



Agenda Measure W Citizens' Oversight Committee (COC) Meeting

April 22, 2024, 1:00 pm

San Mateo County Transit District

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Ave., San Carlos, CA

Members of the public may attend in-person or participate remotely via Zoom at:
<https://us02web.zoom.us/j/81334414300?pwd=KzhaZFROSEYydTJ6ODh0Wi9qKzZUQT09>
or by entering Webinar ID: 813 3441 4300, Passcode: 987171 in the Zoom app for audio/visual capability or by calling 1-669-219-2599 (enter webinar ID and press # when prompted for participant ID) for audio only.

Please Note the following COVID-19 Protocols for in-person attendance:

1. Visitors experiencing the following symptoms of COVID-19 may not enter the building:
 - Cough
 - Shortness of Breath
 - Fever
 - Chills
 - Muscle Pain
 - Sore Throat
 - Loss of Taste or Smell
2. Wearing of masks is recommended but not required.

Public Comments: Public comments may be submitted to publiccomment@samtrans.com prior to the meeting's call to order so that they can be sent to the COC as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.samtrans.com/meetings>.

Oral public comments will also be accepted during the meeting in person and through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the

San Mateo County Transit District Measure W Citizens' Oversight Committee Members 2024: Rosanne Foust (Chair), Julie Lind Rupp (Vice Chair), John Baker, Adrian Brandt, Rich Hedges, Karen Kuklin, Sandra Lang, Alex Madrid, Gus Mattammal, Michael Wooley-Ousdahl, Mario Rendon, Malcolm Robinson, Gabriel Terry, Irving Torres

Staff Liaisons: Peter Skinner, Executive Officer, Transportation Authority **COC Secretary:** Jean Brook
Charlsie Chang, Government Affairs Officer

Raise Hand feature for public comment. Each commenter will be recognized to speak and callers should dial *6 to unmute themselves when recognized to speak.

Each public comment is limited to three minutes or less. The COC Chair has the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

The video live stream will be available after the meeting at <https://www.samtrans.com/about-samtrans/video-board-directors-cac-and-measure-w-coc>.

Wednesday, April 22, 2024

1:00 pm

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1. Call to Order/Pledge of Allegiance
 2. Roll Call
 3. Public Comment for Items Not on the Agenda
At this time, persons in the audience may speak on any matter within the jurisdiction of the Committee. The Brown Act (the State local agency open meeting law) prohibits the Committee from acting on any matter that is not on the agenda. The Chair may limit speakers to three minutes each.
 4. Approval of Meeting Minutes from February 14, 2024
 5. Consideration and Approval of Annual Committee Report on Use of Measure W Tax Revenues and Expenditures for Fiscal Year Ending June 30, 2023
 6. Update on Measure W Citizens' Oversight Committee Membership - Recruitment for Terms Ending in 2024
 7. Committee Member Comments/Communications Regarding Transportation Matters
 8. Next Meeting: Date to be Announced
 9. Adjournment

Information for the Public

If you have questions about the agenda, please contact Charlsie Chang at changc@samtrans.com.
Agendas are available on the SamTrans website at <https://www.samtrans.com/meetings>.
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Date and Time of Board and Measure W Citizens' Oversight Committee Meetings

San Mateo County Transit District Committees and Board: First Wednesday of the month, 2:00 pm;
SamTrans Measure W Citizens' Oversight Committee (COC): Frequency of meetings to be determined.
Date, time and location of meetings may be changed as necessary. Meeting schedules for the Board and COC are available on the website.

Location of Meeting

This meeting will be held in-person at: San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Members of the public may attend in-person or participate remotely via Zoom as per the information provided at the top of the agenda.

*Should Zoom not be operational, please check online at: <https://www.samtrans.com/meetings> for any updates or further instruction.

Public Comment

Members of the public are encouraged to participate remotely. Public comments may be submitted to publiccomment@samtrans.com prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.samtrans.com/meetings>.

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Availability of Public Records

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

**San Mateo County Transit District
1250 San Carlos Avenue, San Carlos, California**

**Measure W Citizens' Oversight Committee (COC)
Meeting Minutes**

February 14, 2024

Members Present (In Person): J. Baker, A. Brandt, R. Foust (Chair), R. Hedges, K. Kuklin, S. Lang, J. Lind Rupp (Vice Chair) (arrived at 1:06 pm), A. Madrid, G. Mattammal, M. Rendon, G. Terry, M. Wooley-Ousdahl

Members Present (Via Teleconference): M. Robinson

Members Absent: I. Torres

Staff Present: J. Cassman, S. van Hoften, K. Jordan Steiner, A. To, P. Skinner, J. Brook, N. Steward-Crooks

1. Call to Order

Chair Rosanne Foust called the meeting to order at 1:01 pm and requested that Adrian Brandt lead the Pledge of Allegiance.

Chair Foust thanked the members who had reapplied and announced new members Karen Kuklin, representing an Environmental or Sustainability Organization; Gus Mattammal, representing the San Mateo County Transportation Authority (TA) Citizens Advisory Committee; Gabriel Terry, representing County Supervisor District 5; and Mario Rendon, representing County Supervisor District 3.

The Committee voted to allow Malcolm Robinson to participate remotely per Assembly Bill (AB) 2449 due to illness:

Motion/Second: Hedges/Lang

Ayes: Baker, Brandt, Foust, Hedges, Kuklin, Lang, Madrid, Mattammal, Rendon, Robinson, Terry, Wooley-Ousdahl

Noes: None

Absent: Lind, Torres

2. Roll Call

Jean Brook, COC Secretary, called the roll and confirmed that a quorum was present.

3. Public Comment for Items Not on the Agenda

There were no public comments.

4. Election of Chair and Vice Chair for One-year Terms

Mario Rendon nominated Rosanne Foust to continue as Chair and Julie Lind-Rupp to continue as Vice Chair.

Motion/Second: Rendon/Hedges

Ayes: Baker, Brandt, Foust, Hedges, Kuklin, Lang, Madrid, Mattammal, Rendon, Robinson, Terry, Wooley-Ousdahl

Noes: None

Absent: Lind, Torres

Julie Lind-Rupp arrived at 1:06 pm.

5. Approval of Meeting Minutes from October 11, 2023

Motion/Second: Lang/Baker

Ayes: Baker, Brandt, Foust, Hedges, Kuklin, Lang, Lind, Madrid, Mattammal, Rendon, Robinson, Terry, Wooley-Ousdahl

Noes: None

Absent: Torres

6. Public Hearing: Annual Audit of Measure W Tax Revenues and Expenditures in Accordance with Congestion Relief Plan for the Fiscal Year Ended June 30, 2023

Chair Foust announced the public hearing.

a. Independent Auditor's Presentation

Peter Skinner, Executive Officer, Transportation Authority, introduced Annie To, Director, Accounting, and Kate Jordan Steiner, Chief Financial Officer.

Ms. To said they had completed the Measure W audit and introduced the District's independent auditor, Ahmad Gharaibeh, Partner, Eide Bailly LLP, who provided the presentation outlining the audit process.

b. Committee Questions

Adrian Brandt said on Page 5 under "Expenses," there is a grade separations expense of \$2.9 million; then on Page 11 under "Grade Separations," it says there were no expenses. Mr. Skinner said these figures were a distribution of sales tax funds to the grade separation category, not actual expenses as no projects have been funded through Measure W. He indicated staff will work on the formatting of the report to make this clear. He said the figure on Page 11 refers to the contents of the bucket, but no funds have been allocated for grade separations. Chair Foust said they would modify the language to make things clearer.

Mr. Brandt suggested that "Congestion Reduction" should be changed to "Capacity Increase" to be more accurate. Joan Cassman, Legal Counsel, said the language comes from the expenditure plan that was approved by voters. She said the congestion relief category includes TDM (Traffic Demand Management) activities. Chair Foust suggested acknowledging that this is the language approved by the voters in the audit report.

Sandra Lang asked if there are no allocations for grade separations why it would be under the “Allocations” column. Mr. Skinner said they would work with the auditing firm to improve the clarity of the report. Ms. Lang said it would be helpful to see past work on the audit. Chair Foust said they could send out links to help familiarize Committee members with the formation of Measure W and the COC, which Mr. Skinner said they would provide.

Alex Madrid asked if the COC could be educated on paratransit and the other buckets of funding. Mr. Skinner said staff could provide that training.

Gus Mattammal what “Investment Share” referred to in the table on Page 13. Mr. Skinner said these were the funds that go directly to the cities for transportation projects. Mr. Mattammal asked how the bottom-line figure \$14,567 tie into the financial statements. Kyle Huie, Accountant, said the statement on Page 13 is not actually in the financial statement, but is reflected in the TA’s separate books. He said it is included in the report to reflect the actual expenditures from the perspective of the District, since the District is giving half of the sales tax to the TA.

Ms. Cassman said the report shows how much of Measure W funding was put into the bucket for future expenditure and what portion was expended last year.

Mr. Robinson asked how the TA allocates funds based on need. He said of the 11 core principles of Measure W, six are geared towards helping people. Mr. Skinner said those expenditures were authorized by either the SamTrans or the TA Board in compliance with the Measure W expenditure plan. Ms. Cassman said the venue to advocate how Measure W funds are spent is the TA Board. She clarified that the role of the COC is to ensure that what was done the prior fiscal year was done in accordance with Measure W. Mr. Skinner said the TA Strategic Plan specifies how projects are scored and noted that the current Strategic Plan is in the process of being updated for the next five years.

Mr. Brandt suggested having a diagram that shows the different buckets and flows with labels indicating the pages where the contents of the buckets are broken out. Mr. Brandt also commented on SamTrans’ use of hydrogen fuel cell buses and that the hydrogen production results in greenhouse gas emissions. Chair Foust suggested they make a note to the Board that they consider current scientific data in making their decisions.

Ms. Lang said they needed to look at the dynamic of what happened with Measure W.

Chair Foust asked if the audit was an unmodified audit. Mr. Gharaibeh confirmed that it was an unmodified audit, or clean opinion. He said there were two opinions -- one for finance and one for compliance -- and both were unmodified. He said they have had a clean audit since the inception of the COC. Mr. Brandt asked about the difference between the two opinions. Mr. Gharaibeh said that in the past, the different categories were broken out as exceptions that would be listed under a “Modified” category.

c. Public Comment

There were no comments.

d. Close Public Hearing

Motion/Second: Lind/Hedges

Ayes: Baker, Brandt, Foust, Hedges, Kuklin, Lang, Lind, Madrid, Mattammal, Rendon, Robinson, Terry, Wooley-Ousdahl

Noes: None

e. Committee Comments

Mr. Madrid suggested having the audit report be displayed as a PowerPoint for future meetings so that everyone can see it during the Committee Questions section of the public hearing.

f. Committee Discussion on Drafting of Committee Report

Chair Foust asked the Committee to help her consolidate the comments from the meeting and Mr. Mattammal volunteered.

Mr. Skinner said that the previous year's report contains a graphical representation of how the money was expended in the last fiscal year. Chair Foust requested that Ms. Brook send out last year's report to the Committee for reference.

Mr. Robinson thanked staff for their work on the websites.

7. Update on Measure W Citizens' Oversight Committee Membership - Recruitment for Terms Ending in 2024

Charlsie Chang, Government Affairs Officer, reviewed the returning and new members and noted the current vacancy for the position of Youth and Youth Transit Riders representative.

Chair Foust suggested that members could encourage youth in the community to apply for the vacancy.

8. Committee Member Comments/Communications Regarding Transportation Matters

Mr. Brandt said the Daily Journal had a story a few days prior about the express lanes. He noted the article mentioned that the new Route EPX would be the first express route to make use of the express lanes. He said, however, that the EPX did not offer weekend service and there was a 45-minute headway.

Ms. Lang said many people do not know how to obtain a FasTrak transponder and said that having more public education on how to do so would be helpful. Chair Foust suggested to Ms. Chang some ideas for outreach. Mr. Skinner said the SMCEL- JPA (San Mateo County Express Lanes Joint Powers Authority) Board had discussed the same topic and added that transponders could be purchased at the SamTrans ticket window.

Chair Foust said that Committee members could send articles of interest on transportation issues within the County or region to Ms. Brook to be included in future agenda packets.

Rich Hedges said he had found that the new express lanes were effective for breaking up congestion.

9. Next Meeting: Date to Be Announced

Chair Foust said that staff would poll the Committee members for the date of the next meeting.

10. Adjournment

The meeting adjourned at 2:04 pm.

An audio/video recording of this meeting is available online at <https://www.samtrans.com/about-samtrans/video-board-directors-cac-and-measure-w-coc>. Questions may be referred to the District Secretary's office by phone at 650-508-6242 or by email to board@samtrans.com.

DRAFT



San Mateo County Transit District

Report of the Measure W Citizens' Oversight Committee

Fiscal Year 2023 (July 2022 – June 2023)

The Measure W Citizens Oversight Committee (COC) is pleased to provide its Fiscal Year 2022-23 (FY 2023) annual report on the expenditure of proceeds from the San Mateo County Transit District's (District) 2018 Measure W transactions and use tax.

The principal duties of the COC are to ensure that the tax proceeds have been expended for the purposes set forth in the Measure W ballot language and to provide a report on the Measure W independent audit conducted pursuant to the ballot language and the District Ordinance (Ordinance) which placed Measure W on the ballot.

Measure W tasks the COC with providing information to the taxpayers of San Mateo County in the following ways:

- Receive the District's annual audit report on receipts and expenditures of Measure W tax proceeds and expenditures under the Congestion Relief Plan
- Hold an annual public hearing on the audit report
- Issue an annual report of the COC on the audit results

The Board of Directors of the District and the Board of Directors of the San Mateo County Transportation Authority (TA) are responsible for the prioritization and distribution of funds received pursuant to the provisions of Measure W. The independent audit conducted by the District and the COC's report are intended to provide additional accountability with respect to the expenditure of these proceeds by both the District and the TA.

The District's FY 2023 audit report for Measure W was conducted by Eide Bailly, LLP, an independent accounting firm with several years of experience in conducting independent audits of the financial results of both the District and the TA. In its audit, Eide Bailly, LLP provided what is known as an unmodified opinion (what is often referred to as a "clean" opinion) on the Measure W financial statements prepared by District staff. The COC held a public hearing on the report on February 14, 2024. A copy of the audit report is attached as Appendix A.

Section 1 Measure W Funding Categories and Principles

In 2018, San Mateo County voters approved [Measure W](#), a 30-year half cent sales tax beginning July 1, 2019, through June 30, 2049, by a vote of 66.9%. In doing so, they provided the county with additional resources to improve transit and relieve traffic congestion. The District levies the tax and administers investments for 50% of the program under the County Public Transportation Systems category in Measure W's Congestion Relief Plan, and the TA is responsible for administering the other categories, which make up the remaining 50% of the measure.

Figure 1. Measure W Funding Categories

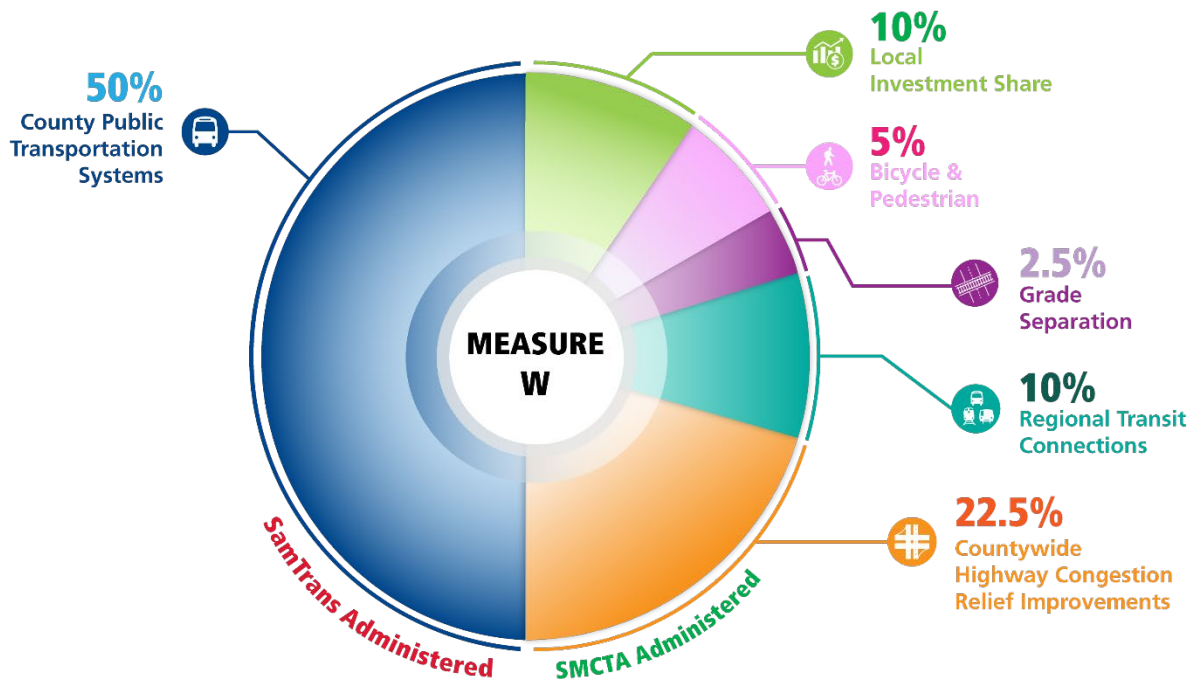


Figure Source: TA Strategic Plan 2020-2024

Measure W contains 11 Core Principles to guide program implementation where applicable:

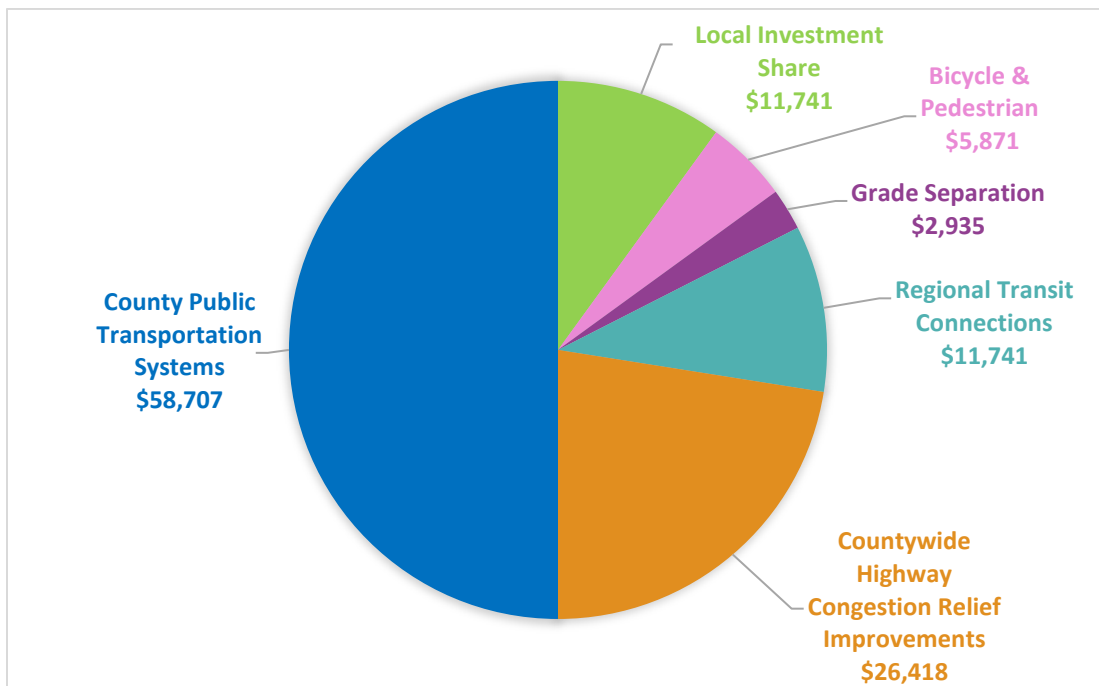
1. Relieve traffic congestion countywide.
2. Invest in a financially sustainable public transportation system that increases ridership, embraces innovation, creates more transportation choices, improves travel experience, and provides quality, affordable transit options for youth, seniors, people with disabilities, and people with lower incomes.
3. Implement environmentally friendly transportation solutions and projects that incorporate green stormwater infrastructure and plan for climate change.
4. Promote economic vitality, economic development, and the creation of quality jobs
5. Maximize opportunities to leverage investment and services from public and private partners.
6. Enhance safety and public health.
7. Invest in repair and maintenance of existing and future infrastructure.
8. Facilitate the reduction of vehicle miles traveled, travel times and greenhouse gas emissions.
9. 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.
10. Incentivize transit, bicycle, pedestrian, carpooling and other shared-ride options over driving alone; and

- 11. Maximize traffic reduction potential associated with the creation of housing in high-quality transit corridors.

A. Receipt and Distribution of Measure W Funding

A total of \$117.4 million in Measure W sales tax was realized and received in FY 2023. Per Measure W, the funds are divided equally between the District and TA as shown in Figure 1 above. Figure 2 provides the specific breakdown of funding apportioned between the District and the TA program categories based on the funding received.

Figure 2. Fiscal Year 2023 Measure W Revenue Distributions (in thousands)



Date Source: Fiscal Year 2023 Audit Report

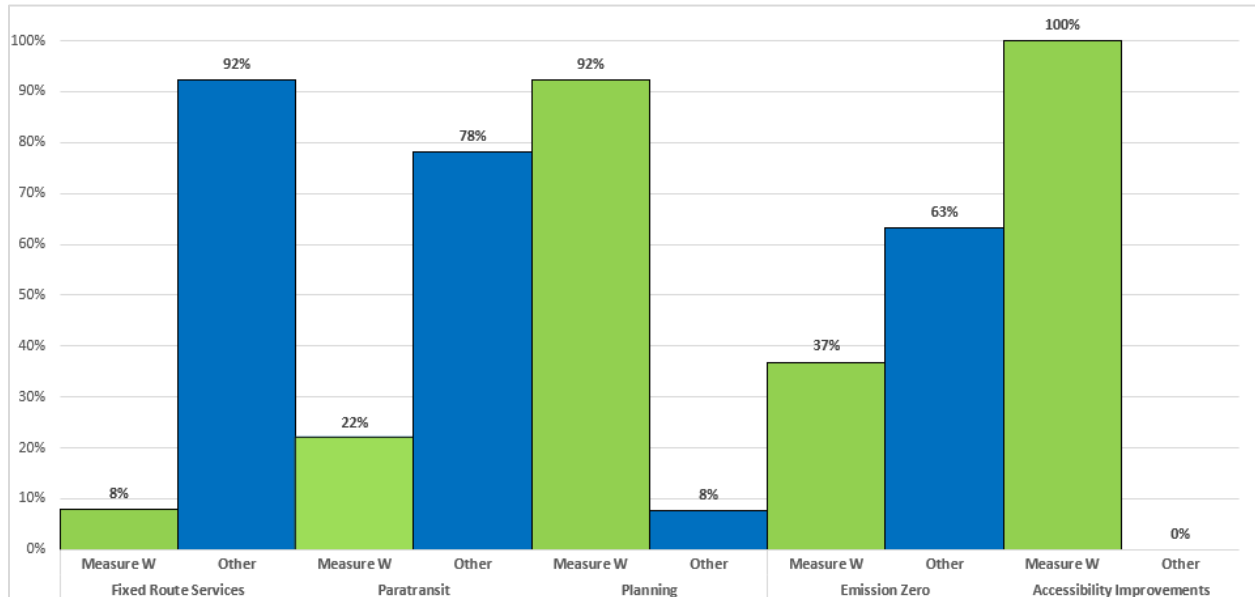
B. District Expenditures of Measure W in Fiscal Year 2023

District Measure W revenues were spent on supporting SamTrans transit services in several operating areas and on several capital projects. Measure W generated \$58.7 million to the District in 2023, and expenditures totaled \$8.4 million. The reason for the relatively low expenses compared to the revenue received is related to an infusion of a one-time Federal pandemic-related operating assistance for transit agencies across the country that allowed the District to save the remaining Measure W balance of \$50.3 million for future uses. It is important to note that the one-time federal operating assistance that was available in FY 2023 was phased out and is no longer available. As such, the District will spend much more Measure W funding on appropriate categories in future years.

In FY 2023, Measure W District funds were spent on the following:

- Support operating costs associated with fixed-route school-oriented SamTrans services: \$4.4 m
- Provide accessible transportation services with shared-ride Redi-Wheels and RediCoast Paratransit services: \$0.9 m
- Strategic plan to provide policy direction and a Capital Improvement Plan: \$1.5 m
- Emission Zero Projects, including the purchase of 17 battery electric buses and developing a transition plan for Zero Emission Bus implementation: \$1.5 m
- Study for Americans with Disabilities Act requirements for District buildings to determine Accessibility Improvements: \$0.1 m
- Measure W Administration: <\$0.1 m

Figure 3. Fiscal Year 2023 District Category Expenditures by Funding Source



C. TA Expenditures of Measure W in Fiscal Year 2023

In 1988, San Mateo County voters approved [Measure A](#), a 20-year half-cent sales tax to fund and leverage additional funding for transportation projects and programs in San Mateo County. The approval of Measure A created the TA to manage and administer the sales tax revenues generated in conformance with the Transportation Expenditure Plan (TEP). The 1988 sales tax expired on December 31, 2008, but in 2004, the San Mateo County voters [reauthorized the Measure A](#) half-cent sales tax and a new TEP for an additional 25 years (from January 1, 2009 through December 31, 2033). The TEP describes programs and projects, as identified by the cities, local agencies, and community members of San Mateo County, and includes funding for multiple modes to help meet the County's transportation needs.

Unlike the District, which expends Measure W funds on projects and programs directly, the TA serves primarily as a granting agency and provides Measure W funds to cities and other local agencies throughout San Mateo County. The TA's investments in each category are guided by the TA's [Strategic Plan 2020-2024](#), which was adopted in December 2019 by the TA Board of Directors. The Strategic Plan outlines the principles, vision, goals, and implementation procedures for both Measure A and Measure W funds over the next 5 years. Adoption of a Strategic Plan every 5 years is a requirement of both the TA's [Measure A Transportation Expenditure Plan](#) and the [Measure W Congestion Relief Plan](#).

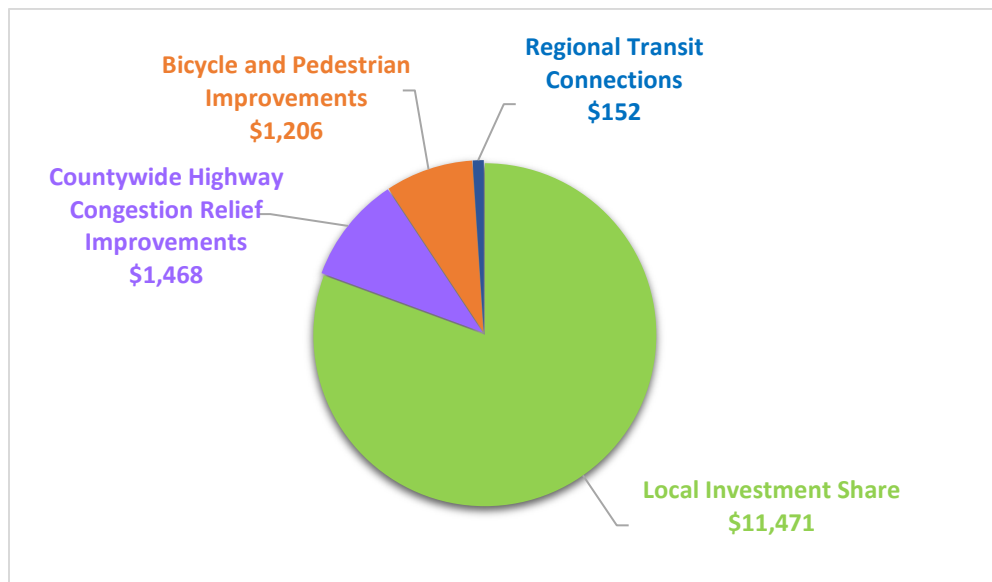
With the notable exception of the local investment share (Local Safety, Pothole and Congestion Relief Improvements as identified in the Measure W expenditure plan), which is provided directly to cities and the County by the TA, the remainder of the TA's Measure W funding is generally programmed and allocated through competitive calls for projects (CFPs) for each program category. The TA's CFPs typically occur on biennial cycles for each category. While funds are awarded to projects in each CFP cycle by the TA Board of Directors, the expenditure of those funds is based on actual reimbursements to project sponsors for eligible project expenses.

For FY 2023, actual expenditures were realized in the Highway, Local Investment Share, Bicycle & Pedestrian, and Regional Transit Connections (RTC) programs. Highway program expenditures included expenses for the Alternative Congestion Relief/Transportation Demand Management (ACR/TDM) program sub-category. RTC program expenditures were limited to annual administrative overhead for FY 2023. However, development of the RTC plan is underway and will be complete by fall 2024, with a CFP to be issued in early calendar year 2025. The only TA Measure program category with no expenses in FY 2023 was the Grade Separation program. Program guidelines for the Grade Separation program will be addressed as part of the TA's strategic plan update, which is currently in development. Expenses in FY 2023 are shown in Figure 4, and correspond to the following efforts and projects:

- Countywide Highway Congestion Relief Improvements including:
 - US 101 / SR 92 Interchange Area Improvements final design work.
 - Moss Beach State Route 1 Congestion and Safety Improvements initial planning; and
 - ACR program expenditures for projects across San Mateo County.
- Local Investment Share (Local Safety, Pothole and Congestion Relief Improvements) for local transportation investments such as roadway rehabilitation, planning and implementing traffic safety projects and promoting alternative modes of transportation.
- Under the Bicycle and Pedestrian Improvements category, expenditures to support the County Office of Education's Safe Routes to School program for low-cost bike/pedestrian improvements and crossing guards at schools in San Mateo County.

- Additional Bicycle and Pedestrian projects across San Mateo County including:
 - Menlo Park Middle Avenue Caltrain undercrossing
 - Alpine Road corridor improvements
 - Redwood City downtown bikeway corridors

Figure 4. Fiscal Year 2023 TA Measure W Expense Distributions (in thousands)



Date Source: Fiscal Year 2023 Audit Report

TA Funding Allocations and Consistency with Measure W Core Principles

The Strategic Plan 2020-2024 establishes scoring criteria¹ based on the Measure W Core principles², as well as the Goals of Measure A³. These scoring criteria are applied to the competitive CFPs for the following program categories: Highways, Grade Separations, Pedestrian and Bicycle, and RTC. Projects that compete well in the CFP process are those that score well in accordance with these criteria. In FY 2023, the TA conducted one CFP that included Measure W funding, Cycle 6 of the Pedestrian and Bicycle Program.

The Pedestrian and Bicycle Program CFP was issued in August 2022 and the program awards were adopted in December 2022. A total of 33 applications were received from 19 jurisdictions, with 25 projects selected through the evaluation process. These projects were awarded a total of \$21.9 million in funding by the TA Board, with \$12 million provided by Measure W.

¹[Strategic Plan 2020-2024](#), Appendix E

²[Strategic Plan 2020-2024](#), Table 3-2

³[Strategic Plan 2020-2024](#), Page 3

As noted above, the Pedestrian & Bicycle Program provides Measure W funding to the County's Safe Routes to School (SRTS) program. Under the TA Strategic Plan 2020-2024, SRTS is expected to receive 2.5% of Measure W annual revenues. As noted in the FY 2022 COC annual report, two years of funding for SRTS, equating to \$439,000, was programmed and allocated at the April 7, 2022, TA Board meeting for FYs 2023 and 2024. These funds are directed to the San Mateo County Office of Education, which administers the SRTS CFP directly and awards funds to local schools and school districts.

Equity Considerations for the Distribution of TA Funding

As part of the TA Strategic Plan 2020-2024, equity is highlighted as a core evaluation criterion in TA CFP processes. Projects are evaluated holistically in terms of geographic and socioeconomic equity.

Geographic Equity

Geographic equity is evaluated by a CFP Scoring Evaluation Committee assembled to review the submitted applications. The Committee assesses whether sales tax revenue is being distributed fairly to all areas in the San Mateo County. Specifically, the Evaluation Committee often looks at whether funds are proposed to be distributed between the Coast side versus the Bayside and amongst the North, Central, and Southern portions of the county. This often includes a review of past funding awards, for smaller jurisdictions that may not often apply for Measure A and Measure W funding. The Evaluation Committee then makes recommendations to the TA Board of Directors for their consideration if there are any deviations proposed from the ranked project list.

Socioeconomic Equity

Socioeconomic equity scoring criteria are more directly linked to evaluating locations throughout San Mateo County that may have higher proportions of historically underserved and/or communities with lower incomes or higher ratios of people of color as compared to other locations. These criteria are generally consistent with the Senate Bill 535 statewide criteria, the Metropolitan Transportation Commission's regional criteria, and the newly developed Reimagine SamTrans countywide criteria.

Additionally, applicants are provided with a narrative question that allows them to describe other equity benefits for vulnerable populations such as children, seniors, people living in high-density/ affordable housing, low-income residents, transit-dependent populations, and others that may not be directly captured in the technical equity analysis metrics.

Technical Assistance to Jurisdictions

The Strategic Plan 2020-2024 recommended the TA strive to expand the scope and level of technical assistance investments, as resources permit, to advance project delivery. The following are the four areas of concentration for TA technical assistance:

- Provide technical assistance to project sponsors (not limited to the Highway Program, which was the original focus of this aide).
- Utilize TA consultant services to offer Complete Streets and other best practice workshops.
- Temporarily offer consultant services to sponsors, on request, to keep projects moving, while minimizing delay.

- Provide consultant services to help sponsors better position themselves to obtain grant funds to better leverage TA funding.

Currently, the Highway Program and the Pedestrian and Bicycle Program both provide technical assistance to develop and lead projects on behalf of sponsors. As part of the Cycle 6 Pedestrian and Bicycle program adopted in December 2022, sponsors of eight of the 25 projects that received awards requested technical assistance from the TA.

Regional Transit Connections

The RTC program category receives ten percent of Measure W revenue. The intent of the category is to invest in infrastructure and services that are designed to improve transit connectivity between San Mateo County and the rest of the nine-county Bay Area region. The Strategic Plan 2020-2024 recommended that a RTC planning study and an accompanying Transit Capital Improvement Program (CIP) be prepared to better inform the competitive selection process. Funding for the development of the RTC Plan was programmed and allocated on March 2, 2023, and work on the plan is progressing. Plan completion is anticipated in fall 2024.

Appendices

- A. [FY 2023 Measure W Audit](#)

Additional Information

1. [District FY2023 Annual Comprehensive Financial Report](#)
2. [District FY2023 Popular Annual Financial Report](#)
3. [TA FY2023 Annual Comprehensive Financial Report](#)
4. [TA FY2023 Popular Annual Financial Report](#)
5. [TA Strategic Plan 2020-2024](#)