

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
**APPENDICES**



Support provided by:



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## A. TECHNICAL BACKGROUND ANALYSIS



The following memorandums were developed in support of the strategic plan for documentation:

### **Travel Trends & Needs Assessment Report**

A memorandum that lists the technical information and sources to be used to develop a countywide travel trend and needs assessment. This includes using existing surveys, plans, or using other data to generate new information. The memorandum includes a review of land use, traffic patterns, population and growth projections, new mobility themes, and pre-/post-COVID analysis. Lastly, the memorandum includes a streetlight assessment and review of the C/CAG Congestion Management Program Monitoring update that was developed in 2023.

### **Review of Strategic Plan 2020-2024 Progress**

A memorandum that reviews and summarizes funded projects during the 2020-2024 period by Measure A and W funding program category. The memorandum will highlight projects that reached construction or completion and will review and summarize TA planning and policy efforts that have occurred during this time period such as the update to the Short-Range Highway Plan, development of the Alternative Congestion Relief/Transportation Demand Management Plan and Regional Transit Connections Plan, and the start of the 101 Corridor Connection Program, among others. Lastly, the memorandum reviews and summarizes the progress TA staff has made toward the Next Steps achieved from the TA Strategic Plan 2020-2024 action items.

### **Financial Projections and Funding Sources**

A memorandum that provides updated sales tax projections for Measure A and Measure W for the five-year Strategic Plan period and the remainder of each of measure. The memorandum will also include the total funding need by category and identify the remaining need to show how the TA funding can be leveraged with other external funding opportunities.

### **Program and Policy Updates**

A series of memorandums detailing specific recommendations based on the findings from previous tasks which will guide TA staff, stakeholders, and the Board Ad-Hoc committee in how updates will be incorporated into the TA Strategic Plan 2025-2029.

#### *Policy & Program Recommendations*

A memorandum to establish how each TA funding program will incorporate changes to better consolidate and standardize TA program guidelines to make the programs more consistent. The memorandum highlights each program and summarizes what has worked well and where the major areas for improvement will be.

#### *Evaluation Criteria Recommendations*

A memorandum to establish how competitive program evaluation criteria will be updated to better align with external grant funding evaluation criteria. The memorandum will include ways to streamline the review process to make the application process easier for sponsors.

#### *Monitoring Process & Reporting Requirements Recommendations*

A memorandum to understand how updates to the monitoring process and reporting requirements will be changed resulting from a concurrent effort to update the TA's Project Delivery Process. Additionally, the



memorandum, will include inclusion of any changes resulting from the TA's concurrent procurement of a grant management platform.

*Technical Assistance Program Recommendations*

A memorandum that reviews the TA Strategic Plan 2020-2024 which provides some guidance on expanding the TA's role providing technical assistance and formalizing a better definition in the next iteration of the Plan. Lastly, the memorandum includes a high level roles and responsibilities for TA and local agency staff.

*Program Administration & Guidelines Update Memorandum*

The last memorandum uses the agreed upon recommendations from the final memorandums above and drafts the updated Program Administration & Guidelines for each of the TA's funding program categories plus a general policy section to consolidate all of recommendations that may extend to multiple programs. Each funding program section is developed as a standalone sub-chapter to allow the applicable program to be easily referenced for each subsequent TA funding Calls for Projects.



## B. REVIEW OF FY 2020-2024 FUNDING AND PROJECTS



## B-1 MEASURE A

### B-1-1 FUNDING BY YEAR

#### TOTAL FUNDING

| Funding Year | Funding Amount       |
|--------------|----------------------|
| 2020         | \$75,530,000         |
| 2021         | \$68,564,327         |
| 2022         | \$96,495,540         |
| 2023         | \$108,272,000        |
| 2024         | \$116,264,000        |
| <b>Total</b> | <b>\$465,125,867</b> |

#### STAFF SUPPORT FUNDING

| Fiscal Year  | Budget             |
|--------------|--------------------|
| 2020         | \$910,000          |
| 2021         | \$800,000          |
| 2022         | \$964,955          |
| 2023         | \$1,082,720        |
| 2024         | \$1,162,640        |
| <b>Total</b> | <b>\$4,920,315</b> |

#### LOCAL STREETS AND TRANSPORTATION FUNDING

| Fiscal Year  | Budget               |
|--------------|----------------------|
| 2020         | \$20,475,000         |
| 2021         | \$18,000,000         |
| 2022         | \$21,711,497         |
| 2023         | \$24,361,200         |
| 2024         | \$26,159,400         |
| <b>Total</b> | <b>\$110,707,097</b> |

#### TRANSIT FUNDING

| Transit Categories | Fiscal Year | Budget       |
|--------------------|-------------|--------------|
| Caltrain (16%)     | 2020*       | \$14,560,000 |
|                    | 2021*       | \$12,800,000 |
|                    | 2022*       | \$15,439,286 |
|                    | 2023        | \$17,323,520 |
|                    | 2024        | \$18,602,240 |



| Transit Categories       | Fiscal Year     | Budget               |
|--------------------------|-----------------|----------------------|
|                          | <b>Subtotal</b> | <b>\$78,725,046</b>  |
| Local Shuttles (4%)      | 2020            | \$3,640,000          |
|                          | 2021            | \$3,200,000          |
|                          | 2022            | \$3,859,822          |
|                          | 2023            | \$4,330,880          |
|                          | 2024            | \$4,650,560          |
|                          | <b>Subtotal</b> | <b>\$19,681,262</b>  |
| Accessible Services (4%) | 2020            | \$3,640,000          |
|                          | 2021            | \$3,200,000          |
|                          | 2022            | \$3,859,822          |
|                          | 2023            | \$4,330,880          |
|                          | 2024            | \$4,650,560          |
|                          | <b>Subtotal</b> | <b>\$19,681,262</b>  |
| Ferry (2%)               | 2020**          | \$0                  |
|                          | 2021            | \$948,744            |
|                          | 2022            | \$1,929,911          |
|                          | 2023            | \$2,165,440          |
|                          | 2024            | \$2,325,280          |
|                          | <b>Subtotal</b> | <b>\$7,369,375</b>   |
| Dumbarton Corridor (2%)  | 2020            | \$1,820,000          |
|                          | 2021            | \$1,600,000          |
|                          | 2022            | \$1,929,911          |
|                          | 2023            | \$2,165,440          |
|                          | 2024            | \$2,325,280          |
|                          | <b>Subtotal</b> | <b>\$9,840,631</b>   |
| BART (2%)                | 2020            | \$1,820,000          |
|                          | 2021            | \$1,600,000          |
|                          | 2022            | \$1,929,911          |
|                          | 2023            | \$2,165,440          |
|                          | 2024            | \$2,325,280          |
|                          | <b>Subtotal</b> | <b>\$9,840,631</b>   |
| <b>Total</b>             |                 | <b>\$145,138,207</b> |

\*FY 2020, 2021, and 2022 allocated separate funds to transfer to SamTrans for Caltrain. These funds were combined with the general Caltrain funds.

\*\*No funds allocated to Ferry in FY 2020.





## HIGHWAYS FUNDING

| Highways Categories                     | Fiscal Year     | Budget               |
|---|-----------------|----------------------|
| Key Congested Corridor Programs (17.3%) | 2020            | \$15,743,000         |
|   | 2021            | \$13,840,000         |
|   | 2022            | \$16,693,728         |
|   | 2023            | \$18,731,056         |
|   | 2024            | \$20,113,672         |
|   | <b>Subtotal</b> | <b>\$85,121,456</b>  |
| Supplemental Roadway Projects (10.2%)   | 2020            | \$9,282,000          |
|   | 2021            | \$8,160,000          |
|   | 2022            | \$9,842,545          |
|   | 2023            | \$11,043,744         |
|   | 2024            | \$11,858,928         |
|   | <b>Subtotal</b> | <b>\$50,187,217</b>  |
| <b>Total</b>                            |                 | <b>\$135,308,673</b> |

## GRADE SEPARATION FUNDING

| Fiscal Year  | Budget              |
|--------------|---------------------|
| 2020*        | \$0                 |
| 2021         | \$1,215,583         |
| 2022         | \$14,474,331        |
| 2023         | \$16,240,800        |
| 2024         | \$17,439,600        |
| <b>Total</b> | <b>\$49,370,314</b> |

\*No funds allocated to Grade Separations in FY 2020.

## ALTERNATIVE CONGESTION RELIEF FUNDING

| Alternative Congestion Relief Categories | Fiscal Year     | Budget             |
|--|-----------------|--------------------|
| <b>Future ACR projects</b>               | 2020            | \$342,964          |
|  | 2021            | \$275,389          |
|  | 2022            | \$392,420          |
|  | 2023            | \$504,320          |
|  | 2024            | \$1,162,640        |
|  | <b>Subtotal</b> | <b>\$2,677,733</b> |
| <b>Commute.org</b>                       | 2020            | \$567,036          |
|  | 2021            | \$524,611          |
|  | 2022            | \$572,353          |



| Alternative Congestion Relief Categories | Fiscal Year     | Budget             |
|--|-----------------|--------------------|
|  | 2023            | \$578,400          |
|  | 2024            | \$0                |
|  | <b>Subtotal</b> | <b>\$2,242,400</b> |
| <b>Total</b>                             |                 | <b>\$4,920,133</b> |

**PEDESTRIAN AND BICYCLE FUNDING**

| Fiscal Year  | Budget              |
|--------------|---------------------|
| 2020         | \$2,730,000         |
| 2021         | \$2,400,000         |
| 2022         | \$2,894,866         |
| 2023         | \$3,248,160         |
| 2024         | \$3,487,920         |
| <b>Total</b> | <b>\$14,760,946</b> |

**B-1-2 INVENTORY OF LISTED PROJECTS**

**CALTRAIN**

| Project / Programs                 | Funds Awarded       | Status  |
|------------------------------------|---------------------|---|
| <b>Caltrain Operations</b>         | \$15,200,000        | Programmatic  |
| <b>Caltrain Capital Programs</b>   | \$22,700,000        | Programmatic  |
| <b>Atherton Station Closure</b>    | \$4,100,000         | Construction (CON) is expected to be completed mid-2024 |
| <b>South San Francisco Station</b> | \$23,000,000        | The CON phase was completed December 2020.              |
| <b>Total Funds Awarded</b>         | <b>\$65,000,000</b> |   |

**SHUTTLE SERVICE**

| Fiscal Year                  | Number of Shuttles Funded                                      |
|------------------------------|--|
| <b>FY 2019-2020</b>          | 33   |
| <b>FY 2021-2022</b>          | 28   |
| <b>FY 2023</b>               | 28 (Funding extended to FY 2021-2022 shuttles due to COVID-19) |
| <b>FY 2024-2025</b>          | 24   |
| <b>Total Shuttles Funded</b> | <b>113</b>   |

**FY 2024-2025 ACTIVE SHUTTLE ROUTES**

| Route Name                        | City       | Sponsor     |
|-----------------------------------|------------|-------------|
| <b>Brisbane-Bayshore Caltrain</b> | Brisbane   | Commute.org |
| <b>Brisbane Crocker Park</b>      | Brisbane   | Commute.org |
| <b>Burlingame Bayside</b>         | Burlingame | Commute.org |



| Route Name                           | City                 | Sponsor                                     |
|--------------------------------------|----------------------|---|
| <b>Burlingame Point</b>              | Burlingame           | Commute.org                                 |
| <b>Daly City Bayshore</b>            | Daly City            | Daly City                                   |
| <b>Daly City Seton</b>               | Daly City            | Commute.org                                 |
| <b>Foster City Commuter</b>          | Foster City          | Commute.org                                 |
| <b>Hillsdale Caltrain Commuter</b>   | Foster City          | Commute.org                                 |
| <b>Millbrae Burlingame Commuter</b>  | Millbrae, Burlingame | Commute.org                                 |
| <b>North Foster City</b>             | Foster City          | Commute.org                                 |
| <b>One Tower Place</b>               | South San Francisco  | Commute.org                                 |
| <b>Oyster Point BART</b>             | South San Francisco  | Commute.org                                 |
| <b>Oyster Point Caltrain</b>         | South San Francisco  | Commute.org                                 |
| <b>Oyster Point Ferry</b>            | South San Francisco  | Commute.org                                 |
| <b>Redwood City Midpoint</b>         | Redwood City         | Commute.org                                 |
| <b>Redwood LIFE Caltrain</b>         | Redwood City         | Commute.org                                 |
| <b>Seaport Centre</b>                | Redwood City         | Commute.org                                 |
| <b>SKY - Skyline College Express</b> | San Bruno            | San Mateo County Community College District |
| <b>South City Shuttle</b>            | South San Francisco  | South San Francisco                         |
| <b>Utah-Grand BART</b>               | South San Francisco  | Commute.org                                 |
| <b>Utah-Grand Caltrain</b>           | South San Francisco  | Commute.org                                 |
| <b>Utah-Grand Ferry</b>              | South San Francisco  | Commute.org                                 |
| <b>Willow Road</b>                   | Menlo Park           | Menlo Park                                  |
| <b>South City Shuttle - West</b>     | South San Francisco  | South San Francisco                         |

**FERRY PROJECTS**

| Project  | Funds Awarded      | Sponsor Updates  |
|--|--------------------|--|
| <b>Redwood City Ferry Project</b>                        | \$3,660,000        | <ul style="list-style-type: none"> <li>- The Feasibility Study was completed in October 2020</li> <li>- The Business Plan was allocated \$160,000 in April 2021 and completed in April 2022</li> <li>- Preliminary Engineering and Environmental phase (PE/ENV) were allocated \$3.5M in June 2022</li> <li>- Expected to be completed by June 2025</li> </ul> |
| <b>South San Francisco Second Ferry Terminal Project</b> | \$350,000          | <ul style="list-style-type: none"> <li>- The feasibility study and pre-environmental phase was allocated \$350,000 in July 2020</li> <li>- Expected to be completed by June 2025</li> </ul>  |
| <b>Total Funds Awarded</b>                               | <b>\$4,010,000</b> |  |



## HIGHWAYS

| CFP Cycle                  | Sponsor      | Project  | Funds Awarded        | Phase Funded/ Status                               |
|----------------------------|--------------|--|----------------------|--|
| <b>2021</b>                | Redwood City | U.S. 101 / Woodside Road (SR 84) Interchange Project                 | \$50,000,000         | CON  |
|                            | San Carlos   | US 101/ Holly Street Interchange and Pedestrian Overcrossing Project | \$10,250,000         | Cancelled Spring 2023                              |
|                            | TA and C/CAG | US 101 Managed Lanes Project North of I-380                          | \$11,323,000         | PS&E   |
|                            | TA and C/CAG | US 101/ SR 92 Direct Connector Project                               | \$10,200,000         | Project Approval/ Environmental Documents (PA/ED)  |
| <b>2023</b>                | Redwood City | US 101/ Woodside Road (SR 84) Interchange and Port Access Project    | \$78,861,000         | - Right-of-Way (ROW) (\$5.4M)<br>- CON (\$73.461M) |
|                            | TA and C/CAG | US 101/ SR 92 Area Improvements                                      | \$12,107,000         | CON  |
|                            | TA and C/CAG | US 101 Managed Lanes Project North of I-380                          | \$21,500,000         | - PA/ED (\$2.15M)<br>- PS&E (\$19.35M)             |
| <b>Total Funds Awarded</b> |              |  | <b>\$194,241,000</b> |  |

### Projects Completed & Closed-out:

- Route 1 Safety & Operational Improvements Project (Wavecrest Road - Poplar Street) (Half Moon Bay)
- Railroad Avenue Extension Project (South San Francisco)
- San Pedro Creek Bridge Replacement Project (Pacifica)

### Projects nearing completion and in final stages of construction or landscaping:

- U.S. 101 / Broadway Interchange Project (Burlingame)
- U.S. 101 / Willow Interchange Project (Menlo Park)
- U.S. 101 Express Lanes Project (Previously the U.S. 101/ Managed Lanes Project) (TA and C/CAG)
- Highway 92 / El Camino Real Interchange Project (City of San Mateo)

## GRADE SEPARATION

| Project   | Funds Awarded       | Status | Estimated Phase Completion |
|---|---------------------|--------|----------------------------|
| <b>25th Avenue Project (San Mateo)</b>                                  | \$23,800,000        | CON    | Completed 2021             |
| <b>Broadway Project (Burlingame)</b>                                    | \$3,325,000         | PS&E   | September 2024             |
| <b>South Linden Avenue/Scott Street (South San Francisco/San Bruno)</b> | \$4,950,000         | PA/ED  | May 2025                   |
| <b>Whipple Avenue (Redwood City)</b>                                    | \$301,000           | PLAN   | July 2021                  |
| <b>Total Funds Awarded</b>  | <b>\$32,376,000</b> |        |                            |



**ALTERNATIVE CONGESTION RELIEF**

| Sponsor  | Project/ Programs  | Funds Awarded      | Status       | Estimated Completion |
|--|--|--------------------|--------------|----------------------|
| <b>San Mateo (City)</b>  | 101/92 Mobility Hub and Smart Corridor Concept Plan                  | \$255,000          | PLAN         | July 2024            |
| <b>City/County Association of Governments (C/CAG)</b>                    | Countywide Shared, Connected, and Autonomous Vehicles Strategic Plan | \$255,000          | PLAN         | July 2024            |
| <b>Commute.org</b>   | Operations & TDM Monitoring  | \$2,964,000        | Programmatic |                      |
| <b>San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA)</b> | Express Lane JPA Equity Program                                      | \$400,000          | Programmatic |                      |
| <b>San Mateo County Transportation Authority (TA)</b>                    | County TDM Monitoring Program  | \$500,000          | Programmatic |                      |
| <b>Total Funds Awarded</b>   |  | <b>\$4,374,000</b> |              |                      |

**PEDESTRIAN AND BICYCLE**

| CFP Cycle   | Sponsor             | Project  | Funds Awarded | Stage Funded/ Status  |
|-------------|---------------------|--|---------------|-----------------------|
| <b>2020</b> | Burlingame          | California Drive Bicycle Facility  | \$800,000     | CON                   |
|             | Menlo Park          | Middle Avenue Pedestrian/Bicycle Rail Crossing Project                       | \$1,130,000   | CON                   |
|             | San Bruno           | Huntington Bikeway and Pedestrian Safety Project                             | \$2,000,000   | PA/ED, PS&E, ROW, CON |
|             | Redwood City        | El Camino Real Corridor Safety Project                                       | \$300,000     | PA/ED, PS&E           |
|             | San Mateo (City)    | Hillsdale Caltrain Station Bicycle Access Gap Closure                        | \$153,000     | PLAN, PA/ED, PS&E     |
|             | Portola Valley      | RRFB on Portola Road at Corte Madera Road                                    | \$102,703     | CON                   |
| <b>2022</b> | San Mateo (City)    | Fashion Island Boulevard/19th Avenue Class IV Bikeway Complete Streets       | \$2,200,000   | PA/ED, PS&E, CON      |
|             | South San Francisco | Junipero Serra Blvd and Westborough Blvd Pedestrian and Bicycle Improvements | \$450,000     | Feasibility Study     |
|             | Belmont             | Belmont Village Pedestrian and Bicycle Improvements                          | \$300,000     | PS&E, CON             |
|             | Burlingame          | California Drive Bicycle and Pedestrian Improvement Project                  | \$1,635,000   | PS&E, ROW, CON        |
|             | Atherton            | El Camino Real Complete Streets Gap Closure                                  | \$550,000     | Feasibility Study     |
|             | Colma               | Serramonte Boulevard Bicycle and Pedestrian Improvement Project              | \$1,846,500   | PS&E, CON             |



| CFP Cycle                  | Sponsor       | Project                                      | Funds Awarded       | Stage Funded/ Status |
|----------------------------|---------------|--|---------------------|----------------------|
|                            | San Carlos    | Holly Street-Highway 101 Interchange Project | \$1,000,000         | CON                  |
|                            | Half Moon Bay | Pacific Coast Bikeway North                  | \$980,000           | CON                  |
|                            | Hillsborough  | Eucalyptus Pathway Project                   | \$389,000           | Completed            |
|                            | Brisbane      | Santa Clara to Tulare Walkway                | \$475,000           | PA/ED, PS&E, CON     |
| <b>Total Funds Awarded</b> |               |  | <b>\$14,311,203</b> |                      |

**Projects Completed and Closed-out**

- Middlefield Road Class II Bike Lanes (Atherton)
- Enhanced Pedestrian & Bicycle Visibility Project (Daly City)
- Kennedy SRTS Project, Jefferson/Cleveland SRTS & Peninsula Bikeway Project, and Highway 101 Pedestrian and Bicycle Undercrossing (Redwood City)
- El Camino Real/Angus Ave Intersection Improvements and Transit Corridor Pedestrian Connection Project (San Bruno)
- Sunshine Gardens Safety and Connectivity Project (South San Francisco)
- San Carlos Ave Pedestrian and Bicycle Improvement Project (San Carlos)
- Class II & III Bike Facilities Project (East Palo Alto)
- 28th Ave Bike Boulevard Implementation Project (City of San Mateo)
- San Mateo Drive Pedestrian and Bicycle Improvement Project (City of San Mateo)
- Burlingame Station Pedestrian Improvements Project and California Drive Class IV Bikeway (Burlingame)
- Menlo Park Bike/Ped Enhancement Project (Menlo Park)
- Eucalyptus Ave Streetscape & SRTS Project (Hillsborough)

**Status of Projects Funded Prior to FY 2020:**

- Mission Street Streetscape Project (Daly City): PS&E, CON
- Pacific Coast Bikeway Connectivity Project North (Half Moon Bay), PA/ED, PS&E, ROW
- Haven Avenue Streetscape Project (Menlo Park): PA/ED, PS&E, CON



## B-2 MEASURE W

### B-2-1 FUNDING BY YEAR

#### TOTAL FUNDING

| Funding Year | Funding Amount       |
|--------------|----------------------|
| 2020         | \$45,500,000         |
| 2021         | \$40,000,000         |
| 2022         | \$48,247,771         |
| 2023         | \$54,136,000         |
| 2024         | \$58,132,000         |
| <b>Total</b> | <b>\$246,015,771</b> |

#### OVERSIGHT AND STAFF SUPPORT

| Fiscal Year  | Budget           |
|--------------|------------------|
| 2024         | \$697,584        |
| <b>TOTAL</b> | <b>\$697,584</b> |

#### LOCAL SAFETY, POTHOLE, AND CONGESTION RELIEF FUNDING

| Local Safety, Pothole, and Congestion Relief Categories | Fiscal Year  | Budget              |
|---|--------------|---------------------|
| <b>Local Investment Share (10%)</b>                     | 2020         | \$9,100,000         |
|   | 2021         | \$8,000,000         |
|   | 2022         | \$9,649,554         |
|   | 2023         | \$10,827,200        |
|   | 2024         | \$11,626,400        |
|   | <b>TOTAL</b> | <b>\$49,203,154</b> |
| <b>Grade Separations (2.5%)</b>                         | 2020         | \$2,275,000         |
|   | 2021         | \$2,000,000         |
|   | 2022         | \$2,412,389         |
|   | 2023         | \$2,706,800         |
|   | 2024         | \$2,863,001         |
|   | <b>TOTAL</b> | <b>\$12,257,190</b> |
| <b>TOTAL</b>  |              | <b>\$61,460,344</b> |

#### REGIONAL TRANSIT CONNECTION FUNDING

| Fiscal Year | Budget      |
|-------------|-------------|
| <b>2020</b> | \$9,100,000 |
| <b>2021</b> | \$8,000,000 |



| Fiscal Year  | Budget              |
|--------------|---------------------|
| 2022         | \$9,649,554         |
| 2023         | \$10,827,200        |
| 2024         | \$11,452,004        |
| <b>TOTAL</b> | <b>\$49,028,758</b> |

**COUNTYWIDE HIGHWAY CONGESTION IMPROVEMENTS FUNDING**

| Countywide Highway Congestion Improvements | Fiscal Year          | Budget               |
|--|----------------------|----------------------|
| Transportation Demand Management (TDM)     | 2023                 | \$974,448            |
|  | 2024                 | \$1,030,680          |
|  | <b>TOTAL</b>         | <b>\$2,005,128</b>   |
| Countywide Highway Congestion Improvements | 2020                 | \$20,475,000         |
|  | 2021                 | \$18,000,000         |
|  | 2022                 | \$21,711,497         |
|  | 2023                 | \$23,386,752         |
|  | 2024                 | \$24,736,329         |
|  | <b>TOTAL</b>         | <b>\$108,309,578</b> |
| <b>TOTAL</b>                               | <b>\$110,314,706</b> |                      |

**BICYCLE AND PEDESTRIAN FUNDING**

| Fiscal Year  | Budget              |
|--------------|---------------------|
| 2020         | \$4,550,000         |
| 2021         | \$4,000,000         |
| 2022         | \$4,824,777         |
| 2023         | \$5,413,600         |
| 2024         | \$5,726,002         |
| <b>TOTAL</b> | <b>\$24,514,379</b> |

**B-2-2 INVENTORY OF LISTED PROJECTS**

**REGIONAL TRANSIT CONNECTIONS**

| Project / Programs | Funds Allocated | Status       |
|--------------------|-----------------|--------------|
| RTC Plan           | \$450,000       | Programmatic |





**COUNTYWIDE HIGHWAY CONGESTION IMPROVEMENTS**

| CFP Cycle                  | Sponsor                       | Project  | Funds Awarded       | Stage Funded/Status   |
|----------------------------|-------------------------------|--|---------------------|---|
| <b>2021</b>                | TA and C/CAG                  | US 101/ SR 92 Area Improvement Project                                       | \$5,075,000         | Specifications and Estimates (PS&E) and Right-of-Way (ROW), CON |
|                            | East Palo Alto                | US 101/ University Avenue Interchange Improvements & Pedestrian Overcrossing | \$5,700,000         | CON   |
|                            | TA and C/CAG                  | Roadway facility improvements between Highway 101 and Dumbarton Bridge       | \$4,500,000         | Cancelled 2024  |
|                            | Colma                         | El Camino Real Bike & Pedestrian Improvement Project                         | \$1,800,000         | Project Study Report (PSR)                                      |
|                            | San Mateo County              | Moss Beach SR-1 Congestion & Safety Improvements                             | \$1,145,000         | PSR   |
|                            | Pacifica                      | Highway 1/ Manor Drive Overcrossing Project                                  | \$2,700,000         | PID and PA/ED   |
| <b>2023</b>                | Menlo Park                    | Willow Road Pedestrian and Bicycle Safety Improvements                       | \$3,750,000         | - PS&E (\$450K)<br>- ROW (\$25K)<br>- CON (\$3.025M)            |
|                            | East Palo Alto                | University Avenue Grand Corridor   | \$1,050,000         | - PLAN (\$200K)<br>- PA/ED (\$50K)<br>- PS&E (\$750K)           |
|                            | South San Francisco           | US 101/ Produce Ave  | \$2,700,000         | PS&E  |
|                            | Colma and South San Francisco | El Camino Real Bicycle and Pedestrian Improvement Project                    | \$2,295,000         | PA/ED   |
|                            | South San Francisco           | J. Serra Blvd and I-280/ Westborough Blvd Interchange Project                | \$1,486,790         | - PID (\$459k)<br>- PA/ED (\$978k)                              |
|                            | San Mateo County              | Moss Beach SR-1 Congestion & Safety Improvements                             | \$3,531,000         | PA/ED   |
|                            | Half Moon Bay                 | Half Moon Bay Highway 1 Corridor Study                                       | \$875,000           | PLAN  |
|                            | Millbrae                      | El Camino Real Corridor Multi-Modal Transportation Plan                      | \$1,530,000         | - PLAN (\$1,080,000)<br>- PID (\$400K)                          |
| <b>Total Funds Awarded</b> |                               |  | <b>\$38,137,790</b> |   |



## TRANSPORTATION DEMAND MANAGEMENT

|                            | Sponsor                               | Projects and Programs   | Funds Awarded      | Stage Funded/ Status   |
|----------------------------|---------------------------------------|---|--------------------|------------------------|
| <b>2022 CFP Cycle</b>      | Half Moon Bay and County of San Mateo | Midcoastside TDM Plan   | \$200,000          | PLAN                   |
|                            | Burlingame                            | Citywide TDM Plan   | \$100,000          | PLAN                   |
|                            | Redwood City                          | Bicycle Parking Guidelines  | \$72,000           | PLAN                   |
|                            | Redwood City                          | TMA Feasibility and Implementation Study                                      | \$100,000          | PLAN                   |
|                            | Commute.org                           | JUHSD Workforce Housing TDM   | \$83,000           | PLAN                   |
|                            | Half Moon Bay                         | Pedal for a Purpose E-Bicycle Pilot Program                                   | \$200,000          | Non-Infrastructure     |
|                            | Colma                                 | Rideshare Voucher Program   | \$67,500           | PLAN                   |
|                            | Colma                                 | El Camino Real/Mission Road Access to Transit Multimodal Crossing Improvement | \$162,000          | PS&E                   |
|                            | Brisbane                              | Commuter Shuttle Stop Improvement Project                                     | \$200,000          | CON                    |
|                            | Hillsborough                          | Eucalyptus Pedestrian Pathway Project   | \$200,000          | Completed October 2023 |
|                            | Redwood City                          | Essential Wheels E-Bike Loaner Program  | \$200,000          | Non-Infrastructure     |
|                            | Burlingame and Millbrae               | Burlingame and Millbrae Bicycle Sharing Program                               | \$400,000          | Non-Infrastructure     |
|                            | Menlo Park                            | El Camino Real and Ravenswood Avenue Crossing Improvement                     | \$200,000          | CON                    |
|                            | Burlingame                            | California Drive Congestion Management Video Detection Project                | \$144,200          | CON                    |
|                            | Daly City                             | Westmoor Ave and Westbridge Ave Intersection Quick Build                      | \$168,000          | PS&E, CON              |
| <b>Total Funds Awarded</b> |                                       |   | <b>\$2,496,700</b> |                        |

## BICYCLE AND PEDESTRIAN AND BICYCLE

|                       | Sponsor      | Project                                      | Funds Awarded | Stage Funded/ Status |
|-----------------------|--------------|--|---------------|----------------------|
| <b>2020 CFP Cycle</b> | Redwood City | Hopkins Avenue Traffic Safety Implementation | \$1,200,000   | CON                  |
|                       | Burlingame   | Burlingame Station Pedestrian Improvements   | \$600,000     | Completed            |

|                          | <b>Sponsor</b>      | <b>Project</b>  | <b>Funds Awarded</b> | <b>Stage Funded/ Status</b> |
|--------------------------|---------------------|---|----------------------|-----------------------------|
|                          | San Mateo County    | Santa Cruz Avenue and Alameda de las Pulgas Improvement Project   | \$700,000            | PA/ED, PS&E                 |
|                          | Daly City           | John Daly Boulevard/Skyline Boulevard Pedestrian Connection Project   | \$620,800            | PS&E, CON                   |
|                          | Portola Valley      | RRFB on Alpine Road at Golden Oaks Drive  | \$58,226             | ROW, CON                    |
|                          | Daly City           | Vision Zero Community Outreach Program  | \$50,000             | Programmatic                |
|                          | Belmont             | Ralston Avenue Corridor Project - Segment 3   | \$1,000,000          | Completed                   |
| <b>2022 CFP Cycle</b>    | Redwood City        | Redwood Avenue Pedestrian Improvements  | \$2,000,000          | CON                         |
|                          | Menlo Park          | Middle Avenue Complete Streets project  | \$1,215,000          | PS&E, CON                   |
|                          | San Mateo County    | Alameda de las Pulgas Complete Street Project   | \$2,000,000          | CON                         |
|                          | San Mateo County    | Santa Cruz Avenue Complete Street Project   | \$2,000,000          | CON                         |
|                          | Redwood City        | Access to Downtown Bikeway Corridors  | \$615,000            | PA/ED, PS&E                 |
|                          | East Palo Alto      | East Bayshore Road Pedestrian Improvements Project  | \$400,000            | PLAN, PA/ED, PS&E           |
|                          | Colma               | Design of El Camino Real Complete Street Project from Mission Road to City of South San Francisco (Segment B) | \$603,000            | PS&E                        |
|                          | Pacifica            | Esplanade & Palmetto Bicycle & Pedestrian Improvement Project   | \$583,504            | PS&E, CON                   |
|                          | Daly City           | Lake Merced Blvd Street Reallocation and Bicycle Lane Study   | \$498,750            | PLAN, PS&E, CON             |
|                          | Burlingame          | Occidental Avenue Bike and Ped Improvement and Traffic Calming Project  | \$435,000            | PS&E, CON                   |
|                          | Burlingame          | South Rollins Road Traffic Calming Project  | \$440,000            | PS&E, CON                   |
|                          | San Mateo County    | Alpine Road Corridor Improvement Project  | \$990,000            | PID                         |
|                          | South San Francisco | ECR Master Plan   | \$100,000            | PLAN                        |
|                          | Daly City           | Daly City Vision Zero Design Standards  | \$65,000             | PLAN                        |
|                          | Redwood City        | Vision Zero Programs  | \$100,000            | PLAN                        |
| <b>SRTS<sup>16</sup></b> |                     | Four Calls for Projects - 48 projects awarded   | \$381,762            | Programmatic                |



| Sponsor                    | Project                     | Funds Awarded       | Stage Funded/ Status |
|----------------------------|-----------------------------|---------------------|----------------------|
|                            | Walking audits at 8 schools | \$100,000           | Programmatic         |
| <b>Total Funds Awarded</b> |                             | <b>\$16,756,042</b> |                      |



## C. EXISTING CONDITIONS



## **C-1 COUNTY DEMOGRAPHIC DATA SOURCES**

### **U.S. Census Bureau and American Community Survey (ACS)**

Data from the U.S. Census Bureau characterize San Mateo County's modal split by vehicle type and travel mode (e.g. walk, drive alone, bus) as their primary means of transportation throughout San Mateo County.

### **Highway Performance Monitoring System (HPMS)**

The Highway Performance Monitoring System (HPMS) Public Road Database is a federally mandated planning and inventory assessment tool that assesses the functionality of freeways to provide information to state and federal legislators. Caltrans retrieves and publishes California subsets of the HPMS database on an annual basis, which is further disaggregated to represent data at a countywide level. For the purposes of this report, data from the HPMS will be used to evaluate Daily Vehicle Miles Traveled (VMT) from 2017 to 2022.

### **C/CAG Travel Demand Model**

The City/County Association of Governments of San Mateo County is mandated by congestion management program legislation to produce a countywide Travel Demand Model, used to project future transportation conditions, predict the needs of transportation projects, and identify the effectiveness of transportation infrastructure improvements. The Travel Demand Model compares existing (2024) and future (2040) conditions, identified for each Traffic Analysis Zone (TAZ) defined within the boundaries of San Mateo County.

At a geographical level, projections for change in population will be measured by the predicted increase or decrease of persons per acre within each TAZ. The Travel Demand Model also outputs a projected change in jobs, resulting in a spatial analysis of the difference in the number of jobs, between 2024 and 2040, existing or predicted by the TDM to exist in each TAZ within the County.

### **San Mateo County Open Data Portal**

The County of San Mateo maintains an active and regularly updated database of several demographic, economic, environmental, and transportation related indicators that can be used to assess existing conditions throughout the County. For the purposes of this report, year-to-date transit ridership data from the data portal are used to enumerate yearly ridership comparisons of SamTrans bus, commuter shuttle, and paratransit services. Since SamTrans connects to additional transit services that operate within or near the County, such as Caltrain and BART, additional ridership data from connecting transit services will be referenced in relation to SamTrans operations within the County.

### **Streetlight**

Streetlight is a data analytics tool that uses location-based data to characterize and model transportation characteristics at a community level. Outputs from the software will be used to compare pre- and post-pandemic trends along San Mateo County highway corridors to evaluate updated changes in traffic along roadways.

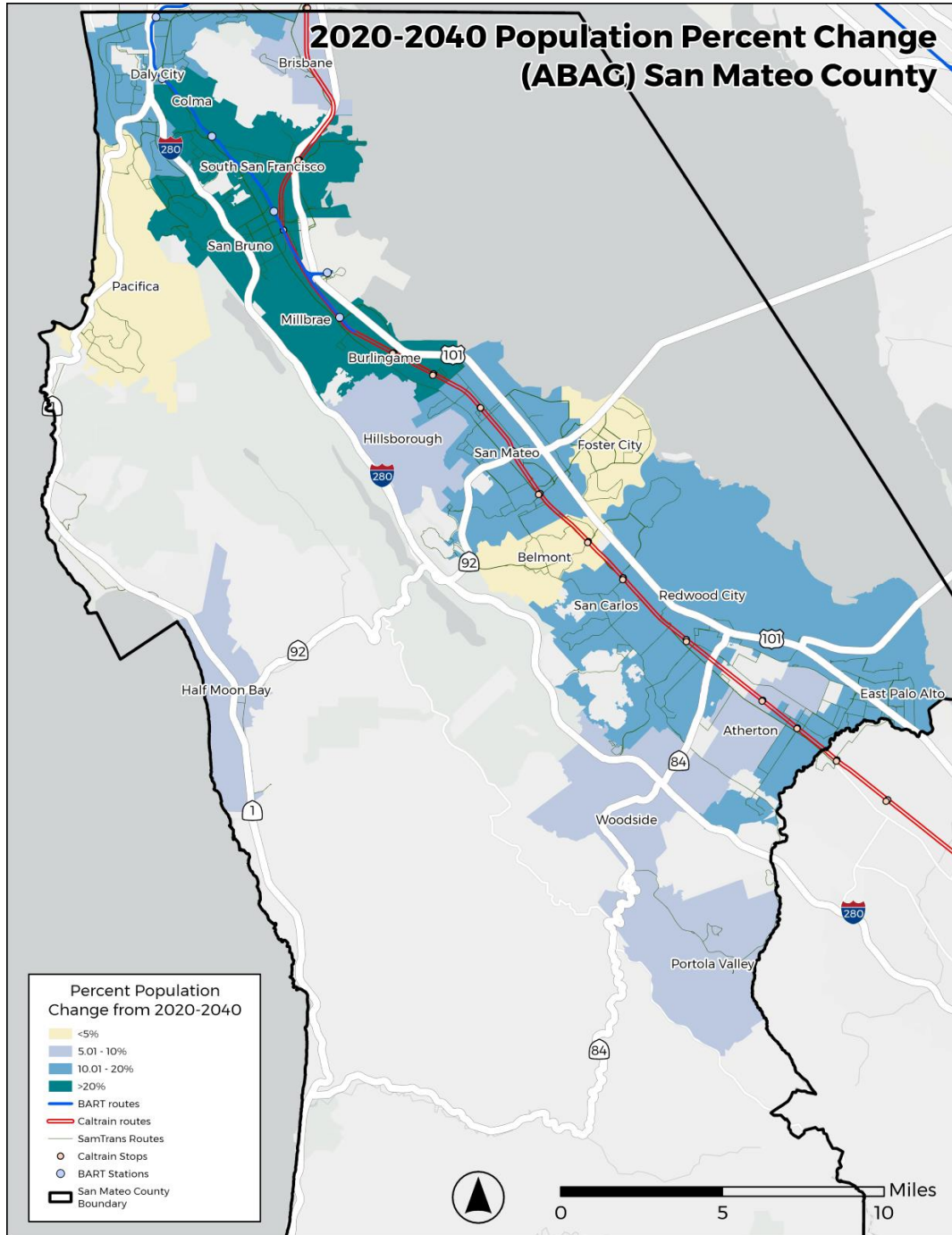
### **Replica**

Replica is a widely used data analytics tool that is used to visualize indicators related to transportation and the built environment. Exported outputs from Replica are used to model daily San Mateo County trips, aggregated by trip distance. The results of this model present an overview of the travel patterns typically followed by San Mateo County residents.

## C-2 TOTAL DAILY TRIPS

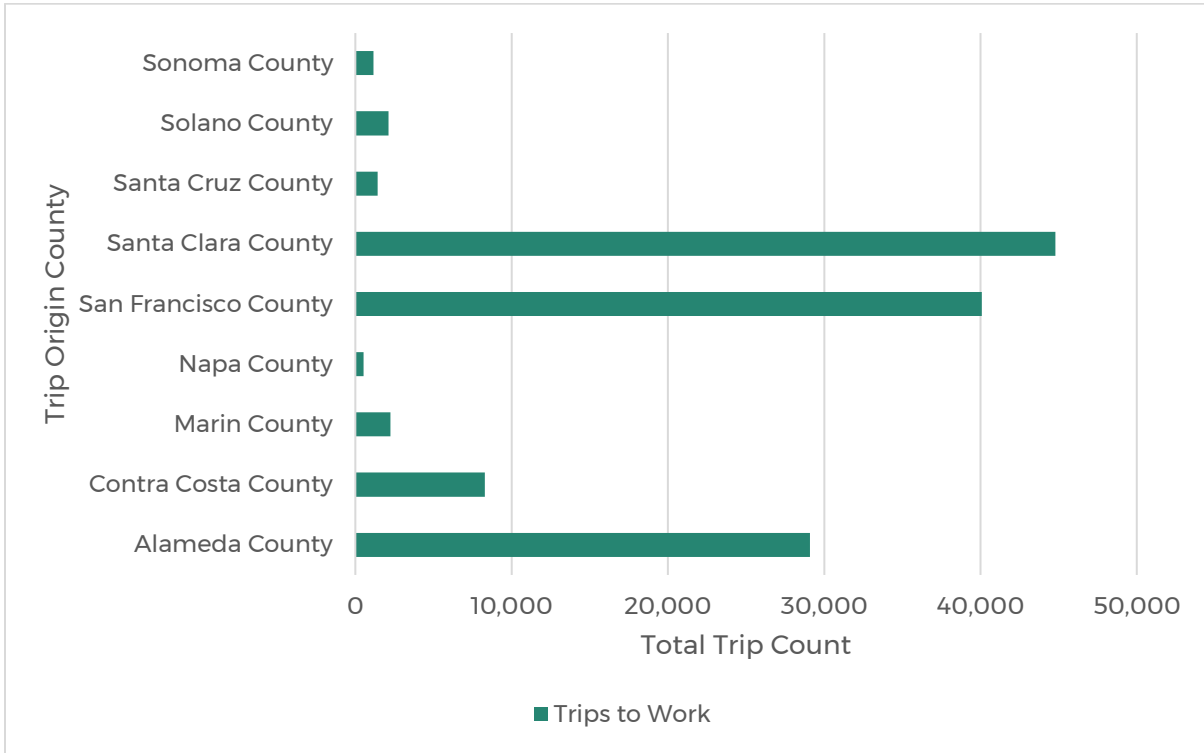
The figure below uses 2020 Census Data as baseline and Association of Bay Area Governments (ABAG) 2040 projections to visualize the projected change in population of census-designated cities and towns. Please note that changes in population in unincorporated areas are not included.

### 2020-2040 Population Percent Change in Urbanized Areas of San Mateo County



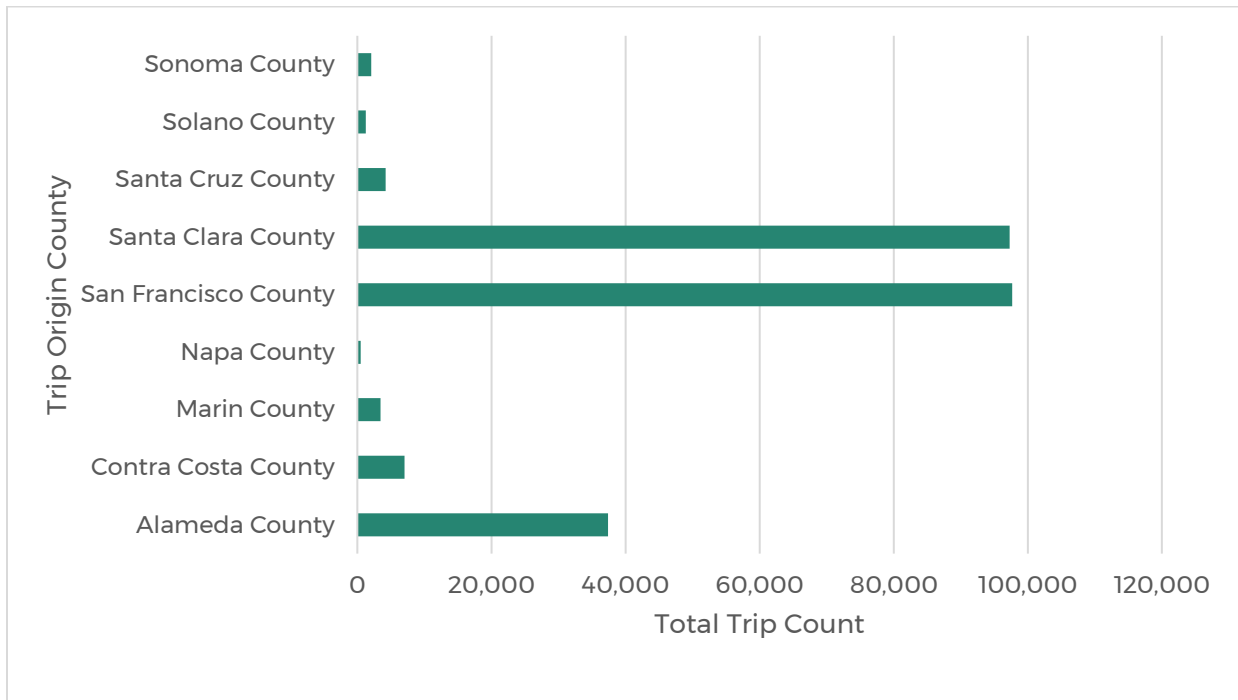
Source: 2020 Decennial Census, 2040 Projection from Association of Bay Area Governments

**Trips to Work in San Mateo County from Outside the County**



Source: Replica, 2022

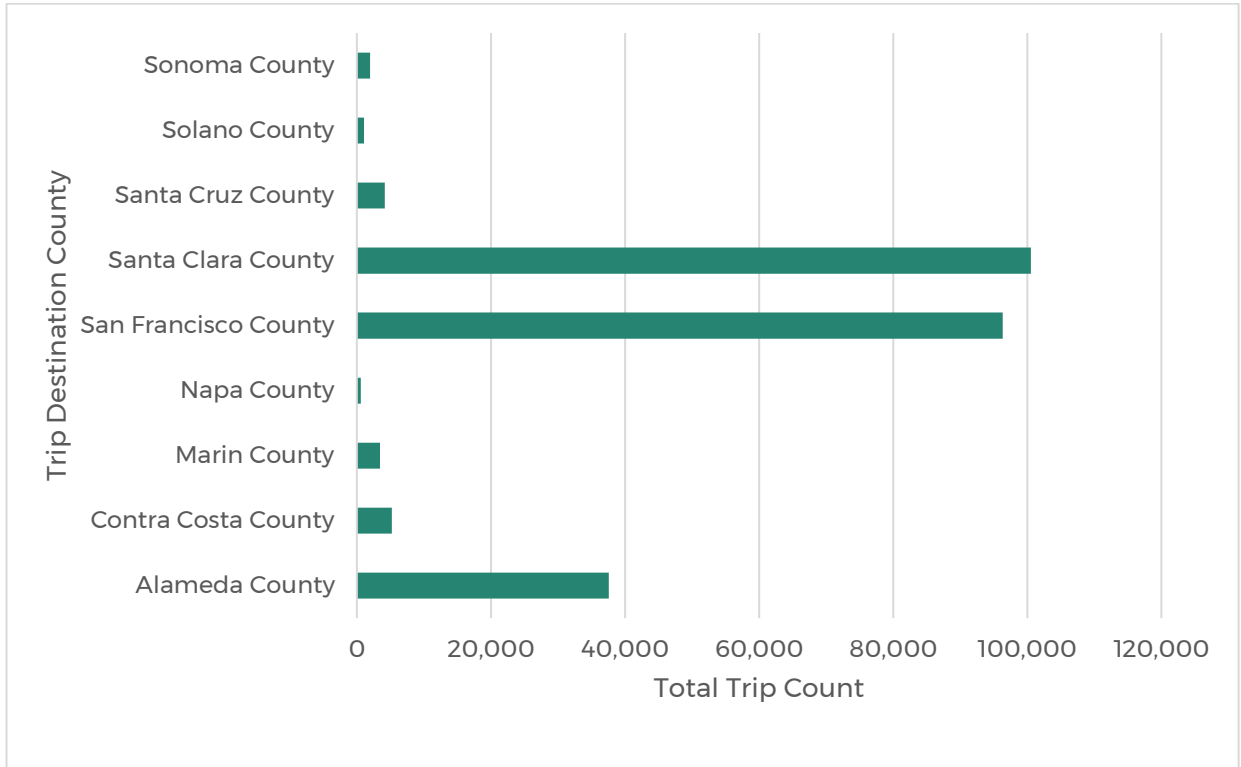
**Trips Through San Mateo County by Trip Origin**



Source: Replica, 2022



### Trips Through San Mateo County by Trip Destination



Source: Replica, 2022



### C-3 VMT DATA

Vehicle Miles Traveled (VMT) is a metric of vehicle traffic that measures the number of miles traveled by automobiles over a given period and region. VMT is shown below for each incorporated city in San Mateo County, between 2017 and 2020 to indicate fluctuations in the County's travel patterns.

| Year                  | 2017      | 2018      | 2019      | 2020      | 2021      | 2022      |
|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| <b>Count [1000's]</b> | 18,793.99 | 19,287.56 | 20,121.68 | 15,476.17 | 15,229.18 | 15,693.72 |

Source: California Highway Performance Monitoring System (HPMS) Data, 2017-2022

| Jurisdiction        | VMT (Thousands) |           |           |           |           |           |
|---------------------|-----------------|-----------|-----------|-----------|-----------|-----------|
|                     | 2017            | 2018      | 2019      | 2020      | 2021      | 2022      |
| Atherton            | 99.96           | 105.46    | 130.68    | 105.69    | 90.38     | 61.64     |
| Belmont             | 192.43          | 186.13    | 222.90    | 134.79    | 115.91    | 81.88     |
| Brisbane            | 133.82          | 132.74    | 154.05    | 53.57     | 91.77     | 65.59     |
| Burlingame          | 276.17          | 275.56    | 329.05    | 170.14    | 201.27    | 152.52    |
| Colma               | 70.44           | 70.67     | 88.53     | 76.43     | 100.34    | 75.69     |
| Daly City           | 460.13          | 446.95    | 450.85    | 292.32    | 308.74    | 232.16    |
| East Palo Alto      | 137.51          | 108.36    | 128.14    | 78.14     | 75.98     | 86.48     |
| Foster City         | 148.22          | 141.82    | 164.58    | 212.70    | 173.31    | 152.57    |
| Half Moon Bay       | 51.25           | 41.28     | 44.37     | 27.07     | 25.47     | 18.57     |
| Hillsborough        | 95.13           | 94.01     | 89.00     | 72.30     | 64.21     | 48.98     |
| Menlo Park          | 316.55          | 297.97    | 332.25    | 135.89    | 148.71    | 107.36    |
| Millbrae            | 182.62          | 162.00    | 197.86    | 82.85     | 106.38    | 84.27     |
| Pacifica            | 268.39          | 264.12    | 313.01    | 235.23    | 230.38    | 175.34    |
| Portola Valley      | 163.48          | 138.78    | 153.31    | 37.25     | 35.48     | 30.86     |
| Redwood City        | 566.46          | 567.64    | 688.41    | 441.74    | 417.94    | 324.59    |
| San Bruno           | 220.23          | 189.32    | 195.08    | 99.48     | 97.80     | 71.96     |
| San Carlos          | 313.15          | 312.42    | 366.77    | 184.06    | 136.75    | 128.21    |
| San Mateo           | 667.53          | 634.62    | 765.08    | 543.74    | 847.84    | 556.03    |
| South San Francisco | 446.99          | 444.15    | 535.55    | 563.99    | 464.75    | 351.23    |
| Woodside            | 77.28           | 79.10     | 96.60     | 70.19     | 73.00     | 54.66     |
| State Highways      | 13,154.58       | 13,885.87 | 13,864.77 | 11,222.30 | 10,818.02 | 12,372.54 |

Source: California Highway Performance Monitoring System (HPMS) 2017-2022



## D. OUTREACH AND ENGAGEMENT



# Strategic Plan Update (2025-2029)

The San Mateo County Transportation Authority (TA) updates its Strategic Plan every five years to provide a policy framework for the implementation of the local transportation sales taxes known as Measures A and Measure W. The current Strategic Plan (2020-2024) is set to expire by the end of this year.

As part of the Strategic Plan 2025-2029 development process, we are reevaluating how we prioritize funding for projects proposed by project sponsors (such as the county, cities, or transit agencies) and establish future actions that the TA can help support or lead over the next five years.

## Project Overview

The Strategic Plan is a five-year plan that identifies the policies, procedures, and methods for effectively administering funds generated from Measure A and 50 percent of funds from Measure W.

The goal of the Strategic Plan update is to ensure funding is aligned with community needs and evolving priorities and facilitate efficient and impactful resource allocation. Community and stakeholder input will help shape how funding is given out and where the TA should focus its resources next five years.

## Why is the TA updating its Strategic Plan?

The Strategic Plan update is a chance for the TA to look back on achievements in six key funding areas covered by Measure A and W. These funding areas include:



The TA is excited to work with agency committees, county partners, cities, towns and the public to learn how to prioritize funding allocation, expedite the administration of funds, and how to improve technical assistance offerings for project implementation.

## Timeline

### April - May 2024

Travel Patterns & Needs Assessment  
Review of Strategic Plan 2020-2024 Progress

Phase 1

### June - July 2024

Financial Projection Updates  
Policy Update Recommendations

Phase 2

### August 2024

Evaluation Criteria Recommendations  
Program Administration, Technical Assistance, & Monitoring Recommendations

Phase 3

### Sep. - Dec. 2024

Create the Admin and Public Review Draft  
TA Board Adoption

Phase 4

## GOALS

The 2025-2029 TA Strategic Plan aims to improve transportation in San Mateo County through the following objectives:

- » **Project Evaluation:** Asses the progress of funded and completed projects from 2020-2024 and highlight notable achievements.
- » **Stakeholder Engagement:** Ask stakeholders and city/town sponsors for input on how to improve internal processes, how to support partner agencies, and plan for technical assistance.
- » **Community Engagement:** Ensure public input and priorities are reflected in the project funding programs.
- » **Optimize Grant Funding:** Ensure evaluation criteria for projects are strategically aligned with state and federal funding opportunities.
- » **Integration of Planning Policy:** Integrate individual planning initiatives, such as the Short-Range Highway Plan and Alternative Congestion Relief/Transportation Demand Management Plan into a cohesive Strategic Plan for San Mateo County.

## What is Technical Assistance?

Technical assistance provided by the TA is intended to advance sponsor project delivery by:

- » Offering technical trainings for local jurisdictions such as Complete Streets best practice workshops;
- » Providing TA staff and consultant support to lead projects on behalf of local jurisdictions when staffing needs arise or multijurisdictional coordination is required; and,
- » Obtaining grant funds to help sponsors better leverage Measure A and W funds.

## Stay Informed

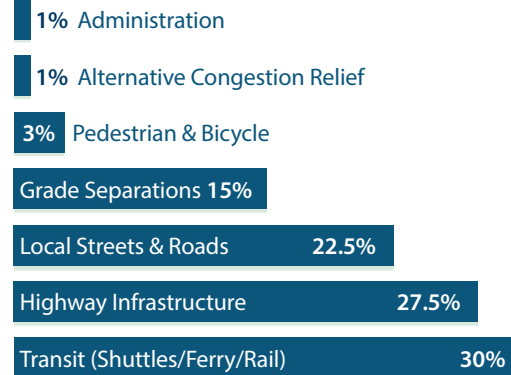
We want to hear from you! Visit our website or follow us on one of our social platforms for the latest updates.

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-  [info@smcta.com](mailto:info@smcta.com)
-  [PeninsulaMoves](#)

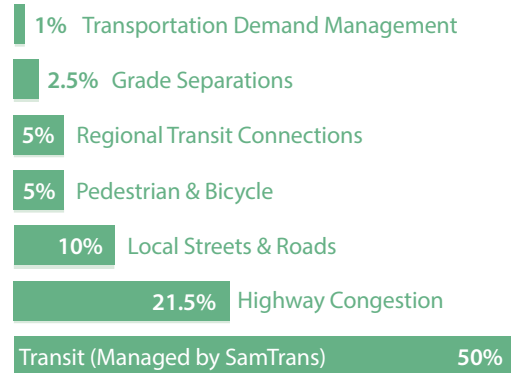
## How Are Funds Used Today?

The charts show how Measure A and Measure W funds are currently allocated. While the allocations cannot be changed during the Strategic Plan update process, the funding categories helps to provide insights on the available budget.

### Measure A (2009-2033)



### Measure W (2019-2049)





## D-2 TALLY OF MEASURE A/W GOAL PRIORITIZATION

The following document details results from early engagement with representative committees of SMCTA and their partner agency, C/CAG. The thematic analysis is reflective of input received from the following channels:

- SMCTA Board Kick-off – March 7, 2024
- SMCTA SAG and TAC Presentation – April 4, 2024
- SMCTA SAG and TAC Survey
- C/CAG TAC Survey

## KEY THEMES

- **Overall Satisfaction** – Largely, stakeholders have indicated satisfaction with the amount of funding delivered to sponsors and the technical assistance provided to implement projects.
- **Support for Small and Coastal Communities** – Stakeholders emphasized the importance of distributing funds and providing technical assistance to small communities, coastal communities, and sponsors that are located along county borders.
- **Educational Opportunities** – Stakeholders have appreciated and would enjoy more educational opportunities such as webinar series on complete streets and bicycle and pedestrian facilities.
- **Equity** – Continue to prioritize underserved and underrepresented communities but be cautious about creating an disadvantaging communities that don't have significant equity priority communities.
- **Geographic Distribution** – Continue to distribute funds evenly amongst the county.
- **Climate Change** – Invest in projects that have measurable impacts on GHG reductions, encourage drivers to use alternate modes and build resilience.

## BIGGEST ACCOMPLISHMENTS

- Technical assistance.
- Responsiveness to questions.
- Diversification of projects.
- Amount of funding delivered to sponsors, and amount of money in coffers.
- Greater competitiveness amongst smaller communities for project funding.

## BIGGEST OPPORTUNITIES

- Determine ways to get money into the hands of sponsors more quickly.
- Streamline processes for technical assistance.
- Streamline contracting mechanisms by grouping projects of similar types under one procurement.
- Maximize opportunities for flexibility within the Strategic Plan.

## **EQUITY**

- Emphasizing equity can negatively impact the competitiveness of some communities with smaller equity populations.
- Continue to consider the equitable distribution of funds by geography.
- Continue to fund projects at county borders and along the coast.
- The definition of equity should be clarified. Serving underrepresented communities is a different goal than distributing funds amongst geographic communities.
- Continue to work with CBOs, host pop-up events and provide translation and interpretation.
- Partner efforts with other agencies like the Air Quality District.
- Investigate the diversity of contractors and the TA itself.
- Consider a committee that could serve in the capacity of advising on issues of diversity and equity.

## **TECHNICAL ASSISTANCE**

- Particularly important for small and coastal communities.
- Determine who isn't applying for funding and engage them in conversations.
- Continue hosting educational webinar series.
- Provide technical assistance related to complete streets.

## **COUNTYWIDE SIGNIFICANCE**

- Determine a factor of measurability for GHG reduction.
- Consider a dollar value threshold.
- Consider the number of partners.
- Focus on areas of higher density affordable housing.
- Focus on projects adversely impacted by climate risks.
- Consider projects that would reduce car trips.

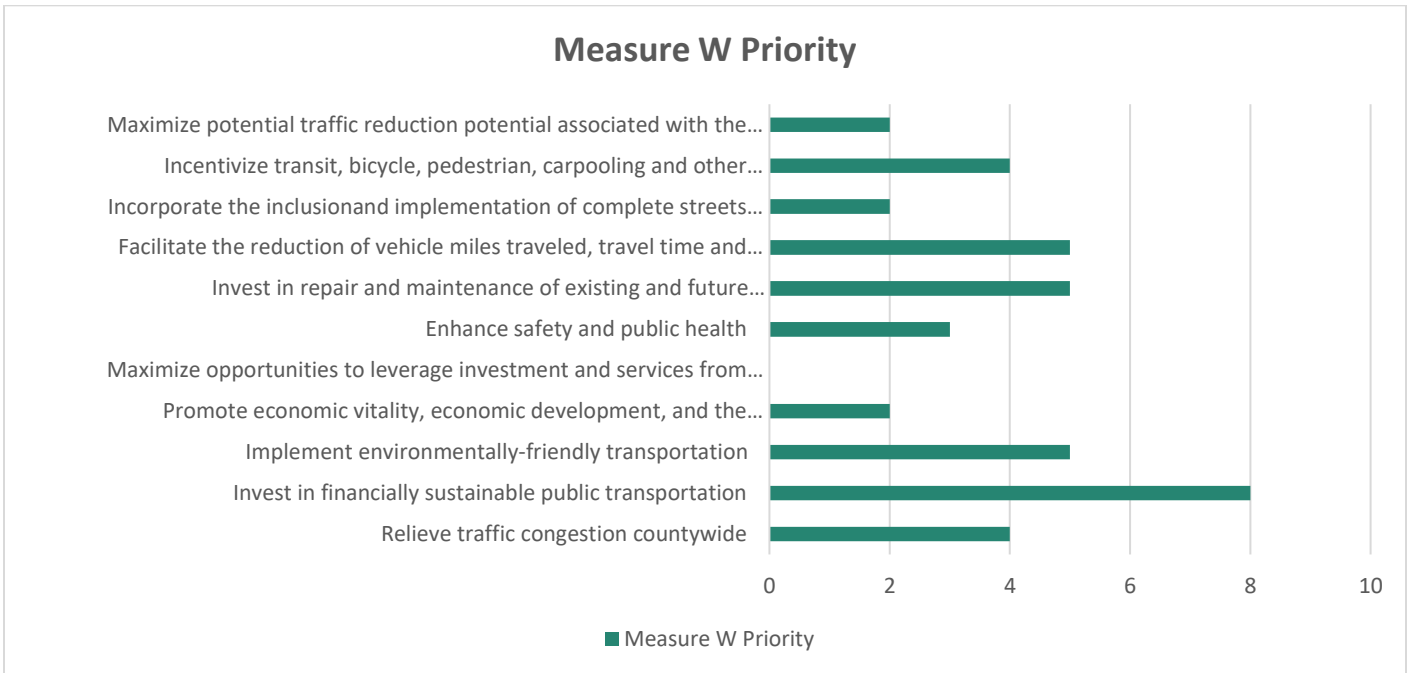
## **ADDITIONAL CONSIDERATIONS**

- Consider the impact of the Bay Area Transit tax in 2026.
- Increase funding caps for multi-jurisdictional projects.
- Contemplate a strategy for tax measure reauthorization.
- Continue to implement creative financing processes as projects become more expensive.

## MEASURE A PRIORITY



## MEASURE W PRIORITY





### D-3 TALLY OF TOP 5 PROJECT PRIORITIZATION

The following table summarizes the Priority Project Types for the Next Five Years as voted on by the TA Board of Directors and TA CAC. Top five project priorities are bolded. Additional written in prioritizations included:

- Electrification strategy and incentivizing EVs, EV Shuttles, Caltrain, etc.
- Improvements to Dumbarton Rail
- Cross county speed cameras at red light signals
- Requirements of highway projects to include 20% bike infrastructure for safety

| Category                                | Project Types   | Aggregated Votes |
|---|---|------------------|
| <b>Pedestrian &amp; Bicycle Program</b> | <b>Low-cost quick build/rapid implementation</b>            | <b>6</b>         |
|   | Transformative all ages and abilities corridor enhancements | 4                |
|   | Safety and spot improvements                                | 2                |
|   | Encouragement and educational programs                      | 2                |
|   | <b>Safe Routes to School</b>                                | <b>7</b>         |
|   | Master & corridor planning                                  | 4                |
|   | Gap closures  | 1                |
| <b>Highway Program</b>                  | Interchange safety and operational enhancements             | 0                |
|   | Multimodal arterial highway corridors                       | 0                |
|   | Managed lanes   | 0                |
|   | <b>Pedestrian and bicycle freeway crossings</b>             | <b>7</b>         |
|   | Intelligent Transportation Systems & communication upgrades | 2                |
|   | Corridor safety & operational improvements                  | 2                |
| <b>Grade Separations Program</b>        | Pipeline Project Completion                                 | 2                |
|   | Planning for future projects                                | 2                |
|   | <b>Corridor planning</b>                                    | <b>5</b>         |
| <b>ACR/TDM Program</b>                  | Intelligent Transportation Systems/Signal Synchronization   | 0                |
|   | Shared Autonomous Vehicles Pilots                           | 2                |
|   | Mobility Hubs & Transit Stop Improvements                   | 2                |
|   | Transit passes and subsidies                                | 3                |
|   | Micromobility programs and e-bike subsidies                 | 2                |
|   | Transit access, crossings, and safety improvements          | 3                |
| <b>Transit Program</b>                  | Transit Operations Support                                  | 4                |
|   | Express Buses   | 1                |
|   | Ferry Terminals   | 0                |
|   | Station Upgrades & Mobility Hubs                            | 3                |
|   | Major corridor speed and reliability projects               | 1                |



| Category                                 | Project Types                             | Aggregated Votes |
|--|---|------------------|
|  | Caltrain Capital & Special Projects       | 3                |
|  | Paratransit                               | 0                |
|  | Local Shuttles                            | 4                |
| <b>Local Streets &amp; Roads Program</b> | <b>Maintenance &amp; Repaving Project</b> | <b>8</b>         |
|  | ADA Curb Ramps                            | 0                |
|  | Traffic Signal & Sign Maintenance         | 0                |

## **D-4 STAKEHOLDER INTERVIEW OVERVIEW**

### 1. Caltrain Planning

October 10, 2024

Dahlia Chazan - Caltrain Chief of Planning

Overview and look ahead of next 5 years. TA should add a slide about why we are updating the Strategic Plan and its relevance to Measures A & W.

What are ways SMCTA and Caltrain can continue to stay in the loop and build on our practices, especially on the planning slide? Procedural answer - working on finalizing CIP which expresses Caltrain's initiatives to others and can work together on implementation grant strategy for CIP. From Planning perspective that has key aspects, we will see funding for planning work. Planning is also taking lead on CIP itself. Perhaps a quarterly check-in on CIP would make sense?

There was interest in Caltrain having system scale/3 county scale planning documents to say ok we've prioritized station improvements, station access, EV charging, etc. up and down the corridor. How can we apply competitively as they come up? As anticipated, we experienced some challenges about 3 different counties with different rules.

The small group may not want to meet with all 18 of us at Caltrain, but perhaps it could be ongoing as part of the CIP?

Loves the CBO bench. In the past, it has not been clear about whether we get them gift cards or how we pay them. We don't have as much engagement in immediate terms, but want to say big thumbs up.

Technical trainings: think it'll benefit TA for jurisdictions embarking on grade crossings; important for jurisdictions to have realistic view of the process.

Potential funding opportunities - we are striving to get more organized; need to bolster our grants side - coordinating more and thinking ahead of what programs make sense to structure our work plans to line up.

Caltrain used to just be internal funds transfers with no documentation and have been cleaning things up.

Caltrain has been trying to spend down old money of which we don't have agreements.

Would like to see and support something like highlights of SMCTA funded Caltrain projects - top 5 things we did over the last 5 years because Caltrain does want to help.

## 2. Caltrain Real Estate

October 14, 2024

Li Zhang, Chief of Commercial & Business Development

Robert Barnard, Chief, Rail Design and Construction

They're involved in the process of RFP for on call planning and engagement.

Involvement through the process - they would want to know what is actually being included and don't want to slow down the process too much.

Grade separations have been first come first serve for the most part; it would be helpful for earlier, coordinated planning.

Would appreciate more coordination at the corridor scale about being more strategic; one corridor one voice.

They have really appreciated the set up quarterly meetings to get everyone in order.

Staff training events will definitely be helpful.

Overall, appreciates the communication between TA and Caltrain.

## 3. Half Moon Bay

October 14, 2024

Matthew Nichols, Public Works Analyst

Helen Wolter, Sustainability Analyst

Overall, Half Moon Bay has had a positive experience working with the TA and has found the team to be very responsive

The \$200,000 grant put Half Moon Bay in a tough position for contractors. It is a bit too small to be taken seriously. There were a few hiccups with the contractor. There have been discussions around whether contractors assigned Half Moon Bay less seasoned staff because it is a smaller contract.

They suggested a funding system in which local cities can access additional money for implementation upon successful completion of a plan. There are plans that require feasibility and/or implementation studies, and it can be difficult to find the funding for this. Plans that end up sitting on the shelf don't help anyone. It would be helpful to have funding for next steps once a plan is written.

The e-bike situation is something that takes up time for Half Moon Bay. On the state level, the legislation is changing so quickly that it can be hard for local jurisdictions to keep track of e-bike policies. Some assistance mitigating that would be helpful.

Technical assistance workshops would be appreciated.

Workshops getting into the details of implementing alternative transportation would be helpful. Half Moon Bay has questions like: What are best practices for bike parking? How do you convert car parking to bike parking?

There are no best practices standards for EV parking in San Mateo County. There are great examples from Sonoma and Contra Costa Counties' EV parking strategies.

Parking management and curbside management workshops would be helpful. The downtown business district is very anti-parking management. The Coastal Commission has also played a role in limiting parking management. Helen believes the congestion due to lack of parking is blocking access.

The TA is transitioning all grant applications to the eCivis platform. This will streamline the grant process so that all funding agreements, notifications, and documentation will be in the same place

Ped/Bike and ACR/TDM grants: The Ped/Bike program was oversubscribed. It was great that the TA let the City know to transition to ACR/TDM. The applications were similar enough that it wasn't a huge lift to apply. Keeping grant applications relatively similar makes it easier for cities to apply.

They suggested the idea of cities applying for funding for a specific project, and then the TA determining which grant application the project falls under on the back end.

They appreciate the Grand Boulevard Initiative relaunch and are excited for bike lanes on El Camino Real.

The coast is sometimes overlooked by the TA: Suggestion for an east/west connection program across the Peninsula. The ACR/TDM grant program has small coastal and mid/large buckets. The TA is looking to apply this type of categorizing to other funding programs so that the smaller cities are not overlooked.

#### 4. Commute.org

October 14, 2024

John Ford, Executive Director

Carmen Chen, TDM Program Manager

Emma Shlaes, TDM Program Manager

Discussion of setting aside \$200,000 to help some of the cities.

General consensus that it would lead to better leverage some of the funding.

They like the CBO bench as a one stop shop.

Geographic area - having one public engagement cycle.

Thinks staff continued support will help, especially with equity being a larger focus in the future.

Call for Projects - grant management platform part of next 5-year plan for all applicants.

Suggestion: people still have difficulty understanding what ACR TDM: maybe some testimonials or project examples.

ACR TDM easier than bike/ped funding.

C/CAG didn't renew streetlight in August; didn't apply - not totally clear for many the role of C/CAG vs TA.

Maybe TA can provide some support on parking management and curb space management.

## 5. East Palo Alto

October 14, 2024

**Batool Zaro, Senior Engineer**

**Mirza Anwarbeg, Engineer**

East Palo Alto has participated mostly in Bike/Ped call for projects.

They noted that the TA team has been really helpful with submitted applications.

Consolidated software would help keep track of them a little better.

Trainings are really helpful.

Having grant application support for RM 3 made a huge difference for them.

Grant management platform would be easier to track.

Thinks the CBO bench could be helpful with engagement on projects, also potentially go door to door canvassing on behalf of projects or getting notices out or scheduling meets.

## 6. Silicon Valley Bicycle Coalition

October 14, 2024

**Matt Jones - Policy Director**

Matt is relatively new so doesn't have too much to speak on the relationship with the TA, but for the most part feels that it's been pretty good working together.

ECR technically a highway - can make it more bike/ped friendly.

Biking - improve crossings that can accommodate cyclists better, freeways; rail stations, Bay trail.

Advocate for protected infrastructure.

Programs like shared bike service.

RTC just adopted for micromobility for more funding.

## 7. Caltrans

October 15, 2024

Jacob Buffenbarger, Transportation Planner

Janani Thiagarajan, Associate Planner

Trisha Tran, Associate Planner

They cover various cities and with SMCTA and SamTrans supporting the cities, it would help people get on the same page.

Highlighted the relaunch of GBI being a good example for coordination.

Thinks coordination will be good, especially to piggyback on plans - take that directly and put into our CNCP.

Caltrans feels pretty in the loop about TA projects and commented that TA has really good communication, especially compared to some of their other jurisdictions.

Jacob believes we're similarly aligned in wanting projects that reduce VMT and SOV and that promote bike/ped.

Policy level - highway program coming out of Planning should qualitatively assess TA staff to support.

When it gets to PID - maybe need to add something because we didn't identify it earlier.

No additional comments - just wanted to highlight that San Mateo County is a very involved county.

## 8. Safe Routes to School

October 15, 2024

Theresa Vallez-Kelly, SRTS Coordinator

Superintendents are stretched, walked audits to address some of the recommendations.

We encourage them to apply, especially if \$\$ will be doubled from TA but would need to go out and engage with the superintendents and principals.

Hard to do follow up actions after the walking audits.

It would be helpful to have more examples of how to use the funding.

Talking about success stories; here's how this funding has been used to make this improvement for example.

GEMS is pretty easy to use.

More safety for kids around schools - like the safe routes to school trainings.

Cities and schools don't talk to each other, Daly City and SSF are responsive to schools but not all the cities.

Trainings/partnerships between schools, walk audits can change from hearing firsthand.



Enjoy working with Patrick and the TA and excited for the potential for additional funds.  
Can get temporary funding from C/CAG to see if things work; cycle 7 for funding later.  
Would be cool if we could figure out a way to school travel fellowship or think of intersection.

## 9. South San Francisco

October 15, 2024

Matthew Ruble, Senior Civil Engineer

John Wilson, Associate Civil Engineer

Billy Gross, Principal Planner

Call for projects - helpful or more difficult for consolidation?

Working with the TA is a breath of fresh air compared to other organizations that provide grants. Ability to get on a call with someone or ask if this is the right fit is great. Changing out our project or meaningful impact - especially compared to other grants.

But application process is a little frustrating - it's in a word document and moving entry fields can be a little clunky which is just a technical thing.

Communication is excellent.

Mostly just used office hours.

Multi agency grant applications score better - so helping smooth some of those partnerships.

Grant tracking tool - just TA grants for now.

Some regional body could be a one stop shop to host all grants for transportation when they're due and effort levels.

C/CAG countywide transportation plan - 3-ish months.

TA's thoughts on transformative projects infrastructure vs quick build.

Hard projects - there are some missing links. For example, I need \$12 million compared to the easier quick builds so the projects remaining are usually the ones that are harder to tackle.

## 10. County of San Mateo

October 17, 2024

Joel Slavit, Senior Sustainability Specialist

Krzysztof Lisaj, Deputy Director of Engineer and Resource Protection

Tim Cheng, Senior Civil Engineer,

Chanda Singh, Senior Planner





Assuming best practice will be tailored based on project for technical trainings.

Trying to right size for each type of project.

Funding for Caltrans have master agreement then supplementary funds.

Has been really helpful to have Patrick available to answer questions about viability about projects.

Two different calls for projects made it a bit difficult.

Cost of a project doesn't change, regardless of small area or large area. If we have a project like a bike/ped and unincorporated community, would it not have the same opportunities as a larger jurisdiction? Answer: they all have the same maximum funding in each bucket. Increasing the maximum because they're getting more expensive across the board. Trying to give more dedicated funding streams.

Until they have cooperative agreement with Caltrans, hard to get anything from them.

Love the bike/ped trainings from 2022.

Sensitive to those issues.

Longer discussion in general about geographical equity vs social equity.

Opportunity for technical trainings for agencies and their roles.

## 11. SamTrans Planning

October 17, 2024

Cassie Halls, Manager Major Corridors

Chelsea Schultz, Manager, Strategic Planning

Josh Mello, Executive Officer, Real Estate

Technical trainings: Complete Streets Training, bike safety training, ped safety training, and expanding what those trainings are offered for.

GBI - putting limitations on highway funds for El Camino projects, only fund projects that align with GBI to push projects in the right direction or global vision.

Hard to know all the other planning efforts going on, and don't want SamTrans to miss out on providing that feedback.

TA is well positioned like C/CAG for multimodal plan.

Interested in engaging more formally - design review checklist for transportation.

There is value in formalizing SamTrans review.

Whose role is it? Just got funding from MTC for implementation plan for coordinated plan for ECR; given that we have funding we may want to provide technical assistance to cities that aren't as far along.



We're also updating highway program of definition of countywide existence, not just traffic relief, but projects that include throughput so ECR is a project of countywide significance; so TA can sponsor, can apply to own programs and take pressure away from cities of leading these efforts.

Has SamTrans done trainings for staff for facilitation? IAP2 - coordinating, facilitating trainings.

There was coordination with public works for Bus Stop Design Guidelines, but not formal training.

Has TA supported Transit Oriented Development before?

Colma Park & Ride Lot and new HQ - could be some transportation elements to support redevelopment projects.

## 12. San Mateo County Economic Development Association (SAMCEDA)

October 17, 2024

Rosanne Foust, Executive Director

Don Cecil, Consultant and Principal of MC Bay Area

They've been involved through Peninsula Moves and wanted to highlight 101-84 Woodside.

Give examples of where businesses have been involved: What is in it for them? Be part of discussion. For example, Stanford/Belmont Notre Dame project to purchase Ralston.

How do you get the TA to be a better partner with the city? In terms of with developers, during the entitlement phase, or other phases? The TA isn't someone the city or developer thinks about when they're fighting to get as much square footage approved as they can.

How we interact now about private sector contribution: Cities have transportation impact fee. A lot of developers east side of 101 in Burlingame.

How do you elevate larger projects instead of smaller entitlement ones? Looking at impact fees and development.

Grade separations - city should be lead on large infrastructure project that they're not used to. Dumbarton Rail example.

Private sector would want to know how to triage - lesson learned from Broadway.

In the past we've allowed local partners to come up with ideas and TA has just been funding, but more dose of reality.

We're trying to figure out how to get involved earlier with parameters, so things are more realistic. Whipple Avenue grade separation is poster child.

Google/Meta putting in \$50 million in Express Lanes is over for now post pandemic, but the Express Lanes project needs to be finished.

Freeway projects should check more boxes.

This Strategic Plan needs to be able to tell story of reauthorization of Measure A.



What should we be promoting better? Suggestion of better social media strategy. It's figuring out how to market/do PR better about the TA on social media and working with advocates. Presentations to Rotaries, Lions, Kiwanis, smaller events; 2-3 a month.

### 13. City/County Association of Governments of San Mateo County (C/CAG)

October 18, 2024

Jeff Lacap - Transportation Planner

Consolidated CFPs: Wasn't involved in ACRTDM, but C/CAG submitted some projects for that so he can't speak if it was helpful. Maybe can be more like OBAG call, some sort of coordination there.

More countywide significant project coordination.

Thinks there's a lot of resources available to cities which is great.

Potentially how to incorporate transit design assessment in review.

Great to keep Complete Streets checklist in mind, especially when going out for Regional Funding.

Timeline for third party review: about 2 months. Example: Getting ATP funds, want to make sure there's planning involved instead of one off to let people know it's available earlier on.

Think CBO bench is great.

### 14. El Concilio

October 18, 2024

Dr. Ana Angel Avendano, Executive Director

Some barriers include helping people get childcare to attend meetings or being able to bring their children. Think about multiyear contract like they have with the County.

How can the TA better involve CBOs as part of our community outreach for Transport projects in SM County and are there barriers to participating we should be aware of?

There are opportunities to get orgs more involved. Outreach grant program provides for this. Also community collaboratives...we are a part of several. We want to know who is serving in this area, and this helps. If there isn't a community collaborative, be involved in the community. Showing up to events and meetings helps.

Barriers - we love to incentivize community members because they are giving their time and expertise. Not just money, but childcare, meals, etc.

TA is considering establishing a CBO bench: I like the relationship with grantee...want multi-year. Better than one year. Has one for three years with another organization. That works really well.



What has worked well with our previous partnerships? Having opportunity to provide input on a timeline. Not too many projects at once. They are expanding their case management and promoters especially in north county and a little in south county.

When is the Office of Sustainability bringing you in on projects? Working on a storm water project at the beginning stages. Providing an equity lense...beginning to work on next round where they are being asked what outreach methods to use for conversations.

It would be great if you released an RFP and have a webinar about what the TA needs.

## 15. Peninsula Chinese Business Association

October 18, 2024

Johnny Darosa, Executive Director

Norman Ip, President

Getting information out to different groups may not always be one shoe fits all and you will want to look at different projects and areas differently

How can the TA better involve CBOs: Communicate through the education process. How do we motivate people to participate? Projects are very complex. To understand the projects takes time. Layers of education....starting in elementary school. They are cornerstone between their community and government. They help their community understand programs. They need a lot of support from the TA to educate them on projects and programs.

Is there a language issue? Answer: No, not really. When they get info from the government, they need to make it more simple as it's too complicated.

CBO bench? Good idea. Make it easy for CBOs to participate...offer different ways to participate. Make it into smaller asks so the CBOs can choose.

What has worked well? How did the recent partnership work for you? Answer: We don't have a standard for all projects. There is no size fits all. For each project, we digest it and then provide a proposal back to TA. Sometimes town hall, sometimes one on one, sometimes radio or social. We need to determine most efficient way. Project by project.

## 16. City of San Mateo

October 18, 2024

Jay Yu, Engineering Manager

Matt Fabry, Director of Public Works

Katherine Sheehan, Deputy Director of Public Works



Call for projects: The reason we go for a lot of TA funding, because it's not convoluted. Quick response and easy to do. They are in support. They have gotten a lot of funding.

101 Corridor Connect - better coordinate projects. TA will be using it in the future to begin projects across the county. Larger funded effort but doesn't affect CFP of other projects.

Is the TA considering public feedback? Yes.

Is the landscape shifting with the types of things cities are going? Is the CFP adjusted to that? Grade separation is a huge issue...SM city doesn't rank too high because SM city doesn't meet some of the criteria. Can't get the money for quad gates, for example, because they don't have safety issues. So, criteria aren't aligned with where they are going. Trying to predict where money is coming from, so it's ok. Last five years they haven't been getting as much money. Worked around the restrictions by being creative partnering with other jurisdictions, etc. Compiling resources would help to be able to be more competitive. TA could help with that. Especially for quick build projects.

Technical Assistance: a training on compiling resources. Fold into quick build...planning and operations folds into design criteria. Technical assistance on how to analyze LOS for multi-modal projects. Need help to determine if a project is feasible. No way to do that currently. Metrics/snapshot of progress...how to measure success. Answer: the KPI dashboard should solve that.

How the TA is aligning with the Climate Action Plan? TA is trying to consolidate the metrics and how they are analyzed.

Like the best practice review for projects. SM City wants to make sure that if they don't do what the best practice recommendation that they are still eligible for funding. Patrick: No, it won't affect funding. Would outline tradeoffs but doesn't affect eligibility. Also worried about consultant's schedule for the review. The TA pays for the consultant's review. Thinking about higher level trade-offs - is there anything that limits feasibility of projects.

Funding: is the funding agreement one per agency? Answer: yes. SM likes that.

They think that the TA is moving in a positive direction. Things are in a good place.



## E. EXPENDITURE ALLOCATIONS & AUTHORIZATIONS



## Original Measure A Expenditure Allocations & Authorizations

|   | % of Measure<br>1 | % of Remaining<br>Active<br>Competitive<br>Programs | Total Sales Tax<br>Receipts up to<br>June 2023 <sup>2</sup><br>A | FY24 Estimated<br>Interest Income<br>B | Cumulative<br>Closed and<br>Programmed<br>Project Budgets<br>C | Unprogrammed<br>Available Budget<br>from all Prior<br>Years<br>D = A + B - C | FY25 Proposed<br>Budget<br>E | Cumulative Total<br>Available to be<br>Programmed<br>F = D + E |
|---|-------------------|---|--|--|--|--|------------------------------|--|
| Competitive and Discretionary Programs Authorizations |                   |   |  |  |  |  |                              |  |
| 1 Caltrain Improvements                               | 21.6%             | 42.4%   | \$325,077,235  | \$510,307                              | \$323,476,792  | \$2,110,750  | \$984,477                    | \$3,095,227  |
| 2 Paratransit   | 3.1%              |   | \$56,112,993   | \$0                                    | \$56,112,993   | \$0  | \$0                          | \$0  |
| 3 Dumbarton Rail                                      | 1.7%              |   | \$18,316,709   | \$0                                    | \$18,316,709   | \$0  | \$0                          | \$0  |
| 4 Streets and Highways                                | 29.3%             | 57.6%   | \$361,941,658  | \$693,167                              | \$361,941,658  | \$693,167  | \$1,337,247                  | \$2,030,414  |
| 5 Local Streets and Roads                             | 20%               |   | \$203,264,468  | \$0                                    | \$203,264,468  | \$0  | \$0                          | \$0  |
| 6 Caltrain Grade Separation                           | 22.8%             |   | \$238,723,749  | \$0                                    | \$238,723,749  | \$0  | \$0                          | \$0  |
| 7 Bicycle Program                                     | 0.01%             |   | \$120,542  | \$0                                    | \$120,542  | \$0  | \$0                          | \$0  |
| 8 Transportation System Management                    | 0.7%              |   | \$7,121,256  | \$0                                    | \$7,121,256  | \$0  | \$0                          | \$0  |
| 9 Administrative                                      | 0.75%             |   | \$7,622,418  | \$0                                    | \$7,622,418  | \$0  | \$0                          | \$0  |
| 10 Total  | 100%              | 100%  | \$1,218,301,028  | \$1,203,474                            | \$1,216,700,585  | \$2,803,917  | \$2,321,724                  | \$5,125,641  |

1 Allocation % is based on Original Measure A Expenditure Plan

2 Inception to date receipts may not align with allocation % due to interest income being only allocated to the remaining active categories

## New Measure A Expenditure Allocations & Authorizations

|  | % of Measure<br>1 | Total Sales Tax<br>Receipts up to<br>June 2023<br>A | FY24 Adopted<br>Budget<br>B | Cumulative Closed<br>and Programmed<br>Project Budgets<br>C | Unprogrammed<br>Available Budget<br>from all Prior<br>Years<br>D = A + B - C | FY25 Proposed<br>Budget<br>E | Cumulative ICAP <sup>2</sup><br>F | Cumulative Total<br>Available to be<br>Programmed<br>G = D + E - F |
|--|-------------------|---|-----------------------------|---|--|------------------------------|-----------------------------------|--|
| Pass-Through Annual Program Allocations                          |                   |   |                             |   |  |                              |                                   |  |
| 2 Local Streets/Transportation                                   | 22.5%             | \$274,413,356                                       | \$26,159,400                |   |  | \$26,550,000                 |                                   |  |
| 3 Transit - Paratransit  | 4%                | \$48,784,596  | \$4,650,560                 |   |  | \$4,720,000                  |                                   |  |
| 4 Transit - SFO BART Extension                                   | 2%                | \$24,392,298  | \$2,325,280                 |   |  | \$2,360,000                  |                                   |  |
| 5 Sub-total Pass-Through Annual Program Allocations              |                   | \$347,590,251                                       | \$33,135,240                |   |  | \$33,630,000                 |                                   |  |
| Administration Allocations                                       |                   |   |                             |   |  |                              |                                   |  |
| 7 TA Administration  | 1%                | \$12,196,149  | \$1,162,640                 |   |  | \$1,180,000                  |                                   |  |
| 8 Sub-total Administration Allocations                           |                   | \$12,196,149  | \$1,162,640                 |   |  | \$1,180,000                  |                                   |  |
| Competitive and Discretionary Programs Authorizations            |                   |   |                             |   |  |                              |                                   |  |
| 10 Alternative Congestion Relief                                 | 1%                | \$12,196,149  | \$1,162,640                 | \$9,052,948   | \$4,305,841  | \$1,180,000                  | \$54,106                          | \$5,431,735  |
| 11 Intelligent Transportation Systems <sup>3</sup>               | 20%               | \$2,439,230   | \$232,528                   | \$510,000   | \$2,161,758  | \$236,000                    | \$0                               | \$2,397,758  |
| 12 Commute.org Operations  | 60%               | \$7,327,148   | \$0                         | \$7,327,148   | \$0  | \$708,000                    | \$0                               | \$708,000  |
| 13 Commute.org TDM Monitoring Program <sup>3</sup>               | 10%               | \$692,800   | \$0                         | \$692,800   | \$0  | \$118,000                    | \$0                               | \$118,000  |
| 14 TDM Competitive Projects                                      | 10%               | \$1,736,971   | \$930,112                   | \$523,000   | \$2,144,083  | \$118,000                    | \$54,106                          | \$2,207,977  |
| 15 Grade Separations   | 15%               | \$182,942,237                                       | \$17,439,600                | \$133,255,781   | \$67,126,056   | \$17,700,000                 | \$811,585                         | \$84,014,471   |
| 16 Highways  | 27.5%             | \$335,394,102                                       | \$31,972,600                | \$314,653,307   | \$52,713,395   | \$32,450,000                 | \$2,302,065                       | \$82,861,330   |
| 17 Key Congested Corridors                                       | 63%               | \$210,993,381                                       | \$20,113,672                | \$229,618,606   | \$1,488,447  | \$20,414,000                 | \$1,448,208                       | \$20,454,239   |
| 18 Supplemental Roadways   | 37%               | \$124,400,721                                       | \$11,858,928                | \$85,034,701  | \$51,224,948   | \$12,036,000                 | \$853,857                         | \$62,407,091   |
| 19 Pedestrian and Bicycle  | 3%                | \$36,588,447  | \$3,487,920                 | \$31,129,421  | \$8,946,946  | \$3,540,000                  | \$162,317                         | \$12,324,629   |
| 20 Transit - Caltrain  | 16%               | \$195,138,387                                       | \$18,602,240                | \$160,621,432   | \$53,119,195   | \$18,880,000                 | \$729,492                         | \$71,269,703   |
| 21 Transit - Dumbarton   | 2%                | \$24,392,298  | \$2,325,280                 | \$6,000   | \$26,711,578   | \$2,360,000                  | \$108,211                         | \$28,963,367   |
| 22 Transit - Ferry   | 2%                | \$24,392,298  | \$2,325,280                 | \$12,552,322  | \$14,165,256   | \$2,360,000                  | \$108,211                         | \$16,417,045   |
| 23 Transit - Local Shuttle Service                               | 4%                | \$48,784,597  | \$4,650,560                 | \$41,257,739  | \$12,177,418   | \$4,720,000                  | \$216,423                         | \$16,680,995   |
| 24 Sub-total Competitive and Discretionary Program Authorization |                   | \$859,828,516                                       | \$81,966,120                | \$702,528,950   | \$239,265,686  | \$83,190,000                 | \$4,492,410                       | \$317,963,276  |
| 25 Total   | 100%              | \$1,219,614,916                                     | \$116,264,000               | \$702,528,950   | \$239,265,686  | \$118,000,000                | \$4,492,410                       | \$317,963,276  |

1 Allocation % is based on New Measure A Transportation Expenditure Plan (TEP)

2 Indirect Cost Allocation Plan (ICAP) calculates the indirect cost rate used to recover overhead costs related to agency indirect administrative overhead and capital projects

3 New subcategories created from the Alternative Congestion Relief/Transportation Demand Management Plan adopted January 2022



## New Measure W Expenditure Allocations & Authorizations

|   | % of Measure <sup>1</sup> | Total Sales Tax Receipts up to June 2023<br>A | FY24 Adopted Budget<br>B | Cumulative Closed and Programmed Project Budgets<br>C | Unprogrammed Available Budget from all Prior Years<br>D = A + B - C | FY25 Proposed Budget<br>E | Cumulative ICAP <sup>3</sup><br>F | Cumulative Total Available to be Programmed<br>G = D + E - F |
|---|---------------------------|---|--------------------------|---|---|---------------------------|-----------------------------------|--|
| 1 Total Measure W Revenue   | 100%                      | \$411,203,734                                 | \$116,264,000            |   |   | \$118,000,000             |                                   |  |
| 2 SamTrans Managed 50%  | 50%                       | \$205,601,867                                 | \$58,132,000             |   |   | \$59,000,000              |                                   |  |
| 3 TA Managed 50%  | 50%                       | \$205,601,867                                 | \$58,132,000             |   |   | \$59,000,000              |                                   |  |
| 4 Pass-Through Annual Program Allocations                           |                           |   |                          |   |   |                           |                                   |  |
| 5 Local Streets/Transportation                                      | 10%                       | \$41,120,372                                  | \$11,626,400             |   |   | \$11,800,000              |                                   |  |
| 6 Sub-total Pass-Through Annual Program Allocations                 |                           | \$41,120,372                                  | \$11,626,400             |   |   | \$11,800,000              |                                   |  |
| 7 Administration Allocations  |                           |   |                          |   |   |                           |                                   |  |
| 8 TA Administration and Oversight <sup>2</sup>                      | N/A                       | \$936,924                                     | \$697,584                |   |   | \$0                       |                                   |  |
| 9 Sub-total Administration Allocations                              |                           | \$936,924                                     | \$697,584                |   |   | \$0                       |                                   |  |
| 10 Competitive and Discretionary Program Authorization <sup>3</sup> |                           |   |                          |   |   |                           |                                   |  |
| 11 Bicycle and Pedestrian Improvements                              | 5%                        | \$20,443,071                                  | \$5,726,002              | \$12,567,605  | \$13,601,468  | \$5,900,000               | \$185,404                         | \$19,316,064   |
| 12 Countywide Highway Congestion Improvements                       | 22.5%                     | \$91,993,821                                  | \$25,767,009             | \$42,867,735  | \$74,893,095  | \$26,550,000              | \$834,319                         | \$100,608,776  |
| 13 Highway Projects   | 96%                       | \$88,480,384                                  | \$24,736,329             | \$40,368,035  | \$72,848,678  | \$25,488,000              | \$685,996                         | \$97,650,682   |
| 14 Transportation Demand Management (TDM)                           | 4%                        | \$3,513,437                                   | \$1,030,680              | \$2,499,700   | \$2,044,417   | \$1,062,000               | \$148,323                         | \$2,958,094  |
| 15 TDM Planning & Policy <sup>4</sup>                               | 10%                       | \$693,004                                     | \$103,068                | \$472,000   | \$324,072   | \$106,200                 | \$0                               | \$430,272  |
| 16 TDM Competitive Projects   | 90%                       | \$2,820,433                                   | \$927,612                | \$2,027,700   | \$1,720,345   | \$955,800                 | \$148,323                         | \$2,527,822  |
| 17 Grade Separations  | 2.5%                      | \$10,221,536                                  | \$2,863,001              | \$8,000   | \$13,076,537  | \$2,950,000               | \$92,702                          | \$15,933,835   |
| 18 Regional Transit Connections                                     | 10%                       | \$40,886,143                                  | \$11,452,004             | \$492,000   | \$51,846,147  | \$11,800,000              | \$370,808                         | \$63,275,339   |
| 19 Sub-total Competitive and Discretionary Program Authorization    | 40%                       | \$163,544,571                                 | \$45,808,016             | \$55,935,340  | \$153,417,247   | \$47,200,000              | \$1,483,233                       | \$199,134,014  |
| 20 Total  | 50%                       | \$205,601,867                                 | \$58,132,000             | \$55,935,340  | \$153,417,247   | \$59,000,000              | \$1,483,233                       | \$199,134,014  |

1 Allocation % is based on Measure W Congestion Relief Plan (CRP)

2 Measure W Administrative and Oversight were allocated 1-1.5% from the Categories in FY24 and prior years. Starting FY25 and beyond these areas are funded by Measure W interest income only.

3 Indirect Cost Allocation Plan (ICAP) calculates the indirect cost rate used to recover overhead costs related to agency indirect administrative overhead and capital projects.

4 New subcategory created from the Alternative Congestion Relief/Transportation Demand Management Plan adopted January 2022





## F. PIPELINE PROJECTS FROM 2020-2024 STRATEGIC PLAN PERIOD

## Pedestrian and Bicycle

| Sponsor                       | Project Title   | Current Status | Next Funding Phase | Project Type  |
|-------------------------------|---|----------------|--------------------|---|
| <b>Large Capital Projects</b> |   |                |                    |   |
| San Mateo (City)              | Fashion Island Blv/19th Ave Class IV Bikeway Complete Streets                     | PS&E           | CON                | Transformative all ages and ability corridor enhancements |
| South San Francisco           | Junipero Serra Blvd and Westborough Blvd Pedestrian and Bicycle Improvements      | PLAN           | PID                | Safety and spot improvements                              |
| Belmont                       | Belmont Village Pedestrian and Bicycle Improvements                               | PS&E           | CON                | Safety and spot improvements                              |
| Burlingame                    | CA Drive Bicycle and Pedestrian Improvement Project                               | PS&E           | CON                | Safety and spot improvements                              |
| Atherton                      | El Camino Real Complete Streets Gap Closure                                       | PLAN           | PID                | Gap Closures  |
| Menlo Park                    | Middle Avenue Pedestrian/Bicycle Rail Crossing Project                            | PS&E           | CON                | Safety and spot improvements                              |
| San Bruno                     | Huntington Bikeway and Pedestrian Safety Project                                  | CON            | CON                | Safety and spot improvements                              |
| <b>Small Capital Projects</b> |   |                |                    |   |
| Redwood City                  | Access to Downtown Bikeway Corridors  | PA/ED          | PS&E               | Transformative all ages and ability corridor enhancements |
| East Palo Alto                | East Bayshore Road Pedestrian Improvement Project                                 | PA/ED          | PS&E               | Safety and spot improvements                              |
| Colma                         | Design of El Camino Real Complete Street Project from Mission Road to City Center | PS&E           | ROW                | Transformative all ages and ability corridor enhancements |
| Burlingame                    | South Rollins Road Traffic Calming Project  | PS&E           | ROW                | Safety and spot improvements                              |
| San Mateo County              | Alpine Road Corridor Improvement Projects   | PLAN           | PA/ED              | Safety and spot improvements                              |
| Brisbane                      | Santa Clara to Tulare Walkway   | PS&E           | CON                | Low-cost quick build/rapid implementation                 |
| San Mateo (City)              | Hillsdale Caltrain Station Bicycle Access Gap Closure                             | PS&E           | CON                | Gap Closures  |
| <b>Planning/ Promotions</b>   |   |                |                    |   |
| South San Francisco           | ECR Master Plan   | PLAN           | PID                | Master & Corridor Planning                                |
| Daly City                     | Daly City Vision Zero Design Standards  |                | N/A                | Safety and spot improvements                              |
| Redwood City                  | Vision Zero   |                | N/A                | Safety and spot improvements                              |

| Project Type Key  |
|---|
| Low-cost quick build/rapid implementation                 |
| Transformative all ages and ability corridor enhancements |
| Safety and spot improvements                              |
| Encouragement and educational programs                    |
| Safe Routes to School                                     |
| Master & Corridor Planning                                |
| Gap Closures  |

## Highway

| Sponsor                | Project Name   | Current Status | Next Funding Ph | Project Type                                    |
|------------------------|--|----------------|-----------------|---|
| Menlo Park             | Willow Road Pedestrian and Bicycle Safety Improvements             | ROW            | CON             | Multimodal arterial highway corridors           |
| Redwood City           | US 101/Woodside Road (SR 84) Interchange and Port Access           | ROW            | CON             | Interchange safety and operational enhancements |
| East Palo Alto         | University Avenue Grand Corridor                                   | PLAN           | PA/ED           | Multimodal arterial highway corridors           |
| South San Francisco    | US101/Produce Avenue   | PS&E           | CON             | Multimodal arterial highway corridors           |
| SMCTA and C/CAG        | US 101 Managed Lanes Project North of I-380                        | PS&E           | CON             | Managed Lanes                                   |
| Colma and South San Fr | El Camino Real Bicycle and Pedestrian Improvement Projects         | PA&ED          | PS&E            | Multimodal arterial highway corridors           |
| South San Francisco    | Junipero Serra Blvd and I-280/Westborough Blvd Interchange Project | PLAN           | PS&E            | Pedestrian and bicycle freeway crossings        |
| San Mateo County       | Moss Beach SR-1 Congestion and Safety Improvements                 | PA&ED          | PS&E            | Interchange safety and operational enhancements |
| Half Moon Bay          | Half Moon Bay Highway 1 South Project                              | PLAN           | PID             | Multimodal arterial highway corridors           |
| Pacifica               | Manor Drive Overcrossing Project                                   | PA&ED          | PS&E            | Pedestrian and bicycle freeway crossings        |
| Millbrae               | El Camino Real Corridor Multi-Modal Project                        | PLAN           | PA/ED           | Multimodal arterial highway corridors           |
| SMCTA and C/CAG        | US 101/SR 92 Direct Connectors Project                             | PA&ED          | PS&E            | Managed Lanes                                   |

| Project Type Legend   |
|---|
| Interchange safety and operational enhancements             |
| Multimodal arterial highway corridors                       |
| Managed Lanes   |
| Pedestrian and bicycle freeway crossings                    |
| Intelligent Transportation Systems & Communication upgrades |
| Corridor Safety and operational improvements                |

## Grade Separation

| Sponsor                       | Project Name   | Current Phase (2024 Q4) | Next Funding Phase | Project Type                  |
|-------------------------------|--|-------------------------|--------------------|-------------------------------|
| Burlingame                    | Broadway Grade Separation Project                          | PS&E (activity 13)      | CON                | Grade Separation with Station |
| Menlo Park                    | Ravenwood Avenue Grade Separation Study                    | PLAN                    | PSR                | Grade Separation              |
| South San Francisco/San Bruno | South Linden Avenue and Scott Street Grade Sep. Plan Study | PAED (12)               | PS&E               | Grade Separation              |

| Project Type Legend           |
|-------------------------------|
| Grade Separation              |
| Grade Separation with Station |

## ACR/TDM

| Sponsor   | Project Name   | Last award date | Current Phase (from FY24 Q4 report) | Next Funding Phase | Project Type  |
|---|--|-----------------|-------------------------------------|--------------------|---|
| <b>Intelligent Transportation Systems</b>                 |  |                 |                                     |                    |   |
| San Mateo   | 101/92 Mobility Hub and Smart Corridor Concept Plan                            | 2022            | PLAN                                | N/A                | Mobility Hubs & Transit Stop Improvements                 |
| C/CAG   | Countywide Shared, Connected, and Autonomous Vehicles Strategic Plan           | 2022            | PLAN                                | N/A                | Intelligent Transportation Systems/Signal Synchronization |
| <b>Planning</b>   |  |                 |                                     |                    |   |
| San Mateo County  | Midcoast TDM Plan  | 2022            | PLAN                                | N/A                | Micromobility programs and e-bike subsidies               |
| Half Moon Bay   | Midcoast TDM Plan  | 2022            | PLAN                                | N/A                | Micromobility programs and e-bike subsidies               |
| Burlingame  | Citywide TDM Plan  | 2022            | PLAN                                | N/A                | Micromobility programs and e-bike subsidies               |
| Redwood City  | Bicycle Parking Guidelines   | 2022            | PLAN                                | N/A                | Transit access, crossings and safety improvements         |
| Redwood City  | TMA Feasibility and Implementation Study                                       | 2022            | PLAN                                | N/A                | Micromobility programs and e-bike subsidies               |
| <b>Competitive - Small/Coastal Jurisdictions</b>          |  |                 |                                     |                    |   |
| Commute.org   | JUHSD Workforce Housing TDM  | 2022            | PLAN                                | N/A                | Micromobility programs and e-bike subsidies               |
| Half Moon Bay   | Pedal for a Purpose E-Bicycle Pilot Program                                    | 2022            | Non-Infra                           | N/A                | Micromobility programs and e-bike subsidies               |
| Colma   | Rideshare Voucher Program  | 2022            | PLAN                                | N/A                | Transit passes and subsidies                              |
| Colma   | El Camino Real/Mission Road Access to Transit Multimodal Crossing Improvements | 2022            | PS&E                                | CON                | Mobility Hubs & Transit Stop Improvements                 |
| <b>Competitive - Medium/ Large Jurisdictions</b>          |  |                 |                                     |                    |   |
| Redwood City  | Essential Wheels E-bike Loaner Program   | 2022            | Non-Infra                           | N/A                | Micromobility programs and e-bike subsidies               |
| Burlingame  | Burlingame and Millbrae Bicycle Share Program                                  | 2022            | Non-Infra                           | N/A                | Micromobility programs and e-bike subsidies               |
| Millbrae  | Burlingame and Millbrae Bicycle Share Program                                  | 2022            | Non-Infra                           | N/A                | Micromobility programs and e-bike subsidies               |
| <b>Project Type Legend</b>                                |  |                 |                                     |                    |   |
| Intelligent Transportation Systems/Signal Synchronization |  |                 |                                     |                    |   |
| Shared Autonomous Vehicles Pilots                         |  |                 |                                     |                    |   |
| Mobility Hubs & Transit Stop Improvements                 |  |                 |                                     |                    |   |
| Transit passes and subsidies                              |  |                 |                                     |                    |   |
| Micromobility programs and e-bike subsidies               |  |                 |                                     |                    |   |
| Transit access, crossings and safety improvements         |  |                 |                                     |                    |   |

## Transit

| City                | Project Name                                      | Current Phase )                         | Next Funding Phase |
|---------------------|---|---|--------------------|
| Redwood City        | Redwood City Ferry Terminal Project               | Preliminary Engineering & Environmental | PS&E               |
| South San Francisco | South San Francisco Second Ferry Terminal Project | Planning (Feasibility Study)            | PA&ED              |

| Project Type    |
|-----------------|
| Ferry Terminals |
| Ferry Terminals |

| Project Name                              | Project Type               |
|---|----------------------------|
| Brisbane Bayshore Caltrain                | Transit operations support |
| Brisbane Crocker Park                     | Transit operations support |
| Burlingame Bayside                        | Transit operations support |
| Burlingame Point                          | Transit operations support |
| Daly City Seton                           | Transit operations support |
| Foster City Commuter                      | Transit operations support |
| Hillsdale Caltrain Commuter               | Transit operations support |
| Millbrae Burlingame Commuter              | Transit operations support |
| North Foster City                         | Transit operations support |
| Redwood City Midpoint                     | Transit operations support |
| Redwood City Redwood Life                 | Transit operations support |
| Redwood City Seaport Centre               | Transit operations support |
| South San Francisco One Tower Place       | Transit operations support |
| South San Francisco Oyster Point BART     | Transit operations support |
| South San Francisco Oyster Point Caltrain | Transit operations support |
| South San Francisco Oyster Point Ferry    | Transit operations support |
| South San Francisco Utah Grand BART       | Transit operations support |
| South San Francisco Utah Grant Caltrain   | Transit operations support |
| South San Francisco Utah Grand Ferry      | Transit operations support |
| Daly City Bayshore                        | Transit operations support |
| Menlo Park Willow Road                    | Transit operations support |
| Skyline College Daly City BART Express    | Transit operations support |
| South City Shuttle (East)                 | Transit operations support |
| South City Shuttle (West)                 | Transit operations support |

| Project Type Legend                           |
|---|
| Transit operations support                    |
| Express Buses                                 |
| Ferry Terminals                               |
| Station Upgrades & Mobility Hubs              |
| Major corridor speed and reliability projects |
| Caltrain Capital and Special Projects         |
| Paratransit                                   |
| Local Shuttles                                |



## G. SUMMARY OF FEDERAL, STATE, REGIONAL, AND LOCAL FUNDING SOURCES

# Pedestrian and Bicycle

| Grant Program   | Summary   | Eligible Costs                      | Max Award   | <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: 8px; font-weight: bold;">Low-cost quick build/rapid implementation</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: 8px; font-weight: bold;">Transformative all ages and ability corridor enhancements</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: 8px; font-weight: bold;">Safety and spot improvements</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: 8px; font-weight: bold;">Encouragement and educational programs</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: 8px; font-weight: bold;">Safe Routes to School</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: 8px; font-weight: bold;">Master &amp; Corridor Planning</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: 8px; font-weight: bold;">Gap Close</div> </div> |   |   |   |   |   |   |   |  |   |
|---|---|-------------------------------------|---|---|---|---|---|---|---|---|---|--|---|
|   |   |                                     |   | 1   | 2 | 3 | 4 | 5 | 6 | 7 | 8 |  |   |
| <b>CA Active Transportation Program</b>                             | This program funds safe routes to school, pedestrian, bicycle, and trail projects. Furthermore, at least 25 percent of the program's funding must be provided for disadvantaged communities   | Planning, Design, ROW, Construction | N/A   | X   | X | X | X | X |   |   |   |  |   |
| <b>CMAQ - Federal</b>   | Provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not  | Planning, Design, ROW, Construction |   | X   | X | X |   |   |   |   |   |  | X |
| <b>CMAQ - State</b>   | meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).  | Planning, Design, ROW, Construction |   | X   | X | X |   |   |   |   |   |  | X |
| <b>RAISE</b>  | The local and Regional Project Assistance Program supports surface transportation projects that are difficult to fund through traditional federal programs and have a significant local or regional impact.   | Planning, Design, ROW, Construction | \$25M   | X   | X | X |   |   |   |   |   |  | X |
|   | The Local and Regional Project Assistance Program (the RAISE/BUILD program) to provide grants for surface transportation projects that will have significant local or regional impacts. Eligible projects include highway or bridge projects, passenger or freight rail projects, port infrastructure projects, and surface transportation components of airport projects, among other surface transportation projects.   | Planning, Design, ROW, Construction |   |   |   |   |   |   |   |   |   |  |   |
|   | The new selection criteria to "improve mobility and community connectivity." Projects within Areas of Persistent Poverty can have the federal match limit waived  | Planning, Design, ROW, Construction |   |   |   |   |   |   |   |   |   |  |   |
| <b>Safe Streets and Roads for All (SS4A)</b>                        | A. Developing a comprehensive safety action plan or Action Plan (i.e., the activities in Table 1, as well as the supplemental planning and demonstration activities described in Section; B. Conducting planning, design, and development activities for projects and strategies identified in an Action Plan; and C. Carrying out projects and strategies identified in an Action Plan.  | Planning and Construction           | Planning - \$100,000 to \$10,000,000/<br>Construction \$2,500,000 to \$25,000,000 | X   | X | X |   |   |   |   |   |  |   |
| <b>RCP &amp; RCE</b>  | Program will restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.  | Planning and Construction           | Planning - 80/20%:<br>Construction 50/50%<br>(\$100M)                             | X   | X | X |   |   |   |   |   |  | X |
| <b>MEGA (INFRA)</b>   | Provides funding to support, large and complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. Projects include highway or bridge carried out on the National Highway Freight Network, US code, or National Highway Systems, freight including intermodal or freight rail, a railway-highway grade separation or elimination project and intercity passenger rail project. | Planning and Construction           | \$500M  | X   | X | X |   |   |   |   |   |  | X |
| <b>ATIIP</b>  | competitive grants to help communities plan, design, and construct safe and connected active transportation networks such as sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, recreation areas, and medical facilities within a community or metropolitan region.   | Planning and Construction           | \$15M   | X   | X | X |   |   |   |   |   |  | X |
| <b>HSIP</b>   | Aims to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.  | Construction                        |   | X   |   | X |   |   |   |   |   |  |   |
| <b>Recreational Trails Program</b>                                  | provides funds annually to develop non-motorized recreational trails and trails-related facilities.   | Construction                        |   |   |   |   |   |   |   |   |   |  |   |
| <b>Surface Transportation Block Grant</b>                           | Provide formula funding for projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.  | Construction                        |   | X   | X | X |   |   |   |   |   |  |   |
| <b>Transportation Alternatives (TA) (\$11109; 23 U.S.C. 133(h))</b> | Provide funds set-aside funds for projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead  | Construction                        |   | X   | X | X |   |   |   |   |   |  |   |
|   | for Progress in the 21st Century Act. This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, etc.  | Construction                        |   |   |   |   |   |   |   |   |   |  |   |
| <b>Road Repair and Accountability Act of 2017 (SB1)</b>             | SB1 provides additional funding for bridges and culverts repair and maintenance under Road Maintenance and Rehabilitation Account.  | Construction                        |   | X   |   |   |   |   |   |   |   |  |   |
| <b>Flexible Funding Programs Surface Transportation Block Grant</b> | Provide formula funding for projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.  | Construction                        |   | X   | X | X |   |   |   |   |   |  |   |
| <b>Transportation Infrastructure Investments</b>                    | Provide funding to green transportation systems emphasizing in economic growth and equitable recovery from COVID-19. Focuses on increasing mobility options through rails, transit and active transportation projects   | Construction                        |   | X   | X | X |   |   |   |   |   |  |   |
| <b>Prop 1B: Transportation Bonds</b>                                | Focuses on improving state highways and local roads, transit networks, passenger rail, freight mobility, and air quality.   | Construction                        |   | X   | X | X |   |   |   |   |   |  |   |
| <b>Safe Routes to School</b>  | Funding may be used for small capital infrastructure and special projects on or near public school sites.   | Planning and Construction           |   |   |   |   |   |   | X |   |   |  |   |



# Highway

| Grant   | Grant Summary   | Max Award                             | Interchange safety and operational enhancement | Multimodal/arterial highway | Managed Lane |
|---|---|---------------------------------------|--|-----------------------------|--------------|
| MEGA-INFRA  | Provides funding to support, large and complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. Projects include highway or bridge carried out on the National Highway Freight Network, US code, or National Highway Systems, freight including intermodal or freight rail, a railway-highway grade separation or elimination project and intercity passenger rail project.   | \$500M                                | X  | X                           | X            |
| Rural Surface Transportation Grant Program  | Provide funds for projects to improve and expand the surface transportation infrastructure in rural areas in order to increase connectivity, improve the safety and reliability of the movement of people and freight, generate regional economic growth and improve quality of life.   |                                       | X  | X                           | X            |
| Surface Transportation Block Grant  | Promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs.  |                                       | X  | X                           | X            |
| Congestion Mitigation and Air Quality Program (CMAQ)  | Provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the national ambient air quality standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).   |                                       | X  | X                           | X            |
| Highway Safety Improvement (HSIP)   | Aims to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.  |                                       |  |                             |              |
| Wildlife Crossing Pilot Program   | <p>The WCPP provides funding for construction and non-construction projects.</p> <p>Construction Projects include engineering, design, permitting, right-of-way acquisition, and other activities related to the construction of infrastructure improvements, such as the building of a wildlife crossing overpass or underpass.</p> <p>Non-Construction projects include planning, research, and educational activities that are not directly related to construction of infrastructure improvements, such as a hot spot analysis of WVCs.</p> <p>All projects should seek to protect motorists and wildlife by reducing the number of WVCs and improve habitat connectivity for terrestrial and aquatic species.</p>  |                                       |  |                             |              |
| Wildlife Corridor and Fish Passage  | Construction of fish culverts, bypass channels, wildlife crossing and undercrossings.   |                                       |  |                             |              |
| Bridge Investment Program   | Provide grants on a competitive basis to improve bridge condition and safety, efficiency, and reliability of the movement of people and freight over bridge.  |                                       | X  | X                           | X            |
| Bridge Formula Program  | Provide funds to replace, rehabilitate, preserve, protect, and construct highway.   | Small under \$100M, Large over \$100M | X  | X                           | X            |
| National Highway Performance Program (NHPP)   | Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.  |                                       | X  | X                           | X            |
| National Highway Freight Program (NHFPF)  | <p>Improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support:</p> <ul style="list-style-type: none"> <li>investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce cost of freight; <ul style="list-style-type: none"> <li>improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; <ul style="list-style-type: none"> <li>improving the state of good repair of the NHFN;</li> </ul> </li> <li>using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; <ul style="list-style-type: none"> <li>improving the efficiency and productivity of the NHFN;</li> </ul> </li> </ul> </li> <li>improving state flexibility to support multi-state corridor planning and address highway freight connectivity; <ul style="list-style-type: none"> <li>reducing the environmental impacts of freight movement on the NHFN.</li> </ul> </li> </ul> |                                       | X  | X                           | X            |
| Railway-Highway Crossings Program   | Provides funds for safety improvements to reduce transportation emissions, defined as carbon dioxide emissions from on-road highway sources   |                                       | X  | X                           |              |
| Carbon Reduction Program  | Provide funds for projects designed to reduce transportation emissions, defined as carbon dioxide emission from on-road highway sources   |                                       | X  |                             |              |
| Promoting Resilience Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) | Provide fund to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure   |                                       | X  | X                           |              |
| Advanced Transportation Technologies and Innovation   | Provide competitive grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment   |                                       |  |                             |              |
| Congestion Relief Program   | Provide discretionary grants to advance innovative, integrated, and multimodal solutions to congest relief in the most congested metropolitan areas.  |                                       | X  | X                           | X            |
| Emergency Relief Program  | Provide fundings for emergency repairs and permanent repairs on Federal-aid highways and roads, tribal transportation facilities, and roads on Federal lands that have suffered serious damage from natural disasters or catastrophic failure from external cause.  |                                       | X  | X                           | X            |
| Reconnecting Communities Pilot Program  | Provide grants, on a competitive basis, to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including barriers to mobility, access, or economic development.   |                                       | X  | X                           | X            |
| Transportation Alternatives (TA) (\$11109; 23 U.S.C. 133(h))  | Provide funds set-aside funds for projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act. This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, etc.   |                                       | X  | X                           | X            |
| Flexible Funding Programs- Surface Transportation Block Grant Program                                   | Provide formula funding for projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.  |                                       | X  | X                           | X            |
| Road Repair and Accountability Act of 2017 (SB1)  | SB1 provides additional funding for bridges and culverts repair and maintenance under Road Maintenance and Rehabilitation Account.  |                                       | X  | X                           |              |
| Prop 1B: Transportation Bonds   | Focuses on improving state highways and local roads, transit networks, passenger rail, freight mobility, and air quality.   |                                       | X  | X                           |              |
| Rebuilding American Infrastructure with Sustainable   | <ul style="list-style-type: none"> <li>The local and Regional Project Assistance Program supports surface transportation projects that are difficult to fund through traditional federal programs and have a significant local or regional impact.</li> <li>The Local and Regional Project Assistance Program (the RAISE/BUILD program) to provide grants for surface transportation projects that will have significant local or regional impacts. Eligible projects include highway or bridge projects, passenger or freight rail projects, port infrastructure projects, and surface transportation components of airport projects, among other surface transportation projects.</li> </ul> <p>The new selection criteria to "improve mobility and community connectivity." Projects within Areas of Persistent Poverty can have the federal match limit waived</p>  |                                       | X  | X                           | X            |

## Grade Separation

| GRANT  | Grant Summary  | Max Award Amount                                |   |                   |
|--|--|---|---|-------------------|
|  |  |   | Grade Separation  | Grade Sep         |
| MPDG (INFRA, MEGA)   | Provides funding to support, large and complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. Projects include highway or bridge carried out on the National Highway Freight Network, US code, or National Highway Systems, freight including intermodal or freight rail, a railway-highway grade separation or elimination project and intercity passenger rail project.  | \$500M  | X   |                   |
| RAISE  | <ul style="list-style-type: none"> <li>The local and Regional Project Assistance Program supports surface transportation projects that are difficult to fund through traditional federal programs and have a significant local or regional impact.</li> <li>The Local and Regional Project Assistance Program (the RAISE/BUILD program) to provide grants for surface transportation projects that will have significant local or regional impacts. Eligible projects include highway or bridge projects, passenger or freight rail projects, port infrastructure projects, and surface transportation components of airport projects, among other surface transportation projects.</li> </ul> | \$25M   | X   |                   |
|  | The new selection criteria to "improve mobility and community connectivity." Projects within Areas of Persistent Poverty can have the federal match limit waived   |   |   |                   |
|  | Local Bridge Seismic Retrofit  |   | Provides the 11.5% required match for the federal Hwy bridge replacement funds. | 88.5%/11.5% match |
| Railway-Highway Crossings Program (RHCP) - Section 130 CPUC            | Provide funding for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings. reduce the number and severity of highway accidents and to improve safety for motorists, bicyclists, and pedestrians at existing at-grade railroad crossings  | 100% of Project Cost                            | X   |                   |
| Reconnecting Communities Pilot Program                                 | Provide grants, on a competitive basis, to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including barriers to mobility, access, or economic development.  | Planning - 80/20%: Construction 50/50% (\$100M) | X   |                   |
| Rural Surface Transportation Grant Program                             | Provide funds for projects to improve and expand the surface transportation infrastructure in rural areas in order to increase connectivity, improve the safety and reliability of the movement of people and freight, generate regional economic growth and improve quality of life.  | may not be applicable to SMCTA                  |   |                   |
| Transportation Alternatives (TA) (§11109; 23 U.S.C. 133(h))            | Provide funds set-aside funds for projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead   |   | X   |                   |
|  | for Progress in the 21st Century Act. This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, etc.   |   |   |                   |
| Flexible Funding Programs - Surface Transportation Block Grant Program | Provide formula funding for projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.   |   | X   |                   |
| Railroad Crossing Elimination  | <ul style="list-style-type: none"> <li>Track relocation.</li> <li>The improvement or installation of protective devices, signals, signs, or other measures to improve safety, provided that such activities are related to a separation or relocation project described above.</li> <li>Other means to improve the safety and mobility of people and goods at highway-rail grade crossings (including technological solutions).</li> <li>A group of related projects described above that would collectively improve the mobility of people and goods.</li> <li>The planning, environmental studies, and fin</li> </ul>  | Planning \$100K/ No Limit for construction      | X   |                   |
| Section 190 Grade Separation Program - CPUC                            | provides state funds to local agencies to grade separate at-grade crossings (crossings), or alter, or reconstruct existing grade separations.  |   | X   |                   |
| Road Repair and Accountability Act of 2017 (SB1)                       | SB1 provides additional funding for bridges and culverts repair and maintenance under Road Maintenance and Rehabilitation Account.   |   |   |                   |
| Prop 1B: Transportation Bonds  | Focuses on improving state highways and local roads, transit networks, passenger rail, freight mobility, and air quality.  |   | X   |                   |

**ACR/TDM**

| GRANT   | Grant Summary  | Max Award   |                                   |   |                              |                            |             |   |
|---|--|---|-----------------------------------|---|------------------------------|----------------------------|-------------|---|
|   |  | Intelligent Transportation Systems/Signal Synchronization | Shared Autonomous Vehicles/Pilots | Mobility Hubs & Transit Stop Improvements | Transit passes and subsidies | Micromobility programs and | Transit acc |   |
| <p><b>Strengthening Mobility and Revolutionizing Transportation (SMART)</b></p>     | <p>The SMART Grants Program funds multiple technology areas, as listed below. Projects must demonstrate at least one technology area and may demonstrate more than one technology area. USDOT will evaluate each application on its merits, and there is no expectation that applications demonstrate more than one technology area. • Coordinated Automation • Connected Vehicles • Intelligent, Sensor-Based Infrastructure • Systems Integration • Commerce Delivery and Logistics • Leveraging Use of Innovative Aviation Technology • Smart Grid • Smart Technology Traffic Signals</p> | \$250K-\$2,000,000  | X                                 |   |                              |                            |             |   |
| <p><b>CMAQ</b></p>  | <p>Provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the national ambient air quality standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).</p>   |   | X                                 | X   | X                            |                            |             | X |
| <p><b>Highway Safety, Rehabilitation, Preservation</b></p>                          | <p>Traffic light synchronization projects</p>  |   | X                                 |   |                              |                            |             |   |
| <p><b>Advanced Transportation Technologies and Innovation</b></p>                   | <p>Provide competitive grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment</p>   |   | X                                 |   |                              |                            |             |   |
| <p><b>Congestion Relief Program</b></p>   | <p>Provide discretionary grant to strategically deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure.</p>  |   |                                   |   |                              |                            |             |   |
| <p><b>Flexible Funding Programs- Surface Transportation Block Grant Program</b></p> | <p>Provide formula funding for projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.</p>  |   | X                                 |   |                              |                            |             |   |



## Local Streets & Roads

| Grant  | Grant Summary   | Eligible Costs  | Maintenance and Repairing Projects |                                     |   |
|--|---|---|------------------------------------|-------------------------------------|---|
|  |   |   | ADA Curb Ramps                     | Traffic Signal and Sign Maintenance |   |
| <b>State Fuel Excise Tax</b>   | Fuel Tax revenue for planning, construction, and maintaining CA's publicly funded roadways and mass transit systems.  | Streets, roadways, mass transit.  | X                                  | X                                   | X |
| <b>Federal Aid</b>   | Federal fuel tax revenue deposited in to the federal Highway Trust Fund for road construction, maintenance, repair, and public transportation   | Roads, maintenance and repair, and public transportation  | X                                  | X                                   | X |
| <b>State Aid</b>   | Various CA State Transportation Grants  | Planning, roads, and transit  | X                                  | X                                   | X |
| <b>Incremental Excise Tax</b>  | Additional 2 cents per gallon on Gas Tax  | Streets, roadways, mass transit.  | X                                  | X                                   | X |
| <b>Local General Funds</b>   | Various funds collected by the County including Measure A, Measure W, Measure K, Property Tax   | Roads, maintenance and repair, and public transportation  | X                                  | X                                   | X |
| <b>County Sales Tax Measures</b>   | Measure W .5%, 2019 through 2049  | Roads, maintenance and repair, and public transportation  | X                                  | X                                   | X |
| <b>Highway Users Tax Account (HUTA)</b>                                      | State taxes transferred and allocated to local agencies.  | Roads, maintenance and repair, and public transportation  | X                                  | X                                   | X |
| <b>Local Transportation Funds</b>  | 1/4% statewide sales tax for local transportation purposes  | Local Transportation Fund provides for public transit planning and operations as well as coordination between transit providers in the region. Bike and Pedestrian programs may be funded with LTF. | X                                  | X                                   | X |
| <b>Charging and Fueling Infrastructure</b>                                   | Provide discretionary grant to strategically deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, and natural gas fueling infrastructure.  | Construction of EV charging station and alternative fuels.  |                                    |                                     |   |
| <b>National Electric Vehicle Infrastructure Formula Program</b>              | Provide funding to states to strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access and reliability.  | Construction of EV charging stations and network for data collection.   |                                    |                                     |   |
| <b>Safe Streets and Roads for All</b>  | Provide a discretionary grant supporting local initiatives to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives.   | Construction and plans for Streets, Roads, bike and pedestrian infrastructure.  | X                                  | X                                   |   |
| <b>Transportation Alternatives (TA) (\$11109; 23 U.S.C. 133(h))</b>          | Provide funds set-aside funds for projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act. This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, etc. | Construction of bike and pedestrian facilities  |                                    | X                                   |   |
| <b>Flexible Funding Programs- Surface Transportation Block Grant Program</b> | Provide formula funding for projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.  | Construction and maintenance of streets, roads, transit, and bicycle/pedestrian facilities.   | X                                  | X                                   | X |
| <b>Prop 1B: Transportation Bonds</b>   | Focuses on improving state highways and local roads, transit networks, passenger rail, freight mobility, and air quality.   | Construction and maintenance of roads, transit, rail and freight.   | X                                  | X                                   | X |



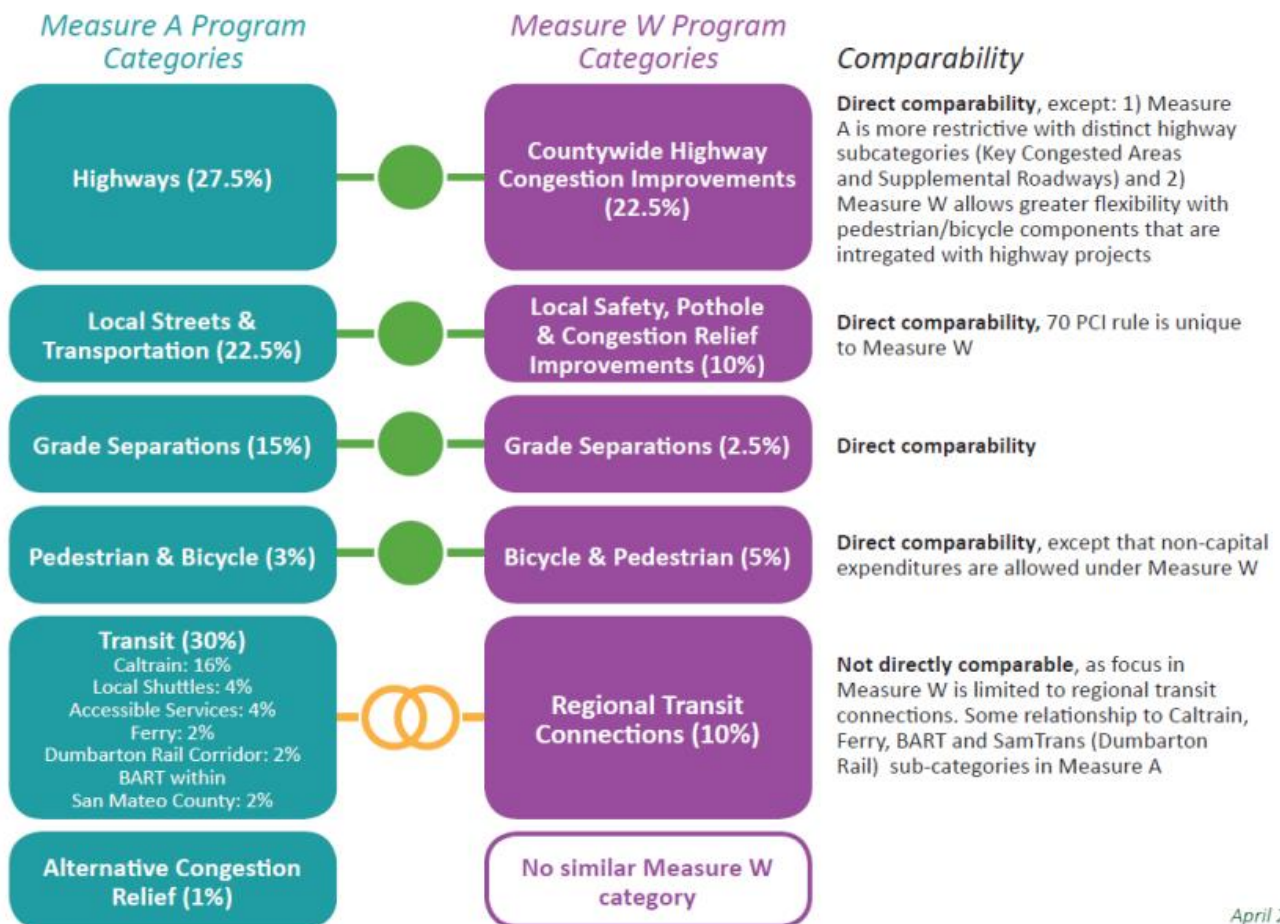
## H. EVALUATION CRITERIA

## H-1 2020-2024 EVALUATION CRITERIA DEVELOPMENT PROCESS

### Commonalities Between Measure A and Measure W

One of the initial outcomes of the stakeholder meetings was to determine whether it made sense to consolidate the project selection process for the common competitive program categories between the measures. There was general concurrence from the SAG and TAG, as well as the Board Ad Hoc Committee, that there was sufficient commonality in Measures A and W to support having a common selection process for the comparable competitive programs. The figure below illustrates the comparability between the program categories from both measures.

**SMCTA Strategic Plan 2020-2024**  
**Measure A & W Comparability Chart**

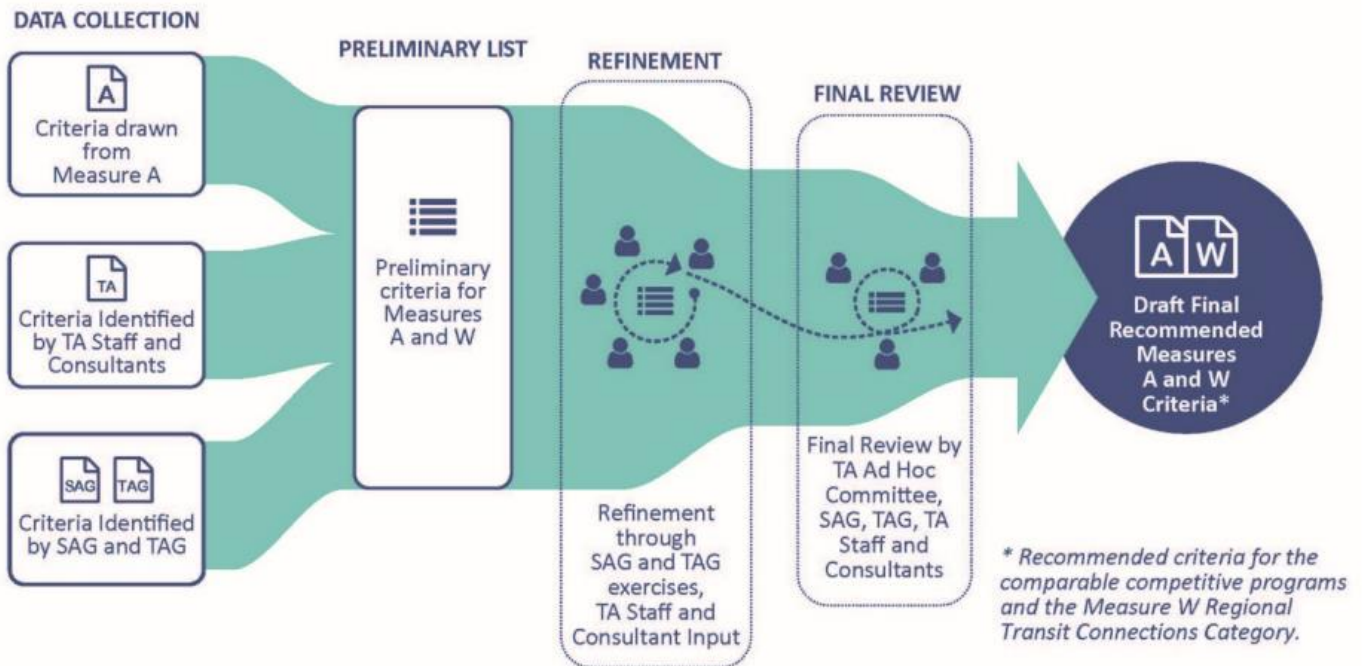




## Evaluation Criteria Development Process

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.*







## H-2 COMPETITIVE PROGRAM EVALUATION CRITERIA TABLES

### Measure A Goals Key

| ID        | Description                        |
|-----------|------------------------------------|
| <b>A1</b> | Reduce commute corridor congestion |
| <b>A2</b> | Make regional connections          |
| <b>A3</b> | Enhance safety                     |
| <b>A4</b> | Meet local mobility needs          |

### Measure W Core Principles Key

| ID         | Description   |
|------------|---|
| <b>W1</b>  | Relieve traffic congestion countywide   |
| <b>W2</b>  | 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 |
| <b>W3</b>  | Implement environmentally friendly transportation solutions and projects that incorporate green stormwater infrastructure and plan for climate change   |
| <b>W4</b>  | Promote economic vitality, economic development, and the creation of quality jobs   |
| <b>W5</b>  | Maximize opportunities to leverage investment and services from public and private partners   |
| <b>W6</b>  | Enhance safety and public health  |
| <b>W7</b>  | Invest in repair and maintenance of existing and future infrastructure  |
| <b>W8</b>  | Facilitate the reduction of vehicle miles traveled, travel times, and greenhouse gas emissions  |
| <b>W9</b>  | 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   |
| <b>W10</b> | Incentivize transit, bicycle, pedestrian, carpooling, and other shared-ride options over driving alone  |
| <b>W11</b> | Maximize potential traffic reduction potential associated with the creation of housing in high-quality transit corridors  |



## I. GLOSSARY OF ACRONYMS



- ABAG – Association of Bay Area Governments
- ACR – Alternative Congestion Relief
- ACS – American Community Survey
- ATP – Active Transportation Program
- AV – Autonomous Vehicle
- BART – Bay Area Rapid Transit
- C/CAG - City/County Association of Governments of San Mateo County
- CAC – Community Advisory Committee
- CalSTA – California State Transportation Agency
- Caltrain - Peninsula Corridor Joint Powers Board
- Caltrans – State of California Department of Transportation District 4 Bay Area
- CBO – Community-Based Organization
- CBPP – C/CAG Comprehensive Bicycle and Pedestrian Plan
- CFP – Call for Projects
- CIP – Capital Improvement Program
- CON – Construction
- CSIS – Caltrans Systemwide Investment Strategy
- District – San Mateo County Transit District
- EJ – Environmental Justice
- EV – Electric Vehicle
- FY – Fiscal Year
- GBI – Grand Boulevard Initiative
- GHG – Greenhouse Gas
- HPMS – The Highway Performance Monitoring System
- ITS – Intelligent Transportation System
- JPA – Joint Powers Authority
- JPB – Joint Powers Board
- KCA – Key Congested Areas
- PA/ED – Project Approval/ Environmental Document
- PCI – Pavement Condition Index
- PE/EV - Preliminary Engineering and Environmental
- PID – Project Initiation Document



- PLAN - Planning
- PS&E - Plan, Specifications and Estimates- Final Design
- PSR - Project Study Report
- QSR - Quarterly Status Report
- MTC - Metropolitan Transportation Commission
- ROW - Right-of-Way
- RTC - Regional Transit Connection Plan
- SAG - Stakeholder Advisory Group
- SFMTA - San Francisco Municipal Transportation Agency
- SOV - Single Occupant Vehicle
- SR - Supplemental Roadways
- SRHP - Short Range Highway Plan
- SRTP - Short Range Transit Plan
- SRTS - Safe Routes to School
- Strategic Plan - Strategic Plan 2025-2029
- TA - San Mateo County Transportation Authority
- TAC - C/CAG Technical Advisory Committee
- TAG - Technical Advisory Group
- TAZ - Traffic Analysis Zone
- TDM - Transportation Demand Management
- TEP - Transportation Expenditure Plan
- TNC - Transportation Network Company
- TOD - Transit Oriented Development
- VMT - Vehicles Mile Traveled
- VTA - Valley Transportation Agency
- WETA - Water Emergency Transportation Authority



## J. SUMMARY OF PUBLIC COMMENTS RECEIVED ON THE DRAFT STRATEGIC PLAN



The SMCTA Strategic Plan 2025 – 2029 was published online on November 5, 2024, and was available for public comment until November 19, 2024. The Strategic Plan was made available online with an easy-to-use virtual platform that enabled participants to place comments directly in the document online.

The virtual platform was available through SMCTA’s website. The table below provides a summary of comments received online through the virtual tool. The table documents how comments have been answered or addressed in the Final Plan

**SMCTA STRATEGIC PLAN 2025 – 2029 PUBLIC FEEDBACK**

| Comment   | Resolution   |
|---|--|
| <p>Various spelling/grammar related comments</p>  | <ul style="list-style-type: none"> <li>- Various sections have been edited to improve clarity and readability</li> <li>- Titles have been bolded for consistency</li> <li>- Revision to Community Advisory Committee has been updated</li> <li>- Readability has been improved</li> </ul>  |
| <p>Regarding Section 6.2.2 – Vehicle Miles Traveled</p> <p>Can this be confirmed/check? My understanding from C/CAG VMT estimation tool is that the coastside (including HMB) is among the highest VMT per capita countywide.</p> | <p>The data source used for this estimation is the California Highway Performance Monitoring System (HPMS), which is produced and maintained by Caltrans. This is a measure of traffic volumes on roads maintained by Caltrans, divided by the number of maintained road miles in each city. VMT per capita was calculated by dividing the DVMT in each city (per HPMS) by the total population of each city (per American Community Survey). Since the majority of Colma’s land uses are not residential and are typically associated with high VMT generators – i.e. car dealerships, big-box department stores and shopping centers, cemeteries that attract trip-takers from across the Bay Area, and SR-82, which serves as a primary connection between San Mateo and San Francisco counties, the comparatively high VMT is reasonable. Furthermore, while Half Moon Bay and the other coastal cities may have a residential population that drives more miles per day than their eastern counterparts, Half Moon Bay roads likely don’t experience the level of traffic volume that Colma roads experience among all vehicles that travel in, out, and through both cities.</p> <p>According to HMPS, Colma has 7 miles of maintained roads, while Half Moon Bay has 30 miles. The VMT [1,000] per HPMS is nearly 76 in Colma, while Half Moon Bay’s DVMT is only 19. Together, with the fact that Half Moon Bay’s population (11,176 in 2022) is greater than Colma’s population (1,550 in 2022), it is also</p> |

| Comment  | Resolution   |
|--|--|
|  | <p>reasonable to say that the VMT on Colma's roads is high, relative to a very low population. On the other hand, the VMT experienced on Half Moon Bay's roads is lower overall (once again, due to total daily traffic volumes), relative to a population that is higher than Colma's (albeit low compared to the county average), leading to a lower VMT per-capita.</p>   |
| <p>Regarding Section 6.2.2 - Vehicle Miles Traveled</p> <p>I think a little more narrative is needed to explain why Colma has the highest VMT and Half Moon Bay has the lowest. Do they VMT trip numbers by capita just include residents (that might explain the high VMT # for Colma). I don't understand the low VMT # for Half Moon Bay though as it is generally known that VMT is higher on the coastside due to the need to travel over to the bayside or north County for jobs and other destinations.</p> | <p>The Strategic Plan is not using the C/CAG VMT estimation tool, which seems to have a different methodology for calculating VMT. This model of VMT (Cal HPMS) is based on the total vehicle miles of travel per day that all roads experience within each Traffic Analysis Zone (TAZ), with each traffic analysis zone representing a city. C/CAG's VMT estimator tool is likely correct as well -as it is feasible that local trips in Half Moon Bay are generally longer in length than local trips in Colma, however, for purposes of this report, the HPMS tool is not a measure of local VMT and therefore doesn't only focus on trips being made at the local level. This can be viewed on page 106 of the <a href="#">California Highway Performance Monitoring Road Data</a> (from 2022 - newest to-date).</p> |
| <p>Regarding Section 6.3 - New Mobility Services and Autonomous Vehicles</p> <p>My understanding is that several prior bikeshare programs have not done well in the County. Do we know how the listed programs are doing and if there is a daily turnover ratio greater than 1?</p>  | <p>The SMCTA does not have that level of information, and the individual sponsors of those projects can be contacted for further information.</p>  |
| <p>Regarding Section 8.2.5 - Timely Use of Funds</p> <p>For projects that are not fully funded, what is the deadline? Sometimes large projects take several years to secure all the funding.</p>   | <p>This section indicates: For projects awards that have requested to use Measure A and/or Measure W funding as leverage for other external grant opportunities, the TA will monitor a timeline for the applicable project phase to be fully funded: Project under \$5 million must be fully funded within two years, and projects over \$5 million must be fully funded within five years of the funding agreement. Once a project becomes fully funded, the project initiation requirements detailed above will become active.</p>   |
| <p>Regarding Section 8.2.5 - Timely Use of Funds</p> <p>If use on an agency's on-call consultant is used, I'm presuming an issued task order/work directive will</p>   | <p>This is correct and has been noted.</p>   |

| Comment   | Resolution   |
|---|--|
| <p>suffice (if so, perhaps this can be called out in a footnote)</p>  |  |
| <p>Regarding Section 8.2.5 – Timely Use of Funds</p> <p>Suggest adding hyperlink or footnote to location for the TA’s External Attribution Guidelines.</p>  | <p>These are being developed separately and will be provided on SMCTA’s website when available.</p>  |
| <p>Regarding Section 8.2.6 – Monitoring and Reporting Requirements</p> <p>Are capital projects subject to ongoing monitoring or reporting or evidence of maintenance? If so, suggest adding here similar to operational.</p>  | <p>No, maintenance is the responsibility of each sponsor and should be monitored by the individual sponsor.</p>  |
| <p>Regarding Section 8.2.6 – Monitoring and Reporting Requirements</p> <p>Suggest adding hyperlink to location, or resolution number to find policy.</p>  | <p>No link necessary, this is the policy statement.</p>  |
| <p>Regarding Section 8.2.6 – Monitoring and Reporting Requirements</p> <p>How does the TA define credible funding plan? Many grant sources are discretionary, highly competitive and not programmed for a specific project prior to the funding award (e.g. especially for active transportation) and there are limited sources for others (e.g. grade separations).</p>          | <p>This is being developed as part of the forthcoming Project Delivery Guide.</p>  |
| <p>Regarding Section 8.4.2 Financing and Bonding Backed by Sales Tax Revenue</p> <p>Noting not only does this work better in an environment of low interest rates but also when projects are prioritized and programmed in advance and the sponsor demonstrates a level of commitment/readiness.</p>  | <p>Comment has been noted.</p>   |
| <p>Regarding Section 9.1.3 – Program Specific Guidelines</p> <p>For Timely Use of Funds: Expenditure Timeline:</p> <ul style="list-style-type: none"> <li>- Can this table clarify whether multimodal projects (and perhaps to what extent) are eligible to use these funds? Would certain projects fall under "safety"?</li> <li>- Would a bike/ped path be eligible?</li> </ul> | <ul style="list-style-type: none"> <li>- Updated to include a more general blanket transportation project or program eligibility.</li> <li>- Yes, these would qualify under transportation projects. Timely use of funds updated to reflect local discretion.</li> </ul> |
| <p>Regarding Section 9.2 – Paratransit</p> <p>Suggest including definition of paratransit here.</p>   | <p>Definition from SamTrans provided.</p>  |



| Comment   | Resolution   |
|---|--|
| <p>Regarding Section 9.4.3 – Additional Requirements or Policies</p> <p>Could this language more strongly reinforce the potential that transit other than rail along with active transit could be more viable and a higher priority than future rail stations and service? The intent being that we don't halt investments along this corridor for the sake of not precluding future rail stations/service that isn't even desired.</p> | <p>This cannot be added at this time and will require a separate action by the SMCTA Board of Directors.</p>                   |
| <p>Regarding Section 10.2 – Evaluation Criteria and Equity</p> <p>Is there another assessment tool specific to the Bay Area or SMC that can be considered for pollution beyond CalEnviroScreen, which tends to not call out as many locations in SMC as it does for the Central Valley and SoCal.</p>   | <p>This is not known at this time and will further be considered in partnership with C/CAG.</p>                                |
| <p>Regarding Section 10.3 – Geographic Distribution Framework</p> <p>What is the plan if one geographic area is undersubscribed for a CFP and another is oversubscribed? Can projects from the oversubscribed geographic area tap into the funding from the underutilized geographic area?</p>  | <p>The fund splits are treated as targets to provide flexibility if one category is over or undersubscribed.</p>               |
| <p>Regarding Section 10.3 – Geographic Distribution Framework</p> <p>What are the criteria for being small or mid/large jurisdictions? Is it under 20,000? For agencies like Belmont, that are on the small side compared to Redwood City, how do we compete?</p>   | <p>Yes, the threshold is 20,000 residents. This was adopted as part of the ACR/TDM Plan previously and is being continued.</p> |
| <p>Regarding Section 10.4.3 – Program Specific Guidelines</p> <p>Allowing only 12 months for a preliminary planning study really doesn't allow much time for community engagement where it could be wise to have more.</p>  | <p>Updated to 18 months.</p>   |
| <p>Regarding Section 10.4.4 – Additional Requirements or Policies</p> <p>How were these percentages derived and is this provided in the appendices?</p>   | <p>These were developed as part of discussions with stakeholders.</p>  |

| Comment  | Resolution   |
|--|--|
| <p>Regarding Section 10.4.4 - Additional Requirements or Policies</p> <p>Also, if these percentages were applied during the last 5 years, how might have that changed the outcome of prior CFPs?</p>   | <p>This is not part of the evaluation.</p>   |
| <p>Regarding Section 10.6.3 - Program Specific Guidelines</p> <p>Expending funds within 2 years of executing a funding agreement can be limiting for community engagement and it can be critical for planning studies when there are significant trade-offs that need to be publicly vetted. Is this what is really intended?</p>  | <p>This should be sufficient timing and SMCTA can consider expectations on a case by case basis.</p> |
| <p>Regarding Section 10.6.3 - Program Specific Guidelines</p> <p>How do projects that span two or more jurisdictions count toward the number of applications submitted? Multi-jurisdictional projects should be encouraged.</p>  | <p>It will count toward the lead sponsor's number of applications if applied for jointly.</p>        |
| <p>Regarding Section 10.6.4 - Additional Requirements or Policies</p> <p>How was this funding split derived and looking back at CFPs over the past 5 years, if this distribution target was in effect, how might it have changed the distribution of prior funding allocations?</p>  | <p>This is not part of the evaluation.</p>   |
| <p>Regarding Section 10.6.4 - Additional Requirements or Policies</p> <p>I understand the desire for a more fair distribution of funds across the County but a needed transformational project may cost the same regardless of whether it is in a small/coastal or mid/large size jurisdiction (possibly more considering CCC requirements on the coast). Also noting that some of the need for a project in a small /coastal jurisdiction may be generated from mid/large jurisdictions beyond.</p> | <p>This has been noted.</p>  |
| <p>Regarding Section 11 - Technical Assistance Program</p> <p>I think the second paragraph frames the last sentence of the first paragraph in this section - i.e., TA will see how it's going and then decide whether to continue supporting CON phase. If TA decides not to continue providing technical assistance for CON, are there other considerations that can be built in, like TA supports securing consultant support to manage CON?</p>   | <p>This will be determined at the future date.</p>   |

| Comment  | Resolution   |
|--|--|
| <p>Regarding Section 11 - Technical Assistance Program</p> <p>For projects that are already passed 30% design that are seeking construction funding how does this apply?</p> | <p>A best practice design review will still be required, and changes may be requested, if feasible.</p>  |
| <p>Regarding Section 11 - Technical Assistance Program</p> <p>What is the timeline for this, and will it be in place for the current Ped/Bike CFP?</p>                       | <p>This does not apply to the 2024 CFP and will apply to future cycles.</p>  |
| <p>Regarding Section 11 - Technical Assistance Program</p> <p>Assuming the level of review will be relative to the complexity of the project.</p>                            | <p>The level of review and potential recommendations will be made based on the complexity and potential cost/implementation timeline which SMCTA understands will vary by project.</p> |