



Get Us Moving Update

July 2018

Thank You

- Over last nine months, feedback was provided by tens of thousands of individuals.
- Special thanks to the public, transportation advocates, technical city/County staff, and other key stakeholders for providing their input and for helping to ensure that the Plan reflects the needs and priorities of San Mateo County residents.



Draft Investment Plan Feedback

Feedback on Draft Plan Received from:

- SamTrans Board
- San Mateo County Board of Supervisors
- SAG – Stakeholder Advisory Group
- TAG – Technical Advisory Group
- Members of the Public
- GUM Steering Committee
- GUM SamTrans Ad Hoc Committee



Final Investment Plan Revisions

Main Changes:

- Core Principles
- Highway and Local Categories
- Implementation Process
- Oversight



FINAL INVESTMENT PLAN

– Core Principles

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



FINAL INVESTMENT PLAN

– Core Principles (Continued)

- Enhance safety and public health;
- Invest in repair and maintenance of existing and future infrastructure;
- Facilitate the reduction of vehicle miles travelled, travel times and greenhouse gas emissions;
- Incorporate the inclusion and implementation of **complete street policies** and other strategies that encourage safe accommodation of all people using the roads, regardless of mode of travel;
- Incentivize transit, bicycle, pedestrian, carpooling and other shared-ride options over driving alone; and
- Maximize traffic reduction potential associated with the creation of new housing opportunities in high-quality transit corridors.



FINAL INVESTMENT PLAN

- Countywide Highway Congestion Improvements

Countywide Highway Congestion Improvements

Investments in highway projects throughout the County designed to provide congestion relief; reduce travel times; increase person throughput; improve highway and interchange operations, safety and access; and deploy advanced technologies and communications on the highways. Eligible candidate projects will be focused on highway and interchange facilities, including Highways 101, 280, and other highways and their interchanges. **Highway and interchange projects can include bike and pedestrian facilities and components.**



FINAL INVESTMENT PLAN

- Local Safety, Pothole, and Congestion Relief Improvements

Local Safety, Pothole, and Congestion Relief Improvements

Investments in major arterial and local roadway improvements in key congested areas throughout the County. These investments shall be focused on improving safety, reducing congestion, and supporting all modes of travel on San Mateo County's roadway system. Eligible investments include, but are not limited to, the following: implement advanced technologies and communications on the roadway system; improve local streets and roads by paving streets and repairing potholes; promote alternative modes of transportation, which may include funding shuttles or sponsoring carpools, bicycling and pedestrian programs; plan and implement traffic operations and safety projects including signal coordination, bike/pedestrian safety projects, creation of separate lanes or facilities for non-motorized modes, and separation of roadways from the Caltrain rail corridor.

FINAL INVESTMENT PLAN

- Local Safety, Pothole, and Congestion Relief Improvements (Continued)

Local Safety, Pothole, and Congestion Relief Improvements

Each year, ten percent (10%) of the annual Tax Proceeds (out of the 12.5% total Tax Proceeds designated for this category) will be allocated to each of the Cities and the County on a formula basis. The annual distributions will be based 50 percent on population and 50 percent on road miles, and will be adjusted annually. Each of the cities and the County will be required to demonstrate that Tax Proceeds would be used to enhance and not replace its current investments for transportation projects and programs. If a city or the County has a Pavement Condition Index score (a "PCI Score") of less than 70, it must use Tax Proceeds under this Category exclusively for projects that will increase their PCI score until such time as they reach a PCI of 70 or greater. Each of the cities and the County will be required to transmit an annual report on projects funded, including how the funded projects reflect the Core Principles, subject to guidance established by the District and/or the Authority. Use of Tax Proceeds by cities and the County under this Category shall be subject to audits. Estimated annual distribution percentages to each of the cities and the County under this Category as of 2018 are set forth in Attachment B.

Two and a one-half percent (2.5%) of the Tax Proceeds (out of the 12.5 percent total Tax Proceeds designated for this category) will be invested on a discretionary basis for grade separations in accordance with criteria and award schedules established by the Authority.



Formula

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Life of Measure		
<i>Jurisdiction</i>	<i>Allocation Percentage</i>	<i>10% = \$240,000,000</i>
Atherton	1.88 %	4,512,000
Belmont	3.55	8,520,000
Brisbane	1.02	2,448,000
Burlingame	4.32	10,368,000
Colma	0.28	672,000
Daly City	10.07	24,168,000
East Palo Alto	3.20	7,680,000
Foster City	3.39	8,136,000
Half Moon Bay	1.54	3,696,000
Hillsborough	3.03	7,272,000
Menlo Park	4.89	11,736,000
Millbrae	2.91	6,984,000
Pacifica	5.11	12,264,000
Portola Valley	1.49	3,576,000
Redwood City	9.62	23,088,000
San Bruno	5.02	12,048,000
San Carlos	4.35	10,440,000
San Mateo	12.15	29,160,000
South San Francisco	7.85	18,840,000
Woodside	1.79	4,296,000
County of San Mateo (unincorporated)	12.54	30,096,000
County Total	100.00 %	

FINAL Implementation

New section under Administration of the Fund, Section 7c:

The Authority will identify funding prioritization criteria consistent with the Core Principles for inclusion in its Strategic Plan. Criteria informed by these Core Principles will apply to implementation and investment of the revenues generated by this measure for the categories administered by the Authority. Development of the Strategic Plan will include broad-based community engagement and coordination with cities, the County, relevant public agencies, and key transportation stakeholders.



FINAL INVESTMENT PLAN

- Oversight

- **Fifteen**-member independent committee formed to provide oversight
- Appointed by the Board:
 - **One** members from the SamTrans CAC
 - **One** member from the SMC Transportation Authority CAC
 - **One member from the Caltrain CAC representing San Mateo County**
 - **One member from the C/CAG Bike and Pedestrian Advocacy Committee**
 - **One member representing business**
 - **One member representing organized labor**
 - **One member representing environmental or sustainability-related organization**
 - **One member representing the disabled community**
 - **One member representing youth transit riders**
 - **One member representing the senior community**
 - **One member representing each County Supervisorial District**





Questions

