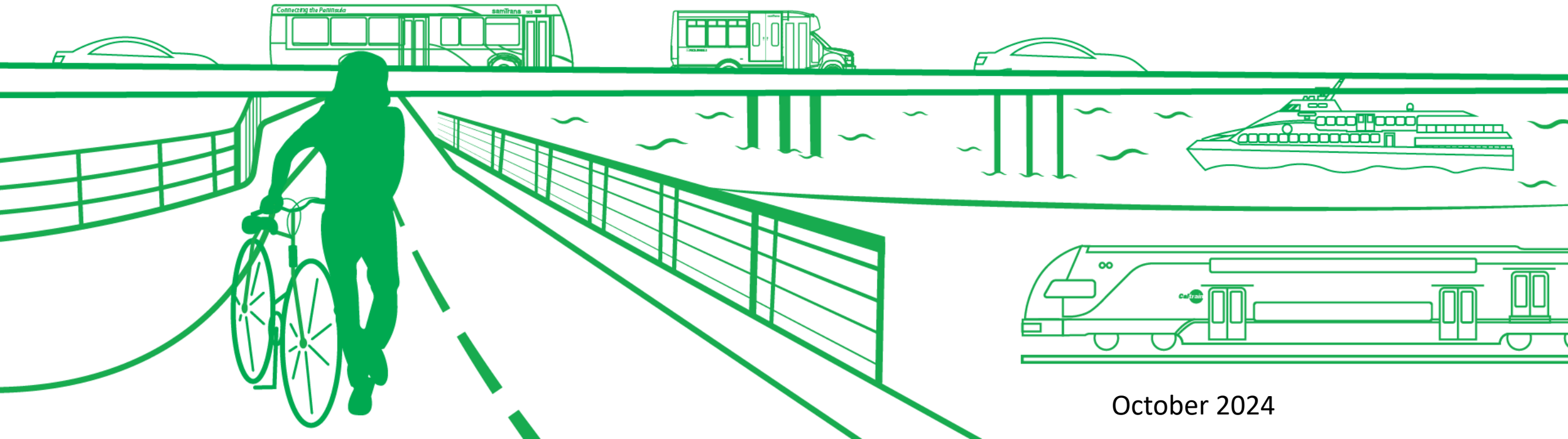




SAN MATEO COUNTY
**Transportation
Authority**

Strategic Plan 2025-2029 Update



October 2024

AGENDA

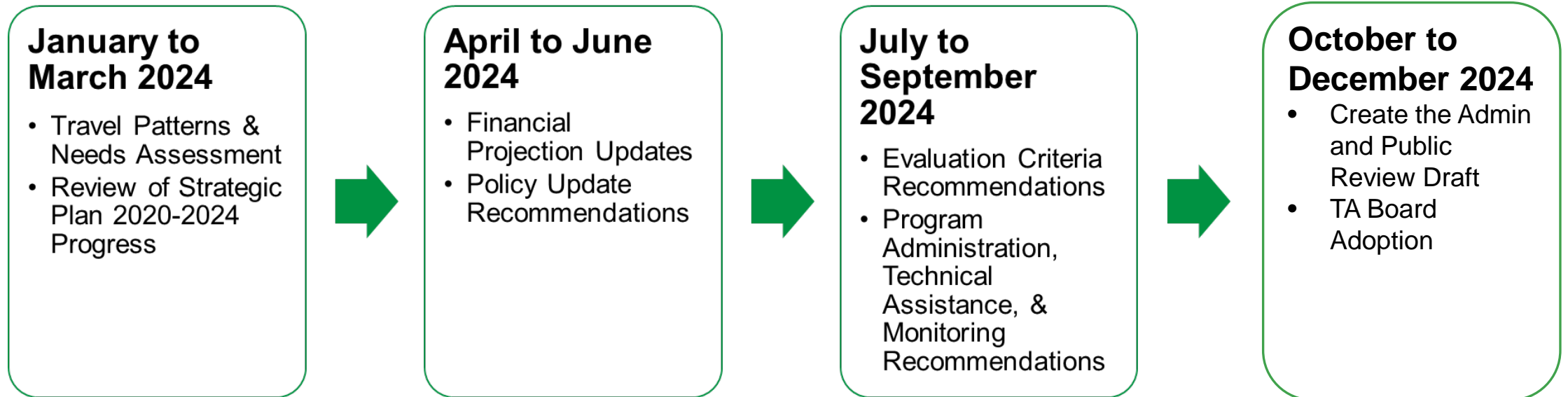
1. Overview of Strategic Plan Process & Timeline
2. Travel Trends
3. Sales Tax Projections
4. Stakeholder Input Summary
5. Initial Strategic Plan Recommendations
6. Next Steps



PROJECT OVERVIEW



STRATEGIC PLAN PROCESS & TIMELINE



STAKEHOLDER AND COMMUNITY ENGAGEMENT

Stakeholder Activities

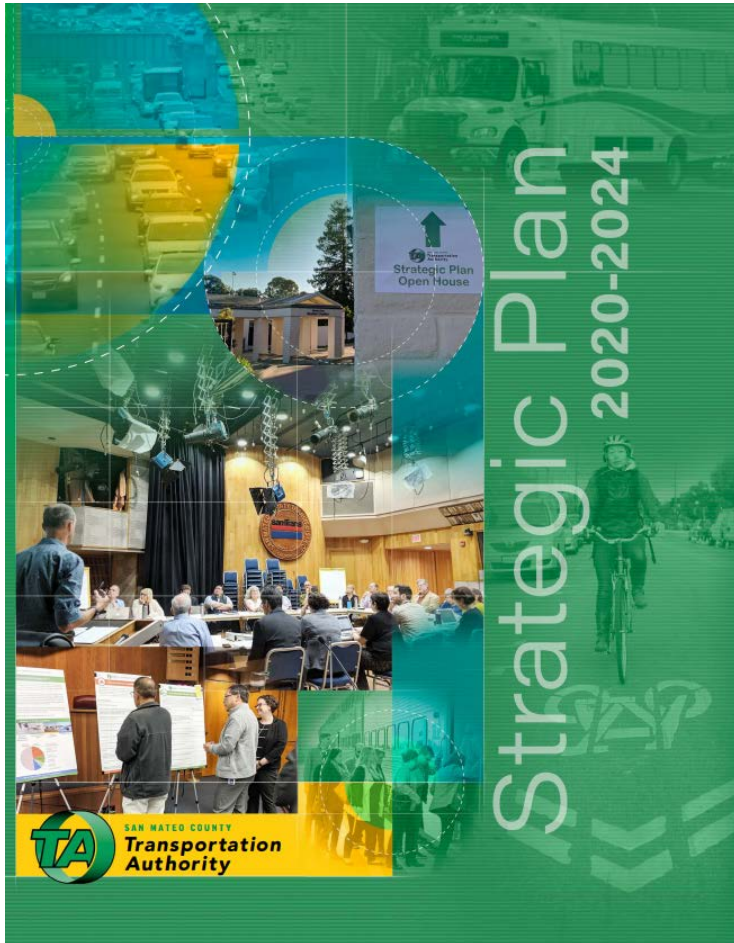
- Sponsor Survey
- Stakeholder & CBO Interviews
- Two Technical Advisory Group Meetings
- Two Stakeholder Advisory Group Meetings

General Public Activities

- Factsheet and webpage
- Strategic Plan Informational Video
- One virtual multilingual workshop to present Draft Plan and new vision



STRATEGIC PLAN 2020-2024



- Provides policy guidance for implementing Measure A & W
- Developed policy framework for program implementation, including:
 - Evaluation criteria/prioritization for project selection
 - Processes to initiate projects
 - Options for how the TA can become more proactive with project development and implementation
 - Initiatives to support additional project and program implementation efforts

OPPORTUNITIES & LIMITATIONS OF THE STRATEGIC PLAN

What can be changed?

- Guidelines can be amended such as eligible sponsors, evaluation criteria, sub-categories breakdowns, and matching requirements, etc.
- Roles of the TA such as in project delivery and oversight

What cannot be changed?

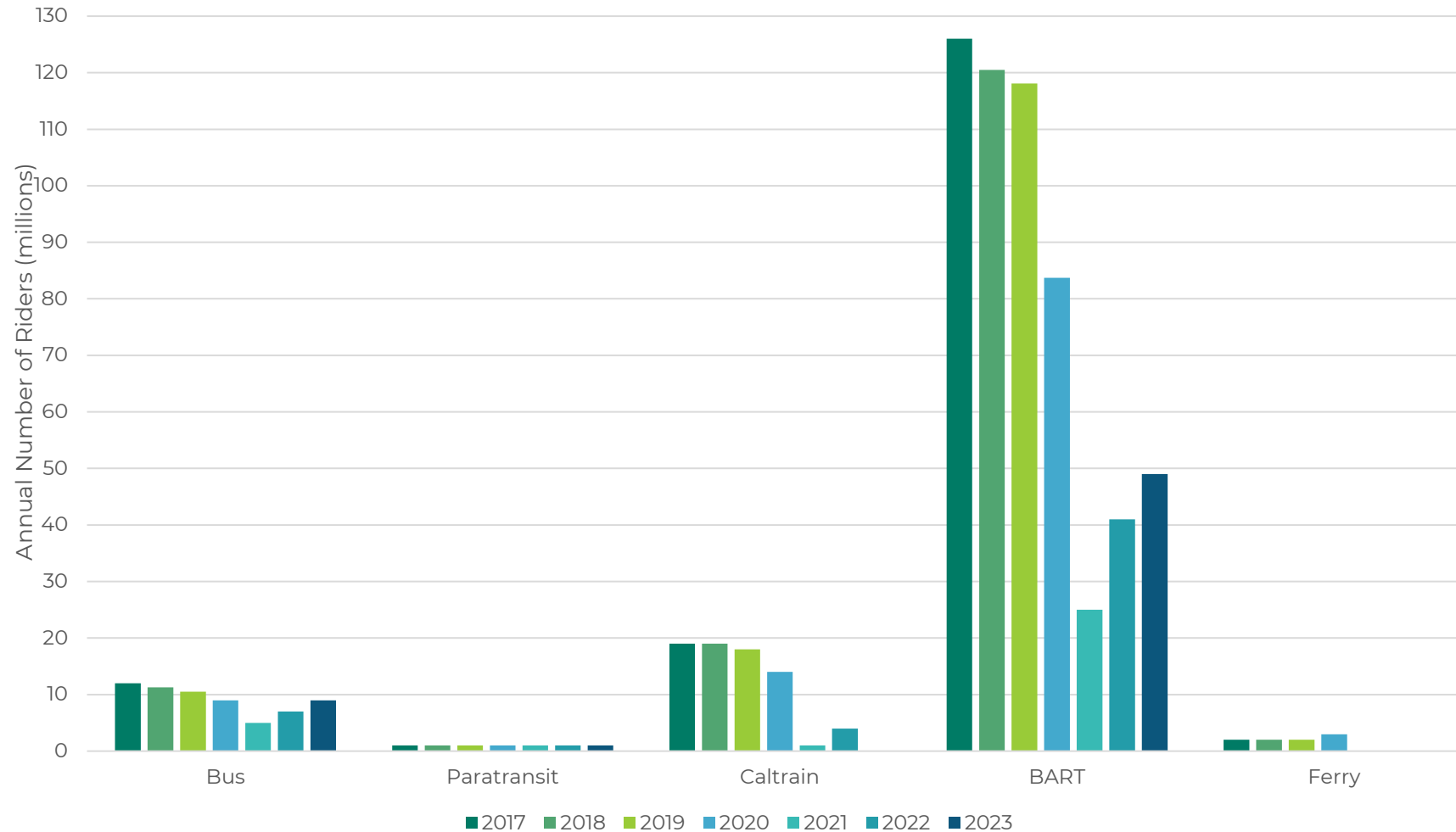
- Measure A Goals and Measure W Core Principles
- Program category percentages
- Transfers from one program to another



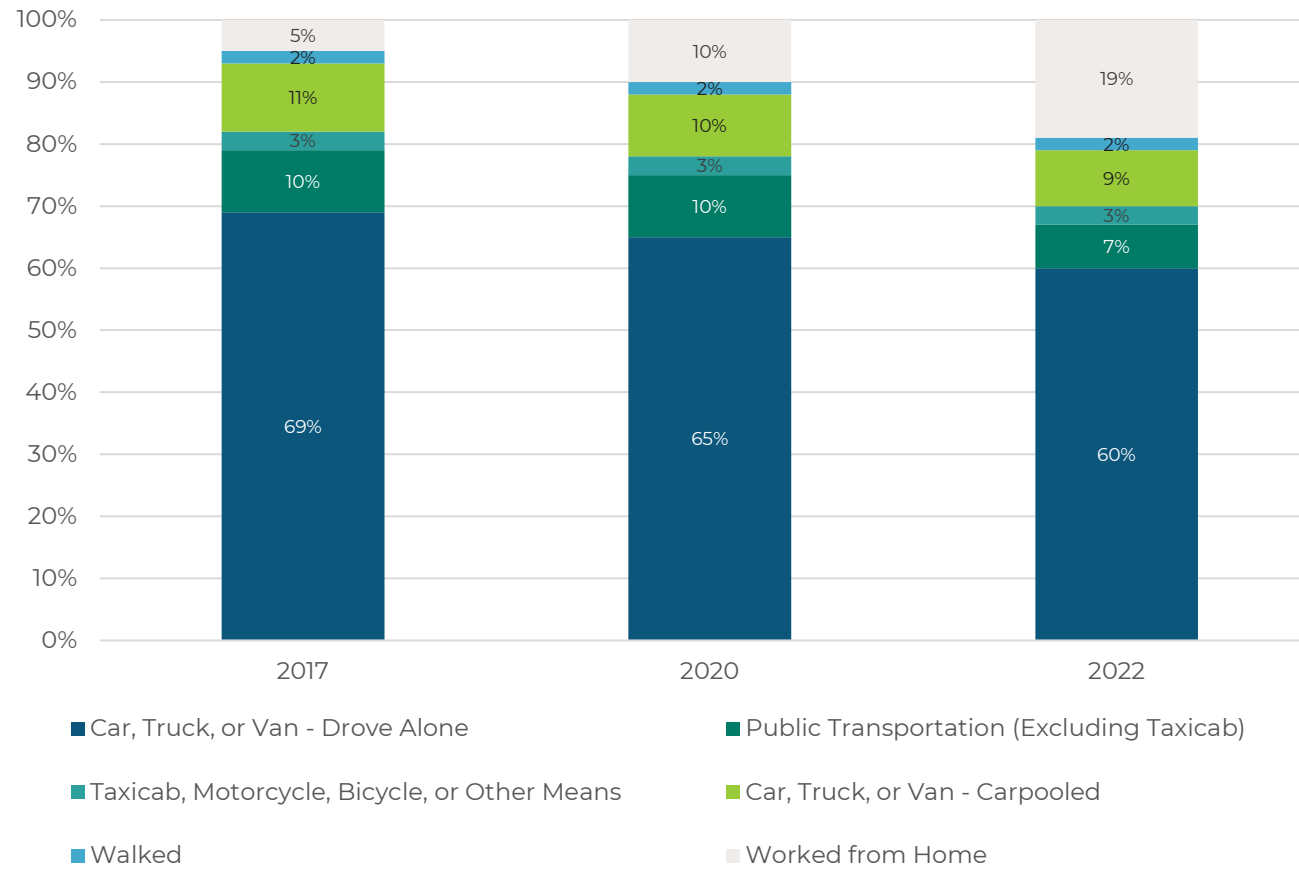
TRAVEL TRENDS



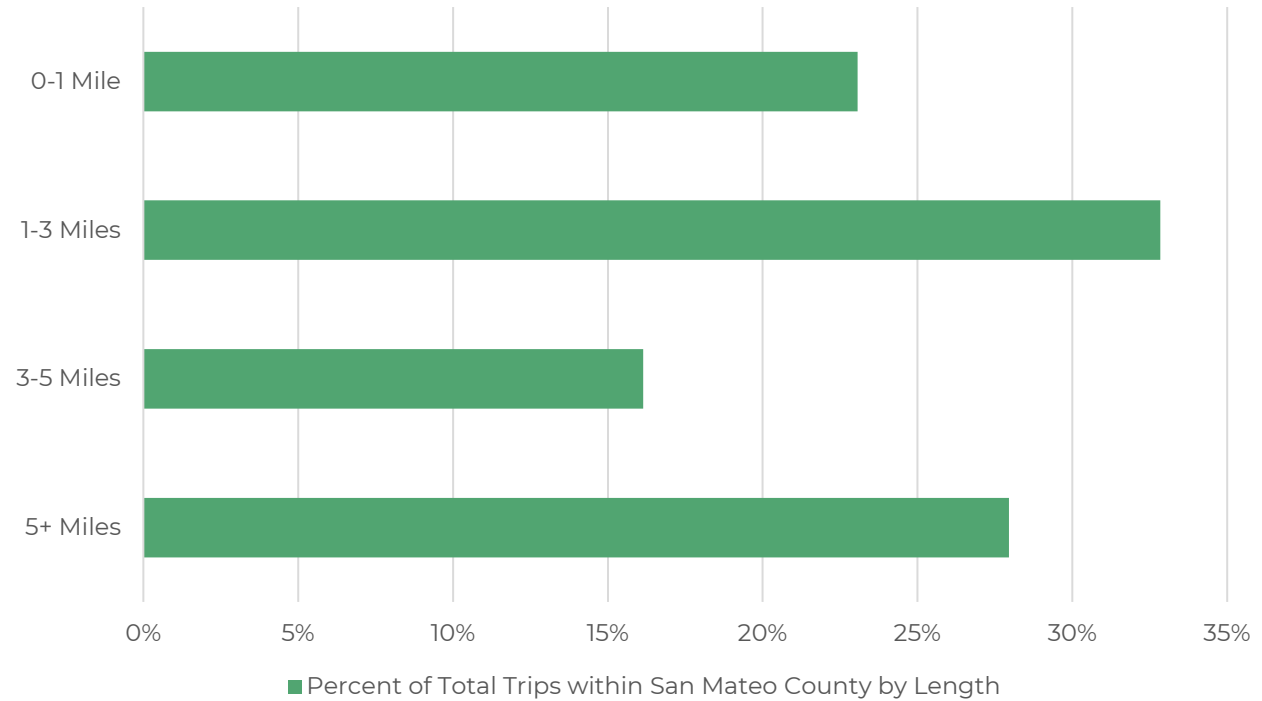
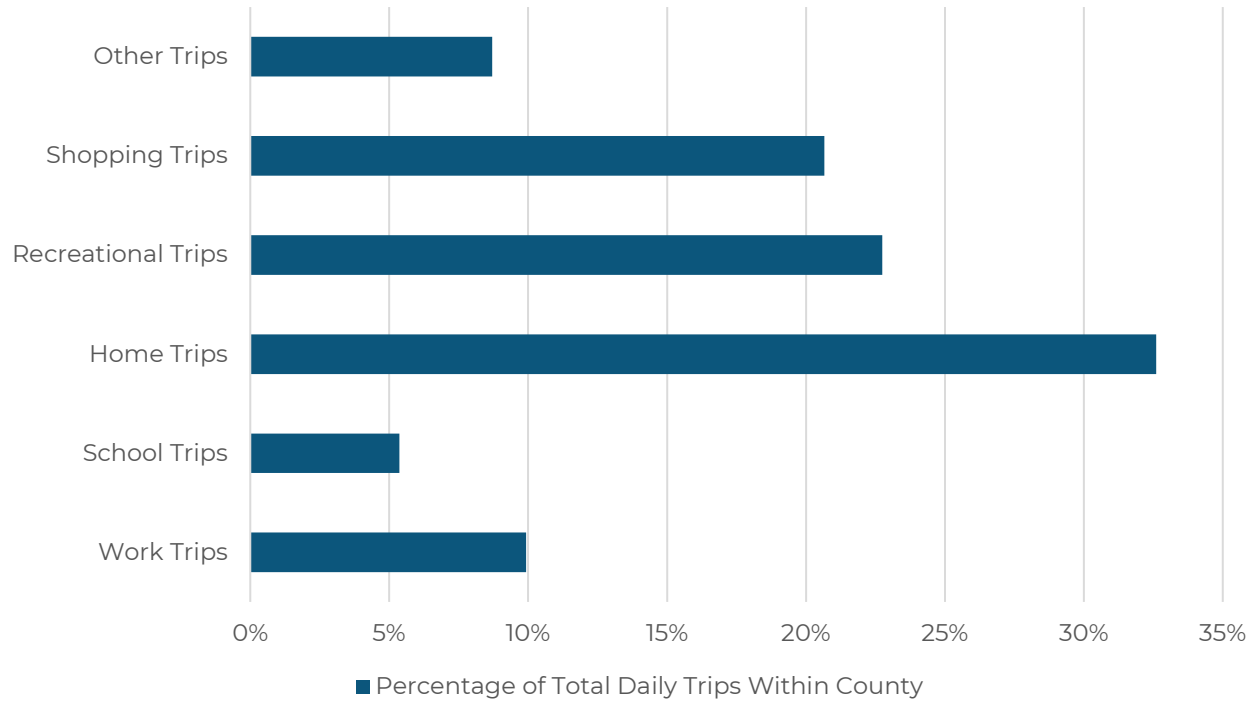
CHANGES IN TRANSIT RIDERSHIP BY MODE



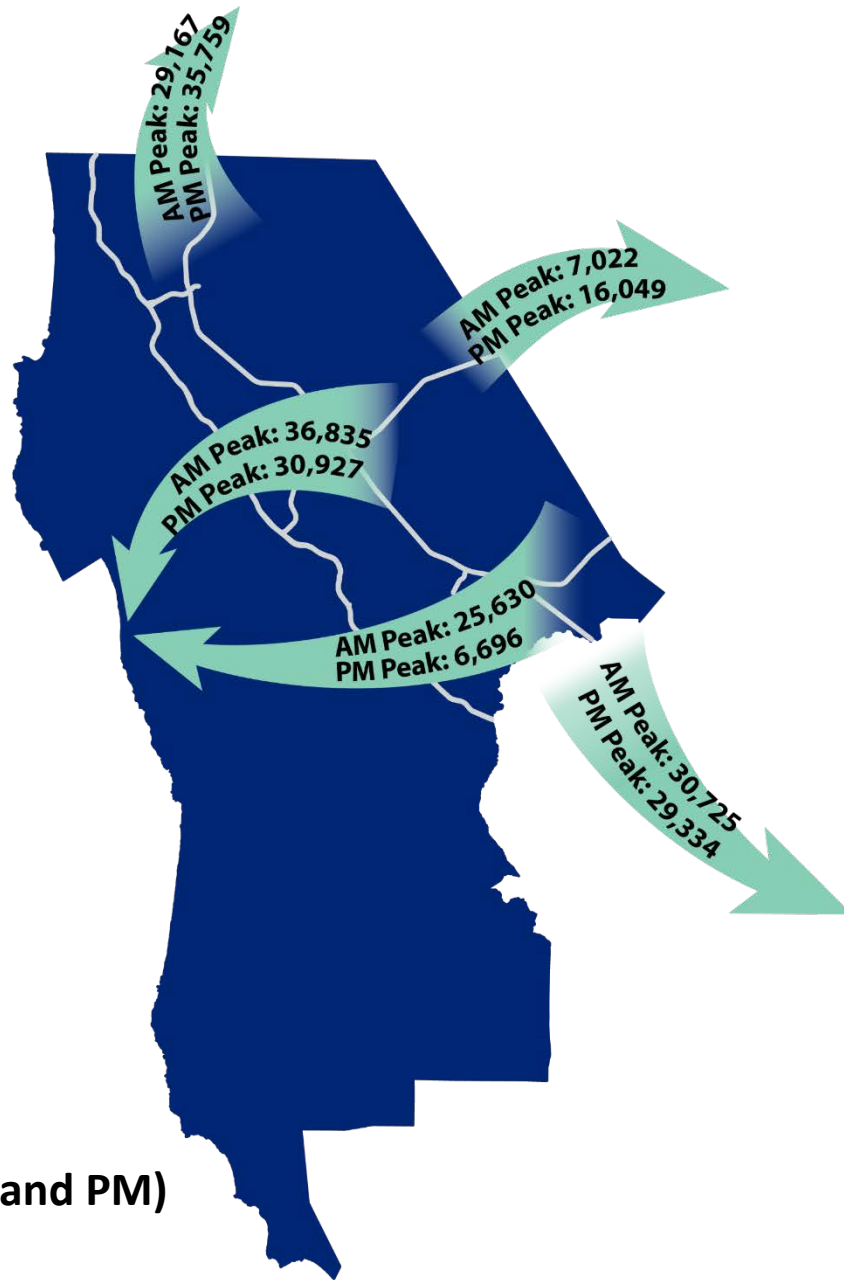
MEANS OF TRANSPORTATION



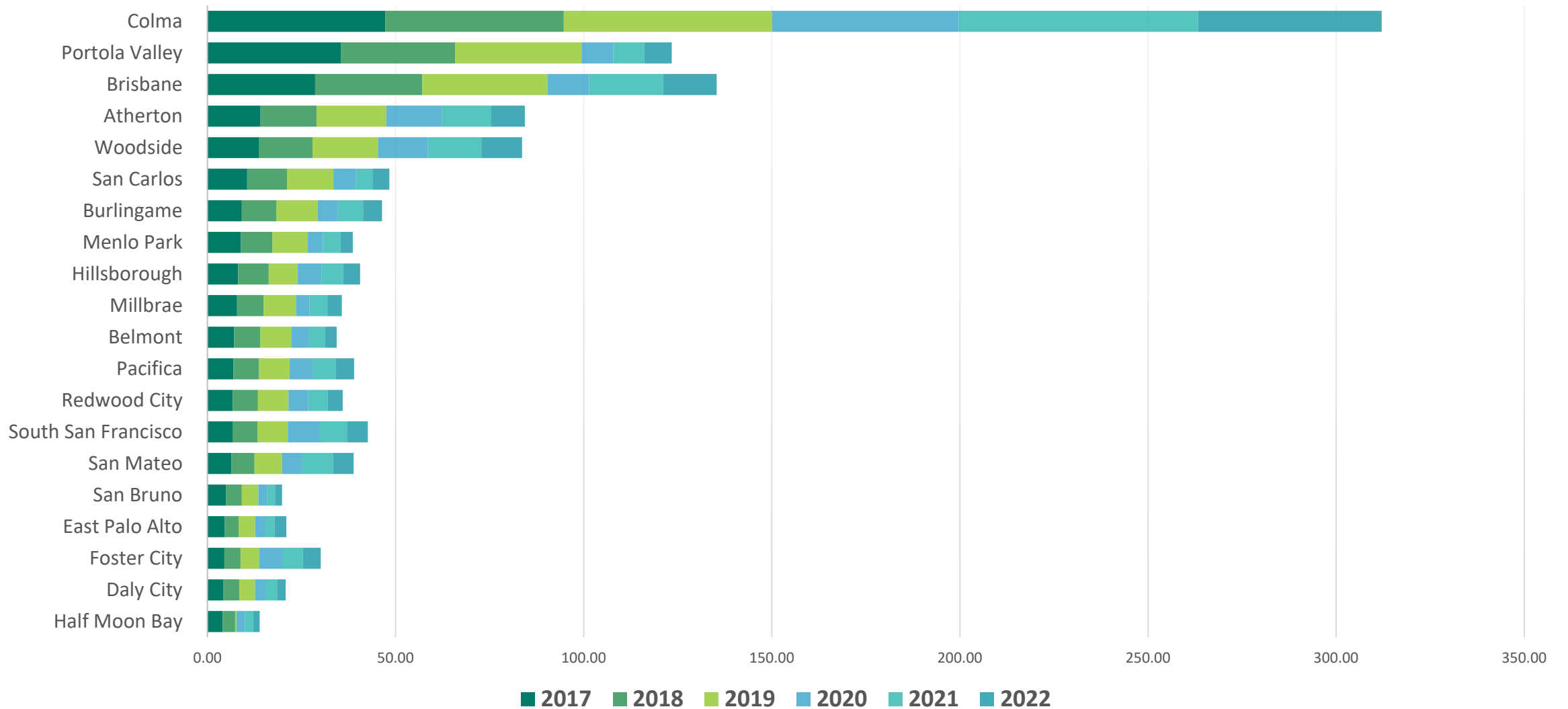
TRIP TYPES & TRIP LENGTH



WEEKDAY FREEWAY VOLUMES



VEHICLE MILES TRAVELED (VMT) TRENDS BY CITY (Per Capita)



KEY TAKEAWAYS

1. Transit ridership still in recovery post COVID-19, particularly with rail services
2. Flexible work schedules impact reflected on how people travel:
 - a. Drive alone (all autos) decreased 5% between 2020-2022
 - b. Work from home increased 9% between 2020-2022
 - c. Home-based trips make up the highest percentage of total trips in the county
 - d. Short trips (1-3 miles) make up the highest percentage of total trips in the county
3. Freeway volumes have decreased from 2019 to 2023, which reflects how people are or are not being required to travel now (i.e. work from home)



SALES TAX PROJECTIONS



Projection Comparisons

Measure A	Strategic Plan 2020-2024		Strategic Plan Update 2025-2029	
	Annual*	2020-2024	Annual**	2025-2029
Projected Total Funds Available	\$90,090,000	\$450,450,000	\$123,500,000	\$617,480,000

Measure W	Strategic Plan 2020-2024		Strategic Plan Update 2025-2029	
Program Categories	Annual*	2020-2024	Annual**	2025-2029
Projected Total Funds Available	\$45,500,000	\$227,500,000	\$61,750,000	\$308,740,000

Approximately \$926M projected and a 36% increase for the next five years over what was projected for the current Strategic Plan due to high sales tax revenue and inflation.

*Estimates in 2019 dollars

** Average of FY25-29 projections



PHASE I STAKEHOLDER INPUT SUMMARY



MEASURE A & W PRIORITIES

Board, CAC, C/CAG TAC, TAG/SAG results

Measure A Goal Prioritization

1. Enhance safety
2. Meet local mobility needs
3. Meet regional connections
4. Reduce commute corridor congestion

Measure W Core Principles Prioritization

1. Invest in a financially sustainable public transportation system
2. Facilitate the reduction of vehicle miles traveled
3. Incorporate complete streets policies and strategies



TOP 5 PROJECT PRIORITIES

Board, CAC, C/CAG TAC, TAG/SAG results

1. Local Streets and Roads Programs - **Maintenance and repaving projects** (16)
2. Ped & Bicycle Programs – **Transformative all ages and abilities corridor enhancements** (15)
3. (Tie)
 - Ped & Bicycle Programs – **Low-cost quick build/rapid implementation** (14)
4. Ped & Bicycle Programs – **Safe routes to school** (13)
5. Transit Programs – **Local shuttles** (11)



INITIAL STRATEGIC PLAN RECOMMENDATIONS



1. Technical Assistance

Formalize the TA staff resource program offering and set aside \$1-2 million of interest earnings to support the program

TA staff currently provide formal and informal staff support to jurisdictions. The Strategic Plan Update will formalize a program of resource support that is offered to cities:

- Grant support/application assistance
- CFP workshops and pre-submittal meetings
- Formal access to Community Based Organizations
- Facilitating 3rd party design reviews



2. Timely Use of Funds

Encourage spending down approved funds

a. Project Initiation

- Strengthen requirements and increase monitoring to ensure projects start within 12 months of funding award
- Work with Sponsor executive and project staff to understand project initiation delays and offer up to one six-month extension

b. Invoicing Requirements

- Add clauses in agreements that projects must bill at least once per quarter
- Add a stop light to the Quarterly Reports to highlight invoicing compliance
- If a project does not bill two quarters in a row, TA staff will require a meeting with Sponsor's Executive and Project staff to review project progress



3. Geographic Funding Distribution

Apply new distribution categories to all competitive programs

Highway Program

Maintain Current Distribution:

Measure A:

- Key Congested Areas - KCA (17.3%)
- Supplemental Roadways - SR (10.2%)

Measure W:

- Highway infrastructure (21.5%)
- Transportation demand management (1%)

Proposed Subcategories Targets

- Small/Coastal (15%)

Colma, Portola Valley, Brisbane, Woodside, Atherton, Hillsborough, Half Moon Bay, Pacifica

- Mid/Large (50%)

Millbrae, Belmont, East Palo Alto, San Carlos, Burlingame, Foster City, Menlo Park, San Bruno, South San Francisco, Redwood City, San Mateo, Daly City

- Countywide Significance (35%)



3. Geographic Funding Distribution

Apply new distribution categories to all competitive programs*

Pedestrian & Bicycle Program

Current Subcategories:

- Large Capital (67%)
- Small Capital (33%)
- Planning & Promotional (2.5%)
- Safe Routes to School (2.5%)

Proposed Subcategories Targets:

- Small/Coastal (30%)*
- Mid/Large (60%)*
- Education & Encouragement (5%)
- Safe Routes to School (5%)

* Includes increased max CON request from \$2M to \$3.5M



4. Equity

Elevate equity as a new evaluation category to better align with state and federal grant funding requirements

- Evaluate projects through these attributes:
 - Location-based equity
 - User-based equity
 - Community engagement participation
 - Environmental Justice/Public Health equity
- Create weighting consistency across all competitive programs

	Highway	Bicycle & Pedestrian	ACR/TDM	Shuttle	RTC (new)
Current	4%	4%	25%	25%	25%
Proposed	20%	25%	25%	25%	25%



5. Countywide Significance Definition

Revised definition to better reflect next generation of projects

Projects must meet at least two of the following screening criteria:

- Project serves a significant amount **person throughput, inclusive of all modes** (traffic)
- Project serves a significant amount of inter-county traffic
- Project significantly improves connections between two or more geographic areas of the County
- ~~Project significantly improves access to a major activity center~~
- **Project is a priority component of a countywide or regional multijurisdictional effort**



5. Countywide Significance Definition

Apply new definition to current projects

Countywide Significant Projects include:

- 101/92 Area Improvements*
- 101/92 Direct Connectors
- US 101 MLP North of I-380
- 101/84 Interchange

*Fully funded and begins construction Winter 2025

Updated Countywide Significant Projects could include:

- 101/92 Direct Connectors
- US 101 MLP North of I-380
- 101/84 Interchange
- El Camino Real
- 101 Corridor Connect Priorities



NEXT STEPS & THANK YOU!

1. Upcoming Meetings
 - a. Ad-Hoc Meeting (October TBD)
2. Report
 - a. Public Review Draft Release
November 2024
 - b. Final Plan Adoption December 2024

Project Contacts

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