

## Measure A Fact Sheet



### Transit/Paratransit 30%

Improve Caltrain service through a combination of capital and operational investments. (16%)

Sponsor shuttle services to meet local mobility needs and improve 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 San Mateo County. (2%)

### Highways 27.5%

The primary goal for the highway category is to construct key projects which remove bottlenecks in the most congested corridors. Among these "hotspots" are:

- I-280/Route 1 interchange
- I-280 auxiliary lanes (I-380 to Hickey Boulevard)
- 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 Boulevard) 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 22.5%

Cities and the county can use Measure A funds for improving and maintaining local transportation, including streets and roads. These funds can be used 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 15%

Grade separations separate vehicular, pedestrian and bicycle traffic flow. Forty-one new grade separation projects and upgrades to 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 3%

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

### Alternative Congestion Relief 1%

One percent of the revenue will 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.

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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. San Mateo County voters first approved the 20-year Measure A in 1988. A specific plan itemized how the fund 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 programs and authorize an independent audit.

In 2004, the reauthorization of Measure A for an additional 25 years was approved by an overwhelming 75.7%.

The expenditure plan for this phase was developed after an extensive public outreach effort over more than a year and included three workshops, six open houses and presentation to dozens of community organizations. It included technical recommendations from city public works departments, engineers and other experts.

Not all the projects included in the expenditure plan will be funded; the total estimated cost is more than the current estimated income. It is currently estimated that the reauthorized measure will generate \$1.5 billion (in 2004 dollars) over a 25-year period. These funds can be used to attract matching state and federal funds. Up to one percent of the funds collected are allocated for administrative purposes.

The program categories included in the 2004 Expenditure Plan are illustrated in the graph below and proposed projects are listed on the back of this sheet.

