

MEASURE A / TRANSPORTATION

Update for MCC 7/9/03

The MidCoast Community Council requested an update from Supervisor Gordon on a number of issues relating to Measure A and transportation decision-making as related to the MidCoast.

TRANSPORTATION AUTHORITY AND P3

- **How is the Transportation Authority connected to transportation funding?** The Transportation Authority was created to administer funds raised through the ½ cent sales tax authorized by the voters in 1988 when Measure A passed. The current chair of the Transportation Authority is Supervisor Mark Church. Supervisor Rich Gordon is the second member of the Board of Supervisors currently serving on the Transportation Authority. In addition to the two County Supervisors, there are 5 city council members on the TA. These city council members are elected to serve on the TA by the Council of Mayors. Measure A has brought in \$50-60 million dollars a years for transportation and roads since 1988. It will expire in 2008 unless a new Measure A is passed by the voters of San Mateo County.
- **What is the history, founding membership and current decision making power of the Peninsula Policy Partnership(P3)?** P3 is a nonprofit organization that is closely connected to Samceda, a nonprofit business association. The following description of P3 is given on <http://www.samceda.org/> web site: *“Formerly known as the Economic Vitality Partnership, the Peninsula Policy Partnership started in 1994, and is a collaborative effort among San Mateo County, cities within the county, and Samceda as the business partner. The basis of the partnership is to collaboratively address issues of economic health and quality of life in a way which promotes the well-being of the Peninsula on a regional and sub-regional basis, rather than a city by city.”* P3 has hired Ed McGovern and Bay Associates, a political consulting group, to run a campaign to renew Measure A. Though Measure A funds have been vital to do large transportation projects and local road repair since 1988, the County government and the Transportation Authority are restricted from campaigning to renew Measure A. P3 is able to play this role. It is the Transportation Authority, however, that has the decision making power concerning what projects are selected and carried out using Measure A funds.

CURRENT MEASURE A

- **Is there a cumulative impact study of the Hwy. 92 projects?** A cumulative impact section has been drafted for the environmental document. The Federal Highway Administration is reviewing it now and it will be available in a couple of months. The FHWA web site is: <http://www.fhwa.dot.gov/>.

- **What is the status of the Hwy. 92 clover leaf/grade separation project and can it be changed due to local opposition?** Options are still being considered. Interest of motorists, horse groups, bike groups and pedestrians are being discussed. Ultimately the Transportation Authority will need to make a decision and address the accidents and deaths necessitating a change. Other alternatives being considered include a roundabout, lights or partial cloverleaf design. They expect to have a decision once the Federal Highway Administration comments on the environmental document.
- **Can funds for one project be redirected to another project in the current Measure A?** The Transportation Authority makes decisions case by case for moving funds between project approved for the original Measure A. Due to increases in construction costs since projects were initially approved, it will not be possible to complete all of the approved projects. The Hwy. 92/Hwy. 35 intersection is partially in the coastal zone and will need a CDP. The plans will go to the Planning Commission and the Board of Supervisors.
- **How are Measure A funds being allocated in regard to shuttles, potholes, local streets and bicycles?** Of the Measure A funds, 20% are allocated to local jurisdictions. Cities and the County use these funds for things like local street repairs.
- **Can any of the current funding be used to address flooding problems and drainage needs on the MidCoast?** It would be possible to try and have money from the local 20% used for drainage and flooding problems, but the MidCoast Community Plan would need to be changed by the MidCoast to get at prioritizing particular problems.

RENEWED MEASURE A

- **What projects are proposed in the new Measure A for the MidCoast, Half Moon Bay and surrounding area?** There are no definite lists yet. Brainstorming has gone on and is going to continue. Supervisor Gordon has suggested a coastal trail for bike use and underground safe crossings for Hwy. 1 as two projects that might be beneficial for the coast.
- **How can the MidCoast be represented for transportation issues? When are the meetings and what is the schedule for decision making on these issues?** The Transportation Authority has openings on its 15 member Citizens Advisory Committee. The CAC meets at 4:30 p.m. on the Tuesday preceding the first Thursday of the month at the SamTrans central office in San Carlos. All meetings are open to the public. Information is available on their web site: <http://www.smcta.com/whatsnew/cac.html>.
- **Can MCC be copied on agendas, documents and information relating to the coast from the Transportation Authority?** Information on specific items is available upon request. TA meetings are open to the public and take place the 1st Thursday of each month at 5:30 in San Carlos, 1250 San Carlos Ave., San Carlos, CA 94070-1306. Information is kept on their web site: <http://www.smcta.com/>. MCC can contact Joe Hurley of the Transportation Authority for specific questions, (650) 508-6200 or hurleyj@samtrans.com.

