



SAN MATEO COUNTY

**Transportation
Authority**

Transportation Authority Strategic Plan 2020-2024

October 3, 2019
Board of Directors
Agenda Item # 11d



Overview

- **Strategic Plan Purpose & Timeline**
- **Inclusive Development Process**
- **Policy Framework Table Updates**
- **TA Role in Project Delivery/Technical Assistance**
- **Weighting of Core Principles**
- **Project Evaluation Criteria**
- **Next Steps**



PLAN PURPOSE & TIMELINE



Strategic Plan Purpose & Requirements

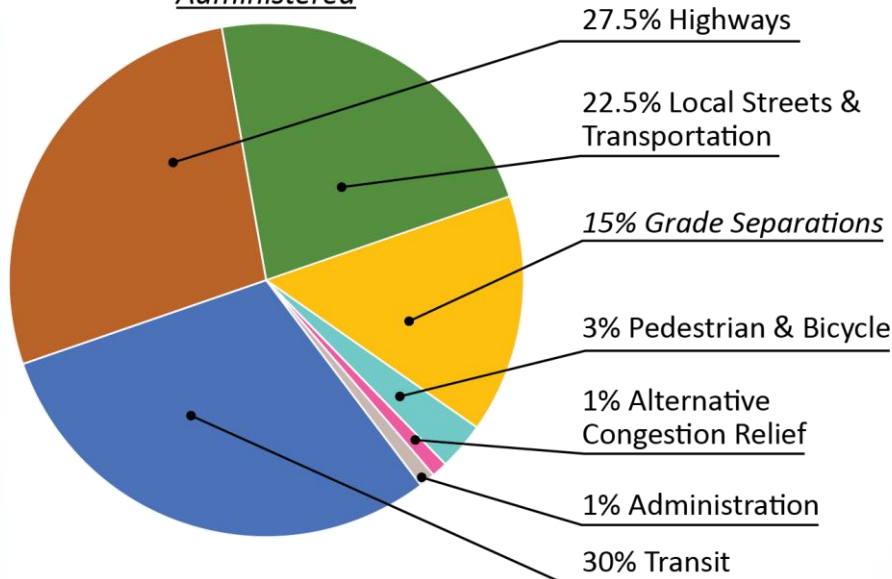
- **Provides policy framework for program implementation, including:**
 - Evaluation criteria/prioritization for project selection
 - Processes to initiate projects
- **One Strategic Plan for 2 Measures**
 - Measure A requirement - Plan adoption & update at least once every 5 years
 - Measure W requirement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



Measure A & W Program Categories

Measure A

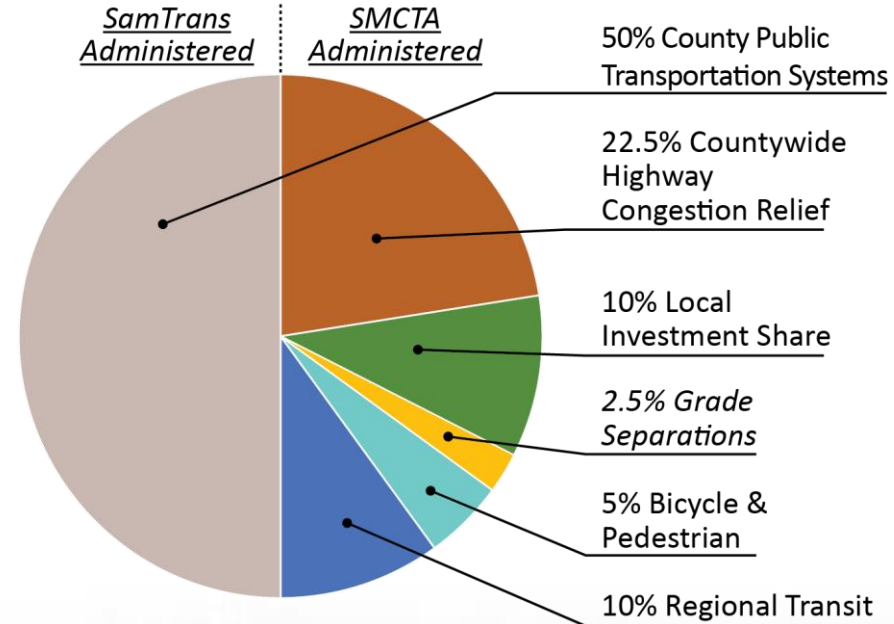
SMCTA Administered



Measure W

SamTrans Administered

SMCTA Administered

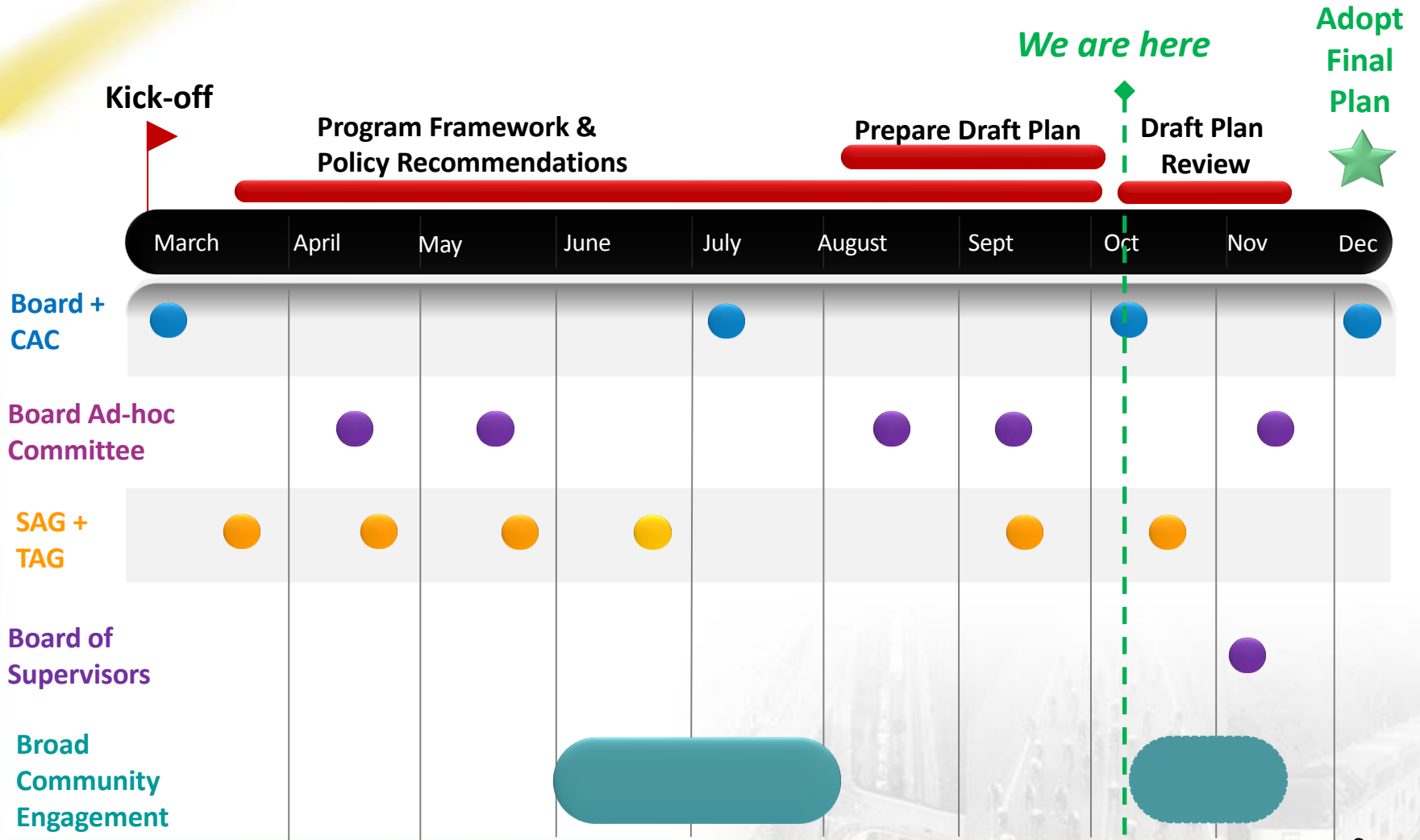


Local Safety, Pothole & Congestion Relief Program (12.5%) consists of :

- Local Investment Share (10%)
- Grade Separations (2.5%)



Strategic Plan Timeline





INCLUSIVE DEVELOPMENT PROCESS



Broad Based Outreach

- **Ongoing Group Meetings**
 - Stakeholder & Technical Advisory Groups
 - Board Ad-Hoc
- **General Outreach (Phase I) – June to August**
 - 14 Community Meetings/Pop-Ups/Presentations
 - On line survey:
 - ✓ Survey E-blast to 4,000+ GUM survey takers; 160 school reps; 23 senior groups; 60+ CBOs; leveraged SAG & TAG networks
 - ✓ Text-blast to 40,000 county residents
= 2,500+ SURVEY RESPONSES
 - Press release and extensive social media
 - Dedicated portion of TA website



Broad Based Outreach

Phase 2: October - November

- Virtual Town Hall
- Posting of Draft Plan on TA website
- E-mail blasts to:
 - SAG/TAG
 - Schools and senior groups
 - community based organizations
- Presentations to County Board of Supervisors/ others upon request
- Press release and extensive social media



Plan Development Process



STRATEGIC PLAN 2020-2024
Countywide Highway Congestion Improvements (22.5%)

Countywide Highway Congestion Improvement projects will seek to provide congestion relief, reduce travel times; increase person throughput; improve highway and interchange operations, improve transit access; and deploy advanced technologies and communications on the highways.

Projects in this category are evaluated against a dot on up to SIX Core Principles that are most applicable to this category.

Principles	Place a Dot if Applies
Reduce Congestion Countywide	
Financially-sustainable Public Transportation System that Increases Innovation, Creates More Transportation Choices, Improves Reliability, and Provides Quality, Affordable Transit Options for Youth, Seniors, People with Disabilities, and People with Lower Incomes	● ● ● ● ● ●
Environmentally-friendly Transportation Solutions, Green Stormwater Infrastructure/Plan for Climate Change	● ● ● ● ● ●
Economic Viability, Economic Development & Creation of Quality Jobs	●

2) REGIONAL TRANSIT

CP#1 -
 + MORE ACCESS TO LOW INCOME COMMUNITIES
 + HIGH LEVEL OF AMENITIES: (SHELTER) + (BIKE STORAGE)
 + COASTSIDE SERVICE
 + HIGH LEVEL SERVICE TO JOBS/HOUSING CTES.
 + SERVICE TO SPECIAL POPULATIONS
 ↳ YOUTH

CP#2 - REDUCE VMT
 + ATTRACT RIDERS FROM S.O.V. MODE
 + FIRST/ LAST MILE CONNECTIONS
 + HIGH LEVEL SERVICE TO JOBS/HOUSING CTES.

CP#3- RELIEVE TRAFFIC CONGESTION
 + HIGH LEVEL SERVICE TO JOBS/HSG CTES.
 + NEW RIDERSHIP DIVERTED FROM SOV TRIPS
 + COST-EFFECTIVE CAPACITY TO GROW
 + INCREASE RIDERSHIP
 + FIRST/ LAST MILE (ON SBMAN'S CONNECTION) TO REGIONAL SERVICES
 + ACCESS TO LOW INCOME COMMUNITIES

Practical

- CONSIDER WILDLIFE CROSSINGS.

- item "incentive Transit, Bicycle"
 Does that mean Public transit or only bicycle etc

- Robust Public Transit from the hills and NSEW sections of our city to #1 + out to Public Transit + BART, Train, Plane, ship . . .

- Great project. *Great* Many good ideas to improve access for walkers, and bicyclists. Continue to improve non-car options for us.

Principles	Place a Dot if Applies
Maximize Opportunities to Leverage Investment from Public/Private Sources	
Enhance Safety & Public Health	● ● ● ● ● ●
Invest in Repair & Maintain Existing & Future Infrastructure	● ● ● ● ● ●
Facilitate the Reduction of Vehicle Miles Travelled, Travel Times and Greenhouse Gas Emissions	● ● ● ● ● ●
Incorporate the inclusion and implementation of complete street policies and other strategies that encourage safe accommodation of all people using the road, regardless of mode of travel	● ● ● ● ● ●
Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone	● ● ● ● ● ●
Maximize Traffic Reduction Potential Associated with the Creation of New Housing Opportunities in High-Quality Transit Corridors	● ● ● ● ● ●





POLICY FRAMEWORK TABLE UPDATES



Comparing the Two Measures

Measure A Program Categories

Highways (27.5%)

Local Streets & Transportation (22.5%)

Grade Separations (15%)

Pedestrian & Bicycle (3%)

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

Alternative Congestion Relief (1%)

Measure W Program Categories

Countywide Highway Congestion Improvements (22.5%)

Local Investment Share (10%)

Grade Separations (2.5%)

Bicycle & Pedestrian (5%)

Regional Transit Connections (10%)

No similar Measure W category

Comparability

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

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

Direct comparability

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

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



Staff Recommendations for Project Selection Processes

Measure A Program Categories	Measure W Program Categories	Staff Recommendations for Project Selection
Highways: 27.5%	Countywide Highway Congestion: 22.5%	<p>Measure A: continue Call for Projects w/ focus on Pipeline projects, small set-aside for Planning & PE/ENV work for new projects</p> <p>Measure W: Update existing Short Range Highway Plan, prepare new Highway CIP to inform selection process, new Countywide TDM subcategory (~4% of highway program)</p>
Local Streets & Transportation: 22.5%	Local Safety Pothole & Congestion Relief (Local share): 10%	Agreement based, funds are passed through directly to sponsors
Grade Separations: 15%	Local Safety Pothole & Congestion Relief (Grade Sep): 2.5%	<p>Measure A: continue funding Pipeline projects, small set-aside for Planning to start new projects</p> <p>Measure W: For Pipeline projects on an as needed basis or to start new projects on a Call for Projects basis</p>
Ped & Bike - 3%	Bike & Ped: 5%	Continue Call for Projects, new subcategories: i) capital - large & small (~95%), ii) planning/promotion (~2.5%) & iii) Safe Routes to Schools (~2.5%)
NA	Regional Transit Connections: 10%	Prepare Regional Transit Plan with a Transit CIP to inform selection process



Sponsorship for Measure A and Measure W Program Categories

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

Notes:

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



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

Measure A Category	Minimum Funding Match	Measure W Category	Minimum Funding Match
Highways	10%	Countywide Highway Congestion	Capital: 10% Countywide TDM: 10%
Local Streets & Transportation Share	none	Local Safety, Pothole & Congestion Relief (Local Share)	none
Grade Separation	Pre-construction: 10% Construction: 50%	Local Safety, Pothole & Congestion Relief (Grade Separations)	Pre-construction: 10% Construction: 50%
Pedestrian & Bicycle	10%	Bicycle & Pedestrian	Capital: 10% Planning/promotion & start-up operations: 50%, SR2S: none
No comparable category	NA	Regional Transit Connections	Capital: 10% Operations & promotion: 50%

A white bus with blue and green decorative stripes is shown in the background. The bus has a digital display on the front showing '1557' and '1557'. The background is a blurred street scene with trees and buildings.

TA'S ROLE IN PROJECT DELIVERY/TECH ASSISTANCE



TA's Role in Project Delivery

- ***TA should be proactive identifying & sponsoring highway projects of countywide significance***
 - Local agency limitations:
 - Resource availability/technical expertise
 - Congestion often generated beyond city boundaries, regional approach needed
 - Greater benefits may be realized targeting projects that reduce regional congestion and also improve local mobility
 - Example projects of countywide significance:
 - US 101 (I-380 to SF County Line) Managed Lanes
 - SR 92 Managed Lanes
 - US 101/SR 92 Interchange Direct Connector Project
- ***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

TA should consider expanding its role as resources permit, with funding caps, to advance project delivery

- Proactively offer technical assistance to all highway sponsors, beyond a request only basis
- 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 as well as their own local funds



WEIGHTING OF CORE PRINCIPLES



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



SAG/TAG Exercise Sample:

Relative Weighting of Measure W Core Principles

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



Take Our Survey!

Countywide Highway Congestion Improvements

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

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

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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	
P4	P4	P4	P4	
P5	P5	P5	P5	
P7	P7	P7	P7	
P10	P10	P10	P10	
P11	P11	P11	P11	



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	
P2	P2	P2	P2	
P4	P4	P4	P4	
P5	P5	P5	P5	
P11	P11	P11	P11	





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)
P3	P3	P3	P3	
P4	P4	P4	P4	
P6	P6	P6	P6	
P7	P7	P7	P7	
P8	P8	P8	P8	
P10	P10	P10	P10	
P11	P11	P11	P11	
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	P9	Low (1 pt)
P3	P3	P1	P3	P1	
P4	P8	P3	P4	P2	
P5	P9	P7	P6	P3	
P6	P4	P8	P7	P4	
P7	P5	P2	P8	P5	
P19	P7	P4	P10	P8	
P10	P10	P5	P11	P10	
P11	P11	P11	P9	P11	

High (3 pts)

Medium (2 pts)

Low (1 pt)

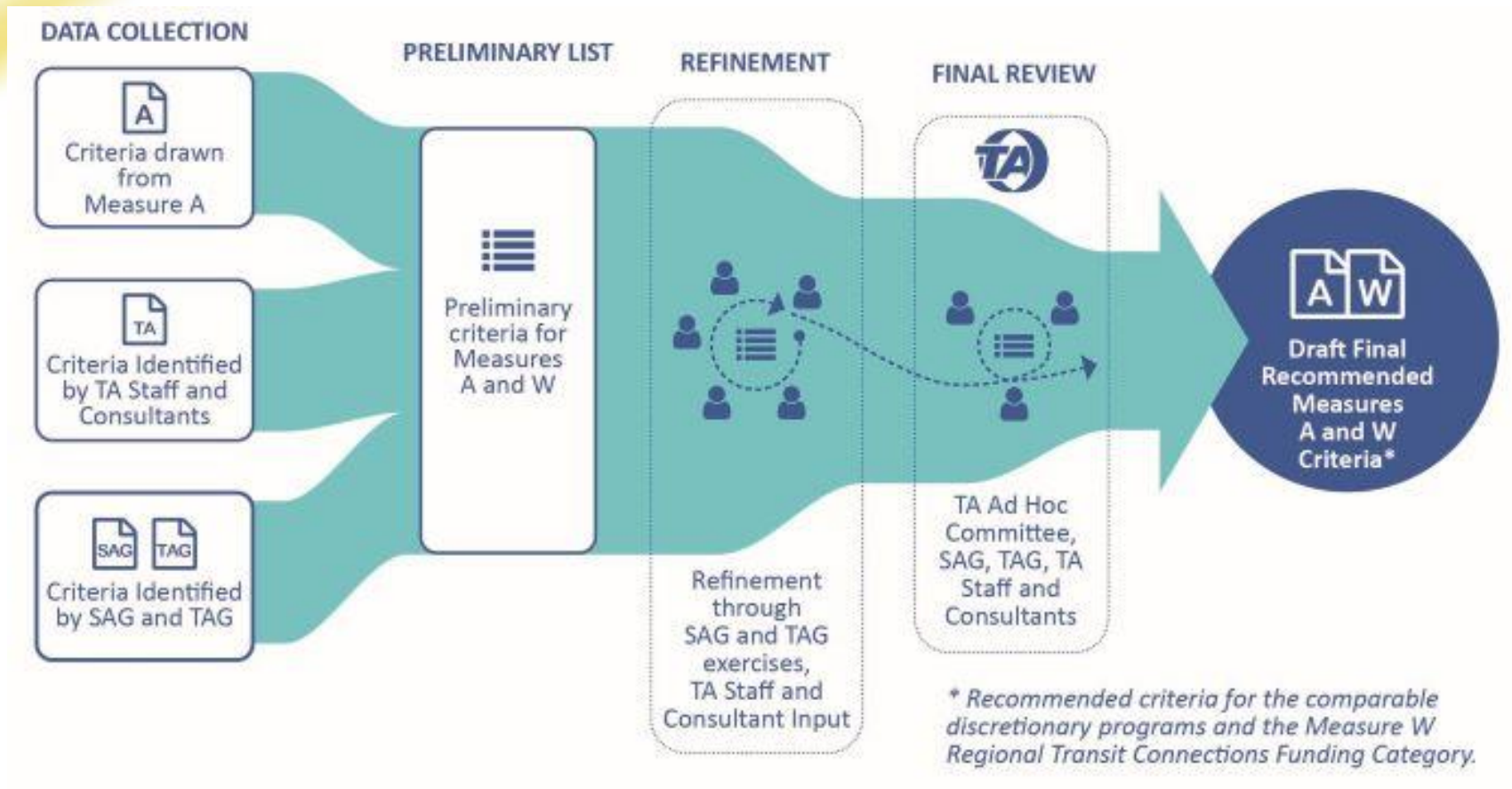




PROJECT EVALUATION CRITERIA



Evaluation Criteria Development





Relationship of Core Principles to Evaluation Criteria

Measure W Principles

(HIGH - 3 pts)

(MEDIUM - 2 pts)

(LOW- 1 pt)

Highway Program Evaluation Criteria

	Relieve Traffic Congestion Countywide	Reduce VMT, Travel Times & GHG Emissions	Enhance Safety and Public Health	Invest in Repair & Maintenance of Existing & Future Infrastructure	Promote Economic Vitality, Economic Development & Creation of Quality Jobs	Invest in the Public Transportation System	Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone	Maximize Opportunities to Leverage Investment from Public/Private Sources	Implement Environmentally-friendly Transportation Solutions that use Green Stormwater Infr./Plan for Climate Change	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	Maximum Possible Points by Criteria	Normalized to 100 pts scale (100 pts = 100%)
Need												68	21
Severity of current and projected congestion	3	3	2		2	2	2	2				16	5
Identified safety issue	3	3	2				2			2		12	4
Need to improve access to jobs, housing, transit & other high activity centers	3	3			2	2	2			2	1	15	5
Project recognized in adopted plans and programming documents	3		2		2	2		2	2	2		15	5
Regional/countywide significance	3	3	2			2						10	3
Effectiveness												109	34
Ability to relieve congestion/performance improvement	3	3	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
Ability to address safety issue	3	3	2				2			2		12	4
Potential travel time savings	3	3			2		2	2				12	4



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NEXT STEPS



Next Steps

- **Wrap up discussion on Principles & Criteria Development: September**
- **Release Draft Plan: October Board**
- **Phase 2 Outreach: October - November**
- **Final Plan for Board Action: December**