

Measure A Fact Sheet

Current

Pothole and sidewalk repair. Highway interchange improvements. Redi-Wheels rides. Highway 101 auxiliary lanes. Bike and pedestrian path improvements. Caltrain over/underpasses separating the train from local streets. What do they all have in common?

These projects are funded by the Measure A half-cent transportation sales tax approved by voters in 1988. The tax expires in 2008.

San Mateo County voters approved the 20-year Measure A with a specific plan itemizing how the funds would be spent to best serve the county's transportation needs. The plan called for the funds to be distributed between highway improvements, Caltrain, local streets, paratransit, bicycles and congestion relief programs, such as shuttles and carpools.

At the same time, the Transportation Authority was established to administer the funds collected for these six programs and authorize an independent audit.

Proposed

On the November ballot voters will be asked to approve an extension of the half-cent sales tax for a 25-year term.

As required by law, the TA developed an expenditure plan for the allocation of the funds.

The TA's expenditure plan reflects an extensive public outreach effort over more than a year, which included three workshops, six open houses and presentations to dozens of community organizations. Technical recommendations came from city public works departments, engineers and other experts.

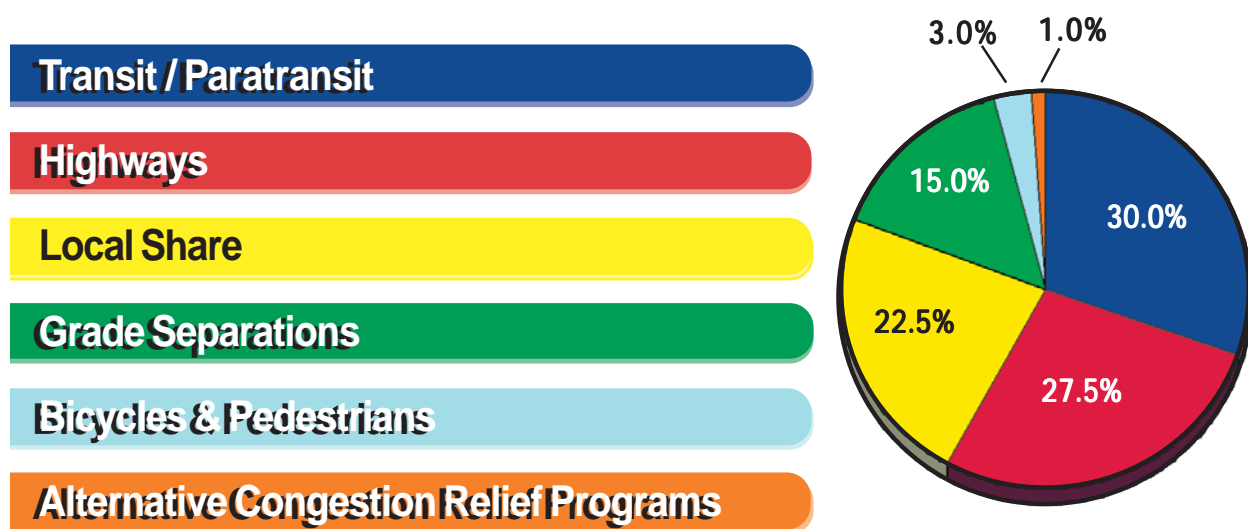
The plan has been adopted by the TA, the Metropolitan Transportation Commission, the county Board of Supervisors and approved by all 20 cities in the county.

If the extension receives the necessary two-thirds margin for passage, the seven-member Transportation Authority will continue to administer Measure A funds.

Program categories included in the 2004 Expenditure Plan are illustrated in the graph below and proposed projects are listed on the back.

Not all the projects listed will be funded because the total estimated cost is more than the current estimated income. It is currently estimated that the reauthorization will generate \$1.5 billion (in 2004 dollars) over a 25-year period. These funds can be used to attract another \$1.5 billion in state and federal matching funds.

The current or future Measure A 2004 Expenditure Plan is broken into six categories:



Additionally, up to one percent of the funds collected will be allocated for administrative purposes.



Transit / Paratransit

Transit and paratransit projects in the new Expenditure Plan include:

- Improve Caltrain service through a combination of capital and operational investments. (16%)
- Sponsor shuttle services to meet local mobility needs and access to regional transit services. (4%)
- Fund Redi-Wheels, RediCoast and other paratransit programs for eligible seniors and people with disabilities. (4%)
- Provide local matching funds for cost effective ferry service to South San Francisco and Redwood City. (2%)
- Provide local matching funds for the existing San Mateo County/SFO BART Service. (2%)
- Construct station facilities and enhancements for the Dumbarton rail corridor in the County. (2%)

Highways

The primary goals for the highway category are to construct key projects which remove bottlenecks in the most congested corridors. Among these “hot-spots” are:

- I-280/Route 1 Interchange
- I-280 Auxiliary Lanes (I-380 to Hickey)
- US 101/Broadway (Burlingame) Interchange
- Route 92 (US 101 to I-280) improvements
- US 101/Peninsula Avenue southbound ramps
- US 101 (Route 92 to Hillsdale Blvd.) improvements
- Dumbarton Bridge to US 101 access improvements
- US 101/Woodside Road Interchange
- Route 1/San Pedro Creek Bridge replacement
- Route 1/ Manor Drive Overcrossing widening
- Route 1 and 92 Safety Improvements (HMB)

Local Share

Cities and the county could use Measure A funds for improving and maintaining local transportation, including streets and roads. They could use funding to:

- Maintain and improve local streets and roads by paving streets and sidewalks and repairing potholes.
- Promote or operate alternative modes of transportation, which may include funding for shuttles or sponsoring carpools, bicycling and pedestrian programs.
- Develop and implement traffic operations and safety projects, including signal coordination, bike/pedestrian safety projects, eliminating hazardous conditions or acquiring right of way.

Grade Separations

Grade Separations separate vehicular, pedestrian and bicycle traffic from trains to improve safety conditions and traffic flow. Forty-one new grade separation projects and upgrades of five existing grade separations are included in the expenditure plan. Projects will be completed in order of priority based on their California Public Utilities Commission safety rating and city approval and support.

Bicycles and Pedestrians

Bicycle and pedestrian projects include paths, trails and bridges over roads and highways. A few candidate projects are outlined below.

- Route 1/Santa Rosa Avenue pedestrian overcrossing (Pacifica)
- Route 1 pedestrian/bike trail from Montara through Half Moon Bay
- Route 35/Route 1 pedestrian/bike overcrossing
- US 101/Millbrae Avenue pedestrian/bike overcrossing
- US 101/Hillcrest Boulevard pedestrian/bike overcrossing to connect with Bay Trail
- US 101 near Hillsdale Boulevard pedestrian/bike overcrossing
- US 101/Ralston Avenue pedestrian/bike overcrossing
- Willow Road/Bayfront Expressway pedestrian/bike tunnel upgrade
- US 101/Willow Road pedestrian/bike overcrossing
- Portola Road pedestrian/bike path paving

Alternative Congestion Relief

One percent of the renewed Measure A revenue would be allocated to encourage efficient use of the transportation network through ride sharing, flexible work hours and other commute alternatives. Funding also may be utilized for information systems and Intelligent Transportation Systems, which facilitate more efficient use of available highways and transportation systems.