ARGUMENTS IN SUPPORT OF OR IN OPPOSITION TO THE PROPOSED LAWS ARE THE OPINIONS OF THE AUTHORS

VOTER'S INFORMATION PAMPHLET

Containing Information On:

MEASURE A

SAN MATEO COUNTY TRANSPORTATION EXPENDITURE PLAN

(Part Two of Two Parts)

PRESIDENTIAL PRIMARY ELECTION

TUESDAY, JUNE 7, 1988

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SAN MATEO COUNTY TRANSPORTATION EXPENDITURE PLAN

In January 1988, the Joint City/County Transportation Committee of San Mateo County found that a retail transactions and use tax ordinance (sales tax) would be necessary to support this Countywide Transportation Expenditure Plan and to fund the attached priority list of essential transportation projects. It is proposed that the Board of Supervisors vote to place this measure on the June 1988 ballot.

The plan contains the following June 1988 recommendations:

1. That a ½ cent sales tax be placed on the ballot to last for a period of 20 years to finance needed transportation projects in San Mateo County.
2. That the voters authorize that a new County Transportation Authority be formed to administer the funds. The make up of the Authority shall be as follows:
   - 2 Members of the Board of Supervisors
   - 4 Representatives selected by the Council of Mayors (1 Representative from each Judicial Division and 1 at large representative).
   - 1 Member of SamTrans (elected city official) selected by SamTrans prior to Council of Mayors selections.

   All representatives shall be elected officials.
3. That the Caltrain Improvements (Upgrade and Proposed Extension and Grade Separations) be Number 1 priority within the Expenditure Plan. All other projects will be Number 2 in priority. However, this would in no way inhibit the Authority from spending funds on any project on the Expenditure Plan at any time provided that over the 20-year period of the Sales Tax approximately equal amounts of the sales tax monies (in 1988 dollars) shall be expended on transit and on streets and highways, excluding TSM, bicycle program and administration, but in no event shall less than half be expended for transit projects.

   Individual Grade Separation locations will be built according to priority to be determined by the County Transportation Authority based upon the State PUC formula and the desire of the City involved.

   Within two years following adoption of the Transportation Expenditure Plan the Authority shall adopt, in conjunction with the counties and the cities of San Mateo County, a Transportation Systems Management Plan. Subsequent thereto no project excluding Paratransit, Local Entities, TSM, Bicycle Program, and Administration will be allocated funds unless the Project is found to be in conformity with said Plan.
4. That the new County Transportation Authority be authorized to bond for the purposes of building transportation projects. The bond shall be for the amount of the project or for a specified group of projects only and will be paid with the proceeds of the retail transactions and use tax. The Authority may not bond for the annual allocation for TSM or Bicycle Transportation.
5. That the County Transportation Authority be authorized to contract its administrative duties to existing county government, MTC, or another qualified agency.
6. That the County Transportation Authority shall establish an Advisory Committee to advise the Authority on the administration of the Transportation Expenditure Plan. The membership of this Committee will reflect a broad spectrum of interests and geographic areas of the County.
7. Any amendment to this Transportation Expenditure Plan prepared by the County Transportation Authority which adds or deletes a project, or is of major significance, shall be submitted for approval in the same manner as this Plan was approved pursuant to Chapter 2 (commencing with Public Utilities Code Section 131050) of the Bay Area County Traffic and Transportation Funding Act, as provided for in Section 131304 of said enactment.
8. Although the Transportation Expenditure Plan contains projects with inter-county implications, the support of adjacent counties, as outlined in Section 131051(i) of the Government Code, is not recommended for a variety of reasons, including:
   - A. Alameda County already has adopted its own County Transportation Expenditure Plan.
   - B. Santa Clara County already has adopted a sales tax at the maximum rate permitted by law.
   - C. In any event, it is envisioned that there will be close coordination with adjacent counties as part of the process of implementing those projects with inter-county implications.

The projects proposed for accomplishment with the ½ cent sales tax are listed in the following Essential Transportation Projects List.

It should be recognized that the ability to fully fund all projects in the Plan contingent upon a variety of factors, such as ultimate availability of federal, state and other local matching funds and specific project approval procedures. Although each of the Projects contained in this Plan is deemed at this time to be essential, in the event one or more of them cannot be fully funded or is found by the administering body to be unfeasible for any reason, the funding allocation earmarked for any such Project may be reallocated by the administering body only to one or more of the Projects contained in the Plan in the priority herein before specified.

Environmental reporting, review and approval procedures as provided for under the National Environmental Policy Act, and/or the California Environmental Quality Act, and other applicable laws will be carried out as a prerequisite to the implementation of any project.

SAN MATEO COUNTY SALES TAX EXPENDITURE PLAN Revised 2/2/88
JOINT CITY/COUNTY TRANSPORTATION COMMITTEE
REVENUE SOURCES (Amounts in Millions)

PROJECTS	NEW SALES TAX	LOCAL	STATE HWY FUND	UMTA	TOTAL	COMMENTS
I. TRANSIT						
1. Caltrain Improvements:						
A. Upgrade and proposed extension (including Extension to Transbay Terminal, R/W acquisition, construction of maintenance facility, expansion of parking at existing stations, people mover at SFO and other CalTrain or CalTrain related improvements. Estimated Total Cost: $500+	$174			$20	$194	Balance of funding is expected to come from UMTA, State, SCCTD, SamTrans, San Francisco and developer of Mission Bay.
B. Grade Separations	$183		$65		$248	State Hwy Fund amount is from Railroad Grade Separation Program.
2. Paratransit Trust Fund	$ 25				$ 25	
3. Dumbarton S.P. Spur from Redwood City to Fremont	$ 14				$ 14	Funds are for purchase of the right-of-way and/or to activate rail service.
II. STREETS AND HIGHWAYS						
1. Highway 1 Improvements:						
A. Fassler Avenue to Westport Drive in Pacifica	$ 2		$10.3		$ 12.3	
B. Highway 1 within the City Limits of Half Moon Bay.	$ 2		$15		$ 17	
2. Bayshore Corridor Highway Improvements:						
A. Widen 101 to 8 lanes from Whipple Ave. to Santa Clara County Line.			$12		$ 12	
B. Reconstruct Interchanges:						
a. Peninsula	$ 14		$ 11		$ 25	
b. Broadway	$ 13		$ 9		$ 22	
c. Willow	$ 4.9		$ 8		$ 12.9	
d. University	$ 4.9		$ 8		$ 12.9	
e. Brittan	$ 9		$ 7		$ 16	
f. Candlestick Park	$ 1	$15	$ 9		$ 25	
g. Marsh Road	$ 1		$ 1		$ 2	See Note 2
h. Oyster Point	$ 4	$20	$ 6		$ 30	State Hwy Fund amount is from Railroad Grade Separation Program.
C. Auxiliary Lanes and Safety Improvements.	$ 99		$89		$188	
3. Highway 92 Improvements:						
A. San Mateo Bridge to 101.			$43(BT)		$ 43	BT is Bay Bridges Tolls.
B. 101 to 280.	$ 20		$10		$ 30	
C. 280 to 1.	$ 10		$70		$ 80	
4. Improvements to Approach of the Dumbarton Bridge:						
A. Dumbarton Bridge to Bayfront Expressway (widen to 4 lanes).			$25(BT)		$ 25	
B. Bayfront Expressway from Willow to Marsh Road (widen to 4 lanes).			$ 5(BT)		$ 5	
C. Bayfront Expressway from Marsh Road to Woodside Road (construct 4-lane road).	$ 16				$ 16	
D. Woodside Road from 101 to El Camino Real including modification of 101 Interchange and add ramps to Maple Street.	$ 16		$22		$ 38	
E. Study Alternatives to allow traffic to flow more directly from the Dumbarton Bridge to destinations south of the Bridge.	$ 0.2				$ 0.2	
5. Highway 280 Improvements:						
A. Improve SB off-ramp to Sullivan Avenue in Daly City.	$ 1		$ 4		$ 5	
B. Improve SB connection from Route 1 to Serramonte Blvd.	$ 6		$24		$ 30	
C. Improve Access and Transitions at 280/380 Interchange.	$ 5		$13		$ 18	
D. Crestview Drive connection to 280.	$ 2				$ 2	
E. D Street on-ramp to 280 and 1 in Daly City	$ 5				$ 5	
6. Local Entities	$160				$160	20% of 20 yr. revenue
III. TSM	$ 6				$ 6	
IV. Bicycles	$ 0.1				$ 0.1	
V. Administration	$ 6				$ 6	
Total	$804.1	$35	$466.3	$20	$1,325.4	

Project: Highway 1 Improvements
Cost: $29.3 million. Sales tax contribution is $4 million. Caltrans contribution is $25.3 million.
Sponsor: Caltrans
Description: Improve Highway 1 from Fassler Avenue to Westport Drive in Pacifica. Widen Highway 1 within the city limits of Half Moon Bay to four lanes. 5

Project: Bayshore corridor highway improvements.
Cost: $346 million. Sales tax contribution of $151 million. Local $35 million; Caltrans $160 million.
Sponsor: Caltrans.
Description: It is expected that the State will fund the widening of the 101 freeway from Whipple Avenue to the Santa Clara County line to eight lanes. The Sales Tax project will add auxiliary lanes and safety improvements over the entire county length with sound walls where appropriate. This project also includes interchange improvements at Peninsula, Broadway, Willow, University, new Brittan on/off ramp, Candlestick Park, Marsh Road and Oyster Point. 5,7

Project: Highway 92 improvements.
Cost: $153 million. Sales tax contribution of $30 million. Bridge toll contribution of $43 million. Caltrans contribution of $80 million.
Sponsor: Caltrans.
Description: This project has three segments: 1) From the San Mateo Bridge to Highway 101, 2) Highway 101 to Highway 280, and 3) Highway 380 to Highway 1.

1. Highway 92 from the San Mateo Bridge to Hwy. 101 will be expanded from four to six lanes. 5
2. Highway 92 from Hwy. 101 to Hwy. 280 will be expanded from four to six lanes. 5
3. Highway 92 from Hwy. 280 to Hwy. 1 will be expanded from two lanes to four lanes or two to three lanes. 5

Project: Highway 84 improvements/Dumbarton Bridge approach.
Cost: $84 million. Sales tax contribution of $32 million. Bridge Toll $30 million. Caltrans contribution of $22 million.
Sponsor: Caltrans.
Description: This project provides for widening the Dumbarton Bridge approach to four lanes and for a four lane Highway 84 extension from Marsh Road to the interchange at Highway 101 and Woodside Road. A Grade Separation will be provided on Highway 84 from Highway 101 to El Camino. Computer signalization and other traffic flow improvements will be made on Highway 84 from El Camino to Highway 280. 5

Project: S.P. Dumbarton Spur from Redwood City to Fremont.
Cost: $14 million, all from sales tax.
Sponsor: SamTrans.
Description: Purchase S.P. rights-of-way and/or to activate rail service when it is determined to be economically feasible.

Project: Highway 280 access improvements.
Cost: $60 million. Sales tax contribution is $19 million. Caltrans contribution is $41 million.
Sponsor: Caltrans.
Description: Improve Highway 280 off-ramp to Sullivan Avenue in Daly City. Improve southbound connection from Hwy. 1 to Serramonte Blvd. in Daly City. Improve access and transitions at 280/380 interchange in San Bruno. Add Crestview Drive connection to Hwy. 280. Construct D Street on-ramp to Hwy. 280 and 1. 5

Project: Alternatives from Dumbarton Bridge to the south.
Cost: The Sales Tax will provide $200,000.
Sponsor: Caltrans, East Palo Alto and Menlo Park.
Description: Study and prepare conceptual plans and cost estimates of Alternatives to allow traffic to flow more directly from the Dumbarton Bridge to destinations south of the Bridge.

Project: Paratransit (Elderly, Handicapped and Developmentally Disabled persons).
Cost: Sales Tax Contribution is $25 million.
Sponsor: SamTrans.
Description: $25 million dollars ($8 million first year; $8 million the second year; and $9 million in the third year) generated by sales tax will be allocated to a special reserve fund to support paratransit programs. Commencing in Year 4, and each year thereafter, SamTrans, with the advice of the Paratransit Coordinating Council (PCC) and the county will allocate for paratransit purposes the interest earned on the $25 million reserve fund, to augment existing state, federal, and local funds. The proceeds will be used to achieve the goals and recommendations of the County Paratransit Plan, as amended from time to time, and the funds may be used for operating or capital purposes. The Trust Fund will be maintained in perpetuity.

Proj Local streets and roads.
Cost: Sales Tax Contribution $160 million.
Sponsor: Cities and County of San Mateo.
Description: Annually 20% of the total revenue generated by the sales tax will be allocated to the 20 cities and the County for the improvement of local transportation including streets and roads. The annual distribution will be based 50% on population and 50% on road miles. 2, 3, 6 (See p. 15.)

Project: Transportation System Management (TSM).
Cost: Sales Tax Contribution $6 million.
Sponsor: San Mateo County.
Description: Annually .7% of the total sales tax revenue will be allocated to fund traffic management. One object is to encourage more efficient use of existing transportation networks through ride sharing (car and vanpools), flexible work hours, etc. Another object is to encourage countywide long-range planning leading to growth targets and a jobs/housing balance. 3

November 19, 1987

FUND DISTRIBUTION TO CITIES FOR LOCAL STREETS

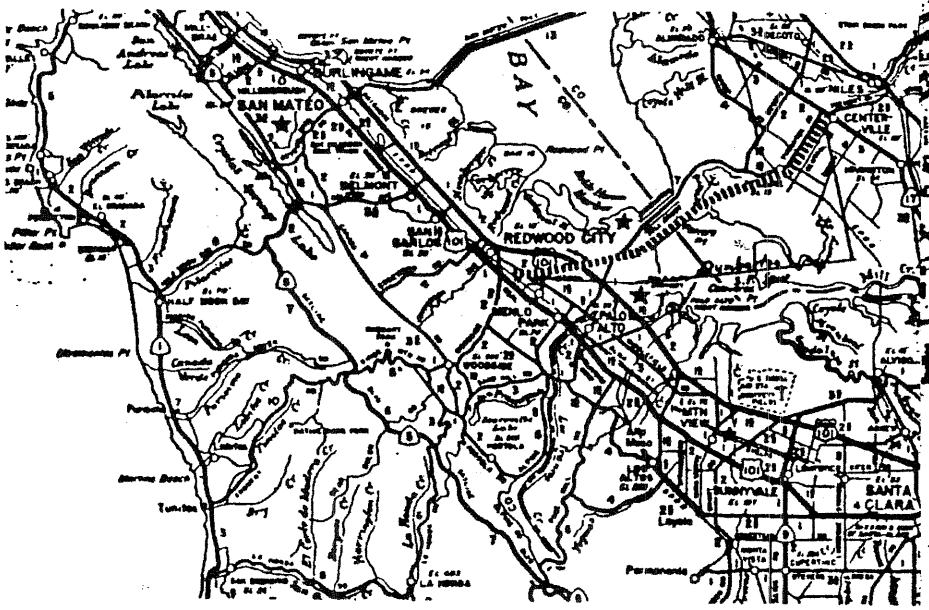
City	Population	% Pop.	Road Miles	% Miles	Avg. %	.20 X Revenue 20 Year Total ($000)
Atherton	7,863	1.28	50	2.84	2.06	$3,296
Belmont	24,931	4.04	64	3.64	3.84	6,144
Brisbane	3,028	0.49	19	1.08	0.79	1,264
Burlingame	26,985	4.37	78	4.44	4.40	7,040
Colma	708	0.12	7	0.40	0.26	416
Daly City	82,543	13.38	114	6.48	9.93	15,884
East Palo Alto	18,841	3.05	38	2.16	2.61	4,176
Foster City	27,546	4.46	42	2.39	3.43	5,488
Half Moon Bay	8,091	1.31	26	1.48	1.40	2,240
Hillsborough	10,998	1.78	81	4.60	3.19	5,104
Menlo Park	27,745	4.50	81	4.60	4.55	7,280
Millbrae	20,602	3.34	53	3.01	3.18	5,088
Pacifica	37,097	6.01	88	5.00	5.50	8,800
Portola Valley	4,371	0.71	33	1.88	1.30	2,080
Redwood City	59,425	9.63	153	8.70	9.16	14,656
San Bruno	34,885	5.65	78	4.43	5.04	8,064
San Carlos	26,312	4.26	82	4.66	4.46	7,136
San Mateo	83,517	13.54	188	10.69	12.11	19,276
South San Francisco	51,732	8.33	119	6.77	7.57	12,112
Woodside	5,565	0.90	44	2.50	1.70	2,722
San Mateo County	54,304	8.80	321	18.25	13.52	21,632
	617,089	100.00	1,759	100.00	100.00	$160,000.

Project: Bicycle Transportation.
Cost: Sales Tax Contribution $.1 million.
Sponsor: San Mateo County.
Description: Annually 0.01% of the total sales tax revenue will be allocated to encourage bicycle transportation, especially by commuters in connection with transit. 3

FOOTNOTES

1. Total estimated project costs are shown in brackets. For purposes of this Plan, smaller components of these projects are being proposed for funding.
2. Section 4 of Proposition 13 requires that substantial new tax revenues not replace property taxes cut back because of Proposition 13. Since under the Expenditure Plan substantial revenues will flow to local governments and jurisdictions, it has been recommended that the Expenditure Plan include language similar to that included in Section 142257(b) of Senate Bill 878 regarding Fresno County. To that end, prior to the authority allocating funds, each local government shall certify to the authority that the funds will not be substituted for property tax funds which are currently utilized to fund existing local transportation programs. If the local government is unable to segregate property tax revenues from other general fund revenues which cannot be so distinguished, substitution of funds from the authority for general funds is also prohibited.
3. The full percentage allocation of the total funds received from sales tax revenues will be distributed to each agency annually.
4. Severability clause.
5. Although San Mateo County is guaranteed county minimum requirement funding, CalTrans estimates are for planning purposes and do not commit the California Transportation Commission (CTC) to funding specific projects at the levels identified in this plan.
6. The formula for funding local streets and roads will be updated annually.
7. Not withstanding any other provisions of this measure, no change to the Interchange of Marsh Road and U.S. 101 and/or the facilities of Marsh Road between U.S. 101 and the Atherton Town limit shall be made, unless:
   a. Full EIR assessing of the impacts of the change on Marsh Road, Middlefield Road and other transportation systems of the Town of Atherton is made.
   b. The Town of Atherton give previous consent for such change, which consent will not be unreasonably withheld.

DUMBARTON S.P. SPUR



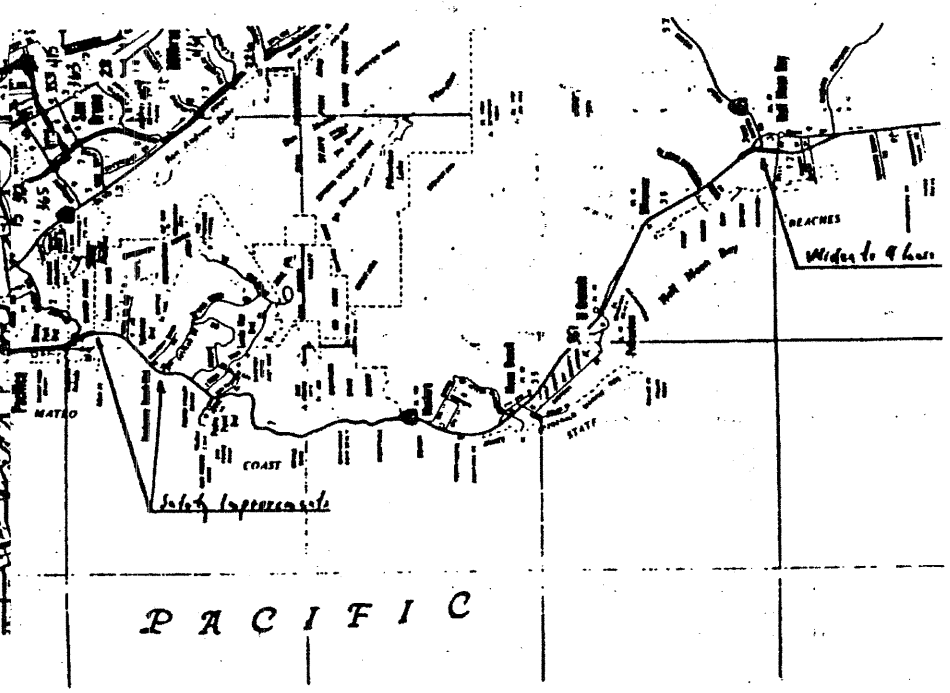
PROJECT COST AND DESCRIPTION

The S.P. Spur extends from the S.P. main line tracks in Redwood City, across the Bay, south of th existing Dumbarton Bridge to Fremont. This project would purchase the right-of-way and preserve it fo future transportation purposes and/or to activate rail service. The cost is estimated to be $14 million, a from sales tax revenues. It is expected that the purchase and/or activation of service would be made wit the cooperation and partial funding from Alameda County.

PROJECT JUSTIFICATION

The south county area is heavily congested. The Expenditure Plan includes funding for improvemer of road approaches to the Dumbarton Bridge. Preservation of the S.P. spur corridor is highly desirabl for future transportation options.

HIGHWAY 1 IMPROVEMENTS



PROJECT COST AND DESCRIPTION

This project includes the following:

A. Fassler Avenue to Westport Drive in Pacifica (safety improvements).

B. Highway 1 within the city limits of Half Moon Bay (widen to 4 lanes).

The total cost of this project is estimated to be $29.3 million. The sales tax will provide $4 million with the balance of $25.3 million expected from State Highway funding sources.

PROJECT JUSTIFICATION

The portion of Route 1 north of Westport Drive has been constructed to freeway standards. The portion south of Fassler Avenue has been improved as an Expressway. The remaining 1.1 mile gap is substandard without shoulders and median barrier. In addition, the existing at-grade intersections create unsatisfactory conditions.

Highway 1 in the city of Half Moon Bay experiences heavy traffic, especially over weekends and holidays. There are some four-lane sections within these limits. The project would provide four lanes with improved intersections.