Transaction Detail/Trading Activity reports provide our most up-to-date transactional details. As such, these reports are subject to change even after the other reports on the website have been locked down.

While these reports can be useful tools in understanding recent activity, due to their dynamic nature we do not recommend using them for booking journal entries or reconciliation.

SMCTA – Glossary of Terms

Accrued Interest - The interest that has accumulated on a bond since the last interest payment up to, but not including, the settlement date. Accrued interest occurs as a result of the difference in timing of cash flows and the measurement of these cash flows.

Amortized Cost - The amount at which an investment is acquired, adjusted for accretion, amortization, and collection of cash.

Book Yield - The measure of a bond's recurring realized investment income that combines both the bond's coupon return plus its amortization.

Average Credit Rating - The average credit worthiness of a portfolio, weighted in proportion to the dollar amount that is invested in the portfolio.

Convexity - The relationship between bond prices and bond yields that demonstrates how the duration of a bond changes as the interest rate changes.

Credit Rating - An assessment of the credit worthiness of an entity with respect to a particular financial obligation. The credit rating is inversely related to the possibility of debt default.

Duration - A measure of the exposure to interest rate risk and sensitivity to price fluctuation of fixed-income investments. Duration is expressed as a number of years.

Income Return - The percentage of the total return generated by the income from interest or dividends.

Original Cost - The original cost of an asset takes into consideration all of the costs that can be attributed to its purchase and to putting the asset to use.

Par Value - The face value of a bond. Par value is important for a bond or fixed-income instrument because it determines its maturity value as well as the dollar value of coupon payments.

Price Return - The percentage of the total return generated by capital appreciation due to changes in the market price of an asset.

Short-Term Portfolio - The city's investment portfolio whose securities' average maturity is between 1 and 5 years.

Targeted-Maturities Portfolio - The city's investment portfolio whose securities' average maturity is between 0 and 3 years.

Total Return - The actual rate of return of an investment over a given evaluation period. Total return is the combination of income and price return.

Unrealized Gains/(Loss) - A profitable/(losing) position that has yet to be cashed in. The actual gain/(loss) is not realized until the position is closed. A position with an unrealized gain may eventually turn into a position with an unrealized loss, as the market fluctuates and vice versa.

Weighted Average Life (WAL) - The average number of years for which each dollar of unpaid principal on an investment remains outstanding, weighted by the size of each principal payout.

Yield - The income return on an investment. This refers to the interest or dividends received from a security and is expressed as a percentage based on the investment's cost and its current market value.

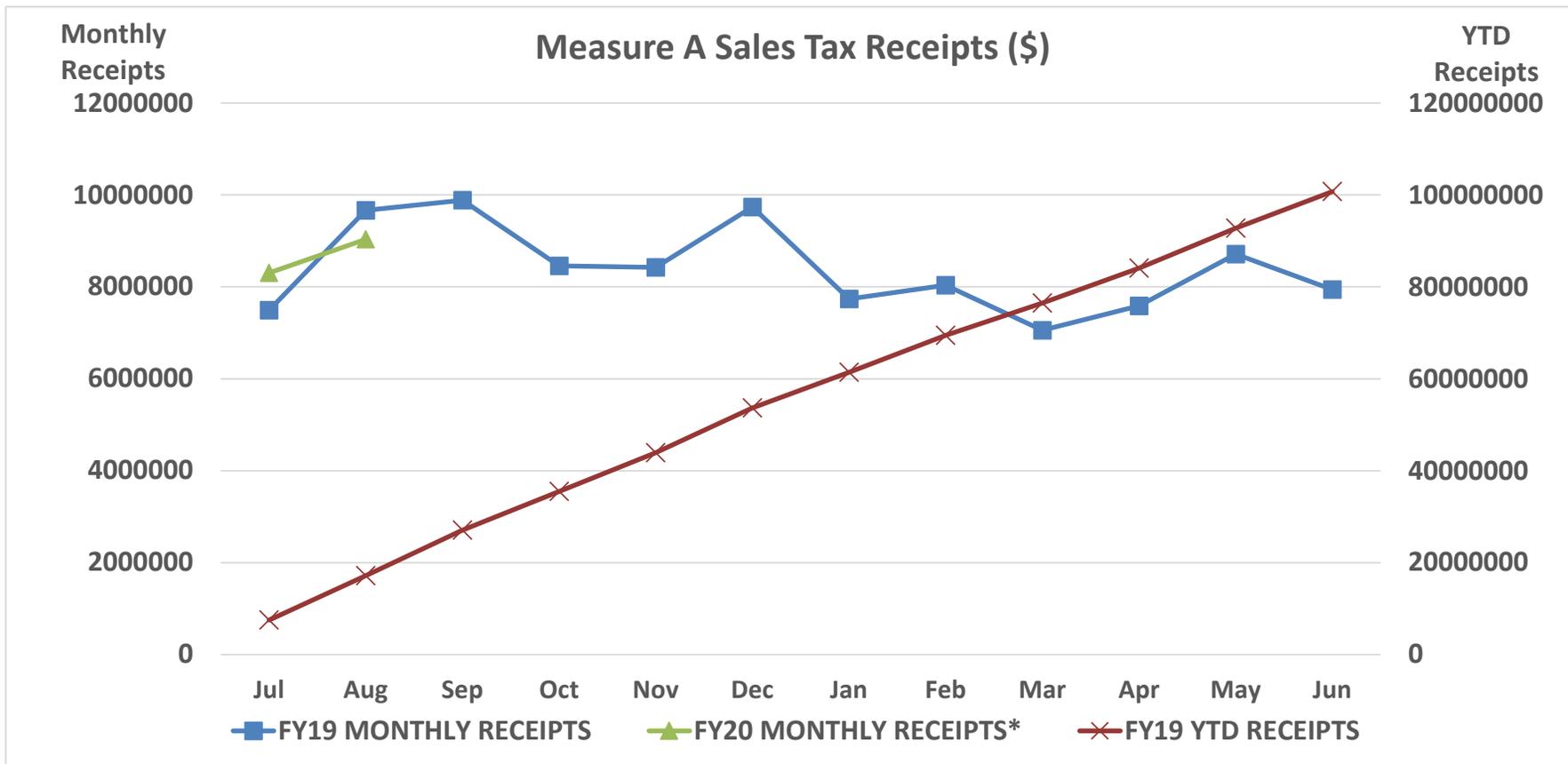
Yield to Maturity at Cost (YTM @ Cost) - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

Yield to Maturity at Market (YTM @ Market) - The internal rate of return of a security given the market price as of the report date and future expected cash flows.

Years to Effective Maturity - The average time it takes for securities in a portfolio to mature, taking into account the possibility that any of the bonds might be called back to the issuer.

Years to Final Maturity - The average time it takes for securities in a portfolio to mature, weighted in proportion to the dollar amount that is invested in the portfolio. Weighted average maturity measures the sensitivity of fixed-income portfolios to interest rate changes.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2020
OCTOBER 2019**



SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
Oct-19

Unit	Ref	Name	Amount	Method	Description
SMCTA	000321	MATSUMOTO, KARYL M.	100.00	ACH	Board Member Compensation
SMCTA	000322	HORSLEY, DONALD	100.00	ACH	Board Member Compensation
SMCTA	000323	FRESCHET, MAUREEN ANN	100.00	ACH	Board Member Compensation
SMCTA	000324	MEDINA, RICO E.	100.00	ACH	Board Member Compensation
SMCTA	000325	HORSLEY, DONALD	100.00	ACH	Board Member Compensation
SMCTA	000326	FRESCHET, MAUREEN ANN	100.00	ACH	Board Member Compensation
SMCTA	000327	BEACH, EMILY RANDOLPH	100.00	ACH	Board Member Compensation
SMCTA	005032	ROMERO, CARLOS	100.00	CHK	Board Member Compensation
SMCTA	000328	KHOURI CONSULTING LLC	5,250.00	ACH	Legislative Advocate (Operating)
SMCTA	005029	PUBLIC FINANCIAL MANAGEMENT, INC.	9,250.00	CHK	Advisory fees (Operating)
SMCTA	005035	KADESH & ASSOCIATES, LLC	4,600.00	CHK	Consultants (Operating)
SMCTA	005038	USI INSURANCE SERVICES LLC	624.25	CHK	Insurance (Operating)
SMCTA	005042	PAPAN, DIANE	200.00	CHK	EL JPA Operating Admin
SMCTA	005043	AGUIRRE, ALICIA	200.00	CHK	EL JPA Operating Admin
SMCTA	005044	GUILLES, MIMA	39.35	CHK	EL JPA Operating Admin
SMCTA	005047	SAN MATEO, COUNTY OF	2,085.60	CHK	EL JPA Operating Admin
SMCTA	005033	HANSON BRIDGETT LLP	14,200.00	CHK	Legal Services (Operating)
SMCTA	005030	HANSON BRIDGETT LLP	7,747.00	CHK	Legal Services (1)
SMCTA	005045	HANSON BRIDGETT LLP	4,631.00	CHK	Legal Services (1)
SMCTA	005028	MARK THOMAS & COMPANY AND AECOM JV	139,235.73	CHK	Consultants (2)
SMCTA	005040	MARK THOMAS & COMPANY AND AECOM JV	704,068.49	CHK	Consultants (3)
SMCTA	005036	MARK THOMAS & COMPANY AND AECOM JV	3,847.96	CHK	Consultants (4)
SMCTA	005031	MARK THOMAS & COMPANY AND AECOM JV	422,875.08	CHK	Consultants (5)
SMCTA	005046	MARK THOMAS & COMPANY AND AECOM JV	2,134.18	CHK	Consultants (5)
SMCTA	005041	PACIFIC GAS & ELECTRIC COMPANY	3,484.73	CHK	Capital Programs (5)
SMCTA	005039	GRAY-BOWEN-SCOTT	67,857.26	CHK	Consultants (6)
SMCTA	900179	PENINSULA CORRIDOR JOINT POWERS BOARD	52,245.00	WIR	Capital Programs (7)
SMCTA	900181	PENINSULA CORRIDOR JOINT POWERS BOARD	857,854.55	WIR	Capital Programs (8)
SMCTA	005037	PACIFIC GAS & ELECTRIC COMPANY	1,329.76	CHK	Capital Programs (9)
SMCTA	005034	HNTB CORPORATION	2,684.76	CHK	Capital Programs (10)
SMCTA	005027	CHEUNG, WING YEE (MICHELLE)	72.67	CHK	Capital Programs (10)
			2,307,317.37		

- (1) Legal Services for Capital Programs
(2) US101/SR92 Interchang Area Imp \$56,669.87; US101/SR92 Direct Connector \$45,316.97; 101 Interchange to Broadway \$37,248.89
(3) 101 HOV Ln Whipple - San Bruno \$657,353.33; US101/SR92 Interchang Area Imp 16,826.90; US 101/SR 92 Direct Connector \$29,888.26
(4) 101 HOV Ln Whipple - San Bruno \$190.44; 101 Interchange to Broadway \$3,657.52
(5) 101 HOV Ln Whipple - San Bruno
(6) 101 HOV Ln Whipple - San Bruno \$64,271.36; Express Lane Operations \$3,585.90
(7) Dumbarton Maintenance of Way
(8) Caltrain Electrification
(9) 101 Interchange to Broadway
(10) Oversights

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: April Chan
Chief Officer, Planning, Grants and the Transportation Authority

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT
1ST QUARTER FISCAL YEAR 2020**

ACTION

No action required. The [Capital Projects Quarterly Status Report](#) is submitted to the Board for information only.

SIGNIFICANCE

The Capital Projects Quarterly Status Report is submitted to keep the Board informed as to the scope, budget, and progress of current ongoing capital projects.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff prepares the Capital Projects Quarterly Status Report for the Board on a quarterly basis. The report is a summary of the scope, budget, and progress of capital projects. It is being presented to the Board for informational purposes and is intended to better inform the Board of the status of capital projects.

Prepared by: Joseph M. Hurley, Director, TA Program

650-508-7942

Capital Projects

Quarterly Status Report

1st Quarter FY2020 : July 01 - September 30, 2019

Report prepared for the **December 05, 2019 TA Board Meeting**





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	SCOPE		BUDGET		SCHEDULE		FUNDING		Page
	04 FY19	01 FY20	04 FY19	01 FY20	04 FY19	01 FY20	04 FY19	01 FY20	
Highways									2
00621 - U.S. 101 / Broadway Interchange Project Phase - Highway Planting									3
00622 - U.S. 101 / Willow Interchange Project Phase - Construction									5
00768 - U.S. 101 / Woodside Interchange Project Phase - PS&E / ROW									7
00782 - San Pedro Creek Bridge Replacement Project Phase - Biological Monitoring									9
00791 - U.S. 101 Express Lanes Project (previously the U.S. 101 Managed Lanes Project) Phase - PS&E / Construction									11
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= Project On-Hold



= No Issues



= Notable Issues



= Significant Issues

Level 2 Projects **Highways**

000621 - U.S. 101 / BROADWAY INTERCHANGE PROJECT

TA Role: Funding Agency and design support during construction
Sponsor: City of Burlingame

Scope:



The project reconstructed the existing US 101/Broadway Interchange, including a new Broadway Overcrossing with a wider structure and new ramp connections to US 101 to address traffic congestion and safety concerns. TA was responsible for completing the Project Initiation Document (PID), Project Report, Environmental Documents (PA&ED), and Plan, Specifications and Estimate (PS&E). TA also developed the Right-of-Way Certification for the project. Caltrans is the implementation agency for the construction phase, and is responsible for utility relocation oversight. Construction phase includes right-of-way and utility relocation activities, and one-year plant establishment period for planting on City's right-of-way (R/W). Highway planting on Caltrans' right-of-way will be part of a subsequent contract following completion of the current roadway construction contract.

Project

Status

Summary:

PID, PA&ED, and PS&E phases were completed. Interchange construction was completed in October 2017 and the one-year plant establishment period for City's planting continued through October 2018. Caltrans signed and accepted the roadway construction contract on October 28, 2018. The project is in right-of-way closeout stage and highway planting final design.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Plant Establishment (City R/W; One Year)	10/20/17	10/30/18	10/20/17	10/30/18	10/20/17	10/30/18
Highway Planting Design	05/06/19	06/03/20	05/06/19	06/03/20	05/06/19	06/03/20

Progress

This Quarter:

- (1) Continued right-of-way coordination and closeout.
- (2) Began subsequent highway planting final design.
- (3) Drafted highway planting Cooperative Agreement between TA and Caltrans and Memorandum of Understanding (MOU) between City of Burlingame and TA for highway planting design phase.
- (4) City of Burlingame sent TA a request to proceed with highway planting final design and coordinate with Caltrans to advertise, award and administrate the construction of highway planting.

Future

Activities:

- (1) Submit subsequent highway planting 65% design for Caltrans to review.
- (2) Execute highway planting Cooperative Agreement between TA and Caltrans and Memorandum of Understanding (MOU) between City of Burlingame and TA for highway planting phase.

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$59,187,000	63%	\$57,135,469	97%	\$59,187,000	63%
Others						
Federal	\$3,613,000	4%	\$3,533,569	98%	\$3,613,000	4%
State	\$24,818,000	26%	\$23,987,146	97%	\$24,818,000	26%
City	\$6,120,000	7%	\$6,120,000	100%	\$6,120,000	7%
Total	\$93,738,000	100%	\$90,776,185	97%	\$93,738,000	100%

Issues:

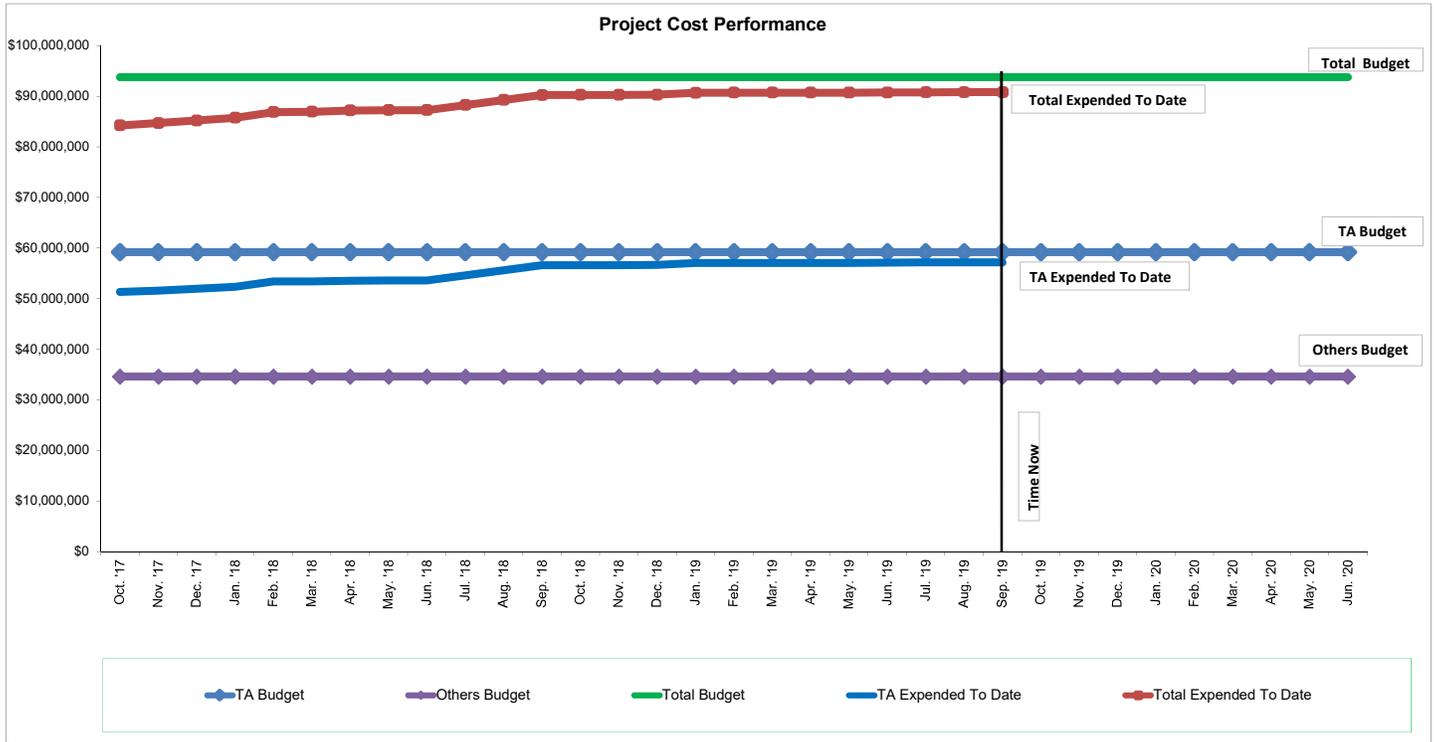
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$59,187,000	\$57,135,469	\$2,051,531	\$59,187,000	\$0
Others	\$34,551,000	33,640,715	\$910,285	\$34,551,000	\$0
Total Project	\$93,738,000	\$90,776,185	\$2,961,815	\$93,738,000	\$0

Note: The current budget includes the cost for subsequent highway planting work.



* Cost inception from the beginning of roadway construction phase.

Issues: None

000622 - U.S. 101 / WILLOW INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of Menlo Park

Scope:



This project converted the existing full-cloverleaf interchange to a partial-cloverleaf interchange and replaced the existing Willow Road Overcrossing with additional vehicular lanes, sidewalks on both sides, and new enhanced bikeways. The project also realigned and widened on- and off-ramps, and installed new signals at the ramp intersections.

Project Status Summary:

TA developed the Project Study Report (PSR) in May 2005. The Environmental Document for the PA&ED phase was approved in November 2015. Caltrans completed the Plans, Specifications & Estimate (PS&E), and the project received Right-of-Way Certification. In July 2016, TA entered into a Cooperative Agreement with Caltrans and City of Menlo Park for the construction phase of the project. Project was advertised on September 26, 2016. Project bids were opened on December 16, 2016. Construction contract was awarded on February 10, 2017. Notice-to-proceed was issued on May 5, 2017. Groundbreaking ceremony was held on May 16, 2017. The project is currently in final stage of construction. Caltrans is performing construction administration and inspection, and has reported that the contractor has completed approximately 99% of the construction contract work, 99% of the scheduled time has been used (including time extension due to change orders) and 90% of the budget has been expended. A ribbon cutting ceremony was held on September 24, 2019.

Issues:

None

Schedule:



(3a)

Major Milestones:	Original Baseline		Current Baseline (08/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	07/01/07	01/02/09	01/02/14	12/01/15	01/02/14	02/25/16
Right of Way	07/01/07	03/02/09	01/02/14	12/23/15	01/02/14	04/30/16
Construction	05/08/17	07/26/18	05/08/17	12/31/18	05/08/17	10/31/19

Progress This Quarter:

- (1) Continued electrical work.
- (2) Continued construction coordination and scope transfer with U.S. 101 Express Lanes Project.
- (3) Continued to work on punch list items.
- (4) Began cleaning up the job site.
- (5) City developed conceptual landscape design and presented at a community meeting on September 26, 2019.
- (6) Adjusted traffic signal to permanent signal cycle.
- (7) Continued to closeout change order work and billings.
- (8) Began coordination with City and Caltrans on subsequent highway planting conceptual design.

Future Activities:

- (1) Obtain final acceptance of the project by Caltrans.
- (2) Complete closing out change order work and billings.
- (3) Complete all punch list items.
- (4) Continue to coordinate with City and Caltrans on subsequent highway planting conceptual design.
- (5) City to present conceptual design to Environmental Quality Commission and City Council.
- (6) TA and Caltrans to submit STIP funds reimbursement request to CTC.

Issues:

Early change orders, shortage of labor and materials and jobsite injuries resulted in delay in schedule.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$71,800,000	86%	\$59,363,140	83%	\$71,800,000	86%
Others						
State	\$11,552,000	14%	\$11,552,000	100%	\$11,552,000	14%
Total	\$83,352,000	100%	\$70,915,140	85%	\$83,352,000	100%

Issues:

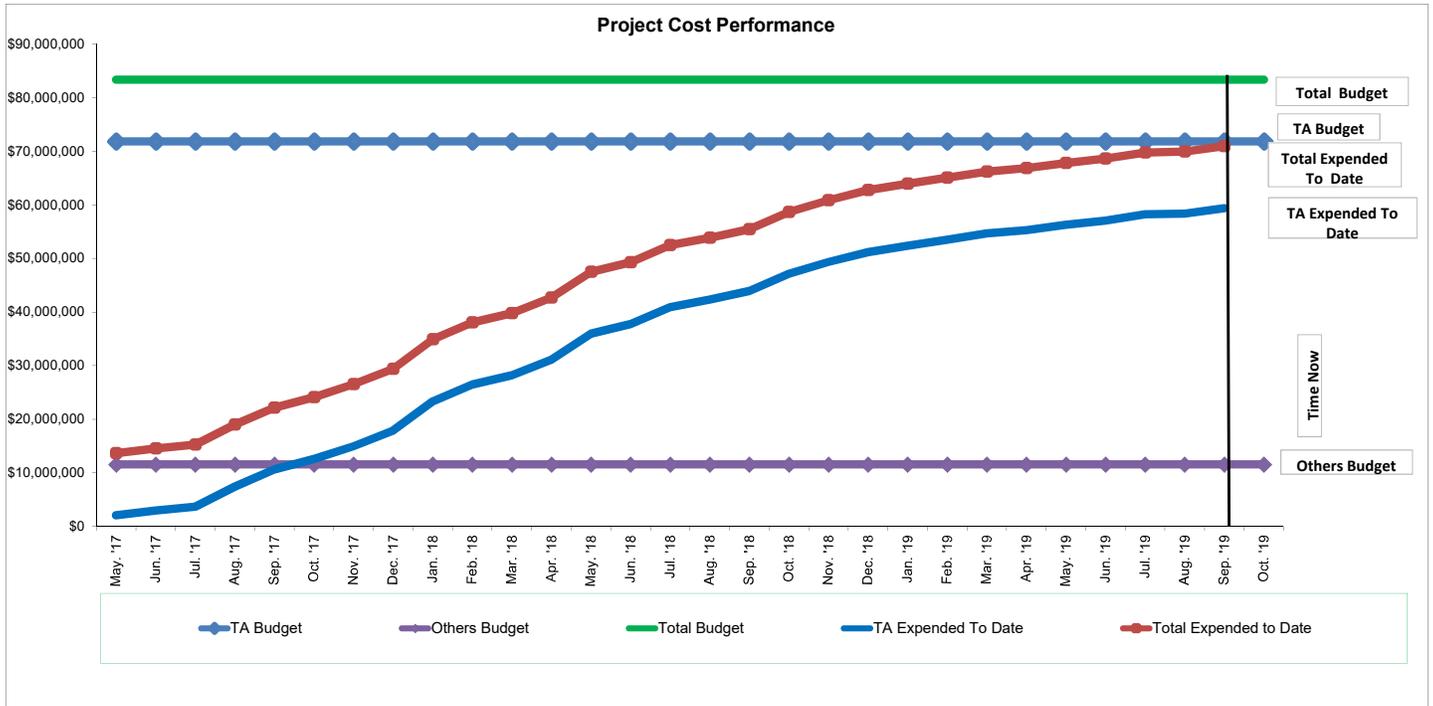
TA funding includes \$10.4 M Measure A advancement funds for construction support to be reimbursed by Caltrans. TA will coordinate with C/CAG and Caltrans to submit STIP funds reimbursement request to CTC. The construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$71,800,000	\$59,363,140	\$12,436,860	\$71,800,000	\$0
Others	\$11,552,000	\$11,552,000	\$0	\$11,552,000	\$0
Total Project	\$83,352,000	\$70,915,140	\$12,436,860	\$83,352,000	\$0

Note: Budget is for PID, PA&ED, PS&E, right-of-way and construction phases. Construction cost saving may be made available to fund standard landscaping construction.



* Cost inception from the beginning of current construction phase.

Issues:

Issues associated with design discrepancies and unforeseen site conditions resulted in early changes with additional costs and time. Material and labor escalation costs resulted from project delays contribute to the additional costs. Additional costs will be covered by construction contingency funds.

000768 - U.S. 101/ WOODSIDE ROAD INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of Redwood City (Also Implementing Agency)

Scope:



The project will improve the operation of US 101/ Woodside Road (State Route 84) Interchange by widening Woodside Road and realignment of freeway ramps. The project will widen Woodside Road from four lanes to six lanes, reconstruct ramp connections between Woodside Road and US 101, and eliminate the existing five-legged intersection at Broadway and Woodside Road.

Project Status Summary:

Caltrans approved the Environmental Document and Final Project Report. In January 2017, the TA Board of Directors allocated additional Measure A funds to support the Plans, Specifications & Estimate (PS&E) and right-of-way support phases and the City of Redwood City has committed additional matching funds. The project is in the PS&E and right-of-way support phases. In July 2017, City increased its funding contribution to cover the increased costs associated with PS&E, right-of-way and utility verification work. TA entered into a Funding Agreement with City in August 2017 for the PS&E phase of work, and a Notice-to-proceed was issued to the design consultant. In October 2017, City entered a Cooperative Agreement with Caltrans for PS&E review and support. In February 2018, the TA Board programmed \$20,145,000 for right-of-way capital cost with allocation contingent on final right-of-way maps approved by Caltrans, cost update for right-of-way acquisitions and securing the balance of construction funds. The project is advancing PS&E to 95% level and in coordination with PG&E, UPRR and California Public Utilities Commission.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (07/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&E	09/01/13	09/01/15	10/10/13	10/01/15	10/24/13	12/19/16
PS&E	08/01/17	05/01/20	08/01/17	12/31/20	08/01/17	12/31/20
Right-of-way	08/01/17	05/01/20	08/01/17	12/31/20	08/01/17	12/31/20

Progress This Quarter:

- (1) Continued to advance PS&E package to 95% level.
- (2) Continued to work on 65% structure design.
- (3) Continued to work on geotechnical design and materials report and HazMat report.
- (4) Continued to work on enhancing storm water treatment areas.
- (5) Continued to update Storm Water Data Report.
- (6) Continued utility coordination and updated Encroachment Policy Variance Request.
- (7) Began to address UPRR comments on roadway submittal.
- (8) Coordinated with UPRR on structural submittal.
- (9) Continued coordination with PG&E and California Public Utilities Commission.
- (10) Continued to address comments from USACE on wetland areas.
- (11) Began drafting Amendment to Funding Agreement for additional work and time needed to complete the project.
- (12) Began analysis of Cement Deep Soil Mix.
- (13) Began preliminary design of sanitary sewer and water relocations.

Future Activities:

- (1) Continue to work on utility identification and verification.
- (2) Continue to work on utility relocation/occupation plans.
- (3) Continue to work on geotechnical and HazMat reports.
- (4) Continue to update Critical Path Method (CPM) schedule.
- (5) Continue to advance PS&E package to 95% Level.
- (6) Continue to work on sanitary sewer and water relocations design.
- (7) Execute Amendment to Funding Agreement.

Issues:

Delay on the approval of the Structure Type Selection Report affected the schedule for the development of 65% structure design. The City of Redwood City submitted a request to TA for schedule extension and budget reallocation. Schedule is updated to reflect additional work, including design of sanitary sewer and water facilities, soil stabilization, right-of-way engineering and supplemental field survey, that added time to the schedule delay.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$11,560,000	80%	\$8,546,257	74%	\$11,560,000	80%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$2,894,000	20%	\$2,739,492	95%	\$2,894,000	20%
Total	\$14,454,000	100%	\$11,285,749	78%	\$14,454,000	100%

Issues:

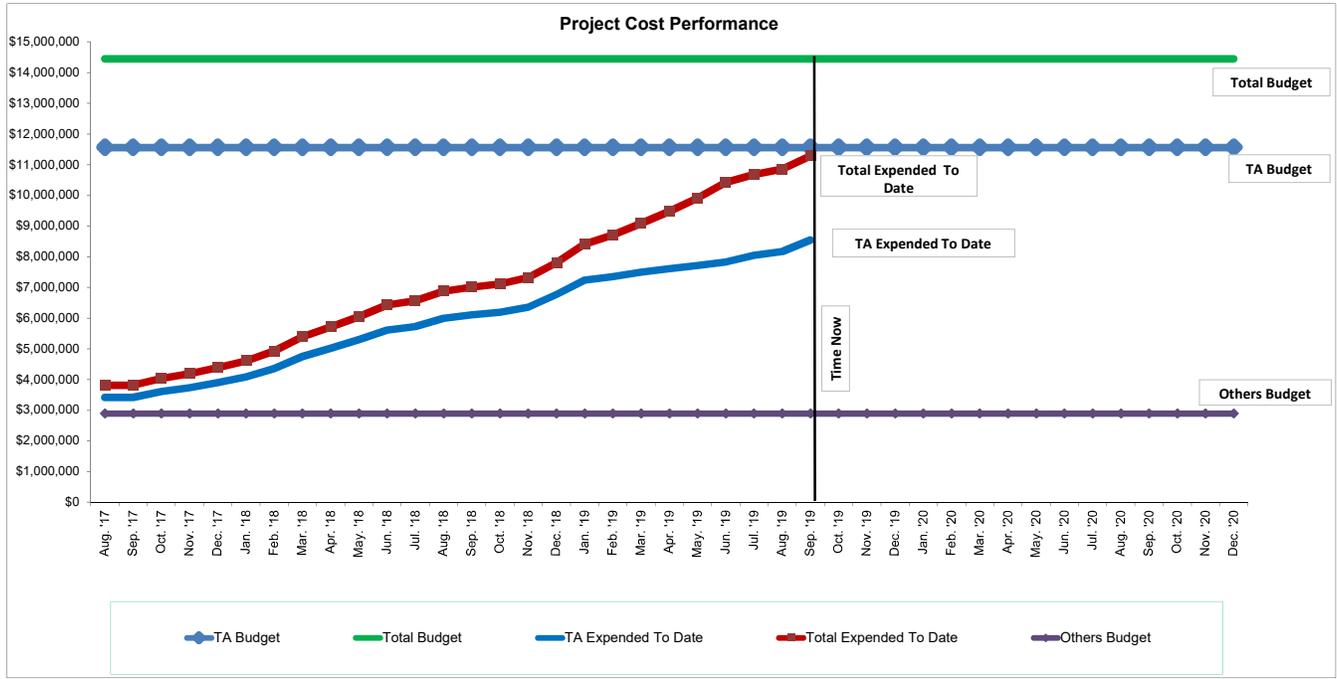
The City is working to develop a full funding plan for the construction phase of the project.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$11,560,000	\$8,546,257	\$3,013,743	\$11,560,000	\$0
Others	\$2,894,000	\$2,739,492	\$154,508	\$2,894,000	\$0
Total Project	\$14,454,000	\$11,285,749	\$3,168,251	\$14,454,000	\$0

Note: Budget is for PA&ED, PS&E and right-of-way support phases only.



* Cost inception from the beginning of current PS&E and right-of-way phases.

Issues: None

000782 - SAN PEDRO CREEK BRIDGE REPLACEMENT PROJECT

TA Role: Funding Agency and technical support during construction

Sponsor: City of Pacifica

Scope:



The project replaced the existing San Pedro Creek Bridge on State Route 1 with a longer and higher structure. The project also widened San Pedro Creek bed in the vicinity of the bridge. The limits of work on State Route 1 are from 0.3 miles south of the Linda Mar Intersection to the Linda Mar Intersection in Pacifica, CA.

Project Status Summary:

The construction phase was administrated by Caltrans and offsite mitigation was completed in August 2016. Project is currently in Phase II biological monitoring. Environmental permits issued for the project require an additional 3-year monitoring period after the completion of plant establishment. The additional monitoring is being performed under a separate contract with Caltrans.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (12/17)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Plant Establishment/ Bio. Monitoring (Phase I)	10/15/15	11/30/17	10/15/15	11/30/17	10/15/15	12/31/17
Bio. Monitoring (Phase II)	11/30/17	11/30/20	01/01/18	12/31/20	01/01/18	12/31/20

Progress This Quarter: (1) Continued Phase II biological monitoring.

Future Activities: (1) Continue Phase II biological monitoring.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$10,054,000	56%	\$7,712,277	95%	\$8,146,866	51%
Others						
Federal	\$4,446,000	25%	\$4,446,000	100%	\$4,446,000	28%
State	\$3,194,381	18%	\$3,101,199	100%	\$3,101,199	20%
City	\$150,000	1%	\$150,000	100%	\$150,000	1%
Total	\$17,844,381	100%	\$15,409,476	97%	\$15,844,065	100%

Issues: None

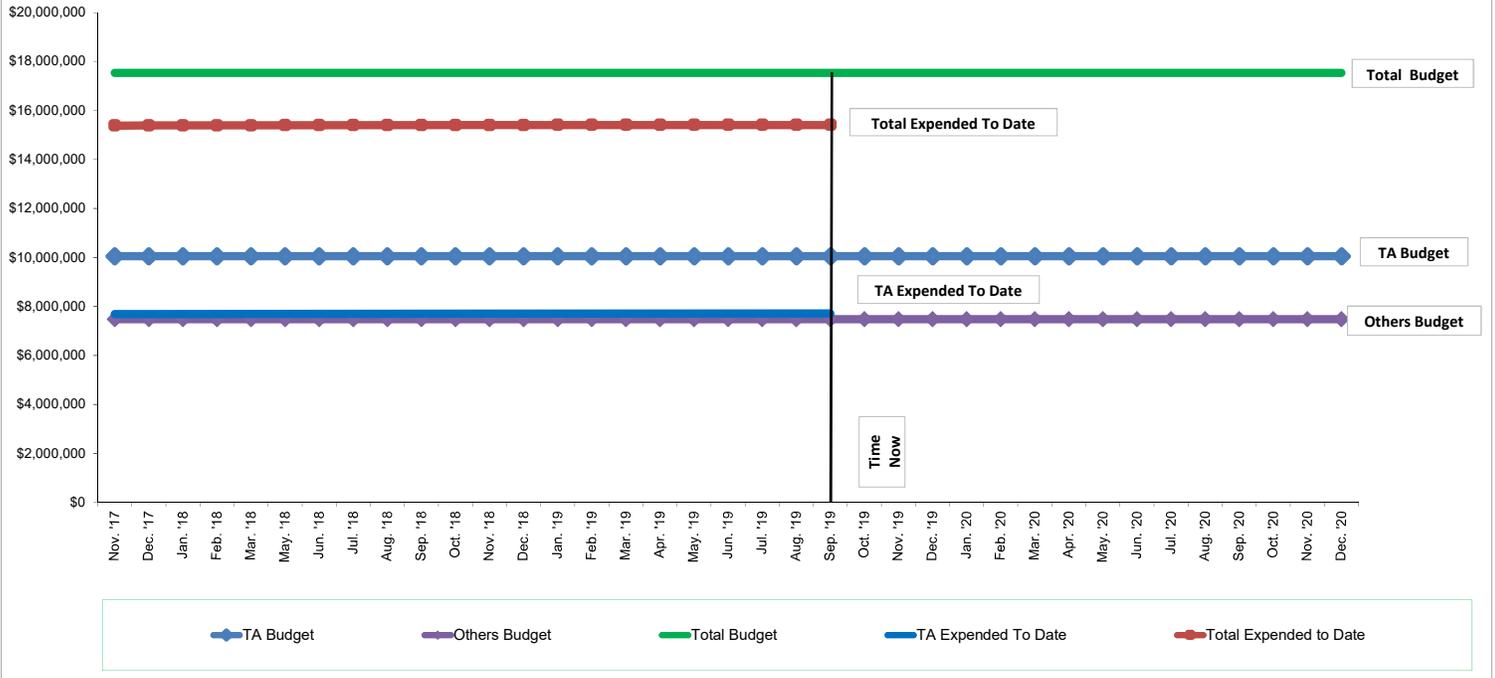
Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$10,054,000	\$7,712,277	\$434,589	\$8,146,866	\$1,907,134
Others	\$7,790,381	\$7,697,199	\$0	\$7,697,199	\$93,182
Total Project	\$17,844,381	\$15,409,476	\$434,589	\$15,844,065	\$2,000,316

Note: Budget for PS&E, construction, plant establishment and a 3-year biological monitoring period.

Project Cost Performance



* Cost inception from the beginning of current biological monitoring phase.

Issues: None

000791 - U.S. 101 EXPRESS LANES PROJECT (Previously U.S. 101/ Managed Lanes Project)

TA Role: Funding Agency / Co-Implementer / Co-Sponsor

Sponsors: C/CAG and TA

Scope:



This project will provide Express Lanes in both northbound and southbound directions of US 101 from the proposed Express Lanes in Santa Clara County to I-380 in San Mateo County.

Project Status Summary:

The PSR-PDS was approved on May 4, 2015, and a Supplemental PSR-PDS was approved on June 3, 2016. The project charter was finalized in August 2016. In February 2017, the project began a series of meetings to inform the City's staff (located in the vicinity of the project limits) about the project and potential benefits and impacts. The preparation of Draft Environmental Document (DED) and Draft Project Report were completed. The DED was released for public circulation and comment on November 21, 2017. The comment period was closed on January 19, 2018. In February 2018, TA Board programmed and allocated \$22,000,000 for PS&E, right-of-way and construction. Allocation for construction conditioned on completion of PS&E and right-of-way. Based on comments received on the DED, it was determined that modifications of some sections of the DED is necessary. To provide ample opportunity for public input, a 30-day partial recirculation was established. The partial recirculation of the PA&ED phase was completed in October 2018. The design and construction of the project were broken down into northern and southern segments. Construction of the southern segment began in March 2019.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (3/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	05/01/18	05/31/19	05/01/18	12/31/19	05/01/18	12/31/19
Construction (Southern Segment)	03/01/19	11/30/21	03/01/19	11/30/21	03/01/19	11/30/21

Progress

This Quarter:

- (1) Continued to address comments on 65% PS&E for the northern segment.
- (2) Prepared 95% and advanced PS&E to 100% for the northern segment.
- (3) Continued coordination with PG&E and AT&T for service point connections.
- (4) Began 95% estimate reconciliation with contractor for the northern segment.
- (5) Continued to review and issue Contract Change Orders.
- (6) Continued construction of the southern segment.
- (7) Began Toll Systems design and cost estimates.
- (8) Continued construction coordination with U.S. 101/Willow Interchange Project, U.S. 101/ Holly Street Interchange Project, U.S. 101/ S.R. 92 Area Improvements Project and U.S. 101/ S.R. 92 Direct Connector Project.
- (9) CTC approved San Mateo County Express Lanes Joint Powers Authority (JPA) to develop and operate a high-occupancy toll facility on US 101 in San Mateo County in August CTC meeting.

Future

Activities:

- (1) Complete 95% estimate reconciliation with contractor for the northern segment.
- (2) Continue coordination with PG&E and AT&T for service point connections.
- (3) Request multi-funded LPP/SCCP/STIP at CTC October Meeting.
- (4) Complete quantity and cost reconciliation for the northern segment.
- (5) Award CMGC contract for the northern segment.

Issues:

The project was broken down into northern and southern segments. The design phase for the southern segment was completed. The project was rebaselined to reflect the schedule for both segments.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$32,500,000	21%	\$25,288,952	78%	\$32,500,000	21%
Others						
Federal	\$9,500,000	6%	\$9,500,000	100%	\$9,500,000	6%
State	\$110,527,000	71%	\$76,024,442	69%	\$110,527,000	71%
Private*	\$3,000,000	2%	\$3,000,000	100%	\$3,000,000	2%
Total	\$155,527,000	100%	\$113,813,394	73%	\$155,527,000	100%

* \$3M from SAMCEDA Funding Agreement.

Issues:

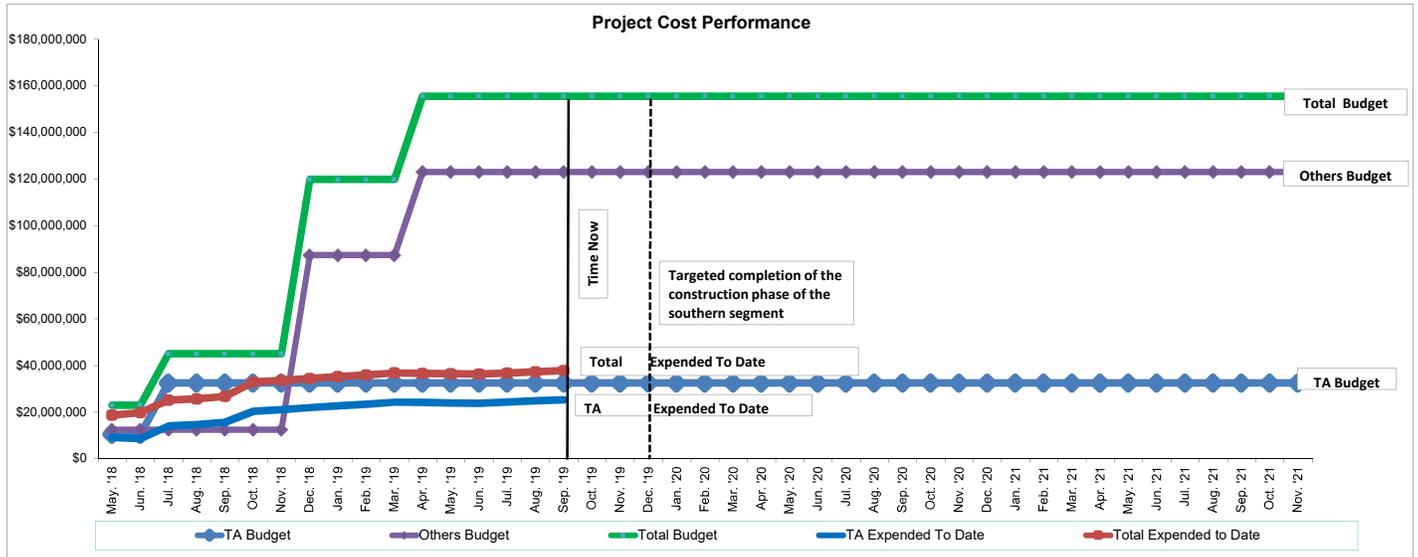
An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction for southern segment. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated by CTC and was added in the funding table. An additional \$50M of private funding was secured for the project and will be added to the funding table once the construction of the northern segment begins.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$32,500,000	\$25,288,952	\$7,211,048	\$32,500,000	\$0
Others	\$123,027,000	\$88,524,442	\$34,502,558	\$123,027,000	\$0
Total Project	\$155,527,000	\$113,813,394	\$41,713,606	\$155,527,000	\$0

Note: Budget is for PID, PA&ED, PS&E and right-of-way phases and construction for southern segment.



* Cost inception from the beginning of current design phase.

Issues:

An additional \$9.5 M of federal funds were added to the project budget in October 2017 for preliminary engineering work. An additional of \$22 M of Measure A funds were added to the project budget in July 2018. \$74.81M of Senate Bill 1 (SB 1) funding was added to the project budget in December 2018. \$36.03M of design funding for Cooperative Agreement was added to the project budget. An additional \$50M of private funding was secured for the project and will be added to the funding table once the construction of the northern segment begins.

000793 - HIGHWAY 1 SAFETY & OPERATIONAL PROJECT (GRAY WHALE COVE)

TA Role: Implementing and Funding Agency

Sponsor: County of San Mateo

Scope:



Safety and mobility improvement to relieve traffic congestion, improve throughput, and enhance safety for motorists, bicyclists and pedestrians along a 7-mile stretch of Highway 1 from Gray Whale Cove to Miramar. Scope of project includes Preliminary Planning Study (PPS), Permit Engineering Evaluation Report (PEER) and Encroachment Permit phases.

Project Status

Summary:

The Final PPS was issued on August 31, 2015. Improvements were grouped into five general locations with two or three alternatives evaluated for each location. Four public outreach meetings were held on the coast. Project delivery recommendations are included in the final PPS report. The project stakeholders are in favor of the Gray Whale Cove improvement location. In November 2016, the Gray Whale Cove improvement alternative was selected to move forward as a standalone project under the Caltrans PEER process. The PEER will serve as the Project Initiation Document (PID) and Project Approval document to enter the Caltrans Encroachment Permit process. In September 2017, TA and the County of San Mateo entered a Memorandum of Understanding to begin work associated with the PEER phase and Notice-to-proceed was issued to design consultant on September 27, 2017. Project is addressing final comments and preparing final design package.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PPS	03/03/14	06/30/15	03/03/14	12/31/15	03/03/14	08/31/15
PEER	09/27/17	09/30/18	09/27/17	11/30/19	09/27/17	11/30/19

Progress

This Quarter:

- (1) Continued coordination with PG&E for service point location.
- (2) Began preparing Encroachment Permit for hazardous materials investigation.
- (3) Continued to advance the PS&E package to final design level.
- (4) Provided additional information for U.S. Fish and Wildlife Service (USFWS) Formal Consultation and Biological Opinion.
- (5) Continued to coordinate with Caltrans on Design Standard Decision Document approval.
- (6) Began hazardous materials investigation.
- (7) Continued to obtain Design Standard Decision Document approval from Caltrans.
- (8) Continued to finalize remaining Environmental Memos and documents.

Future

Activities:

- (1) Submit final design PS&E package to Caltrans.
- (2) Finalize remaining Environmental Memos and documents.
- (3) Obtain Design Standard Decision Document approval from Caltrans.
- (4) Complete hazardous materials investigation.

Issues:

None

Funding:



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,500,000	100%	\$779,597	52%	\$1,500,000	100%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$0	0%	\$0	0%	\$0	0%
Total	\$1,500,000	100%	\$779,597	52%	\$1,500,000	100%

Issues:

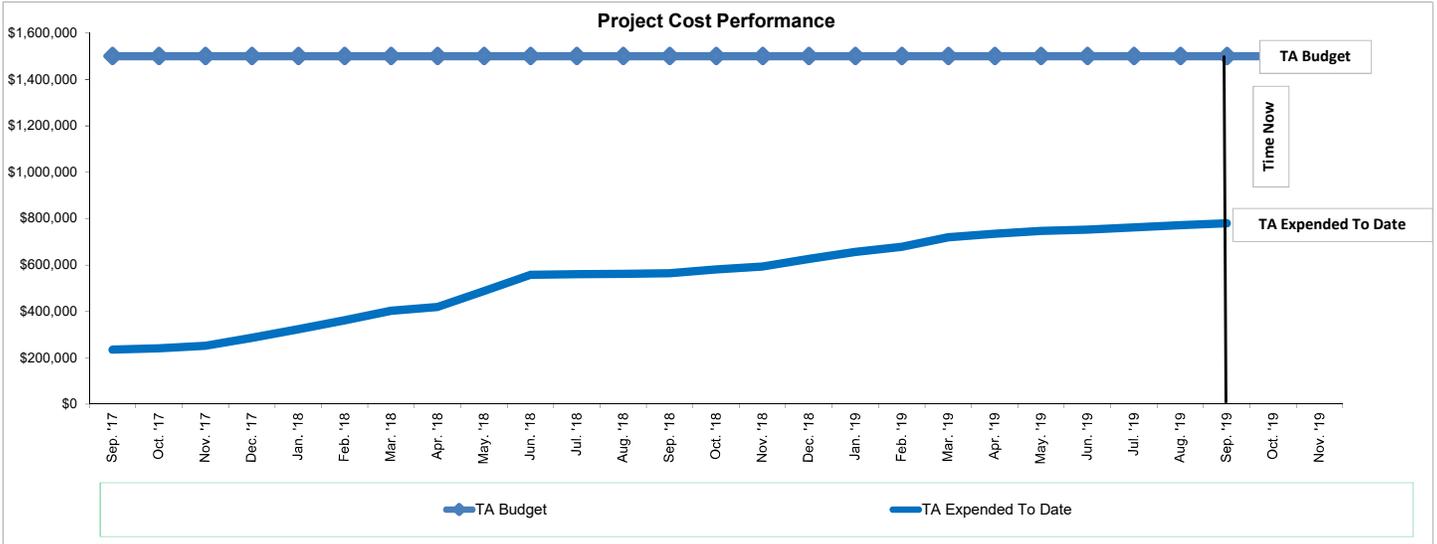
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,500,000	\$779,597	\$720,403	\$1,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$1,500,000	\$779,597	\$720,403	\$1,500,000	\$0

Note: Budget is for PPS, PEER and construction phases. Any cost saving from PEER phase will be made available for subsequent construction phase.



* Cost inception from the beginning of current PEER phase.

Issues: None

000795 - U.S. 101/ HOLLY STREET INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of San Carlos (Also Implementing Agency)

Scope: This project will convert the existing interchange to a partial cloverleaf interchange, realign on- and off-ramps, add signalized intersections, and add new and widened sidewalks with the addition of bike lanes.



Project Status Summary: The environmental document was certified by Caltrans on June 19, 2015. Final Project Report for the interchange was approved by Caltrans on September 25, 2015. PS&E phase of work was commenced in July 2015. The 65% design was submitted to Caltrans in November 2015. The interchange project was combined with the pedestrian overcrossing project, for which a Supplemental Project Report and Environmental Certification Revalidation are required and were approved in March 2018. 100% PS&E package was approved by Caltrans in June 2018. The City of San Carlos plans to combine the interchange project with the pedestrian overcrossing as a single construction project. The project is in advertisement and award period.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (09/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	05/01/13	12/31/14	05/01/13	05/22/15	05/01/13	06/19/15
PS&E	07/30/15	10/30/16	07/30/15	12/30/16	07/30/15	09/30/18*
Right-of-way	07/30/15	12/30/16	07/30/15	12/30/16	07/30/15	09/30/18*
Construction	12/01/20	06/30/22	01/01/21	07/31/22	01/01/21	07/31/22

Progress This Quarter:

- (1) Continued to finalize bid package and addenda.
- (2) City advertised project. Bid opening date is tentatively in October.
- (3) Continued to finalize Funding Agreement.
- (4) Continued construction coordination with U.S. 101 Express Lanes Project.
- (5) Reached consensus between City, TA, and Caltrans on the scope of work to be transferred from Express Lanes Project.

Future Activities:

- (1) Issue Addenda.
- (2) Evaluate bid and award construction contract.
- (3) Execute Funding Agreement.
- (4) Continue construction coordination with U.S. 101 Express Lanes Project.
- (5) Seek TA Board authorization for additional fundings resulting from the delay for the start of construction.

Issues: *City of San Carlos has been working with Caltrans to address Caltrans' comments and obtain approval on PS&E package. The project was scheduled to be constructed at the same time as U.S. 101 Express Lanes project. To avoid construction conflicts, Caltrans, City of San Carlos and TA collectively agreed to delay the construction of the Project to one year and transfer a portion of the Express Lanes project scope of work to the Project.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,000,000	80%	\$2,858,776	95%	\$3,000,000	80%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$763,063	20%	\$710,117	93%	\$763,063	20%
Total	\$3,763,063	100%	\$3,568,892	95%	\$3,763,063	100%

Issues: The current funding table does not include funding for construction phase. A total of \$14.59 M of Measure A funds were allocated for construction and right-of-way phases which included \$10.72 M funding allocation through the 2015 Highway Call-For-Project, and \$3.87 M allocation through a special circumstance request by the City of San Carlos. Allocation of Measure A funds for construction was conditioned upon the completion of design. City of San Carlos also committed \$4.53 M of matching funds for construction, construction support and right-of-way. Measure A funds will not contribute to the decorative lighting components of the project.

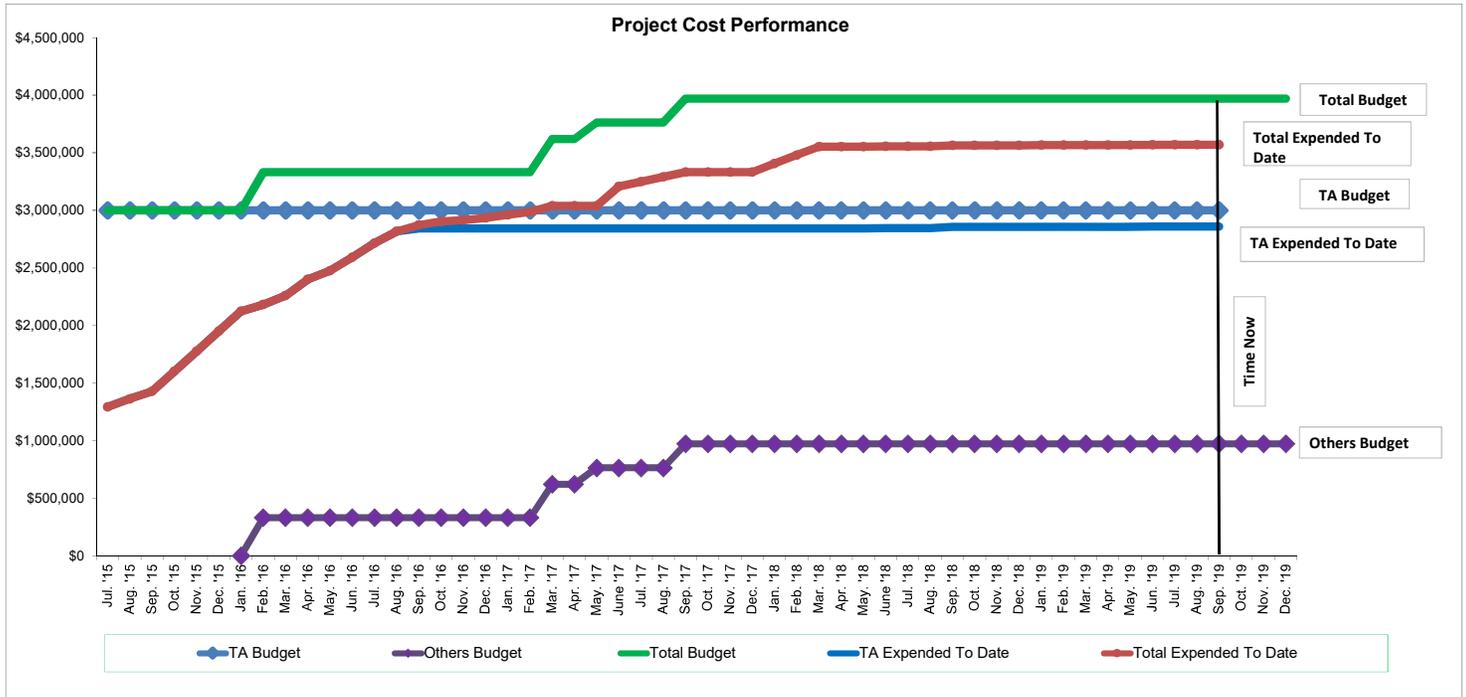
TA is working with the City and Caltrans to estimate the additional fundings for escalation cost, redesign, and scope transfer resulting from the delay for the start of construction.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,000,000	\$2,858,776	\$141,224	\$3,000,000	\$0
Others	\$763,063	\$710,117	\$52,946	\$763,063	\$0
Total Project	\$3,763,063	\$3,568,892	\$194,171	\$3,763,063	\$0

Note: Budget is for PA&ED and PS&E phases only. Budget does not include the \$100,000 fund provided by TA's Pedestrian and Bicycle Program for the Pedestrian Overcrossing Study.



* Cost inception from the beginning of current phase.

Issues:

In September 2017, City allocated additional \$208,233 to cover the increased costs and scope associated with utility relocation, retaining wall design, and decorative arches and lighting features. In December 2017, TA Board allocated an additional \$3.87 M for the construction phase, which includes \$2.38 M of additional construction funds and \$1.49 M of supplemental contingency funds.

TA is working with the City and Caltrans to estimate the additional fundings for escalation cost, redesign and scope transfer resulting from the delay for the start of construction.

000801 - U.S. 101/ PENINSULA AVE INTERCHANGE PROJECT

TA Role: Implementing Agency and Funding Agency

Sponsor: City of San Mateo

Scope:



The project will modify the existing US 101/Peninsula Avenue interchange to relieve traffic congestion and improve safety. The current project scope includes Project Initiation Document (PID), and Project Approval and Environmental Document (PA&ED) phases.

Project Status Summary:

The Project Study Report - Project Development Support (PSR-PDS) for the PID phase was completed in May 2015. The PA&ED phase commenced on June 1, 2016. The kick-off meeting was held on June 20, 2016. TA entered a Cooperative Agreement with Caltrans in January 2017 for Caltrans to perform Independent Quality Assurance and review and approval of environmental documents. The project is currently in traffic operational analysis. Other environmental and technical studies are currently on hold until traffic study is complete.

Issues:

Delay in issuing baseline schedule due to additional public meetings requested by the City of Burlingame to address potential traffic impact on City's streets.

Schedule:



(3a)

Major Milestones:	Original Baseline		Current Baseline (8/16)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR-PDS	02/18/14	06/30/15	02/18/14	06/30/15	02/18/14	05/22/15
PA&ED	06/01/16	TBD*	06/01/16	TBD*	06/01/16	TBD*

*Baseline schedule for PA&ED will be developed after traffic operational analysis is completed.

Progress

This Quarter:

- (1) Continued to refine traffic forecast model.
- (2) Continued to coordinate with City of Burlingame on information needed to be incorporated in the travel demand model.
- (3) Coordinated meetings with project stakeholders.
- (4) Continued to finalize 2045 Traffic Operational Analysis.
- (5) Received and begin to address comments from City of San Mateo on draft 2045 Traffic Operation Analysis.

Future

Activities:

- (1) Update baseline schedule when traffic operational analysis is completed.
- (2) Submit draft 2045 Build Traffic Operation Analysis Report.
- (3) Continue coordination with City of Burlingame and other project stakeholders.
- (4) Meet with Cities of Burlingame and San Mateo on draft 2045 Traffic Operation Analysis.

Issues:

Additional traffic studies and enhanced public outreach could potentially impact the project schedule.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,500,000	100%	\$1,705,672	49%	\$3,500,000	100%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$0	0%	\$0	0%	\$0	0%
Total	\$3,500,000	100%	\$1,705,672	49%	\$3,500,000	100%

Issues:

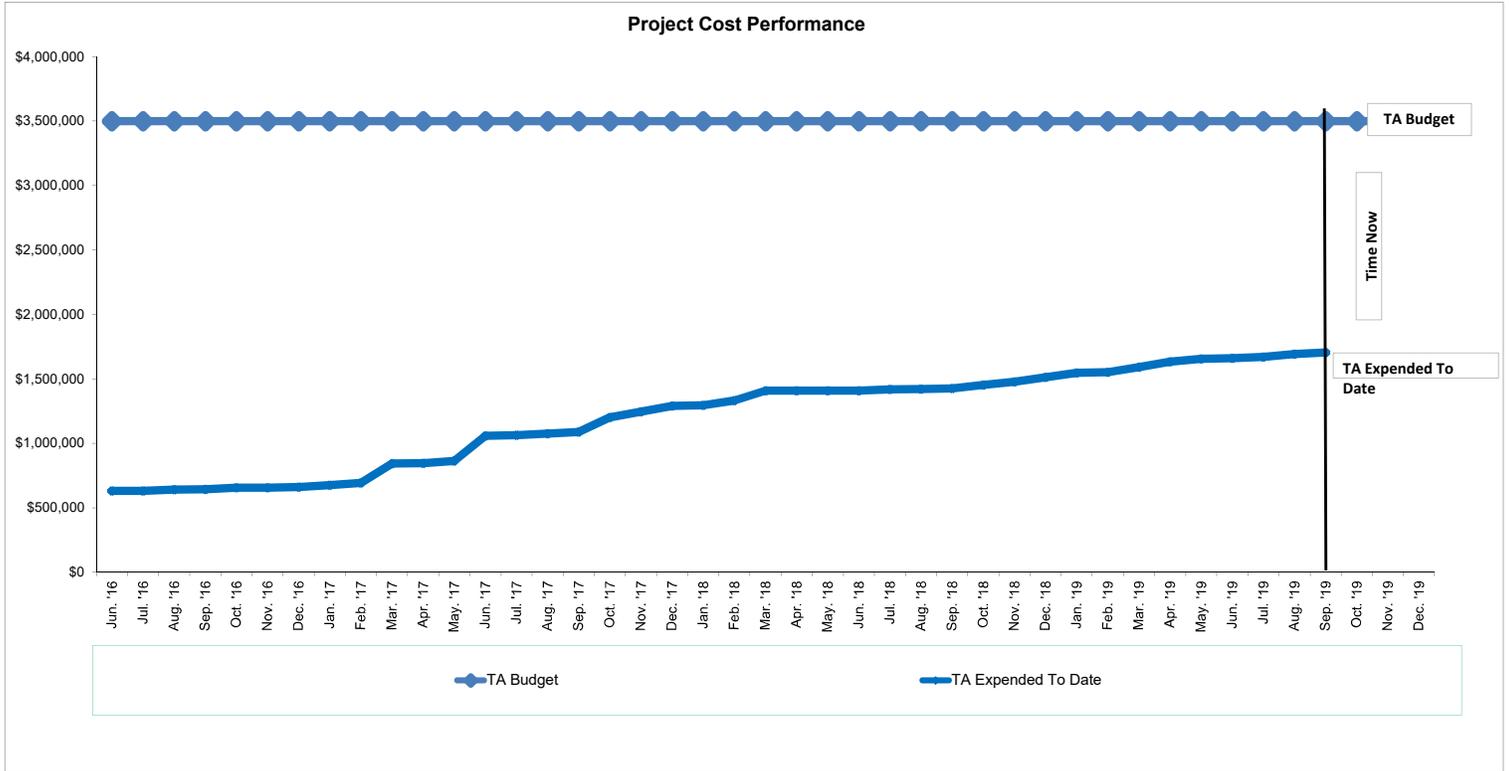
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,500,000	\$1,705,672	\$1,794,328	\$3,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$3,500,000	\$1,705,672	\$1,794,328	\$3,500,000	\$0

Note: Budget is for PID and PA&ED phases.



* Cost inception from the beginning of current PA&ED phase.

Issues: Cost associated with additional traffic studies and enhanced public outreach will require additional funding to complete the environmental phase of the project.

000803 - U.S. 101 / PRODUCE AVENUE PROJECT

TA Role: Funding Agency

Sponsor: City of South San Francisco (Also Implementing Agency)

Scope:



Project scope is to study alternatives for a new interchange and street that connect from Utah Street on the east side of US 101 to San Mateo Avenue on the west side of US 101. The project will study alternatives to enhance safety, improve traffic operations, provide a new local east-west connection across US 101, and improve bicycle and pedestrian facilities.

Project Status

Summary:

The Project Study Report – Project Development Support (PSR-PDS) document was approved by Caltrans in August 2015 . The City of South San Francisco selected a consultant team to proceed with the environmental studies (PA&ED phase) and issued a Notice-to-proceed in September 2017. Project is currently in preparation of engineering technical studies for PA&ED phase.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (9/17)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR-PDS	04/01/14	11/01/14	07/01/14	07/01/15	07/31/14	10/30/15
PA&ED	05/15/17	09/15/19	05/15/17	12/31/19	09/22/17	12/31/19

Progress

This Quarter:

- (1) Continued Environmental Studies.
- (2) Continued Traffic Studies.
- (3) Continued to refine Purpose & Need Statement.
- (4) Continued to update design alternatives to minimize right-of-way impacts.
- (5) Presented alternatives to City Council.

Future

Activities:

- (1) Continue Environmental Studies.
- (2) Continue Traffic Studies.
- (3) Finalize and submit Purpose & Need Statement to Caltrans.
- (4) Continue to update the Alternatives Analyss Matrix.
- (5) Draft Amendment to Funding Agreement for additional time needed to develop and analyze additional alternatives to minimize right-of-way impacts and engage in additional public outreach.

Issues:

The City has been evaluating two additional alternatives to minimize right-of-way impacts to business and private properties. The additional analysis could add time to the project. Schedule will be updated once the City completes analyzing schedule impacts.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,550,000	92%	\$1,554,452	44%	\$3,550,000	92%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$300,000	8%	\$69,175	23%	\$300,000	8%
Total	\$3,850,000	100%	\$1,623,627	42%	\$3,850,000	100%

Issues:

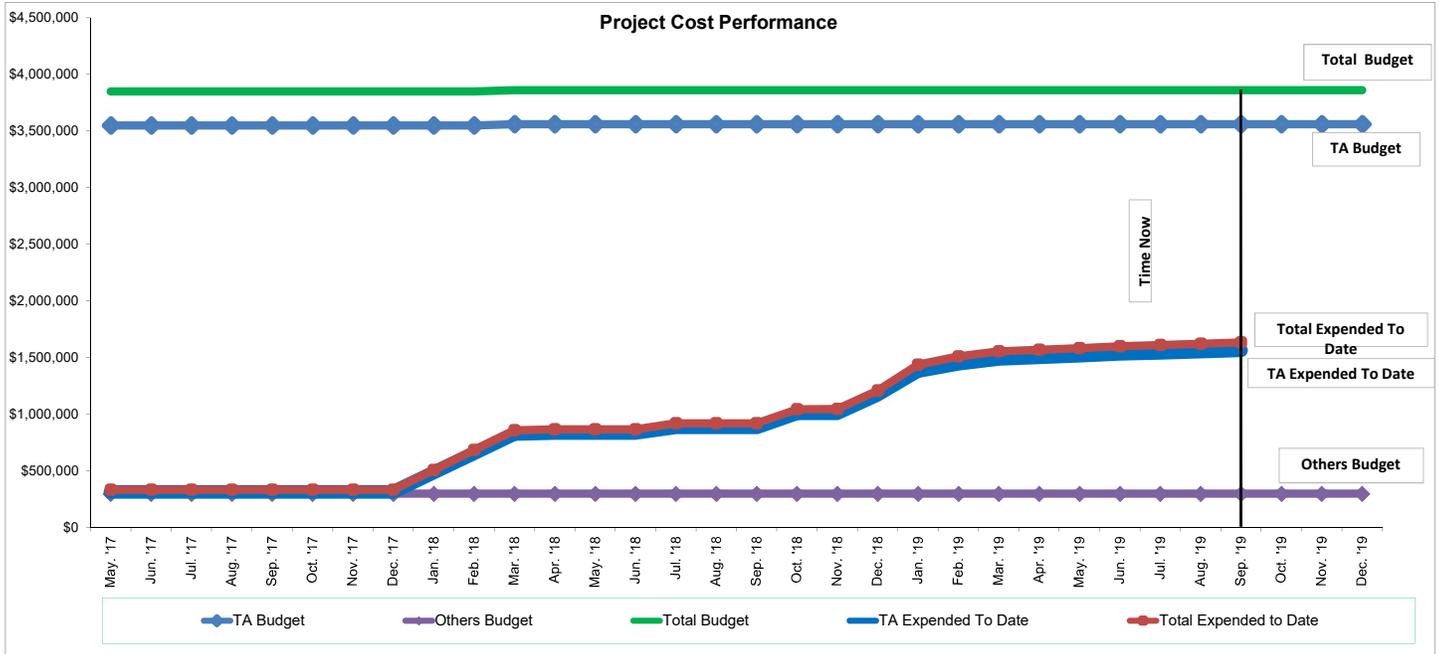
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$1,554,452	\$1,995,548	\$3,550,000	\$0
Others	\$300,000	\$69,175	\$230,825	\$300,000	\$0
Total Project	\$3,850,000	\$1,623,627	\$2,226,373	\$3,850,000	\$0

Note: Budget is for PSR-PDS and PA&ED phases.



* Cost inception from the beginning of current PA&ED phase.

Issues: None

000805 - HIGHWAY 92 / SR 82 (EL CAMINO REAL) INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of San Mateo

Scope: This project converted the existing interchange to a partial cloverleaf interchange, realigned and widened on-ramps and off-ramps, and added signalized intersections at ramp termini. The project also included widening sidewalks and added bike lanes on State Route 82.



Project Status Summary: Caltrans completed the 100% PS&E. Caltrans HQ approved the package for Ready-To-List. Right-of-Way Certification was received on May 9, 2016. On June 28, 2016, TA entered into a Cooperative Agreement with Caltrans and City of San Mateo for Construction phase of the project. Bids opened on December 6, 2016. Construction contract was awarded in January 2017. Notice-to-Proceed was issued on April 17, 2017 and the project kick-off meeting was held on April 24, 2017. Caltrans accepted the construction contract work on August 2, 2018. The project is in highway planting final design.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	07/01/14	07/01/15	07/01/14	01/30/16	07/01/14	05/16/16
Construction	04/17/17	12/05/17	04/17/17	08/31/18	04/17/17	08/31/18
Highway Planting Design	09/01/19	07/30/20	09/01/19	07/30/20	09/01/19	07/30/20

Progress This Quarter:

- (1) Continued project closeout.
- (2) City awarded and onboarded consultant team to perform highway planting design.
- (3) Conducted kick-off meeting with City, Caltrans and consultant team.

Future Activities:

- (1) Complete project closeout.
- (2) Begin highway planting design.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$18,400,000	69%	\$17,162,220	93%	\$18,400,000	69%
Others						
Federal	\$1,980,000	7%	\$1,980,000	100%	\$1,980,000	7%
State	\$5,050,000	19%	\$4,899,198	97%	\$5,050,000	19%
City	\$1,181,535	4%	\$1,186,901	100%	\$1,181,535	4%
Total	\$26,611,535	100%	\$25,228,319	95%	\$26,611,535	100%

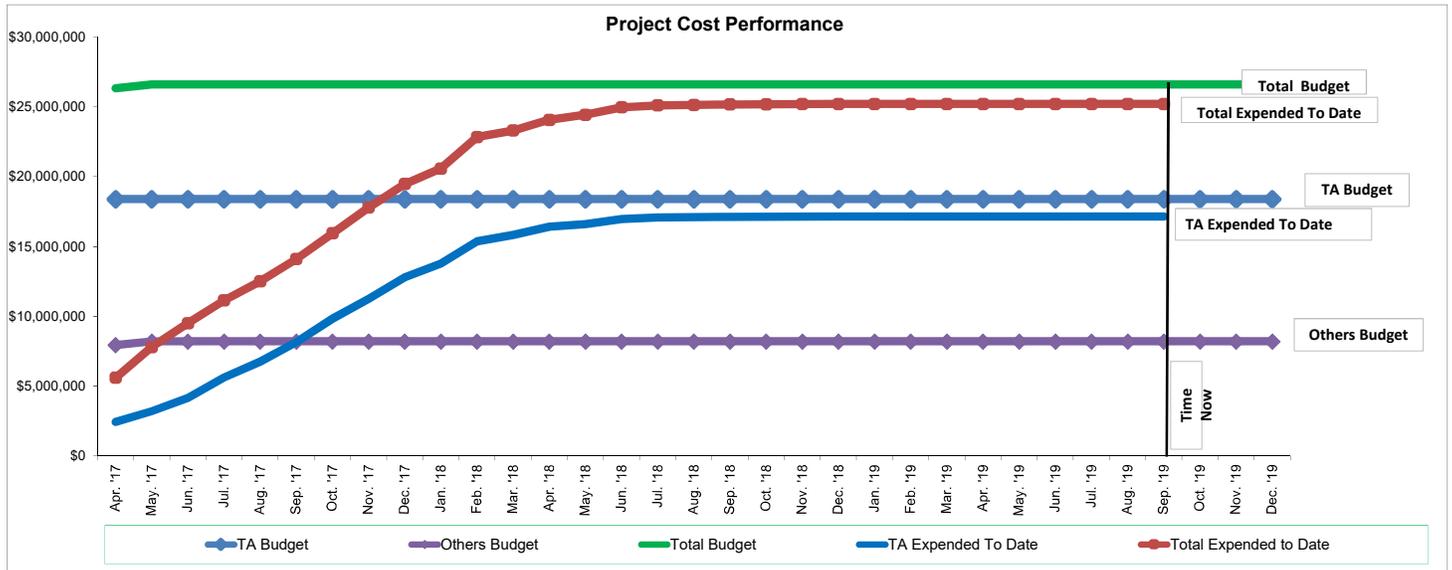
Issues: Construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$18,400,000	\$17,162,220	\$1,237,780	\$18,400,000	\$0
Others	\$8,211,535	\$8,066,100	\$145,435	\$8,211,535	\$0
Total Project	\$26,611,535	\$25,228,319	\$1,383,216	\$26,611,535	\$0

Note: Budget is for PA&ED, PS&E, right-of-way and construction phases. Construction cost saving may be made available to fund standard landscaping construction.



* Cost inception from the beginning of construction phase.

Issues: None

000822 - ROUTE 1 SAFETY AND OPERATIONAL IMPROVEMENTS PROJECT WAVECREST ROAD TO POPLAR STREET

TA Role: Funding Agency

Sponsor: City of Half Moon Bay

Scope:



This project will provide safety enhancement and operational improvements on State Route (SR) 1 from Wavecrest Road to Poplar Street. The project will extend the two southbound traveled lanes to the intersection of SR 1 and Wavecrest Road and lengthen the existing southbound left-turn lane at Main Street. The project will also signalize the intersection and Main Street and Higgins Canyon Road and modify the median islands. In addition, the project will provide a multi-use path along Higgins Canyon Road.

Project Status Summary:

Caltrans approved the Permit Engineering Evaluation Report (PEER) in December 2017 and environmental clearance has been secured for the project that satisfied the conditions of the allocation of Measure A for design phase. The project is in preparation of necessary agreements to begin construction phase.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (12/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Preliminary Design	03/01/18	12/31/18	03/01/18	12/31/18	03/01/18	12/31/18
Final Design	01/01/19	03/31/19	01/01/19	03/31/19	01/01/19	06/30/19

Progress This Quarter:

- (1) Obtained Caltrans approval on 100% PS&E package.
- (2) Prepared to obtain TA Board approval for construction fund allocation.
- (3) Drafted Funding Agreement for construction phase.
- (4) Began coordination with PG&E for undergrounding of overhead electric and communication lines.
- (5) Completed project closeout.

Future Activities:

- (1) Seek TA Board authorization for construction fund allocation.
- (2) Finalize and execute Funding Agreement for construction phase.
- (3) Prepare to advertise contract.
- (4) Seek City Council approval to execute agreement with PG&E for undergrounding of overhead electric and communication lines.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$300,000	100%	\$300,000	100%	\$300,000	100%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$0	0%	\$0	0%	\$0	0%
Total	\$300,000	100%	\$300,000	100%	\$300,000	100%

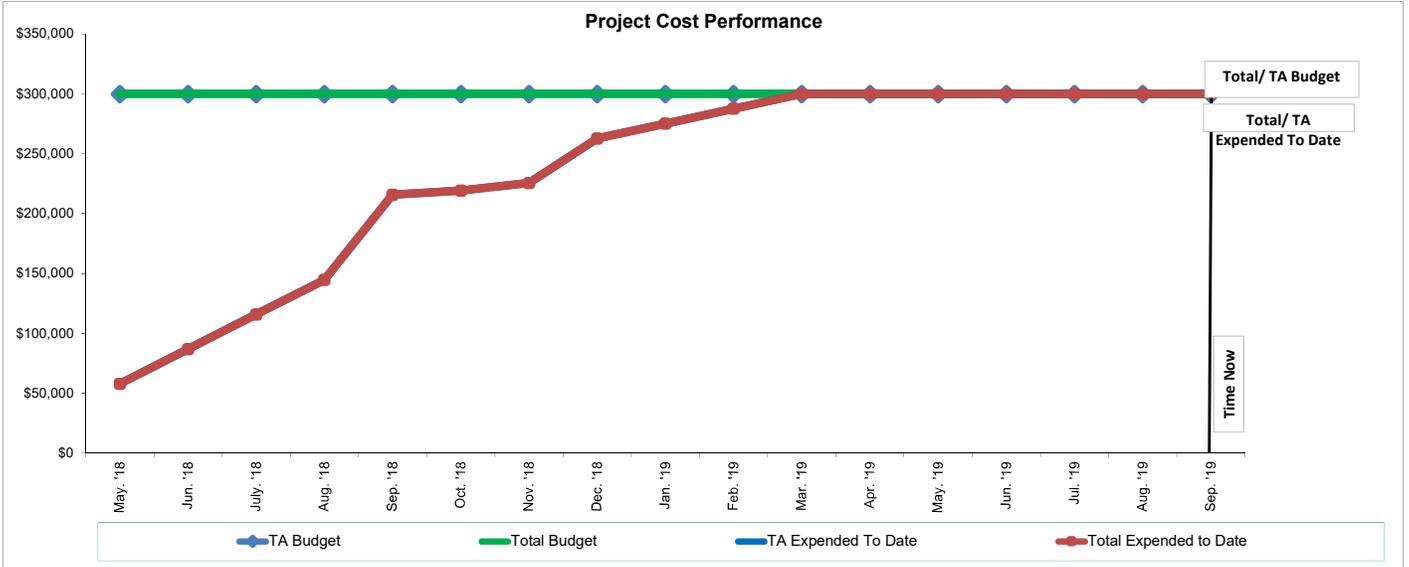
Issues: TA and City of Half Moon Bay to seek TA Board authorization for construction fund allocation. Funding table will be updated once TA Board authorization is granted.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$300,000	\$300,000	\$0	\$300,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$300,000	\$300,000	\$0	\$300,000	\$0

Note: Budget is for design phase only.



Issues:

TA and City of Half Moon Bay will submit an allocation request to TA Board in October for \$3.2 M of previously programmed Measure A Funds for construction phase. Budget table will be updated once TA Board authorization is granted.

000823 - ROUTE 1 SAFETY AND OPERATIONAL IMPROVEMENTS PROJECT MAIN STREET TO KEHOE AVENUE

TA Role: Funding Agency

Sponsor: City of Half Moon Bay

Scope:



This project will provide safety enhancement and operational improvements on State Route (SR) 1 from Main Street to Kehoe Avenue. The project will widen SR 1 to add left- and right-turn lanes at intersections, install a new traffic signal at Terrace Avenue, extend the existing Frontage Road further south, and consolidate the SR 1 intersections at Grand Boulevard and Frontage Road into a single intersection at Terrace Avenue. The existing Frontage Road will be extended south to connect with Grand Boulevard. SR 1 access to and from Grand Boulevard and Frontage Road will be replaced by a four-legged intersection at SR 1/Terrace Avenue. The SR 1/Terrace Avenue intersection will be signalized, and crosswalks will be installed. The extension of the Frontage Road requires a retaining wall west of SR 1. Several segments of the existing Naomi Patridge Trail on the west side of SR 1 will be realigned and reconstructed.

Project

Status Summary:

Caltrans approved the Permit Engineering Evaluation Report (PEER) in February 8, 2019 and environmental clearance has been secured for the project that satisfied the conditions of the allocation of Measure A for design phase. The project is currently in design phase.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PEER/ Preliminary Design	11/01/17	02/08/19	11/01/17	02/08/19	11/01/17	02/08/19
Final Design	04/19/19	05/31/20	04/19/19	05/31/20	04/19/19	05/31/20

Progress

This Quarter:

- (1) Continued 35% PS&E design.
- (2) Continued geotechnical investigation.

Future

Activities:

- (1) Submit 35% PS&E design to Caltrans.
- (2) Complete geotechnical investigation.
- (3) Begin right-of-way and utilities investigations.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$300,000	35%	\$36,974	12%	\$300,000	35%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$556,185	65%	\$59,483	11%	\$556,185	65%
Total	\$856,185	100%	\$96,457	11%	\$856,185	100%

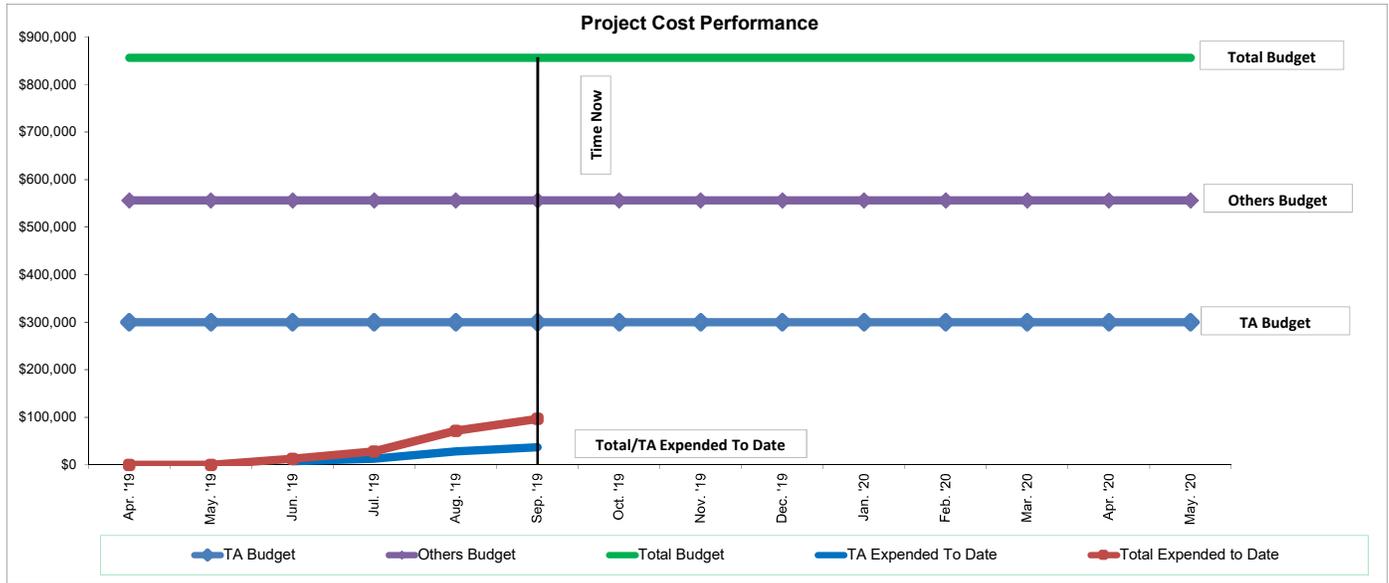
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$300,000	\$36,974	\$263,026	\$300,000	\$0
Others	\$556,185	\$59,483	\$496,702	\$556,185	\$0
Total Project	\$856,185	\$96,457	\$759,728	\$856,185	\$0

Note: Budget is for design phase only.



Issues: None

100302 - U.S. 101 MANAGED LANES NORTH PROJECT

TA Role: Funding Agency/ Co-Sponsor

Sponsor: C/CAG and TA (In Coordination With SFCTA)

Scope:  This project will provide Managed Lanes on US 101 and I 280 from the terminus of US 101 Managed Lanes project in San Mateo County near the I-380 interchange into downtown San Francisco at the terminus of I 280 at 5th Street/ King Street. This project will complete managed lanes gap along US 101 in San Mateo County. The Project Initiation Document (PID) will refine the alternatives for managed lanes based on inputs from the San Francisco Freeway Corridor Management Study Phase 2 in San Francisco County.

Project Status Summary: In October 2015, TA Board programmed and allocated \$8,000,000 for the environmental phase of the US 101 Auxiliary Lanes Project. Based on the environmental studies conducted and growing traffic congestion, it was determined that there is a need to consider the extension of Managed Lanes north of I-380, which was not included in the scope of the approved PID for the Auxiliary Lanes Project. In January 2018, TA Board reallocated \$1,000,000 previously-allocated for the environmental phase of the US 101 Auxiliary Lanes Project (Oyster Point to San Francisco County Line) to this PID scope of work. TA is committed to fund up to \$750,000 or 50% of the costs associated with the PID phase. A Notice-to-proceed was issued for PID scope of work in March 2018.

Issues: None

Schedule: 

Major Milestones:	Original Baseline		Current Baseline (08/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID (PSR-PDS)	08/01/18	08/31/19	08/01/18	12/31/19	08/01/18	12/31/19

Progress This Quarter:

- (1) Completed analysing advanced traffic data.
- (2) Submitted Final PSR-PDS to Caltrans.
- (3) Caltrans, SFCTA, TA and C/CAG collectively agreed to proceed to environmental phase and split the project by County: the San Francisco County and San Mateo County.
- (4) SFCTA submitted an extension request for the Funding Agreement to include additional time to circulate and obtain approval for final PSR-PDS.

Future Activities:

- (1) Obtain Caltrans' approval on Final PSR-PDS.
- (2) Execute amendment to Funding Agreement between SFCTA and SMCTA.
- (3) Begin project closeout.
- (4) Prepare agreements with Caltrans and C/CAG for PAED phase.
- (5) Seek TA Board authorization for PAED funds allocation.

Issues: The project team determined that performing advanced traffic data collection will optimize the PAED schedule. The project scope of work was amended to include advanced traffic data collection. Schedule has been extended to include additional time to circulate and obtain approval for final PSR-PDS.

Funding : 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,000,000	57%	\$552,700	55%	\$1,000,000	57%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
SFCTA & CMA	\$750,000	43%	\$494,117	66%	\$750,000	43%
Total	\$1,750,000	100%	\$1,046,817	60%	\$1,750,000	100%

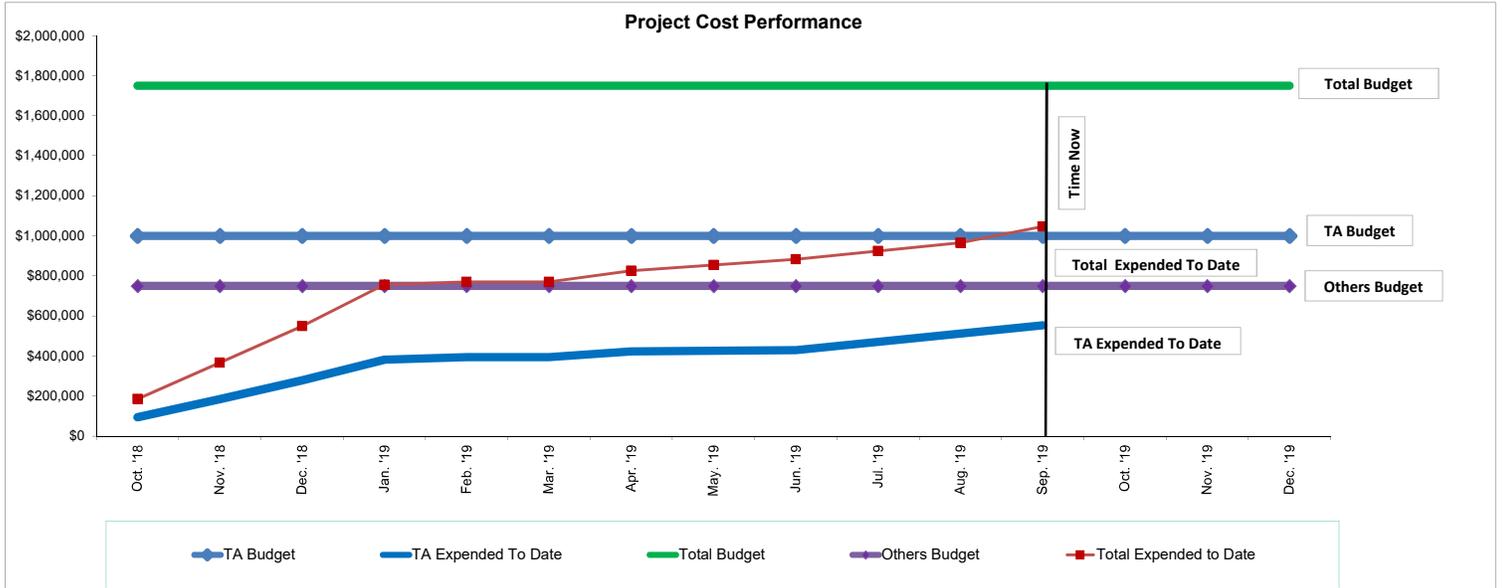
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,000,000	\$552,700	\$447,300	\$1,000,000	\$0
Others	\$750,000	\$494,117	\$255,883	\$750,000	\$0
Total Project	\$1,750,000	\$1,046,817	\$703,183	\$1,750,000	\$0

Note: Budget is for PID phase only.



Issues: None

100318 - U.S. 101 / SR 92 INTERCHANGE AREA IMPROVEMENTS PROJECT

TA Role: Implementing and Funding Agency

Sponsor: City of Foster City, City of San Mateo

Scope: The project will identify the short-term improvements to improve traffic safety and increase mobility at the vicinity of the US 101/ SR 92 interchange. The improvements include constructing an additional lane to westbound SR 92 to southbound US 101 connector ramp, modifying lane merge from US 101 connector ramps to eastbound SR 92, modifying southbound US 101 Fashion Island Boulevard exit ramp, and modifying the widening of US 101 Hillsdale Boulevard exit ramp.

Project Status Summary: The project is in development of the Final Project Study Report - Project Development Support (PSR-PDS). Approval of a PSR-PDS will serve as a Project Initiation Document (PID) to advance the project to environmental study phase.

Issues: None

Schedule:

Major Milestones:	Original Baseline		Current Baseline (12/01)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID	06/01/18	06/30/19	10/01/18	11/01/19	10/01/18	11/01/19

Progress This Quarter:

- (1) Addressed Caltrans comments on Draft PSR-PDS.
- (2) Finalized and submitted Draft Final PSR-PDS to Caltrans and project stakeholders.
- (3) Began to address Caltrans comments on Draft Final PSR-PDS.
- (4) Conducted risk register meeting.

Future Activities:

- (1) Submit Final PSR-PDS to Caltrans and obtain Caltrans' approval.
- (2) Seek TA Board authorization to become project sponsor.

Issues: The Cities of San Mateo and Foster City submitted a formal request to TA to modify the scope of the project to eliminate the three right turn lane configuration at the intersection of Hillsdale Boulevard/ U.S. 101 northbound off-ramp as an option for the project. The City of San Mateo also requested to add the additional eastbound thru lane on Hillsdale Boulevard to the project.

Funding:

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$630,000	90%	\$453,707	85%	\$531,900	88%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$70,000	10%	\$25,944	37%	\$70,000	12%
Total	\$700,000	100%	\$479,650	122%	\$601,900	100%

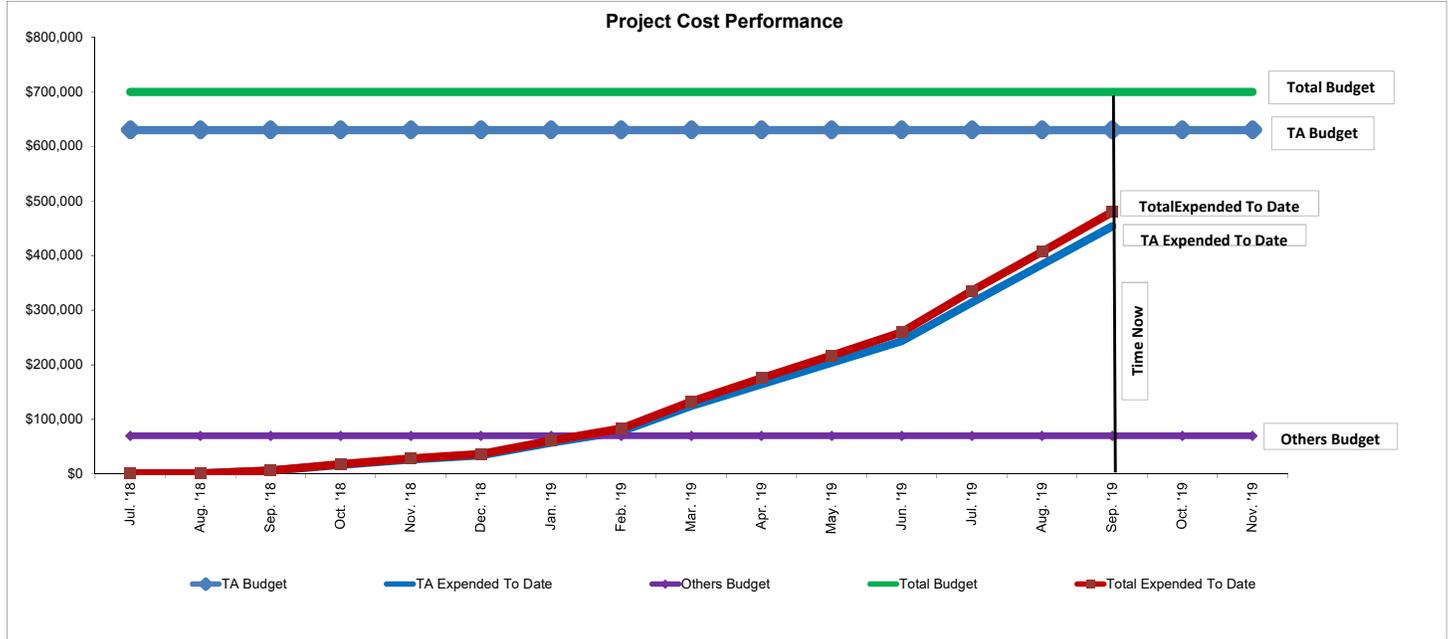
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$630,000	\$453,707	\$78,193	\$531,900	\$98,100
Others	\$70,000	\$25,944	\$33,156	\$59,100	\$10,900
Total Project	\$700,000	\$479,650	\$111,350	\$591,000	\$109,000

Note: Budget is for PID phase only.



Issues: None

100319 - U.S. 101 / SR 92 DIRECT CONNECTOR PROJECT

TA Role: Implementing and Funding Agency

Sponsor: City of Foster City, City of San Mateo

Scope:  The project will identify the long-term improvements to address traffic congestion and increase mobility at the US 101/ SR 92 interchange. Project will study a high-occupancy vehicle (HOV) direct connectors from westbound SR 92 to northbound and southbound US 101, a branch connector from the existing southbound US 101 to eastbound SR 92 connector, and widening of eastbound SR 92 Bridge over Seal Slough.

Project Status Summary: The project is currently in development of alternative analysis and technical studies for Project Study Report - Project Development Support (PSR-PDS). Approval of a PSR-PDS will serve as a Project Initiation Document (PID) to advance the project to environmental study phase.

Issues: None

Schedule: 

Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID	06/01/18	06/30/19	10/01/18	12/31/19	10/01/18	12/31/19

Progress This Quarter:

- (1) Conducted second Geometrics Focus meeting with Caltrans.
- (2) Continued to refine Purpose and Need Statement.
- (3) Continued to develop Design Standard Risk Assessment Matrix.
- (4) Continued to develop Risk Register.
- (5) Continued to develop Project Description
- (6) Refined geometric layout and alternatives.
- (7) Continued to develop engineering analyses.
- (8) Conducted Alternative Review Workshop with project sponsors.

Future Activities:

- (1) Submit Draft PSR-PDS to Caltrans and project stakeholders.
- (2) Address comments on Draft PSR-PDS.
- (3) Seek TA Board authorization to become project sponsor.

Issues: The project team, including TA and C/CAG, has been evaluating the schedule impact due to focusing resources on the PSR-PDS delivery for the U.S. 101/ SR 92 Interchange Area Improvements Project to meet a funding allocation requirement. Schedule will be updated once the analysis is completed.

Funding : 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$2,207,000	99%	\$349,632	16%	\$2,157,500	99%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$23,000	1%	\$2,720	12%	\$22,500	1%
Total	\$2,230,000	100%	\$352,353	16%	\$2,180,000	100%

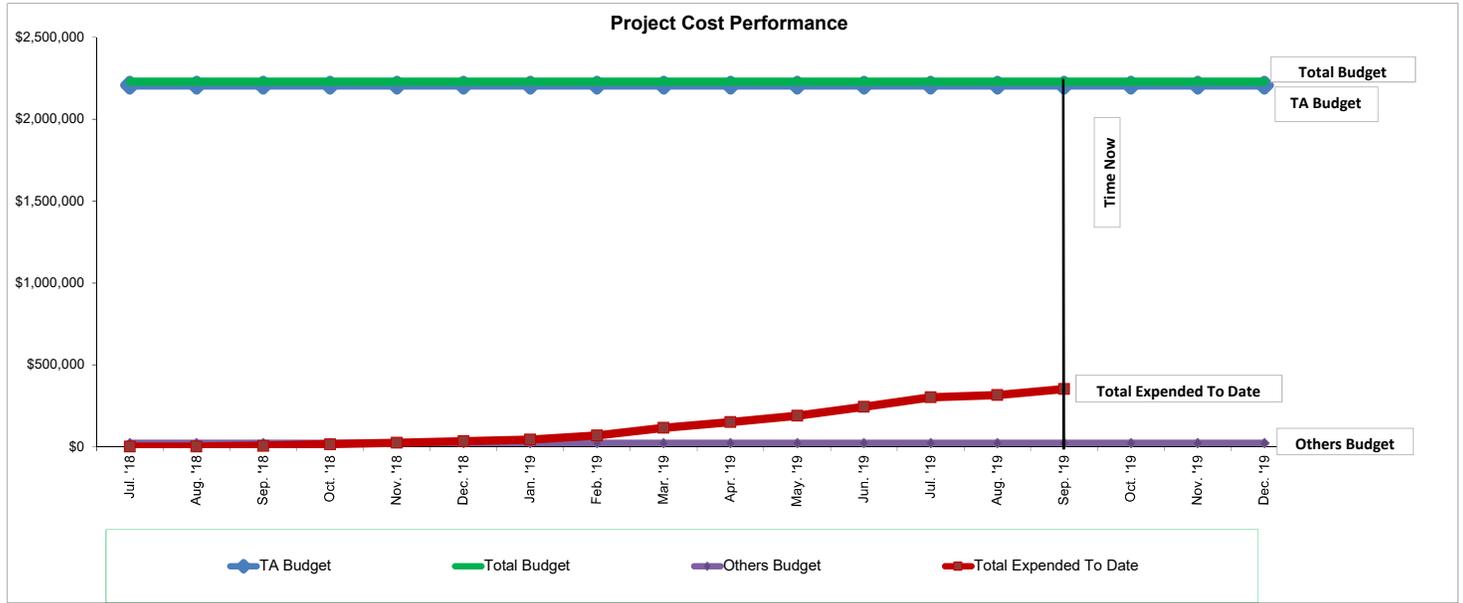
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$2,207,000	\$349,632	\$1,807,868	\$2,157,500	\$49,500
Others	\$23,000	\$2,720	\$19,780	\$22,500	\$500
Total Project	\$2,230,000	\$352,353	\$1,827,647	\$2,180,000	\$50,000

Note: Budget is for PID phase only.



Issues: None

100321 - ROUTE 1/ MANOR DRIVE OVERCROSSING PROJECT

TA Role: Funding Agency

Sponsor: City of Pacifica

Scope:



This project will widen the Manor Avenue overcrossing structure above Route 1 to accommodate right-turn movement of larger vehicles. The project will install traffic signal systems at the intersections of Manor Avenue and Palmetto Ave, and Manor Avenue and Oceana Boulevard, and provide pedestrian and bicycle facility improvements. In addition, the project will also study an on-ramp for northbound Route 1 at Milagra Drive and Oceana Boulevard, utilizing an existing bus pull-out ramp that is no longer in use.

Project Status Summary:

City of Pacifica issued Notice-to-proceed to design consultant in August 2018. A community meeting was held on November 27, 2018 to introduce the project to residents and businesses. The project is completed.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Planning	07/01/18	09/30/19	07/01/18	09/30/19	07/01/18	09/30/19

Progress This Quarter:

(1) Completed project closeout.

Future Activities:

(1) City to seek funding for subsequent phase of work. This is the final report.

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$645,000	90%	\$470,907	100%	\$470,907	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$70,000	10%	\$52,969	100%	\$52,969	10%
Total	\$715,000	100%	\$523,876	100%	\$523,876	100%

Issues:

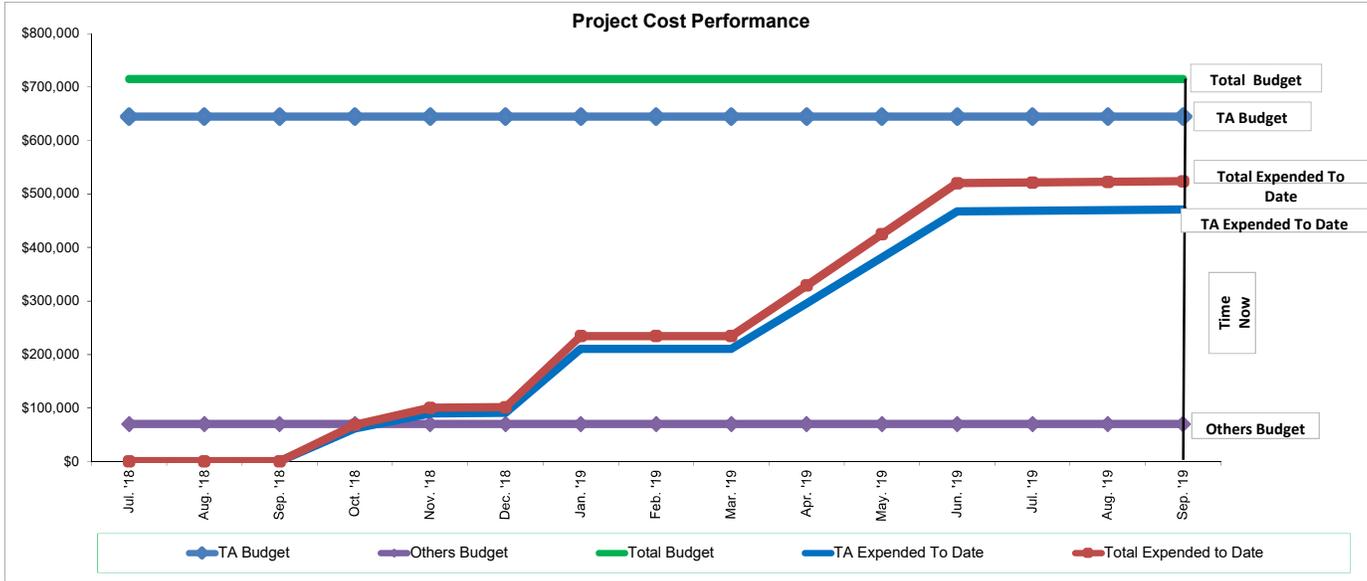
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$645,000	\$470,907	\$0	\$470,907	\$174,093
Others	\$70,000	\$52,969	\$0	\$52,969	\$17,031
Total Project	\$715,000	\$523,876	\$0	\$523,876	\$191,124

Note: Budget is for planning phase only.



Issues: None

100322 - RAILROAD AVENUE EXTENSION PROJECT

TA Role: Funding Agency

Sponsor: City of South San Francisco

Scope:



The Project will extend the existing Railroad Avenue from its terminal at South Linden Avenue (West of U.S. 101) eastward to East Grand Avenue/Allerton Avenue (East of U.S. 101). The proposed Railroad Avenue extension will have three lanes in each direction providing connectivity between the east and west areas of the City of South San Francisco. An existing railroad spur owned by Union Pacific Railroad (UPRR) along the eastern neighborhood will need to be removed as a result of the project. The proposed Railroad Avenue extension will go under U.S. 101 and be grade separated from Airport Boulevard. The Project will include the construction of ADA compliant curb ramps, curb and gutter, pavement markings such as crosswalks, traffic mitigation measures, and accommodate facilities for bicyclists and pedestrians. The City is also evaluating the need to widen the existing Railroad Avenue to accommodate additional roadway lanes to install sidewalks and crosswalks for pedestrian access. Right-of-way acquisitions of adjacent lots will be required.

Project Status Summary:

The City of South San Francisco issued Notice-to-proceed to design consultant in March 2019. The project is in preparation of the final report.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (11/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Planning	11/01/18	10/31/19	11/01/18	10/31/19	11/01/18	10/31/19

Progress This Quarter:

- (1) Completed City's review of the draft report.
- (2) Began preparation of the final design report and cost estimates.

Future Activities:

- (1) Complete City's review of the final design report and cost estimates.
- (2) Present report to City Council.
- (3) Closeout project.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$180,000	90%	\$51,710	29%	\$180,000	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$20,000	10%	\$5,033	25%	\$20,000	10%
Total	\$200,000	100%	\$56,743	28%	\$200,000	100%

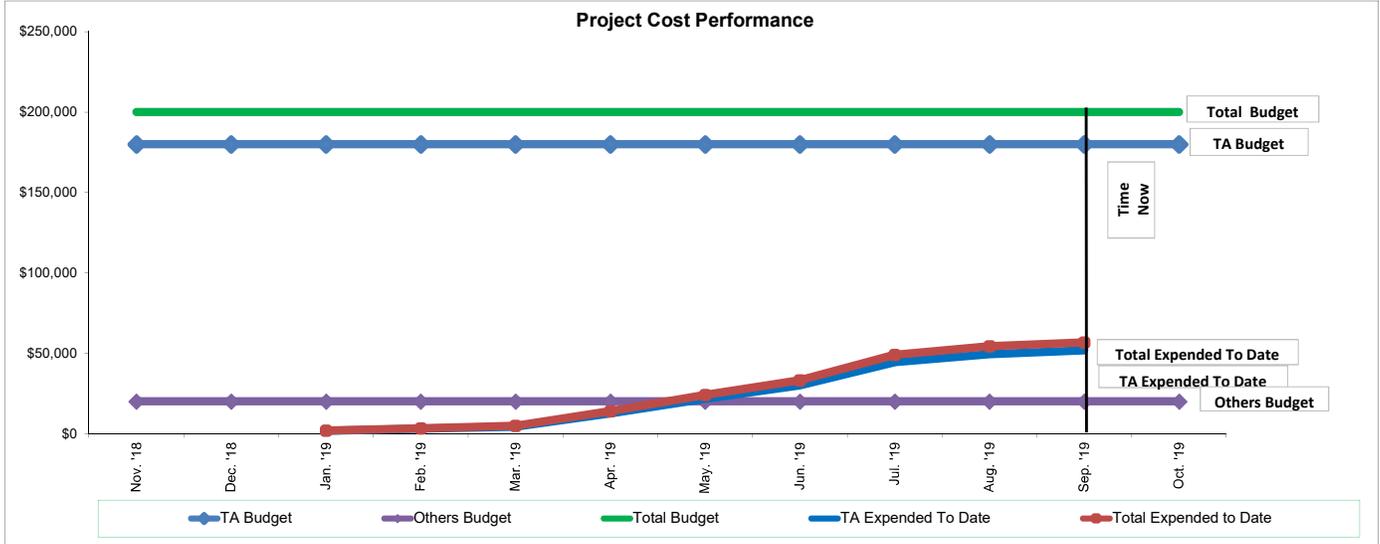
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$180,000	\$51,710	\$128,290	\$180,000	\$0
Others	\$20,000	\$5,033	\$14,967	\$20,000	\$0
Total Project	\$200,000	\$56,743	\$143,257	\$200,000	\$0

Note: Budget is for planning phase only.



Issues: None

TA – Caltrain Project

**TA - Caltrain Projects:
Railroad Grade Separations**

	SMCTA Budget \$74,000,000	Expended \$48,570,384	Remaining \$25,429,616
<p>00812 - GRADE SEPARATION PROJECT - 25th Avenue (San Mateo)</p> <p>Scope: This project uses Measure A funds for the environmental/preliminary engineering, final design and right of way construction phases of work for a two-track elevated grade separation of 25th Avenue San Mateo County. The extension of 28th and 31st Avenues between El Camino Real and Delaware Street and the relocation of the Hillside Caltrain Station are also included in the project but are being funded from other sources.</p> <p>Phase: Construction</p> <p>Status: Construction of the mechanically stabilized earth (MSE) wall, north of 25th was completed. Construction continued on the MSE wall between 25th and 28th Avenues. Construction of the MSE wall north of the pedestrian underpass continued. Construction on the center bents (substructure units to support bridge at intermediate intervals) was completed. Construction of ramp walls at 28th Avenue completed. Construction of retaining walls for sidewalk at 31st, west side began. Began installation of superstructure (portion of the structure that is the span and directly receives live load) at 25th and 28th Avenue bridges. Continued the relocation of AT&T utilities at 31st. Final cutover of the PG&E gas line was completed. Regular coordination meetings between contractor, City, Caltrain, SMCTA, utility companies and stakeholders were on-going.</p>			
<p>00813 - GRADE SEPARATION STUDY PROJECT - Broadway (Burlingame)</p> <p>Scope: The Scope of Work involves preliminary engineering and environmental work needed prior to performing final design and construction of the overall Project. The phase includes advancing the preliminary design to an approximate 35% level and to obtain environmental clearance, which will be sought under both NEPA and CEQA in order to maximize potential for funding subsequent phases of the project.</p> <p>Phase: Preliminary Engineering/Environmental (PE/ENV)</p> <p>Status: The environmental team completed archeological site investigation and began laboratory analysis of corings collected. The project team completed review of 15% design submittal. The project team continued coordination with PCEP regarding re-design of the traction power paralleling substation.</p>	SMCTA Budget \$4,850,000	Expended \$2,676,536	Remaining \$2,173,464

**TA - Caltrain Projects (Continued):
Railroad Grade Separations**

	SMCTA Budget \$650,000	Expended \$317,957	Remaining \$332,043
<p>00814 - GRADE SEPARATION STUDY REPORT – South Linden Avenue/Scott Street</p> <p>Scope: This is a planning study by Caltrain in conjunction with the cities of South San Francisco and San Bruno, to explore the feasibility of different alternatives to grade separate South Linden Avenue in South San Francisco and Scott Street in San Bruno from the Caltrain Corridor. This study will include at least one design option that accommodates a potential passing track for the Caltrain/High Speed Rail blended system and build upon previously completed studies with current data and revised project alternatives, accounting for current site conditions. It will also explore a two-track alternative that preserves Scott Street as a through-street for motor vehicles.</p> <p>Phase: Planning.</p> <p>Status: Conducted San Bruno community meeting. Conducted and reviewed draft traffic analysis for community meeting. Prepared, reviewed and finalized presentation for community meeting. Prepared, reviewed and approved community meeting summary report. Conducted monthly Project Development Team (PDT) meetings. Requested and granted time-extension from SMCTA to cover the revised Project timeline, through April 2021.</p>			
<p>00815 - GRADE SEPARATION STUDY PROJECT - Ravenswood Avenue (Menlo Park)</p> <p>Scope: This is a planning study, led by the City of Menlo Park in close coordination with Caltrain, to explore the feasibility of different alternatives for the grade separation of Ravenswood Avenue from the Caltrain Corridor in Menlo Park. This study will include at least one design option that accommodates a potential passing track for the Caltrain/High Speed Rail blended system and build upon previous studies with the development of a preferred alternative.</p> <p>Phase: Planning.</p> <p>Status: The Project Study Report (PSR) was completed in March 2019 and will no longer be reported on for Planning phase. Subsequently, the City of Menlo Park anticipates requesting additional funds for future phases.</p>	SMCTA Budget \$750,000	Expended \$750,000	Remaining \$0

**TA - Caltrain Projects:
Railroad Grade Separations**

<p>100277 - GRADE SEPARATION STUDY PROJECT - Whipple Avenue (Redwood City)</p> <p>Scope: The PSR will expand on prior preliminary grade separation studies and analyze feasible alternatives for the Whipple Avenue Grade Separation Project. Due to the proximity of this Project to other at-grade crossings and the Redwood City station, the analysis will consider impacts of grade changes at Whipple to other crossings in Redwood City, including Brewster Avenue, Broadway, Maple Street, Main Street and Chestnut Street.</p> <p>Phase: Planning</p> <p>Status: Data collection completed, including site tour. Significant progress made on the review of previous planning documents and development plans. Reviewed 2009 Footprint Study alternatives and narrowed down those to be forwarded for further evaluation. Footprint memo drafted.</p>	<p>SMCTA Budget \$750,000</p> <p>Expended \$71,618</p> <p>Remaining \$678,382</p>
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Ferry **Program Project**

TA - : San Mateo County Ferry Service

<p>100345 - FERRY TERMINAL PROJECT – Redwood City Ferry Project (Redwood City)</p>	<p>Scope: Complete a feasibility study and cost benefit analysis. This phase will review the initial conceptual studies and build upon that foundation. The study will also identify the characteristics for service, ridership, revenue and costs. The analyses will seek to understand the economic and social value of a terminal and ferry service to the community. The study and analysis are scheduled to finish by October 2020.</p> <p>Phase: Planning.</p> <p>Status: Project team initiated community outreach and began terminal configuration assessment. Continued existing conditions analysis and route prioritization.</p>	<p>SMCTA Budget \$450,000</p> <p>Expended \$112,437</p> <p>Remaining \$337,563</p>
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Pedestrian and Bicycle **Program Project**

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Measure A Funds	Measure A Expended	Measure A Remaining
Atherton	Middlefield Road Class II Bike Lanes Project	Construction	Contractor initiated project layout, pavement widening, installation of accessibility ramps and electrical improvements began. PG&E gas main replacement completed and pavement restoration was underway.	Mar-18	\$733,000	\$76,667	\$656,333
Belmont	Belmont Ped/Bike Improvements Project - Ralston Ave. Corridor	Environmental, final design and construction	Construction was nearing completion along Ralston Avenue. Sixth Avenue construction phase was completed.	Mar 2016	\$882,036	\$505,178	\$376,858
Burlingame	California Drive/Bellevue Avenue Bike-Pedestrian Roundabout	Preliminary design/environmental, final design, right-of-way, construction	Project was completed April 2019. Project close-out and final invoicing was ongoing.	Apr 2014	\$1,000,000	\$1,000,000	\$0
Daly City	Enhanced Pedestrian and Bicycle Visibility Project	Final design and construction	Construction completed April 2019. Project close-out and final invoicing was ongoing.	Mar 2016	\$337,500	\$312,500	\$25,000
Daly City	John Daly Boulevard Streetscape Improvements	Construction	Project close-out process underway.	Apr 2014	\$1,000,000	\$1,000,000	\$0
Daly City	Mission Street Streetscape Project	Final design and construction	Final design was nearing completion. TDA Article 3 grant application for additional funding was submitted in July 2019 and City staff gave a presentation to C/CAG B/PAC in September 2019. Additional grant funds needed to additional pedestrian safety elements that were identified during design process. Coordination with PG&E began for additional pedestrian scale street lights.	Mar 2018	\$810,000	\$43,686	\$766,314
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Preliminary design/environmental, final design, right-of-way, construction	Design phase began and project survey completed. Encroachment permit obtained from Caltrans for geotechnical investigation.	Mar 2018	\$315,000	\$18,000	\$297,000
Menlo Park	Haven Avenue Streetscape Project	Preliminary design/environmental, final design and construction	California Transportation Commission (CTC) approved requested funds on August 15, 2019 to address budget shortfall. Final design was nearing completion. City staff continued coordination improvements with developer.	Apr 2014	\$170,000	\$29,278	\$140,722
Menlo Park	Middle Avenue Pedestrian and Bicycle Crossing	Preliminary engineering/environmental	Project team progressed on environmental clearance documentation and 30% design plans, including utility research and design. Project preferred alternative was presented to Complete Streets Commission on July 10, 2019. Community feedback was compiled and presented to City Council on August 27, 2019.	Mar 2016	\$490,000	\$249,164	\$240,836
Redwood City	Highway 101 Pedestrian and Bicycle Undercrossing	Construction	Contractor began Phase II of ground anchors to stabilize retaining wall. Investigation continued to determine next steps of anchor installation, due to rock like material was found.	Mar 2016	\$500,000	\$500,000	\$0
Redwood City	Jefferson/Cleveland SRTS and Peninsula Bikeway Project	Final design and construction	Two improvement design concepts were presented to the City Transportation Advisory Committee. A preferred alternative selected, which entails installation of full traffic signal. A topographic survey was completed. Final design was nearing 65% completion. A notice of Exemption was filed at County Clerk's Office.	Mar 2018	\$375,000	\$17,720	\$357,280
Redwood City	Kennedy Safe Routes to School Project	Construction	Contractor completed punch list items. City was preparing to accept project.	Mar 2016	\$500,000	\$256,347	\$243,654
San Bruno	El Camino Real/Angus Ave Intersection Improvements	Final design and construction	The Notice to Proceed for construction was issued on July 29, 2019. Construction was underway.	Apr 2014	\$300,000	\$186,365	\$113,635
San Bruno	Transit Corridor Pedestrian Connection Project	Design and construction	Construction was nearing completion.	Jul 2011	\$350,000	\$345,000	\$5,000
San Carlos	Pedestrian Safety Improvement Plan for San Carlos Avenue	Construction	On September 9, 2019, City Council awarded a construction contract to J.J.R. Construction. Contractor began utility marking, layout, and preliminary work such as tree removal.	Mar 2018	\$1,000,000	\$0	\$1,000,000
San Carlos	US 101/Holly Street Pedestrian and Bicycle Overcrossing	Construction	Project was advertised for construction on August 14, 2019. Construction of project subject to delay a year, due to conflicts with Express Lane Project.	Mar-16	\$1,000,000	\$0	\$1,000,000
San Mateo	North San Mateo Drive Pedestrian and Bicycle Improvement Project	Construction	Construction bid advertised on September 15, 2019.	Mar 2016	\$200,000	\$0	\$200,000
South San Francisco	Sunshine Gardens Safety and Connectivity Improvements Project	Preliminary engineering, environmental, final design and construction	Construction contract was awarded to Golden Bay Construction and contractor agreement was executed.	Mar 2016	\$504,000	\$157,104	\$346,896



Definition of Terms

Active Capital Projects - Engineering and Construction Projects currently being executed or funded by SMCTA including the PSR (Project Study Report) phase, the PA/ED (Project Approval and Environmental Document) phase, the PS&E (Plan, Specification and Estimate) phase, the Construction phase, and the Closeout phase.

Current Approved Budget – Originally Board approved budget for the current phase of the project or for the total project + additional budget subsequently approved.

Current Contribution – Funding originally approved by the appropriate governing board for the current phase of the project or for the total project + additional funding subsequently approved.

Estimate at Completion (EAC) – The forecasted cost at completion of the current phase or the forecasted cost at completion of the total project. The estimate at completion cost can be different from the current approved budget. This difference reflects a cost variance at completion (underrun or overrun).

Expended to Date – The cumulative project costs that have been recorded through the current reporting period in the Agency’s accounting system + accrual costs of the work performed that have not been recorded in the accounting system; and costs incurred by other agencies as reported.

Issues - Identify major issues and problems (i.e. outside influences, procurement, property acquisitions, etc.) that may impact the project; quantify possible impacts and identify corrective actions.

On-hold Projects – Projects not currently active due to (a) lack of funding, (b) lack of environmental permits, (c) projects funded but yet to be initiated, (d) projects being closed-out, and (e) schedule impacted by other related projects.

Original Contribution – Funding originally approved by the appropriate governing board for the current phase of the project or for the total project.

Variance at Completion – Difference between the Current Approved Budget and the EAC. Positive variance at completion reflects potential project underrun.



Abbreviations

CAP – Citizen Advisory Panel

CAC – Citizen Advisory Committee

CEQA – California Environmental Quality Act

EIR/EIS – Environmental Impact Report / Environmental Impact Study

ERM – Environmental Resource Management

EMU – Electric Multiple Unit trainset

MTC – Metropolitan Transportation Commission

NEPA – National Environmental Policy Act

PAC – Policy Advisory Committee

PA/ED – Project Approval/ Environmental Document – Project documents reflecting approval of environmental impact assessments to the project.

PDT – Policy Development Team / Project Development Team

PS&E – Plan, Specifications and Estimates – Perform Engineering Plans, Specifications, and Estimating tasks from 35% Design to Final Design.

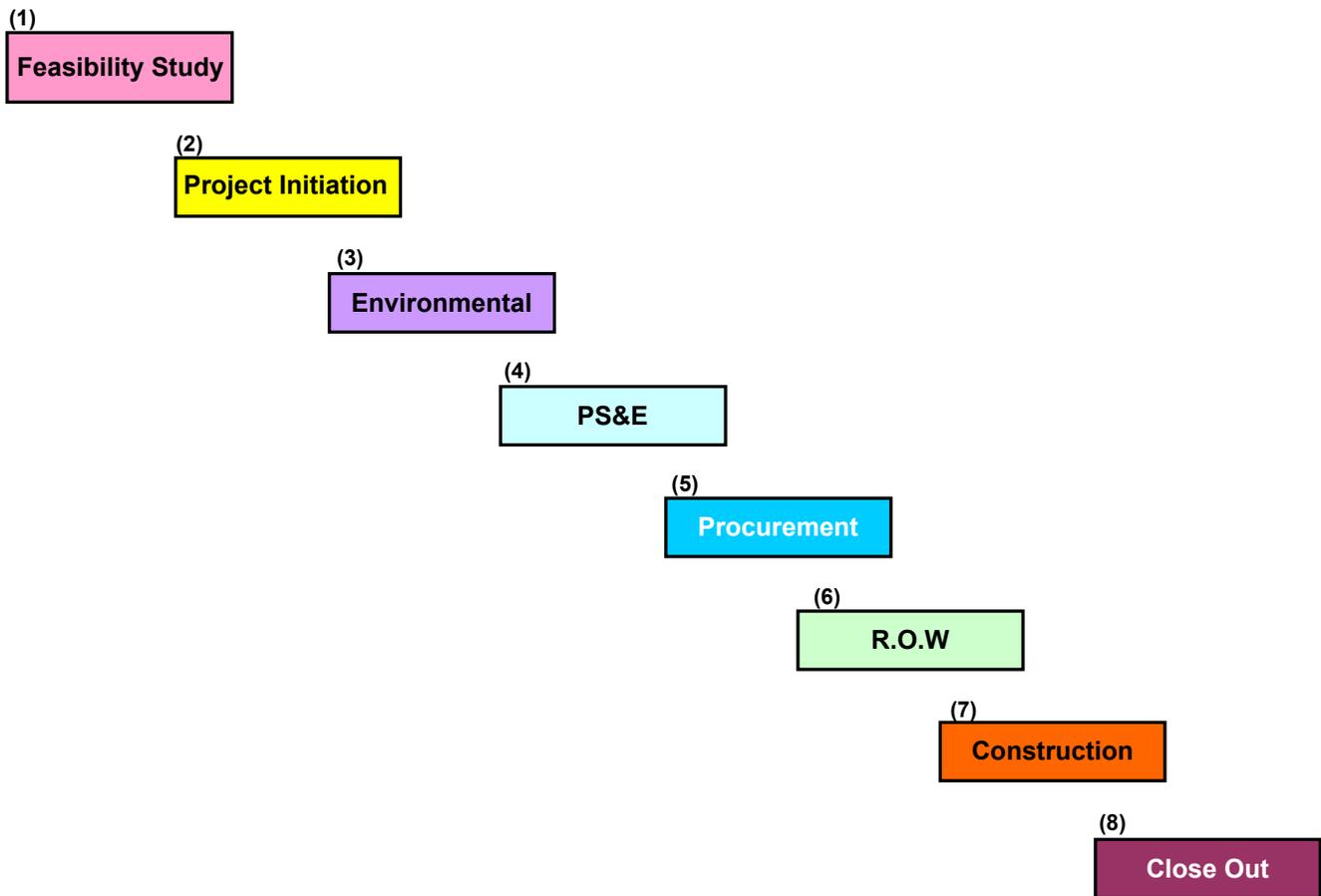
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

ROW – Right-of-Way – Land, property, or interest acquired for or devoted to transportation purpose.

RTIP – Regional Transportation Improvement Program

UPRR – Union Pacific Railroad

Project Phases



Note: Phase sequence is as shown; however some phases may overlap.



Performance Status (Traffic Light) Criteria

SECTIONS	On Target (GREEN)	Moderate Risk (YELLOW)	High Risk (RED)
1. SCOPE	<p>(a) Scope is consistent with Budget or Funding.</p> <p>(b) Scope is consistent with other projects.</p> <p>(c) Scope change has been mitigated.</p>	<p>(a) Scope is NOT consistent with Budget or Funding.</p> <p>(b) Scope appears to be in conflict with another project.</p> <p>(c) Scope changes have been proposed.</p>	<p>(a) Significant scope changes / significant deviations from the original plan.</p>
2. BUDGET	<p>(a) Estimate at Completion forecast is within plus /minus 10% of the Current Approved Budget.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget between 10% to 20%.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 20%.</p>
3. SCHEDULE	<p>(a) Project milestones / critical path are within plus/minus four months of the current baseline schedule.</p> <p>(b) Physical progress during the report period is consistent with incurred expenditures.</p> <p>(c) Schedule has been defined.</p>	<p>(a) Project milestones / critical path show slippage. Project is more than four to six months behind the current baseline schedule.</p> <p>(b) No physical progress during the report period, but expenditures have been incurred.</p> <p>(c) Detailed baseline schedule NOT finalized.</p>	<p>(a) Forecast project completion date is later than the current baseline scheduled completion date by more than six months.</p>
4. FUNDING	<p>(a) Expenditure is consistent with Available Funding.</p> <p>(b) All funding has been secured or available for scheduled work.</p>	<p>(a) Expenditure reaches 90% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p> <p>(b) NOT all funding is secured or available for scheduled work.</p>	<p>(a) Expenditure reaches 100% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p> <p>(b) No funding is secured or available for scheduled work.</p>



**AGENDA ITEM #9
December 5, 2019**

Memorandum

Date: November 25, 2019
To: TA Board of Directors
From: Jim Hartnett, Executive Director
Subject: Executive Director's Report – December 5, 2019

Local Shuttle Program Call for Projects

The TA in conjunction with C/CAG will be releasing the next Call for Projects for the San Mateo County Shuttle Program, covering Fiscal Years 2021 and 2022, following an informational item to the TA's January 2020 meeting. Similar to the prior funding call, we anticipate that a total of \$9 million in Measure A Local Shuttle Program funds and \$1 million in C/CAG Congestion Relief Plan funds will be available. Further information on the Call for Projects and an update on the status of the existing shuttle program will be provided at the January 2020 Board meeting.

101/92 Interchange Projects

At the October 3, 2019 meeting, the Board received an update of the progress of the Project Initiation Documents (PID) for the two 101/92 projects (short-term area improvements and long-term direct connectors). The Board also took an action at the request of the Cities of San Mateo and Foster City to take on the role of project co-sponsor along with C/CAG for the projects. On October 29, 2019, Caltrans approved the Short-term Project PID, which now enables the project to be eligible for State Transportation Improvement Program funding and allows it to progress into the environmental phase. The project team is continuing to work on the Long-term Direct Connector project and is targeting approval in Spring 2020.

101 Express Lanes Project

Construction Update

In March 2019, construction began on the southern contract, which converts the existing HOV (high-occupancy vehicle) lane that runs from San Antonio Road to Whipple Avenue, and the southern contract construction is scheduled to be complete in February 2020. The scope of work for this project includes the replacement of the

concrete median barrier, installation of variable toll message sign structures, and conduits for both communication and power. This project sets the stage for the toll system integration work that is currently being designed. The project schedule targets this segment to be open and operational at the same time that the Santa Clara Express Lanes project (just to the south on Highway 101) opens at the end of 2021.

Thousands of linear feet of k-rail (concrete construction barrier) are being shifted from the southern contract to north of Whipple in preparation for construction of the north segment (Whipple to I-380), which is scheduled to begin in early 2020. Final negotiations are underway with the contractor to formally issue a notice to proceed mid-December.

The Project team is developing a robust public outreach plan to help communicate the various construction activities that will impact travel in the Highway 101 Corridor.

Communications Update

In response to Board member comments, TA staff are discussing with Caltrans expanding the outreach specifically targeted towards commuters coming from other counties. We do not anticipate any change to the budget at this time.

Caltrans will make every effort to provide a three-week look ahead for the biggest construction impacts. Though the information will be subject to change, the primary goal is to get impacted individuals in the habit of checking the website regularly for updates.

The TA will be working with Caltrans on the following expansion of the outreach program:

- Large-scale regional push to encourage people to sign up for updates – the team will target audience that includes San Mateo, Santa Clara and San Francisco employer organizations, regional media, transportation agencies in the 15-county region to leverage their social networks, public safety organizations, school administrators and others.
- Weekly and quarterly update push: The project team has been sending out quarterly project updates and monthly construction updates. The team is now planning to provide weekly updates on the construction and lane closures instead of monthly updates. In December 2019 and January 2020, the team will make a large scale push to encourage people to sign up for these updates.
- Use of a short website URL: Purchase of "101Express.com" for use in all communications material making it easier for commuters to find project information. People will be encouraged to sign up for quarterly and weekly updates from the website.

- Radio advertisements: KCBS (English), KBRG (Spanish), KEST (Mandarin) directing people to the website and to sign up for updates.
- Special nighttime advanced congestion notification: An Automated Work Zone Information System (AWIS) will place 30+ portable/changeable message signs to be placed on the roads/shoulders to provide real-time delay information.
- Utilize Caltrans overhead changeable message signs: the team is exploring use of existing overhead changeable message signs to notify motorists of upcoming construction congestion and direct people to the website for additional information.

**SAN MATEO COUNTY TRANSPORTION AUTHORITY
RESOLUTION NO. 2019 - 32**

EXPRESSING APPRECIATION TO

JOEL SLAVIT

WHEREAS, in May 2000, **JOEL SLAVIT** began his transportation planning and grants management career at the San Mateo County Transit District (SamTrans) as a Senior Planner; and

WHEREAS, **JOEL SLAVIT** was subsequently promoted and faithfully served in the roles of Manager, Grants & Fund Programming, then as Manager, Programming & Monitoring; and

WHEREAS, **JOEL SLAVIT** over the years had secured hundreds of millions of grants funds to support many projects and programs for Caltrain, SamTrans, and the Transportation Authority (TA); and

WHEREAS, **JOEL SLAVIT** then transitioned to the TA to manage the fund programming processes for several of the program categories, including highway, pedestrian and bicycles, shuttles, and grade separations, to ensure projects selected for funding in these categories match the intent the voters had placed in the Measure A Sales Tax Measure; and

WHEREAS, **JOEL SLAVIT** showed his integrity, unfailing dedication, and dependability in every assignment and project he was involved in, including the development of the 2020–2024 TA Strategic Plan for Measure A and W funds; and

WHEREAS, **JOEL SLAVIT** worked tirelessly in the past year to ensure the TA considers the input of the public, stakeholders, City and County partners, and the TA Board in managing the completion of the 2020–2024 TA Strategic Plan, which will help guide the project selection processes over the next five years.

NOW, THEREFORE, BE IT PROCLAIMED that the Board of Directors of the San Mateo County Transportation Authority does hereby express its appreciation to **JOEL SLAVIT** for his nearly 20 years of service to Caltrain, SamTrans, and the TA, and wishes him well in all his future endeavors, including his new career at the San Mateo County Office of Sustainability.

Passed and adopted this 5th day of December, 2019.

Don Horsley, Chair
Board of Directors
San Mateo County Transportation Authority



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: San Mateo County Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **PRESENTATION OF THE COMPREHENSIVE ANNUAL FINANCIAL REPORT FOR
THE FISCAL YEAR ENDED JUNE 30, 2019**

ACTION

Staff proposes the Board of Directors accept the San Mateo County Transportation Authority's (TA) Fiscal Year (FY) 2019 Comprehensive Annual Financial Report (CAFR).

The FY 2019 CAFR is available online at <http://www.smcta.com/Finance/CAFR.html>.

SIGNIFICANCE

The CAFR is prepared in accordance with the guidelines set forth by the Government Accounting Standards Board and is organized into three sections – Introductory, Financial, and Statistical Sections.

- 1) The **Introductory** Section includes a Transmittal Letter and provides general information on the District's structure, personnel, economic outlook and finances.
- 2) The **Financial** Section includes audited financial statements which provide detailed financial information as well as comparative financial data. The Management Discussion & Analysis (MD&A) is also found in the Financial Section. Along with the Transmittal Letter, the MD&A is of most interest to those looking for a narrative annual review of the District's finances.
- 3) The **Statistical** Section provides a broad range of data covering key financial trends including revenue and debt capacity, economic and demographic data and operating information.

Together, all sections of the CAFR provide the detail as well as the perspective with which to assess the TA's financial condition.

BUDGET IMPACT

There is no impact on the Budget.

BACKGROUND

The TA contracts with an independent auditor, Eide Bailly LLP to conduct yearly audits of the Financial Statements in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States of America. The introductory section and the statistical section presented in the CAFR are not required by California Government Code to be reported as part of the audited financial statements of the TA. These sections are required when producing a CAFR which the TA chooses to do in order to provide detailed information about the financial condition of the TA in a form that is understandable to the our customers and constituents.

The CAFR is prepared and presented to the Government Finance Officers Association for their review, evaluation and to apply for the certificate of Achievement for Excellence in Financial Reporting. The TA has received an award for every year that the report was submitted.

Prepared by: Jennifer Ye

Manager, Financial Reporting &
General Ledger

650-622-7890



SAN MATEO COUNTY

**Transportation
Authority**

San Mateo County Transportation Authority Fiscal Year 2018-2019

Comprehensive Annual Financial Report

Board of Directors

December 5, 2019 – Agenda Item #10A



SAN MATEO COUNTY

**Transportation
Authority**

Comprehensive Annual Financial Report (CAFR)

Fiscal Year 2018-2019



Major Sections of the CAFR

- Introductory
- Financial
- Statistical

AUDITOR'S COMMUNICATION

- Eide Bailly issued an unmodified “clean” opinion on the financial statements and compliance with federal grants
- No adjustments were proposed to the financial statements
- No difficulties were encountered in the performance of the audit



Fiscal Year 2018-2019 Highlights

- Sales tax revenue increased by \$12.9 million
- Expenses for public transit projects decreased by \$26.7 million
- Expense for streets and highways decreased by \$16.5 million
- New JPA was added (Notes to FS)
- Internal Control over Financial Reporting and on Compliance: *No audit finding reported*

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: April Chan
Chief Officer, Planning, Grants
and Transportation Authority

Seamus Murphy
Chief Communications Officer

SUBJECT: **TA STRATEGIC PLAN 2020-2024**

ACTION

Staff and the Strategic Plan Ad Hoc Committee propose that the Board adopt the San Mateo County Transportation Authority's (TA) Strategic Plan 2020-2024 (Strategic Plan).

SIGNIFICANCE

The TA is required to adopt strategic plans that (a) update the policy framework and program guidance for implementing the Measure A 2004 Transportation Expenditure Plan, and (b) establish and then update such guidance for the portion of the Measure W Congestion Relief Plan that the TA is tasked with administering. For purposes of efficiency, the proposed Strategic Plan, which was developed with extensive community engagement and input, provides direction and guidance for both measures.

The public engagement process kicked off in March 2019 and included 12 Stakeholder and Technical Advisory Group (SAG and TAG) meetings, five meetings of an Ad Hoc Committee of the Board of Directors (Board), a public survey that received over 2,500 responses, and a multitude of public meetings and events. A progress update was presented at the TA's July 11, 2019 Board meeting and a detailed presentation highlighting key components of the draft Strategic Plan was presented at the TA's October 3, 2019 Board meeting. Since the TA's October Board meeting, staff has undertaken the following activities:

- October 14, 2019: Released the Draft Strategic Plan on the TA's website for a 30-day public comment period, which closed on November 15, 2019. Notifications were e-mailed to over 4,500 engaged stakeholders and staff leveraged the SAG and TAG networks to get word out.
- October 22, 2019: Presented policy framework refinements at the final SAG and TAG meetings, resulting in SAG and TAG consensus on the final policy framework.

- November 4, 2019: Launched an informational presentation through a virtual town hall via the San Mateo County Transit District's (District) YouTube site.
- November 5, 2019: Made an informational presentation to the San Mateo County Board of Supervisors.
- November 18, 2019: Presented the final proposed policy framework, reflecting extensive public input, at the final meeting of the Ad Hoc Committee, also resulting in Ad Hoc Committee consensus on the final policy framework.

Further information on the Final Draft Strategic Plan, and the policy refinements included therein, will be provided via the attached PowerPoint presentation and are reflected in the attached Exhibit A, Evaluation Criteria and Exhibit B, Evaluation Criteria Point Guide. The Final Draft Plan can be viewed on the TA's Strategic Plan website at http://www.smcta.com/about/Strategic_Plan_2020-2024.html.

BUDGET IMPACT

There is no impact to the Budget associated with the approval of the Strategic Plan.

BACKGROUND

The Measure A sales tax was reauthorized in 2004 for a period of 25 years by the voters of San Mateo County (New Measure A). New Measure A took effect on January 1, 2009 and will expire December 31, 2033.

On November 6, 2018, the voters of San Mateo County approved Measure W, including the 2018 San Mateo County Congestion Relief Plan. Measure W is a new 30-year half-cent sales tax for transportation programs and projects that took effect July 1, 2019 and will expire June 30, 2049. Though the District is imposing the tax and administering investments in the County Public Transportation Systems program category in the associated Congestion Relief Plan, the TA is responsible for administering the other program categories, which include: Countywide Highway Congestion Improvements; Local Safety, Pothole and Congestion Relief Improvements; Bicycle and Pedestrian Improvements; and Regional Transit Connections.

Prepared by: Joel Slavit, Manager, Programming and Monitoring

650-508-6476

**Exhibit A:
Revised Draft Consolidated Highway Program Evaluation Criteria**

MEASURE W CORE PRINCIPLES

Consolidated Evaluation Criteria	High - 3 Points					Medium - 2 points					Maximum Possible Points by Criteria	Calibrated to 100 pt scale (100 pts = 100%)	Previous Calibration
	Relieve Traffic Congestion Countywide Emissions	Reduce VMT, Travel Times & GHG	Invest in the Public Transportation System	Implement Environmentally-friendly Transportation Solutions that use Green Stormwater Infr./Plan for Climate Change	Promote Economic Vitality, Economic Development & Creation 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 for all People using Roads, Regardless of Mode	Incentivize Transit, Bicycle, Pedestrian, over Driving Alone			
Need											69	22	21
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 hubs and other high activity centers, supporting existing economic activity and spurring new economic development in the vicinity	3	3	2		2				2	2	16	5	
Project recognized in adopted statewide, regional, county or local planning and fund programming documents	3		2	2	2	2	2		2		15	5	
Identified safety issue (e.g. documented collision history due to site conditions that is higher than average for the facility type)	3	3					2		2	2	12	4	
Regional/countywide significance, including where applicable, location and relevance on the State Highway Congestion & Safety Performance Assessment for San Mateo County	3	3	2				2				10	3	
Effectiveness											113	37	34
Potential increase in person through-put	3	3	2	2	2	2				2	18	6	
Ability to relieve congestion/performance improvement (e.g. reduces/eliminates bottleneck)	3	3	2		2	2	2			2	16	5	
Value: Benefit relative to the amount of funding requested (high impact, low cost - "bang for the buck")	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	15	5	
Ability to address safety issue (e.g. project improves site conditions to reduce potential for collisions)	3	3					2		2	2	12	4	
Potential travel time savings	3	3			2	2				2	12	4	
Demonstrates coordination with adjacent projects/integration of inter-related projects	3	3				2					8	3	
Sustainability											46	16	15
Project accommodates multiple transportation modes (e.g. pedestrian & bicycle access as well as transit infrastructure) where contextually appropriate and to the extent feasible (Complete Streets), including infrastructure for transit (e.g. express lanes, bus only lanes)	3	3	2	2			2		2	2	16	5	
Project is primarily an operational improvement (e.g. safety or ITS) rather than infrastructure expansion (e.g. adding general purpose lanes)	3	3	2		2		2				12	4	
Impact project has on low income, transit dependent and or other vulnerable populations (e.g. Community of Concern, areas with high CalEnviroScreen scores)	3	3					2				8	3	
Innovative low environmental impact/green infrastructure, including resiliency elements to address climate change			2	2			2		2		8	3	
Project accounts for long term repair/maintenance needs (e.g. uses materials with long life cycles, low maintenance costs & has a funding plan for maintenance)								2			2	1	
Readiness												15	20
Clear and complete proposal												3	
Project status and schedule												3	
Ease and speed of implementation												3	
Demonstrates stakeholder support/community engagement												3	
Has a credible cost estimate and funding plan												3	
Funding Leverage												10	
Percent of matching fund contribution												8	
Private sector contribution, including public/private partnerships												2	
												100	

Footnotes

1) Criteria point totals based on Principle weighting: High -3 points, Medium - 2 points, and Low - 1 point

2) There is a need to increase points for Readiness (15%) and Funding Leverage (10%). These thematic areas are either not addressed (Readiness) or deserve greater emphasis (Funding Leverage) than the Measure W focus.

Revised Draft Consolidated Grade Separation Program Evaluation Criteria

MEASURE W CORE PRINCIPLES

Consolidated Evaluation Criteria	MEASURE W CORE PRINCIPLES										Maximum Possible Points by Criteria	Calibrated to 100 pt scale (100 pts = 100%)	Previous Calibration	
	High - 3 Points			Medium - 2 points				Low - 1 point						
	Relieve Traffic Congestion Countywide	Enhance Safety and Public Health	Invest in the Public Transportation System	Implement Environmentally-friendly Transportation Solutions that use Green Stormwater Infr./Plan for Climate Change	Reduce VMT, Travel Times & GHG Emissions	Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode	Maximize Traffic Reduction Associated with Creation of Housing in High Quality Transit Corridors	Promote Economic Vitality, Economic Development & Creation of Quality Jobs	Maximize Opportunities to Leverage Investment from Public/Private Sources	Invest in Repair & Maintenance of Existing & Future Infrastructure	Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone			
Need												48	27	26
Project improves access and connections to jobs, housing, transit hubs and other high activity centers; supporting existing economic activity and spurring new economic development in the vicinity	3	3	2		2		2	1				13	7	
Project assessment based on factors from the California Public Utilities Commission Grade Separation Priority List (e.g. train & vehicle volumes, collision history, site configuration & community impact, including need for emergency vehicle access)	3	3	2		2			1	1			12	7	
Consideration of Caltrain and High Speed Rail operational needs	3	3	2		2			1			1	12	7	
Project recognized in adopted statewide, regional, county or local planning and programming documents	3	3	2			2			1			11	6	
Effectiveness												60	33	31
Ability to relieve traffic congestion and improve local mobility	3	3	2		2	2		1				13	7	
Ability to address identified safety issue	3	3	2		2	2					1	13	7	
Value: Benefit relative to the amount of funding requested (high impact, low cost - "bang for the buck")	3	3	2		2				1			11	6	
Potential travel time savings	3	3	2		2							10	6	
Degree to which project reduces GHG emissions and improves air quality		3		2	2							7	4	
Potential VMT reduction per capita				2	2		2					6	3	
Sustainability												29	15	13
Project accommodates multiple transportation modes (Complete Streets), where contextually appropriate and to the extent feasible	3	3	2		2	2					1	13	7	
Project supports transit-oriented development			2		2		2	1			1	8	4	
Project accounts for long term repair/maintenance needs (e.g. uses materials with long life cycles, low maintenance costs & has a funding plan for maintenance)		3							1			4	2	
Innovative low environmental impact green infrastructure, includes resiliency elements to address climate change as applicable				2	2							4	2	
Readiness													15	20
Project status and schedule Clear and complete proposal													3	
Results from a public planning process Project status and schedule													3	
Ease and speed of implementation													3	
Demonstrates stakeholder support community engagement													3	
Has a credible cost estimate and funding plan													3	
Funding Leverage													10	
Percent of matching fund contribution													8	
Private sector contribution, including private, public partnerships													2	
													100	

Footnotes

1) Criteria point totals based on Principle weighting: High -3 points, Medium - 2 points, and Low - 1 point

2) There is a need to increase points for Readiness (15%) and Funding Leverage (10%). These thematic areas are either not addressed (Readiness) or deserve greater emphasis (Funding Leverage) than the Measure W focus.

Revised Draft Consolidated Regional Transit Program Evaluation Criteria

MEASURE W CORE PRINCIPLES

Consolidated Evaluation Criteria	MEASURE W CORE PRINCIPLES										Maximum Possible Points by Criteria	Calibrated to 100 pt scale (100 pts = 100%)	Previous Calibration	
	High - 3 Points				Medium - 2 Points				Low - 1 Point					
	Relieve Traffic Congestion Countywide	Invest in the Public Transportation System	Maximize Opportunities to Leverage Investment from Public/Private Sources	Reduce VMT, Travel Times & GHG Emissions	Implement Environmentally-friendly Transportation Solutions that use Green Stormwater Infr./Plan for Climate Change	Promote Economic Vitality, Economic Development & Creation of Quality Jobs	Invest in Repair & Maintenance of Existing & Future Infrastructure	Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone	Maximize Traffic Reduction Associated with Creation of Housing in High Quality Transit Corridors	Enhance Safety and Public Health	Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode			
Need	72											25	23	
Need to increase access and connections to jobs, housing, transit hubs and other high activity centers, supporting existing economic activity and spurring new economic development in the vicinity	3	3	3	3		2		2	2	1		19		7
A high level of non-single occupant vehicle (SOV) first/last mile access options/accommodations either exist or are part of the regional transit project	3	3	3	3				2	1	1		16		6
Current and projected congestion on existing route/corridor	3	3		3		2	2					13		4
Provides service to an area underserved by other public transit	3	3		3		2				1		12		4
Project recognized in adopted statewide, regional, county or local planning and programming documents	3	3	3				2				1	12	4	
Effectiveness	99											34	32	
Service frequency (e.g. headways), reliability (e.g. on-time performance) and coordinated seamless connections with other transit systems (e.g. schedule alignment)	3	3		3			2	2	2	1		16		6
Ability to relieve congestion for regional trips	3	3	3	3	2		2					16		6
Value: Benefit relative to the amount of funding requested (high impact, low cost - "bang for the buck"), considering performance metrics that account for capital & operating costs (e.g. cost/passenger, farebox recovery ratio & passengers/service hour)	3	3		3		2		2	2			15		5
Potential increase in transit ridership, mode shift from SOV trips	3	3		3		2			2			13		4
Potential VMT reduction per capita	3	3		3				2	2			13		4
Potential travel time savings	3	3		3				2				11		4
Degree to which project reduces GHG emissions and improves air quality		3		3	2					1		9	3	
Safety improvement/enhancement		3						2		1		6	2	
Sustainability	46											16	15	
Project includes promotion/marketing of proposed service, including first/last mile access partnerships	3	3	3	3				2	2			16		6
Serves low income, transit dependent and/or other vulnerable populations (e.g. Community of Concern, areas with high CalEnviroScreen scores)	3	3	3	3		2				1		15		5
Innovative low environmental impact green infrastructure, includes resiliency elements to address climate change as applicable		3		3	2					1		9		3
Project accounts for long term repair/maintenance needs (e.g. uses materials with long life cycles, low maintenance costs & has a funding plan for maintenance)		3					2			1		6	2	
Readiness	15											15	20	
Clear and Complete Proposal														3
Project Status and Schedule														3
Ease & Speed of Implementation														3
Has a credible cost estimate and funding plan														3
Demonstrates stakeholder support/community engagement														3
Funding Leverage	10											10		
Percent of matching fund contribution														8
Private sector contribution, including public/private partnerships (e.g. value capture of terminal land with revenues reinvested in support of service)														2
	100											100		

Footnotes

- 1) Criteria point totals based on Principle weighting: High -3 points, Medium - 2 points, and Low - 1 point
- 2) There is a need to increase points for Readiness (15%) and Funding Leverage (10%). These thematic areas are either not addressed (Readiness) or deserve greater emphasis (Funding Leverage) than the Measure W focus.

Revised Evaluation Criteria Point Guide

Highway Program Evaluation

Criteria Point Range	<i>Calibrated to 100 point scale</i>
17 - 19	6
14 - 16	5
11 - 13	4
8 - 10	3
5 - 7	2
2 - 4	1

Bicycle & Pedestrian Evaluation

Criteria Point Range	<i>Calibrated to 100 point scale</i>
18 - 19	7
15 - 17	6
12 - 14	5
10 - 11	4
7 - 9	3
4 - 6	2
2 - 3	1

Grade Separation Evaluation

Criteria Point Range	<i>Calibrated to 100 point scale</i>
12 - 13	7
10 - 11	6
9	5
7 - 8	4
5 - 6	3
3 - 4	2
1 - 2	1

Regional Transit Connections Evaluation

Criteria Point Range	<i>Calibrated to 100 point scale</i>
19	7
16 - 18	6
14 - 15	5
11 - 13	4
8 - 10	3
5 - 7	2
2 - 4	1

RESOLUTION NO. 2019 –

BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA

* * *

ADOPTING TRANSPORTATION AUTHORITY STRATEGIC PLAN 2020-2024

WHEREAS, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the San Mateo County Transportation Authority (TA) of the Measure A half-cent transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan (TEP) beginning January 1, 2009 (Measure A); and

WHEREAS, on November 6, 2018, the voters of San Mateo County approved a ballot measure (Measure W) to allow the collection and distribution by the San Mateo County Transit District (District) of a half-cent transactions and use tax for 30 years with the tax revenues to be used to fund investment for transportation and public transit in accordance with the San Mateo County Congestion Relief Plan (Congestion Relief Plan) beginning July 1, 2019; and

WHEREAS, the Congestion Relief Plan provides for the TA to administer and allocate one half of the proceeds from Measure W; and

WHEREAS, the TEP requires the TA to prepare a Strategic Plan and update it at least every five years during the term of Measure A, and the Congestion Relief Plan requires the TA to develop a Strategic Plan that includes funding prioritization criteria consistent with the Measure W Core Principles; and

WHEREAS, the TA previously adopted the Measure A Strategic Plan 2014-2019, and a new Strategic Plan for the years 2020-2024 is now needed to comply with both the TEP and Congestion Relief Plan; and

WHEREAS, to develop the TA Strategic Plan 2020-2024 (Strategic Plan), which will serve as the policy framework to continue the implementation of the TEP and to initiate the implementation of the Congestion Relief Plan, staff led an extensive public engagement process which kicked off in March 2019 and included a series of 12 Stakeholder and Technical Advisory Group (SAG and TAG) meetings, five meetings of an Ad Hoc Committee of the Board of Directors (Board), a public survey that received over 2,500 responses and a multitude of public meetings and events; and

WHEREAS, on October 14, 2019, the TA released the draft Strategic Plan for a 30-day public comment period and, during this period, staff gave presentations regarding the Strategic Plan and policy framework refinements to the SAG and TAG, the San Mateo County Board of Supervisors and the Ad Hoc Committee, and held a virtual town hall on the District's YouTube site; and

WHEREAS, staff proposes, with concurrence from the Ad Hoc Committee, that the Board adopt the Strategic Plan.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby adopts the Measures A and W Strategic Plan 2020-2024.

Regularly passed and adopted this 5th day of December, 2019 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary



SAN MATEO COUNTY
**Transportation
Authority**

Transportation Authority Strategic Plan 2020-2024

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



Overview

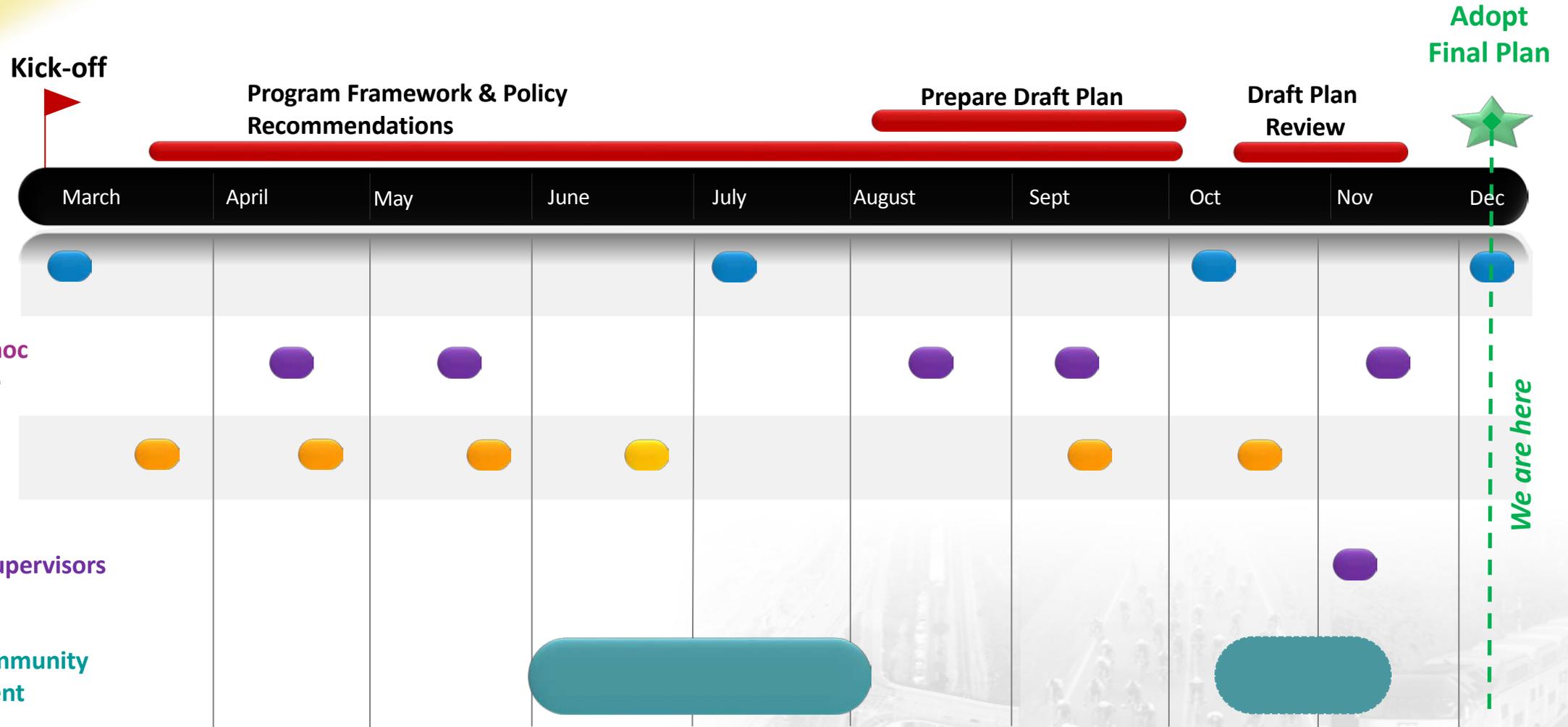
Updates:

- **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**
- **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**
 - o Relieve congestion, reduce VMT
 - o Seamless intercounty transit, increase service, link with housing and jobs
 - o 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

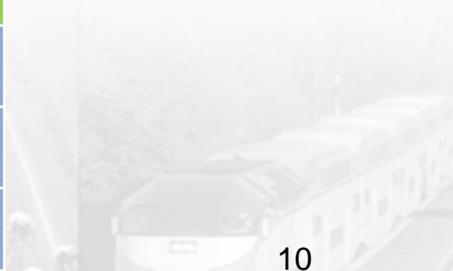
P1	Relieve Traffic Congestion Countywide
P2	Invest in a Financially-sustainable Public Transportation System that Increases Ridership, Embraces Innovation, Creates More Transportation Choices, Improves Travel Experience, and Provides Quality, Affordable Transit Options for Youth, Seniors, People with 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
P8	Facilitate the Reduction of Vehicle Miles Travelled, Travel Times and Greenhouse Gas Emissions
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
P11	Maximize Traffic Reduction Potential Associated with the Creation of New Housing Opportunities in High-Quality Transit Corridors



Core Principles Weighting All Categories

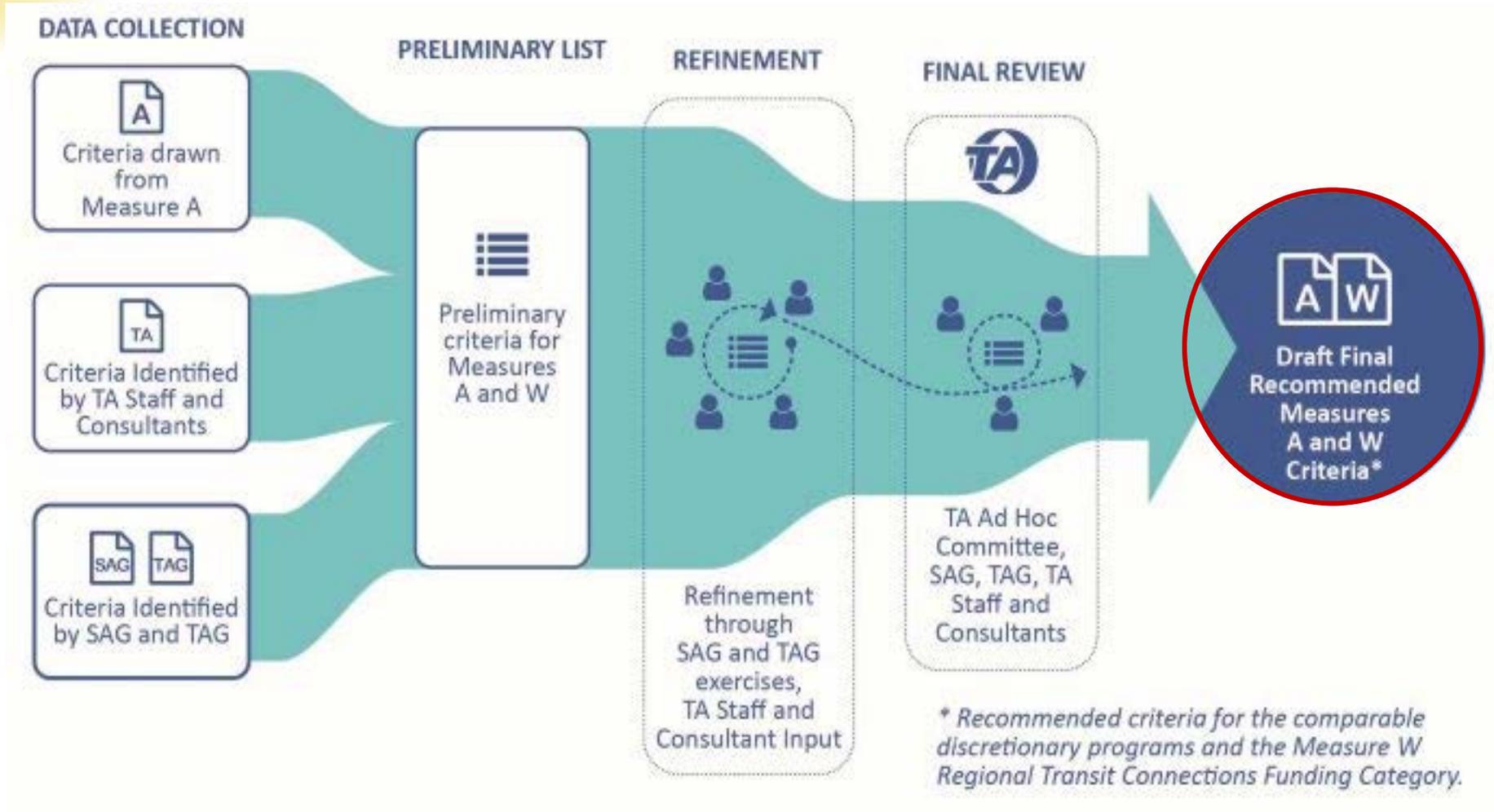
Countywide Highway Congestion Improvements	Grade Separations	Bicycle & Pedestrian Improvements	Regional Transit Connections	Local Investment Share
P1	P1	P6	P1	P7
P8	P6	P9	P2	P6
P2	P2	P10	P5	P9
P3	P3	P1	P8	P1
P4	P8	P3	P3	P2
P5	P9	P7	P4	P3
P6	P11	P8	P7	P4
P7	P4	P11	P10	P5
P9	P5	P2	P11	P8
P10	P7	P4	P6	P10
P11	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		
Need												69	23	
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			12	4	
Regional/countywide significance	3	3	2				2					10	3	
Effectiveness												111	37	
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**

FINAL DRAFT

Strategic Plan
2020-2024

 SAN MATEO COUNTY
Transportation
Authority

Strategic Plan
Open House



SAN MATEO COUNTY
**Transportation
Authority**



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Representing San Mateo County
Board of Supervisors

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John Fox, Vice Chair	Jeff Londer
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An Chen	Olma O'Neill
Ken Chen	Dave Reed
Steven Green	Mario Rendon
Rich Hedges	Daniel Ross-Jones
Naomi Hsu	

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Appendices

Appendix A: Inventory of Measure A Listed Projects

Appendix B: Measure A Highway Pipeline Projects

Appendix C: Measure W Core Principle Weightings by Program from SAG, TAG and Public Survey

Appendix D: Proposed Evaluation Criteria from SAG and TAG

Appendix E: Evaluation Criteria for the Competitive Measure A and W Programs

Appendix F: Summary of Federal, State, Local and/or Regional Transportation Funding Sources

Appendix G: Glossary of Acronyms

Appendix H: Summary of Public Comments Received on the Draft Strategic Plan

From the **Executive Director**



San Mateo County residents demonstrate a consistent willingness to invest in critical transportation infrastructure projects and programs that enhance mobility and improve the quality of life for all of our communities.

This support has been evident since the original approval of dedicated transportation investment when the San Mateo County Transportation Authority (TA) was formed in 1988 with the passage of Measure A, which was then reauthorized in 2004. Most recently, in 2018, San Mateo County voters passed Measure W, a half-cent sales tax estimated to generate roughly \$91 million per year. Together, with the existing Measure A half-cent sales tax, we can continue to invest in our future and move people faster, more efficiently, and help address congestion throughout the County.

The purpose of the TA's 2020-2024 Strategic Plan is to provide the policy framework and guidance for implementing both the ongoing Measure A Transportation Programs and the TA administered portion of the new Measure W Congestion Relief Plan. The TA is charting new territory by finding common ground between Measures A and W and developing one Strategic Plan that honors the spirit and mandates of both measures. Measure W is guided by Core Principles while Measure A's foundation is its Vision and Goals. Through extensive public outreach, leveraging the knowledge and diverse experiences of Stakeholder and Technical Advisors and with significant input from members of a TA Board Ad Hoc Committee, staff, expert consultants, and the general public, the needs of both measures can be met through the programs and processes laid out in the following pages.

Congestion relief will take many forms over the next several decades from increasing person throughput on our highways by building express lanes, improving safety and local mobility with more rail-road grade separations, maintaining and expanding first last mile connections to mainline transit service by overcoming barriers to walking and bicycling and improving local shuttle service, and supporting and expanding high quality regional transit to better connect the County to the greater Bay Area region.

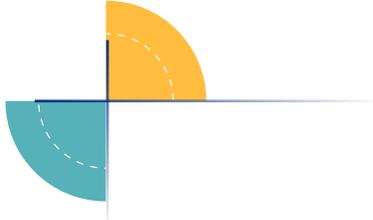
This Strategic Plan takes a modern approach that focuses on moving the most people possible, minimizing the traffic impacts of regional growth, and investing in all modes of travel. It serves as the roadmap for the next five years to provide a more balanced functioning transportation system that improves connections between people and places, lays the foundation to promote smart growth, supports economic development, provides an array of choices and promotes geographic and social equity.

We hope you find this Strategic Plan helpful in understanding what the TA does and how Measures A and W funding will be assessed for allocation over the next five years.

A handwritten signature in blue ink, appearing to read 'Jim Hartnett'. The signature is stylized and fluid, with a long horizontal stroke extending to the right.

Jim Hartnett
Executive Director

The remaining 50% of Measure W is administered by the San Mateo County Transit District (SamTrans).



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Section 1

Introduction and Background

The San Mateo County Transportation Authority (TA) Strategic Plan, for the years 2020-2024, represents an important milestone in the use of voter-approved funds to implement transportation projects and programs in San Mateo County. It is a five-year plan that identifies the policies, procedures, and methods for administering the expenditure of funds generated by Measure A and 50 percent of funds generated by Measure W. It is the initial strategic plan providing guidance for all of Measure W program categories except for County Public Transportation Systems, which will be administered by the San Mateo County Transit District (SamTrans).

In 1988, San Mateo County voters approved Measure A, a 20-year half-cent sales tax to fund and leverage other funding sources for transportation projects and programs in San Mateo County. The approval of Measure A created the San Mateo County Transportation Authority (TA) to manage and administer the new sales tax revenue. The TA is governed by a seven-member Board of Directors tasked with the administration of the Transportation Expenditure Plan (TEP). The Board of Directors sets the overall policy direction for the TA and is comprised of: two Board members appointed by the Board of Supervisors; four Board members appointed by the City Selection Committee to represent North County, Central County, South County, and Cities at Large; and one Board member appointed by SamTrans. A 15-member Citizens Advisory Committee, appointed by the Board, serves as a liaison between the public and the Board of Directors. The Measure A TEP lists projects and programs, as identified by the cities, local agencies, and citizens of San Mateo County, and includes funding for multiple modes to help meet the County's transportation needs.

San Mateo County is one of 25 "self-help" counties in California that chose to tax itself in order to help address the County's transportation needs. The TA has thus been able to accelerate the completion of major projects by bridging funding gaps and leveraging other fund sources. The 1988 Sales Tax Measure expired on December 31, 2008. In 2004, San Mateo County voters reauthorized the Measure A

half-cent sales tax and the adoption of a new TEP for an additional 25 years (2009-2033).

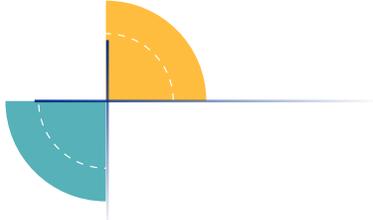
Building off the success of Measure A, while trying to keep up with the pace of change in the region, San Mateo County voters approved Measure W in November 2018, which was the culmination of efforts supported by an extensive outreach process to better understand and meet the County's mobility needs. Measure W provides an additional half-cent transportation sales tax for 30 years, which supplements Measure A sales tax revenue in support of countywide transportation improvements.

The Measure A TEP requires the TA to develop and adopt a Strategic Plan and that it be updated at least once every five years. The Measure W TEP, otherwise known as the San Mateo County Congestion Relief Plan, also requires the TA to prepare a Strategic Plan with broad-based public outreach.

The purpose of the Plan is to provide policy guidance for the implementation of Measure A and Measure W transportation sales tax programs that the TA is tasked with administering. This Plan provides:

- A description and the results of the robust public communication and outreach effort that was conducted during its preparation
- The policy framework for program implementation, including:
 - Evaluation criteria/prioritization for project selection
 - Processes to initiate projects
 - Options for how the TA can become more proactive with project development and implementation
 - Initiatives to support additional project and program implementation efforts, which are further outlined in **Section 8**

It is essential to emphasize that this plan is a living document that will continue to evolve as the TA implements the Measure A and Measure W programs.



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Section 2

Measure A and W Programs Overview

The 2009-2033 Measure A Program began on January 1, 2009 and continues to generate sales tax revenues in San Mateo County for transportation facilities, services, and programs. The 2019-2049 Measure W Program was approved on November 6, 2018 with the collection of revenue beginning July 1, 2019. The following section discusses the expenditure goals and guidelines for the two transportation funding programs.

2.1 Measure A (2009-2033)

Goals

The Measure A Transportation Expenditure Plan (TEP) aims to:

- Reduce commute corridor congestion
- Make regional connections
- Enhance safety
- Meet local mobility needs

Key Strategies

The Measure A TEP vision has also set forth several key strategies:

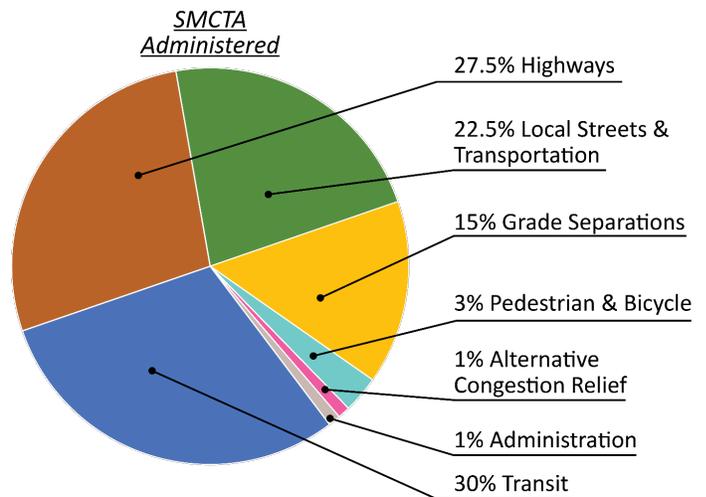
- Target key congested corridors for highway and transit improvements
- Continue to improve connections with regional transportation facilities
- Enhance safety in all aspects of the transportation system
- Meet local mobility needs, especially those of seniors and people with disabilities
- Meet the cities' and County's unique local transportation needs
- Leverage local, state, and federal funds
- Encourage transportation projects that support transit-oriented development

Program Category Details

The Measure A expenditure plan sets the specific

program categories and the mandated percentage split of the sales tax revenues to each of the six primary program categories: Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief Programs. The percentage share for each of the program categories is illustrated in **Figure 2-1** below. In addition, one percent of Measure A funds is set aside for administration purposes.

Figure 2-1: 2004 Measure A TEP Program Categories



The TEP outlines restrictions in the use of Measure A funds with the purpose of targeting funding to transportation projects in San Mateo County and maximizing the leveraging of other funding sources:

- Measure A funds may *not* be used to supplant existing funds and resources on projects
- Measure A funds may be used *only* for:
 - Transportation programs and projects as allowed in the TEP
 - Projects within San Mateo County, with the exception of system-wide Caltrain improvements and other projects that minimally extend into adjacent counties

The TEP further provides that "listed" projects are to be included in each Strategic Plan. A listed project is

a capital project in which the TA has programmed Measure A funding from the Highway, Grade Separations, and Pedestrian and Bicycle program categories. The TA can deprogram funding for a project, and thus remove a listed project from the Strategic Plan if requested by the project sponsor or if a sponsor fails to meet its obligations under the terms and conditions of the funding agreement for the project. An inventory of listed projects is contained in **Appendix A**. Note, going forward, the listed projects in Appendix A will be updated as needed and included in each subsequent Strategic Plan during the life of Measure A. The inventory of listed projects is not intended to be a comprehensive list of projects selected for funding from all the Measure A programs, nor an inventory of all projects eligible for Measure A funds in the future.

A description and purpose of each Measure A Program category is outlined in **Table 2-1**. Projected revenue for Measure A, in addition to Measure W, is included in **Table 4-1**.

Table 2-1: Measure A Program Category Details

Program Category	Description	Purpose
Transit		
<i>Caltrain (16%)</i>	Existing commuter rail system providing train service in San Francisco, San Mateo and Santa Clara counties	Upgrade and expand Caltrain system-wide services San Mateo County specific improvements; up to one half of funds may be used to support operations
<i>Local Shuttles (4%)</i>	Transit services provided with vehicles that are typically larger than vans and smaller than buses	Meet local mobility needs and provide access to regional transit
<i>Accessible Services (4%)</i>	Targeted transportation services for people that have special mobility needs	Provide paratransit and other transportation services to eligible seniors and people with disabilities
<i>Ferry (2%)</i>	Transit service provided by vessels on waterways	Establish ferry services in San Mateo County
<i>Dumbarton Corridor (2%)</i>	A key corridor connecting the East Bay with the Peninsula identified for future commuter rail service	Construct stations and rail enhancements in East Palo Alto, Menlo Park and Redwood City
<i>BART (2%)</i>	Existing heavy rail system providing train services in San Francisco, San Mateo, Alameda and Contra Costa counties	Maintain and operate BART extension in San Mateo County
Highways		
<i>Key Congested Areas (17.3%)</i>	Highways in San Mateo County	Reduce congestion and improve safety on highways
<i>Supplemental Roadways (10.2%)</i>	Local, collector, arterial, state route roadways in San Mateo County	Reduce congestion and improve safety on roadways
Local Streets / Transportation (22.5%)	Transportation services, roadways owned and maintained by the cities and County of San Mateo	Improve and maintain local transportation facilities and services
Grade Separations (15%)	Eliminate at-grade railroad crossings	Improve safety and relieve local traffic congestion
Pedestrian and Bicycle (3%)	Pedestrians and bicycle facilities	Encourage walking and bicycling
Alternative Congestion Relief Programs (1%)	Commute alternatives and Intelligent Transportation Systems	Efficient use of transportation network and reduce reliance on automobiles

Note: Up to 1 percent of Measure A revenues may be used for TA staff salaries and benefits

Accomplishments over the Past Five Years

Over the past five years of the Measure A program, a number of accomplishments were achieved, as described below.

Processes and Plans

- Continued the established Call for Projects (CFP) process for several of the competitive program categories, including two rounds each of Highway, Shuttle and Pedestrian/Bicycle CFPs, and one Grade Separation CFP, programming over \$199 million to projects throughout the County
- Developed an unconstrained 10-Year Highway Capital Improvement Program (CIP) (FY 2016-2025) to better understand the magnitude of the Highway Program shortfall
- Developed a Congestion and Safety Performance Assessment of the State Highway System in San Mateo County in conjunction with the City/County Association of Governments of San Mateo County (C/CAG) to identify key hot spots in the highway network
- Provided funding support and actively participated in the SamTrans Mobility Management Plan Community Services Strategy to provide policy recommendations to improve performance of the jointly administered TA-C/CAG Local Shuttle Program that provides critical first/last mile connections to regional transit and improves local mobility

Key Projects and Programs Funded

Measure A has funded a number of key projects and programs throughout the County to meet the goals of the 2004 TEP. Following are key projects funded during the past five years:

Transit

- Caltrain upgrades and improvements, such as:
 - Peninsula Corridor Electrification Project (PCEP) - electrification of the Caltrain Corridor and purchase of electric multiple unit (EMU) trains – currently under construction
 - South San Francisco Caltrain Station Improvements Project - replacement of the existing station to meet current safety standards with improved access – currently under construction
 - San Mateo Bridges Project - replacement of four 100-plus-year-old railroad bridges in the City of San Mateo – completed in 2016
- **Shuttles:** The TA helps fund a robust shuttle system to provide critical first- and last-mile access to regional transit and meet local mobility needs
- **Ferry:** A financial feasibility study and cost/benefit analysis is underway to determine the viability of a new public ferry terminal with the operation of new public ferry service in Redwood City
- **Paratransit:** Approximately \$3.5 million is provided annually in support of the Paratransit Program, meeting the transportation needs of those with special mobility requirements

Highways

- SR 1 San Pedro Creek Bridge Replacement Project (Pacifica) – completed in 2016
- US 101/Broadway Interchange Reconstruction Project - reconstruction of one of the oldest interchanges in San Mateo County – completed in 2017
- SR 92 / SR 82 (El Camino Real) Interchange Improvements - conversion from a full to partial cloverleaf interchange. Backups and queuing on SR 92 have been reduced with wider on- and off-ramps – completed in 2018

- US 101 / Willow Interchange Improvements - conversion from full to partial cloverleaf interchange and replacement of the existing bridge structure with a wider one. Operational deficiencies caused by short weave movements between on-and off-ramps, and backups and upstream queuing on US 101 have been reduced. Cycle tracks for bicyclists included - completed in September 2019
- San Mateo US 101 Express Lanes, I-380 to terminus of Santa Clara County Express Lanes - creation of express lanes for use by HOV3+ (high-occupancy vehicles with three or more occupants), motorcycles and transit for free and other vehicles for a toll. Existing HOV lanes will be converted into express lanes south of Whipple Avenue (under construction) and new express lanes will be added from Whipple to I-380 (final design)

Grade Separations

- 25th Avenue Grade Separation - grade separation of the existing Caltrain crossing of 25th Avenue in San Mateo that includes the relocation and reconstruction of the Hillsdale Caltrain Station and extension of 28th and 31st Avenues underneath below - currently under construction
- Broadway Grade Separation - preliminary engineering and environmental work is ongoing for a grade separation of the existing Caltrain crossing of Broadway in Burlingame
- Ravenswood Avenue, South Linden Avenue/Scott Street and the Whipple Avenue Grade Separation Projects - planning work is underway to study potential grade separations of existing Caltrain crossings in the cities of Menlo Park, South San Francisco, San Bruno, and Redwood City

Pedestrian/Bicycle

- US 101 / Holly Street Pedestrian and Bicycle Overcrossing: new pedestrian/bicycle bridge to be implemented in conjunction with US 101 / Holly Street Interchange Improvements in San Carlos - construction pending
- US 101 Pedestrian and Bicycle Overcrossing south of University Avenue - new pedestrian/bicycle bridge in East Palo Alto approximately 1/3 of a mile south of the University Avenue Interchange - completed May 2019
- John Daly Boulevard Streetscape Improvements - new six- to seven-foot-wide bicycle lanes on John Daly Boulevard, widened pedestrian refuge islands,

installation of pedestrian scale lighting on widened sidewalks, and installation of stamped asphalt crosswalks in Daly City - construction complete May 2019

Alternative Congestion Relief (ACR)

- Ongoing support for Commute.org's annual Transportation Demand Management (TDM) work programs

2.2 Measure W (2019-2049)

In 2018, when San Mateo County voters passed Measure W, they gave the County the ability to generate additional resources from a new half-cent sales tax to implement transportation improvements as identified in the San Mateo County Congestion Relief Plan.

The Congestion Relief Plan sets the program categories and percentage split of the sales tax revenues that are to be implemented primarily with guidance, as applicable, from the eleven Measure W Core Principles.

Measure W Core Principles

Through a robust public outreach process, the following Core Principles were developed to help guide the allocation of Measure W funds:

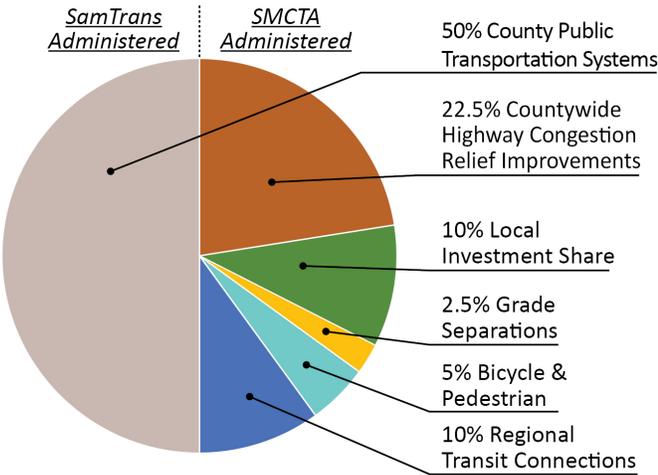
- Relieve traffic congestion countywide
- Invest in a financially sustainable public transportation system that increases ridership, embraces innovation, creates more transportation choices, improves travel experience, and provides quality, affordable transit options for youth, seniors, people with disabilities, and people with lower incomes
- Implement environmentally-friendly transportation solutions and projects that incorporate green stormwater infrastructure and plan for climate change
- Promote economic vitality, economic development, and the creation of quality jobs
- Maximize opportunities to leverage investment and services from public and private partners
- Enhance safety and public health
- Invest in repair and maintenance of existing and future infrastructure

- Facilitate the reduction of vehicle miles traveled, travel times, and greenhouse gas emissions
- 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
- Incentivize transit, bicycle, pedestrian, carpooling, and other shared-ride options over driving alone
- Maximize potential traffic reduction potential associated with the creation of housing in high-quality transit corridors

Program Category Details

The TA administers 50 percent of the Measure W sales tax proceeds, while the remaining 50 percent are administered by SamTrans. The TA is responsible for administering the following four categories: Countywide Highway Congestion Improvements, Local Safety, Pothole and Congestion Relief Improvements, Bicycle and Pedestrian Improvements, and Regional Transit Connections. The Local Safety, Pothole, and Congestion Relief Improvements category is comprised of two sub-components, the Local Investment Share and Grade Separations. SamTrans is responsible for the County Public Transportation Systems category. **Figure 2-2** shows the percentage of the Measure W funds that are to be apportioned to each of the program categories.

Figure 2-2: Measure W Congestion Relief Plan Program Categories



Note: Local Investment Share and Grade Separations funds come from the Local Safety, Pothole & Congestion Relief Improvements Program category, which totals to 12.5% of Measure W funds.

Table 2-2 provides a description and purpose of each Measure W Program Category. Projected revenue for Measure A, in addition to Measure W is included in **Table 4-1**.

Table 2-2: Measure W Program Category Details

Program Category	Description	Purpose
Countywide Highway Congestion Improvements (22.5%)	Focus on improvements to state highways and interchanges	Provide congestion relief, reduce travel times, increase person throughput improve operations, safety and access and deployment of advanced technologies and communications on highway facilities in San Mateo County
Local Safety, Pothole & Congestion Relief Improvements - Local Investment Share (10%)	Local transportation programs and services; funds must be used for pavement rehabilitation if a city or the County has a Pavement Condition Index (PCI) Score less than 70	Investment in local transportation priorities including deployment of advanced technologies and communications on roads, paving streets and repairing potholes, and promoting alternative transportation
Local Safety, Pothole & Congestion Relief Improvements - Grade Separations (2.5%)	Separation of roadways crossing rail corridors	Separation of roadways crossing rail corridors
Bicycle and Pedestrian Improvements (5%)	Bicycle and pedestrian programs and projects that incentivize mode shift to active transportation	Reduce traffic congestion by safely connecting communities and neighborhoods with schools, transit and employment centers, fill gaps in the existing bicycle/pedestrian network, safely cross barriers and make walking and bicycling safer and more convenient
Regional Transit Connections (10%)	Services designed to improve transit connectivity between the County and the region, including rail, water transit, heavy rail and regional bus service	Reduce congestion and improve transit connectivity between the County and the rest of the region, considering a project's support through public-private partnerships
County Public Transportation Systems (50%)	Funds for public transportation that are administered by SamTrans	Maintain and enhance bus, paratransit, Caltrain and other countywide mobility services

3.1 Preface: Get Us Moving San Mateo County

SamTrans, in conjunction with the San Mateo County Board of Supervisors, led the Get Us Moving San Mateo County (GUM) effort from Winter 2017 through Spring 2018. This large-scale outreach effort was a collaborative program designed to increase community awareness of current transportation conditions, programs, services, and solutions; help identify and prioritize transportation-funding needs in the County; develop an understanding of community opinions about transportation priorities; and inform future transportation revenue opportunities and expenditures.

GUM was a joint effort with local cities, partner agencies, and other stakeholders including regional leaders, transportation professionals, employers of all sizes, non-profit and transit advocacy groups. Outreach resulted in feedback from more than 16,000 San Mateo County residents and reached hundreds-of-thousands more through direct mail, television advertisements, online surveys, social media, town halls and more than 100 presentations to city councils, business and community groups, and more.

The result of the GUM outreach effort was the development of the San Mateo County Congestion Relief Plan, which became Measure W. The SamTrans Board of Directors approved Measure W for the November 2018 ballot with the consent of the San Mateo County Board of Supervisors.

The Strategic Plan development process leveraged the GUM development efforts, utilizing the same Stakeholder Advisory Group (SAG) and Technical Advisory Group (TAG) for continuity.

3.2 Stakeholder/Public Outreach Program

This section delves into the outreach process and the steps taken to develop the Strategic Plan.

Broad-based stakeholder engagement was critical to the creation of this Strategic Plan. Outreach was especially important given that this is the inaugural

development of the policy framework for the implementation of the TA's programs under Measure W, as well as the incorporation of both Measure A and Measure W into one Strategic Plan.

Outreach occurred at multiple points in the process through a variety of engagement techniques to ensure the development of a well-informed Plan that addresses the diverse interests and needs of the County. Throughout the Strategic Plan development process, stakeholders played an integral role providing input on the policy framework and implementation of the measure programs.

One significant task in the Strategic Plan development process was to determine what "as applicable" means for the Measure W Core Principles. Measure W states, "Investment categories identified in the Congestion Relief Plan are to be implemented primarily with guidance from the Core Principles set forth below, as applicable..." The Strategic Plan set out to answer the questions of whether all the Core Principles applied to each funding program category, and at what weight or level of significance. Outreach focused more on Measure W than Measure A because the TA had conducted outreach multiple times in the past on Measure A through previous Strategic Plans.

Public engagement methods included regular meetings with stakeholder and technical advisors, an online survey with over 2,500 responses, and a series of public meetings held throughout the County.

The following describes the public engagement in more detail:

- SAG meetings: the SAG was comprised of representatives that included non-profits, large employers, business groups, transit, and constituent advocacy groups
- TAG meetings: the TAG was comprised of representatives from the cities, County, transit agencies, special districts and the TA's local partner funding partners
- San Mateo County Transportation Authority Board



of Directors, Board Ad Hoc Committee and Citizen's Advisory Committee meetings

- Updates to the County Board of Supervisors, the City and County Association of Governments of San Mateo County (C/CAG) and Commute.org Board of Directors
- Community meetings, pop-up events at local farmers markets, and presentations at organizations around the County
- Virtual Town Hall on the San Mateo County Transit District YouTube
- Online engagement through the TA website dedicated page, http://www.smcta.com/about/Strategic_Plan_2020-2024.html
- Public online survey publicized through SAG and TAG members, a text-blast to 40,000 randomized county residents, e-mail to numerous Community Based Organizations (CBOs), school and senior groups, and press releases and social media publicity. In addition, approximately 4,000 GUM survey takers received notice of the survey.
- The public comment period for the Draft Strategic Plan was open for 30 days. Approximately 4,500 GUM survey and TA Specific Plan survey respondents were notified of the availability of the Draft Strategic Plan for review and comment. A summary of comments received on the TA's website for the Draft Strategic Plan can be found in Appendix H.

Developing the Plan with Broad Stakeholder Input

Stakeholder and Technical Advisory Groups

Between March and September of 2019, there were numerous meetings with the SAG and the TAG. The following are highlights of key activities they participated in, as further described in Section 3.2:

- Comparison of the Measure A and W Program categories, which confirmed direction to provide a common selection process for several competitive program categories
- Completing a survey to determine the applicability of the Measure W Core Principles to each program category
- Recommendations on the project selection process, eligible sponsorship and minimum matching fund requirements

- Input on what the TA's role should be with regard to project delivery and technical assistance
- Development of project evaluation criteria that relate to the Core Principles
- Final review of the weighting of the Core Principles and development of weighted evaluation criteria

Members of the SAG and TAG were generally supportive of the proposed processes for project selection and initiation. Key comments received from members emphasized the importance and need for flexibility; input on project delivery with respect to sponsor implementation and support for the TA to take a more proactive role sponsoring highway projects of countywide significance; concerns regarding limited available funding to deliver large capital projects and the ability to leverage external revenue sources; integration of modern transportation concepts in light of regional and statewide initiatives; and the establishment of metrics to better determine how projects are meeting the Measure A Goals and Vision and the Measure W Core Principles.

Public Workshops/Open Houses

TA Staff presented material on the Strategic Plan through multiple venues. Staff held four community open house events in the summer of 2019 at the following locations: San Mateo Public Library, Pacifica Community Center, Menlo Park Senior Center, and the South San Francisco Municipal Building. After a presentation by the TA about the Strategic Plan effort, attendees were invited to participate in a dot sticker exercise ranking the top six Core Principles for each of the Measure W funding categories.

In November 2019 staff, conducted an online Virtual Town Hall hosted on the San Mateo County Transit District website where viewers saw a presentation on the Strategic Plan, could ask questions by a chat window and make formal public comments via the TA website. Finally, in both summer and fall of 2019 staff went to multiple organizations to make formal presentations including those representing individuals with disabilities, labor organizations, business groups, environmental groups and others.

Pop-Up Events

The TA set up booths at two pop-up events: the Half Moon Bay Coastside Farmers Market and the Burlingame farmers market (both in June of

2019). Each booth had large-format posters that provided background information on the Strategic Plan and Measure W, and a facilitated dot sticker exercise for ranking Core Principles under each project category. The TA also provided fact sheets on the Strategic Plan, Measure A and Measure W at all community meetings.

Ad Hoc Committee, Citizen Advisory Committee, and Board Meetings

TA staff regularly presented the results of stakeholder and public outreach efforts to the Ad Hoc Committee, the Citizens Advisory Committee (CAC), and the TA Board to keep them abreast of the planning effort and to get their buy-in on key components of the Plan development process.

Online Public Survey

To reach a large-scale audience, the TA opened an online survey from June to August of 2019, which received more than 2,500 responses. The survey provided an introduction on the Strategic Plan effort and Measure W, and asked respondents to choose up to six of the most applicable Core Principles for each Measure W Program category. The survey also asked for each respondent's place of residence and employment by city or unincorporated County area and provided an area for open-ended general comments.

General Comments from the Online Public Survey

All survey comments were reviewed and incorporated where appropriate. Some comments that were representative of general themes that emerged from the comments include:

- Prioritize pedestrian safety
- Addressing at-grade train crossings is really important
- Safety, relieving congestion, and repairing potholes should be the overwhelming priority
- Safe connected bike paths
- Support green, environmentally-friendly solutions
- More bikes = fewer cars
- Invest in more transit and more bike infrastructure
- Denser housing near transportation hubs to support more frequent and expanded public transportation service
- Increasing automobile capacity will not improve congestion
- More carpool lanes
- Get people out of their cars on the 101 and onto Caltrain
- Good networked sustainable transportation alternatives to and through San Mateo County
- Improve the pedestrian environment near schools and transit hubs
- Please make the roads safer
- Safe streets and more transit service
- Fix the potholes
- Repair streets and highways
- Infrastructure repair is critical
- Bikes, trains and buses
- More transit options
- Stop prioritizing automobiles
- Congestion relief, road maintenance, convenient public transportation
- Traffic reduction is a must
- Coordinate the times of the shuttles, ferries, buses and Bay Area Rapid Transit (BART) better
- Seamless fare integration
- Public transportation needs to be more efficient, run more frequently and connect to other lines at transfer points
- More trains, more often

Project Framework Tables

Policy framework tables were created for the Measure W program categories and the comparable Measure A program categories for project selection, project sponsorship, and minimum matching fund requirements as illustrated in **Table 6-1 and 6-2** in Section 6.1 and minimum matching fund requirements in **Table 7-1** in **Section 7.2**

Initiatives to Improve Project Delivery

The TA also saw an opportunity to be able to improve the project delivery process. The TAG, which was primarily comprised of representatives that are the TEP project sponsors, strongly supported the position that the TA should be proactive in identifying and sponsoring highway projects of countywide significance. The TA recognizes that local agencies often have limited resources and experience as well as competing priorities that can impact their ability to deliver large regional highway projects. Greater benefits may be realized by strategically targeting projects that reduce regional congestion and also improve local mobility. Examples of highway projects of countywide significance include the San Mateo US 101 Express Lanes and the US 101/SR 92 Interchange. The TA will consider setting aside funding for these highway projects of countywide significance, striking a balance with local needs, which will be further addressed as part of the update to the Short Range Highway Plan (2012-2021) with an accompanying Capital Improvement Program (CIP).

The TA also strives to further its role with technical assistance, as resources permit, to advance project delivery. The TA should further explore the following options:

- Provide technical 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, and
- Contract with consultants to obtain grant funds to help sponsors be more competitive with various grants and better leverage Measure A & W funds.

Weighting of Measure W Core Principles

The stakeholder and public outreach process also helped inform the applicability and weighting of the Measure W Core Principles. As described in **Section 3.2** above, the surveys completed by the SAG and TAG, as well as the general public, were designed to determine the relative weight of each of the Core Principles for the TA administered funding categories. Ultimately, each Core Principles received a weighting of High, Medium, or Low for each program category. The final recommended weightings took into account the SAG and TAG survey responses, the general public survey responses, additional comments from the SAG/TAG after they completed their surveys, Measure W language regarding program priorities, Board Ad Hoc member input, as well as project team and consultant recommendations. A summary of the weighting of the Core Principles for each Measure W Program category can be seen in **Table 3-1**, with gold being the highest weighting, green being weighted medium and blue being the lowest weighted. A summary of the weighting of the Core Principles from each group (SAG, TAG and public survey) can be found in **Appendix D. Table 3-2** is the Core Principle key. The weighting of the Core Principles directly influences the assignment of points to the evaluation criteria.

Table 3-1: Measure W Core Principle Weights - 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	P1
P3	P3	P1	P8	P2
P4	P8	P3	P3	P3
P5	P9	P7	P4	P4
P6	P11	P8	P7	P5
P7	P4	P11	P10	P9
P9	P5	P2	P11	P8
P10	P7	P4	P6	P10
P11	P10	P5	P9	P11

Table 3-2: Measure W Core Principles Key

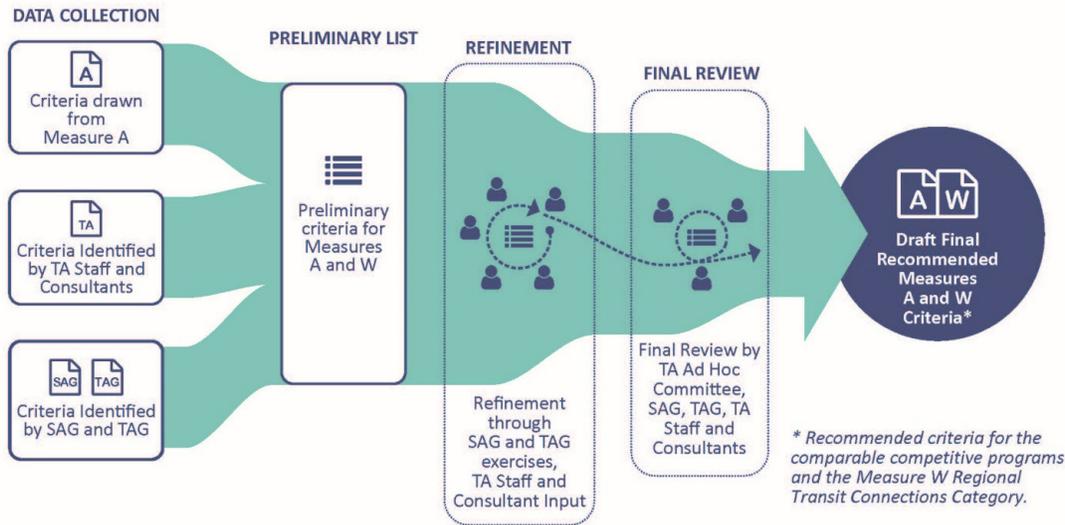
Measure W Core Principle	
P1	Relieve Traffic Congestion Countywide
P2	Invest in a Financially-sustainable Public Transportation System that Increases Ridership, Embraces Innovation, Creates More Transportation Choices, Improves Travel Experience, and Provides Quality, Affordable Transit Options for Youth, 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
P8	Facilitate the Reduction of Vehicle Miles Traveled, Travel Times and Greenhouse Gas Emissions
P9	Incorporate the Inclusion and Implementation of Complete Streets 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
P11	Maximize Traffic Reduction Potential Associated with the Creation of New Housing Opportunities in High-Quality Transit Corridors

Development of Evaluation Criteria

The Strategic Plan contains evaluation criteria for the comparable competitive Highway, Bicycle/Pedestrian, and Grade Separation Program categories, and the Measure W Regional Transit Connections Program category. The comparable competitive programs are those where project sponsors compete for funding and the program category requirements between Measures A and W are similar. Significant input went into the evaluation criteria development process. As part of the SAG and TAG meetings, staff shared existing project evaluation criteria used for the Measure A programs and added a few suggestions for each of the 11 Core Principles with respect to each of the comparable competitive funding categories and the Measure W Regional Transit Connections Program category organized by Core Principle. Working with that initial set of criteria, SAG and TAG members generated hundreds of evaluation criteria sorted by Core Principle for each of the programs, which can be found in **Appendix D**. The proposed evaluation criteria were brought back to the SAG and TAG for further refinement and consolidation through facilitated breakout sessions. Board Ad Hoc members, staff and consultant also contributed significant input into this process, which is illustrated below in **Figure 3-3**.

Figure 3-3: Criteria Development Process

The recommended draft criteria for evaluating projects for Measures A and W funding applications were developed and refined through an iterative process with a Stakeholder Advisory Group (SAG), a Technical Advisory Group (TAG), input from Transportation Authority (TA) Board Ad Hoc members, consultants, and TA staff.



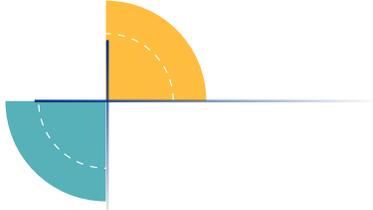
Criteria and Principles Weighting Process

The final draft evaluation criteria developed with SAG and TAG input, were grouped into the following thematic areas: Need, Effectiveness, Sustainability, Readiness, and Funding Leverage. The evaluation criteria were assigned numeric values based on the weighting of the relevant Core Principles. The point values range from one to three points based on the weighting of the relevant Core Principle (High – three points, Medium – two points, and Low – one point). The cumulative score for each evaluation criterion was tallied for each of the 11 Core Principles and accounted for 75 percent of the total available score.

Evaluation criteria under the thematic areas of Readiness and Funding Leverage are not fully addressed by the Measure W Core Principle ranking process and were given their own point score (Readiness at 15 percent and Funding Leverage at 10 percent), based on the established past practices under Measure A. These criteria have been in use for many funding cycles, have worked well and have been carried forward for use in this Plan. To simplify the process, the points associated with all the evaluation criteria have been calibrated to a 100-point scale. The final evaluation criteria and their significance with respect to each of the Core Principles can be found in **Appendix E**.

The scope of work for large capital projects often is not finalized and projected performance data often is not available prior to being environmentally cleared (for purposes of CEQA/NEPA). Several alternatives may be under consideration prior to that point in time. Under the existing Measure A Highway Program, a greater emphasis is placed on the evaluation criteria under the thematic area of *Need* for projects that have yet to be environmentally cleared and a greater emphasis is placed on the evaluation criteria under the thematic area of *Effectiveness* for projects that have been environmentally cleared. This has worked well and is also recommended to be carried forward and used for the Measure W Highways, Grade Separations, and Regional Transit Connections Program categories.

The point system illustrated in **Appendix E** for the Highway, Grade Separation, Bicycle and Pedestrian, and Regional Transit Connections program categories is for projects that have received environmental clearance. It is recommended that the maximum number of points that can be obtained for the evaluation criteria under the thematic group of *Need* be increased with a corresponding decrease in the maximum number of points that can be obtained for the evaluation criteria under the thematic group of *Effectiveness* for projects that have yet to be environmentally cleared.



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This section provides a backdrop of existing demographic and travel trends within San Mateo County, a look at how peer agencies fund transportation projects in relation to the TA's funding practices, and a financial look-ahead for the funding of projects in San Mateo County.

4.1 Demographics and Travel Data

The TA conducted an analysis of demographic data to better understand current and future population and employment growth patterns and travel trends. This includes current and future mode share and trip growth, as projected changes could influence program policies.

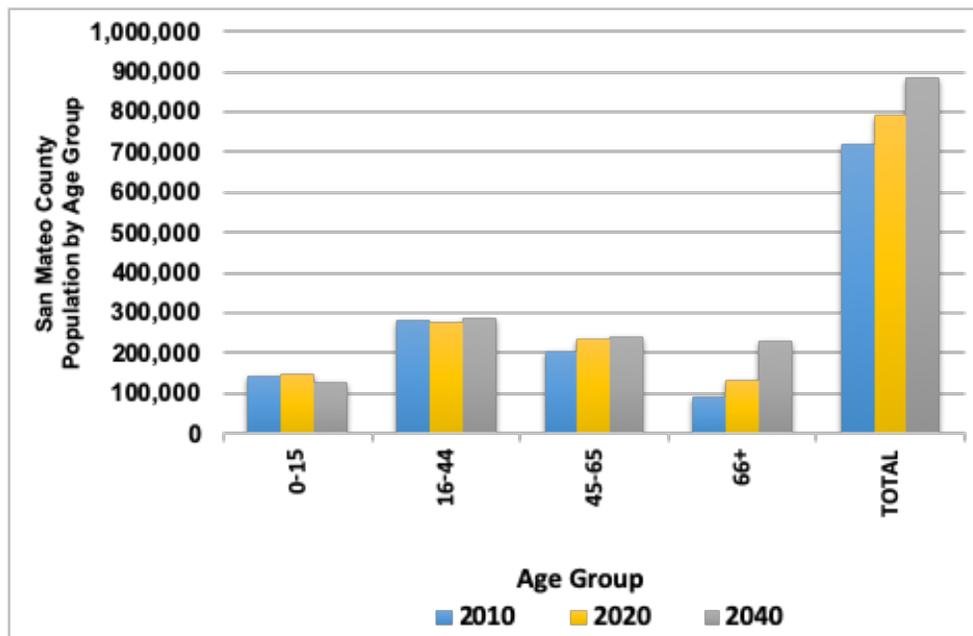
Demographic Trends

According to the State of California Department of Finance, during the last national census in 2010, San Mateo County had 718,454 residents and 331,931 jobs. Between 2010 and 2040, San Mateo County is projected to increase in population by 25 percent with employment increasing by 34 percent.

Population by Age Group

The growth rate for most age groups is not projected to change significantly from 2010 to 2040, with the exception of seniors age 65 and older. The senior population is expected to increase dramatically, from approximately 90,000 to nearly 229,000. This change indicates that there will be growing pressure on transit and accessible services to meet the needs of senior County residents in the next 20 years. **Figure 4-1** illustrates age cohort data derived from the California Department of Finance's Population and Projections database, showing the total number of people by age group.

Figure 4-1: San Mateo County Population Change within Age Groups, 2010-2040

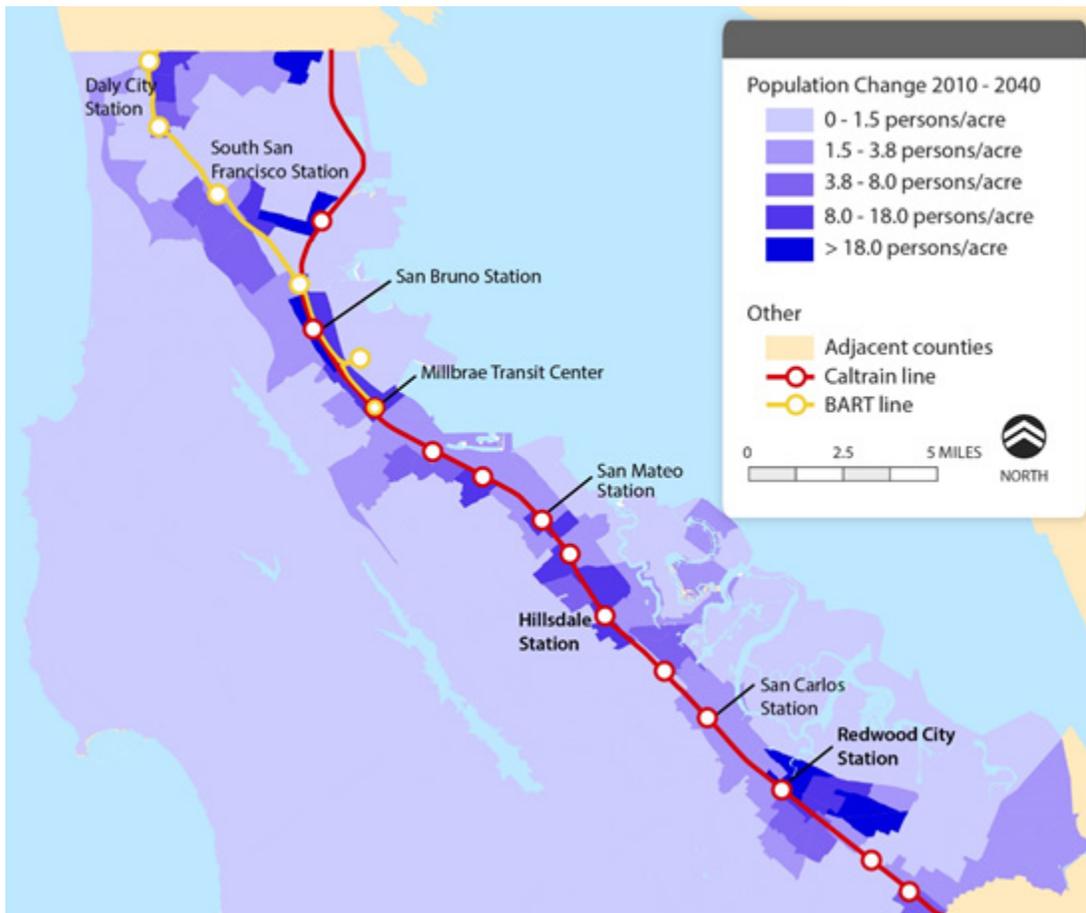


Source: State of California, Department of Finance, Population Data and Projections

Change in Population by Geography

Using the C/CAG Travel Demand Model (2017), it is possible to examine population growth by Traffic Analysis Zones (TAZs) from the calibrated base year of that model (2010) out into the future (2040). Population is largely concentrated along the BART and Caltrain corridors as illustrated in **Figure 4-2** below, which is consistent with the smart growth strategy of encouraging a mode shift from single-occupancy vehicle (SOV) trips to an increase in transit ridership. Between 2020 and 2040, the population of San Mateo County is projected to increase by 91,927 to nearly 900,000 people.

Figure 4-2: Change in Population from 2010 to 2040 for San Mateo County by TAZ



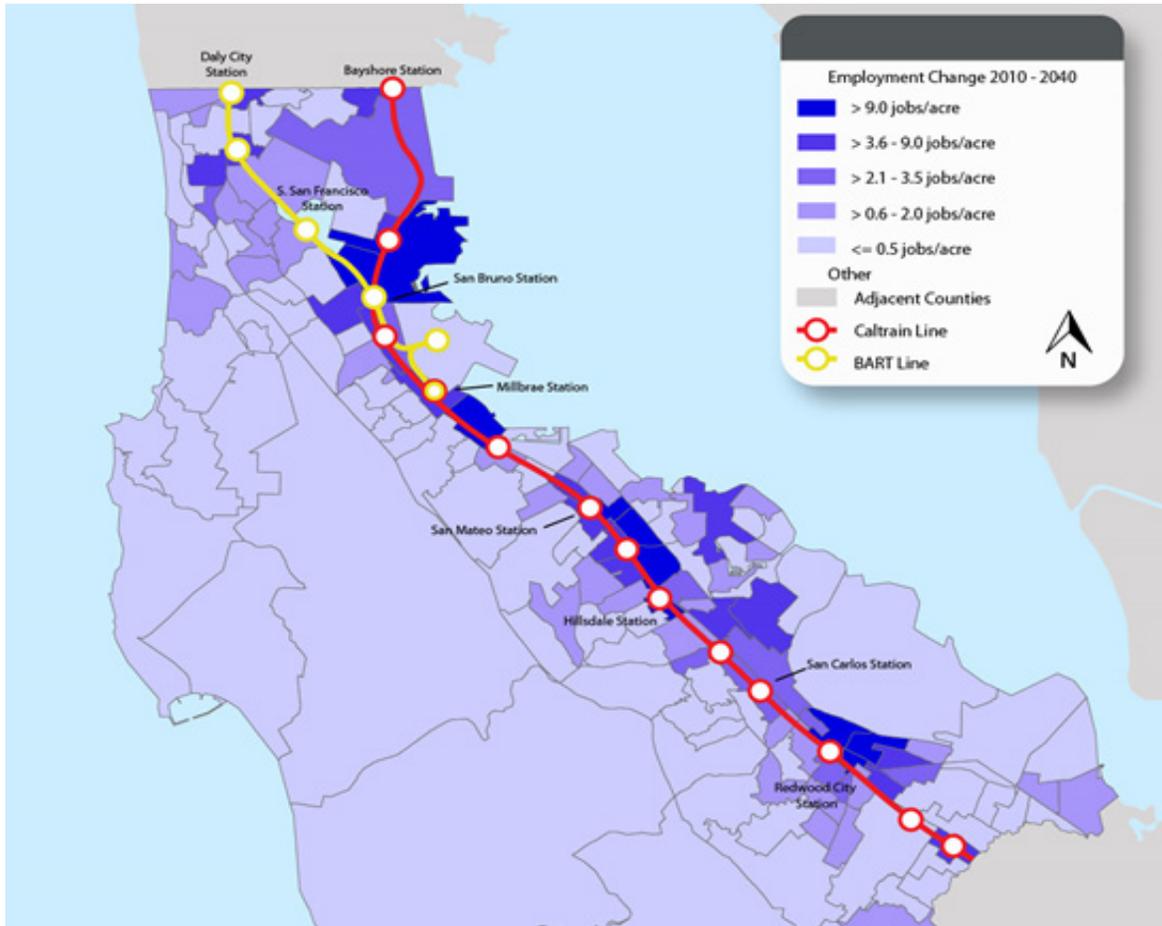
Source: C/CAG Travel Demand Model (2017) CDM Smith

Change in Employment by Geography

Figure 4-3 illustrates the total change in employment growth from 2010 to 2040 by TAZ. Areas with high employment growth are in close proximity to BART and Caltrain stations, which as previously noted, can help encourage mode shift from SOV trips to an increase in transit ridership. A comparison of **Figure 4-2** (population change by geography) and **Figure 4-3** (employment change by geography) shows that several areas around Caltrain stations are projected to have a significant increase in both employment and population.

Population and employment growth projections are derived from the C/CAG Travel Demand Model (2017) which uses data from the U.S. Census (2010) and from by the Association of Bay Area Governments (ABAG), combined with estimates from individual cities, in Planned Development Areas (PDAs) near station areas and anticipated transit-oriented development (TOD). The projected population and employment growth patterns support continued investment in access to Caltrain and BART.

Figure 4-3: Change in Employment from 2010 to 2040 for San Mateo County by TAZ

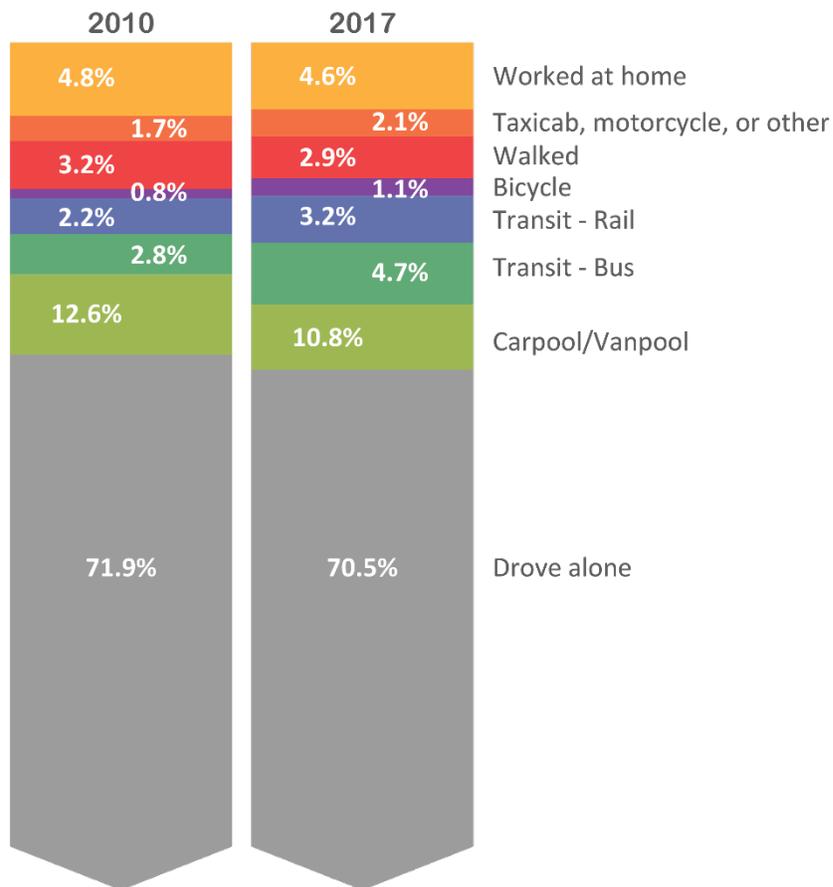


Source: C/CAG Transportation Model with updates from South San Francisco & Brisbane (2017) CDM Smith

Travel Trends

A comparison of the mode share data from the American Community Survey for the years 2010 and 2017 for San Mateo County residents shows that transit mode share (for rail and bus combined) increased from 5 percent in 2010 to 7.9 percent in 2017. Walking mode share decreased from 3.2 percent in 2010 to 2.9 percent in 2017, and bicycle mode share increased from 0.8 percent to 1.1 percent over the same time period. **Figure 4-4** summarizes 2010 and 2017 mode share data for Means of Transportation for Commute to San Mateo County Workplaces in San Mateo County, from the American Community Survey (ACS). Driving alone continues to be the largest mode overall, dominating the mode share with 70.5 percent of 294,388 workers choosing to make solo trips by car, truck, or van. However, the percent of total travel in the drive-alone mode declined slightly during the seven-year period.

Figure 4-4: Means of Transportation for Commute to San Mateo County Workplaces

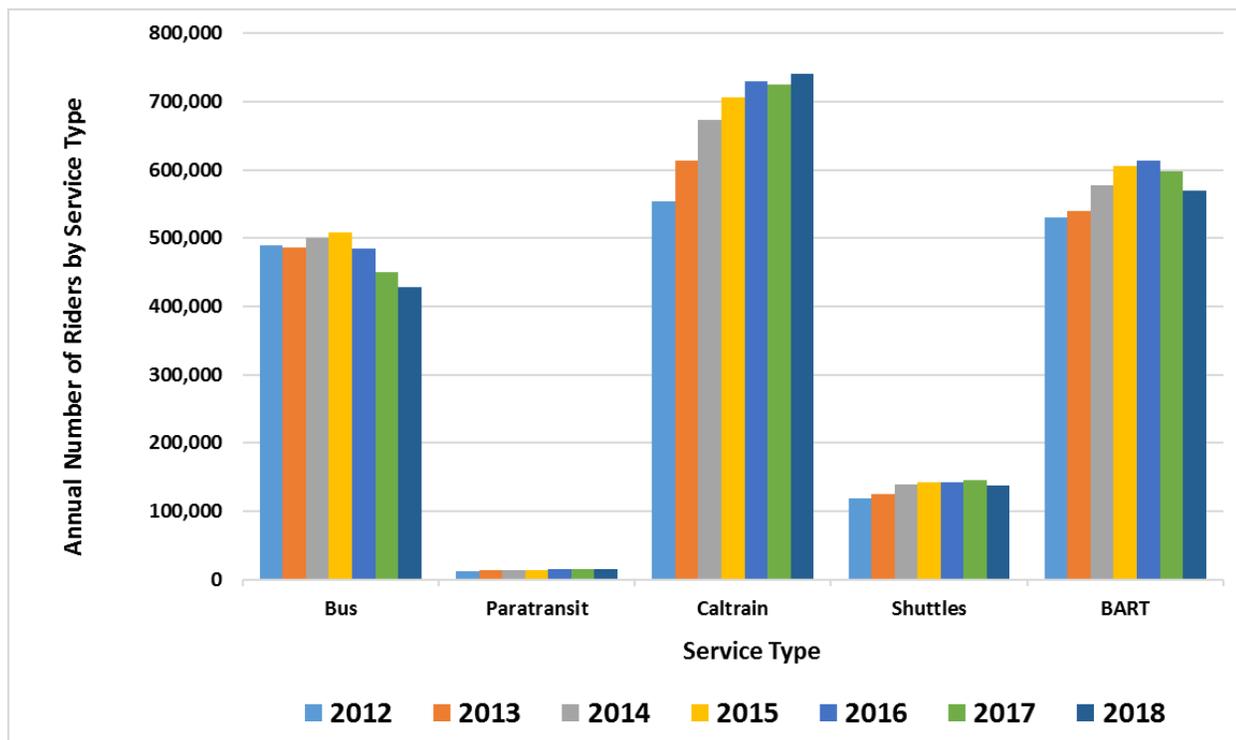


Source: U.S. Census Bureau, American Community Survey (ACS)

Transit Ridership

Figure 4-5 shows the average year-to-date transit ridership data for the years 2012 through 2018, which includes counts for SamTrans bus, paratransit, Caltrain, shuttles, and the BART extension without the Daly City stop; obtained from the San Mateo County Open Data Portal. The data shows that Caltrain has seen significant growth while public bus service and BART have seen some declines in recent years. SamTrans has undertaken an initiative to launch new express bus service to help improve mobility on the County's congested highway corridors and is preparing a Comprehensive Operational Analysis (COA) to analyze each route in the system in the light of changing travel patterns and mobility needs. The goals of the COA include improved customer experience, growing new and more frequent ridership, and improving SamTrans' efficiency and effectiveness as a mobility provider. BART is in the process of acquiring new rolling stock to replace its aging fleet. Shuttles also play a vital transportation role by providing first-/last-mile connections for Caltrain and BART riders.

Figure 4-5: Transit Ridership Growth by Transit Service Type 2012-2018



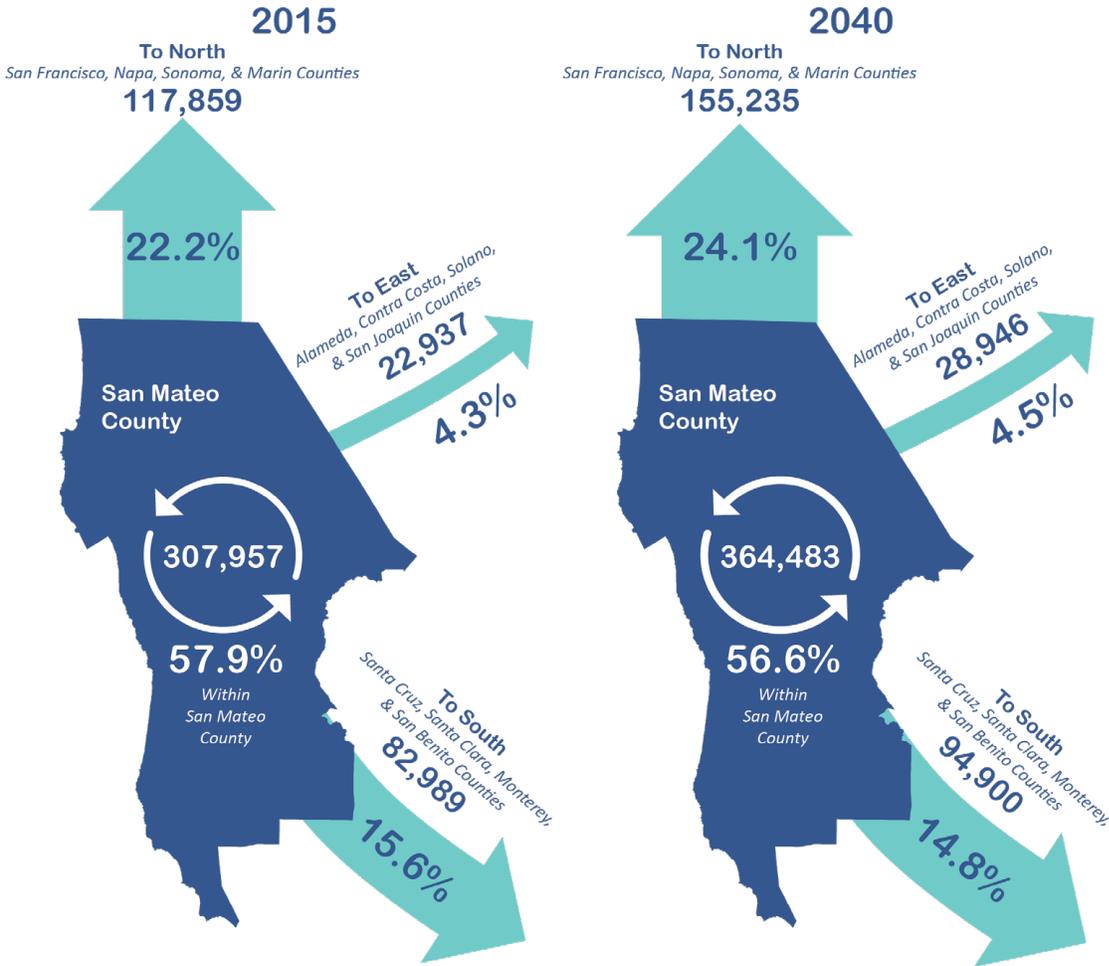
Source: San Mateo County Open Data Portal - Transit Year-to-Date Ridership

Growth in Travel

According to the San Mateo County Travel Demand Model developed by C/CAG, all work-related trips in San Mateo County are expected to grow by nearly 30 percent from 755,511 trips in 2015 to 981,787 trips in 2040. This number includes people commuting from San Mateo County to other counties, people commuting from other counties into San Mateo County, people commuting through San Mateo County, and people commuting within San Mateo County. Figures 4-6 through 4-8 display the base year (2015) and future (2040) work travel patterns for work trips within San Mateo County, work trips to and from adjacent counties, and work trips to and from counties adjacent to San Mateo County. While there is a significant increase in the number of trips that will be generated, the change in the distribution of those trips is not projected to significantly change, with the exception being trips through San Mateo County. Although this represents a very small share of all the trips, there is over a 30 percent increase in the projected number of trips passing through the County, with a majority headed to the south.

Figure 4-6: Trips to Work by San Mateo County Residents

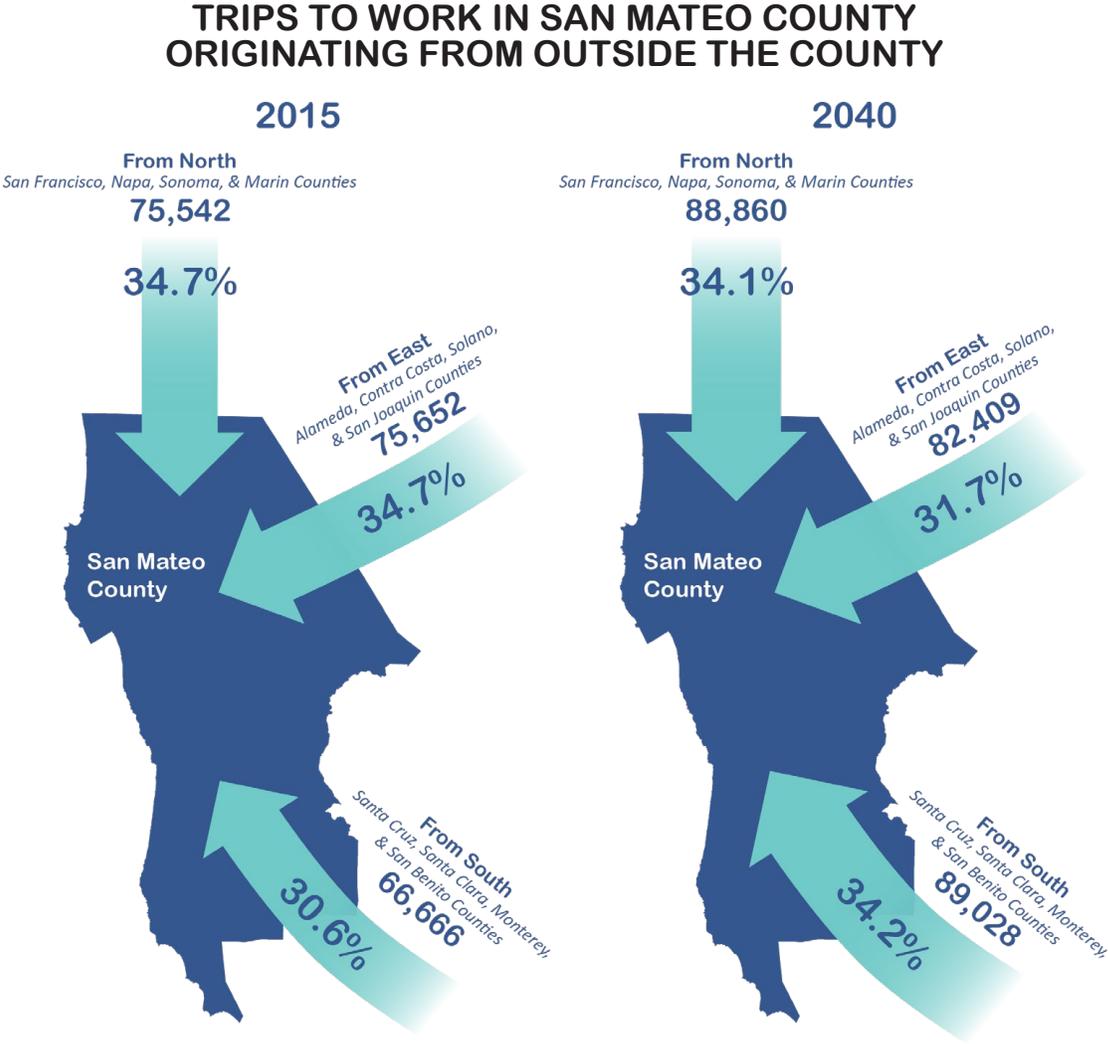
TRIPS TO WORK BY SAN MATEO COUNTY RESIDENTS



Trips to Work by San Mateo County Residents	2015	2040	Increase in Trips	Percent Change
Within San Mateo County	307,957	364,483	+ 56,526	+ 18.4 %
To North	117,859	155,235	+ 37,376	+ 31.7 %
To East	22,937	28,946	+ 6,009	+ 26.2 %
To South	82,989	94,900	+ 11,911	+ 14.4 %
Total Trips	531,742	643,564	+ 111,822	+ 21.03 %

Source: C/CAG Travel Demand Model (2017)

Figure 4-7: Trips to Work in San Mateo County Originating Outside the County

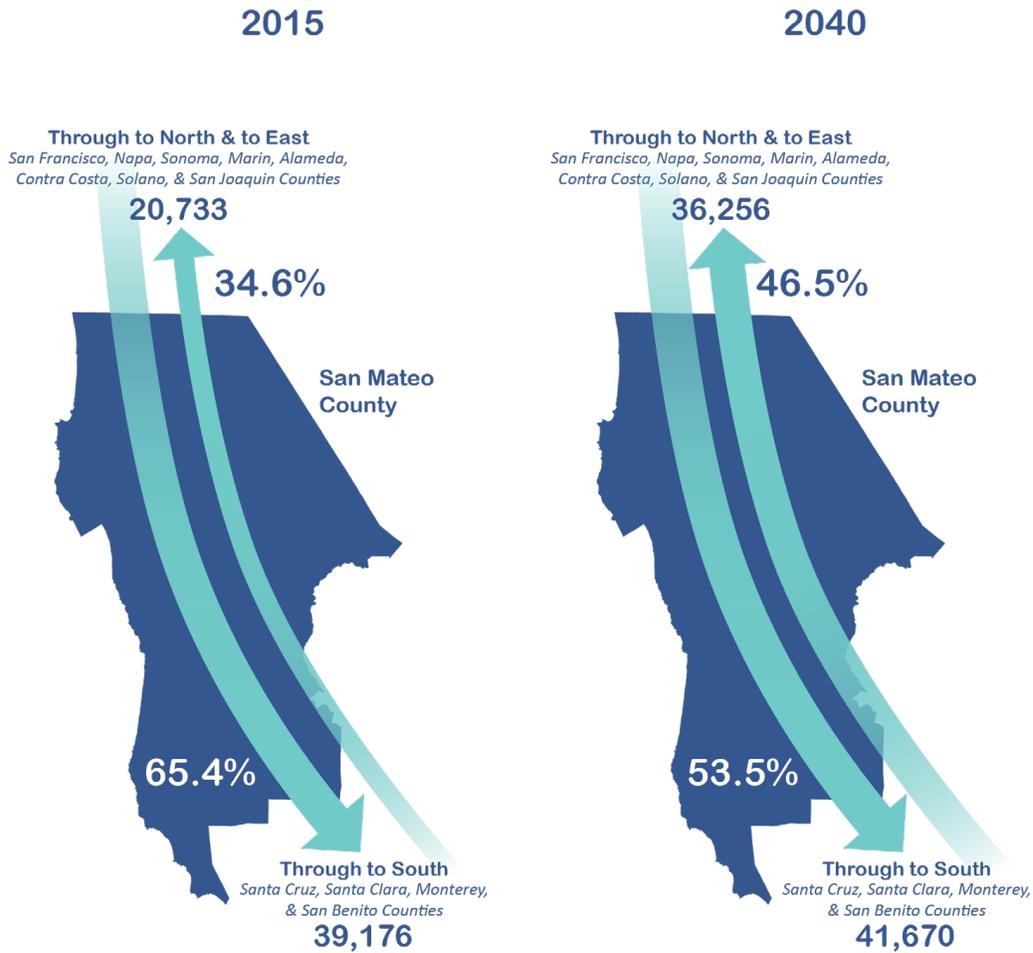


Trips to Work in San Mateo County Originating from Outside the County	2015	2040	Increase in Trips	Percent Change
From North	75,542	88,860	+ 13,318	+17.6 %
From East	75,652	82,409	+ 6,757	+ 8.9 %
From South	66,666	89,028	+ 22,362	+ 33.5 %
Total Trips	217,860	260,297	+ 42,437	+ 19.5 %

Source: C/CAG Travel Demand Model (2017)

Figure 4-8: Trips to Work through San Mateo County

TRIPS TO WORK THROUGH SAN MATEO COUNTY



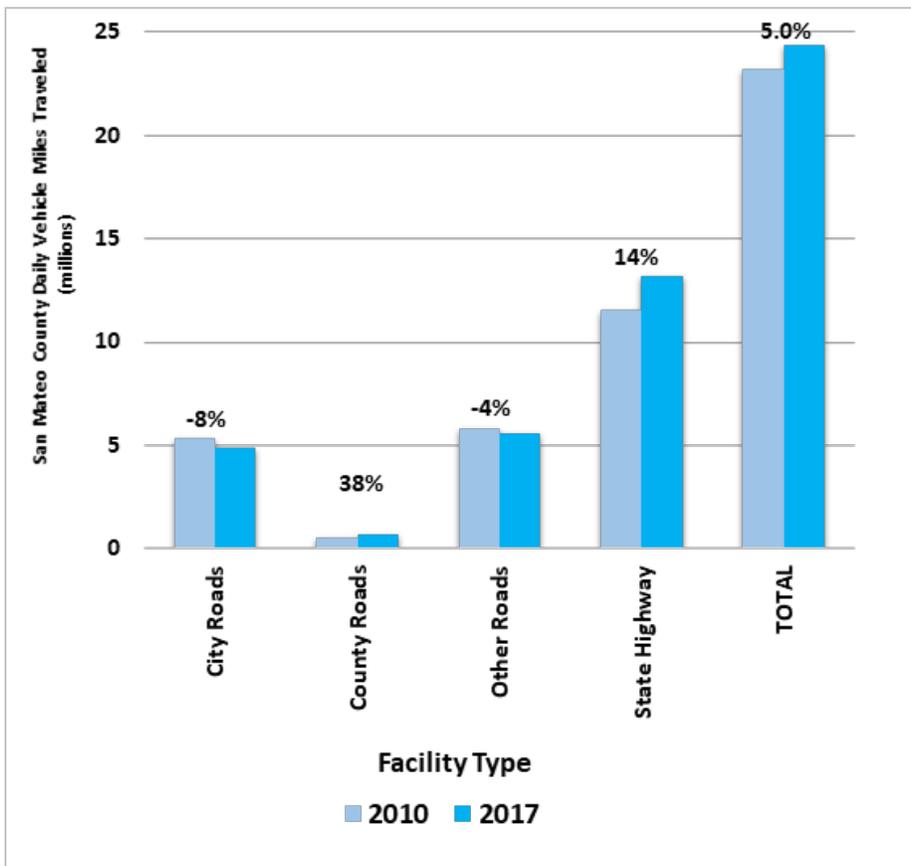
Trips to Work through San Mateo County	2015	2040	Increase in Trips	Percent Change
Through to North & to East	20,733	36,256	+ 15,523	+ 74.9 %
Through to South	39,176	41,670	+ 2,494	+ 6.4 %
Total Trips	59,909	77,926	+ 18,017	+ 30.1 %

Source: C/CAG Travel Demand Model (2017)

Vehicle Miles Traveled in San Mateo County

Daily Vehicle Miles Traveled (VMT) on roadways in San Mateo County were collected from Caltrans' Highway Monitoring System/California Public Road Data (PRD) for the years 2010 and 2017. **Figure 4-9** shows the change in VMT between 2010 and 2017 on roadways within cities in San Mateo County, roadways in the County of San Mateo, other roadways and State of California maintained facilities. There is expected to be an increase of 5% in total VMT within San Mateo County between 2010 and 2017, growing to nearly 25 million daily VMT in 2017. The increase in Caltrans-maintained roads usage compared to all other roadways within San Mateo County suggests an increase in longer distance trips; these trends of increased traffic on Caltrans-maintained roadways are also illustrated in **Figure 4-6** through **Figure 4-8** showing the increase in intercounty travel.

Figure 4-9: Daily Vehicle Miles Traveled in San Mateo County by Road Type



Source: Caltrans Highway Performance Monitoring System / California Public Road Data (PRD)



Emerging Mobility Services

Since the release of the 2014-2019 Strategic Plan, there has been significant growth in new emerging mobility services within the region. Micromobility services such as bike share programs, which have been trending toward dockless e-bike (electric assist) systems, and scooter share programs have become widely adopted in dense urban areas where they are being used for short trips and first-/last-mile connections to and from transit. However, they have struggled to gain traction in suburban San Mateo County, and it is not clear what actual impacts these services will have on overall mode share in the future.

Over the last five years, there has also been a rise in ride-hailing companies such as Uber and Lyft operating rideshare programs and Get Around and Zipcar providing car share services.

These emerging mobility services provide opportunities to reduce SOV trips to access transit and major activity centers. Micromobility services can benefit from the build-out of bikeway networks and encourage greater usage of those facilities. Ride-hailing and car share have the potential to reduce individual auto ownership and make transportation choices more equitable for those who cannot afford a vehicle or are unable to drive themselves.

These relatively new services also present some challenges. There are storage concerns with dockless bike share and scooter share systems, with potential conflicts arising from the blocking of sidewalks and the devices not being used and stored properly. Ride-hailing services have been shown to increase VMT and can compete with transit. However, the potential to reduce VMT and provide better first-/last-mile connections to and from transit may offset the downside of these mobility services.

Autonomous Vehicles

Autonomous vehicle (AV) pilots are currently being tested in locations across the nation and abroad. While mainstream use of AVs is likely well beyond the timeframe of this Plan, they bring their own set of opportunities and challenges, with great potential to impact and alter the built environment within the coming decades. AVs could enable narrower rights of way and travel lanes; influence the form, location, and amount of parking; impact the mobility of pedestrians and bicyclists; and provide opportunities

for redevelopment on excess parking lots and rights of way. Their impact could be similar to that of ride-hailing companies today with regard to increased VMT; however, AVs also have the potential to reduce auto ownership in urban areas through shared on-demand mobility.

Summary of Findings

The review of demographic and travel trends revealed the following findings:

- High growth in the number of seniors (residents age 65 and older) will put increased pressure on the provision of transit and other senior-centric projects and programs.
- The majority of the population and employment growth in the County will occur along the already congested north/south Highway 101 and Caltrain corridors. Providing multimodal solutions with focus on sustainable practices will be critical.
- The use of transit and bicycle modes have increased since 2010, and although the mode share has decreased for SOV trips it continues to be by far the largest share. This suggests a balanced approach to transportation investment will be needed.
- VMT analysis of roadways in San Mateo County and the growth in travel demand in the County, shows that more strain will be put on an already constrained network of Caltrans-maintained facilities (as shown in **Figures 4-5** through **4-8**). Future transportation projects will need to emphasize person throughput to mitigate traffic congestion.
- There is an increase in the number and type of rapidly evolving new emerging mobility services (from bike share to autonomous vehicles), which bring opportunities that can be transformative in the reduction of SOV trips and challenges as well, potentially being disruptive without proper policy guidance in place.

4.2 Related Plan Linkages and Ongoing Planning Efforts

There are a number of recently completed or on-going transportation planning efforts in San Mateo County that were examined during the development of the Strategic Plan to help inform the tasks in the Plan development process, including the

development of evaluation criteria and the project selection process. Many of these plans were initiated to address some of the same issues that were identified under the Measure W Get Us Moving San Mateo County process in 2018 (e.g. countywide congestion relief) and they were developed to help define the future transportation network in the county.

Plan Bay Area 2040 (2017):

Plan Bay Area 2040 is a state-mandated, integrated long-range transportation and land use plan. As required by Senate Bill 375, all metropolitan regions in California must complete a Sustainable Communities Strategy (SCS) as part of a Regional Transportation Plan. In the Bay Area, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are jointly responsible for developing and adopting a SCS that integrates transportation, land use and housing to meet greenhouse gas reduction targets set by the California Air Resources Board (CARB).

As part of Plan Bay Area 2040, MTC and ABAG conducted extensive outreach to both regional stakeholders and the general public. After receiving feedback from stakeholders and the public, MTC and the ABAG Executive Board established seven goals and 13 performance targets to measure Plan Bay Area 2040's effectiveness in addressing the major challenges facing the region.

Many of the goals and targets are in-line with the existing Measure A goals, the new Measure W Core Principles and the criteria that were born out of the outreach efforts conducted for the Strategic Plan. These include but are not limited to the following

- Goal: Climate Protection
 - Target: Reduce per-capita CO₂ emissions
- Goal: Transportation System Effectiveness
 - Target: Increase non-auto mode share
 - Target: Reduce vehicle operating and maintenance costs due to pavement conditions
 - Reduce per-rider transit delay due to aged infrastructure
- Goal: Economic Vitality
 - Increase share of jobs accessible in congested conditions

San Mateo Countywide Transportation Plan 2040 (2017):

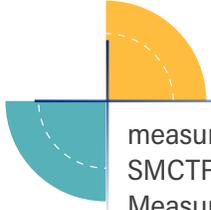
The San Mateo Countywide Transportation Plan for 2040 (SMCTP 2040), prepared by the City and County Association of Governments of San Mateo County (C/CAG), was conceived by San Mateo County leaders as a way to provide the county with a long-range, comprehensive transportation planning document that sets forth a coordinated planning framework and establishes a systematic transportation planning process for identifying and resolving transportation issues. SMCTP 2040 is intended to articulate clear transportation planning objectives and policies and to promote consistency and compatibility among all transportation plans and programs within the county.

SMCTP 2040 created a central vision statement, and then identified 11 categories where more specific vision statements, goals and objectives could be developed to provide a framework for decision making to help guide countywide transportation investment for the next two decades. The following eight categories have ties to the goals that were developed for Measure A and Measure W's core principles: Land Use & Transportation, Roadway System, Bicycles, Pedestrians, Public Transportation, Transportation System Management and Intelligent Transportation System (ITS), Transportation Demand Management (TDM), and Modal Connectivity.

San Mateo Countywide Transportation Plan 2040 Follow Up Action Plan (2018):

The San Mateo Countywide Transportation Plan 2040 (SMCTP 2040) Follow-Up Action Plan process was initiated by a list of next steps developed to ensure the SMCTP 2040 would be implemented appropriately. The SMCTP 2040 Follow-Up Working Group was formed to guide the development of the Follow-Up Action Plan. The Follow-Up Action Plan is a living document intended to guide C/CAG staff, its member agencies, and stakeholders to implement the SMCTP 2040. The Follow-Up Action Plan Priorities are the primary keys to ensuring the vision, goals, and objectives of the SMCTP 2040 are met.

As part of the SMCTP 2040 Follow-Up Action Plan, a Performance Measures Matrix was developed that identifies whether the objectives that are tied to the categories that were developed in the SMCTP 2040 apply to the long- short- or near-term, which mode they apply to and what the specific performance



measure or target is for that category. Just like in the SMCTP 2040, there are categories in the Performance Measures Matrix that have ties to the goals that were developed for Measure A and Measure W's Core Principles; those include: Land Use, Roadway System, Bicycles, Pedestrians, Public Transportation, Transportation System Management and ITS, TDM, and Modal Connectivity.

Caltrain Business Plan (2020):

This plan is a comprehensive effort currently being undertaken by the Peninsula Corridor Joint Powers Board (JPB) to develop a long-term service vision for Caltrain. Through a substantial planning process, the Business Plan has addressed the future potential of Caltrain rail service over the next 20-30 years by assessing the benefits, impacts, and costs of different long-term service scenarios. In October 2018, the JPB adopted a long-term service vision; it calls for a minimum of eight trains per direction per hour during the commute hours (up from the current five), as well as increased off-peak and weekend services by 2040. This increased frequency, paired with longer trains, is anticipated to massively expand capacity to nearly 180,000 riders per day (up from the current 63,000) by 2040. In spring 2020, the JPB is anticipated to adopt the full Caltrain Business Plan, which will provide additional information about the long-term service vision, build the case for investment, and outline an implementation plan.

Caltrain has 14 stations in San Mateo County and 30 at-grade crossings of streets, all of which could be candidates for grade separation-related improvements. Although the Caltrain Business Plan does not provide recommendations regarding the priority of at-grade crossings to be grade separated, the JPB will embark on a study that prioritizes grade separations on the Caltrain Corridor after its completion. This subsequent work effort will have a direct influence on the competitive Measure W Grade Separation Program.

Dumbarton Transportation Corridor Study (2017):

The 2017 Dumbarton Transportation Corridor Study (DTCS), prepared by the San Mateo County Transit District (District), is a feasibility study that evaluated potential multimodal transportation improvements within the Dumbarton Corridor in the South San Francisco Bay Area. The Dumbarton Corridor is a critical connector between residential

neighborhoods in the East Bay and job centers on the San Francisco Peninsula. The Study recommended a re-established rail corridor and expanded bus service across the Dumbarton Highway Bridge (SR 84). The DTCS considered a variety of short and long term improvements that were evaluated against a set of performance criteria established under key project goals. There are parallels that can be drawn from the goals and criteria in the DTCS and the Measure A Goals, Measure W Core Principles and the evaluation criteria that have been developed in this Strategic Plan. Key goals listed in the DTCS include: enhancing mobility, with an emphasis on capacity and throughput; cost effectiveness; consideration of environmental impacts, financial risk and safety; and protecting local communities from adverse impacts, considering low income and minorities.

Alternatives developed as part of the DTCS, and a subsequent work effort currently underway to further explore options to enhance mobility options along the Dumbarton Rail Corridor, may be eligible to compete for funding in the Measure A and W Highway Program category and the Measure W Regional Transit Connections Program category.

US-101 Express Bus Feasibility Study (2018):

The SamTrans US-101 Express Bus Feasibility Study explored the role express buses can play in providing mobility options on US-101 and adjacent roadways like I-280 that strengthen connectivity to jobs and housing hubs throughout the region. Together with other improvements and TDM initiatives, the implementation of viable, time-competitive public transit options on US-101 has the potential to help meet the region's future transportation demands. The study examined the financial and operational feasibility of a network of long-distance express buses operating on US-101 through San Mateo County, potentially integrated with managed lanes that provide access to high-occupancy vehicles. The study recommended up to six routes implemented over three phases that were in alignment with the study goals that included: provide mobility options for regional trips, increase transit market share, develop cost effective service, transportation equity, enhance access to jobs and population centers, and support sustainable land use and transportation policies. These goals are also consistent with the evaluation criteria developed in the Measure W Regional Transit Connections Program category.

SamTrans launched its new express bus route, the FCX from Foster City to San Francisco, in August 2019. The agency is exploring launching additional routes, which may be eligible for funding in the Measure W Regional Transit Connections Program category, over the coming years.

US-101 Mobility Action Plan (Ongoing):

US-101 is a key component of the transportation network connecting communities in San Francisco, the Peninsula, and the South Bay. US-101 is one of the most economically important corridors in California, as well as a near neighbor to more than 640,000 residents. The MAP is a multi-county effort to develop programs and policies intended to maximize the benefits of planned infrastructure projects and address disproportionate impacts on low-income and/or highway adjacent communities. The outcome of the MAP will include a comprehensive set of near-term, policy and transportation demand management (TDM) concepts, with a focus on equity, that have the potential to maximize the benefits of planned infrastructure projects. TDM programs may include transit subsidies, carpool programs, improved bicycle connections, and other incentives or disincentives, seek to reduce travel demand of single-occupancy vehicles or to redistribute this demand to off-peak travel times.

Goals and performance metrics have been proposed to evaluate proposed MAP TDM strategies that include: reliability, in terms of peak travel time consistency, percent of time Express Lanes operate at 45 miles per hour or greater, on-time performance for transit and perceived travel time reliability; prioritizing high capacity mobility, considering person throughput, vehicle occupancy and transit ridership on parallel corridors; and fostering healthy and sustainable communities, factoring collisions, bicycle and pedestrian mode share, asthma rates and traffic density. The MAP Goals are consistent with the Measure A Goals, Measure W Core Principles and are oriented toward similar outcomes as the evaluation criteria developed for many of the competitive comparable programs in the TA Strategic Plan. The MAP will serve as a point of input in the subsequent Strategic Plan initiative to prepare an Alternative Congestion Relief/TDM Plan that will provide further direction for the allocation of funding in the Measure A Alternative Congestion Relief Program Category and the Measure W TDM subcategory

of the Countywide Highway Congestion Relief Improvements Program category.

4.3 Best Practices in Funding from Peer Agencies

To gain a better understanding of best practices in transportation funding programs, the TA conducted interviews with eight peer agencies with an extensive history of administering funding programs:

- Alameda County Transportation Commission (Alameda CTC)
- San Francisco County Transportation Authority (SFCTA)
- Santa Clara County Valley Transportation Authority (VTA)
- Transportation Authority of Marin (TAM)
- Metropolitan Transportation Commission (MTC)
- San Diego Association of Governments (SANDAG)
- Puget Sound Regional Council (PSRC)
- Seattle Department of Transportation (SDOT)

The interviews took place in the Spring of 2019, most of them over the phone, with a staff member from each respective agency. The following section describes the key takeaways from the interviews.

Funding Sources

The peer agencies were found to use a variety of funding sources for competitive transportation projects in their respective areas. Most of the agencies interviewed funded programs through a local half-cent sales tax measure that goes toward funding various capital, operational, and planning-related transportation projects. Some of the other agencies (e.g., PSRC) work as a pass-through agency for federal monies through the Federal Highway Administration and the Federal Transit Administration. MTC distributes funds to agencies throughout the nine-county Bay Area region that are derived from a variety of sources, including Regional Measures 2 and 3 (RM2 and RM3), which collect tolls from the region's bridges. Peer agencies found that opportunities to leverage external funds are maximized when agency goals and strategies were aligned; much like the TA's Measure A Vision and Goals and Measure W Core Principles align with peer agencies in the region (C/CAG and MTC).



Transparency

One of the major takeaways from the interviews was the importance of transparency in the project selection process. Agencies noted that they have seen the most success when they identify or prioritize projects early on (e.g., in an Expenditure Plan or through Visioning and Principles), which limits the need for competitive selection. By limiting the competitive selection process though, these agencies find themselves in a less flexible situation should a new transformative project come up after the Expenditure Plan has been finalized. When competitive selections are needed, the peer agencies said that developing appropriate evaluation criteria is key, using a collaborative effort with the respective boards and sponsors to develop detailed scoring matrices so the results of the process can be easily understood and supported.

The peer agencies also made note of the importance of informing their Boards and the public about the uncertainties that are involved in the process, such as when revenue does not meet the projections and what that may mean for the projects in a region. They also pointed out that having flexibility built into the programs may help sponsors better deliver more projects, with a set of both committed and uncommitted funds in each project category. However, if there is too much flexibility, without funding commitments, then agencies run the risk of not being able to finish the projects they have started to fund.

Equity

Equity was another topic raised by the peer agencies, both geographic and socioeconomic. Urban areas tend to receive more funding than rural areas, but by dividing local infrastructure funds (local streets and roads) by formula, each agency that is funded gets more discretion on how the funds will be spent. To address the socioeconomic inequities in funding, some agencies set aside additional points for projects that happen within specifically designated areas, such as Communities-of-Concern as is the practice of both SANDAG and MTC. Additionally, competitive projects can be assigned more points through specific equity criteria.

This Strategic Plan incorporates issues of equity using a variety of methods. Distribution of the Measure A Local Streets and Transportation and the Measure W

Local Investment Share program categories are by formula throughout the County, ensuring a relative equitable distribution of funding based on population and road miles. As noted in **Section 6.3**, the TA should take into consideration geographic and social equity to try and achieve an equitable distribution of investments.

Technical Assistance

Finally, the peer agencies provide different levels of technical assistance for local agencies that apply for funding. Similar to the TA, many of the peer agencies provided debriefs for agencies whose projects are not selected.

The TA currently provides technical assistance to highway program sponsors on a request basis and will be considering expanding technical assistance efforts as noted in **Section 6.1**.

Key Takeaways

The key takeaways from the peer review process include:

- Most peer agencies make long-term commitments per their Expenditure Plans and lead the implementation of those plans
- The agencies have competitive calls for some programs but not to the extent of the TA, which leaves those agencies with somewhat less flexibility for project implementation
- Opportunities to leverage external funds are maximized when peer agency goals and strategies are aligned
- The TA's goals and principles align well with those in other regional transportation plans such as C/ CAG's Countywide Transportation Plan and MTC's Plan Bay Area

4.4 A Financial Look-ahead

Table 4-1 shows projected annual revenue on an annual basis through the 2020-2024 five-year timeframe of this Strategic Plan, and collected funding yet to be committed to projects, with projected new revenue from January 2019 through December 2033 (15 years) for Measure A program categories. It also shows projected revenue from July 2019 through June 2049 (30 years) for the Measure W program categories that the TA is tasked with administering.

Table 4-1: Funds Available Comparison between Measure A and Measure W Program Categories (in 2019 dollars)

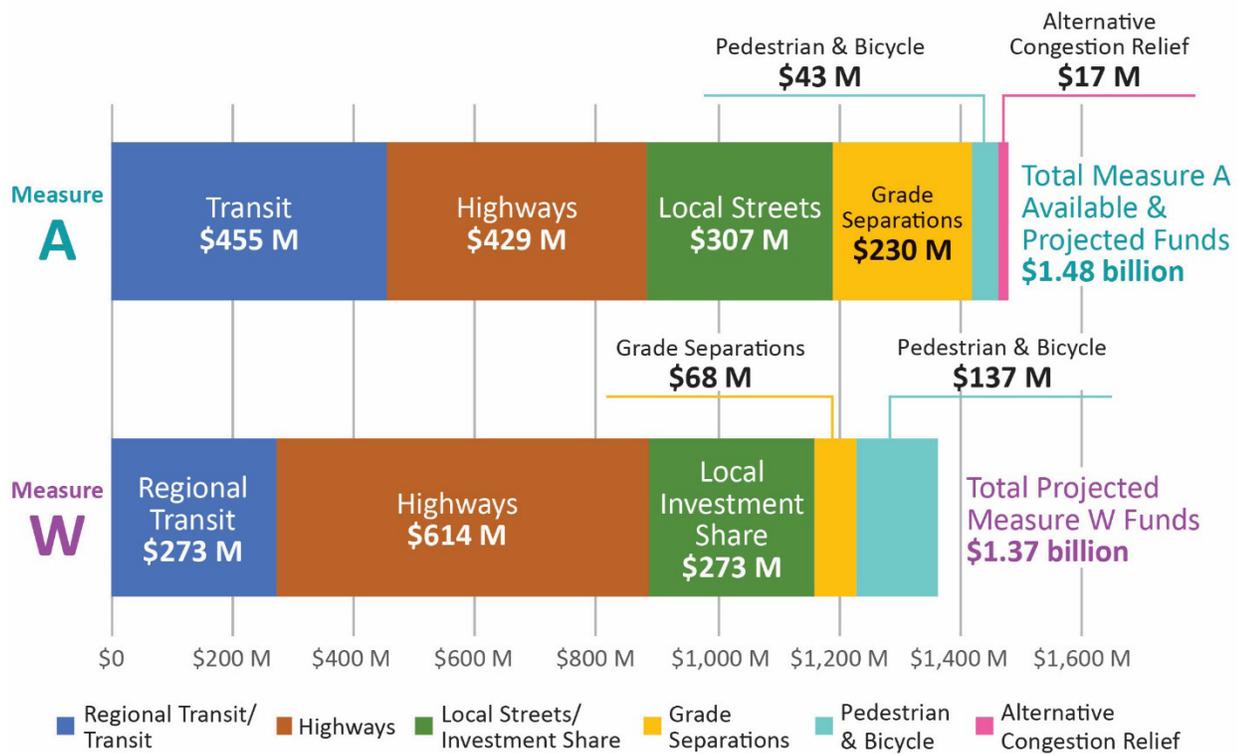
Projected Funding Estimated to be Available for the Measure A and W Program Categories (in 2019 dollars)										
Measure A				Measure W			Measure A & W			
Program Categories	Projected Total Remaining Measure A Funding ¹		Remaining 15 years	Program Categories	Projected Measure W Funding ²		30 year Measure timeframe	Measure Category Total	Projections	
	Annual	2020-2024			Annual	2020-2024				
Transit: (30%), see subcategories below	\$27,300,000	\$136,500,000	\$455,343,000	No comparable Measure W category						
Caltrain: 16%	\$14,560,000	\$72,800,000	\$249,448,000							
Local Shuttles: 4%	\$3,640,000	\$18,200,000	\$49,262,000							
Accessible Services: 4%	\$3,640,000	\$18,200,000	\$53,156,000							
Ferry: 2%	\$1,820,000	\$9,100,000	\$33,820,000							
Dumbarton Rail										
Corridor: 2%	\$1,820,000	\$9,100,000	\$42,357,000							
BART w/in San Mateo County: 2%	\$1,820,000	\$9,100,000	\$27,300,000							
No comparable Measure A category					Regional Transit Connections (10%)	\$9,100,000	\$45,500,000	\$273,000,000		
Highways: 27.5%	\$25,025,000	\$125,125,000	\$428,810,000		Countywide Highway Congestion - 22.5%	\$20,475,000	\$102,375,000	\$614,250,000	\$1,043,060,000	
Local Streets & Transportation: 22.5%	\$20,475,000	\$102,375,000	\$307,125,000	Local Safety, Pothole & Congestion Relief - 10%	\$9,100,000	\$45,500,000	\$273,000,000	\$580,125,000		
Grade Separations: 15%	\$13,650,000	\$68,250,000	\$230,365,000	Grade Separations - 2.5%	\$2,275,000	\$11,375,000	\$68,250,000	\$298,615,000		
Pedestrian & Bicycle: 3%	\$2,730,000	\$13,650,000	\$42,591,000	Bicycle & Pedestrian - 5%	\$4,550,000	\$22,750,000	\$136,500,000	\$179,091,000		
Alternative Congestion Relief: 1%	\$910,000	\$4,550,000	\$16,670,000	No comparable Measure W category	\$0	\$0	\$0			
Projected Total Funds Available:	\$90,090,000	\$450,450,000	\$1,480,904,000		\$45,500,000	\$227,500,000	\$1,365,000,000			

Notes:

1) Projected Total Remaining Measure A Funding includes collected revenue yet to be committed to projects as of CY 2018 and revenue projected to be collected (\$91M annually) from CY 2019 through CY 2033.

2) Projected Measure W Funding assumes \$91M annually collected from July 2019 through June 2049.

Figure 4-10: Total Available and Projected Measure A Funds and TA-Administered Measure W Funds for Programs and Projects

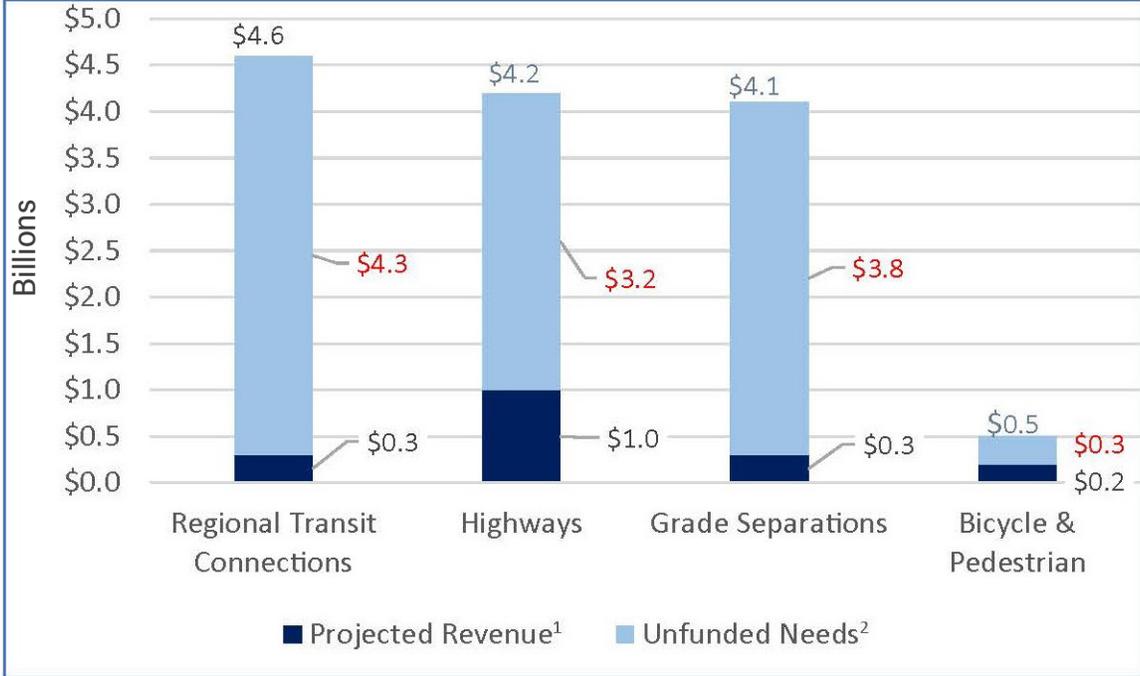


Measure A and Measure W Financial Outlook (Projected Revenue versus Needs)

While Measure W brings a significant infusion of funding to support transportation programs and projects, additional resources will be needed to leverage TA-administered programs to bridge the funding gap and meet projected needs. Leveraging Measure A and W funding with other local, state, and federal funds and private sector contributions and partnerships is essential to maximize the delivery of transportation programs and projects. **Figure 4-10** displays projected available funding through the remaining life of Measure A and W based on a wish list of needs prepared as part of the GUM process.

Figure 4-11 below illustrates the current projected shortfall for the comparable Measure A and W competitive program categories and the Measure W Regional Transit Connections Program category based on order of magnitude project cost estimates prepared by local jurisdictions as part of the GUM needs analysis. The projected needs represent a snapshot in time and do not reflect funding commitments. Projected revenue depicted in this graphic is based on the Measures A and W estimates as shown in **Table 4-1**.

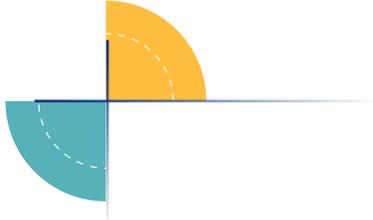
Figure 4-11: Projected Revenue versus Funding Needs



Notes:

1) Projected Revenue for the life of Measure A and Measure W as noted in Table 4-1

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



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The Strategic Plan development process and stakeholder and public outreach efforts helped determine that the TA's current processes for project selection and project initiation and implementation generally work well. Project sponsors appreciate the flexibility of the program's project delivery. The primary challenge in developing the Plan was the stakeholders' desire to blend the project selection processes for the comparable competitive Measure A and Measure W programs into a single common process. It was also clear, from a legal standpoint and from the viewpoint of the stakeholders, that the common selection processes would need to fully comply with the distinct legislated differences between the comparable competitive programs and respect the 11 Core Principles of Measure W while addressing the Vision, Goals, and supporting objectives of Measure A.

Other program-wide and category specific challenges and opportunities were also identified, which are discussed in more detail in the following sections.

5.1 Measure A and Measure W Program-wide Challenges/Opportunities and Recommendations

The Strategic Plan development process identified three main program-wide challenges/opportunities which are presented in the following section along with recommendations to address those challenges/opportunities:

Challenge/Opportunity 1 - Project Selection

There is a fair amount of commonality between the two measures, especially for these comparable competitive programs: the Measure A Highways Program category and Measure W Countywide Highway Congestion Improvements Program category, the Measure A Pedestrian and Bicycle program category and Measure W Bicycle and Pedestrian Improvements Program category, and the Measure A Grade Separations program category and the grade separation portion of the Measure W Local Safety, Pothole & Congestion Relief Improvements Program category. The opportunity

exists, for purposes of efficiency, to consider shared project selection processes for the common competitive programs. Despite the similarities, there are differences between the measures that funding allocation decisions must respect.

The Measure W Core Principles build upon and expand the Measure A Goals and Vision with modern concepts that take a broader view of the integral relationship between transportation and quality of life, as well as themes that were not as prevalent during the reauthorization of Measure A. Concepts within the Measure W Core Principles, such as public health, planning for climate change, and performance-based metrics to encourage a reduction in SOV trips were not specified in the Measure A Expenditure Plan.

In turn, the Measure W Core Principles either do not address or assign the same level of significance to project readiness and funding leverage, which have been part of the Measure A competitive selection processes. Project readiness is not specifically identified in the Measure A Expenditure Plan, yet it is prevalent in the selection processes that the TA has developed for the administration of Measure A as a matter of good business practice to prioritize projects that are the most ready for implementation. While both measures promote the leveraging of external funding sources, the outcome of the process used in this Strategic Plan development process to weight the Core Principles and assign point values to evaluation criteria, as explained in **Section 3.3**, did not fully capture the importance of leveraging constrained TA resources.

Another key difference between the two measures is that the Measure W Congestion Relief Plan generally provides a greater degree of flexibility than the Measure A Expenditure Plan. For example, Measure A explicitly identifies eligible sponsors, while the determination of eligible Measure W sponsors will be established through the development of the TA Strategic Plan. **Table 5-1** illustrates a few key legislated differences between the measures that must be respected for the comparable competitive highway and pedestrian and bicycle programs.

Table 5-1: Key Legislated Differences between the Measures for the Comparable Competitive Programs

Measure A	Measure W
Highways	Countywide Highway Congestion Improvements
Per the Expenditure Plan, there are two distinct funding components for capital projects: <ul style="list-style-type: none"> Key Congested Areas (63% of Highway program funds) – 11 different identified projects within 5 geographic highway corridors Supplemental Roadways (37% of highway program funds) – A partial list of candidate projects critical for congestion reduction is provided but additional projects may also be submitted for consideration 	No stated distinction between capital funding components in the Congestion Relief
Funding for TDM is not an eligible activity	TDM on the highway system is an eligible activity
Pedestrian and bicycle facilities may be included as part of highway projects but must be part of the same roadway structure. Separate pedestrian/bicycle overcrossings are not eligible	Separate bicycle and pedestrian overcrossings that are part of a highway interchange project are eligible project components
Pedestrian & Bicycle	Bicycle & Pedestrian
Funding for capital facilities only	Funding not limited to capital facilities and can include city/area-wide pedestrian/bicycle master plans, and promotion of active transportation, including safe routes to school education and encouragement programs

For purposes of efficiency and to maximize the mutually beneficial qualities of both programs, it is desirable to incorporate project selection considerations of the Measure A and Measure W comparable competitive program categories into a single project selection process that addresses Measure A's Goals and Vision, the best business practices that are still applicable today, and the Measure W Core Principles.

Recommendation: A common selection process should be employed for the competitive comparable Highway and the Pedestrian/Bicycle Program categories.

An initial key step for this Plan has been to engage the TA's stakeholder groups in exercises, and in-person discussions to develop a basis for the development of a consolidated project evaluation and rating processes for the comparable competitive programs. The common selection process for the competitive comparable program categories will need to respect the Core Principles of Measure W, the Goals and Vision of Measure A, and the legislated differences between the measures.

Challenge/Opportunity 2 – Project Delivery and Technical Assistance

Project delivery and coordination may be impacted by sponsor resources, expertise and funding. Through input obtained during the Plan development process, the TAG members, which primarily consist of the TA's existing Measure A sponsors, mentioned that they have limited resources and technical expertise delivering large regional highway projects that generate congestion well beyond individual city boundaries. Significant benefits may be realized targeting projects that reduce regional congestion, which can also improve mobility on local roads and the quality of life in the surrounding neighborhoods and communities.

TAG members expressed strong support for the TA to expand its role by:

- Becoming a proactive sponsor and technical lead in the delivery of highway projects of countywide significance that can significantly relieve congestion.

- Expanding its role as provider of technical assistance, as resources permit to aid in the delivery of local sponsor projects.

Recommendation: To further improve project delivery, the TA should:

- Be proactive in identifying and sponsoring highway projects of countywide significance, while striking a balance with local needs. These projects and the amount of funding to be set aside for them should be addressed as part of the Short Range Highway Plan (SRHP) Update and the accompanying Capital Improvement Program (CIP) to fully assess current highway program needs.
- Consider expanding its role as resources permit, recognizing its own contract capacity, to help its sponsors advance project delivery. This can include any of the following actions:
 - Offer technical assistance to sponsors, not limited to the highway program, through its on-call bench of consultants;
 - Utilize consultant services to offer Complete Streets and other best practice workshops;
 - Temporarily offer consultant services on request, when informed by sponsors of staff vacancies, to keep projects moving and minimize delay;
 - Contracting with consultants to help sponsors obtain grant funds from external sources to better leverage Measure A and Measure W funds in addition to funding from their own local sources.

Challenge/Opportunity 3 – Assessment of Performance-based Evaluation Criteria for the Comparable Competitive Program Categories and the Measure W Regional Transit Connections Program Category

When reviewing competing projects within a given funding category, it is often difficult to make a judgment as to which projects are the most deserving of funding and which projects should not receive funding. There is a need to provide for a more definitive, and when feasible, quantitative assessment of how a project may fare with regard to meeting evaluation criteria. However, there is also the reality that many project sponsors, particularly if a project is in the early stages of development, may not be able to provide the information needed to support the meaningful use of quantitative criteria. For

example, the Measure W Core Principle, “Facilitate the reduction of vehicle miles traveled (VMT), travel times and greenhouse gas emissions” is a specific performance-oriented Principle, which lends itself to quantitative analysis. However, it is unlikely at the initial conceptualization of a project that the project sponsor will have access to the data needed to calculate these metrics. The type of quantitative information needed typically becomes available when a project has reached the completion of the environmental phase of work.

There was a significant effort involving TA staff and SAG/TAG members in the Plan development process to identify evaluation criteria to be used in the project selection process for the comparable competitive funding categories and the Measure W Regional Transit Connections category. Many of these criteria are performance based and ideally would be the subject of a quantitative analysis. The lack of available support data may result in the need to provide more of a qualitative assessment for some of these criteria

There also is a need to assess how well the TA is meeting the Measure A Goals and Vision and Measure W Core Principles with the projects and programs that it is funding. This provides some of the justification for Initiative #10 in **Section 8**.

Recommendation: When quantitative information is not available, sponsors should provide a qualitative response to address performance-based criteria. The project evaluation process should strive to provide methods to use data sources that are readily available to allow a simplified initial assessment of performance for the quantifiable performance criteria. Projects that have reached the environmental phase should be subject to a more rigorous qualitative evaluation of performance. The process established under the Measure A Highway Program that provides greater weight on evaluation criteria under the thematic area of **Need** for projects that have yet to be environmentally and less weight for **Effectiveness** should be continued for large capital programs that go through a Call for Projects process, as further outlined in **Section 6.5**.

It is equally important to periodically assess whether the programs and projects that the TA funds are effectively meeting Measure A Goals and Vision and



Measure W Core Principles, as laid out in initiative #10 in **Section 8**. Information obtained from periodically assessing performance can be used to inform future investment decisions.

5.2 Category-specific Challenges/ Opportunities and Recommendations

The Strategic Plan development process also identified several category specific challenges/ opportunities which are presented in the following section, along with recommendations to address the identifies challenges/opportunities:

Challenge/Opportunity 1 - Countywide Highway Congestion Improvements

There is a shortfall of projected Measure A and W funds to meet Highway Program needs as identified through the process described in **Section 4.4**. There is a need to balance the delivery of projects already in the funding pipeline with new projects to be selected for funding.

The Short Range Highway Plan 2011-2021 (SRHP) was the inaugural New Measure A document that provided guidance for making funding decisions within the Measure A Highway Program category. The TA at its September 2017 Board of Directors meeting recognized the funding shortfall that was known at that time and adopted policy revisions to the Highway Program project selection process that resulted in focusing the remaining Measure A Highway Program category funds on completing projects that have received previous funding allocations. The TA established a list of Highway Program Pipeline Projects in 2015, and, as part of Highway Program policy revisions approved in 2017, shifted the focus of the Call for Projects process to complete the Pipeline Projects. Pipeline projects are projects which are top priorities for the agency due to the need to complete work already started. A list of the Highway Pipeline Projects can be found in **Appendix B**. There has been substantial progress made funding many of the Pipeline Projects with roughly half of them being fully funded, including a few that have been completed. A few other projects were rescinded by sponsors and the remaining half are still in need of additional funding. Measure W brings a significant amount of additional funding for highways. With past progress made on many of the Measure A Pipeline Projects, an opportunity exists to

assess current projected needs and develop policy guidance for the expenditure of Measure W Highway Program category funds.

Measure W offers greater flexibility and opportunity in that it can fund Countywide TDM efforts to promote non-SOV trips and greater person throughput on the County's highway system. The Countywide TDM/ Commute Alternatives Program is listed as a sample candidate project within the Measure W Highway Program.

Recommendation: Update the existing SRHP and prepare a new CIP to assist in long-term policy guidance and financial planning for highway projects. The TA developed a Highway CIP based on a recommendation for the previous Strategic Plan Update and it is now appropriate and timely to create a new CIP that will incorporate projected funding from Measure W. A new subcategory for TDM/Commute Alternatives within the Measure W Highway Program should be created. The development of guidelines for this new subcategory should be coordinated with the development of the Alternative Congestion Relief/TDM Plan that is to be prepared for the Measure A Alternative Congestive Relief Program.

Challenge/Opportunity 2 - Bicycle/Pedestrian Program

As shown in **Figure 4-10**, there is a substantial amount of new funding in Measure W projected for bicycle and pedestrian improvements. There is an opportunity to allocate more funding to help advance the delivery of large transformational capital projects, such as pedestrian and bicycle overcrossings, in this program that did not previously exist. Measure W also provides flexibility for funds to be used for non-capital projects such as planning efforts and efforts to incentivize active transportation. The opportunity also exists to fund city/area-wide bicycle and pedestrian master plans and programs that promote and encourage active transportation. There was strong stakeholder support during the Plan development process to establish new funding subcategories for these activities, as funding permits.

Recommendation: The Call for Projects approach, which the TA has been successfully using in the Measure A Pedestrian/Bicycle Program, should also apply to the Measure W project selection. Separate

subcategories should be created for:

- Large capital projects (approximately \$1.0 million or greater)
- Small capital projects (approximately less than \$1.0 million)
- Planning and marketing/promotion
- Safe Routes to Schools (SRTS) projects

The Bicycle and Pedestrian Program Evaluation Criteria in **Appendix E** should be used when determining funding allocations for capital projects from both Measure A and Measure W. The TA should use these criteria for the planning and marketing/promotion subcategory to the extent they are applicable; however, further work is needed to establish the guidelines for how funding will be allocated to projects and programs within this subcategory. The San Mateo County Office of Education (COE) has an existing SRTS discretionary grant program that is open to all public schools. For purposes of efficiency, the use of Measure W SRTS bicycle and pedestrian subcategory funds should be coordinated with the COE for integration within and potential expansion of their SRTS grant program.

Challenge/Opportunity 3 - Regional Transit Connections

This is a new funding category in Measure W and there is no comparable program in Measure A. The intent of this program is to improve transit connectivity between the County and the region with a network of transit options, including commuter and heavy rail, water transit, and regional bus service. This program is unique in that it contains a wide variety of different transportation modes that will be competing for funding. There is a need to develop a comprehensive set of program guidelines that build off of the guidance and evaluation criteria that are contained in **Appendix E** of this Strategic Plan and further assess and analyze projected needs.

Recommendation: The TA should develop a Regional Transit Connections planning study and an accompanying CIP to assist in long-term policy guidance and financial planning.

Challenge/Opportunity 4 - Grade Separations

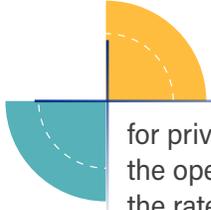
There is insufficient funding projected from the TA's funding programs to fully separate all the existing

at-grade road-rail crossings in the County, let alone the grade separation projects that are currently in the Measure A funding pipeline. The Measure A Grade Separation Pipeline projects that have yet to be fully funded include Linden/Scott in South San Francisco/San Bruno, Broadway in Burlingame, and Ravenswood in Menlo Park. The new funding added by Measure W for grade separations is not sufficient to fund even one project; however, it could be used to supplement Measure A grade separation funds to help implement the three Measure A Grade Separation Pipeline projects that remain. There also is a need, however, to provide funding to start new grade separation projects, given the planned increase in Caltrain service levels outlined in the Caltrain Business Plan. The Peninsula Corridor Joint Power Board (JPB) will be embarking on a study that prioritizes grade separations on the Caltrain Corridor, which can help inform decisions regarding the allocation of funding for new grade separation projects.

Recommendation: Continue with the status quo for the Measure A program selection process – continue funding the Pipeline Projects with a set-aside to start new projects with the Planning phase of work. Measure W funds should be flexible and eligible to supplement funding needs for the existing Measure A Pipeline Projects and provide seed money for new projects using a Call-for-Projects process for planning and/or preliminary engineering/environmental work. The Measure W Call for Projects to begin funding new grade separation projects should take place after the JPB completes its planned study that prioritizes grade separations on the Caltrain Corridor. Minimum matching fund requirements for grade separation projects should be required to better leverage limited TA funding and will need to be substantial to better ensure geographic equity (see **Section 7.2**).

Challenge/Opportunity #5 - Local Shuttles

The Measure A Shuttle Program has been ongoing for many funding cycles through a joint Call for Projects with C/CAG and the process has worked well. Recently the ability to deliver service has become more challenging for the program sponsors. While difficulty in hiring and retaining operators is not new, these problems have become far more acute during the past year due to strong economic growth and increased competition from the private sector



for private bus service. The cost of contracting for the operation of shuttles has increased well beyond the rate of the Consumer Price Index (CPI). Shuttle sponsors have had to voluntarily suspend some shuttles and service reliability on others has declined with an increase in no-shows.

Recommendation: SamTrans will be preparing a shuttle study in FY 2020 to assess the existing local shuttle program and consider more cost-effective approaches to meeting local mobility needs. The TA should consider recommendations made from this study for implementation in future Shuttle Calls for Projects.

Challenge/Opportunity #6 - Alternative Congestion Relief/TDM

There is a relatively small amount of money available to the Measure A Alternative Congestion Relief Program (1 percent) to fund commute alternatives and planning of intelligent transportation systems (ITS). Historically allocations from this funding category have primarily supported Commute.org's ongoing annual TDM work programs. It is important to note though that cities and the County are also eligible sponsors for this program and that a fair amount of funding from this category (approximately \$3 million) remains in a reserve. During the prior Strategic Plan, a recommendation was made to

prepare an Alternative Congestion Relief Plan to help determine potential projects and the basis for initiating and selecting projects to be implemented with these funds.

On a related note, the US 101 Mobility Action Plan that is currently being developed, further described in **Section 4.2**, will be providing a comprehensive set of near-term, policy and TDM concepts that may include transit subsidies, carpool programs, improved bicycle connections, and other incentives or disincentives to reduce travel demand of single-occupancy vehicle trips and/or to shift trip demand to off peak periods along the 101 Corridor. In addition, this Strategic Plan also recommends that a separate TDM subcategory be created within the Measure W Highway Program to be used for TDM/commute alternatives.

Recommendation: A Countywide Alternative Congestion Relief/TDM Plan will be developed, considering recommendations from the US 101 Mobility Action Plan as an input in conjunction, with key external stakeholders. The Countywide Alternative Congestion Relief/TDM Plan will serve as a guide for initiating and selecting projects to be implemented under the Measure A Alternative Congestion Relief Program and the Measure A Highway TDM subcategory.

Section 6

Programming and Allocation Guidelines

Based on the steps taken to develop the Strategic Plan outlined in **Section 3** and the recommendations in **Section 5**, the following guidelines provide a policy framework to inform the programming and funding allocation process for each of the programs or categories over the Strategic Plan horizon. This section discusses five basic elements of the process:

- The participants and their respective responsibilities
- The project selection approach for each program
- Guidelines for agreement-based programs
- Guidelines for plan-based programs
- Guidelines for Call for Projects-based programs

6.1 Program Participants

The designated participants in the Measures A and W programs are the project initiator, the project sponsors, the project manager/operator, and the TA. **Table 6-1** defines the general roles/responsibilities of each of the participants.

Table 6-1: Participants and Responsibilities

Participant	Eligibility	Roles and Responsibilities
Project Initiator	Any person or entity	Recommend Project to Project Sponsor
Project Sponsor	Measure A: identified in Expenditure Plan for each program category Measure W: as determined through the Strategic Plan development process	<ul style="list-style-type: none"> • Submit funding request to the TA • Solidify funding plan • Coordinate with the TA to identify appropriate implementing agency • Submit monitoring reports • Sign funding agreements
Project Manager/Operator	As identified by the Project Sponsor in coordination with TA	<ul style="list-style-type: none"> • Plan project • Engineer project • Construct project • Operate services • Sign funding agreements when applicable
Transportation Authority	Identified in the Measure A Expenditure Plan and the Measure W Congestion Relief Plan as the manager/administrator of the Measure A and Measure W programs	<ul style="list-style-type: none"> • Evaluate and prioritize projects • Coordinate with sponsor to determine implementation lead • Program and allocate funds • Monitor projects / programs • Sign funding agreements

Any party or entity may recommend or initiate a project by submitting it to an eligible sponsor. The Measure A Expenditure Plan defines the project sponsors for each of the program categories. Eligible project sponsors are shown in **Table 6-2**. Measure W does not identify project sponsors, they are determined through the Plan development process. The sponsors have the ability to designate a project manager/operator.

The TA is the agency designated under Measure A and 50 percent of Measure W to administer the sales tax funds, and it has the overall responsibility for the Measure A Programs and the portion of the Measure W Program it is tasked with administering. In limited circumstances, pending Board approval, the TA may also become a sponsor of highway projects of countywide significance (see **Section 3.2** for further information).

Table 6-2: Project Sponsors

Eligible Measure A and Measure W Sponsors			
Measure A		Measure W	
Program Categories	Eligible Sponsors ¹	Program Categories	Eligible Project Sponsors ¹
Transit: (30%), see subcategories below		No comparable category in Measure W	
Caltrain: 16%	SamTrans/JPB		
Local Shuttles: 4%	SamTrans		
Accessible Services: 4%	SamTrans		
Ferry: 2%	SSF & Redwood City		
Dumbarton Rail Corridor: 2%	SamTrans		
BART w/in San Mateo County: 2%	BART		
No comparable category in Measure A		Regional Transit Connections (10%)	Public transit agencies (e.g. Peninsula Corridor Joint Powers Board/Caltrain, SamTrans, BART) or public agencies that operate ferries or build ferry terminals (e.g. WETA or host city)
Highways: 27.5%	Caltrans, cities & County, C/CAG, TA ² for regional serving projects	Countywide Highway Congestion Improvements- 22.5%	Caltrans, cities & County, C/CAG, TA for regional serving projects & Express Lane JPA, and Commute.org (for Countywide TDM)
Local Streets & Transportation: 22.5%	Cities & County	Local Safety, Pothole & Congestion Relief Improvements (Local Investment Share) - 10%	Cities & County
Grade Separations: 15%	SamTrans, JPB, cities & County	Local Safety, Pothole & Congestion Relief Improvements (Grade Separations) - 2.5%	SamTrans, JPB, cities & County
Pedestrian & Bicycle: 3%	Cities & County	Bicycle & Pedestrian - 5%	Cities, County, C/CAG, public transit agencies, Commute.org, public schools and school districts (for SRTS)
Alternative Congestion Relief: 1%	Cities & County	No comparable category in Measure W	

Notes:

- 1.) Eligible Sponsors as defined by the voter-approved Transportation Expenditure Plan for Measure A and by this Strategic Plan for Measure W or by subsequent amendments per Board action for both measures.
- 2.) The TA currently is an eligible sponsor for the San Mateo County US 101 Express Lanes Project and a sponsor for the US 101 / SR 92 Interchange Projects.

6.2 Project Selection Approach

The TA Strategic Plans have historically contained a section that outlines the project selection approach for the program categories it administers. **Table 6-3** shows the specific approach used for each program category or subcategory that has been updated as part of this Plan development process. The programs where project initiators or sponsors submit projects for competitive consideration are governed by a Call for Projects or on a first-served, ready-to-go basis.

Under the Call for Projects approach, project sponsors can elect to submit projects that are then reviewed

and evaluated against specific selection criteria. Other program categories are governed by plans that are specifically prepared to identify and prioritize projects on a regional or countywide basis, or by agreements that are either specified in the Measure A Expenditure Plan or developed by the TA consistent with the provisions of the Measure A Expenditure Plan and the Measure W Congestion Relief Plan.

Table 6-3: Project Selection Approach

Agreement-Based		
Measure A	Measure W	
Accessible Services	Local Safety, Pothole & Congestion Relief (Local Investment Share)	
BART		
Dumbarton Rail Corridor		
Ferry		
Local Streets & Transportation		
Plan-Based		
Measure A	Measure W	
Alternative Congestion Relief	No comparable category	
Caltrain		
Competitive		
Measure A	Measure W	Project Selection Approach ¹
Highways: 27.5%	Countywide Highway Congestion Improvements ¹ : 22.5%	Measure A: Continue Call for Projects with focus on Pipeline projects (Appendix B), small set-aside for Planning and Pre-Environmental work for new projects Measure W: Update existing Short Range Highway Plan with a new Highway CIP to inform selection process, new Countywide TDM subcategory (~4% of highway program)
Grade Separations: 15%	Local Safety Pothole & Congestion Relief Improvements (Grade Separations): 10%	Measure A: Continue funding Pipeline projects, small set-aside for Planning to start new projects on an as-needed basis Measure W: For Pipeline projects on an as- needed basis or to start new projects on a Call for Projects basis
Pedestrian and Bicycle: 3%	Bicycle and Pedestrian ¹ : 5%	Continue Call for Projects, new subcategories: <ul style="list-style-type: none"> • Capital - Large & Small (~95%) • Planning/Promotion (~2.5%) • Safe Routes to School (~2.5%)
N/A	Regional Transit Connections ² : 10%	Prepare Regional Transit Plan with a Transit CIP to inform selection process
Local Shuttle Operations	N/A	Continue joint Call for Projects process with C/CAG

Notes:

- 1.) Funding for the Measure W Countywide Highway Congestion Improvements TDM subcategory and the Measure W Bicycle and Pedestrian subcategories for capital, planning/promotion and safe routes to school (SRTS) is to remain available within the individual designated subcategory if not fully subscribed during a funding cycle and will remain available within the respective subcategory for future funding cycles.
- 2.) Promotion and marketing is an eligible activity as part of a proposal for new or enhanced transit service in the Regional Transit Connections category



6.3 Agreement-based

These programs and projects are not subject to a competitive project selection process governed by the TA. They include the following program categories or subcategories:

- Measure A
 - Transit : Accessible Services
 - Transit: BART within San Mateo County
 - Transit: Ferry
 - Transit: Dumbarton Rail Corridor
 - Local Streets and Transportation
- Measure W
 - Local Safety, Pothole & Congestion Relief (Local Investment Share)

Measure A

Transit: Accessible Services

For the Transit: Accessible Services program, four percent of funding is committed to the continuation and expansion of paratransit services operated by SamTrans as Redi-Wheels and RediCoast. The TEP allows for other supplemental services to be funded within this program. To date, these services have not yet been identified by SamTrans. If such services are identified in the future, they will be considered for funding in this category. Four percent of Measure A sales tax revenues will be allocated to SamTrans on an annual basis.

Transit: BART

For the Transit: BART within the San Mateo County program – as outlined in an agreement with BART, SamTrans, and the TA – two percent of Measure A sales tax revenues will be allocated to BART on an annual basis.

Transit: Ferry

The TA is committed to providing two percent of Measure A funding for ferry services, with the Cities of South San Francisco and Redwood City as the designated sponsors. The City of South San Francisco started operating ferry service in 2012, while there is currently a planning and feasibility study underway in Redwood City to determine the terminal location and service area.

Transit: Dumbarton Rail Corridor

The TA is committed to providing two percent of

Measure A funding to the Dumbarton Rail Corridor, with SamTrans designated as project sponsor. Completion of the environmental document for this project is on hold pending the identification of a funding plan.

Local Streets and Transportation Program

For the Local Streets and Transportation Program, the TA is committed to providing 22.5 percent of Measure A funding to the County and its cities for local transportation facility maintenance and improvement. The specific amount for each entity is determined based on the formula of 50 percent by population and 50 percent by road mileage within each jurisdiction. The TA will update the road miles and population figures annually based on California Department of Transportation and Department of Finance data.

Measure W

Local Safety, Pothole & Congestion Relief Improvements (Local Investment Share)

Ten percent of the Measure W tax proceeds will be disbursed to each of the cities and the County using the same formula as the Measure A Local Streets and Transportation Program. Funds may be used for the following transportation investments, which include but are not limited to:

- Implementing advanced technologies and communications on the roadway system
- Improving local streets and roads by paving streets and repairing potholes
- Promoting alternative modes of transportation, which may include funding shuttles or sponsoring carpools, bicycling, and pedestrian programs
- Planning and implementing traffic operations and safety projects, including signal coordination, bicycle/pedestrian safety projects, and separation of roadways crossing the Caltrain rail corridor

If a city or the County has a Pavement Condition Index (PCI) score of less than 70, it must use tax proceeds under this Category exclusively for projects that will increase their score until it reaches 70 or greater.

Programming, Allocation and Monitoring Process

The programming and allocations process for the agreement-based programs includes the following steps:

- Staff Recommendation - Prior to the beginning of each fiscal year (July 1-June 30), the TA will estimate the amount of projected revenues available for the programs and projects. Based on these estimates, TA staff will make a programming and allocation recommendation to the Board.
- TA Board Consideration - The Board will consider the recommendations as part of the annual TA budgeting process. Board approval will allow staff to allocate the money and complete the annual funding commitment.
- Funding Agreements - Funds from the agreement-based programs are distributed based on the conditions in the funding recipients' respective funding agreements. The funding agreement outlines the understanding between the funding recipient and the TA regarding the amount of funding, purpose of the funds, payment terms, any applicable reporting requirements, and other relevant obligations. BART and recipients of Measure A Local Streets and Transportation Program funding currently receive funds directly from the County Controller. The cities and County will receive funds directly from the TA for Measure W Local Safety, Pothole & Congestion Relief (Local Investment Share) project.
- Monitoring Report Submittals – Project sponsors receiving funding from the Measure A Dumbarton Rail Corridor and Ferry Program categories will be required to submit monitoring reports to inform on the status of project scope, schedule, budget, project performance and effectiveness. Project sponsors from the Measure A Local Streets and Transportation Program category and the Measure W Local Investment Share component of the Local Safety, Pothole and Congestion Relief Improvements Program category are required to submit annual reports to inform the TA of projects funded. Local Investment Share funding sponsors are also required to report on how funded projects met one or more of the Measure W Core Principles and how they considered their Complete Streets policies in the use of the funds.

6.4 Plan-based

The plan-based approach requires the development of a plan for a specific category, which will include a comprehensive list of capital and/or operating projects that need to be implemented to meet the goals of that category. The TA and the project sponsor

will use the Plan to aggressively leverage external funding to implement the entire program. Measure A program categories or subcategories include:

- Alternative Congestion Relief Programs
- Transit: Caltrain

Measure A

Alternative Congestion Relief

The TA, in conjunction with its external stakeholders, will be preparing an Alternative Congestion Relief Plan that will serve as a basis for project evaluation and the selection process.

Transit: Caltrain

Caltrain is designated as the recipient in this category. At least 50 percent of the annual funding allocation from Measure A can be designated for capital projects and no more than 50 percent can be used for operations. The allocation of project funding will be based on the Caltrain Short Range Transit Plan (SRTP), which the JPB is required to prepare in order to receive federal and state funding. The SRTP and the annual Caltrain budgeting process will provide the basis for determining funding allocations needed for Caltrain.

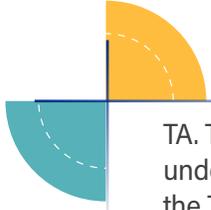
Measure W

There are no Plan-based programs under Measure W.

Programming, Allocation and Monitoring Process

The programming and allocations processes for plan-based programs and projects are as follows:

- Staff Recommendation - Prior to the beginning of each fiscal year (July 1 – June 30), the eligible project sponsors within these categories will submit funding requests to the TA, and the TA will consider such requests within the projected revenues available for these programs. TA staff will make a programming and allocation recommendation to the Board.
- TA Board Consideration - The Board will consider the recommendations as part of the annual TA budgeting process. Board approval will allow staff to allocate the money and complete the funding commitment.
- Funding Agreements - Prior to receiving any disbursements of funds, the receiving entity will need to execute a funding agreement with the



TA. The standard funding agreement outlines the understanding between the funding recipient and the TA regarding the amount of funding, purpose of the funds, payment terms, any applicable reporting requirements, and other obligations connected to the receipt of funding.

- Monitoring Report Submittals – In order to track progress and ensure appropriate and efficient use of funds, sponsors are required to submit monitoring reports to inform on the status of project scope, schedule, budget, project performance and effectiveness.

6.5 Competitive

Competitive programs are those in which new projects proposed within each program category will compete for funding. The competitive programs include:

- Measure A
 - Transit – Shuttles
 - Highways
 - Pedestrian and Bicycle Facilities
 - Grade Separations
- Measure W
 - Countywide Highway Congestion Improvements
 - Pedestrian and Bicycle Facilities
 - Grade Separations
 - Regional Transit Connections

Measure A

Transit: Shuttles

SamTrans is the TEP-designated sponsor for the Local Shuttle Program but has historically permitted other public agencies to apply by obtaining a Letter of Concurrence stating that the proposed shuttle route does not duplicate SamTrans fixed-route or other public shuttle service. Potential enhancements to the evaluation and project selection process, which currently is on a Call for Projects basis held jointly with C/CAG, will be made after SamTrans completes a shuttle study in FY 2020. The Study will assess program delivery and performance and other potential cost-effective approaches to meeting local mobility needs.

Highways

The Highway Program category consists of two

components:

- Key Congested Areas (KCA) – Specific projects that are defined in the Measure A TEP.
- Supplemental Roadway Projects (SR) – A partial list of candidate projects that are defined in the Measure A TEP. Sponsors may put forward other projects through the project selection process.

The Call for Projects process will continue with a focus on the Measure A Highway Pipeline projects as identified in **Appendix B**. As part of subsequent initiatives, the SRHP (2012-2021) will be updated and a new Highway CIP will be prepared to better inform the project selection process for the use of Measure W Countywide Highway Congestion Improvements Program category funding.

Pedestrian and Bicycle

A partial list of Measure A candidate projects is identified in the TEP. The existing capital Call for Projects selection process will continue. Per strong support from the Plan TAG, there will be separate subcategories for small and large capital projects as funding permits. This plan envisions that a single funding Call for Projects will be held for the Measure A and W capital pedestrian and bicycle program.

Grade Separations

The Measure A Grade Separations Program category will continue with the focus on funding Pipeline Projects with a set-aside to start new projects. The project selection process is on a first-come, first-served, ready-to-go basis.

Measure W

Countywide Highway Congestion Improvements

Tax proceeds will be invested in highway projects throughout the County designed to: provide congestion relief; reduce travel times; increase person throughput; improve highway and interchange operations, safety, and access; and deploy advanced technologies and communications on the highways. The focus of this program is on highways and highway interchanges, although projects that alleviate congestion on connecting arterial streets that impact the highway system are also eligible. An update to the existing SRHP and an accompanying CIP will be prepared to better inform the competitive selection process for this program. Per strong support from the SAG, a separate TDM

subcategory is being created for this program to encourage non-SOV trips and off peak trip demand. A Countywide Alternative Congestion Relief/TDM Plan will be prepared that will serve as a guide for initiating and selecting projects for the competitive TDM subcategory.

Grade Separations

Measure W Tax proceeds can be invested to supplement the existing Measure A Pipeline projects on an as-needed basis or to start new projects on a Call for Projects basis. Future Calls for Projects are anticipated to occur after Caltrain completes a study that will prioritize Caltrain grade separations.

Bicycle & Pedestrian Improvements

Priority will be given to projects that are designed to help reduce traffic congestion by safely connecting communities and neighborhoods with schools, transit, and employment centers; fill gaps in the existing bicycle and pedestrian network; safely cross barriers such as major roads, rail corridors, and highways; improve existing facilities to make them safer and more accessible for cyclists and pedestrians; and make walking or biking a safer and more convenient option.

Per strong support from the TAG, and as sufficient funding permits, there will be three separate subcategories: 1) large and small capital projects, 2) city- and area-wide planning/promotion and marketing, and 3) SRTS projects.

Allocations for these subcategories will go through a Call for Projects process. The project selection process for the SRTS subcategory will be coordinated with the COE.

Regional Transit Connections

Tax proceeds will be invested in infrastructure and services that are designed to improve transit connectivity between the County and the nine-county Bay Area region. Investments from this category will be prioritized based on a project's ability to reduce congestion and enhance mobility options by connecting the County to the rest of the region, and a project's support through public-private partnerships. This program is somewhat unique in that it can fund a variety of different transit modes. A Regional Transit Connections planning study and an accompanying Transit CIP will be prepared to better inform the competitive selection process for this

program. It is important to note that promotion and marketing is an eligible activity as part of a proposal for new or enhanced service in this category to help support and establish a successful ridership base. The planning study will incorporate guidance for how this may be applied.

Call for Projects Process

The process for programming and allocating funding from the competitive programs that are not on a first-come, first-serve, ready-to-go-basis consists of the TA issuing a Call for Projects, followed by project evaluation and prioritization.

- **Call for Projects:** The TA will issue a Call for Projects by program requesting project sponsor(s) to submit projects for funding consideration. The frequency of the Call for Projects will differ by program. The specific funding cycles for the programs are to be determined based on funding availability, program need, program readiness and for Measure W funding, after the noted initiatives from the section above are completed, to better inform the selection process. When scheduling a Call for Projects funding cycle, the TA shall consider the timing of the request in relationship to the timing of other federal, state, and regional funding programs in order to maximize the opportunities for obtaining funds from these sources.
- **Project Evaluation and Prioritization:** The TA assembles Project Review committees to evaluate project applications and proposals. The review is based on criteria outlined in the Call for Projects. The five general categories of criteria that are considered for project evaluation and selection: Need, Effectiveness, Sustainability, Readiness, and Funding Leverage are discussed below and are also listed in **Appendix E**. Evaluation criteria under the thematic areas of Readiness and Funding Leverage are either not addressed (Readiness) or deserve greater emphasis (Funding Leverage) than the Measure W focus as described in **Section 3.2**. A more detailed listing of evaluation criteria for the competitive funding categories is contained in **Appendix E**. The criteria for each of the competitive funding programs may be modified, subject to Board approval, to retain flexibility and account for new policy directives, initiatives, and legislation that further promotes TEP goals.

- **Readiness:** As an initial step, the TA assesses readiness. Did the sponsor submit a complete and coherent proposal? Is the proposed scope ready to proceed and how shovel-ready is it? Readiness also measures the level of public and stakeholder support and viability of the project to be funded. Key indicators include the quality of the planning process that occurred to define the project, level of community engagement/ stakeholder and public support, schedule and project status, and availability of resources to implement the project. Where program guidelines dictate, did the sponsor coordinate with the TA to identify the entity best suited to carry out project implementation?
- **Need:** From the onset, the TA must establish the need for a project to consider it for funding before reviewing it for policy consistency. Is the project consistent with the goals of the Measure A TEP or either or both of the Congestion Relief Plan and the Countywide Transportation Plan? Does it support the policies of the sponsoring city's General Plan, Specific Plans, and other relevant planning and programming documents? What and how critical is the mobility and/or safety issue that is to be addressed? How does this project contribute to a larger public goal?
- **Effectiveness:** The TA will use effectiveness criteria to evaluate the performance merits of the project. If the TA invests in a major highway improvement, how much congestion will be relieved and what is the level of person throughput? If it invests in a grade separation, how much does it improve safety and reduce local traffic congestion? If the TA invests in a pedestrian/bicycle bridge, how many pedestrians and bicyclists are going to use it? If it invests in a new shuttle service, how many new riders are going to use it? If it funds a new regional transit service, what is the projected ridership? How cost effective and seamless will it be with other connecting services? Effectiveness criteria will help measure benefits against the cost of building and implementing a project.
- **Sustainability:** The TA will assess the impact a project may have on promoting practices that maintain and/or improve the environment and quality of life for all on a long-term basis. What is the project's impact on the immediate ecosystem as well as the greater environment?

Can the impacts be mitigated? Does the project support transit-oriented development? Are land use and transportation decisions linked together to achieve efficient transportation options? For capital projects, are materials being used that promote long life cycles and reduce maintenance costs? Where applicable, what is the marketing plan to promote the service? The TA will consider sustainability principles and practices in the planning, implementation, and operation of projects.

- **Funding Leverage:** The TA will measure the level of financial commitment to a project. Has the sponsor committed matching funds to the project, and if so, how much? Does the match include any contribution from the private sector?

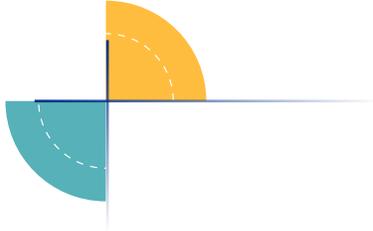
Geographic and Social Equity

The Measure A and Measure W programs are countywide efforts that should take into consideration a relative equitable distribution of investments to help ensure all areas of the County, and all socio-economic groups within it, receive a proportionate share of the transportation benefits and that no area is disproportionately adversely impacted.

- **Staff Recommendation:** Staff develops project funding recommendations for Board consideration, which is based on the review of the Project Review Committees when projects go through a Call for Projects process. Recommendations are clearly anchored to the program-specific project evaluation and prioritization criteria.
- **TA Board Approval:** The TA Board takes action on the programming of Measure A and Measure W funding. This ensures commitment to the project. Either concurrent with the programming or in a separate action, the Board will allocate funding as part of the TA's annual budget approval process. This action ensures timely availability of funds.
- **Funding Agreements:** Prior to receiving any disbursements of funds, the recipient is required to execute a funding agreement, or in the case of multiple sponsors or implementing public agencies, recipients enter into a memorandum of understanding with the TA. The standard funding agreement outlines the understanding between the funding recipient and the TA regarding the amount of funding, purpose of the funds, payment terms, reporting requirements and other obligations

connected to the receipt of funding. Memoranda of understanding (MOUs) also define the roles and responsibilities of the sponsors and implementing public agencies.

- **Monitoring Report Submittals:** Project Sponsors will be required to submit monitoring reports to track progress and ensure appropriate and efficient use of Measure A and Measure W funds.
 - Capital Projects - Project Sponsors will be required to submit monitoring reports during the planning, design development, and construction of capital projects. The content of the reports will be focused on project scope, schedule, and budget. Post-construction, the TA will monitor the use and effectiveness of the projects as part of performance metrics that will be used to confirm that plan goals are being met. This information will also be used to inform future investment decisions.
 - Operating Projects - Project Sponsors will be required to submit performance reports for operating projects. Sample performance measures include service effectiveness, service quality, and customer satisfaction. This monitoring program will assist the TA in justifying the continued funding for approved operating projects. If performance measures indicate less than acceptable performance, the TA will work with the Project Sponsor to set up a mitigation program and achieve improvements as a condition of continued funding from the Measure A Program.



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In addition to defining the process for funding allocation and programming, the TA is charged with responsibly managing the Measure A and the TA-administered portion of the Measure W transportation sales tax revenues. The TA is actively involved with leveraging funds to achieve the goals of the 2004 Measure A Expenditure Plan while adhering to Measure W Core Principles. The TA will focus on programming and allocating funds to projects as money becomes available and maximizing matching funds to increase the total investment in County transportation infrastructure and services. The TA will treat requests for the advancement of funds as exceptions to the rule; project sponsors must justify requests with compelling reasons that offset the impact of financing fees and/or timing of funds to other projects.

7.1 Measure A and Measure W Funding

The TA will develop CIPs for the Highways and Regional Transit Connections Program categories to better assess the magnitude of potential expenditure needs with respect to the flow of measure revenues and the potential availability of matching funds. The CIPs will provide further details on an order of magnitude basis and will be prepared in conjunction with planning studies as noted in **Section 5.1** that will further assess how the TA will conduct the competitive processes for these categories. The TA will determine the timing of the funding cycles for these categories by considering the collection of sales tax revenues, the timing of project needs, and other external funding opportunities. The TA will fine-tune the CIPs on an ongoing basis by identifying prioritized projects and continually monitoring local and countywide short- and long-term needs and program readiness.

7.2 Matching Funds

Navigating through the network of external funding and securing matching funds is complicated. A representative summary of existing federal, state, and local funding programs that can be leveraged with Measure A and Measure W funding is contained in **Appendix G**, although these programs are subject to change. Regional funds are treated as local funds. As resources permit, the TA will work with project sponsors to maximize the amount of matching funds secured for each project. **Table 7-1** shows the minimum matching fund requirements for the comparable program categories and the Measure W Regional Transit Connections Program category and the Measure A Transit Program, Local Shuttles component.

Table 7-1: Minimum Matching Fund Requirements for Measure A and W Categories

Measure A Category	Minimum Fund Matching	Measure W Category	Minimum Funding Match
Highways	10%	Countywide Highway Congestion	Capital: 10% Countywide TDM: 10%
Local Streets & Transportation Share	None	Local Safety, Pothole & Congestion Relief Improvements (Local Investment Share)	None
Grade Separations	Pre-construction: 10% Construction: 50%	Local Safety, Pothole & Congestion Relief Improvements (Grade Separations)	Pre-construction: 10% Construction: 50%
Pedestrian & Bicycle	10%	Bicycle & Pedestrian	Capital: 10% Planning/promotion and start-up operations: 50% SRTS: None
No comparable category	N/A	Regional Transit Connections	Capital: 10% Operations and promotion: 50%
Transit - Local Shuttles component	Operations and promotion: 25%, (see footnote for exception)	No comparable category	N/A

Notes:

A minimum 50 percent match is required for shuttles in operation for at least two years that miss the established operating cost/passenger benchmark by 50 percent or more.

Federal

On December 4, 2015, President Obama signed the Fixing America’s Surface Transportation (FAST) Act into law, which replaced the former Moving Ahead for Progress in the 21st Century (MAP-21). The FAST Act authorized \$305 billion over FY 2016 through 2020. This transportation legislation focuses on safety and continued efforts to streamline delivery of projects funded under the established federally managed programs.

Highlighted in **Appendix G** are numerous federal sources of funding available for transportation projects under the FAST Act. The majority of the sources are allocated following a competitive process. **Appendix G** also identifies the purpose and administrator for each funding source.

State

In 2017, the California Road Repair and Accountability Act was signed into law (SB1). This act modified how California’s transportation system was funded by way of increasing or indexing the fuel excise tax and a vehicle registration fee adjustment, which will raise approximately \$5.24 billion over 10 years. As part of SB1, the state has set up the Solutions for Congested Corridors Program (SCCP), which provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. **Appendix G** highlights key state sources of funding for transportation projects and planning studies. Funding under the State Highway Operation and Protection Program, the Transportation Development Act, and State Transit Assistance Funds is allocated by formula. Other state funding programs are competitive such as the Local Partnership

Program (LPP), which provides funding to local and regional agencies to improve aging Infrastructure, road conditions, active transportation, and health and safety benefits. **Appendix G** identifies the purpose and administrator for each state funding source.

Local

Appendix G highlights key local/regional sources of funding: Measure A and Measure W County transportation sales tax revenues, gasoline tax subventions, regional bridge tolls, vehicle license fees, developer impact fees, and the Transportation Fund for Clean Air. **Appendix G** also identifies the purpose and administrator for each funding source.

Potential New Funding Sources

With escalating project costs and limited availability of transportation funding coupled with the need for transportation investments, the TA encourages project sponsors to explore and identify non-traditional sources of funding. Non-traditional sources of funding include innovative financing, establishing new funding sources, and developing public-private partnerships.

Traditional and Innovative Financing

This type of financing includes mechanisms to creatively finance major infrastructure projects by bonding or borrowing against future anticipated revenue streams. This may include Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA, a federal credit program), lease-financing of transit vehicles, and finding ways to use future funding sources as collateral.

Private Sector Contributions

Major Bay Area employers have shown a willingness to invest in transportation infrastructure that addresses the commute problems of their current employees and reduces barriers perceived by prospective new employees. Projects that address regional and subregional transportation deficiencies should be viewed as candidates for private sector participation.

Public-Private Partnerships

Public-Private Partnerships (PPPs) are potential solutions to funding shortfalls for the completion of projects. Generally, it is a partnership between a governmental entity and a private business venture in which the cost of a project may be partially funded

by the private partners. The private partners receive a benefit from the project in which they invest. Many types of PPPs exist and most approaches are tailored to specific projects. The San Mateo County 101 Express Lanes Project is an example of a successful PPP, where approximately 10 percent (over \$50 million) of the capital project cost is being funded from private sector contributions. A reduction in traffic congestion on the US 101 corridor is a key benefit in the ability to retain and attract employees for local businesses.

New Regional/Local Funding Sources

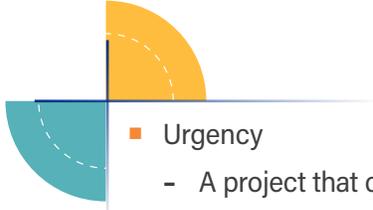
To increase the overall funding pool, it is necessary to generate additional dollars. Funding options could include toll revenue from Express Lane projects, tax assessment districts, and pursuit of a regional transportation tax (e.g., FASTER Bay Area). Some of the potential new sources may require legislative action.

7.3 TA Consideration of Financing Backed by Sales Tax Revenues

Both Measure A and Measure W allow the TA to bond for the purpose of advancing the commencement of or expediting the delivery of transportation programs and projects. The bonding capacity will be backed by future Measure A or Measure W revenues. The TA will weigh the benefits of timely implementation of programs and projects and avoidance of escalating construction costs against the costs of bonding. In recent years, interest rates have been relatively low and the bonding agencies have been particularly receptive to issuing bonds supported by sale tax revenues. However, it will still be important for the TA to weigh the costs of a bond issue and the interest payments that will be required against the costs of deferring or delaying projects until the natural flow of funds is sufficient to move forward.

7.4 Special Circumstances for Advancing Funds

There will be special circumstances when project sponsors need to request Measure A and W funding outside the established funding processes discussed in **Section 5** of this Plan. The TA has the authority to make funds available outside established Call for Projects funding cycles and prior to the collection of revenues. The TA Board will consider the request based on the following criteria:



- Urgency

- A project that calls for immediate construction to address a public safety need
- A project that can realize significant cost savings if it can be constructed in an earlier timeframe
- Loss of funding sources if the project is not constructed within a certain timeframe
- Expected escalation of project development and construction costs outpaces the rate of growth of Measure A and Measure W revenues

- Impact to the Measure A and Measure W Programs

- Potential of the funding advance delaying other projects
- Financial fees associated with advancing funds (the potential saving in implementation costs should be considered)

The TA will determine the method of delivering the advance at the time the request is granted by the Board. The TA should also develop CIPs to determine if advancing funds by either borrowing from other programs or using financing would be an economically and fiscally prudent means of delivering high-priority projects at a lower cost (adjusted for inflation) compared to waiting and implementing projects strictly using a pay-as-you-go approach.

Based on the recommendations that were developed during the preparation of the Strategic Plan, implementation of the Plan will include the key elements summarized in **Table 8-1** below:

Table 8-1: Next Steps

Key Elements of the Strategic Plan Implementation	
1.	Continue with the established Call for Projects processes for the competitive Measure A Shuttle, Highway and Pedestrian and Bicycle programs, and the first-come first-served, as-needed, selection process for the competitive Measure A Grade Separation Program.
2.	Review the Call for Projects timing on an ongoing basis to coincide with other regional, state and federal funding programs for each category.
3.	Update the existing Short Range Highway Plan (SRHP) and prepare an accompanying CIP in coordination with the TA's highway program sponsors to better inform the competitive project selection process for the Measure W Countywide Highway Congestion Improvements program. This will include: <ul style="list-style-type: none"> ■ Identification of highway projects of countywide significance and determining an appropriate level of funding to be set-aside for these projects. ■ A separate new Countywide Transportation Demand Management (TDM) subcategory. The development of guidelines for the TDM subcategory will be informed through the preparation of the Countywide Alternative Congestion Relief/TDM Plan that will influence the project selection process in this subcategory as well as the Measure A Alternative Congestion Relief Program.
4.	Prepare a Regional Transit Connections Planning study and an accompanying CIP in coordination with the TA's regional transit program sponsors to better inform the competitive project selection process for Measure W Regional Transit Connection Program funds.
5.	Initiate a Call for Projects selection process to start planning and environmental work for new grade separation projects, under the Measure W Grade Separation program, after the completion of a grade separation prioritization study by Caltrain.
6.	Revise the existing guidelines for administering the competitive Measure A Pedestrian and Bicycle Program to address the inclusion of Measure W funds for the new subcategories of large and small capital projects, city-/area-wide planning and promotion/marketing activities, and Safe Routes to Schools (SRTS). This includes coordination and administration of funding from the SRTS subcategory with the existing County Office of Education (COE) SRTS Program.
7.	Expand the TA's role with the provision of technical assistance to its sponsors aiding in project delivery, as resources permit, to: <ul style="list-style-type: none"> ■ Provide technical assistance to sponsors, not limited to the Highway Programs ■ Utilize consultant services to offer Complete Streets and other best practice workshops ■ Temporarily offer consultant services to sponsors, on request, on an interim basis due to sponsor staff vacancies to keep projects moving, minimizing delay ■ Contract with consultants to help sponsors better position themselves to obtain grant funds to better leverage the TA's funding sources
8.	Continue ongoing coordination with key stakeholders responsible for the development of Countywide and regional planning efforts to better inform and continuously improve the Measure A and Measure W project selection processes.
9.	Further explore and consider debt financing or internal borrowing of funds as needed to advance projects <ul style="list-style-type: none"> ■ Funding advances would be backed by future Measure A and/or Measure W receipts. ■ Need to consider financing costs versus future construction cost increases.
10.	Periodically monitor and assess, using evaluation criteria developed as part of this Plan, to determine how well funded programs and projects are meeting the Measure A Vision and Goals and the relative applicability of the Measure W Core Principles, taking into consideration both quantitative and qualitative methodologies.



SAN MATEO COUNTY
**Transportation
Authority**

Appendices

Strategic Plan 2020-2024



SAN MATEO COUNTY
**Transportation
Authority**

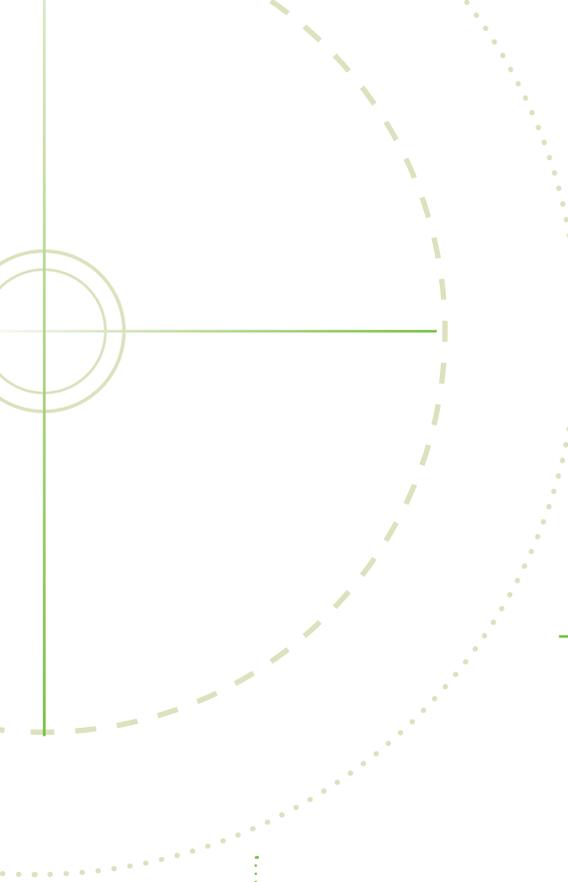


Appendix A

Inventory of Measure A Listed Projects

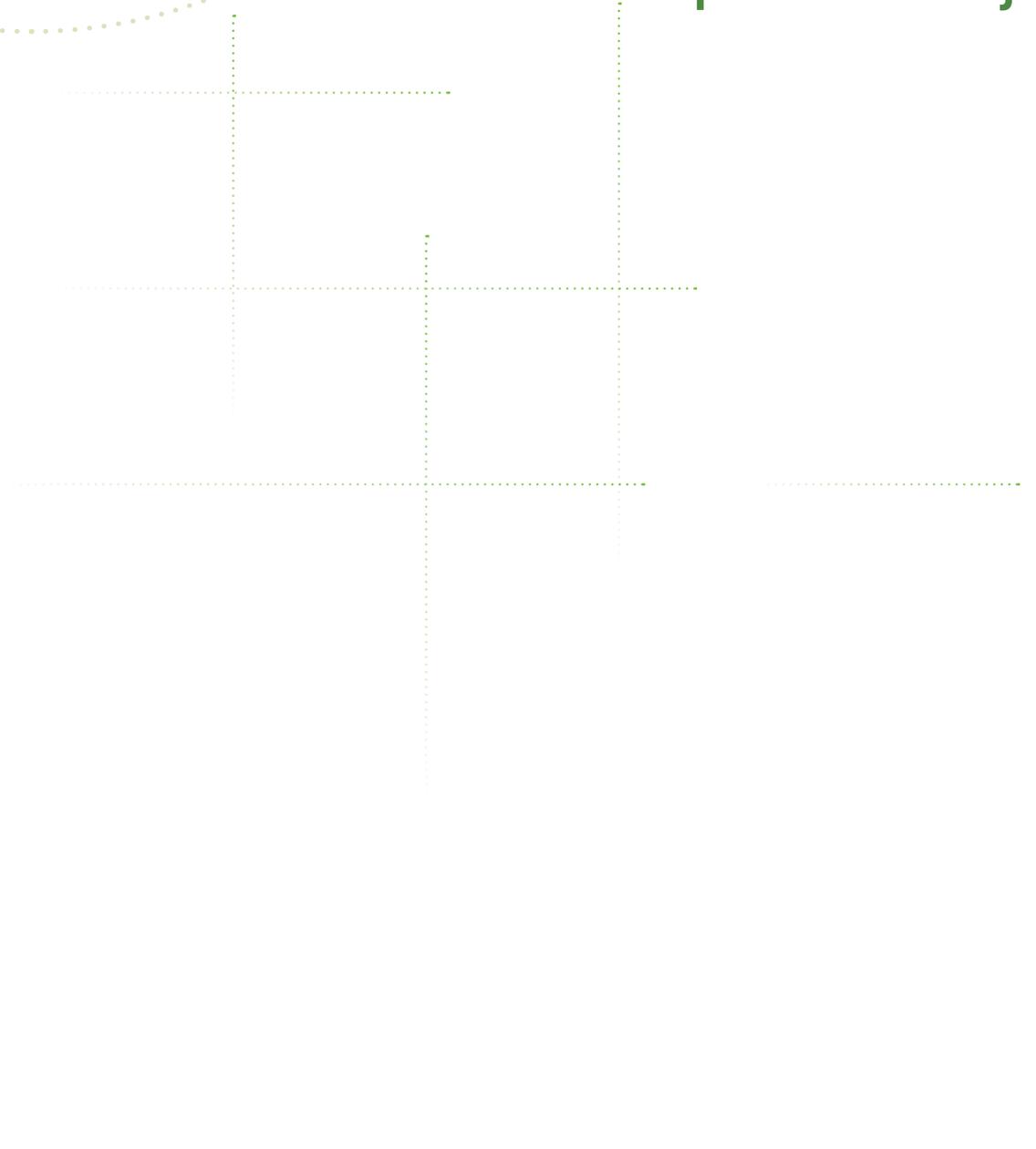
Highway Program	Grade Separation Program	Pedestrian and Bicycle Program
Bayfront Expressway, Willow Road, and Marsh Road Adaptive Signal Timing Project (Menlo Park)	25th Avenue (San Mateo)	28th Avenue Bike Boulevard Implementation Project (San Mateo)
Holly Street/US 101 Interchange Modifications (San Carlos)	Broadway (Burlingame)	Alameda De Las Pulgas Bike and Pedestrian Improvements (Woodside)
I-380 Congestion Improvements (San Bruno and South San Francisco)	Ravenswood Avenue (Menlo Park)	Alpine Road at Arastradero Road and Portola Road at Farm Hill Road Shoulder Widening (Portola Valley)
Railroad Avenue Extension Project (South San Francisco)	San Bruno, San Mateo and Angus Avenues (San Bruno)	Alpine Road Bicycle Safety Improvement Project (County of San Mateo)
Route 1/Manor Drive Overcrossing Project (Pacifica)	South Linden Avenue (South San Francisco) and Scott Street (San Bruno)	Belmont Pedestrian and Bicycle Improvement Project
Sand Hill Road Signal Coordination and Interconnection (I-280 to Santa Cruz Avenue - Menlo Park)	Whipple Avenue (Redwood City)	Bike Transportation Plan Implementation - Class II and III Bike Facilities Project (East Palo Alto)
Skyline Boulevard (SR 35) Widening (I-280 to Sneath Lane - San Bruno)		Brewster Avenue Pedestrian Improvements (Redwood City)
SR 1 Congestion, Throughput and Safety Improvements (Gray Whale Cove to Miramar)		Burlingame Avenue Downtown Pedestrian and Bicycle Project (Burlingame)
SR 1 Safety and Operational Improvements (Main Street to Kehoe Avenue - Half Moon Bay)		Burlingame East Side Bicycle Route Improvements
SR 1 Safety and Operational Improvements (Poplar Street to Wavecrest Road - Half Moon Bay)		Burlingame West Side Bicycle Route Improvements
SR 1 San Pedro Creek Bridge Replacement (Pacifica)		California Drive/Bellevue Avenue Bike-Pedestrian Roundabout (Burlingame)
SR 92/El Camino Real (SR 82) Ramp Modifications (San Mateo)		Complete the Gap Trail (County of San Mateo)
SR 92/South Delaware Street Feasibility Study (San Mateo)		East Palo Alto US 101 Pedestrian and Bicycle Overcrossing
Triton Drive Widening - Foster City Boulevard to Pilgrim Drive (Foster City)		El Camino Real/Angus Avenue Intersection Improvements (San Bruno)
University Avenue/ US 101 Interchange Improvements (East Palo Alto)		Enhanced Pedestrian and Bicycle Visibility Project (City of Daly City)
US 101 Auxiliary lane project (Oyster Point Boulevard to San Francisco County line)		Haven Avenue Streetscape (Menlo Park)
US 101 Broadway interchange (Burlingame)		Highway 1 Trail Extension - Ruisseau Francais Avenue to Roosevelt Blvd (Half Moon Bay)
US 101 Candlestick Point interchange (Brisbane)		Highway 101 Undercrossing Project (Redwood City)
US 101 Express Lanes Project (Whipple Avenue to San Bruno Avenue)		Hillsdale Boulevard/US 101 Pedestrian/Bicycle Bridge (San Mateo)
US 101 Woodside Road (SR 84) Interchange (Redwood City)		Hillside Boulevard Improvements Phase I (Colma)
US 101/Peninsula Avenue/Poplar Avenue Interchange Area Safety Improvements (San Mateo)		Hudson Street Bicycle and Pedestrian Improvements (Redwood City)
US 101/Produce Avenue Interchange (South San Francisco)		Jefferson/Cleveland SRTS and Peninsula Bikeway Project (Redwood City)

Highway Program	Grade Separation Program	Pedestrian and Bicycle Program
US 101/SR 92 Direct Connector Project (Foster City/San Mateo)		John Daly Boulevard Streetscape Improvements (Daly City)
US 101/SR 92 Interchange Area Improvements (Foster City/San Mateo)		Kennedy Safe Routes to School Project (Redwood City)
US 101/Willow Road Interchange Improvements (Menlo Park and East Palo Alto)		Lake Merced Boulevard In-pavement Crosswalk (Daly City)
		Magnolia Avenue and Richmond Drive Bicycle and Pedestrian Improvements Project (Millbrae)
		Menlo Park Bicycle and Pedestrian Enhancement Project
		Menlo Park-East Palo Alto Connectivity Project
		Midcoast Multi-Modal Trail (County of San Mateo)
		Middle Avenue Pedestrian and Bicycle Crossing (Menlo Park)
		Middlefield Road Class II Bike Lanes Project (Atherton)
		Mission Street Streetscape Project (Daly City)
		North San Mateo Drive Pedestrian and Bicycle Improvement Project (San Mateo)
		Notre Dame Avenue Street Improvement Project (Belmont)
		Pacific Coast Bikeway Connectivity North Project (Half Moon Bay)
		Pedestrian Safety Improvement Plan for San Carlos Avenue (San Carlos)
		Pedro Point Headlands Trail (Pacifica)
		Pilot Bike-Sharing Program (Redwood City)
		Redwood City Safe Routes to Schools
		San Bruno Transit Corridor Pedestrian Connection
		San Mateo Citywide Bicycle Striping and Signage
		South San Francisco Sharrows and Striping Program
		Sunshine Garden Safety and Connectivity Improvements Project (South San Francisco)
		US 101 Ralston Avenue Bicycle/Pedestrian Overcrossing (Belmont)
		US 101/Holly Street Interchange Bicycle/Pedestrian Improvements (San Carlos)
		US 101/Holly Street Pedestrian and Bicycle Overcrossing (San Carlos)
		Woodside School Safety Improvement Project



Appendix B

Measure A Highway Pipeline Projects



Highways Pipeline Projects

Key Congested Areas (KCA)

Project Name	Sponsor	Status
US 101/Broadway Interchange Improvements	Burlingame	Project Complete
US 101/SR 92 Interchange Area Improvements	Foster City / San Mateo	Project Initiation Document (PID)
US 101/SR 92 Direct Connector Project	C/CAG-TA	Project Initiation Document (PID)
SR 92/Delaware Interchange Improvements	C/CAG	Project Initiation Document (PID)
US 101/University Avenue Interchange Improvements	East Palo Alto	Preliminary Design Phase
US 101/Willow Road Interchange Improvements	Menlo Park	Under construction
SR 1 Safety & Operational Improvements: Poplar to Wavecrest	Half Moon Bay	Final design
SR 1 Safety & Operational Improvements: Main to Kehoe	Half Moon Bay	Final design
SR 92 Safety & Operational Improvements: SR 1 to Pilarcitos Creek	Half Moon Bay	Project rescinded by sponsor
US 101/Woodside Road Interchange	Redwood City	Final design
SR 92/ El Camino Real Interchange Project	San Mateo	Project Complete
US 101/Peninsula Avenue Interchange	San Mateo	Environmental

Supplemental Roadways (SR)

Project Name	Sponsor	Status
US 101/Candlestick Point Interchange	Brisbane	Project Initiation Document (PID)
US 101 Managed Lane Project (from I-380 to the San Francisco County Line)	C/CAG	Project Initiation Document (PID)
San Mateo US 101 Express Lanes Project	C/CAG-TA	Under construction
SR 1 (Mid Coast) Congestion, Throughput and Safety Improvements	County of San Mateo	Final design
SR 1 Calera Parkway Project	Pacifica	Project rescinded by sponsor
I-380 Congestion Improvements	San Bruno-South San Francisco	Feasibility Study
SR 35 Widening: I-280 to Sneath Lane	San Bruno-South San Francisco	Project lacks support, yet to be fully rescinded
US 101/Holly Street Interchange Improvements	San Carlos	Pending Construction
US 101/Produce Avenue Interchange	South San Francisco	Preliminary Engineering / Environmental Review

(Updated October 2019)



Appendix C

Measure W Core
Principle Weightings
by Program from
SAG, TAG and Public
Survey

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
P8	Facilitate the Reduction of Vehicle Miles Travelled, Travel Times and Greenhouse Gas Emissions
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
P11	Maximize Traffic Reduction Potential Associated with the Creation of New Housing Opportunities in High-Quality Transit Corridors

Core Principles Weighting: Countywide Highway Congestion Improvements

SAG Survey	TAG Survey	Public Survey Input	Final Recommended Weighting	
P1	P1	P1	P1	High (3 pts)
P8	P8	P8	P8	Medium (2 pts)
P2	P2	P2	P2	Low (1 pt)
P3	P3	P3	P3	
P4	P4	P4	P4	
P5	P5	P5	P5	
P6	P6	P6	P6	
P7	P7	P7	P7	
P9	P9	P9	P9	
P10	P10	P10	P10	
P11	P11	P11	P11	

Core Principles Weighting: Grade Separations

SAG Survey	TAG Survey	Public Survey Input	Final Recommended Weighting	
P1	P1	P1	P1	High (3 pts)
P6	P6	P6	P6	Medium (2 pts)
P2	P2	P2	P2	Low (1 pt)
P3	P3	P3	P3	
P8	P8	P8	P8	
P9	P9	P9	P9	
P11	P11	P11	P11	
P4	P4	P4	P4	
P5	P5	P5	P5	
P7	P7	P7	P7	
P10	P10	P10	P10	

Core Principles Weighting: Pedestrian & Bicycle Improvements

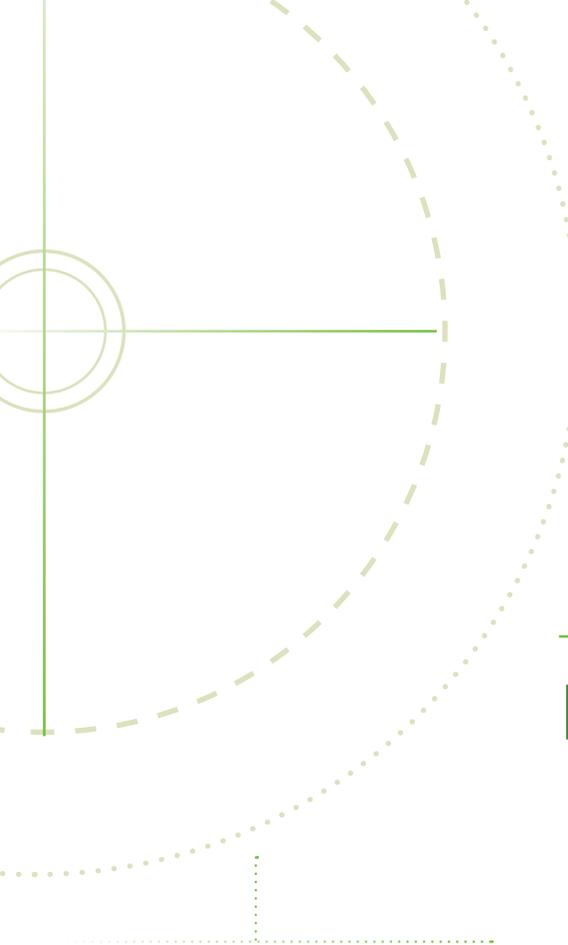
SAG Survey	TAG Survey	Public Survey Input	Final Recommended Weighting	
P6	P6	P6	P6	High (3 pts)
P9	P9	P9	P9	Medium (2 pts)
P10	P10	P10	P10	Low (1 pt)
P1	P1	P1	P1	
P3	P3	P3	P3	
P7	P7	P7	P7	
P8	P8	P8	P8	
P11	P11	P11	P11	
P2	P2	P2	P2	
P4	P4	P4	P4	
P5	P5	P5	P5	

Core Principles Weighting: Regional Transit Connections

SAG Survey	TAG Survey	Public Survey Input	Final Recommended Weighting	
P1	P1	P1	P1	High (3 pts)
P2	P2	P2	P2	Medium (2 pts)
P5	P5	P5	P5	Low (1 pt)
P8	P8	P8	P8	
P3	P3	P3	P3	
P4	P4	P4	P4	
P7	P7	P7	P7	
P10	P10	P10	P10	
P11	P11	P11	P11	
P6	P6	P6	P6	
P9	P9	P9	P9	

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	High (3 pts)
P8	P6	P9	P2	P6	Medium (2 pts)
P2	P2	P10	P5	P1	Low (1 pt)
P3	P3	P1	P8	P2	
P4	P8	P3	P3	P3	
P5	P9	P7	P4	P4	
P6	P11	P8	P7	P5	
P7	P4	P11	P10	P9	
P9	P5	P2	P11	P8	
P10	P7	P4	P6	P10	
P11	P10	P5	P9	P11	

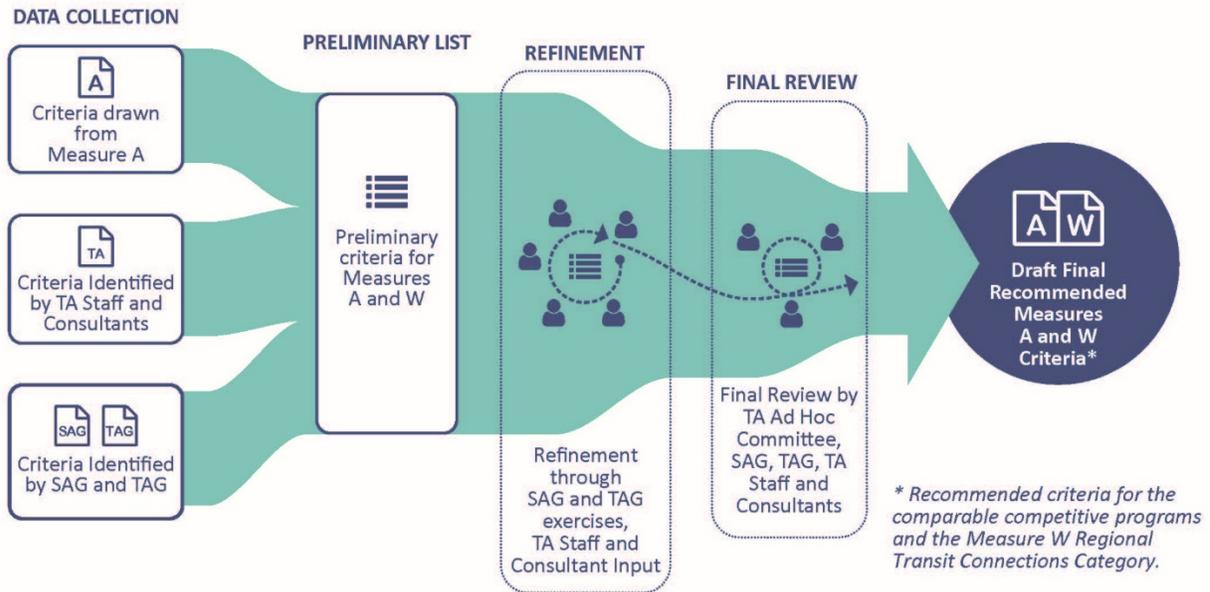


Appendix D

Proposed Evaluation Criteria from SAG and TAG

Significant input went into the criteria development process. As part of the SAG and TAG meetings, staff shared existing evaluation criteria used for the Measure A programs and added a few suggestions for each of the 11 Measure W Core Principles with respect to each of the funding categories. Working with that initial set of criteria, SAG and TAG members generated hundreds of evaluation criteria that were relevant to the Core Principles for each of the programs. The proposed evaluation criteria were brought back to the SAG and TAG for further refinement and consolidation through facilitated breakout sessions. Board Ad Hoc members, staff and consultant also contributed significant input into this process, which is illustrated below.

The recommended draft criteria for evaluating projects for Measures A and W funding applications were developed and refined through an iterative process with a Stakeholder Advisory Group (SAG), a Technical Advisory Group (TAG), input from Transportation Authority (TA) Board Ad Hoc members, consultants, and TA staff.



The following pages show the Recommended Consolidated Evaluation Criteria by Program Category (Highway Program, Grade Separation Program, Bicycle and Pedestrian Program, and the Regional Transit Connections Program) relevant to specific Core Principles and the initial suggested criteria they were generated from.

Recommended Consolidated Evaluation Criteria: Ability to address safety issue (e.g. project improves site conditions to reduce potential for collisions)

Relevant to the following Measure W Core Principles:

- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Invest in the Public Transportation System
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Ability to relieve congestion/performance improvement
2. **SAG/TAG Recommended Criteria:**
Adds capacity for and incentivizes multi-occupant vehicles; Any projects that reduce traffic congestion and improve transit capacity will support this core principle; Each project should improve safety; Each project should reduce congestion; Focus on improving congestion and connectivity in job centers; Include projected congestion in high growth areas.; Peak period hours of vehicle delay; Potential reduction in loss of economic productivity due to congestion; Prioritize safety to reduce conflict zones and points; Project incorporates technology that reduces congestion; Project provides time or financial incentives for usage of alternative transportation.; Reduces bottlenecks at interchanges

Recommended Consolidated Evaluation Criteria: Clear and complete proposal

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Clear and complete proposal
2. **SAG/TAG Recommended Criteria:**
N/A

Recommended Consolidated Evaluation Criteria: Severity of current and projected congestion

Relevant to the following Measure W Core Principles:

- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Current congestion
2. **SAG/TAG Recommended Criteria:**
N/A

Recommended Consolidated Evaluation Criteria: Degree to which project reduces GHG emissions and improves air quality

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Reduce VMT, Travel Times & GHG Emissions

Highway Program

Initial suggested criteria

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Potential reduction in GHG emissions?
- 2. SAG/TAG Recommended Criteria:**
GHG and air pollution reduction; No air quality impacts; Potential reduction in GHG emissions; Potential to reduce Greenhouse Gas Emissions; this is a component of public health; Project descriptions should be refined to achieve safe streets, VMT, and GHG; Reduces pollutant emissions; Reduction in GHG emissions; reduction in GHG emissions per dollar spent; Reduction in other air pollutants; Reduction of GHGs.; The 3rd bullet below (Includes green construction practices & design elements) should also be listed here with “Reduce GHG Emissions”;

Recommended Consolidated Evaluation Criteria: Demonstrates coordination with adjacent projects/integration of inter-related projects

Relevant to the following Measure W Core Principles:

- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Demonstrates coordination with adjacent projects/integration of inter-related projects
- 2. SAG/TAG Recommended Criteria:**
Include existing and planned infrastructure improvements.;

Recommended Consolidated Evaluation Criteria: Demonstrates stakeholder support

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs

Initial suggested criteria

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Demonstrates stakeholder support;
- 2. SAG/TAG Recommended Criteria:**
Establish project support for Economic Development by location/access to a priority development area, transit oriented development or of regional significance. Support letters from local Chamber of Commerce, SAMCEDA or Bay Area Council could show support; Ability to easily allow P3s so that employers are able to: study, design, and build major transit projects. Especially as it relates to allowing an easier way to “pass through” funding for major capital projects without third party intervention.

Recommended Consolidated Evaluation Criteria: Ease and speed of implementation

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Ease and speed of implementation
- 2. SAG/TAG Recommended Criteria:**
N/A

Recommended Consolidated Evaluation Criteria: Has a credible funding

plan Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Has a credible funding plan
2. **SAG/TAG Recommended Criteria:**
N/A

Recommended Consolidated Evaluation Criteria: Identified safety issue (e.g. documented collision history due to site conditions that is higher than average for the facility type)

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Ability to address safety issue; Identified safety issue; Project addresses documented collision history due to site conditions that is higher than average for the facility type;
2. **SAG/TAG Recommended Criteria:**
Could this be an opportunity to fund infrastructure before there is a history of collisions, in areas with known safety concerns? Other funding sources base competitiveness on collision history, this is an opportunity to fund improvements before collisions occur. Ex: preventative measures for areas with a lack of infrastructure but local attractions, such as the coast; How does this project address collision history (show that police reports/collision types/times, etc. are addressed by the proposed project)?; Interchanges: meet multiple criteria, include bike/pedestrian safety; More data about collision historicity as it relates to time and speed factors. Evaluations off site conditions as having structural deficits- as causative factors or causative factors due to lack of endorsement of speeding. What is the relation between collision sites and proximity to schools, and hospitals and actual reason/ traffic patterns for using certain sites.; Potential impact on number of accidents; Prioritize safety to reduce conflict zones and points; Reduces speeding; Reduction in accidents involving bicycles/pedestrians; Reduction in vehicle accidents; The hotspots for ped/bike collisions in the county tend to be in low income areas. Include equity criteria – projects in communities of concern, near unsafe crossings (i.e. 101 overcrossing project in EPA)

Recommended Consolidated Evaluation Criteria: Impact project has on low income, transit dependent and or other vulnerable populations (e.g. Community of Concern, areas with high CalEnviroScreen scores)

Relevant to the following Measure W Core Principles:

- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
N/A
2. **SAG/TAG Recommended Criteria:**
Include equity criteria for rural, coastal communities

Recommended Consolidated Evaluation Criteria: Innovative low environmental impact/green infrastructure, including resiliency elements to address climate change

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Includes green construction practices and design elements;

2. SAG/TAG Recommended Criteria:

% of project costs devoted to green stormwater infrastructure; % reduction in impervious surface area as part of infrastructure projects; Decrease in stormwater runoff; Do you mean green construction practices or green infrastructure (read stormwater treatment)? Later is likely required but could give extra points for exceeding requirements; Increase urban canopy in highway and on ramp right of way; Meets stormwater treatment criteria; Project includes green infrastructure; Rewards street trees and increasing urban canopy; rewards trees in highway ROW; trash capture devices in storm drains in right of way; Use environmentally construction practices when building highways; but other than that do not know how this criteria fits into “highways” bucket.

Recommended Consolidated Evaluation Criteria: Regional/countywide significance, including where applicable, location and relevance on the State Highway Congestion & Safety Performance Assessment for San Mateo County

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Located in the State Highway Congestion & Safety Performance Assessment for San Mateo County

2. SAG/TAG Recommended Criteria:

N/A

Recommended Consolidated Evaluation Criteria: Percent of matching fund contribution

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Percent of matching fund contribution;

2. SAG/TAG Recommended Criteria:

% matching fund contribution; Existing fund from other funding programs/state or federal programs; Match fund levels and consider factors if the match was local vs. other grant funds.; Project has matching funds

Recommended Consolidated Evaluation Criteria: Potential increase in person through-put

Relevant to the following Measure W Core Principles:

- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Ability to relieve congestion/performance improvement; Potential increase in person through-put;

2. SAG/TAG Recommended Criteria:

% mode shift created by project; Adds capacity for and incentivizes multi-occupant vehicles; All projects should accomplish congestion relief; Allow current or projected increase in through-put to be considered; Expansion of highways (additional lanes) should only be allowed if there are benefits beyond just SOV capacity.; Focus on Express Lane project. Maybe down the road there can be a study into congestion pricing?; Increased person throughput per dollar spent; Interchange bottleneck relief should be a high priority; Potential increase in person-throughput; Potential reduction in interchange congestion; Potential reduction in SOV; Potential reduction in SOV trips; Prioritize projects that will provide relief sooner rather than later; Project incorporates technology that increases throughput.; Reduces bottlenecks at interchanges; Rewards increasing areas of managed lanes, incentivizes carpools, tactics that discourage SOV.; Through-put actually encompasses GHG/VMT reduction and should be considered as a metric for project effectiveness; We need a consistent TA-adopted method to estimate and compare through-put, and across all program categories (SOVs, transit, bicycles, pedestrians, etc.)

Recommended Consolidated Evaluation Criteria: Potential travel time savings

Relevant to the following Measure W Core Principles:

- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Potential travel time savings;

2. SAG/TAG Recommended Criteria:

Average delay per vehicle; Average speed; Average travel time per direction with and without project; Include reduction in travel time; Mainline vehicle delay; Potential reduction in person-hours delay (PHD); Potential reduction in person-hours of delay (PHD); Potential travel time savings; Project should have significant impacts in regards to average commute time reduction, *greenhouse gas reduction* and SOV reduction; Reduction in VHD per capital and overall.; Time savings; Travel time savings; travel time savings per person, not per vehicle - per dollar spent

Recommended Consolidated Evaluation Criteria: Potential VMT reduction per capita

Relevant to the following Measure W Core Principles:

- Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Potential VMT reduction per capita;

2. SAG/TAG Recommended Criteria:

Consider total VMT instead of VMT per capita; Please make allowances for the definition of “VMT per capita” as either per employee and per resident (or total employees plus residents) as different projects may have different beneficiaries. Instead of requiring calculating GHG reductions for individual projects, perhaps look for consistency with an adopted Climate Action Plan/strategy document or other countywide sustainability plans for sea level rise, green infrastructure, resiliency, etc.; Potential VMT reduction per capita; Reduce employee based VMT in vicinity of the project; Reducing travel time can provide a small reduction in GHG, but would not encouraging multiple occupant vehicles provide a greater reduction? VMT reduction/capita the only available metric for fewer cars on the road? Also, remove the ? after GHG emissions reduction, it should be there.; reduction of VMT and GHG emissions as criteria; Suggest removing the operational vs. infrastructure expansion criteria under Sustainability, which seems to limit projects identified. Instead suggest relying on VMT reduction to determine impact/benefit on Sustainability, similar to Measure W

Recommended Consolidated Evaluation Criteria: Private sector contribution, including public/private partnerships

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Private sector contribution;

2. SAG/TAG Recommended Criteria:

% matching fund via private sector; Collaborate with employers to incentivize TDM for companies of all sizes; Collaborate with large employers TDM programs; Evaluation criteria should include ability to detail any private sector funding sources or public/private partnership opportunities; Existing contribution from private developments; Explore opportunities from the Federal and State government that encourages public-private partnerships.; Make it easier for private companies to initiate and sponsor transit projects.; One potential criteria could be available existing fund from private sector or other sources, so the Measure W fund will be an addition to the existing funds; Partner with business associations to find P3 partners; private sector contribution; Private sector contributions should provide a higher score.; Project partners with private and public sector to find first-last mile solutions; Project should focus on leveraging HOVs provided by the public and private sector.

Recommended Consolidated Evaluation Criteria: Need to improve access and connections to jobs, housing, transit hubs and other high activity centers, supporting existing economic activity and spurring new economic development in the vicinity

Relevant to the following Measure W Core Principles:

- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

N/A

2. SAG/TAG Recommended Criteria:

Identify job centers and focus on the ingress/egress.

Recommended Consolidated Evaluation Criteria: Project accommodates multiple transportation modes (e.g. pedestrian & bicycle access as well as transit infrastructure) where contextually appropriate and to the extent feasible (Complete Streets), including infrastructure for transit (e.g. express lanes, bus only lanes)

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode
- Invest in the Public Transportation System
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Project accommodates multiple transportation modes where contextually appropriate and to the extent feasible (Complete Streets);

2. SAG/TAG Recommended Criteria:

% Mode shift from SOV to bike/ped/carpool, etc. created by project; % of project funding that is devoted to biking, walking, and transit improvements; Alternative transportation including public vanpools, microtransit, increased public ferry service. Rewards increased peak service frequency and transit options.; Complies with Complete Street standards for interchanges, arterials with protected lanes/protected intersections for all ages/abilities; Demonstrate how the project accommodates people walking or bicycling (allow a description as to why this wouldn't apply to a freeway project); Does the project conform to Complete Street standards (like NACTO or other locally developed standards)? -would need checklist or other evaluation technique; Encourages reduction in gaps in bicycle network; Focuses on Alternative Transportation and reduces SOV; Includes bicycle and pedestrian safety and access improvements where applicable; increases multimodal access; Interchanges and non-freeway state highways projects (El Camino Real, Highway 1, and others) include Complete Streets components for biking, walking, and transit (wider sidewalks, bike lanes, BRT, etc.); Interchanges and non-freeway state highways projects (El Camino Real, Highway 1, and others) include components for biking, walking, and transit (wider sidewalks, bike lanes, BRT, etc.); Landscaping, Complete Streets concepts, and transitions into city streets should all be considered to improve the street quality for users; Potential alignment with Caltrans Complete Streets Policy where applicable; Priority given to projects that increase safety for pedestrians and bicyclists – protected bike lanes, enhanced cross walks, etc.; Project accommodates bicycle and pedestrian modes or project is a gap closure in bicycle and pedestrian infrastructure: more applicable to freeway interchange projects, bridge widening, improvements on state highway system such as SR84; Project considers incorporating design features to mitigate impacts to alternative modes where appropriate and applicable. Example: Interchange may look at T-ramps or signalized intersections for safety.; Project is a gap closure, project scope includes bicycle and pedestrian improvements; Project scope includes bicycle and pedestrian improvements; Project should help to create Complete Streets; e.g., nearby bike/pedestrian bridges or underpasses; Provide bike/ped access for projects that have opportunity to connect to local streets (e.g. freeway overcrossings) should be required; Provides separated bike and ped facilities.; provides separated bike and/or ped facilities; To the extent feasible

Recommended Consolidated Evaluation Criteria: Project improves access and connections to jobs, housing, transit hubs and other high activity centers, supporting existing economic activity and spurring new economic development in the vicinity

Relevant to the following Measure W Core Principles:

- Reduce VMT, Travel Times & GHG Emissions
- Enhance Safety and Public Health

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Highway Program

N/A

2. **SAG/TAG Recommended Criteria:**

Connections to regional transit centers can result in VMT reduction; Does the city have a Vision Zero policy/plan? (get x number of points) – must define, see MTC ATP guidelines

Recommended Consolidated Evaluation Criteria: Innovative low environmental impact/green infrastructure, including resiliency elements to address climate change

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Invest in the Public Transportation System

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**

Project includes resiliency elements to address climate change;

2. **SAG/TAG Recommended Criteria:**

design reflects anticipated sea level rise...design can adapt to climate change (not so much that it would 'address climate change'); Extent to which project includes resiliency elements to address climate change; Including resiliency and/or confirming that the proposed project is not subject to SLR impacts for its design life would be good to consider.; Sea level rise resiliency and risks should also be a factor when rating projects; Supports climate change resiliency improvements.

Recommended Consolidated Evaluation Criteria: Need to improve access and connections to jobs, housing, transit hubs and other high activity centers, supporting existing economic activity and spurring new economic development in the vicinity

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode
- Invest in the Public Transportation System
- Maximize Traffic Reduction Associated with Creation of Housing in High Quality Transit Corridors
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**

Project supports transit-oriented development;

2. **SAG/TAG Recommended Criteria:**

Ability to increase connectivity to other modes by increasing access; Access to concentrations of jobs and housing; Connection to Priority Development Area or dense residential or employment centers (for example, bike/ped bridge over 101 to business center or shuttle that goes from Caltrain or bike/ped/transit from homes to jobs); connections/proximity to housing near transit; Creates shorter access/direct/eased access to jobs, a job center, major employer, or an activity center; Does the project incentivize more affordable homes near transit?; Evaluation criteria might relate to the location of projects in proximity to job centers or portions of commute corridors that connect the most homes to the most jobs.; Extent to which the project supports dense housing near transit; First-last mile connections to express bus system/transit; Increase access to business centers and downtowns; Increased access to jobs and educational/career advancement opportunities for low-income communities and workers; Increases connectivity or access to the transit corridors; Number of existing and planned affordable transit oriented units served; Potential improved access and connections to existing or future multimodal transportation hubs; Potential improved access to concentrations of jobs and housing; Project connects to public transportation system; Project increases safe and efficient access to transit via multiple non SOV modes; Project provides/improves connection or access to a transit

Highway Program

station?; Projects should include first/last mile connections; Projects that connect over freeways to business/employment centers, such as ped/bike bridges, shuttles, etc.

Recommended Consolidated Evaluation Criteria: Project is primarily an operational improvement (e.g. safety or ITS) rather than infrastructure expansion (e.g. adding general purpose lanes)

Relevant to the following Measure W Core Principles:

- Relieve Traffic Congestion Countywide
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Project is primarily an operational improvement rather than infrastructure expansion
2. **SAG/TAG Recommended Criteria:**
Use of new technology;

Recommended Consolidated Evaluation Criteria: Project recognized in adopted statewide, regional, county or local planning and fund programming documents

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode
- Invest in the Public Transportation System
- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Maximize Traffic Reduction Associated with Creation of Housing in High Quality Transit Corridors
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Project recognized in regional, county or local planning documents;
2. **SAG/TAG Recommended Criteria:**
Does the city have a Vision Zero policy/plan? (get x number of points) – must define, see MTC ATP guidelines; Does the project incorporate the city/county/broader region's bicycle and pedestrian plan and its projects?; Does the project support a Priority Development Area (PDA) or dense residential or employment centers; Extent to which project supports cities with strong TDM requirements for new development; Focus on improvements in high growth areas - Prioritize improving existing and planned infrastructure -Plan for future growth when determining transit lines Prioritize PDAs; Is project within or providing improved access to a PDA, TPA, or TOD area?; Potential alignment with Regional Mobility Action Plan where applicable; Project considers the County's Vulnerability Assessment and other climate change and adaptation plans; Rather than evaluate/establish particular climate change resiliency with each project, also should have an option to demonstrate consistency with a regional, county or local plan dealing with such issues.; score applications so that the inclusion of quality bicycle and pedestrian facilities, network gap closures, across-barrier connections, and/or improved safety for pedestrians and bicyclists is valued at 10-20% of the total project score; Support projects in the PDA areas.

Recommended Consolidated Evaluation Criteria: Project status and schedule Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Project status and schedule;
2. **SAG/TAG Recommended Criteria:**
Priority to shovel ready projects -Priority to matching funds; Some phases of the project is completed: environmental, right-of-way, design

Recommended Consolidated Evaluation Criteria: Severity of current and projected congestion

Relevant to the following Measure W Core Principles:

- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Projected congestion
2. **SAG/TAG Recommended Criteria:**
N/A

Recommended Consolidated Evaluation Criteria: Regional/countywide significance, including where applicable, location and relevance on the State Highway Congestion & Safety Performance Assessment for San Mateo County

Relevant to the following Measure W Core Principles:

- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Regional significance;
2. **SAG/TAG Recommended Criteria:**
Measurement on how the project works as a part of the regional network. Much like the Highway 101 express lane project, how can we duplicate this project along other corridors to reduce congestion?; Project is multi-jurisdictional/multi-county; example: bus on shoulder; Similar to Measure A, prioritizing regional significance still would seem to make sense.

Recommended Consolidated Evaluation Criteria: Value: Benefit relative to the amount of funding requested (high impact, low cost - "bang for the buck")

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change

Highway Program

- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Cost Effectiveness;

2. SAG/TAG Recommended Criteria:

Demonstrate a savings compared to agency doing project alone.; Dollar amount – travel time savings per person per dollar spent; GHG and air pollutant reduction per dollars spent; Invest in projects that offer the most bang for our buck; Number of quality jobs created per dollar spent; Particulate pollution reduction per dollar spent with an emphasis on PM pollution reduction in communities with high asthma rates and other health disparities; travel time savings per person, not per vehicle - per dollar spent; VMT reduction per dollar spent; VMT reduction per dollar spent; project encourages more active transportation modes especially in communities with health disparities

Recommended Consolidated Evaluation Criteria: Ability to address identified safety

issue Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Invest in the Public Transportation System
- Relieve Traffic Congestion Countywide

Initial suggested criteria

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Identified safety issue; Safety and traffic benefit;
- 2. SAG/TAG Recommended Criteria:**
Extent to which project increases safe access to transit stations; increases separation from high volumes and speeds; One goal is to reduce suicide opportunities; Potential reduction of collisions at grade separated facilities; Project eliminates train/car or train/pedestrian/bike crash at an intersection with high crash rate; Project includes bicycle and pedestrian accommodation and safety measures; Provides safe connections across barrier (Caltrain tracks) for people walking, biking, and ADA; Safety is a highly important criterion.; Safety is the most important reason for a grade separation; What are the identified safety issues?; Will project enhance pedestrian and bicycle safety?

Recommended Consolidated Evaluation Criteria: Ability to relieve traffic congestion and improve local mobility

Relevant to the following Measure W Core Principles:

- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Identified traffic issue;
- 2. SAG/TAG Recommended Criteria:**
Projects should reduce delay and queuing of vehicles; Projects should reduce delay and queuing of vehicles

Recommended Consolidated Evaluation Criteria: Consideration of Caltrain and High Speed Rail operational needs

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Invest in the Public Transportation System
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Regional benefit to the Caltrain system;
- 2. SAG/TAG Recommended Criteria:**
Improves transit operations and could increase ridership; Increases frequency and speed of Caltrain encouraging ridership; Is there an improvement in Caltrain operations?; Look to improve frequency due to planned developments/high growth areas especially in light of electrification of Caltrain; Prioritize projects that provide passing infrastructure where needed to increase rail passenger capacity; Project improves Caltrain operation/schedule; Project

Grade Separation Program

should transit operations and could increase ridership (Caltrain Business Plan may provide information on this); Supports Caltrain and encourages ridership.; What are the benefits to Caltrain riders

Recommended Consolidated Evaluation Criteria: Degree to which project reduces GHG emissions and improves air quality

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Potential reduction in GHG emissions?;

2. SAG/TAG Recommended Criteria:

Encourages ridership which reduces GHGs.; GHGs could be reduced if there was congestion today; Project improves intersection operation, reduced air pollution/Greenhouse Gas Emissions in the area; Project improves traffic operation at the intersection and nearby intersections, reduces congestion/GHG emissions; Project reduces noise and air pollution level around the intersection (would need to provide a tool to calculate this); Reduce GHG emissions; reduction of GHG emissions as criteria; Reduction of greenhouse gases by elimination of congestion and vehicle emissions; Reduction of greenhouse gases by elimination of congestion and vehicle emissions; Seems that the category should focus more on travel times and GHG reduced due to reduction in local traffic congestion

Recommended Consolidated Evaluation Criteria: Demonstrates stakeholder support

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Demonstrates stakeholder support

2. SAG/TAG Recommended Criteria:

N/A

Recommended Consolidated Evaluation Criteria: Ease and speed of implementation

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Ease and speed of implementation

2. SAG/TAG Recommended Criteria:

N/A

Recommended Consolidated Evaluation Criteria: Has a credible funding plan

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Has a credible funding plan
2. **SAG/TAG Recommended Criteria:**
N/A

Recommended Consolidated Evaluation Criteria: Innovative low environmental impact green infrastructure, includes resiliency elements to address climate change as applicable

Relevant to the following Measure W Core Principles:

- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Includes green construction practices and design elements;
2. **SAG/TAG Recommended Criteria:**
Extent to which project includes resiliency elements to address climate change; green streets; Include Green construction practices, but not if it is cost prohibitive.; increase in pervious surfaces; It does seem possible for a grade sep to include resiliency.; Potential for green infrastructure element; Project addresses climate change; Project incorporates green infrastructure in the scope of work; reduction in stormwater runoff

Recommended Consolidated Evaluation Criteria: Percent of matching fund contribution

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Percent of matching fund contribution;
2. **SAG/TAG Recommended Criteria:**
Figure out a way that sponsors are financially invested (local contributions) in the project as well; Match and grants.; Percent matching fund contribution; Project has some existing funding from other sources; private, federal, state

Recommended Consolidated Evaluation Criteria: Potential travel time savings

Relevant to the following Measure W Core Principles:

- Invest in the Public Transportation System
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Potential travel time savings;
2. **SAG/TAG Recommended Criteria:**
Extent to which project increases travel time benefit for transit (such as local bus service), particularly for transit dependent populations; Change in average delay; Increases speed and safety of Caltrain. Reduces danger to crossing

Grade Separation Program

traffic; Project has the potential to reduce diverted/longer local trips; Travel time savings per person because of grade separation

Recommended Consolidated Evaluation Criteria: Potential VMT reduction per capita

Relevant to the following Measure W Core Principles:

- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Potential VMT reduction per capita;
2. **SAG/TAG Recommended Criteria:**
Change in total VMT (not per capita); reduction of VMT criteria

Recommended Consolidated Evaluation Criteria: Private sector contribution, including private, public partnerships

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Private sector contribution;
2. **SAG/TAG Recommended Criteria:**
Look to employers along Caltrain to assist with leveraging funds.; Private sector partnership; Provide extra scoring points if private funds are included

Recommended Consolidated Evaluation Criteria: Project accommodates multiple transportation modes (Complete Streets), where contextually appropriate and to the extent feasible

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode
- Invest in the Public Transportation System
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Project accommodates multiple transportation modes (Complete Streets), where contextually appropriate and to the extent feasible;
2. **SAG/TAG Recommended Criteria:**
Add more crosstown connections including bike/ped only; also address barriers in bike/ped networks; Complies with Complete Street standards for interchanges, arterials with protected lanes/protected intersections for all ages; Complies with Complete Street standards for interchanges, arterials with protected lanes/protected intersections for all ages/abilities; Consider social equity impacts of at-grade crossing street closures and pedestrian/bicycle related changes which are included in the grade separation project; Creating Improvement to pedestrian/bicycle infrastructure and safety associated with grade separation opportunities for new/improved bike/ped crossings and incorporating GI

Grade Separation Program

elements should provide additional scoring points.; Does not create new or substantially worsen barriers to bike/ped mobility; Does the project conform to Complete Street standards (like NACTO or other locally developed standards)? - would need checklist or other evaluation technique; Does the project conform to Complete Street standards (like NACTO or other locally developed standards)? - would need checklist or other evaluation technique; Extent to which project accommodates all modes; Extent to which project includes components for biking, walking, and transit (wider sidewalks, bike lanes, BRT, etc.); Extent to which project increases safe access to transit stations; first and last mile to transit for people walking and biking/safe routes to transit; Grade seps that include crossing for the other modes in addition to vehicles.; How does grade separation project allow for improved multi-modal access on local roads crossing the rail corridor? Does it result in improved station access or connectivity?; Improve pedestrian/bike connections by Improve existing crossings; Improve pedestrian/bike connections by Providing new crossings; Improvement to pedestrian/bicycle infrastructure and safety associated with grade separation; Linkage of Grade separations to accessibility factors and the various modes of transportation people would use access boarding locations without increasing congestion, and safety issues. Investment in accessibility modes should review aging population travel patterns and needs.; Needs to be conceptually appropriate.; Ped/bike improvement is an important element of projects; Ped/bike improvement is essential; Points for projects that incorporate multimodal access where possible.; Prioritize projects that provide passing infrastructure where needed to increase rail passenger capacity; also address barriers in bike/ped networks; Project includes bicycle and pedestrian accommodation and safety measures; Project scope includes bicycle and pedestrian connection; Project scope includes bicycle and pedestrian infrastructure improvements.; Project will increase access for all people, including people with disabilities, and encourage more walking/biking; Projects should always include complete streets; Reduction in bicycle/pedestrians barriers; Reduction in bike/ped injuries; Reduction in bike/ped injuries/collisions/deaths; score applications so that the inclusion of quality bicycle and pedestrian facilities, network gap closures, across-barrier connections, and/or improved safety for pedestrians and bicyclists is valued at 10-20% of the total project score; Submit a 'complete streets' checklist; Support adding active transportation elements to non-highway grade sep projects.

Recommended Consolidated Evaluation Criteria: Project accounts for long term repair/maintenance needs (e.g. uses materials with long life cycles, low maintenance costs & has a funding plan for maintenance)

Relevant to the following Measure W Core Principles:

- Invest in Repair & Maintenance of Existing & Future Infrastructure

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
N/A

2. **SAG/TAG Recommended Criteria:**

Consider life-cycle costs in project evaluation; Identify long term funding need for upkeep of Grade Separation.; Identify ongoing O&M cost; project accounts for long term repair/maintenance/operations needs; Project includes a plan for repair and maintenance

Recommended Consolidated Evaluation Criteria: Project assessment based on factors from the California Public Utilities Commission Grade Separation Priority List (e.g. train & vehicle volumes, collision history, site configuration & community impact, including need for emergency vehicle access)

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Relieve Traffic Congestion Countywide

Suggested Criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**

Grade Separation Program

Quantitative assessment based on the California Public Utilities Commission Grade Separation Priority List Index Formula;

2. **SAG/TAG Recommended Criteria:**

ADT of crossing roadways; Collisions along the corridor that are influenced by the traffic impact resulting from the at-grade crossing; distances between RR and signalized intersection (s); How does this project address collision history (show that police reports/collision types/times, etc. are addressed by the proposed project)? Either in a place where there's been no safe crossing or the existing crossing wasn't safe; How does this project address collision history (show that police reports/collision types/times, etc. are addressed by the proposed project)? Either in a place where there's been no safe crossing or the existing crossing wasn't safe; Look at where the crossings are causing severe delays on the arterials and local streets.; Need quantifiable metrics of high collision intersections; Probably intersection LOS improvement is appropriate here; Project enhances intersection operation; Project is at an intersection with high crash rate; Project is located in a high bike/ped collision/injury area; How does this project address collision history (show that police reports/collision types/times, etc. are addressed by the proposed project)?; Use quantitative collision factors. Similar to the highway program.; Where is there a higher than average accident rate?

Recommended Consolidated Evaluation Criteria: Project improves access and connections to jobs, housing, transit hubs and other high activity centers, supporting existing economic activity and spurring new economic development in the vicinity

Relevant to the following Measure W Core Principles:

- Invest in the Public Transportation System
- Maximize Traffic Reduction Associated with Creation of Housing in High Quality Transit Corridors
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**

Supports economic activity and spurs new economic development in the vicinity

2. **SAG/TAG Recommended Criteria:**

connections to commercial areas; connections to employment centers from residential areas; connections to housing in x mile radius; employment density within defined distance of existing at-grade crossing; If a grade sep can be shown to encourage nearby economic development then that project should score higher.; Number of existing and planned affordable housing units planned within a quarter mile of the project; Points for projects that facilitate access to public transit, if possible.; Project creates direct and safer access to downtown or activity centers; repeat above concerns about promotion of jobs vs. promotion of housing at all levels & integrated communities; Should be near to and provide access to major employment sites;

Recommended Consolidated Evaluation Criteria: Project recognized in adopted statewide, regional, county or local planning and programming documents

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode
- Invest in the Public Transportation System
- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**

Project recognized in regional, county or local planning documents;

2. **SAG/TAG Recommended Criteria:**

Grade Separation Program

Alignment with Caltrain Business Plan; Criteria should be coordinated with those in the Caltrain Business Plan; Does the city have a Vision Zero policy/plan? (get x number of points) – must define, see MTC ATP guidelines; Does the project incorporate the city/county/broader region's bicycle and pedestrian plan and its projects?; Points if project advances Vision Zero goals; Potential opportunities provided in the current Caltrain Business Plan discussion?; Project is consistent with local adopted policies.; Should be discussed in Caltrain Business Plan.

Recommended Consolidated Evaluation Criteria: Project status and schedule

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Project status and schedule;
2. **SAG/TAG Recommended Criteria:**
Some phases are completed (planning, design, environmental).

Recommended Consolidated Evaluation Criteria: Project supports transit-oriented development

Relevant to the following Measure W Core Principles:

- Invest in the Public Transportation System

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
N/A
2. **SAG/TAG Recommended Criteria:**
Extent to which project supports affordable TOD

Recommended Consolidated Evaluation Criteria: Results from a public planning process

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Results from a public planning process
2. **SAG/TAG Recommended Criteria:**
N/A

Recommended Consolidated Evaluation Criteria:

Value: Benefit relative to the amount of funding requested (high impact, low cost - "bang for the buck")

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Cost effectiveness;

2. SAG/TAG Recommended Criteria:

Dollar amount – travel time savings per person; Extent to which project reduces VMT and reduces GHG emissions per dollar spent; Travel time savings per person per dollar spent

Recommended Consolidated Evaluation Criteria: Accommodates multiple transportation modes (pedestrian, bicycle & access to transit) and may include amenities at transit stations, such as bike lockers or micro mobility stations

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode
- Invest in the Public Transportation System
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

Accommodates multiple transportation modes (pedestrian and bicycle);

2. SAG/TAG Recommended Criteria:

creation of new amenities at transit stations for walking and biking: secure bike parking, storage for micromobility; Does the project create new amenities at transit stations such as safe storage for bikes/micromobility?; Extent to which project incorporates complete streets principles; Extent to which project increases pedestrian and bicycle amenities such as secure bike parking and micromobility parking and charging areas; How does the project increase walking/biking amenities: secure bike parking, micromobility parking, e-device charging areas; Include funding for things like storage on transit; Increase comfort for bike and pedestrian users; Increase comfort for users of all ages and abilities (e.g. 8-80); Maybe fund bike parking at transit centers?; micromobility share (bikes/scooters) programs; Project accommodates all modes; Project includes infrastructure to support multimodal sharing (like bike parking) and meets first/last mile needs; Project makes walking or biking safer; Project provides better facilities at transit station (bike locker)/scooter or bike share corrals; Project should be safe for people of all ages; provides safe barrier crossings

Recommended Consolidated Evaluation Criteria: Clear and complete proposal

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

Clear and complete proposal

2. SAG/TAG Recommended Criteria:

N/A

Recommended Consolidated Evaluation Criteria: Closes gap in or extends countywide pedestrian and bicycle network

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode
- Invest in the Public Transportation System
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

Bicycle and Pedestrian Program

Closes gap in countywide pedestrian network; Closes gap in countywide pedestrian and bicycle network; Provides connectivity to pedestrian and bicycle system;

2. **SAG/TAG Recommended Criteria:**

Address barriers that exist in the bike network; Close bike/ped gaps that may be disrupted due to growth; Close bike/pedestrian gaps; Closes active transportation route gaps; serves last mile needs; Connects with alternative modes of transportation; Creates complete biking/walking networks; Does project fix gaps that impede walking/biking?; extent to which the project addresses biking and walking demand (gap closure, documented usage without facilities, surveys/counts that show high usage, connection to key destinations); Filling gaps in bike network; how does project make walking/biking more convenient and accessible?; Identifies barriers to bike travel and overcomes them; Include regional connections for bicycle commuters; Inclusion of quality bicycle and pedestrian facilities, network gap closures, across-barrier connections; Multi-jurisdictional project; bike lane/bike boulevard that goes through two jurisdictions, bike-pedestrian bridge that serves more than one jurisdiction; Project addresses a barrier (freeway, train tracks, large intersections, creeks) in bicycle-pedestrian network, potential for mode shift; Project addresses a barrier in bicycle and pedestrian infrastructure, sidewalk gap, bike-pedestrian bridge, connection to a regional bike network; Project closes gap and connects to a high-quality bicycle/pedestrian network; Project fills gaps in bicycle/pedestrian network/Provides safer crossings of barriers; Project fills gaps in bicycle/pedestrian network/Provides safer crossings of barriers; Project is multi-jurisdictional/regional significance such as bike lane/bike boulevard that goes through multiple jurisdictions; Project makes walking or biking more convenient/accessible (look at ADA standards as well);

Recommended Consolidated Evaluation Criteria: Degree to which project reduces GHG emissions and improves air quality

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria:

1. **Existing Measure A Criteria / Staff Suggested Additions:**

Potential change in GHG Emissions?; Reduced Emissions and Air Quality; Reduces emissions and improves air quality;

2. **SAG/TAG Recommended Criteria:**

GHG and air pollution reduction; GHG reduction leads to good public health; improves air quality; Project has goal/target reduction of VMT, travel times and GHGs; Project reduces GHGs; There should definitely be criteria that reduces VMT and GHG

Recommended Consolidated Evaluation Criteria: Degree to which the project reduces stress level, increases safety and accommodates people of all abilities.

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health

Initial suggested criteria:

1. **Existing Measure A Criteria / Staff Suggested Additions:**

N/A

2. **SAG/TAG Recommended Criteria:**

Measure the level of traffic stress by comparing car travel to how many fewer bikes go through; More points for better bicycle class, i.e. separated bike lanes should score better than sharrows; Project is an upgrade of an existing facility to a higher-quality one; sharrow to bike lane or exiting bike lane to buffered/protected bike lane. Or project reduces exposure to the speed or volume of traffic.

Recommended Consolidated Evaluation Criteria: Demonstrates stakeholder support

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

Demonstrates stakeholder support;

2. SAG/TAG Recommended Criteria:

Support from business

Recommended Consolidated Evaluation Criteria: Enhances first/last mile connections to employment centers, TOD, transit stations, schools, and other high density/activity areas

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode
- Invest in the Public Transportation System
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Staff Suggested Additions:

Closes gap in countywide pedestrian and bicycle network; Enhances connectivity to schools, transit stations and other activity centers; Improves links for pedestrian and/or bicycle access between TOD, transit and other high use activity centers; Serves area of high population density; Supports livable, walkable and healthy communities

2. SAG/TAG Recommended Criteria:

Connects a first/last mile to high density nodes – jobs centers, high density housing; Does the project create easier and safer routes to transit for active modes?; does the project create more convenient and safe routes to transit; Enhance commuter routes, add first/last mile, and add infrastructure to schools First/last mile – gap closures; First/last mile connections to transit; First/last mile to transit should be considered; Focus on first-last mile solutions; High travel demand has high priority; how does the project connect to schools, transit, homes, jobs; Improves access to transit, including mid-block bike/pedestrian to stop jaywalking; Include connectivity to parks, open space and shorelines (bay and coastal); Include criteria for equitable access to parks, open space, and shoreline visitor destinations; Increase in walking and biking by providing safe and comfortable alternatives to key destinations or completing gaps in the network; Increased access to open space, opportunities to recreate; Increased access to recreational, open space, and other health promoting spaces for communities with health disparities; Increased safe and healthy access to opportunity for disadvantaged communities and communities with health disparities; Increased safe and healthy access to opportunity for disadvantaged communities and communities with health disparities; Is there a 1st/last mile plan connected to the project; Points for providing multimodal, active connections between bus stops and train stations.; Project connects bicycle and pedestrian network seamlessly into public transportation system; Project connects to/serves schools, transit, or employment centers; Project creates better access to transit stop/station such a midblock crossing with HAWK or RRFB for a better access to a mid-block bus stop; Project creates safer, better access to transit stop/station; Project improves links for pedestrian and/or bicycle access between TOD, transit and other high use activity centers; Project includes sustainable first/last mile options to reach transit; project is a first-last mile connection to transit; Project is in close proximity of schools, senior center, etc.; Project provides/improves connection or access to a transit station?; Project should be a first/last mile project; Provides a first/last mile connection

Bicycle and Pedestrian Program

to transit? Improves connection/access to a station, to a TOD/TPA; Remove barriers to access; Safe connections to business centers, employment centers, retail centers; Safe Routes to Transit;

Recommended Consolidated Evaluation Criteria: Extent that project serves a transportation need (recreation ok if it also serves a commute purpose)

Relevant to the following Measure W Core Principles:

- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

N/A

2. SAG/TAG Recommended Criteria:

Transportation not recreational measure. Ok if it's recreational as long as part of a transportation system.

Recommended Consolidated Evaluation Criteria: Project has a credible cost estimate and funding plan

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

Has a credible funding plan

2. SAG/TAG Recommended Criteria:

N/A

Recommended Consolidated Evaluation Criteria: Innovative low environmental impact/green infrastructure (includes resiliency elements to address climate change)

Relevant to the following Measure W Core Principles:

- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

Includes low environmental impact/green development; Project includes resiliency elements to address climate change;

2. SAG/TAG Recommended Criteria:

Does project include a "Green streets" element, combining stormwater street treatments with complete streets elements?; Extent to which project includes resiliency elements to address climate change; Increase in the number of greened acres where the first inch of water is treated naturally - i.e. permeable surfaces OR increase gallons of naturally treated stormwater; Project has a green infrastructure plan; Project includes green infrastructure (if capital project Rewards street trees and increasing urban canopy; reduces urban heat island effect; rewards shade on roadways and multimodal paths; rewards trees in highway ROW

Recommended Consolidated Evaluation Criteria: Integral transportation component that can support existing economic activity and help spur new economic development in the immediate vicinity

Relevant to the following Measure W Core Principles:

- Promote Economic Vitality, Economic Development & Creation of Quality Jobs

Bicycle and Pedestrian Program

Initial suggested criteria:

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Integral transportation component that can support existing economic activity and help spur new economic development in the immediate vicinity
- 2. SAG/TAG Recommended Criteria:**
N/A

Recommended Consolidated Evaluation Criteria: Serves high density/affordable housing (e.g. Planned Development Areas) in proximity to high quality transit service (high ridership & frequent service)

Relevant to the following Measure W Core Principles:

- Maximize Traffic Reduction Associated with Creation of Housing in High Quality Transit Corridors

Initial suggested criteria:

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
N/A
- 2. SAG/TAG Recommended Criteria:**
Extent to which the project supports Priority Development Areas or dense housing near transit; Higher density should rank higher; Is project within or providing improved access to a PDA, TPA, or TOD area?; Number of existing and planned affordable transit-oriented units served; Points for projects in 51% or more EnviroScreen areas; points for projects that increase active transportation in Priority Development Areas; Project is adjacent to or provides access routes to dense affordable housing near transit; Service to Priority Development Areas and Priority Production Areas (by definition, higher density); Should apply to both existing and projected (housing?)

Recommended Consolidated Evaluation Criteria: Need for safety improvement/enhancement (e.g. project located in area with high rate of documented pedestrian or bicycle use collisions, or where significant barriers exist)

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode

Initial suggested criteria:

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Project addresses documented collision history due to site conditions; Safety improvement/enhancement;
- 2. SAG/TAG Recommended Criteria:**
Accidents rates; documented collision history and identified safety need; Identifies barriers to bike travel and overcomes them; Measure the level of traffic stress by comparing car travel to how many fewer bikes go through; Mid-block bike/ped stop should be included because a crossing prevents jay walking which is a safety issue; Prioritize projects that enhance safety for alternatives to driving; i.e. protected bike lanes, bulb outs, decreasing crossing distance on cross walks, etc.; Project protects pedestrians and bicyclists from dangers. Encourages Alternative Transportation and reduction of SOV; Reduce exposure to dangerous intersections; Reduction in all collisions, particularly bicycle and pedestrian-involved collisions, with a focus on areas with a high-rate of collisions and sensitive locations such as schools, senior centers, and Communities of Concern; Should demonstrate collision improvement/safety improvement through criteria similar to Measure A (connectivity, gap closure, collision history, etc.); Will project reduce collisions

Recommended Consolidated Evaluation Criteria: Percent of matching funds

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

Percent of matching fund contribution;

2. SAG/TAG Recommended Criteria:

Evaluation criteria should include ability to detail any private sector funding sources or public/private partnership opportunities; Existing contribution from private developments; Existing fund from other funding programs/state or federal programs; Is there a matching contribution?; Match fund levels and consider factors if the match was local vs. other grant funds; One potential criteria could be available existing fund from private sector or other sources, so the Measure W fund will be an addition to the existing funds.; Percent matching fund contribution; Percent of private sector contribution/matching fund; Priority to matching funds; Project has matching funds; There is existing contribution from private development; There is existing funding from school district bonds; There is exiting funding from other sources/federal, state, or local

Recommended Consolidated Evaluation Criteria: Potential increase in person throughput, mode share

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

Potential increase in person through-put;

2. SAG/TAG Recommended Criteria:

% increase in biking or walking mode share/increased usage; % mode shift created by the project or program; % mode shift from SOV to biking/walking; Commuter routes and high use factors. Improve facilities that will receive high use; How many mode shift; Increase in bike/walk mode share; increase mode shift to bike/walk; Increased mode shift to biking/walking from SOV; Is there a reduction in VMT?; Measure A criteria are adequate. Agree with increase in person through-put metric; Person throughput – TA staff may need to help collect; Project encourages mode shift; Project increases ability to get to work without using a car – enhanced bike lanes, crosswalks, more access for wheelchair users; Project should support county wide vision for mode shift; Projects that create high mode shift are good for the environment; Reduction in vehicle miles of travel; Should show projected percent increase in mode share; Specific projection for the area; Will there be an increase in walking and biking because project provides alternative to driving.

Recommended Consolidated Evaluation Criteria: Potential travel time savings

Relevant to the following Measure W Core Principles:

- Reduce VMT, Travel Times & GHG Emissions

Bicycle and Pedestrian Program

Initial suggested criteria:

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Potential travel time savings
- 2. SAG/TAG Recommended Criteria:**
N/A

Recommended Consolidated Evaluation Criteria: Potential VMT reduction per capita

Relevant to the following Measure W Core Principles:

- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria:

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Potential VMT reduction per capita
- 2. SAG/TAG Recommended Criteria:**
N/A

Recommended Consolidated Evaluation Criteria: Private sector contribution, including public/private partnerships

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria:

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Private sector contribution;
- 2. SAG/TAG Recommended Criteria:**
Does project partner with private sector; Encourage P3s to close bike/ped gaps – especially with new development; I think the Measure A criteria are also relevant under Measure W; particularly the private sector contribution (which could be through impact fees collected from private development).; Partner with employers to leverage P3s where possible; Private sector contribution; Private sector contributions should provide a higher score

Recommended Consolidated Evaluation Criteria: Project accounts for long term repair/maintenance/operations needs (e.g. uses materials with long life cycles, low maintenance costs & has a funding plan for maintenance)

Relevant to the following Measure W Core Principles:

- Invest in Repair & Maintenance of Existing & Future Infrastructure

Initial suggested criteria:

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
N/A
- 2. SAG/TAG Recommended Criteria:**
Future proof – category is not for current maintenance; Include a cost estimate for ongoing maintenance; Long lasting materials or maintenance plan - ok for TA to fund the plan; project accounts for long term repair/maintenance/operations needs; Project reduces the wear and tear on existing/future infrastructure; Projects already include long term materials and plans; Supports proactive maintenance of multimodal trails

Recommended Consolidated Evaluation Criteria: Serves low income, transit dependent and or other vulnerable populations (e.g. Community of Concern, areas with high CalEnviroScreen scores and high concentrations of disabled, seniors and/or youth)

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Invest in the Public Transportation System

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

Serves a low income transit dependent community in the immediate vicinity; Serves low income/transit dependent in the immediate vicinity

2. SAG/TAG Recommended Criteria:

Also, suggest allowing (but not requiring) coordination with public health to obtain data on public health conditions (childhood obesity rates, asthma, chronic diseases tied to inactivity) for points in this category as well. So if a project is not at a specific location that has collision history, but serves a neighborhood/community with documented public health issues that could be improved with infrastructure changes, they'd also be eligible for points in this category.; Connections to Communities of Concern (public health); Focus on PDAs and Communities of Concern in improving bike/ped connectivity between bus, rail, etc.; helps reduce health equity as per EnviroScreen; Improvement in localized air quality, especially for communities with health disparities; Long standing health disparity, asthma; Project encourages specific age groups/users to mode shift; Project serves low income transit dependent community in the immediate vicinity;

Recommended Consolidated Evaluation Criteria: Project recognized in adopted statewide, regional, county or local planning and fund programming documents (e.g. San Mateo County Comprehensive Bicycle and Pedestrian Plan, City Bicycle and/or Pedestrian Plan, Vision Zero Plan, General Plan, Specific Plan, Climate Action Plan)

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode
- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

Project recognized in regional, county or local planning documents;

2. SAG/TAG Recommended Criteria:

Allow projects that would benefit vulnerable populations (seniors, schoolchildren, disabled users) by improving mobility points here too; Does the city have a Vision Zero plan?; Does the project incorporate the city/county/broader region's bicycle and pedestrian plan and its projects?; Project considers the County's Vulnerability Assessment and other climate change and adaptation plans; Project is consistent with local (General Plan or specific plans) complete streets policy; Project is located in a city with a Vision Zero policy/plan – must define, see MTC ATP guidelines; Rather than evaluate/establish particular climate change resiliency with each project, also should have an option to demonstrate consistency with a regional, county or local plan dealing with such issues; Vision Zero principles should be incorporated into project

Recommended Consolidated Evaluation Criteria: Value: Benefit relative to the amount of funding requested (high impact, low cost projects – “bang for the buck”

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Relieve Traffic Congestion Countywide

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

Value: Benefit relative to the amount of funding requested (high impact, low cost projects – “bang for the buck

2. SAG/TAG Recommended Criteria:

Also look at the rate per user, i.e. are you getting a high number of users for the dollars spent – (return on investment); Degree of increase in non SOV travel per dollar spent; Degree of reduction in SOV use per dollar spent; Demonstrate a savings compared to agency doing project alone; Extent of mode shift per dollar spent; Increase in person throughput per dollar spent; Must demonstrate savings compared to agency acting alone; Project is multi-jurisdictional;

Recommended Consolidated Evaluation Criteria: A high level of non-single occupant vehicle (SOV) first/last mile access options/accommodations either exist or are part of the regional transit project

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode
- Invest in the Public Transportation System
- Maximize Traffic Reduction Associated with Creation of Housing in High Quality Transit Corridors
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Clear and complete proposal A high level of non-single occupant vehicle (SOV) first/last mile access options either exist or are included as part of the proposal; Potential for new transit ridership diverted from single occupant vehicles (SOVs); Where applicable, project accommodates first/last mile access modes;

2. SAG/TAG Recommended Criteria:

Ability of proposal to increase transit ridership; Attracts riders away from SOV mode; First/last mile; First/last mile (on demand connection to regional service); First/last mile connections; First/last mile connections; First/last mile/safe routes to transit; First/last-mile planning; Improves access by non-SOV trips; Incentivize Transit, Bike, Ped, Carpooling... core principle above seems to describe a requirement to accommodate first/last mile elements.; Increase access to transit and/or level of transit service; Invest in emerging technologies for last mile solutions; Last mile (shuttles); New ridership diverted from SOV trips; Potential new transit ridership diverted from SOV's; Potential to attract riders away from SOV mode; Project includes sustainable first/last mile options to reach transit; projects that enable regional transit to accommodate multiple modes for last mile; Promotion of first/last mile connections; Providing improved or on-demand services to transit hubs; Reward pilots to increase ridership; projects that support last mile connections; Rewards last mile connections; park and ride; supports transit to transit deserts/ underserved areas.; safe access to and from transit via biking and walking (both on-street safety and personal safety); Safe access to transit for bikes/pedestrians as part of the project design; Would this program fund first/last mile solutions?

Recommended Consolidated Evaluation Criteria: Ability to relieve congestion for regional trips

Relevant to the following Measure W Core Principles:

- Invest in the Public Transportation System

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Provides congestion relief in San Mateo County

2. SAG/TAG Recommended Criteria:

N/A

Recommended Consolidated Criteria Language: Degree to which project reduces GHG emissions and improves air quality

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Regional Transit Program

Potential reduction in GHG emissions;

2. **SAG/TAG Recommended Criteria:**

Clean energy; Clean vehicles and energy; Extent to which the project reduces PM and other local air pollutants, particularly in communities with health disparities; Proposes to use clean energy technology; reduction in air pollution/particulate; reduction of VMT and GHG emissions as criteria.; Support projects that improve air quality (reduces GHG, PMT, Nox, Sox); that help increase health equity as per EnviroScreen; rewards active transportation for first and last mile.; Uses clean vehicles

Recommended Consolidated Evaluation Criteria: Has a credible cost estimate and funding plan

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**

Solid funding plan in place

2. **SAG/TAG Recommended Criteria:**

N/A

Recommended Consolidated Evaluation Criteria: Innovative low environmental impact green infrastructure, includes resiliency elements to address climate change as applicable

Relevant to the following Measure W Core Principles:

- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**

Solid funding plan in place Includes green construction practices and design elements; Project includes resiliency elements to address climate change;

2. **SAG/TAG Recommended Criteria:**

Extent to which project includes green construction practices and green design elements; Extent to which project includes resiliency elements to address climate change; Extent to which project reduces impervious surfaces; Green infrastructure with capital improvements; Project addresses climate change; Project has a green infrastructure element; Resiliency for climate change

Recommended Consolidated Evaluation Criteria: Need to increase access and connections to jobs, housing, transit hubs and other high activity centers, supporting existing economic activity and spurring new economic development in the vicinity

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Invest in the Public Transportation System
- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Maximize Traffic Reduction Associated with Creation of Housing in High Quality Transit Corridors
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Enhances connectivity to major employment centers/ high population activity centers; Improves access from transit-oriented development to major activity centers; Supports jobs and housing growth/economic development

2. SAG/TAG Recommended Criteria:

Connections to major activity centers and housing; Connectivity and planning will help relieve traffic in San Mateo County and throughout the 9 – County Bay Area.; Connects major job centers with housing across county lines; Express buses to high job centers; Extent to which project increases access to affordable housing near transit; Extent to which project increases access to affordable housing near transit; High level of service to jobs/housing centers; Include connectivity to parks and open space destinations; Include equitable access to parks, open space and coastal shorelines; Include tourism/recreation connectivity for parks, open space and coastal shoreline destinations; Invest in infrastructure near job centers; Invest in infrastructure near job centers; Number of existing and planned affordable transit oriented units within a quarter mile of the project; Parks and open space; Potential to connect major job centers with housing across county lines; Potential to provide high-level service to jobs/housing centers inside San Mateo County and between other counties; Project creates better access to job centers and activity centers; Project is in proximity of an existing or designated high density residential area.; Provides high level service to jobs/housing centers within County and with other counties; Provides service to areas of PDA, TPA, and or TOD.; Provides services or enhances access to high employment opportunity areas and economic centers.; Providing extra points for projects within ½ mile of housing would create new opportunities for housing not designed as TOD to access transit.; Proximity to higher density housing and affordable housing; Proximity to PDAs, dense housing, affordable housing; Residential and employment density served by the project; Schools, education centers; Shopping centers;

Recommended Consolidated Evaluation Criteria: Percent of matching fund contribution

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Percent of matching fund contribution;

2. SAG/TAG Recommended Criteria:

Percent matching fund contribution; Private match should count more than public match in the matrix; Project has matching funds; Project has some existing funds from other sources; federal/state

Recommended Consolidated Evaluation Criteria: Potential increase in transit ridership, mode shift from SOV trips

Relevant to the following Measure W Core Principles:

- Invest in the Public Transportation System
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Reduces single occupant vehicle (SOV) trips and vehicle miles traveled (VMT); Ridership

2. SAG/TAG Recommended Criteria:

Add capacity for and incentivizes multi-occupant vehicles; Attract riders from SOV mode; Attracts riders away from SOV mode; Attracts riders from away from SOV mode; mode shift to transit from SOV; Person throughput; Potential increase in person through-put; Potential to attract riders away from SOV mode; Project reduces VMT; Reduce SOV use;

Recommended Consolidated Evaluation Criteria: Potential travel time savings

Relevant to the following Measure W Core Principles:

- Relieve Traffic Congestion Countywide
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Potential travel time savings
- 2. SAG/TAG Recommended Criteria:**
Extent to which project provides a faster alternative to SOV travel; Potential time savings by reducing VMT;

Recommended Consolidated Evaluation Criteria: Potential VMT reduction per capita

Relevant to the following Measure W Core Principles:

- Relieve Traffic Congestion Countywide
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Potential VMT reduction per capita;
- 2. SAG/TAG Recommended Criteria:**
Project has potential to reduce number of short-distance vehicle trips by providing competitive/ alternate transportation options.; Project has potential to reducing traffic in parallel corridors/ corridors that serve same destinations (101, El Camino, etc); Project reduces employee based VMT

Recommended Consolidated Evaluation Criteria: Private sector contribution, including public/private partnerships (e.g. value capture of terminal land with revenues reinvested in support of service)

Relevant to the following Measure W Core Principles:

- Invest in the Public Transportation System
- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Maximize Traffic Reduction Associated with Creation of Housing in High Quality Transit Corridors
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs

Initial suggested criteria

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Does this project involve value capture of station/terminal lands?; Private sector contribution;
- 2. SAG/TAG Recommended Criteria:**
Amount to private and public contribution; Attracts private sector support via station locations, frequency, first/last mile; Does the project involve value capture of station/terminal lands?; Evaluation criteria should include ability to detail any private sector funding sources or public/private partnership opportunities; Explore opportunities for P3s; Explore opportunities for P3s. Dumbarton corridor provides a great example.; Extent to which project is funded through value capture; Potential to attract private sector support via station locations, frequency, and first/last mile support; Potential to provide incentive for employers to implement TDM programs; Preference give to public-private partnerships; Prioritize projects that help public transit provide services using private sector assets; support projects that open up private sector transportation to the public.; Private sector contribution should provide additional scoring points.; Private sector contribution; Private sector partnership; Project has some fund contribution from private sector; Public Private Partnerships to create housing around transit centers and intermodal facilities

Recommended Consolidated Evaluation Criteria: Project accounts for long term repair/maintenance needs (e.g. uses materials with long life cycles, low maintenance costs & has a funding plan for maintenance)

Relevant to the following Measure W Core Principles:

- Invest in Repair & Maintenance of Existing & Future Infrastructure

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

N/A

2. SAG/TAG Recommended Criteria:

Longer life cycles; Lower operating and maintenance costs; Provide a plan for maintenance; Quantify ongoing O&M costs

Recommended Consolidated Evaluation Criteria: Project includes promotion/marketing of proposed service, including first/last mile access partnerships

Relevant to the following Measure W Core Principles:

- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Maximize Traffic Reduction Associated with Creation of Housing in High Quality Transit Corridors

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Project includes promotion/marketing of proposed service, including first/last mile access partnerships;

2. SAG/TAG Recommended Criteria:

Does the project result in more incentives for residents of affordable housing developments to use non SOV modes?;; First/last mile as encouragement; Incentives not available to SOV (E.g. free bike parking); Include public outreach campaign/communication plan on benefits for health and environment; Offers residents/employees a range of TDM strategies, including transit passes, etc., and includes active transportation infrastructure such as bicycle parking and repair stations; Project/program promotes alternatives to driving – public transit, walk/bike to school/work days; Promotion/marketing; Provides incentive for employers to implement strong TDM programs; TDM programs that incent residents to take public transit

Recommended Consolidated Evaluation Criteria: Project recognized in adopted statewide, regional, county or local planning and programming documents

Relevant to the following Measure W Core Principles:

- Invest in the Public Transportation System
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

N/A

2. SAG/TAG Recommended Criteria:

points where projects are located in 51% or above Enviroscreen communities; Does the project incorporate the city/county/broader region's bicycle and pedestrian plan and its projects?; Does the project incorporate the city/county/broader region's bicycle and pedestrian plan and its projects?; Promotion of bike/pedestrian access in City and regional plans

Recommended Consolidated Evaluation Criteria: Project Status and Schedule

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
N/A
2. **SAG/TAG Recommended Criteria:**
Project readiness; Project readiness/shovel ready

Recommended Consolidated Evaluation Criteria: Provides service to an area underserved by other public transit

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Invest in the Public Transportation System
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Closes gap in regional transit network; Provides new or improved connections to regional transit; Provides service to an area under-served by other public transit;
2. **SAG/TAG Recommended Criteria:**
Addresses equity for rural, low population density communities with high tourism/visitor congestion; Extent to which project improves connections to regional transit; Extent to which project improves connections to regional transit; More access on the Coastside; Moving forward, all projects in San Mateo county must be measured in their regional connectivity; Potential to provide high-level service to jobs/housing centers inside San Mateo County and between other counties; Include tourism/recreation congestion criteria for rural and coastal low population density communities

Recommended Consolidated Evaluation Criteria: Safety improvement/enhancement

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Safety improvement/enhancement;
2. **SAG/TAG Recommended Criteria:**
Bus stop shelter improvements; Extent to which the project address collision history; Extent to which the project is designed with safety in mind for people of all ages, genders, and abilities, such as safety considerations for children and females at transit stations/at night; Improving safety. Anything here should improve safety.; Increase safety, security and cleanliness; Proposes grade separated crossings; Protected bus stops; Safety and accessibility at stations and terminals; This section could focus on making safety upgrades to transit corridors (e.g., quad gates, other rail crossing improvements) or making improvements to improve air quality (e.g., electric vs. diesel train or bus service; electric shuttles) or encourage physical activity.

Recommended Consolidated Evaluation Criteria: Serves low income, transit dependent and/or other vulnerable populations (e.g. Community of Concern, areas with high CalEnviroScreen scores)

Relevant to the following Measure W Core Principles:

- Invest in the Public Transportation System
- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Maximize Traffic Reduction Associated with Creation of Housing in High Quality Transit Corridors
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Provides service to special populations (e.g. low income/transit dependent, seniors, disabled, other) and connects to the services used by these populations;

2. SAG/TAG Recommended Criteria:

Extent to which project provides service to transit dependent populations and connects to the services used by these populations; Focus on access for riders from low-income areas as many rely on public transit to get around; Improve access for people in low-income areas; affordable housing; More access for low income communities; More access for people in low-income areas; More access to low-income communities; Priority service to low-income areas for equity (where there is no private investment); Service to low-income communities; Service to special populations e.g. youth

Recommended Consolidated Evaluation Criteria: Service frequency (e.g. headways), reliability (e.g. on-time performance) and coordinated seamless connections with other transit systems (e.g. schedule alignment)

Relevant to the following Measure W Core Principles:

- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Invest in the Public Transportation System
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Links with other fixed route transit;

2. SAG/TAG Recommended Criteria:

Connections to regional transit services from coast-side communities; Extent to which project supports existing transit users with faster or more frequent service; Need to connect to larger network and other transportation systems. Integrating a fare system above and beyond what a Clipper Card provides. Potentially ride share.; Project improves efficiency of existing infrastructure.; Projects should focus on seamless transit connections throughout the 9-county bay area based on the percentage of commuters traveling to and from San Mateo County.; Provide more frequent and reliable service; Rewards increased peak service frequency and transit options; rewards projects that include alternative transportation including public vanpools, microtransit, increased public ferry service.; Schedules align with other transit systems to support the bullet above; Seamless and easier connections; Support alternative transportation including public vanpools, microtransit, increased public ferry service and trans-Bay transportation options. Rewards increased peak service frequency and transit options.

Recommended Consolidated Evaluation Criteria: Value: Benefit relative to the amount of funding requested (high impact, low cost - "bang for the buck"), considering performance metrics that account for capital & operating costs (e.g. cost/passenger, farebox recovery ratio & passengers/service hour)

Relevant to the following Measure W Core Principles:

- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Adds cost effective capacity needed to grow service and increase ridership; Annualized capital and operations cost per transit rider; Farebox recovery ratio; Operating cost per passenger;

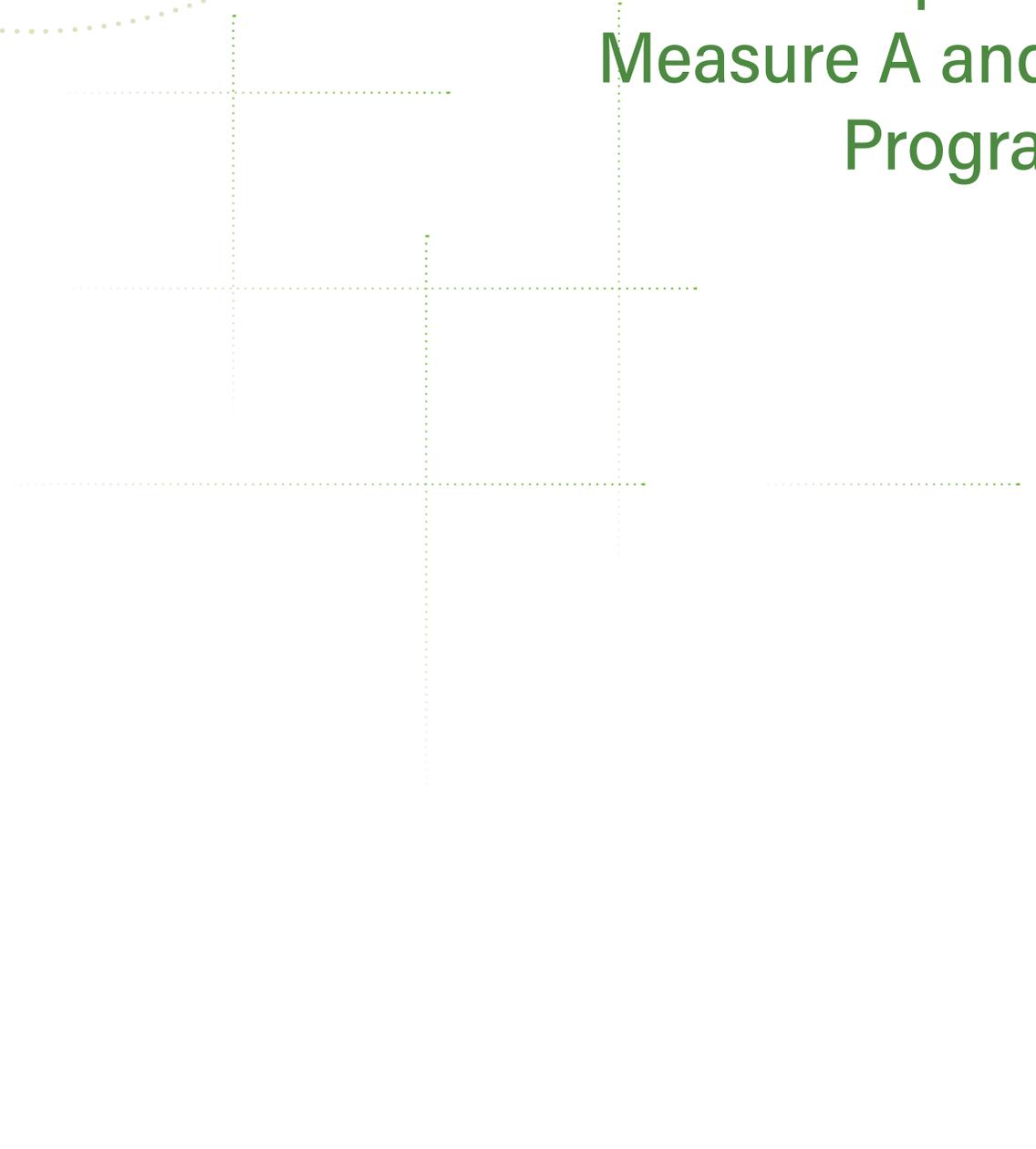
2. SAG/TAG Recommended Criteria:

Cost-effective capacity to grow service; Dollar amount – travel time savings per person per dollar spent; Extent to which project adds cost effective capacity needed to grow service and increase ridership per dollar spent; Extent to which project reduces GHG and air pollution emissions per dollar spent; Extent to which project reduces VMT and reduces GHG emissions per dollar spent; Per person, per dollar spent; Person throughput per dollar spent; Travel time savings per person per dollar spent; VMT reduction per dollar spent



Appendix E

Evaluation Criteria for the Competitive Measure A and W Programs



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
P8	Facilitate the Reduction of Vehicle Miles Travelled, Travel Times and Greenhouse Gas Emissions
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
P11	Maximize Traffic Reduction Potential Associated with the Creation of New Housing Opportunities in High-Quality Transit Corridors

Evaluation Criteria Point Guide

Highway Program Evaluation

Criteria Point Range	<i>Calibrated to 100 point scale</i>
17 - 19	6
14 - 16	5
11 - 13	4
8 - 10	3
5 - 7	2
2 - 4	1

Bicycle & Pedestrian Evaluation

Criteria Point Range	<i>Calibrated to 100 point scale</i>
18 - 19	7
15 - 17	6
12 - 14	5
10 - 11	4
7 - 9	3
4 - 6	2
2 - 3	1

Grade Separation Evaluation

Criteria Point Range	<i>Calibrated to 100 point scale</i>
12 - 13	7
10 - 11	6
9	5
7 - 8	4
5 - 6	3
3 - 4	2
1 - 2	1

Regional Transit Connections Evaluation

Criteria Point Range	<i>Calibrated to 100 point scale</i>
19	7
16 - 18	6
14 - 15	5
11 - 13	4
8 - 10	3
5 - 7	2
2 - 4	1

Highway Program Evaluation Criteria (Measure A and Measure W)	Applicable Measure W Core Principles	Maximum Points by Criteria	Calibrated to 100 point scale (100 points = 100%)
Need		69	22
Severity of current and projected congestion	P1 P8 P2 P4 P5 P6 P10	16	5
Need to improve access and connections to jobs, housing, transit hubs and other high activity centers, supporting existing economic activity and spurring new economic development in the vicinity	P1 P8 P2 P4 P9 P10 P11	16	5
Project recognized in adopted statewide, regional, county or local planning and fund programming documents	P1 P2 P3 P4 P5 P6 P9	15	5
Identified safety issue (e.g. documented collision history due to site conditions that is higher than average for the facility type)	P1 P8 P6 P9 P10	12	4
Regional/Countywide significance, including where applicable, location and relevance on the State Highway Congestion & Safety Performance Assessment for San Mateo County	P1 P8 P2 P6	10	3
Effectiveness		113	37
Potential increase in person through-put	P1 P8 P2 P3 P4 P5 P10 P11	18	6
Ability to relieve congestion/performance improvement (e.g. reduces/eliminates bottleneck)	P1 P8 P2 P4 P5 P6 P10	16	5
Value: Benefit relative to the amount of funding requested (high impact, low cost - "bang for the buck")	P1 P8 P3 P4 P5 P6 P7	16	5
Degree to which project reduces GHG emissions and improves air quality	P1 P8 P3 P5 P6 P9 P10	16	5
Potential VMT reduction per capita	P8 P2 P3 P4 P9 P10 P11	15	5
Ability to address safety issue (e.g. project improves site conditions to reduce potential for collisions)	P1 P8 P6 P9 P10	12	4
Potential travel time savings	P1 P8 P4 P5 P10	12	4
Demonstrates coordination with adjacent projects/integration of inter-related projects	P1 P8 P5	8	3
Sustainability		46	16
Project accommodates multiple transportation modes (e.g. pedestrian & bicycle access as well as transit infrastructure) where contextually appropriate and to the extent feasible (Complete Streets), including infrastructure for transit (e.g. express lanes, bus only lanes)	P1 P8 P2 P3 P6 P9 P10	16	5
Project is primarily an operational improvement (e.g. safety or ITS) rather than infrastructure expansion (e.g. adding general purpose lanes)	P1 P8 P2 P4 P6	12	4
Impact project has on low income, transit dependent and or other vulnerable populations (e.g., Community of Concern, areas with high CalEnviroScreen scores)	P1 P8 P6	8	3
Innovative low environmental impact/green infrastructure, including resiliency elements to address climate change	P2 P3 P6 P9	8	3
Project accounts for long term repair/maintenance needs (e.g. uses materials with long life cycles, low maintenance costs & has a funding plan for maintenance)	P7	2	1
Readiness			15
Clear and complete proposal			3
Project status and schedule			3
Ease and speed of implementation			3
Demonstrates stakeholder support/community engagement			3
Has a credible cost estimate and funding plan			3
Funding Leverage			10
Percent of matching fund contribution			8
Private sector contribution, including public/private partnerships			2
		Total	100

Measure W Core Principles weighted "High" with 3 points
Measure W Core Principles weighted "Medium" with 2 points
Measure W Core Principles weighted "Low" with 1 point

Grade Separation Program Evaluation Criteria (Measure W)	Applicable Measure W Core Principles	Maximum Points by Criteria	Calibrated to 100 point scale (100 points = 100%)
Need		48	27
Project improves access and connections to jobs, housing, transit hubs and other high activity centers; supporting existing economic activity and spurring new economic development in the vicinity	P1 P6 P2 P8 P11 P4	13	7
Project assessment based on factors from the California Public Utilities Commission Grade Separation Priority List (e.g. train & vehicle volumes, collision history, site configuration & community impact, including need for emergency vehicle access)	P1 P6 P2 P8 P4 P5	12	7
Consideration of Caltrain and High-Speed Rail operational needs	P1 P6 P2 P8 P4 P10	12	7
Project recognized in adopted statewide, regional, county or local planning and programming documents	P1 P6 P2 P9 P5	11	6
Effectiveness		60	33
Ability to relieve traffic congestion and improve local mobility	P1 P6 P2 P8 P9 P4	13	7
Ability to address identified safety issue	P1 P6 P2 P8 P9 P10	13	7
Value: Benefit relative to the amount of funding requested (high impact, low cost - "bang for the buck")	P1 P6 P2 P8 P5	11	6
Potential travel time savings	P1 P6 P2 P8	10	6
Degree to which project reduces GHG emissions and improves air quality	P6 P3 P8	7	4
Potential VMT reduction per capita	P3 P8 P11	6	3
Sustainability		29	15
Project accommodates multiple transportation modes (Complete Streets), where contextually appropriate and to the extent feasible	P1 P6 P2 P8 P9 P10	13	7
Project supports transit-oriented development	P2 P8 P11 P4 P10	8	4
Project accounts for long term repair/maintenance needs (e.g. uses materials with long life cycles, low maintenance costs & has a funding plan for maintenance)	P6 P7	4	2
Innovative low environmental impact green infrastructure, includes resiliency elements to address climate change as applicable	P3 P8	4	2
Readiness			15
Clear and complete proposal			3
Project Status and Schedule			3
Ease and Speed of Implementation			3
Demonstrates stakeholder support/community engagement			3
Project has a credible cost estimate and funding plan			3
Funding Leverage			10
Percent of matching fund contribution			8
Private sector contribution, including private, public partnerships			2
		Total	100

Measure W Core Principles weighted "High" with 3 points

Measure W Core Principles weighted "Medium" with 2 points

Measure W Core Principles weighted "Low" with 1 point

Bicycle and Pedestrian Program Evaluation Criteria (Measure A and Measure W)	Applicable Measure W Core Principles	Maximum Points by Criteria	Calibrated to 100 point scale (100 points = 100%)
Need		51	19
Accommodates multiple transportation modes (pedestrian, bicycle & access to transit) and may include amenities at transit stations, such as bike lockers or micromobility stations	P6 P9 P10 P1 P8 P11 P2 P4	17	6
Extent that project serves a transportation need (recreation ok if it also serves a commute purpose)	P9 P10 P1 P8 P11 P4	13	5
Need for safety improvement/enhancement (e.g. project located in area with high rate of documented pedestrian or bicycle use collisions, or where significant barriers exist)	P6 P9 P10 P8 P4	12	5
Project recognized in adopted statewide, regional, county or local planning and fund programming documents (e.g. San Mateo County Comprehensive Bicycle and Pedestrian Plan, City Bicycle and/or Pedestrian Plan, Vision Zero Plan, General Plan, Specific Plan, Climate Action Plan)	P6 P9 P3 P5	9	3
Effectiveness		112	42
Enhances first/last mile connections to employment centers, TOD, transit stations, schools, and other high density/activity areas	P6 P9 P10 P1 P3 P8 P11 P2 P4	19	7
Potential increase in person throughput, mode share	P6 P9 P10 P1 P3 P8 P11 P4	18	7
Degree to which the project reduces stress level, increases safety and accommodates people of all abilities.	P6 P9 P10 P1 P3 P7 P8 P4	18	7
Closes gap in or extends Countywide pedestrian and bicycle network	P6 P9 P10 P1 P3 P8 P2 P4	17	6
Value: Benefit relative to the amount of funding requested (high impact, low cost projects -"bang for the buck")	P6 P10 P1 P3 P8 P5	13	5
Degree to which project reduces GHG emissions and improves air quality	P6 P1 P3 P8 P11	11	4
Potential VMT reduction per capita	P10 P1 P8 P11	9	3
Potential travel time savings	P9 P1 P8	7	3
Sustainability		36	14
Serves high density/affordable housing (e.g. Planned Development Areas) in proximity to high quality transit service (high ridership & frequent service)	P10 P1 P8 P11 P2 P4	11	4
Serves low income, transit dependent and or other vulnerable populations (e.g. Community of Concern, areas with high CalEnviroScreen scores and high concentrations of disabled, seniors and/or youth)	P6 P9 P10 P2	10	4
Innovative low environmental impact/green infrastructure (includes resiliency elements to address climate change)	P6 P3 P8	7	3
Project accounts for long term repair/maintenance/operations needs (e.g. uses materials with long life cycles, low maintenance costs & has a funding plan for maintenance)	P6 P7	5	2
Integral transportation component that can support existing economic activity and help spur new economic development in the immediate vicinity	P11 P4	3	1
Readiness			15
Clear and complete proposal			3
Project status and schedule			3
Ease and speed of implementation			3
Demonstrates stakeholder support/community engagement			3
Project has a credible cost estimate and funding plan			3
Funding Leverage			10
Percent of matching funds			8
Private sector contribution, including public/private partnerships			2
		Total	100

Measure W Core Principles weighted "High" with 3 points
Measure W Core Principles weighted "Medium" with 2 points
Measure W Core Principles weighted "Low" with 1 point

Regional Transit Connections Program Evaluation Criteria (Measure W)	Applicable Measure W Core Principles	Maximum Points by Criteria	Calibrated to 100 point scale (100 points = 100%)
Need		72	25
Need to increase access and connections to jobs, housing, transit hubs and other high activity centers, supporting existing economic activity and spurring new economic development in the vicinity	P1 P2 P5 P8 P4 P10 P11 P6	19	7
A high level of non-single occupant vehicle (SOV) first/last mile access options/accommodations either exist or are part of the regional transit project	P1 P2 P5 P8 P11 P6 P9	16	6
Current and projected congestion on existing route/corridor	P1 P2 P8 P4 P10	13	4
Provides service to an area underserved by other public transit	P1 P2 P8 P4 P6	12	4
Project recognized in adopted statewide, regional, county or local planning and programming documents	P1 P2 P5 P10 P9	12	4
Effectiveness		99	34
Service frequency (e.g. headways), reliability (e.g. on-time performance) and coordinated seamless connections with other transit systems (e.g. schedule alignment)	P1 P2 P8 P7 P10 P11 P6	16	6
Ability to relieve congestion for regional trips	P1 P2 P5 P8 P3 P7	16	6
Value: Benefit relative to the amount of funding requested (high impact, low cost - "bang for the buck"), considering performance metrics that account for capital & operating costs (e.g. cost/passenger, farebox recovery ratio & passengers/service hour)	P1 P2 P8 P4 P10 P11	15	5
Potential increase in transit ridership, mode shift from SOV trips	P1 P2 P8 P4 P11	13	4
Potential VMT reduction per capita	P1 P2 P8 P10 P11	13	4
Potential travel time savings	P1 P2 P8 P10	11	4
Degree to which project reduces GHG emissions and improves air quality	P2 P8 P3 P6	9	3
Safety improvement/enhancement	P2 P10 P6	6	2
Sustainability		46	16
Project includes promotion/marketing of proposed service, including first/last mile access partnerships	P1 P2 P5 P8 P10 P11	16	6
Serves low income, transit dependent and/or other vulnerable populations (e.g. Community of Concern, areas with high CalEnviroScreen scores)	P1 P2 P5 P8 P4 P6	15	5
Innovative low environmental impact green infrastructure, includes resiliency elements to address climate change as applicable	P2 P8 P3 P6	9	3
Project accounts for long term repair/maintenance needs (e.g. uses materials with long life cycles, low maintenance costs & has a funding plan for maintenance)	P2 P7 P6	6	2
Readiness			15
Clear and complete proposal			3
Project status and schedule			3
Ease & speed of implementation			3
Has a credible cost estimate and funding plan			3
Demonstrates stakeholder support/community engagement			3
Funding Leverage			10
Percent of matching fund contribution			8
Private sector contribution, including public/private partnerships (e.g. value capture of terminal land with revenues reinvested in support of service)			2
		Total	100

Measure W Core Principles weighted "High" with 3 points

Measure W Core Principles weighted "Medium" with 2 points

Measure W Core Principles weighted "Low" with 1 point

Local Shuttle Program Evaluation Criteria (Measure A)	Maximum Points for Existing Shuttles	Maximum Points for New Shuttles
Need	20	25
Provides congestion relief in San Mateo County Provides service to an area underserved by other public transit Provides service to special populations (.e.g. low income/transit dependent, seniors, disabled, other) and connects to the services used by these populations Demonstrates stakeholder support		
Readiness	20	25
Solid service plan in place describing how the shuttle service will be delivered, including a marketing and oversight plan in addition to any actions taken as a result of receiving technical assistance. Solid funding plan in place		
Effectiveness	25	15
Ridership Operating cost per passenger Passengers per service hour Links with other fixed route transit Improves access from transit oriented development to major activity centers Reduces single occupant vehicle (SOV) trips and vehicle miles traveled (VMT)		
Funding Leverage	20	20
Percent of matching fund contribution Private sector contribution		
Policy Consistency & Sustainability	15	15
Proposed shuttle is included in an adopted local, special area, county or regional plan Supports jobs and housing growth with an emphasis on economic development Use of clean fuel vehicles Shuttle accommodates bicycles		
Total	100	100

Grade Separation Program Evaluation Criteria (Measure A)

Projects considered on an as-needed basis that demonstrate the ability to meet the following criteria:

Project's ability to improve safety and relieve local traffic congestion at the crossing

Project's ability to improve railroad's operational flexibility

Project readiness

Project effectiveness

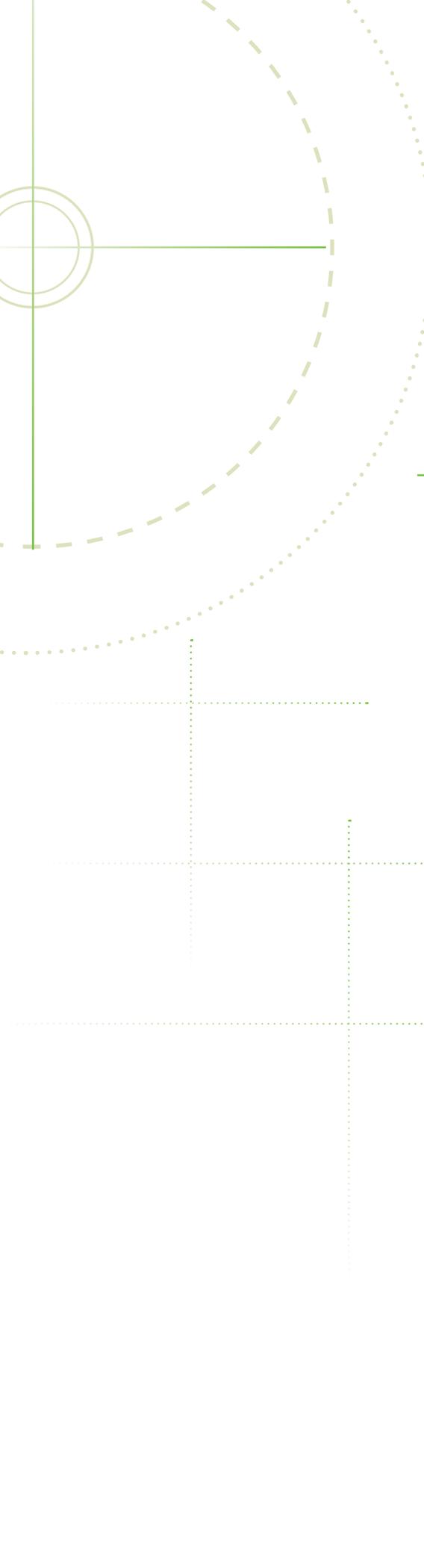
Geographic equity, considering where funds from the Grade Separation Program have previously been allocated

Extent to which project can support economic development

Funding leverage: project sponsor's ability to secure, at a minimum, matching funds for the construction of the project

Project must be supported by Caltrain, and project sponsor must include Caltrain as a project partner early in the planning process

The project's ranking in the Public Utilities Commission's listed priorities, in addition to the evaluation criteria listed above



Appendix F

Summary of Federal, State, Local and/or Regional Transportation Funding Sources

Federal Funding Source*	Purpose	Administrator
BUILD Discretionary Grants	BUILD grants are for investments in surface transportation infrastructure and are awarded on a competitive basis to projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation.	USDOT
Public Transportation Innovation (5312)	This program provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.	FTA
Urbanized Area Formula Funds (5307)	This program provides funding for the acquisition, construction, improvement, and maintenance of transit facilities and equipment. Resources are allocated to urban areas by formula.	FTA
Bus and Bus Facilities Program (5339)	This competitive capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.	FTA
Rural Area Formula Grants (5311)	This program provides capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Funding is based on a formula incorporating land area, population, and transit service.	FTA
Enhance Mobility of Seniors and Individuals with Disabilities (5310)	This program provides discretionary funding to increase the mobility of seniors and persons with disabilities. Projects are selected by MPOs; the MTC in the Bay Area. The former new Freedom program (5317) has been folded into this program. The new Freedom program provides grants for services for individuals with disabilities above and beyond the requirements of the Americans with Disabilities Act (ADA).	FTA/Caltrans
Congestion Mitigation and Air Quality Program (CMAQ)	This program provides funding for Clean Air Act projects, State Implementation Plan projects, and other projects that the Department of Transportation and the Federal Environmental Protection Agency determine will help attain mandated air quality standards. Demonstration service projects are eligible for this funding source.	FHWA
State of Good Repair Program (5337)	This program provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems. The development and implementation of Transit Assets Management plans is also an eligible use of these funds.	FTA
Capital Investment Grants (5309)	This discretionary program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars and bus rapid transit. This program has three separate components: New Starts, Small Starts and Core Capacity.	FTA
Railway-Highway Crossings (Section 130) Program	This program provides funds for the elimination of hazards at railway-highway crossings. The Section 130 Program has been correlated with a significant decrease in fatalities at railway-highway grade crossings.	FHWA/Caltrans
Pilot Program for Transit-Oriented Development Planning – Section 20005(b)	This program support FTA's mission of improving public transportation for America's communities by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.	FTA
The Surface Transportation Block Grant program (STBG)	This program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	FHWA

*Note: This list is representative of many federal funding sources, which are subject to change; these sources presented in no particular order.

State Funding Source*	Purpose	Administrator
Highway Safety Improvement Program (HSIP)	This program focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs).	Caltrans
Senate Bill 1 (SB1)	This legislative package invests \$54 billion over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. These funds will be split equally between state and local investments. There are several funding programs contained in SB1, including SOGR: SB1's funding program for transit is The State of Good Repair Program. This program provides approximately \$105 million annually to the State Transit Assistance (STA) Account. These funds are to be made available for eligible transit maintenance, rehabilitation and capital projects.	Caltrans
Transit and Intercity Rail Capital Program (TIRCP)	This program provides grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. A project must demonstrate that it will achieve a reduction in greenhouse gas emissions using the California Air Resources Board (CARB) quantification methodology.	Caltrans
State Highway Operation and Protection Program (SHOPP)	This program funds highway rehabilitation projects.	Caltrans
State Transportation Improvement Program (STIP)	This program funds roadway and transit capital improvement projects, including road rehabilitation.	Caltrans / MTC
Office of Traffic Safety (OTS)	This program funds safety projects, with pedestrian/bicycle safety a priority.	Caltrans OTS
Active Transportation Program (ATP)	This Statewide program is a consolidation of previous bicycle and pedestrian funding programs and is designed to promote active modes of transportation, such as walking and biking, and to ensure disadvantaged communities share fully in the program.	Caltrans
Sustainable Communities Grants	This program encourages local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.	Caltrans
The Solutions for Congested Corridors Program (SCCP)	This program funds projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits.	Caltrans
Strategic Partnerships Grants	The purpose of these grants are to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. The transit component will fund planning projects that address multimodal transportation deficiencies with a focus on transit.	Caltrans
Cap and Trade Program	The purpose of this program is the reduction of the region's transportation-related emissions by: Support Communities of Concern (25% of revenues); Supports Transit Core Capacity Challenge Grant Program, Transit Operating and Efficiency Program, OneBayArea Grant Program; Climate Initiatives Program, including Safe Routes to Schools, and goods movement projects.	Various State Agencies
Section 190 Grade Separation Program	This program provides funding to grade separate existing at-grade road-rail crossings.	Caltrans
Transportation Development Act (TDA): Local Transportation Fund (LTF)	The Local Transportation Fund (LTF) is derived from a ¼ cent of the general sales tax collected statewide and funds are allocated based on each county's population.	California
Low Carbon Transportation Operations Program (LCTOP)	This program provides state cap and trade funds on a formula basis to transit agencies and metropolitan Planning Organizations to fund transit projects and operations that reduce greenhouse gas (GHG) emissions. LCTOP funding supports new or expanded bus service, expansion of intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate services or facilities. The amount of funds available is dependent on statewide auctions of emissions credits. The program is administered by Caltrans in coordination with Air Resource Board (ARB) and the State Controller's Office (SCO).	Caltrans
Local Partnership Program (LPP)	This program was created through SB1 and provides local and regional transportation agencies that have passed sales tax measures developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually to fund transportation improvement projects.	Caltrans
State Rail Assistance (SRA)	State Rail Assistance provides the state's commuter and intercity rail agencies with dependable, annual revenue that can be invested in the most cost-effective manner to improve rail service including both operations and capital investments.	California
State Transit Assistance	State Transit Assistance, or STA, funds are generated by the sales tax on diesel fuel, and the amount of money available for transit agencies varies from year to year based on the ups and downs of diesel prices. The State allocates funds to transit operators based on their revenue and may be used by transit operators for both capital projects and transit operations.	California

*Note: This list is representative of many state funding sources, which are subject to change; these sources presented in no particular order.

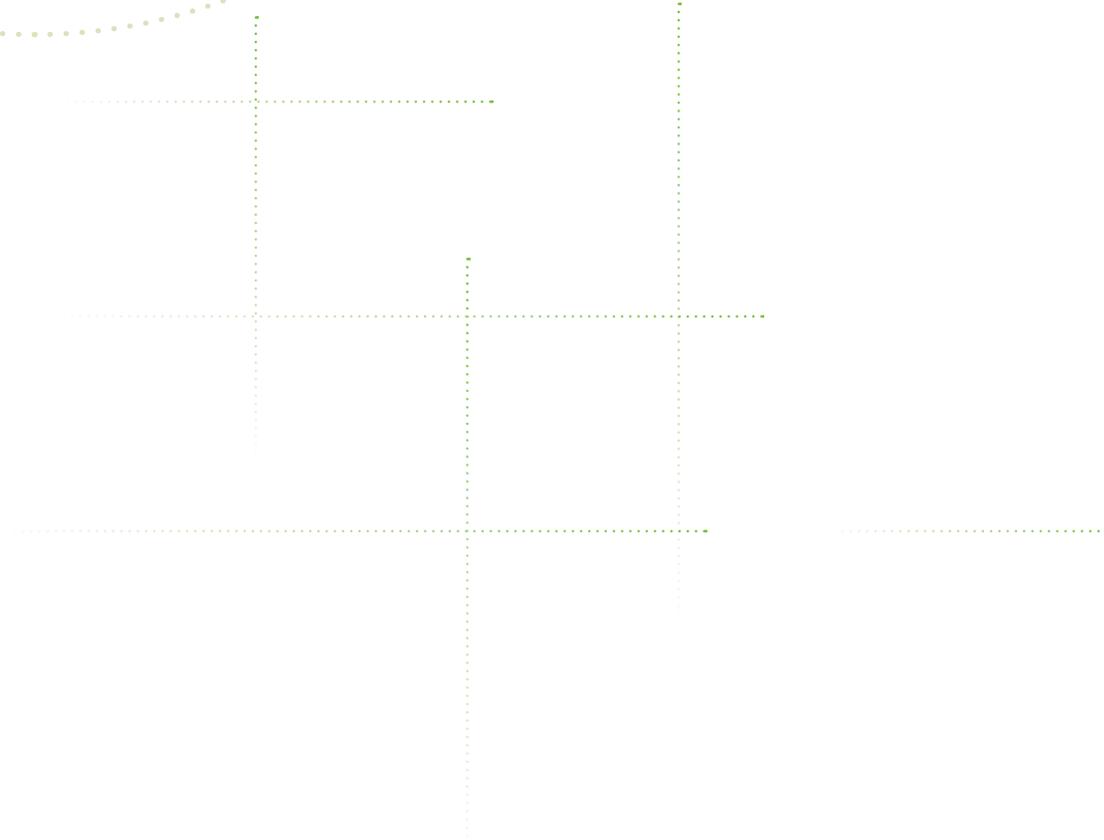
Local and/or Regional Funding Source*	Purpose	Administrator
San Mateo County Transit District Half-Cent Sales Tax	This is a permanent half-cent sales tax for transit purposes. Proceeds are used to help underwrite the SamTrans capital and operating budget.	San Mateo County
San Mateo County Transportation Authority Measure A Half-Cent Sales Tax	This 25-year transportation sales tax funds a variety of transportation programs as further described in this Strategic Plan.	San Mateo County Transportation Authority
San Mateo County Transportation Authority Measure W Half-Cent Sales Tax	This 30-year transportation sales tax funds a variety of transportation programs as further described in this Strategic Plan. Half of the funding is administered by the San Mateo County Transportation Authority and half is administered by the SamTrans Board of Directors.	San Mateo County Transportation Authority/SamTrans
San Mateo County Vehicle Registration Fee (Measure M)	This program imposes an annual fee of ten dollars (\$10) on motor vehicles registered in San Mateo County for transportation related traffic congestion and water pollution mitigation programs. The revenue is estimated at \$6.7 million annually over a 25-year period. Per the expenditure plan, 50 percent of the net proceeds will be allocated to cities/the county for local streets and roads and 50 percent will be used for countywide transportation programs such as transit operations, regional traffic congestion management, water pollution prevention, and safe routes to school.	C/CAG
Transportation Development Act (TDA): Article 3 (TDA 3)	This program provides funding annually for bicycle and pedestrian projects. Two percent of TDA funds collected in the county is used for TDA 3. MTC allows each county to determine how to use funds in their county. Some counties competitively select projects while other counties distribute the funds to jurisdictions based on population.	MTC
Regional Bridge Tolls	Regional Bridge toll funds are made available by the MTC to provide funding for highway and transit improvements on or near bridge corridors as well as operating funds for commuter rail, express and enhanced bus, and ferry service to help to relieve bridge traffic and/or provide alternative public transit services. A portion of bridge toll revenues are also apportioned to transit operators as local match for Federal Transportation Administration Funds.	MTC
Carl Moyer Funding / Bay Area Air Quality Management District	The Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program) is a state-funded discretionary program offering grants to reduce air pollution emissions from heavy-duty engines. The program is administered locally by the BAAQMD.	BAAQMD
OneBayArea Grant Program	This program integrates the region's federal transportation program with California's climate law and Sustainable Communities Strategy; provides funding investments in surface transportation for a wide variety of programs including mass transit, highway, local road and bicycle and pedestrian projects.	MTC
Transportation Fund for Clean Air (TFCA)	This program has regional and county specific components that fund the implementation of the most cost-effective projects that decrease motor vehicle emissions and improve air quality.	BAAQMD
Gasoline Tax Subventions	This program funds local street road maintenance and rehabilitation	Various Cities and Counties
Developer Impact Fees	These are fees imposed by local governments on new development, to help pay for facilities such as roads, sidewalks, sewers, and utilities	Local Governments
Property-based Business Improvement District (PBID) / Other Assessments	This program is generally for downtown improvements and services associated with businesses.	Local Governments
Regional Active Transportation Program (ATP)	MTC administers the region's share of ATP money that goes to fund infrastructure (e.g. bikeways, walkways, traffic control devices and bike parking) and non-infrastructure (e.g. education, encouragement, enforcement) projects. Includes bicycle and pedestrian plans. This is a subcomponent of the statewide competitive Caltrans ATP, mentioned in the State Funding Sources table.	MTC
Bicycle Parking Reimbursement Program	This program is for the purchase and installation of bicycle lockers and racks for private, public and non-profit employers in San Mateo County.	Commute.org

*Note: This list is representative of many local and/or regional funding sources, which are subject to change; these sources are presented in no particular order.



Appendix G

Glossary of Acronyms



Glossary of Acronyms

ABAG	Association of Bay Area Governments
Alameda CTC	Alameda County Transportation Commission
ATP	Active Transportation Program
AV	Autonomous vehicle
BAAQMD	The Bay Area Quality Management District
BART	Bay Area Rapid Transit
C/CAG	City/County Association of Governments of San Mateo County
CAC	Citizens Advisory Committee
CARB	California Air Resources Board
CBOs	Community Based Organizations
CEQA	California Environmental Quality Act
CFP	Call for Projects
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality Program
COA	Comprehensive Operational Analysis
COE	San Mateo County Office of Education
CPI	Consumer Price Index
CPUC	California Public Utilities Commission
DTCS	Dumbarton Transportation Corridor Study
EMU	electric multiple unit
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FRA	Federal Rail Administration
FTA	Federal Transit Administration
GUM	Get Us Moving San Mateo County
HSIP	Highway Safety Improvement Program
ITS	Intelligent Transportation System
JPB	Peninsula Corridor Joint Powers Board
KCA	Key Congested Areas
LCTOP	Low Carbon Transportation Operation Program
LPP	Local Partnership Program
LTF	Local Transportation Fund
MAP	US-101 Mobility Action Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MOU	Memoranda of understanding
MTC	Metropolitan Transportation Commission
NEPA	National Environmental Policy Act
OTS	Office of Traffic Safety
PCEP	Peninsula Corridor Electrification Project
PCI	Pavement Condition Index
PDA	Planned Development Areas
PPP	Public-Private Partnership

PRD	Caltrans' Highway Monitoring System / California Public Road Data
PSRC	Puget Sound Regional Council
RM2	Regional Measure 2
RM3	Regional Measure 3
RTIP	Regional Transportation Improvement Program
SAG	Stakeholder Advisory Group
SamTrans	San Mateo County Transit District
SANDAG	San Diego Association of Governments
SB1	California Road Repair and Accountability Act
SCCP	Solutions for Congested Corridors Program
SCS	Sustainable Communities Strategy
SDOT	Seattle Department of Transportation
SFCTA	San Francisco County Transportation Authority
SHOPP	The State Highway Operation and Protection Program
SMCTP	San Mateo Countywide Transportation Plan
SOV	single-occupancy vehicle
SR	Supplemental Roadway Projects
SRHP	Short Range Highway Plan
SRTP	Short Range Transit Plan
SRTS	Safe Routes to School
STA	State Transit Assistance Fund
STBG	The Surface Transportation Block Grant Program
STIP	State Transportation Improvement Program
TA	San Mateo County Transportation Authority
TAG	Technical Advisory Group
TAM	Transportation Authority of Marin
TAZ	Traffic Analysis Zone
TDA	Transportation Development Act
TDM	Transportation Demand Management
TEP	Transportation Expenditure Plan
TFCA	Transportation Fund for Clean Air
TIFIA	Transportation Infrastructure Finance and Innovation Act of 1998
TOD	transit-oriented development
USDOT	United States Department of Transportation
VMT	Vehicle Mile Traveled
VTA	Santa Clara County Valley Transportation Authority



Appendix H

Summary of Public Comments Received on the Draft Strategic Plan

Appendix H: Summary of General Public Comments on the Draft Strategic Plan*

Topic	Detailed Comment	Response
Support for more bicycle and pedestrian access	Need for safer north-south bicycle access through the mid-Peninsula.	The Measure A and W Bicycle and Pedestrian Program categories provide revenue dedicated for bicycle and pedestrian facilities. Other Measure A and W Program categories, such as Highways, can fund pedestrian and bicycle components in support of Complete Streets. Measure W Bicycle and Pedestrian Program category funds can also be used to support encouragement and education programs to promote bicycling and walking. Traffic mitigation fees paid from new development can be used as match to Measure A and W revenue to help fund bicycle and pedestrian projects.
	Need for bicycle access separate from cars.	
	Need for more bikeways, new development should pay for it to reduce congestion.	
	Need to encourage bicycle and pedestrian mode share for youth for travel independence.	
	Safe bicycle corridors are needed to access transit and on major roadways such as El Camino Real.	
	Stable funding is needed for Complete Streets.	
Support for more alternative transportation	Need to focus on transit and bicycling to reduce GHG emissions instead of highway projects that increase VMT.	A substantial portion of the Measure A (combined total of 45% from the Transit and Grade Separations Program categories) and Measure W (combined total of 62.5% from the Countywide Public Transportation Systems, Regional Transit Connections and the Grade Separations portion of the Local Safety, Pothole and Congestion Relief Improvements Program categories) are dedicated for public transit improvements. The percentage of funding dedicated toward these programs is set by the expenditure plans for the measures, which were approved by the San Mateo County voters. Projects that best meet the evaluation criteria developed as part of the Strategic Plan will be the most competitive for funding. A few examples of key performance evaluation criteria include, but are not limited to, person throughput, reduction of VMT, travel time and GHG emissions. These examples also apply to the Highway Programs. Provisions have been made in both measures to incentivize non-SOV trips with funding dedicated to transportation demand management (TDM) as further outlined in this Plan.
	Greater emphasis needed on high frequency transit and bicycling, less on highways, which continue to be congested.	
	Get people out of cars by providing alternatives to driving.	
	Too much money is dedicated for highway improvements, not enough for alternative transportation.	
	Greater emphasis is needed in incentivizing non-SOV trips. A 70% drive-alone mode share is too high.	
	The only solution is scalable mass transit with frequent service and feeder shuttles to outlying areas.	
	Better public transportation is needed on the Coastside to alleviate congestion on Highway 1.	
	Better public transportation is needed to schools and parks.	
	Stable funding is need for transit.	
	Public transportation needs to be improved, cleaner and more affordable.	
	More funding is needed for north/south oriented mass transit.	
Support for highway projects	Major highway projects are needed to alleviate congestion, stop pretending cars aren't necessary for travel.	Revenue is dedicated for highway improvements in the competitive Measure A and W Highway Programs. Projects that best meet the evaluation criteria developed in the Strategic Plan will be the most competitive for funding.
	Need for highway widening improvements on the Coastside on Highway 1 and 92.	
Support for road maintenance	We should be maintaining our roads.	Revenue in the Measure A Local Streets and Transportation (LS&T) and the Measure W Local Investment Share of the Local Safety, Pothole and Congestion Relief Improvements Program categories are distributed to local cities and the County for transportation projects of their choosing. Funding from the Measure A LS&T category has historically served as a source of funding for pavement rehabilitation. Measure W Local Investment Share funds must be used for pavement rehabilitation if an agency's pavement is not in a state of good repair.

*Appendix H contains a list of summarized comments submitted from the general public to the Transportation Authority during the 30-day Draft Strategic Plan review period from October 15, 2019 to November 15, 2019.

Appendix H: Summary of General Public Comments on the Draft Strategic Plan*

Topic	Detailed Comment	Response
Equity concerns	The Plan highlights the importance of equity. This is particularly important for aging and vulnerable populations with respect to the Measure W Core Principle pertaining to Investing in public transportation.	Equity is a consideration in one of many different evaluation criteria that have been developed for the competitive funding programs. The criteria were developed to assess a wide variety of concerns though a consensus of the Plan stakeholder groups. The Plan also mentions that TA investments should take into consideration a relative equitable distribution of investments to help ensure all areas of the County, and all socio-economic groups within it, receive a proportionate share of the transportation benefits and that no area is disproportionately adversely impacted.
	A higher number of points should be given to equity across all funding categories.	
	Express lanes benefit the wealthy and pose a financial burden to those of lower income.	SamTrans has recently initiated express bus service on US 101 between Foster City and Downtown San Francisco and has plans to provide additional express bus service. Those that depend on public transportation will benefit from improved bus service and reduced travel times on express lanes. The Express Lane JPA will also be conducting a study to explore options to better address equity concerns with the San Mateo 101 Express Lanes project. Research has shown that all socio-economic groups utilize and benefit from express lanes.
Need to assess program effectiveness	Need to conduct before and after assessments to determine how effective the Measure A and W programs are in reducing congestion and improving safety.	We agree. A subsequent Strategic Plan related initiative is to periodically monitor and assess how well the TA funded programs and projects are meeting the Measure A Vision and Goals and the relative applicability of the Measure W Core Principles.
Need for housing near high quality transit corridors	High density housing close to rapid transit is needed to provide people with better options instead of driving long distances.	Evaluation criteria have been developed in the TA's competitive program categories that recognize the importance of high activity centers, including high density housing, in proximity to transit.
Site specific issues	Numerous individual concerns regarding site-specific issues were received.	The Strategic Plan is a document that provides the policy framework and guidance for how the TA's funding programs are to be administered. While site and project specific concerns are beyond the scope of this Plan, eligible sponsors may submit funding proposals through the TA's established project selection processes to propose solutions to address site/project specific concerns.

*Appendix H contains a list of summarized comments submitted from the general public to the Transportation Authority during the 30-day Draft Strategic Plan review period from October 15, 2019 to November 15, 2019.



SAN MATEO COUNTY
**Transportation
Authority**

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

This report is for information only. No Board action is required.

SIGNIFICANCE

The 2019 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

Prepared By: Casey Fromson, Government and
Community Affairs Director

650-508-6493

KADESH & ASSOCIATES, LLC

Federal Update
San Mateo County Transportation Authority
As of November 18, 2019

The current continuing resolution expires on November 21 and Congress continues plodding through the FY20 appropriations process. To date, the House has passed 10 of 12 appropriations bills (all except Leg Branch and Homeland Security). The Senate has passed four bills: Ag, CJS, Interior, and Transportation. Efforts to pass another 4 bills – defense, Labor-HHS, Energy-Water, and Foreign Operations – have ground to standstill over concerns about trying to control the FY20 appropriations endgame and, ultimately, how much money will be appropriated for the border wall. Both the House and Senate will consider a new continuing resolution, running until December 21-22 later this week.

As I am sure you are aware, the House has voted 232-196 to approve the rules for the ongoing impeachment inquiry in the House. It is unclear what the timing will be or what impact impeachment will have on legislation for the rest of this session, but the White House is already threatening a government shutdown over impeachment. We'll keep TA staff posted.

Although the path forward on appropriations conference reports is unclear, we will start preparing for the THUD conference, working to preserve the House funding levels and language relating to the CIG program. Additionally, the Senate THUD bill was amended with language to prevent the Rostenkowski rule from cutting FY20 formula funds.

On the authorizing side, the “skinny” DOD authorization bill is picking up steam. If it moves, instead of the full bill, language preventing the use of federal funds to buy Chinese made rails cars and buses would be dropped.

Grants

DOT Announces BUILD Grant Awards: On November 12, the DOT [announced](#) that 55 projects in 35 states will be receiving BUILD grants. Grants awarded totaled \$883.5 million. 68% of the funding went to road/bridge projects, 14.6% to port/maritime, 9.6% went to transit projects, 5.5% to rail projects, 2.1% to aviation, and zero to bike-ped projects. The average grant size was \$16.06 million. There were two awards in California: \$8,683,480 for Growing Regional Opportunity With Leveraged-Infrastructure Fleet Expansion Project in Lancaster and \$10,540,582 for Veterans Boulevard Interchange, Extension, and Grade Separation Project in Fresno.

INFRA NOFO Soon: The DOT will issue a notice of funding opportunity (NOFO) before the end of the year. No major changes to the criteria but there will be some additional guidance for large projects (\$100 million project cost). There will be 75 days to apply.

\$396 Million Made Available for Federal-State Partnership for State of Good Repair: On October 7, 2019, the Federal Railroad Administration (FRA) issued a Notice of Funding Opportunity (NOFO) for the Federal-State Partnership for State of Good Repair Program.

KADESH & ASSOCIATES, LLC

The \$396 million in federal funding will go towards projects to repair, replace, or rehabilitate eligible railroad assets to reduce backlog and create a more efficient passenger rail service. All 4 #71471968_v1 applications are due by December 9, 2019. More information can be found in the [Funding Opportunity Announcement via Grants.gov](#).

FRA Issues NOFO for Railroad Trespassing Enforcement Grant Program: On October 22, 2019, the FRA issued a NOFO for the Railroad Trespassing Enforcement Program. This program was created by the FRA as part of its National Strategy to Prevent Trespassing on Railroad Property, to address trespassing – the leading cause of rail-related deaths in the United States. The objective of this program is to reduce trespassing along the rail right of ways (ROWs), thereby reducing trespassing safety related incidents. Funding will assist law enforcement to better investigate trespass incidents as well as issue warnings and citations to trespassers. FRA said it would give preference to law enforcement agencies in one of the 10 states with the highest incidence of rail trespass related casualties, which include California, Texas, Illinois, Florida, New York, Pennsylvania, Ohio, New Jersey, North Carolina and Georgia. All applications are due by December 23, 2019. More information can be found in the [Funding Opportunity Announcement via Grants.gov](#).



November 13, 2019

TO: Board Members, San Mateo County Transportation Authority
FROM: Gus Khouri, Principal
Khoury Consulting

RE: STATE LEGISLATIVE UPDATE – DECEMBER

The legislature concluded its business and adjourned for the year on September 13. Governor Newsom had until October 13 to sign or veto legislation. Any items that are in the second house but that have not been sent to the Governor are considered two-year bills and can be taken up in January. The following is a brief summary of current challenges as well as grant opportunities that SMCTA may wish to consider.

Governor’s Executive Order on Climate Change: Challenge to Become More Multi-modal

On Friday, September 20, Governor Gavin Newsom issued an Executive Order aimed at combatting climate change and strengthening the state’s climate resiliency. With a focus on reducing emissions from the transportation sector, the Executive Order could lead to a greater focus on public transit and active transportation projects. The Executive Order directs the California State Transportation Agency (CalSTA) to invest its annual portfolio of \$5 billion (inclusive of such programs as the State Highway Operations and Protection Program, State Transportation Improvement Program, Solutions for Congested Corridors Program, Local Partnership Program, and Transit and Intercity Rail Capital Program) to build, operate and maintain projects that help reverse the trend of increased fuel consumption and instead result in a reduction of vehicle miles traveled and greenhouse gas emissions associated with the transportation sector.

CalSTA, in consultation with the Department of Finance, is directed to align transportation spending, programming and mitigation to achieve the greenhouse gas emission reduction targets in the state’s Climate Change Scoping Plan, where feasible. We are discussing with the administration to ensure that this directive will not compromise the ability to leverage Measure A and W dollars to deliver projects on the state highway system that enhance safety and congestion management.

GRANT OPPORTUNITIES

SB 1 Competitive Grant Programs

In 2018, San Mateo received \$253 million to create a 44-mile express lane network from the San Mateo-Santa Clara County border to the I-380/101 interchange near San Francisco International Airport. It was the largest competitive grant award given statewide in Cycle 1. While SMCTA does not anticipate pursuing a priority project for funding in Cycle 2, we want to ensure that the guidelines are advantageous for prospective submittals in the near future. To help maximize the prospects of success, we have been pushing for the CTC to consider prioritizing the completion of corridors (this would help make Phase 2 of the 101 express lanes project to the San Francisco City/County border more competitive) and allow for any cost savings to be redistributed within the corridor. CTC staff has expressed support for these recommendations.

On September 19, we attended the CTC workshops in San Diego to work on the adoption of guidelines for Cycle 2 for some SB 1 competitive programs – Solutions for Congested Corridors Program (SCCP). We also attended the next round of workshops on October 22 in West Sacramento.

With the Governor's veto of SB 277, the Local Partnership Program (LPP) guidelines are expected to be relatively similar to Cycle 1, with a few exceptions relating to project readiness (completed environmental documents) and recognition of geographic distribution. The CTC may choose to recalibrate the current 50/50 distribution of funds between formula and competitive funding to favor a 65/35 or 60/40 split favoring formula. Given the shorter cycle of funding moving forward, the CTC may have less flexibility to allocate funding for projects across the board in Cycle 2.

We will be in attendance at the next series of workshops in San Diego on November 19 and 20, which will represent the final opportunity to comment on draft guidelines prior to final adoption by the Commission in January. Applications are scheduled to be due by the end of April, and awards made in October.

Transit Capital and Intercity Rail Program (TIRCP)

Cycle 4 for TIRCP is currently underway. The program, which is administered by the California State Transportation Agency (CalSTA), represents an opportunity for San Mateo to build on its success of providing additional rail service through the county. In 2018, Caltrain received \$123 million to support electrification by expanding the number of electric multiple units (EMUs) rail cars under procurement. Additional funding also improves wayside bicycle facilities and expands onboard Wi-Fi.

SamTrans also received \$15 million to introduce four limited express bus routes along US-101 in San Mateo, Santa Clara, and San Francisco Counties, using 37 zero-emission vehicles, for reduced travel times and improved reliability of operations. The proposed routes include San Bruno to Sunnyvale, Foster City to San Francisco, Redwood Shores to San Francisco, and San Mateo to San Francisco and creates 15-minute peak-period service along US-101 in conjunction with the completion of the managed lanes project in late 2021 and includes service to the Transbay Terminal. Service will be integrated with Caltrain and AC Transit service.

Applications for Cycle 4 are due on January 16, 2020, awards will be published on April 1.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **2020 DRAFT LEGISLATIVE PROGRAM**

ACTION

This report is for information only. No Board action is required. At the January 9, 2020 Board meeting, staff will present the final 2020 Legislative Program for review and adoption.

SIGNIFICANCE

The 2020 Legislative Program (Program) establishes the principles that will guide the San Mateo County Transportation Authority's (Agency's) legislative and regulatory advocacy efforts through the 2020 calendar year, including the second half of the 2019-2020 State legislative session and the second session of the 116th US Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Agency to respond swiftly and effectively to unanticipated developments. Adoption of the Program provides our legislative delegation and our transportation partners with a clear statement of the Agency's priorities.

Objectives

The 2020 Program is organized to guide the Agency's actions and positions in support of three primary objectives:

1. Maintain and enhance funding opportunities to support the Agency's programs, projects, and services.
2. Seek a regulatory environment that streamlines project delivery and maximizes the Agency's ability to meet public transportation service demands.
3. Reinforce and expand programs that build and incentivize public transportation ridership.

The Program is structured to apply these core objectives to a series of issues detailed in the 2020 Legislative Program.

Should other issues surface that require the Agency's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the San Mateo County Transportation Authority's Board of Directors for consideration.

Advocacy Process

Staff will indicate on each monthly legislative update recommended positions for pending bills. Once the board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). In rare circumstances, should a position on a bill be needed in advance of a board meeting, staff will confer with the Board Chair. If legislation falls outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the agency taking a position.

The Agency and its legislative consultants will employ a variety of engagement tools to support the 2020 Legislative Program, including:

1. Direct Engagement

Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the Agency's legislative priorities and positions.

2. Coalition-based Engagement

Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2020 Program.

3. Media Engagement

Build public awareness and communicate legislative priorities by issuing press releases, organizing media events, and through the use of social media and other electronic media.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff actively monitors legislative and regulatory activity and will seek Board positions on selected bills as appropriate to further the Agency's legislative objectives and to provide support for our advocacy efforts. Staff will supply updated reports summarizing relevant legislative and regulatory activities, allowing the Board to track legislative developments and providing opportunities to take appropriate action on pending legislation.

Prepared By: Casey Fromson, Director, Government and Community Affairs 650-508-9435

SMCTA 2020 Legislative Program

Purpose

Legislative and regulatory actions have the potential to significantly benefit San Mateo County Transportation Authority (Agency's) programs and services. They also have potential to present serious challenges that threaten the Agency's ability to meet the county's most critical transportation demands.

The 2020 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2019 calendar year, including the second half of the 2019-2020 State legislative session and the second session of 116th Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Agency to respond swiftly and effectively to unanticipated developments.

Objectives

The 2020 Legislative Program is organized to guide the Agency's actions and positions in support of three primary objectives:

- Maintain and enhance funding opportunities to support the Agency's programs and services;
- Seek a regulatory environment that streamlines project delivery and maximizes the Agency's ability to meet transportation service demands; and
- Reinforce and expand programs that build and incentivize public transportation ridership and improve quality transportation choices.

Issues

The Legislative Program is structured to apply these core objectives to a series of State and Federal issues falling in these categories:

- Budget and Transportation Funding Opportunities
- Transportation Projects Funding Requests and Needs
- Regulatory and Administrative Issues

Within these categories are a detailed list of specific legislative initiatives and corresponding set of policy strategies.

Should other issues surface that require the Board's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the Board for consideration.

Advocacy Process

Staff will indicate on each monthly legislative update recommended positions for pending bills. Once the board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). In rare circumstances, should a position on a bill be needed in advance of a board meeting, staff will confer with the Board Chair. If legislation falls outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the agency taking a position.

Public Engagement Strategies

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2020 Legislative Program, including:

- Direct Engagement
Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the Agency's legislative priorities and positions.
- Coalition-based Engagement
Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2020 Legislative Program.
- Media Engagement
Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and through the use of social media.

The adopted legislative program will guide the agency's legislative advocacy efforts until approval of the next program.

State and Regional

Funding Opportunities and Challenges

<i>Issue / Background</i>	<i>Strategy</i>
<p>General Funding In 2017, the State enacted SB 1, which provides \$5.2 billion to maintain local streets and roads and highways, ease traffic congestion, and provide mobility options through investments in public transportation and bicycle and pedestrian programs.</p> <p>In 2014, the Legislature called for, via SB 1077, a pilot program to study a road charge model as an alternative to the gas tax. The nine-month pilot began in July 2016, with over 5,000 participating vehicles statewide. The California State Transportation Agency (CalSTA) reported its findings from the Legislature to the CTC and the Legislature in 2018.</p>	<ul style="list-style-type: none"> ● Protect against the elimination or diversion of any State or regional funds that support the agency’s transportation needs. ● Support State funding allocation requests for investments that benefit the agency’s transportation programs and services. ● Work with statewide transit coalitions to identify and advance opportunities for funding that would support the agency’s transportation priorities. ● Support efforts to provide funding for the deployment of zero emission transit vehicles and infrastructure. ● Monitor recommendations of the Road Usage Charge (RUC) Technical advisory Committee and implementation of a RUC program by the California State Transportation Agency (CalSTA). ● Monitor efforts to implement a mileage-based user fee as a potential revenue source.
<p>Formula Funding After years of diversion to support the State’s General Fund, funding for the State Transit Assistance (STA) program has remained stable over the last few budget cycles thanks to successful legal, legislative and political efforts on behalf of the transportation community. Still, more revenue is needed in order to meet the demand of increased ridership, reduce highway congestion and adhere to the State’s mandate of reducing greenhouse gas emissions, and creating livable</p>	<ul style="list-style-type: none"> ● Support the full funding of the STA program at levels called for in the 2011 reenactment of the 2010 gas-tax swap legislation. ● Advocate for the regularly scheduled issuance of State infrastructure bonds that support the Agency’s services and programs. ● Support full and timely allocation of the Agency’s STIP share. ● Participate in the California Transit Association’s TDA taskforce and support CTA efforts to engage the Legislature on TDA reform and the review of performance measures for transit.

<p>communities.</p> <p>The Transportation Development Act (TDA) dedicates a ¼ cent statewide sales tax, generating \$1.5 billion annually to support public transportation services. Operators statewide have had difficulty meeting farebox recovery ratio requirements, compromising the ability to access funding to maintain existing service. In 2019, the California Transit Association convened a working group, at the request of the Senate and Assembly Transportation Committees to review and provide potential changes to the Transportation Development Act (TDA). The Agency is part of the working group.</p>	
<p>Cap-and-Trade Revenues In 2012, the State began implementing the cap-and-trade market-based compliance system approved as a part of the California Global Warming Solutions Act of 2006 (AB 32). Since the program began selling allowances, the program has generated billions of dollars. In 2014, legislation was enacted creating a long-term funding plan for cap-and-trade which dedicates 60 percent of cap-and-trade revenues to transportation. The remaining 40 percent is subject to annual appropriation through the state budget process. In 2017, the legislature extended the program from 2020 to 2030.</p> <p>The programs require a certain percentage of funds be expended in state defined “disadvantaged communities” (as defined by CalEnviroScreen). This can prove difficult in jurisdictions with a small number of disadvantaged communities.</p>	<ul style="list-style-type: none"> • Work with the Administration and like-minded coalitions to secure the appropriation of additional cap-and-trade revenues to support the Agency’s transportation needs. • Support legislation and regional action that makes a broad array of the Agency’s emissions-reducing transportation projects, programs and services eligible for investment. • Protect existing cap-and-trade appropriations for transit operations, capital projects and sustainable communities strategy implementation. • Work to direct additional revenues to transit-eligible programs, including efforts to secure funding from the remaining discretionary funds and revenues dedicated to the high-speed-rail project. • Support efforts to revise the State’s definition on “disadvantaged communities” to encompass a larger proportion of disadvantaged communities on the Peninsula.

<p>Voter Threshold Legislation has been considered in recent years that provides a framework for lowering the thresholds for the State or a city, county, special JPB or regional public agency to impose a special tax.</p>	<ul style="list-style-type: none"> • Support efforts to amend the State Constitution to reduce the voter threshold required for the State or a city, county, special district or regional transportation agency to impose a special tax for transportation projects or programs.
<p>Other State or Local Funding Or Project Delivery Options Local and regional governments continue to seek methods for funding and delivering new infrastructure, facility needs, sustainability initiatives, and projects that will support ridership growth through a variety of methods such as managed lanes and local ballot measures.</p>	<ul style="list-style-type: none"> • Advocate for legislation that would create new local funding tools to support transportation infrastructure and services. • Support innovative local and regional funding options that will provide financial support for the agency. • Support legislation that works to ensure revenues generated through managed - lane projects remain in the County of origin. • Advocate for funding sources that would assist transit agencies in obtaining funds for sustainability initiatives including water conservation, waste reduction, long-term resource efficiency of facilities and equipment, and greenhouse gas reductions. • Support funding for workforce housing to attract and retain quality personnel. • Support legislation that allows for public private partnerships that benefit the implementation of capital projects, efficient operation of transit services, or enhanced access to a broad range of mobility options that reduce traffic congestion.
<p>Transportation & Housing Connection Given the housing shortage crisis, there have been efforts at the State and regional level to link housing and zoning with transportation funding</p>	<ul style="list-style-type: none"> • Evaluate state or regional efforts that directly link transportation funding to housing • Advocate for solutions that appropriately match decision making authority with funding (i.e – An agency shouldn't be financially penalized for decisions that are outside the authority of the agency)
<p>Transportation Projects</p>	
<p>General As the Bay Area's population continues to grow, the region's transportation infrastructure is being negatively impacted. Highways, local streets</p>	<ul style="list-style-type: none"> • Work with partners in the region to bring business, community, and transportation stakeholders together to enhance, support and advocate for transportation and mobility in the Bay Area.

<p>and roads are becoming heavily congested, Caltrain is nearing its capacity limits, and the demand for housing with easy access to public transit is increasing.</p>	
<p>Caltrain Modernization (CalMod) Program In 2012, the State Legislature appropriated \$705m in Prop 1A high-speed rail funds to modernize the Caltrain corridor and lay the foundation for future high-speed rail service. Under a multi-party regional funding agreement, this investment was matched with a variety of local, regional, state and federal funding sources to electrify the corridor, install an advanced signaling system and replace Caltrain’s aging diesel trains with electric trains that will dramatically improve service between San Francisco and San Jose. The CalMod program is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.</p> <p>Caltrain 2040 Business Plan In October 2019, the Caltrain Board adopted a long-term 2040 Service Vision, defining an ambitious plan for growing service over the next 20-plus years. The service vision outlines the capital and operating needs to achieve the this vision and includes projects such as longer EMU fleet, longer platforms, level boarding, passing tracks, grade separations and station upgrades. It also identified needs to prepare the railroad to expand and integrate into a regional rail network. The plan is expected to be complete in 2020.</p>	<ul style="list-style-type: none"> • Advocate for the sale and allocation of Proposition 1A bonds to meet the commitments specified in SB 1029 with respect to the Caltrain corridor and work to include funding for Caltrain in any future Proposition 1A appropriations. • Support the allocation of cap-and-trade funding to advance implementation of the CalMod Program. • Work with state, local and regional partners to advance policies and actions that will help secure funding needed to fulfill local, regional and state commitments to the CalMod Program. • Work to address regulatory challenges that limit the implementation of solutions that will maximize Caltrain capacity and service benefits. • Support the allocation of cap-and-trade or other state / regional funding to advance implementation of Caltrain projects. • Work to address regulatory actions or policies that negatively impact Caltrain future capacity or service improvements. • Support the implementation of the Caltrain Business Plan associated projects and policies. Continue to educate the Caltrain legislative delegation and key members of the Administration on the Plan. • Ensure relevant state and regional agencies incorporate relevant elements of the Caltrain business plan in their long-term plans. • Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor. • Ensure Caltrain is positioned to receive funding if there is an appropriation of Cap and Trade funds and/or bond funds in support of the state’s rail modernization efforts.
<p>101 Express Lanes The project includes the connection of existing auxiliary lanes between</p>	<ul style="list-style-type: none"> • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases.

<p>interchanges; reconstructing ramp connections to US 101; and installing electronic toll collection infrastructure on US 101 between Whipple Road to the I-380 interchange in San Mateo County. Phase II of the project, that could extend the managed lane into San Francisco will be ramping up planning and environmental efforts in 2020.</p>	<ul style="list-style-type: none"> • Support policies that will allow for effective public private partnerships.
<p>Transit Oriented Development / First and Last Mile First and last mile projects, as well as transit oriented development projects are an important part of the broad transit ecosystem that will help support robust ridership in the corridor.</p>	<ul style="list-style-type: none"> • Support efforts to provide commuters with easy and convenient options to travel to and from major transit centers to their final destination. • Support the increased funding for and development of new and innovative first and last mile options. • Advocate for policies that promote transit-oriented developments in ways that compliment transit services. • Support the State’s GHG reduction goals by supporting transit-oriented developments. • Support state funding and streamlining the process for transit-oriented development.
<p>Transportation Demand Management (TDM) TDM is the application of strategies and policies to reduce travel demand of single-occupancy vehicles or to redistribute this demand in space or time.</p>	<ul style="list-style-type: none"> • Support efforts that provide more TDM tools and funding opportunities • Support policies that encourage use of TDM
<p>Regulatory and Administrative Issues</p>	
<p>General Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.</p>	<ul style="list-style-type: none"> • Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the agency. • Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts.

<p>California Environmental Quality Act (CEQA) Several regional and statewide transportation organizations continue working to modernize CEQA and minimize unnecessary delays during the environmental review process.</p>	<ul style="list-style-type: none"> • Closely monitor efforts to modernize CEQA and support proposals that advantage transportation projects, including bicycle, pedestrian and transit-oriented development projects, without compromising CEQA’s effectiveness as an environmental protection policy.
<p>Sustainable Communities Strategies Implementation Implementation In conjunction with AB 32 and SB 32 implementation, the Sustainable Communities and Climate Protection Act (SB 375) requires regions to develop Sustainable Communities Strategies (SCS) with integrated housing, land-use and transportation policies that will accommodate population growth and reduce regional greenhouse gas emissions by specific amounts. In 2017, regional authorities in the Bay Area approved the update to Plan Bay Area. MTC and ABAG are in the process of updating the Plan. The final Plan Bay Area 2050 is expected to be adopted in 2021.</p>	<ul style="list-style-type: none"> • Advocate for policies that provide adequate and equitable funding to support increased demand and dependence on the Agency’s transportation services associated with the implementation of SB 375 and Plan Bay Area.

Federal

Funding Opportunities and Challenges

Issue / Background

Strategy

Federal Appropriations Every year, Congress adopts several appropriations bills that cover 12 major issue areas, including the Transportation, Housing and Urban Development bill. These measures provide the authority for federal agencies to spend money during the upcoming fiscal year for the programs they administer.

In September 2019, Congress passed a continuing resolution (CR) to keep federal agencies funded at the same level as the previous fiscal year, through November 21, 2019. Congress is expected to pass a CR or omnibus appropriations bill to fund the government for the fiscal year 2020.

The President and the Department of Transportation (DOT) have proposed phasing out the Capital Investment Grant program (New Starts/Small Starts/Core Capacity) in the annual budget request. However, Congress continues to provide funding for the program and has include language in the annual Transportation/HUD Appropriations bills requiring the Federal Transit Administration (FTA) to allocate funding for projects and to continue to sign full funding grant agreements.

- Partner with local, regional, State and national coalitions to advocate appropriation of the maximum authorized amount for programs that benefit the agency’s transportation services and needs.
- Work with local and regional coalitions to support requests for funding from discretionary programs, including the Capital Investment Grant program and BUILD.
- Communicate frequently with the agency’s federal delegation and key appropriators on the needs or concerns of pending appropriation bills.

<p>Tax and Finance Congress considers legislation that governs tax and finance issues that impact transit agencies.</p>	<ul style="list-style-type: none"> • Support efforts to ensure tax provisions that benefit the agency’s priorities are included in any tax or finance proposal. • Protect against the elimination or diversion of any tax policies that support the agency’s transportation needs.
<p>Transportation Projects</p>	
<p>General Support the efforts of partnering agencies to obtain federal funding for transit projects in San Mateo County.</p>	<ul style="list-style-type: none"> • Work with federal delegation members, as well as local, regional, and state coalitions to support the federal funding requests for our partner transit agencies on projects that provide complimentary services for the agency.
<p>Caltrain Modernization (CalMod) Program The current Caltrain Electrification Project funding plan includes funding from several federal funding sources including the FTA Core Capacity Program.</p> <p>Positive Train Control (PTC) is a federal mandate. The current Caltrain Positive Train Control (PTC) project includes funding from the Federal Railroad Administration (FRA).</p> <p>The CalMod program is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.</p> <p>Caltrain 2040 Business Plan In October 2019, the Caltrain Board adopted a long-term 2040 Service Vision, defining an ambitious plan for growing service over the next 20-plus years. The service vision outlines the capital and operating needs to achieve the this vision and includes projects such as longer EMU fleet, longer platforms, level boarding, passing tracks, grade separations and station upgrades. It also</p>	<ul style="list-style-type: none"> • Advocate for the Caltrain Electrification Project FTA Core Capacity funding to be included in the President’s budget request and in the annual THUD Appropriations bills. • Work with federal delegation members, as well as local, regional, and state coalitions to support the Caltrain requests for funding. • Advocate for additional PTC funding for capital and operating expenses. • Support efforts to streamline regulatory administrative hurdles to supporting full PTC operations. • Support the allocation of federal funding to advance implementation of Caltrain-related projects. • Work to address regulatory actions or policies that negatively impact future capacity or service improvements. • Support the implementation of the Caltrain Business Plan associated projects and policies. Continue to educate the Caltrain legislative delegation and key members of the Administration on the Plan. • Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor.

<p>identified needs to prepare the railroad to expand and integrate into a regional rail network.</p> <p>High-Speed Rail Blended System In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work kicked-off in the corridor. HSR anticipates releasing a Draft EIR in 2020. While this project is not being led by the JPB, the agency owns the right-of-way and has a significant interest in the process and success of the project that will “blended” with Caltrain service. HSR may ask for another Prop 1A allocation in 2020. HSR will also release a 2020 Business Plan.</p>	
<p>101 Express Lanes The project includes the connection of existing auxiliary lanes between interchanges; reconstructing ramp connections to US 101; and installing electronic toll collection infrastructure on US 101 between Whipple Road to the I-380 interchange in San Mateo County. Phase II of the project, that could extend the managed lane into San Francisco will be ramping up planning and environmental efforts in 2020.</p>	<ul style="list-style-type: none"> • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships.
<p>Regulatory and Administrative Issues</p>	
<p>General Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.</p>	<ul style="list-style-type: none"> • Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the agency. • Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts.

<p>FAA Rule In 2014, the Federal Aviation Administration’s (FAA) issued a rule called the “Policy and Procedures Concerning the Use of Airport Revenue, proceeds from Taxes on Aviation Fuel.” The rule would require that local taxes on aviation fuels must be spent on airports is contrary to states’ rights to control their general application sales tax measures.</p>	<ul style="list-style-type: none"> • Support efforts to protect the ability of local and state governments to determine how general sales tax measures are allocated. • Support the State of California in its efforts to respond and address FAA’s requests
<p>FAST Act Reauthorization and other Regulations The FAST Act expires in September 2020. Congressional authorization committees have been holding hearings throughout 2019. The Senate Environment and Public Works Committee passed its bill, America’s Transportation Infrastructure Act of 2019 (S. 2302), on July 30, 2019. The bill authorizes \$287 billion over five years, including \$259 billion for highway formula programs. The total represents an increase of over 27 percent from FAST Act funding. The legislation maintains the existing rail-highway grade crossing set-aside at the current \$245 million per year but increases the federal cost share for the grants from 90 percent to 100 percent. The bill also allows states to use these funds for projects to reduce pedestrian injuries and fatalities from trespassing on railroad right-of-way.</p> <p>Funding has still not been identified to pay for the bill. The other authorization committees in the Senate and House still need to draft and pass their bills. During Congress’ consideration of the reauthorization bill, there will be an opportunity to change, increase funding, and implement new policy for highway, transit, and rail programs.</p> <p>USDOT will also issue guidance, new rulemaking, and</p>	<ul style="list-style-type: none"> • Collaborate with local, regional, state and national transportation advocacy groups to coordinate comments and advocacy efforts that support regulations that maximize benefits for transportation programs, services and users. • Collaborate with local, regional, state and national transportation advocacy groups to coordinate proposals and advocacy efforts for FAST Act reauthorization. • Monitor and review guidance and rulemaking proposals affecting FAST Act implementation and other transportation issues.

<p>take action in response to Executive Orders on a variety of issues outside the scope of the FAST Act.</p>	
<p>Infrastructure Proposals Congress could consider an infrastructure package in 2020 that would include increased funding for highways, transit, aviation, and water programs. Funding for these programs has yet to be identified.</p>	<ul style="list-style-type: none"> • Monitor closely and take action as needed on new Administration or Congressional policies that may have a significant impact on transit / transportation projects and programs. <p>Advocate for funding for the Agency’s projects and needs in a broad infrastructure proposal.</p>

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