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## AGENDA

### Congestion Management & Environmental Quality (CMEQ) Committee

**Date:** Monday, February 25, 2019  
**Time:** 3:00 p.m.  
**Place:** San Mateo City Hall, Conference Room C  
330 West 20th Avenue, San Mateo, California 94403

- |     |   |                                     |               |
|-----|---|-------------------------------------|---------------|
| 1.  | Public comment on items not on the agenda   | Presentations are limited to 3 mins |               |
| 2.  | Issues from the December 2018 and January and February 2019 C/CAG Board meeting: <ul style="list-style-type: none"><li>• Approved – Co-Op Agreement. Between Caltrans, SMCTA, and CCAG for construction of the US 101 Express Lane (southern segment)</li><li>• Approved – Contract with CoPlan for CMP Update for \$71,833 and 2019 Highway System Congestion/Safety Performance Assessment for \$46,068</li><li>• Approved – Direction for the Owner/Operator for the San Mateo County US 101 Express Lanes Project; and direct the Ad Hoc committee members to develop recommendation on the details for a proposed new JPA to assure equality between C/CAG and TA</li><li>• Approved – Endorsement of the San Mateo County Flood and Sea Level Rise Resiliency Agency proposal</li></ul> | Information (Lacap)                 | No Materials  |
| 3.  | Approval of minutes of November 26, 2018 meeting  | Action (Garbarino)                  | Pages 1 – 5   |
| 4.  | Receive a presentation on the Caltrain Business Plan  | Information (Fromson)               | Page 6        |
| 5.  | Receive a presentation on the C/CAG Call for Projects and outreach process in response to the Metropolitan Transportation Commission’s development of Plan Bay Area 2050  | Information (Lacap)                 | Pages 7-11    |
| 6.  | Receive an update on the US 101 express lanes owner/operator issues   | Information (Higaki)                | Page 12       |
| 7.  | Receive an update on the Carpool 2.0 Incentive Program  | Information (Ford)                  | Pages 13 – 14 |
| 8.  | Receive an update on the proposed San Mateo County Flood and Sea Level Rise Resiliency Agency   | Information (Fabry)                 | Pages 15 – 25 |
| 9.  | Review and recommend approval of reallocating \$374,000 from Willow Road to the Haven Avenue Improvement Project in the City of Menlo Park  | Action (Hoang)                      | Pages 26 – 28 |
| 10. | Review and recommend approval of the Fiscal Year 2019/20 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County   | Action (Hoang)                      | Pages 29 – 31 |
| 11. | Executive Director Report   | Information (Wong)                  | No Materials  |



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12. Member comments and announcements Information (Garbarino)
13. Adjournment and establishment of next meeting date: Action (Garbarino)  
**March 25, 2019**

**PUBLIC NOTICING:** All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Transit District Office, 1250 San Carlos Ave., San Carlos, CA, and on C/CAG's website at: <http://www.ccag.ca.gov>.

**PUBLIC RECORDS:** Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG's website at: <http://www.ccag.ca.gov>.

**PUBLIC PARTICIPATION:** Public comment is limited to two minutes per speaker. Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Mima Guilles at (650) 599-1406, five working days prior to the meeting date.

If you have any questions about this agenda, please contact C/CAG staff: Jeff Lacap, 650-599-1455

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS COMMITTEE ON CONGESTION  
MANAGEMENT AND ENVIRONMENTAL QUALITY (CMEQ)**

**MINUTES  
MEETING OF November 26, 2018**

At 3:03 PM, Vice Chair O’Neill, noting a quorum was not yet present, requested the agenda be adjusted to begin with information items until an additional committee member arrived and the meeting could be called to order.

**5. Receive a presentation on the San Mateo County Safe Routes to School FY 2017-18 Annual Report.**

Sara Muse, C/CAG staff, provided a brief overview of the Safe Routes to School (SRTS) Program, noting the program is administered jointly between C/CAG and the San Mateo County Office of Education. She introduced Theresa Vallez-Kelly, San Mateo County Safe Routes to School Program Coordinator, who presented program highlights for FY 2017/18 and outlined the goals for the current fiscal year. She outlined the six “E’s”: engineering, education, encouragement, enforcement, equity and evaluation, and provided a summary of the activities undertaken under each. She further explained the grant program, noting they had 21 grant recipients in this period.

Committee members noted their appreciation for the SRTS program and requested additional information on funding cycles and how the program results may impact future grant requests. Overall, there was some concern with the reliance solely on parent surveys to determine the success of the programs, and it was recommended that additional efforts be put into finding a better system for obtaining reliable feedback.

Noting a quorum was now present, Vice Chair O’Neill called the meeting to order at 3:26 p.m. Attendance sheet is attached.

**1. Public comment on items not on the agenda.**

None.

**2. Issues from the November 2018 C/CAG Board meeting**

Jean Higaki, C/CAG staff, noted the agenda listed the status of items recently addressed by the C/CAG Board, and offered to respond to any questions.

**3. Approval of minutes of October 29, 2018 meeting (Action)**

*Motion – Committee member O’Connell/ 2<sup>nd</sup> Committee member Koelling: To approve the minutes of the October 29, 2018 CMEQ meeting. Motion passed 6-0, with members Roberts and Levin abstaining.*

**4. Receive a presentation on the Draft San Mateo County Transportation Programs Climate Impact Report (Action)**

John Hoang, C/CAG staff, provided a brief background to the item, noting this effort was started 5-6 years ago when local cities were adopting Climate Action Plans (CAPs). The effort is intended to complement the work of the cities by quantifying how much GHG is being reduced by all the

measures included in the SMCTP 2040 and the Alternative Fuel Readiness Plan, and what additional reductions/strategies are needed to meet the state mandated 2030 GHG reduction targets.

Betty Seto, with DNV GL, presented the findings of the report, noting that together with anticipated improvements to vehicle fuel efficiency, the SMCTP 2040 is forecasted to reduce GHG emissions associated with on-road emissions 30% below 1990 levels by 2030 and 35% by 2040. While this is substantial, it falls short of the SB32 target of a 40% reduction below 1990 levels by 2030. Therefore, recommendations are included in the report on how to close that gap, specifically examining how increasing the number of zero emission vehicles (from current levels of 2% of the fleet, to 45% by 2030, and 60% by 2040), would meet the targeted reductions.

Committee member Levin expressed concern that too much emphasis is being placed on zero emissions vehicles with not enough on overall reduction in vehicle miles traveled. While supportive of the TDM measures included in the plan, she mentioned additional strategies including improved transbay transit, support for TMAs pooling resources for smaller businesses, improved integration of fares and transfers, developing best practices for electric scooter operations, etc.

Tying into a concern noted about the difficulty of transbay crossings, Vice-Chair O'Neill noted he had recently attended a Council of Cities dinner where the topic was hydrofoils, noting a private firm has current plans to begin operations in the Bay Area in the next year, with a planned route between SFO, Oakland & Foster City, and potential expansion plans for up to 20 terminals throughout the region.

John Hoang noted that this report is scheduled to be considered at the December C/CAG Board meeting, so requested any additional comments be submitted by the Committee members by Friday, November 30<sup>th</sup>.

*Committee members provided comments only. No formal action needed.*

**6. Update on the San Mateo County Energy Watch Program. (Information)**

Kim Springer, Office of Sustainability staff, provided an update on the San Mateo County Energy Watch (SMCEW) program. He noted several highlights, including: the county is on track to meet electricity saving goals for 2016-2018; the Municipal Energy Efficiency Call for Projects earmarked \$480K in unused funding for C/CAG member agencies to fund efforts to identify, assess, and implement additional energy efficiency projects; the “Check It Out! Home Energy and Water Saving Toolkit” program was launched at libraries throughout the County; a feasibility study is underway to investigate developing a streamlined procurement process for energy related contract services that member jurisdictions could benefit from; the San Mateo County Energy and Water Strategy update is underway, with a draft document anticipated in 2019; the SMCEW website has been significantly redesigned. In addition, he provided an overview of the programs and budget for the coming year.

Committee members noted appreciation for the update, noting support in particular for the Library Kit program, and the streamlined procurement process.

**7. Receive a presentation and provide comments on the US 101 Express Lanes Operator options. (Action)**

Jean Higaki, C/CAG staff, gave a brief overview of the status of US 101 Managed Lanes project and the owner/operator options, noting many of the committee members had attended a related workshop on the issue earlier in the month.

She reported that modeling has forecast potential gross revenues from tolls of approximately \$45M annually, and projected net revenue of \$10-20M, based on several assumptions.

Options for owner/operator were presented:

- San Mateo County as owner/VTA as operator. A new agency (ex. joint policy committee, or JPA of TA and C/CAG Boards) would need to be formed to enter contractual relationship with VTA
- BAIFA would serve as owner and operator of system
- San Mateo County as owner/operator. This would require new legislation.
- C/CAG as owner/operator. Would require the consent of MTC and a separate agreement with the TA.

Discussion was focused on first two options.

Jean further outlined the pros and cons associated with the various options, as well as some examples of innovative projects/programs that have been funded with net revenues in the LA area.

Committee member comments:

- There was a concern that the definition of corridor would stop at the current project limits I-380.
- Revenues should stay within San Mateo County; local control is important.
- BAIFA proposal was at staff level only.
- It was expressed that this is a regional facility and therefore should ensure as much seamlessness in the regional system as possible. Varying tolls or other operational factors between county lines might occur with multiple operators.
- Consider the local ability to craft equity programs to meet our County's specific needs.
- Having a seat on the Board of the toll authority is important, as opposed to not having a seat.
- One member expressed more comfort and support in operating the facility on a corridor level like the way Caltrain is run by keeping it somewhat localized to the three counties (San Francisco, San Mateo, Santa Clara). There was concern about losing control if absorbed into a larger regional entity. It was expressed that VTA is already operating the south end of the corridor, so it would make sense for them to operate the north end of the corridor as well.
- An outstanding question remained about how MTC/ BAIFA would define net revenue, especially since they may have different policy goals than San Mateo County when it comes to expenditures.
- It was requested that staff investigate how to streamline a governance structure between C/CAG and the TA.
- A concern was raised that it would be hard to get back ownership once it is given up and that a possible scenario may be that we have VTA operate for a period and transfer it the MTC/BAIFA at some point in the future.

*Committee members provided comments only. No formal action needed.*

**8. Executive Director Report (Information)**

Given the lateness of the meeting, Executive Director Wong did not provide a report.

**9. Member comments and announcements (Information)**

None.

**10. Adjournment and establishment of next meeting date**

The meeting adjourned at 5:05 pm.

The next regular meeting was scheduled for January 28, 2019.

2018 C/CAG Congestion Management & Environmental Quality (CMEQ) Committee Attendance Report													
Agency	Representative	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Metropolitan Transportation Commission	Alicia Aguirre	x					x			x	x	x	
City of Redwood City	Shelly Masur	x		x	x								
Town of Atherton	Elizabeth Lewis			x	x		x						
City of San Bruno	Irene O'Connell	x		x	x						x	x	
City of Burlingame	Emily Beach	x		x	x		x			x	x	x (arrived 4:20)	
Environmental Community	Lennie Roberts	x		x			x			x		x	
City of Pacifica	Mike O'Neill	x		x	x		x			x		x	
City of South San Francisco	Richard Garbarino			x	x		x				x		
Public	Josh Powell	x			x		x			x	x		
City of Millbrae	Wayne Lee			x	x		x (3:20pm)			x	x	x	
City of San Mateo	Rick Bonilla	x		x	x		x			x	x		
City of Pacifica	John Keener	x		x	x		x				x		
Agencies with Transportation Interests	Adina Levin	x		x (3:19pm)			x			x (arrived 3:23pm)		x	
Business Community	Linda Koelling	x		x	x					x (left 4:27pm)	x	x	
Peninsula Corridor Joint Powers Board (Caltrain)	Dave Pine			NA	NA		NA			NA	NA	NA	
San Mateo County Transit District (SamTrans)	Pete Ratto	x		x (3:20pm)	x		x				x	x	

**Staff and guests in attendance for the November 26, 2018 CMEQ Meeting:**

Sandy Wong, Jean Higaki, John Hoang, Sara Muse, Susy Kalkin, Kim Springer - C/CAG Staff

Betty Seto, DNV GL

Theresa Vallez-Kelly, SMCOE

Public Member

## **C/CAG AGENDA REPORT**

Date: February 25, 2019  
To: Congestion Management and Environmental Quality (CMEQ) Committee  
From: Casey Fromson, Caltrain  
Subject: Receive a presentation on the Caltrain Business Plan

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### **RECOMMENDATION**

That the CMEQ Committee receive a presentation on the Caltrain Business Plan

### **BACKGROUND**

No attachment.



## C/CAG AGENDA REPORT

Date: February 25, 2019

To: C/CAG Congestion Management and Environmental Quality (CMEQ) Committee

From: Jeff Lacap, Transportation Programs Specialist

Subject: Receive a presentation on the C/CAG Call for Projects and outreach process in response to the Metropolitan Transportation Commission's development of Plan Bay Area 2050.

(For further information or questions contact Jeff Lacap at 650-599-1455)

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### **RECOMMENDATION**

That the C/CAG CMEQ Committee receive information on the C/CAG Call for Projects and outreach process in response to the Metropolitan Transportation Commission's development of Plan Bay Area 2050.

### **FISCAL IMPACT**

Unknown.

### **SOURCE OF FUNDS**

N/A

### **BACKGROUND**

Metropolitan Transportation Commission (MTC) has initiated the update of its long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), to be adopted in the summer of 2021. The RTP/SCS, also known as Plan Bay Area 2050 will detail how the San Francisco Bay Area's transportation system will be maintained, improved and expanded to the horizon year of 2050. The Plan Bay Area is updated every four (4) years and typically with no mid-term amendment. The last RTP/SCS update was performed in 2017.

Plan Bay Area 2050 is a state-mandated, integrated long-range transportation, land-use and housing plan that will support a growing economy, provide housing and transportation choices, and reduce transportation-related pollution in the San Francisco Bay Area.

MTC requests the assistance of each of the nine Bay Area Congestion Transportation Agencies (CTA's) to coordinate project submittals for their county. The purpose of the Plan Bay Area 2050 Call for Projects process is to assemble an array of capacity-expanding, regionally-significant projects and programmatic categories of smaller investments for prioritization in the region's long-range plan. The Plan Bay Area 2050 Call for Projects will build upon Plan Bay Area 2040 (adopted in 2017), the Bay Area's adopted 2019 Transportation Improvement Program (TIP), and MTC Horizon's Request for Transformative Projects.

Project sponsors will have an opportunity to submit projects into two categories:

- New capacity-increasing transportation investments (projects that extend or expand the Bay Area's principal arterial system OR projects that widen roadways to a principal arterial) with costs less than \$1 billion.
- New non-capacity increasing investments exempt from air quality analysis via programmatic categories. MTC is in the process of developing the programmatic categories for these projects.
  - Examples of programmatic categories in the last RTP/SCS cycle included:
    - Bicycle and pedestrian facilities and enhancement
    - Local road safety and security/ Highway safety and security
    - Local streets and roads operations and maintenance
    - Non-capacity increasing local road intersection modifications and channelization (less than ¼ mile).
    - Intelligent transportation system (ITS)
    - Shuttles
    - Travel Demand Management/ Planning
    - Transportation Oriented Development (TOD) and Streetscape improvements.
    - Transportation environmental enhancements
    - Non-capacity increasing traffic operation improvements

Also, MTC is developing thresholds for small capacity increasing projects which could be placed in a programmatic category for smaller operational improvement projects.

It is anticipated that MTC will issue a spreadsheet populated with existing data from the current RTP/SCS, State Transportation Improvement Program (STIP), and TIP. C/CAG staff will ask project sponsors to review and update project information if necessary. This includes any changes to the scope of work, schedule, or revenue sources.

MTC is currently developing an initial target of expected revenues for each county. The total cost of all the projects collected will need to be constrained within this target. Because of this financial constraint, larger projects with longer lead times may be programmed in the outer years of the RTP/SCS with partially funded phases, such as the planning or environmental phases.

MTC will take the projects collected from this call and perform a project performance assessment against three scenarios that will shape a final scenario for Plan Bay Area 2050. In addition, projects included in Plan Bay area 2050 are for planning purposes only, however, projects not listed in the plan or is not determined to fit under a programmatic category cannot compete for Federal, State of California, or regional discretionary funding. In addition, projects that are 100% locally funded and have regional significance must be included in the plan for air quality conformity purposes.

### Tentative Schedule and Outreach

MTC is expected to adopt and post its guidance for the call for projects at the end of February 2019. C/CAG anticipates releasing the Call for Projects after the March 14, 2019 C/CAG Board of Directors Meeting. A public hearing is scheduled to be held at the April 29, 2019 CMEQ meeting. A list of submitted projects will be presented to the CMP TAC and CMEQ in May and presented to the C/CAG Board, for an endorsement, in June 2019.

The call for projects will be sent to C/CAG Board members, City Managers, Public Works Directors, Planning Directors, the Congestion Management Program Technical Advisory Committee (CMP

TAC), the Congestion Management and Environmental Quality (CMEQ) committee, the Bicycle and Pedestrian Advisory Committee (BPAC) committee, the San Mateo County Transportation Authority (SMCTA), SamTrans, Caltrain, the Water Emergency Transportation Authority (WETA), BART, the Golden Gate National Recreation Area (GGNRA), and other interested parties. The call for projects announcement will also be posted on the C/CAG website. A workshop for San Mateo County project sponsors is tentatively scheduled in mid-March.

Projects/programs seeking future regional, state or federal funding through the planning horizon year of 2050 for Plan Bay Area 2050 must be submitted for consideration in the adopted plan.

Below is the anticipated schedule showing C/CAG’s process schedule. MTC anticipates that Plan Bay Area 2050 will be adopted in the summer of 2021.

<b>Schedule Task</b>	<b>Date</b>
Review and Solicit Input on Draft Call for Projects Guidance	MTC PTAC: January 2019 Regional RAWG: March 2019
C/CAG Staff Coordination Meeting with SMCTA/SamTrans/JBP	February 2019
MTC Issues Call for Projects Guidance Letter to CTAs	Late February 2019
CMP TAC – Outreach and Process Review	February 21, 2019
CMEQ – Outreach and Process Review	February 25, 2019
C/CAG Board - Outreach and Process Review	March 14, 2019
C/CAG issues a call for projects to all identified project sponsors	March 15, 2019
Workshop for San Mateo County Project Sponsors	Tentatively scheduled for the week of March 18th, 2019
Deadline for Project Sponsors to submit projects to C/CAG	April 10, 2019
CMP TAC – Review of Draft Project List	April 18, 2019
CMEQ – Review of Draft Project List and Public Hearing	April 29, 2019
C/CAG to Finalize List of Projects Based on Sponsor Submittals and Public Hearing	Early May 2019
CMP TAC –Review of the final project list	May 16, 2019
CMEQ – Review of the final project list	May 20, 2019
C/CAG Board –Endorsement of the project list	June 13, 2019
Project Submittals Due to MTC	June 28, 2019
MTC Conducts Project-Level Performance Assessment	Fall 2019

## **ATTACHMENTS**

1. MTC Draft Plan Bay Area 2050: Call for Projects Approach and Overview



## Plan Bay Area 2050: Call for Projects Approach and Overview

As the Bay Area begins to transition from *Horizon* to developing *Plan Bay Area 2050* (Plan), MTC/ABAG will request the assistance of each of the nine Bay Area County Transportation Agencies (CTAs) and multi-county project sponsors (e.g., Caltrans, BART, Caltrain) to coordinate the identification of candidate projects/programs for inclusion in the Plan.

The purpose of the *Plan Bay Area 2050* Call for Projects process is to assemble an array of capacity-expanding, regionally-significant projects and programmatic categories of smaller investments for prioritization in the region’s long-range plan. The time horizon of the Plan extends to 2050. All regionally-significant projects requiring federal or state action (e.g. approval of environmental documents) should be submitted during the Call for Projects. The Call for Projects is a component of the region’s long-range planning effort—projects are not awarded funds via this process.

The *Plan Bay Area 2050* Call for Projects will build upon *Plan Bay Area 2040* (adopted in 2017), the Bay Area’s adopted *2019 Transportation Improvement Program*, and *Horizon’s* Request for Transformative Projects.

Detailed information and guidance on the *Plan Bay Area 2050* Call for Projects will be released directly to CTAs and multi-county project sponsors in the coming weeks. The following is an overview of the proposed approach:

Overall	<ul style="list-style-type: none"> <li>▪ Similar requirements to Plan Bay Area 2040</li> <li>▪ Emphasis on identifying regionally-significant, capacity-increasing projects (projects exempt from air quality analysis will be grouped into programmatic categories)</li> <li>▪ Continued encouragement for engagement with disadvantaged communities</li> <li>▪ Greater integration to past and current initiatives               <ul style="list-style-type: none"> <li>○ Plan Bay Area 2040 major projects/programs</li> <li>○ 2019 TIP funded projects/programs</li> <li>○ Horizon Transformative Projects</li> </ul> </li> </ul>	
<i>Specific Tasks</i>		
1. Timeline	<ul style="list-style-type: none"> <li>▪ Late February 2019 - Kick-off Call for Projects</li> <li>▪ February and March 2019 - MTC/ABAG staff meet with CTAs and multi-county project sponsors</li> <li>▪ June 30, 2019 - official submittal deadline</li> </ul>	
2. Identification of Candidate Projects & Programs	What to Submit	<p>Roadway: projects that extend or expand the Bay Area’s principal arterial system OR projects that widen roadways to a principal arterial.</p> <p>Transit: projects that extend or expand the Bay Area’s fixed guideway transit infrastructure (e.g., rail, ferry, BRT), service changes, or fleet expansions.</p>

		<p>Pricing: projects that alter the cost of users of the transportation system (e.g., cordon pricing, tolling, transit fares).</p> <p>Other projects/programs are exempt from air quality analysis and will be included by group listings (i.e., programmatic categories).</p>
	Project Funding Plans	PBA 2050 is required to be a fiscally constrained, meaning project costs cannot exceed forecasted revenues. Therefore, CTAs are asked to submit candidate projects/programs within an initial target of reasonably expected revenues.
	Cost Estimation & Review	Project/program costs should be escalated to the year of expenditure (YOE). MTC/ABAG staff has contracted for consultant assistance in reviewing and estimating major project costs for reasonableness.
	When to Submit	February - June 2019
3. Public Involvement & Outreach	Public Outreach	<p>An effective public outreach and local engagement process should update project information and identify new projects for consideration.</p> <ul style="list-style-type: none"> <li>▪ Hold at least 1 public meeting;</li> <li>▪ Document the process; and,</li> <li>▪ CTAs and multi-county project sponsors should follow best practices as identified in MTC's adopted Public Participation Plan.</li> </ul>
	Agency Coordination	CTAs and multi-county project sponsors should work with local jurisdictions, transit operators, etc. to coordinate on the development of their list of candidate projects/programs.
	Title VI Responsibilities	CTAs and multi-county project sponsors should be proactive in engaging with disadvantaged communities and ensure the public outreach process is in compliance with Title VI of the Civil Rights Act of 1964 as described in MTC's adopted Public Participation Plan.
	Official Submittal	<p>The following items should be sent to MTC as part of the official submittal by <b>June 30, 2019</b>:</p> <ul style="list-style-type: none"> <li>▪ Official list of candidate projects/programs;</li> <li>▪ Public engagement checklist documenting the process; and</li> <li>▪ Board resolution and agenda materials.</li> </ul>

## **C/CAG AGENDA REPORT**

Date: February 25, 2019  
To: Congestion Management and Environmental Quality (CMEQ) Committee  
From: Jean Higaki, C/CAG  
Subject: Receive an update on the US 101 express lanes owner/operator issues

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### **RECOMMENDATION**

That the CMEQ Committee receive an update on the US 101 express lanes owner/operator issues

### **BACKGROUND**

No attachment.

## C/CAG AGENDA REPORT

Date: February 25, 2019  
To: Congestion Management and Environmental Quality (CMEQ) Committee  
From: John Hoang  
Subject: Receive an update on the Carpool 2.0 Incentive Program  
(For further information or questions, contact John Hoang at 650-363-4105)

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### RECOMMENDATION

That the CMEQ Committee receives an update on the Carpool 2.0 Incentive Program.

### FISCAL IMPACT

The total cost of the Program is up to \$400,000. C/CAG will provide \$375,000.

### SOURCE OF FUNDS

\$25,000 will come from Commute.org and up to \$375,000 will come from C/CAG's Transportation Fund for Clean Air (TFCA) County Program Manager Funds for Fiscal Year (FY) 2018-19.

### BACKGROUND

#### *Carpool Program 2.0*

At the October 11, 2018, meeting, the C/CAG Board adopted Resolution 18-60 authorizing entering into contract with Commute.org to provide \$375,000 combined with \$25,000 from Commute.org towards the implementation of the Carpool 2.0 Program for San Mateo County.

The Program, named "Carpool 2.0", builds on the success of the "Carpool in San Mateo County" that was implement in FY 2017/18. The program went live in early October 2018. The goal of the Program is to reduce the number of single occupancy vehicles (SOV) on the road and increase usage of carpooling and ridesharing during peak commute periods, focusing on residents of San Mateo County and individuals who work in the County.

The program revolves around rewarding commuters for choosing to carpool to or from San Mateo County and winning up to \$100 in e-gift card rewards. This program is flexible whereas individuals can choose carpoolers using various apps, not just one.

Commute.org staff will provide a powerpoint presentation on the status update of the Carpool 2.0 Program at the meeting.

### ATTACHMENTS

1. Carpool Program Flyer



# Carpoolers = \$100\*

## Get Rewarded at Commute.org

\*FOR COMMUTES TO/FROM SAN MATEO COUNTY. VISIT [COMMUTE.ORG](http://COMMUTE.ORG) FOR DETAILS. FUNDED BY:



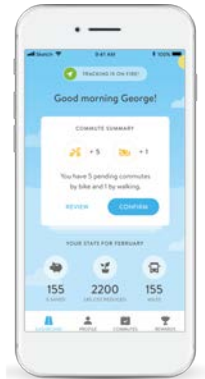
## JOIN TODAY AND START CARPOOLING!

**C/CAG Carpool 2.0 Rewards Program** The Carpool 2.0 program rewards all forms of carpooling, from matching with your co-workers to using carpool apps to find carpool partners. Carpool 2.0 aims to increase local carpool ridership during peak travel periods, therefore reducing single occupancy vehicles, traffic congestion, greenhouse gas (GHG) emissions and the need for parking within San Mateo County. By carpooling, commuters can save time, money, and the environment.

**How Does Carpool 2.0 Work?** Carpoolers will receive up to **\$100** in e-gift cards and get to choose from 70+ retailers! When carpool trips are tracked through the STAR Commute Tracker app or by connecting a Scoop account to a STAR account ([my.commute.org](http://my.commute.org)) to auto-track carpool trips, commuters can unlock rewards. For every 10 carpool days tracked, commuters can claim a \$25 e-gift card reward, up to 4 times. Carpool commutes must start or end in San Mateo County to qualify for this reward.

**How Do I Receive My Reward?** In the Commuter Tracker app or STAR desktop ([my.commute.org](http://my.commute.org)). Click 'Join Program' under rewards. After every 10 carpool days tracked, click 'Claim' to request reward. Once request is approved, an email will be sent to access reward.

**The Program Is Live on STAR!** Carpool 2.0 rewards are available now on STAR ([my.commute.org](http://my.commute.org))



Commute Tracker or Scoop apps are available for download on iTunes and Google Play



**Program Evaluation** C/CAG will evaluate the program's impact on commuter behavior and trends by closely monitoring ridership, time of day, origins and destinations of trips (aggregated) and other relevant data.

**Program Funding** The program is supported by C/CAG local congestion relief fund and funds allocated to C/CAG by the Bay Area Air Quality Management District (BAAQMD) as part of the San Mateo County Program Manager Fund. Rewards will be available until funds are depleted or 12/31/2019.

**About C/CAG** The City/County Association of Governments of San Mateo County (C/CAG) is the designated Congestion Management Agency (CMA) for San Mateo County responsible for the coordinating, planning, and programming of transportation, land-use, and environmental-related programs and projects. C/CAG provides a cooperative, cost-effective means of responding to countywide planning, transportation and other mandates from the State of California and the Federal Government. The C/CAG Board of Directors consists of representatives elected members of the Council/Board) from each of the 20 cities and the county. For more information please visit [www.ccaq.ca.gov](http://www.ccaq.ca.gov)



## C/CAG AGENDA REPORT

Date: February 25, 2019

To: Congestion Management and Environmental Quality Committee

From: Matthew Fabry, Program Manager

Subject: Receive an update on the proposed San Mateo County Flood and Sea Level Rise Resiliency Agency.

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### **Recommendation:**

Receive an update on the proposed San Mateo County Flood and Sea Level Rise Resiliency Agency.

### **Fiscal Impact:**

The proposal for the San Mateo County Flood and Sea Level Rise Resiliency Agency (Proposal) includes a three-year, \$1.5 million annual funding commitment to establish the new agency, split equally (\$750k each) between the County of San Mateo and the 20 cities and towns. The annual city/town contributions and \$350k of the County's share (total of \$1.1 million) will go to agency startup services; the remaining \$400k of the County's annual contribution will continue its Flood Resilience Program that is currently working with seven cities under three memoranda of understanding on multi-jurisdictional flooding issues.

### **Background:**

#### Early Efforts

In December 2013, Congresswoman Jackie Speier, Assembly Member Rich Gordon, and County Supervisor Dave Pine convened a conference titled "Meeting the Challenge of Sea Level Rise in San Mateo County" that initiated the County's efforts to plan for sea level rise, including launching in 2015 its "Sea Change SMC" initiative and commencing a countywide sea level rise vulnerability assessment.

At the May 2015 C/CAG Board meeting, Supervisor Pine and County staff presented proposed plans for the County to begin addressing multi-jurisdictional flooding and sea level rise. To ensure all its member agencies were included in decisions on how best to address these challenging issues, C/CAG convened an ad-hoc group to evaluate options and make recommendations to the C/CAG Board.

#### C/CAG Ad-hoc Water Committee

In December 2015 C/CAG convened an ad-hoc Water Committee to discuss opportunities for better countywide coordination, communication, and collaboration on integrated water issues to

improve efficiency and maximize funding opportunities, including for state and federal grants. The ad-hoc Water Committee met throughout 2016 and, after exploring various options for a more comprehensive approach to water management, including presentations by numerous agencies that are already doing integrated water management outside of San Mateo County, ultimately recommended C/CAG establish a standing committee as a first step toward greater levels of countywide collaboration and decision making. It also recommended the committee primarily focus on the “orphan” issues of stormwater, flooding, and sea level rise rather than water management issues related to groundwater, water supply, or wastewater since those are already being worked on by others, such as through the Bay Area Water Supply and Conservation Agency, water purveyors, and sanitary agencies/special districts.

#### C/CAG Countywide Water Coordination Committee

The Countywide Water Coordination Committee (Committee) convened in May of 2017 with four city elected officials representing geographic areas in the county and one member of the Board of Supervisors. After establishing its focus on funding advocacy, information and education, and inter-agency collaboration, the Committee quickly began planning the March 30, 2018 water summit, “Floods, Droughts, Rising Seas, Oh My!” This summit, attended by over 300 people, closed with a video address by Congresswoman Speier urging San Mateo County and the 20 cities and towns to create a joint flood control agency to better compete for federal funds to address sea level rise. In response to this call to action, the Committee, over the subsequent months, began investigating options for taking more formal action to address integrated water management in the county, including creation of a new or modified agency to coordinate efforts on sea level rise, coastal erosion, flooding, and regional stormwater management. To support this effort, the C/CAG Board added three additional members to the Committee, including the C/CAG Chair, Vice-Chair and immediate past Chair.

The Committee ultimately decided to develop by the end of 2018 a proposal for a water management agency that could be considered by the C/CAG Board of Directors and County Board of Supervisors. To achieve this goal, the Committee convened a Staff Advisory Team (SAT) comprised of 18 representatives (staff level) from C/CAG, the County, cities, and other water-related agencies and interests to help develop the draft proposal. The SAT was supported by Environmental Science Associates (ESA) under contract to the County Department of Public Works. The process has throughout been a partnership between C/CAG and the County of San Mateo.

#### The SAT Process

The SAT convened in July 2018 (see attached roster) and met eight times, with numerous additional Executive Team calls to help shepherd the process. The SAT’s focus has been evaluating options for a new entity, including reviewing different governance structures and the potential scope of the new entity, getting feedback from the cities on their needs related to a countywide integrated water agency, and regularly informing and receiving feedback from the Countywide Water Coordination Committee. The SAT, in coordination with the Committee, developed an overall Roadmap for the process that includes developing the final proposal by the end of 2018, the C/CAG Board and the County Board of Supervisors considering its endorsement in January 2019, followed by outreach to all 20 city and town councils in early 2019.

The SAT hosted a series of initial information gathering meetings with all 20 cities and towns in August and September 2018, the results of which informed the draft agency proposal. Two additional city meetings were hosted in November and December to present the draft agency proposal. At its December 13 meeting, the SAT endorsed a final version of the agency proposal (Proposal) for Committee consideration on December 20. At that meeting, the Committee recommended the C/CAG Board endorse the Proposal (attached).

*The Proposal: The San Mateo County Flood and Sea Level Rise Resiliency Agency*

After considering many different alternatives, the Proposal focuses on modifying an existing special district, the San Mateo County Flood Control District (District). The District, which is governed by the Board of Supervisors and utilizes county staff for its functions, has been in place since its creation via special legislation in 1959. Its activities are generally limited to three flood control zones in which it collects pre-Proposition 13 property taxes to fund flood control efforts (Colma Creek, San Bruno Creek, and San Francisquito Creek watersheds). It also imposes two countywide fees on the property taxes on C/CAG's behalf to fund its Countywide Water Pollution Prevention Program. The District's annual zone-based property tax revenue is approximately \$3.8 million, the majority of which comes from the Colma Creek zone, and the two countywide fees for the C/CAG program generate approximately \$1.5 million annually. These funds would remain dedicated to their existing programs.

To address city concerns about a County-managed integrated water agency, the Proposal recommends revising (through special legislation) the 1959 San Mateo Flood Control District Act to change the governance from the Board of Supervisors to a seven-member board consisting of five city and two county elected officials. Legislative fixes, which could go into effect as early as July 1, 2019, would also enhance authorities related to sea level rise and coastal erosion, clarify funding/financing authorities to reflect current state regulations/constitutional restrictions, and change the name to the Flood and Sea Level Rise Resiliency Agency (Agency). The Agency's mission and role would be to address sea level rise, flooding, coastal erosion, and large-scale stormwater infrastructure improvements through integrated regional planning, design, permitting, project implementation, and long-term operations and maintenance to create a resilient "one shoreline" San Mateo County by 2100.

Proposed Agency "Startup" funds:

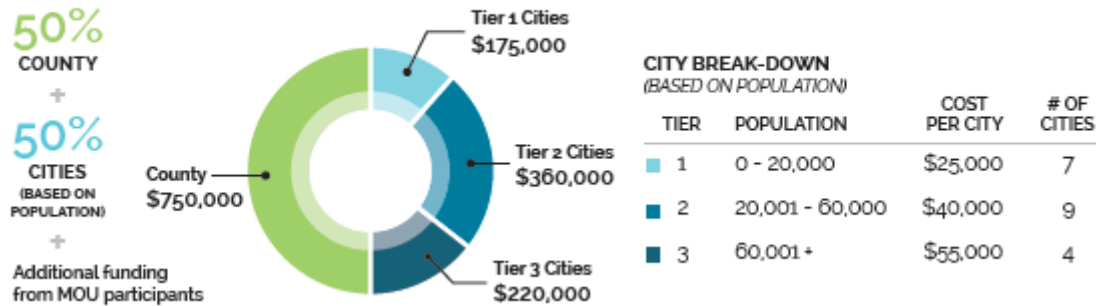
The Proposal calls for \$1.5 million in annual funding contributions for three years, split equally between the County and the 20 cities and towns (\$750k each). Annual city/town contributions are proposed to fall into three population-based tiers, with seven small size cities/towns paying \$25k, nine medium size cities paying \$40k, and four large size cities paying \$55k (see chart on next page), for a cumulative city/town contribution of \$755k. A table listing each agency's proposed annual contributions is included in Attachment 3.

Of the \$750K County's share, \$350K will go to supplement the cities/towns' contribution, resulting in a grand total of \$1.1 million as "Start-up" funds. The remaining \$400k County contribution would be used to continue its current Flood Resilience Program under which the County is leading efforts with seven cities under three memoranda of understanding to address multi-jurisdictional flooding problems in three different watersheds. Additional city/town

contributions for specific Flood Resilience Program projects are established under the terms of the memoranda of understanding.

In the event a long-term funding structure is not in place within this three-year period, the annual funding contributions of the County and the cities are proposed to be extended for up to two additional years provided that (1) the Agency is demonstrating sufficient progress toward meeting its objectives, and (2) the cities and the County agree to continue their respective funding contributions.

## Annual Funding



During this three-year period, the Agency’s activities would generally fall into two categories: continuing existing efforts and implementing new startup services. For the first, the Agency would continue implementing the District’s zone-based flood control activities (proposed initially through contracting with County Department of Public Works) and maintain the Flood Resilience Program that is working with the seven cities under three memoranda of understanding. For the startup services, the Agency would develop an Integrated Flood and Sea Level Rise Investment Plan and, perhaps most importantly, work to secure long-term sustainable revenue, such as through an Enhanced Infrastructure Financing District, a Geological Hazard Abatement District, or targeted special tax, any of which will require significant community and stakeholder engagement and outreach.

In the event a long-term funding structure is not in place within this three-year period, the annual funding contributions of the County and the cities are proposed to be extended for up to two additional years provided that (1) the Agency is demonstrating sufficient progress toward meeting its objectives, and (2) the cities and the County agree to continue their respective funding contributions.

The Proposal calls for the new governing board of the Agency to hire an Executive Director and the two County staff currently working on the Flood Resiliency Program would join the new Agency. Additional staff and consultants would be hired by the Agency, as needed, to achieve its goals during the three-year startup period and beyond. It would also need to contract with the County for ongoing management of the existing District activities, until it is able to manage such efforts on its own.

The C/CAG Board of Directors and County Board of Supervisors both endorsed the Proposal in January 2019, and now the Proposal is being presented to all 20 city and town councils for their endorsement and commitment of funding. In addition to the detailed Proposal, a four-page Executive Summary brochure is attached.

**Attachments:**

1. Staff Advisory Team (SAT) roster
2. Proposed annual funding contributions by agency
3. Executive Summary of the Proposal
4. Proposal - Flood and Sea Level Rise Resiliency Agency Proposal (Available on-line at: <https://resilientsanmateo.org>)

**Attachment 1 – San Mateo Countywide Water Coordination Committee  
Staff Advisory Team (SAT) Roster**

<b>Member</b>	<b>Agency</b>
Supervisor Dave Pine	Chair – Countywide Water Coordination Committee
<b>SAT Members</b>	
Brian Perkins	District Director, Congresswoman Speier's Office
Danielle Lee	County Office of Sustainability
Deborah Hirst	Supervisor Horsley's office, County of San Mateo
Erika Powell	County Flood Resilience Program
Jeremy Dennis	Town Manager, Portola Valley
Jim Porter	Public Works Director, County of San Mateo
John Beiers or his appointees	County Counsel, County of San Mateo
John Doughty	Director of Public Works, Half Moon Bay
Larry Patterson (Co-Chair)	City Manager, San Mateo
Len Materman	Executive Director, San Francisquito Creek JPA
Matt Fabry	C/CAG Stormwater Program
Melissa Stevenson Diaz	City Manager, Redwood City
Michael Barber	Supervisor Pine's Office, County of San Mateo
Michael Callagy (Co-Chair)	County Manager, County of San Mateo
Mike Futrell	City Manager, South San Francisco
Nicole Sandkulla	CEO and General Manager, BAWSCA
Sandy Wong	Executive Director, C/CAG
Van Ocampo	Public Works Director, Pacifica
<b>ESA Facilitators</b>	
Jim O'Toole	Project Manager
Ellen Cross	Strategic Facilitator
Ari Frink	Deputy Project Manager

**Attachment 2 – Proposed Annual Contributions (for three years), By Agency**

<b>Municipality</b>	<b>Population (2018 Dept. of Finance)</b>	<b>Proposed Contribution</b>
Atherton	7,135	\$25,000
Belmont	27,388	\$40,000
Brisbane	4,692	\$25,000
Burlingame	30,294	\$40,000
Colma	1,501	\$25,000
Daly City	107,864	\$55,000
East Palo Alto	30,917	\$40,000
Foster City	33,490	\$40,000
Half Moon Bay	12,639	\$25,000
Hillsborough	11,543	\$25,000
Menlo Park	35,268	\$40,000
Millbrae	22,854	\$40,000
Pacifica	38,418	\$40,000
Portola Valley	4,767	\$25,000
Redwood City	86,380	\$55,000
San Bruno	46,085	\$40,000
San Carlos	29,897	\$40,000
San Mateo	104,490	\$55,000
South San Francisco	67,082	\$55,000
Woodside	5,623	\$25,000
San Mateo County	65,828	\$750,000

# Flood and Sea Level Rise Resiliency Agency Proposal

## 21st Century Solutions for One Resilient Shoreline



*"The sea is rising and we are not prepared. It's really time for us to pull together across city boundaries to help our citizens in the battle against rising waters and the rising costs of coping with this global threat.*

*To do that, San Mateo County cities must create a joint agency along with the County to ask for federal help."*

*–Jackie Speier,  
U.S. Congresswoman*



# 1959 to Today

San Mateo County and its cities have been addressing sea level rise, flooding, coastal erosion, and stormwater retention in a variety of ways

## ✔ San Mateo County Flood Control District (FCD)

Formed in 1959; addresses flooding in three county flood zones; oversees a budget of approximately \$3.8 million

### Colma Creek

Issued bonds to alleviate flooding in South San Francisco

### San Bruno

Improved channels and culverts in lower San Bruno Creek

### San Francisquito

Member of the San Francisquito Creek Joint Powers Authority

## ✔ Independent City Efforts

Several cities have pursued flood mitigation projects

### Foster City Levees

Will be improved using recent bond money

### North Shoreview Flood Projects

Will protect the City of San Mateo from storm surges along the bayshore

## ✔ Other County Efforts

These planning efforts include County and City/County collaborations that have engaged numerous stakeholders

### Stormwater

(C/CAG)

### SeaChange Vulnerability Assessment

(Office of Sustainability)

### Operational

Landscape Units

(SFEI)

### San Mateo Plain

Groundwater Assessment

(SMC Environmental Health)

## ✔ Flood Resilience Program (FRP)

A County initiative that addresses flood risks in cross-jurisdictional areas through memorandums of understanding (MOUs)

### Belmont Creek

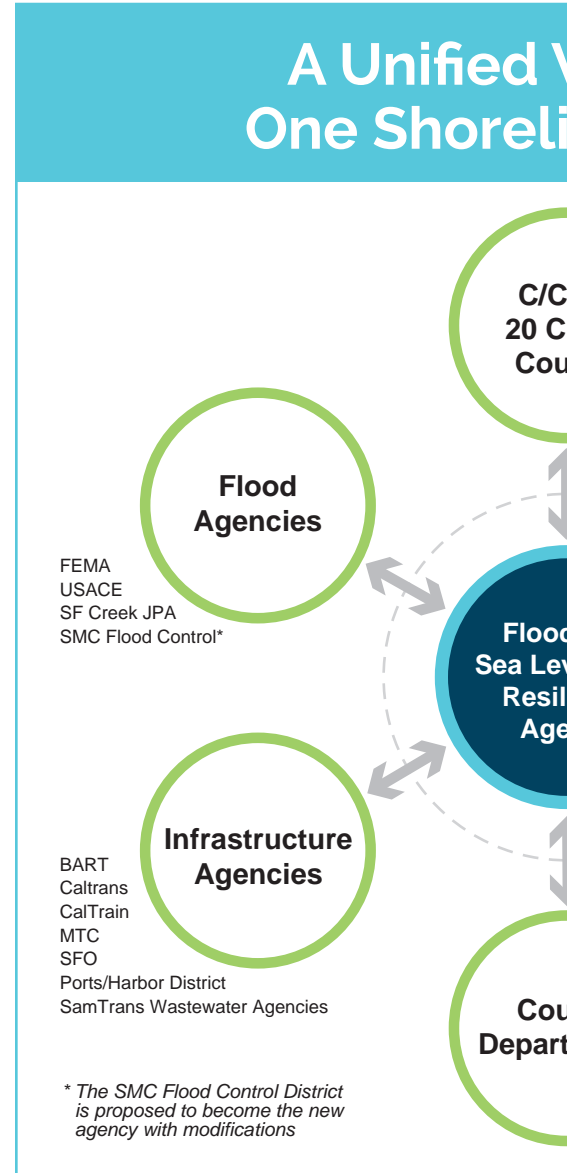
Developed a Watershed Management Plan to obtain grants

### Navigable Slough

Leveraged existing resources to identify near-term solutions

### Bayfront Canal

Applied for over \$14 million worth of state/federal construction funding



## Continued Success

Successful FRP efforts will be carried over into the new priority plan



**Navigable Slough**  
Feasibility Study

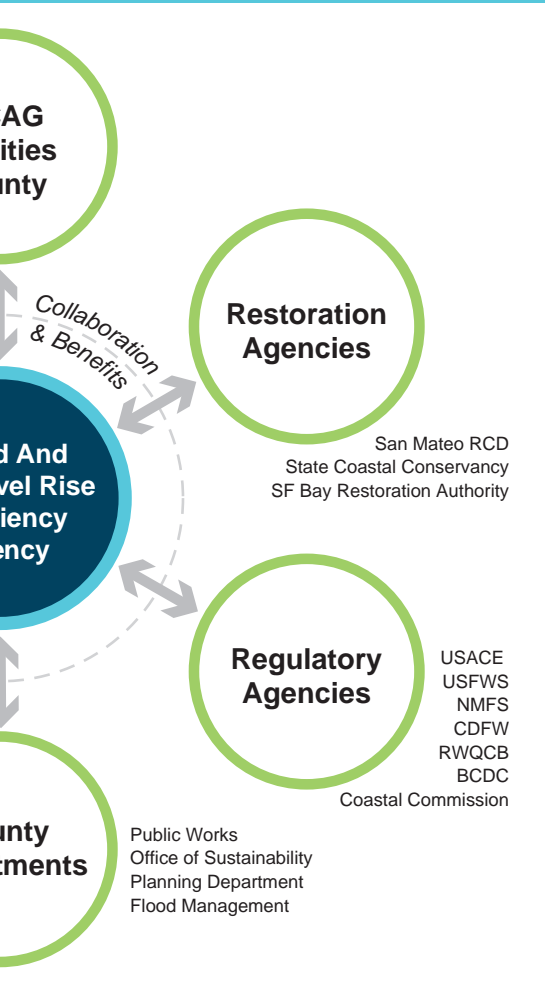


**Belmont Creek**  
Flood

# Looking Ahead to 2019-2100

The **Flood and Sea Level Rise Resiliency Agency** will speak with one voice without boundaries across San Mateo County to create a resilient shoreline

## Voice for a Resilient Solution



### Focus on 2100

The agency would develop and implement a plan to prepare San Mateo County's Bayshore and Coastside for 2100 sea level rise.

### Mission & Vision of the Flood and Sea Level Rise Resiliency Agency



**The Agency's Mission.** The agency would consolidate the work of the SMC Flood Control District and Flood Resiliency Program and initiate new countywide efforts to address sea level rise, flooding, coastal erosion, and large-scale stormwater infrastructure improvements through integrated regional planning, project implementation, and long-term maintenance.



**Create Multi-Jurisdictional Solutions.** The agency would facilitate and monitor existing FRP MOUs, and create new MOUs, addressing cross-jurisdictional issues.



**Leverage State & Federal Funding.** By prioritizing and coordinating projects countywide, the agency would position the County to seek substantial state and federal funding.

### First Priority Actions

**Create the Agency.** The Flood and Sea Level Rise Resiliency Agency would be created by modifying the existing FCD through state legislation. A 7 person board (2 county supervisors, 5 city councilmembers) will govern the agency.

**Priority Plan.** Develop a Flood & Sea Level Rise Resiliency Investment Plan.

**Secure Long-term Funding.** Secure sustainable long term funding for the agency.

**Project Funding.** Pursue state and federal grants for planning and implementation of projects.

**MOU Services.** Continue existing FRP MOUs and create additional MOUs.



**Front Creek**  
 Management Plan



**The Bayfront Canal & Atherton Channel**  
 Flood Management and Habitat Restoration Project

# City and Countywide Benefits

## A vision for 2100: One Resilient Shoreline

**Project Assistance.** Will plan, permit, design, construct and provide long-term maintenance for projects.

**Funding Access.** Will access and leverage state and federal funds.

**Public Education.** Will educate stakeholders and the public on the need for any potential revenue measures to fund the Agency or implementation of projects.

**Prioritized Multibenefit Projects.** Will ensure that collaborative projects will be coordinated, won't create unintended consequences, and won't duplicate efforts.

**Stormwater Detention Solutions.** Will be implemented from C/CAG's plan for countywide compliance on the Municipal Regional Permit.



### A Resilient Future

*Accomplishing these efforts together will ensure that collectively we build our resilient future*

## Annual Funding

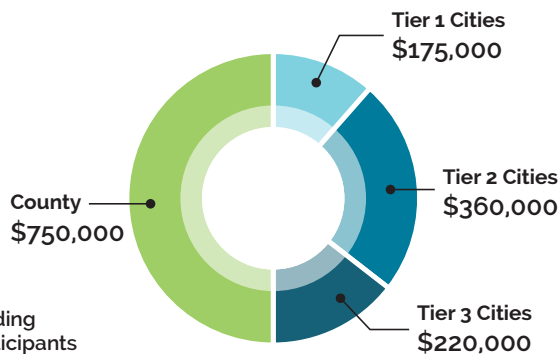
50%  
COUNTY

+

50%  
CITIES  
(BASED ON POPULATION)

+

Additional funding  
from MOU participants



**CITY BREAK-DOWN**  
(BASED ON POPULATION)

TIER	POPULATION	COST PER CITY	# OF CITIES
1	0 - 20,000	\$25,000	7
2	20,001 - 60,000	\$40,000	9
3	60,001+	\$55,000	4

## LONG TERM FUNDING

A primary objective of the agency in the first 3 years, will be to design an Investment Plan in order to establish a source of sustainable funding. The County and the City would make their annual financial contributions for three years following the Agency's formation. During this three year time period the Agency would pursue an alternative and more sustainable long term funding structure. In the event a long term funding structure is not in place within this three year period, and provided the cities and County agree, the annual funding contributions of the County and the cities will be extended for up to an additional two years.

## Contact

Are you ready to leverage our opportunities to create a one shoreline resilient county? Contact **Erika Powell**, San Mateo County, epowell@smcgov.org, (650) 599-1488

### Financial Benefit of Acting Now to Create a Resilient Shoreline

*Each \$1 spent on mitigation saves an average of \$6 in future disaster costs.*

Natural Hazard Mitigation Saves: 2017 Interim Report, [www.nibs.org/page/mitigationsaves](http://www.nibs.org/page/mitigationsaves)

## C/CAG AGENDA REPORT

Date: February 25, 2019

To: Congestion Management and Environmental Quality (CMEQ) Committee

From: John Hoang

Subject: Review and recommend approval of reallocating \$374,000 from Willow Road to the Haven Avenue Improvement Project in City of Menlo Park.

(For further information or questions contact John Hoang at 363-4105)

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### **RECOMMENDATION**

That the CMEQ Committee review and recommend approval of reallocating \$374,000 from Willow Road to the Haven Avenue Improvement Project in City of Menlo Park.

### **FISCAL IMPACT**

\$374,000 (Total project cost is \$1,400,000)

### **SOURCE OF FUNDS**

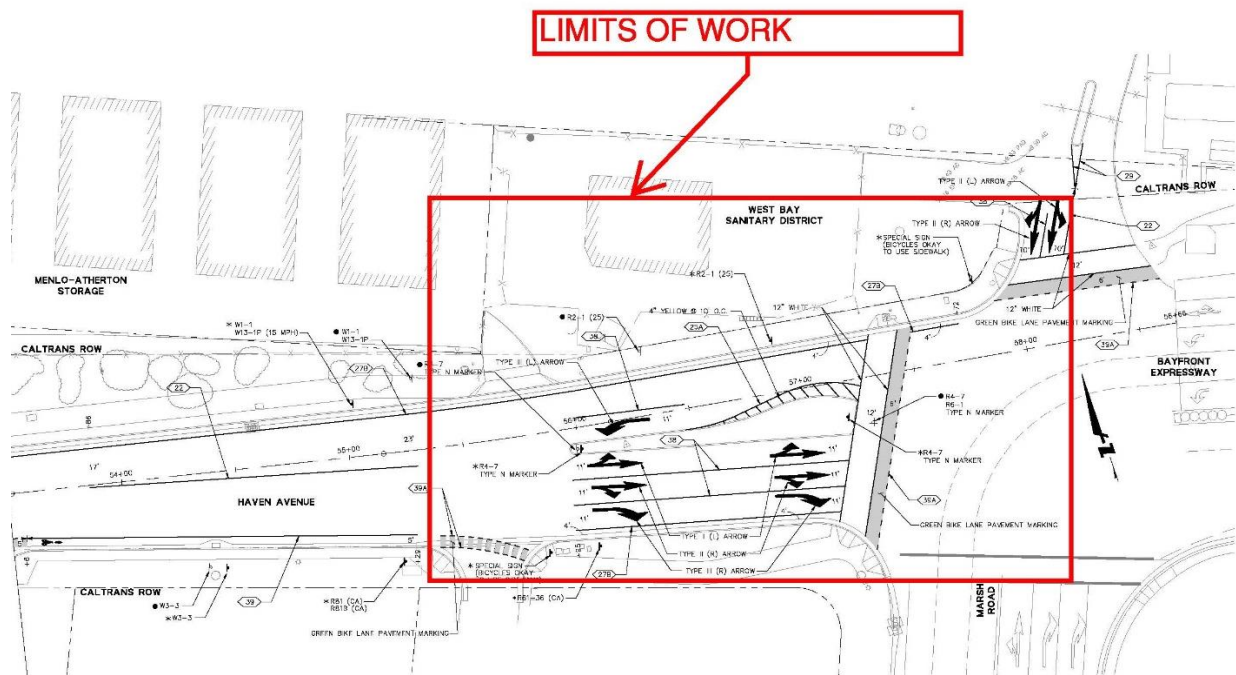
AB 1546 (\$4 Vehicle Registration Fee) – Regional Congestion Management

### **BACKGROUND**

#### ***City of Menlo Park Haven Avenue Improvement Project***

The City of Menlo Park is proposing to construct roadway improvements along Haven Avenue in Menlo Park. A portion of the proposed improvements which extend along Haven Avenue, include traffic signal modification and roadway geometry reconfiguration to the Marsh Road/Bayfront Expressway/Haven Avenue intersection. This major city intersection serves regional traffic from and to the Dumbarton Bridge, State Highway 101, and areas of the San Mateo County and Redwood City accessed by northern portion of Haven Avenue. The intersection improvements will increase vehicular capacity in a very congested Bay Area corridor, as well as providing safer pedestrian and bicycle accessibility.

The following map identifies the portion of the project that funding is specifically allocated for.



According to City of Menlo Park, the project has completed the design phase and the City is seeking funding for the construction phase. The construction cost for the segment shown above, which is the area with the most impacts to the regional traffic, is approximately \$1.4 million and the City has secured \$830,000 in funding from city and developer funds and is seeking funding assistance from C/CAG to close the funding gap.

### ***Regionally Significant Project***

Menlo Park's Haven Avenue project is located within the area of the 2020 Peninsula Gateway Corridor Study. The purpose of the Study, which was a C/CAG led Study that was completed in 2008, was to identify short, medium and long-term options for addressing congestion issues relating to the approaches to the Dumbarton Bridge and Highway 101 between Routes 84 and 85. The objective of the study was to define and evaluate traffic improvements in the study area that address the Study goals which includes: facilitating access; enhancing economic opportunities; optimizing use of existing infrastructure; reducing congestion and local community impacts; and minimizing environmental impacts on sensitive resources. Near-term recommendations from the Study included implementing roadway improvement projects that include Intelligent Transportation System (ITS) and arterial managements and signal improvements.

### ***C/CAG Funding - AB1546 Regional Congestion Management***

The C/CAG sponsored Assembly Bill 1546 (AB 1546) imposed an annual motor vehicle registration fee (VRF) of four dollars (\$4) in San Mateo County to fund traffic congestion management and stormwater pollution prevention programs. Collection of the \$4 VRF began July 1, 2005 and ended January 1, 2013. Twenty-five percent of the funds are dedicated to Countywide Traffic Congestion Management. Per Resolutions 12-71 and 14-18, funds were reserved as local match for regionally significant projects for specific projects that addresses regional traffic congestion such as ITS, Smart Corridor, mitigating regional traffic on key corridors and areas of the county between US-101 and the Dumbarton Bridge in the cities of

Menlo Park and East Palo Alto. Specifically, \$700,000 was allocated for the Willow Road Improvement. To date, \$374,000 remains unspent. The City has requested to redirect the funds to the Haven Avenue Improvement project because the Willow Road project was funded by other grants.

The estimated construction cost of the segment of the Haven Avenue project identified above is \$1,400,000. The City of Menlo Park has secured \$830,000 of City and developers funds. It is recommended that C/CAG provide matching funds of \$374,000 from the AB1546 Regional Congestion Management. The City will seek out the remaining balance of the funds to fully fund the project.

**ATTACHMENTS**

None

## C/CAG AGENDA REPORT

Date: February 25, 2019

To: Congestion Management and Environmental Quality (CMEQ) Committee

From: John Hoang

Subject: Review and recommend approval of the Fiscal Year 2019/20 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County.

(For further information or questions contact John Hoang at 363-4105)

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### **RECOMMENDATION**

That the CMEQ Committee review and recommend approval of the Fiscal Year 2019/20 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County.

### **FISCAL IMPACT**

The total amount available is \$1,337,939 (Admin. - \$57,939; Projects - \$1,280,000)

### **SOURCE OF FUNDS**

The Bay Area Air Quality Management District (BAAQMD) is authorized under Health and Safety Code Section 44223 and 44225 to levy a fee on motor vehicles. Funds generated by the fee are referred to as the Transportation Fund for Clean Air (TFCA) funds and are used to implement projects to reduce air pollution from motor vehicles. Health and Safety Code Section 44241(d) stipulates that forty percent (40%) of funds generated within a county where the fee is in effect shall be allocated by the BAAQMD to one or more public agencies designated to receive the funds, and for San Mateo County, C/CAG has been designated as the County Program Manager to receive the funds.

### **BACKGROUND**

The BAAQMD County Program Manager Fund Expenditure Plan Guidance for TFCA (Guidance) for Fiscal Year 2020 is utilized for the FY 2019/20 Program. Cost Effectiveness (C-E), as defined in the Guidance, is used as screening criteria for all projects considered for allocation under the TFCA program. For instance, ridesharing projects must result in a C-E of less than \$150,000 per weighted ton of reduced emissions. Existing Shuttle/Feeder bus Service must show a C-E of less than \$200,000 per weighted ton of reduced emissions and alternative fuel vehicles must have a maximum C-E of \$250,000.

For the past several years, C/CAG has allocated the TFCA funds to projects implemented by the San Mateo County Transit District (SamTrans) and Commute.org. Funds provided to SamTrans historically help fund the SamTrans Shuttle Program for the BART shuttles, which provide peak commute period shuttle service from BART stations to employment sites in San Mateo County. Funds provided to Commute.org help fund the Countywide Voluntary Trip Reduction Program, which is a program that provides incentives to reduce single occupant vehicle trips and includes carpool/vanpool/school incentives as well as the addition of the countywide Guaranteed Ride Home program for the upcoming year. Commute.org also manages shuttles on behalf of member cities.

In FY 2018/19, as summarized in the table below, in addition to the Voluntary Trip Reduction Program and SamTrans Shuttle Program, funds were distributed to the C/CAG Countywide Carpooling Incentives Program 2.0. Annual average amount allocated to C/CAG is approximately \$1.1 million.

	TFCA Funds FY 2018/19
Administration	\$56,094
Commute.org - Countywide Voluntary Trip Reduction	\$600,000
SamTrans BART Shuttle	\$110,000
Carpool Incentives Program 2.0	\$375,000
Total	\$1,141,094

***FY 2019/20 Funding Recommendations***

There is a total of \$1,337,939 available for FY 2019/20. The increase in funding is attributed to rolled over unspent funds from previous cycle, variation in interest rate, and revenue estimate by BAAQMD. The estimated administration budget is \$57,939 (approx. 4.3%, the maximum allowable is 6.25%) with the remaining \$1,280,000 available for projects. For each funding cycle, staff consults with SamTrans and Commute.org to identify projects that are deemed most cost-effective in achieving the TFCA program objectives.

For this cycle, it is recommended that Commute.org receive an allocation of \$600,000 for the Countywide Trip Reduction Program. It is also recommended that the SamTrans Shuttle Program receive an allocation of \$150,000 for the BART Shuttle Program. Commute.org’s amount remains at the same level and SamTrans amount increased by \$40,000. The remaining \$530,000 is recommended to be allocated towards continuing the Carpooling Incentive Program and a new innovative pilot project, to be determined. These funding recommendations are subject to submission of an acceptable work plan and C-E calculations to BAAQMD to qualify for use of the funds.



A summary of the recommended Fiscal Year 2018/19 TFCA County Program Manager fund is shown below:

	<u>TFCA Funds</u> <u>FY 19/20</u>
Administration	\$57,939
Commute.org - Countywide Voluntary Trip Reduction	\$600,000
SamTrans BART Shuttle	\$150,000
Carpool Incentives Program / Innovative Pilot Project	\$530,000
Total	<u>\$1,337,939</u>

**ATTACHMENTS**

- None.