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AGENDA

Congestion Management & Environmental Quality (CMEQ) Committee

Date: Monday, March 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 March 2019 C/CAG Board meeting: | Information (Lacap) | No Materials |
| | <ul style="list-style-type: none"> • Approved – FY 19/20 TFCA County Program Expenditure Plan • Approved – Amend. 2 with SMC Superintendent of Schools for FY18/19 budget adjustment at no cost • Approved – Agreement with SMC Superintendent of Schools to administer the FY19/20 SRTS Program for \$591,400 • Approved – Funding Agreement with Menlo Park for the Haven Avenue Improvement project for \$374,000 • Approved – Agreement with Kimley-Horn to provide PA/ED Services for the Smart Corridor – Northern Cities project for \$581,000 • Approved – Agreement with Placeworks to update the Bayshore and EPA CBTPs for \$168,809 and authorize the Executive Director to enter into contract with Community Based Organizations for expanded community outreach in an aggregate total amount of \$30,000 • Approved – Appointments of Karen Cunningham (Brisbane) as an elected official and Marina Fraser, Malcolm Robinson, Matthew Self, and Alan Uy as public members to the BPAC • Approved – Appointments of Gina Papan (MTC) and Julia Mates (Belmont) to the CMEQ Committee • Approved – Appointment of Donna Colson (RWC) to the RMCP Committee • Approved – Election of Maryann Moise Derwin (Portola Valley) C/CAG Chairperson and Marie Chuang (Hillsborough) C/CAG Vice-Chair | | |
| 3. | Approval of minutes of February 25, 2019 meeting | Action (Garbarino) | Pages 1 – 5 |
| 4. | Receive an update on the implementation of SB 743 – LOS to VMT Transition | Information (Lacap) | Pages 6 - 14 |
| 5. | Review and recommend approval of the C/CAG distribution policy for fiscal year 2019/ 2020 State Transit Assistance (STA) Population- Based funds among the STA-eligible transit operators and funds that will be spent benefiting Communities of Concern for the subsequent fiscal year | Action (Higaki) | Pages 15 - 25 |
| 6. | Receive an update on the Smart Corridor Project | Information (Hoang) | Page 26 |
| 7. | Executive Director Report | Information (Wong) | No Materials |
| 8. | Member comments and announcements | Information (Garbarino) | |



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9. Adjournment and establishment of next meeting date:
April 29, 2019

Action (Garbarino)

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 February 25, 2019**

The meeting was called to order by Chair Garbarino in Conference Room C at City Hall of San Mateo at 3:01 p.m. Attendance sheet is attached.

1. Public comment on items not on the agenda.

None.

2. Issues from the December 2018 and January and February 2019 C/CAG Board meeting. (Information)

Jeff Lacap, 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 November 26, 2018 meeting. (Action)

Motion – Committee member Beach/ 2nd Committee member Powell: To approve the minutes of the November 26, 2018 CMEQ meeting. Motion passed 8-0, with member Levin abstaining.

Due to technical difficulties, Item 5 was moved up.

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)

Jeff Lacap, C/CAG staff, provided a brief presentation on the C/CAG call for project process and outreach related to the MTC/ABAG Plan Bay Area 2050 update. MTC is requesting the help of C/CAG to gather regionally significant projects to be included in Plan Bay Area 2050, 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.

Committee members had questions about who can submit projects and the definition of programmatic categories and regionally significant projects. Committee asked staff to clarify how the capacity increasing projects submitted will be incorporated and analyzed against the goals of Plan Bay Area 2050.

Committee members provided comments only. No formal action needed.

4. Receive a presentation on the Caltrain Business Plan. (Information)

Sebastian Petty, Manager of the Caltrain Business Plan, provided a brief background on the long-range plan for the Caltrain corridor. The plan looks at how the Caltrain service should

grow other time, the different options of what that growth should look like, the costs and benefits associated with the different growth options, how train service will change in the future, and the community interface between Caltrain and residents near the corridor.

Committee members has questions about plans for future grade separations along the corridor in San Mateo County, how the latest announcement from Sacramento regarding the future of high-speed rail affects the business plan, plans for bicycle storage and bike share, and infrastructure near stations.

Committee members provided comments only. No formal action needed.

6. Receive an update on the US 101 express lanes owner/operator issues. (Information)

Jean Higaki, C/CAG staff, provided an update to the US 101 express lane owner and operator selection. Due to the inconsistent owner and operator decisions made at the respective December TA and C/CAG Board meetings, an Ad Hoc Committee was appointed to confer and recommend actions for the TA and C/CAG Boards to consider at their February Board meetings.

The Ad Hoc Committee met three times on January 2, 2019, January 25, 2019 and February 1, 2019. The Ad Hoc further recommended that both Boards form a Joint Powers Authority (JPA) that would retain ownership of the facility and contract with Bay Area Infrastructure Financing Authority (BAIFA) for operation of the facility.

It is anticipated that the Joint Ad Hoc will continue to meet, discuss, and make recommendations to the TA and C/CAG Boards on how the JPA should be managed and oversee other details included in the JPA agreement. There is a target date to have the Boards approve a JPA agreement in April and have a draft application into the California Transportation Commission (CTC) by May to obtain operation authority in August 2019.

Committee members provided comments only. No formal action needed.

7. Receive an update on the Carpool 2.0 Incentive Program. (Information)

Kim Comstock and Mary Thomasmeyer, Commute.org staff, presented an update to the current Carpool Incentives Program 2.0. The proposed Program's objective to is encourage commuters to carpool to or from San Mateo County utilizing Commute.org's STAR platform. The rewards include up to \$100 in electronic gift cards. The program soft launched in October 2018, but recently had an official launch in January with many media outlets reporting on the program.

Mary presented results of the first four months of the program which included: over 350 carpoolers rewarded, over 400,000 carpool miles logged, over 19,000 carpool trips logged, and 81 tons of carbon dioxide saved. Other findings included a small number of carpool trips that were taken on the weekend, the origin and destination of the users of the program, and findings from the first round of user surveys. Future efforts for the program include direct outreach through mailers and working with cities to promote the program and the upcoming "Pool Party" outreach event.

Committee members had questions about greenhouse gas reduction calculation, the process and logistics of receiving the rewards, cost per trip reduced achieved thus far, and comparison from past carpool incentive programs. Members also provided input on additional questions to ask in future user surveys.

Committee members provided comments only. No formal action needed.

Member Roberts and Chair Garbarino left the meeting at 4:27p.m.

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

Matt Fabry, C/CAG Staff, provided an update on the proposed San Mateo County Flood and Sea Level Rise Resiliency 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. Matt provided a brief background on how this new agency was formed and along with the proposed governance and initial funding of the agency through contributions from San Mateo County jurisdictions.

Committee members had questions about community outreach on this new agency and the proposed funding distribution amongst the jurisdictions.

Committee members provided comments only. No formal action needed.

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)

John Hoang, C/CAG Staff, introduced Morad Fakhrai from City of Menlo Park to discuss the Haven Avenue Improvement Project, which is requesting reallocating funds from the nearby Willow Road improvement projects. In addition to the reallocated funds, the project is also partially funded by developers’ funds as well as local city funds. The project will include traffic signal modification and providing safer pedestrian and bicycle accessibility.

Committee members had questions about the specific improvements proposed, if developers in the vicinity are contributing to this project, and the nexus of reallocating the funds via the 2020 Peninsula Gateway Study.

Motion – Committee member Koelling/ 2nd Committee member Levin: To recommend approval of reallocating \$374,000 from Willow Road to the Haven Avenue Improvement Project in the City of Menlo Park with the understanding that there will be further clarification included in the staff report to the C/CAG Board. Motion passed unanimously (7-0).

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)

C/CAG Staff John Hoang presented the proposed revised list of projects for the FY19/20 TFCA funds which includes Commute.org funding, SamTrans BART Shuttle, and continuing the C/CAG Countywide Carpooling Incentives Program for San Mateo County commuters.

Committee members had questions about the historical background of the expenditure plan, the cost estimate provided by the Air District, and the recommended allocations.

Motion – Committee member Lewis/ 2nd Committee member Mazur: To recommend approval of the Fiscal Year 2018/19 TFCA County projects. Motion passed unanimously (7-0).

11. Executive Director Report (Information)

Executive Director Wong invited the committee to the US-101 Express Lane groundbreaking ceremony on March 8 at 10am in San Mateo. Also, the C/CAG and Home for All staff are planning a workshop to discuss the CASA Initiative at the end of March.

12. Member comments and announcements (Information)

Member Lee invited members to the Lunar New Year festival in Millbrae.

13. Adjournment and establishment of next meeting date

The meeting adjourned at 5:25 pm.

The next regular meeting was scheduled for March 25, 2019.

2019 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		N/A										
City of Redwood City	Shelly Masur		x										
Town of Atherton	Elizabeth Lewis		x										
City of San Bruno	Irene O'Connell												
City of Burlingame	Emily Beach		x										
Environmental Community	Lennie Roberts		x										
City of Pacifica	Mike O'Neill												
City of South San Francisco	Richard Garbarino		x										
Public	Josh Powell		x										
City of Millbrae	Wayne Lee		x										
City of San Mateo	Rick Bonilla												
Agencies with Transportation Interests	Adina Levin		x										
Business Community	Linda Koelling		x										
San Mateo County Transit District (SamTrans)	Pete Ratto		x										
<i>Elected Official</i>	<i>Vacant</i>		N/A										
<i>Peninsula Corridor Joint Powers Board (Caltrain)</i>	<i>Vacant</i>		N/A										

Staff and guests in attendance for the February 25, 2019 meeting:
 Sandy Wong, John Hoang, Jeff Lacap, Jean Higaki, Matt Fabry - C/CAG Staff
 Kim Comstock, Mary Thomasmeyer - Commute.org
 Christina Fernandez - City of SSF
 Sebastian Perry - Caltrain
 Morad Fakhrai - City of Menlo Park

C/CAG AGENDA REPORT

Date: March 25, 2019
To: C/CAG Congestion Management and Environmental Quality (CMEQ) Committee
From: Jeff Lacap, Transportation Programs Specialist
Subject: Receive an update on the implementation of SB 743 – LOS to VMT Transition

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

RECOMMENDATION

That the CMEQ Committee receive an update on SB 743 – LOS to VMT Transition

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A.

BACKGROUND

In September 2013, the State Legislature passed into law SB 743, which required agencies to change the significance metric used to assess the transportation impacts of land use and transportation projects under CEQA (California Environmental Quality Act) from LOS (automobile delay, Level of Service) to VMT (Vehicle Miles Traveled). The intent is that the new metric will better align with other statewide goals, such as greenhouse gas emissions reduction and Sustainable Communities Strategies (SCS) that encourage multimodal development and promote infill opportunities in dense urban areas.

OPR (Governor's Office of Planning Research) was the lead in developing guidelines to implement SB 743. Since early 2014, OPR has worked with numerous stakeholders across the state in developing guidelines for evaluation of the transportation impacts of proposed residential, mixed use, commercial developments, and transportation projects under CEQA. C/CAG has provided comments to OPR on previous draft and final guidelines.

In January 2018, OPR submitted proposed CEQA amendments to the California Natural Resources Agency (CNRA) for final rulemaking. CNRA concluded the rule making process on March 15, 2018 and the final CEQA Guidelines were published on December 28, 2018. Statewide application of the new metric is slated to begin on July 1, 2020.

SB 743 Technical Advisory Highlights

OPR provided a Technical Advisory (http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf) that details the process, tools, thresholds and potential mitigation measures that can be applied to estimate the impact analysis.

- The new primary metric to assess the transportation impacts of land use and transportation projects under CEQA shall be VMT, which aligns with the state's climate change goals and supports infill development. Except for roadway capacity projects, a project's effect on automobile delay (Level of Service does not constitute a significant environmental impact).
- For land use projects, the general presumption is that transportation impacts are less than significant if the proposed development is located near transit or if it decreases VMT.
- The Technical Advisory states that proposed land use projects achieving 15% below baseline VMT levels is a less than significant transportation impact and connects this level of reduction to the state's emissions goals. Please see Attachment 1 for recommended thresholds for typical land use projects.
- For transportation projects (bicycle/pedestrian, transit only projects), the presumption is that a project has less than significant impacts if it decreases VMT.
- For roadway capacity increasing projects, agencies have discretion to determine the appropriate measure of transportation impact that is consistent with CEQA and other applicable requirements, including LOS.
- Lead agencies have discretion in choosing the appropriate methodology for analyzing the VMT impacts of a project and have the flexibility to evaluate projects on a qualitative basis as well.
- Implementation timeline: Agencies have an opt-in period to prepare for the transition from LOS to VMT for CEQA analysis until July 1, 2020; until then, agencies can still use LOS for their planning and fee programs.

Based on the example set by agencies that have made the LOS-to-VMT switch already (i.e. City of San Jose and Oakland), it appears that land use project evaluation will involve a combination of: (a) "screening out" projects that meet certain criteria so their VMT does not need to be quantified (i.e. near transit or located in an area with low VMT); (b) running a travel demand model for larger or more unique projects; and (c) using a spreadsheet or web-based "sketch tool" for more routine projects.

San Mateo County SB 743 Working Group

In March 2018, C/CAG hosted a working group to discuss the LOS-to-VMT transition. The session was well attended, with approximately 21 city staff members from C/CAG's member agencies. The group reached consensus on several key points:

- City staff was interested in C/CAG taking the lead and help move agencies towards the use of VMT as a metric under CEQA;
- C/CAG should work with city staff towards a consistent methodology; and

In July 2018, draft VMT heat maps were distributed to the working group via email for review and comment. The heat maps are meant to be used as a screening tool to identify areas where developments are not expected to cause significant transportation impacts. Each jurisdiction received two sets of VMT maps (citywide and countywide): Jobs VMT per Capita for office projects and Residential VMT per Capita for residential projects, using the jurisdiction's average VMT for the citywide map and the nine county Bay Area region VMT for the countywide map as the threshold. See Attachment 2.

Regional Efforts

In January 2019, MTC has applied for grant funding with the following scope of work to help the nine Bay Area counties in their efforts:

1. Adapting VMT mitigation/sketch tool that VTA is developing to other counties
2. Determining the best data sources for VMT thresholds maps
3. Creating policy guidance for TDM ordinances, revised impact fee structures and parking policies
4. VMT mitigation strategies and research
5. City attorney SB 743 education
6. VMT mitigation exchanges

C/CAG staff will track MTC's efforts and provide input into their process.

Additional Resources

A workshop was recently held on March 1, 2019 on implementing SB 743 and presented case studies of different transportation projects using VMT and has posted the entire workshop to view on-demand at: <https://www.sb743.org/continuing-education-program>. The five case studies were based on projects previously approved under CEQA; a regional shopping mall, two mixed use redevelopments, a highway widening project and a General Plan update.

Topics discussed included:

- VMT impact analysis (methodology; appropriate tools and models, determining impact area)
- VMT significance thresholds (project effects, cumulative effects)
- VMT mitigation strategies (project level, programmatic, VMT banks and transaction exchanges, legal and administrative framework)

ATTACHMENTS

1. Recommended Numeric Thresholds of Significance for Typical Land Use Projects
2. Draft VMT Heat Maps for San Mateo County

RECOMMENDED NUMERIC THRESHOLDS OF SIGNIFICANCE FOR TYPICAL LAND USE PROJECTS

PROJECT TYPE	THRESHOLD
Residential Projects	<ul style="list-style-type: none"> - Projects exceeding a level of 15 percent below existing VMT/capita (measured as regional VMT/capita or as city VMT/capita) - Projects using city VMT/capita must not cumulatively exceed the number of units specified in the SCS for that city and must be consistent with the SCS. - For projects in unincorporated areas, local agency can compare residential projects VMT to the region VMT/capita or to the aggregate population-weighted VMT/capita - In MPO areas, development in unincorporated areas measured against aggregate city VMT /capita must not cumulatively exceed the population or number of units specified in the SCS for that city.
Office Projects	<ul style="list-style-type: none"> - A proposed project exceeding a level of 15 percent below existing regional VMT per employee may indicate a significant transportation impact
Retail Projects	<p>Net increase in total VMT may indicate a significant transportation impact.</p> <ul style="list-style-type: none"> - Local-serving retail may reduce VMT. May use a less-than-significant impact presumption. - Regional retail tends to increase VMT. <p>In general, retail development that includes stores larger than 50,000 sq. ft. might be considered regional-serving and lead agencies should conduct analysis to determine if the project increases VMT.</p>
Mixed-Use Projects	<p>Lead agencies can evaluate project in two ways:</p> <ul style="list-style-type: none"> - Evaluate each component of the project independently and apply the significance threshold for each project type, or - Evaluate the dominant use. <p>Mixed-use projects must take credit for internal capture.</p>
Other Project Types	<p>Lead agencies may develop their own more specific thresholds, which may include other land use types. In doing so, they must consider the purposes described in section 21099 of the Public Resources Code and regulations in the CEQA Guidelines on the development of thresholds of significance (CEQA Guidelines, § 15064.7)</p>
Redevelopment Projects	<p>Depends on the land use replacement leading to a net overall decrease in VMT. If project leads to an overall increase in VMT, lead agency must apply the thresholds described in this table.</p>
All Land Use Projects	<p>Lead agencies should analyze impacts resulting from inconsistencies with regional plans. If a project is inconsistent with the Regional Transportation Plan (RTP) and SCS, the lead agency must evaluate whether that inconsistency indicates a significant impact on transportation.</p>

Source: Technical Advisory on Evaluating Transportation Impacts in CEQA April 2018, OPR

Table 1**Residential VMT Rates by County in the Bay Area Region (2015 Base)****DRAFT**

County	Residential VMT	Total Population	Per Capita Residential VMT
San Francisco	7,367,581	841,348	8.76
San Mateo	10,098,075	742,635	13.60
Santa Clara	23,491,818	1,861,460	12.62
Alameda	20,680,790	1,567,529	13.19
Contra Costa	19,182,835	1,079,971	17.76
Solano	8,299,425	416,904	19.91
Napa	2,358,528	137,287	17.18
Sonoma	9,784,904	496,500	19.71
Marin	3,883,434	250,052	15.53
9-County Bay Area Region	105,147,390	7,393,686	14.22

**The VMT calculation is based on outputs from the C/CAG Travel Demand Model validated for base year 2015. The landuse from ABAG Projection 2013 was used as an input to the model.*

Table 2**Employer-Based VMT Rates by County in the Bay Area Region (2015 Base)****DRAFT**

County	Employer-Based Work VMT	Total Jobs	Employer-Based VMT Per Job
San Francisco	5,101,127	619,057	8.24
San Mateo	6,313,802	379,206	16.65
Santa Clara	14,637,438	1,013,108	14.45
Alameda	10,780,303	759,121	14.20
Contra Costa	6,042,109	375,150	16.11
Solano	1,966,169	143,522	13.70
Napa	1,055,484	75,832	13.92
Sonoma	3,431,448	208,787	16.44
Marin	2,433,815	115,242	21.12
9-County Bay Area Region	51,761,695	3,689,025	14.03

**The VMT calculation is based on outputs from the C/CAG Travel Demand Model validated for base year 2015. The landuse from ABAG Projection 2013 was used as an input to the model.*

Table 3**Residential VMT Rates by Jurisdiction in San Mateo County (2015 Base)****DRAFT**

Jurisdiction	Residential VMT	Total Population	Per Capita Residential VMT
Atherton	301,810	28,439	10.61
Belmont	374,203	26,426	14.16
Brisbane	76,323	4,880	15.64
Burlingame	414,366	29,685	13.96
Colma	32,918	3,756	8.76
Daly City	1,199,719	106,563	11.26
East Palo Alto	348,859	30,412	11.47
Foster City	494,014	31,082	15.89
Half Moon Bay	189,340	10,584	17.89
Hillsborough	213,857	12,372	17.29
Menlo Park	496,625	40,503	12.26
Millbrae	279,099	22,658	12.32
Pacifica	582,535	37,641	15.48
Portola Valley	202,337	6,521	31.03
Redwood City	1,141,100	83,940	13.59
San Bruno	518,376	43,416	11.94
San Carlos	439,005	30,843	14.23
San Mateo	1,374,719	105,067	13.08
South San Francisco	739,803	67,421	10.97
Unincorporated San Mateo County	1,635,444	89,267	18.32
Woodside	144,728	5,911	24.48

**The totals for the jurisdictions do not sum up to the countywide total because some of the zones are included in more than one jurisdiction in the calculation of VMT.*

***The VMT calculation is based on outputs from the C/CAG Travel Demand Model validated for base year 2015. The landuse from ABAG Projection 2013 was used as an input to the model.*

Table 4**Employer-Based VMT Rates by Jurisdiction in San Mateo County (2015 Base)****DRAFT**

Jurisdiction	Employer-Based Work VMT	Total Jobs	Employer-Based VMT Per Job
Atherton	181,660	11,194	16.23
Belmont	157,619	8,878	17.75
Brisbane	99,176	7,116	13.94
Burlingame	481,655	29,083	16.56
Colma	46,881	4,159	11.27
Daly City	304,336	22,203	13.71
East Palo Alto	109,382	6,346	17.24
Foster City	261,061	14,958	17.45
Half Moon Bay	111,816	6,241	17.92
Hillsborough	49,498	2,432	20.35
Menlo Park	563,697	32,095	17.56
Millbrae	129,022	7,550	17.09
Pacifica	112,622	6,273	17.95
Portola Valley	69,692	2,649	26.31
Redwood City	1,074,226	63,789	16.84
San Bruno	220,495	14,088	15.65
San Carlos	315,310	19,331	16.31
San Mateo	1,029,989	59,469	17.32
South San Francisco	633,752	41,335	15.33
Unincorporated San Mateo County	759,744	42,302	17.96
Woodside	41,929	1,788	23.45

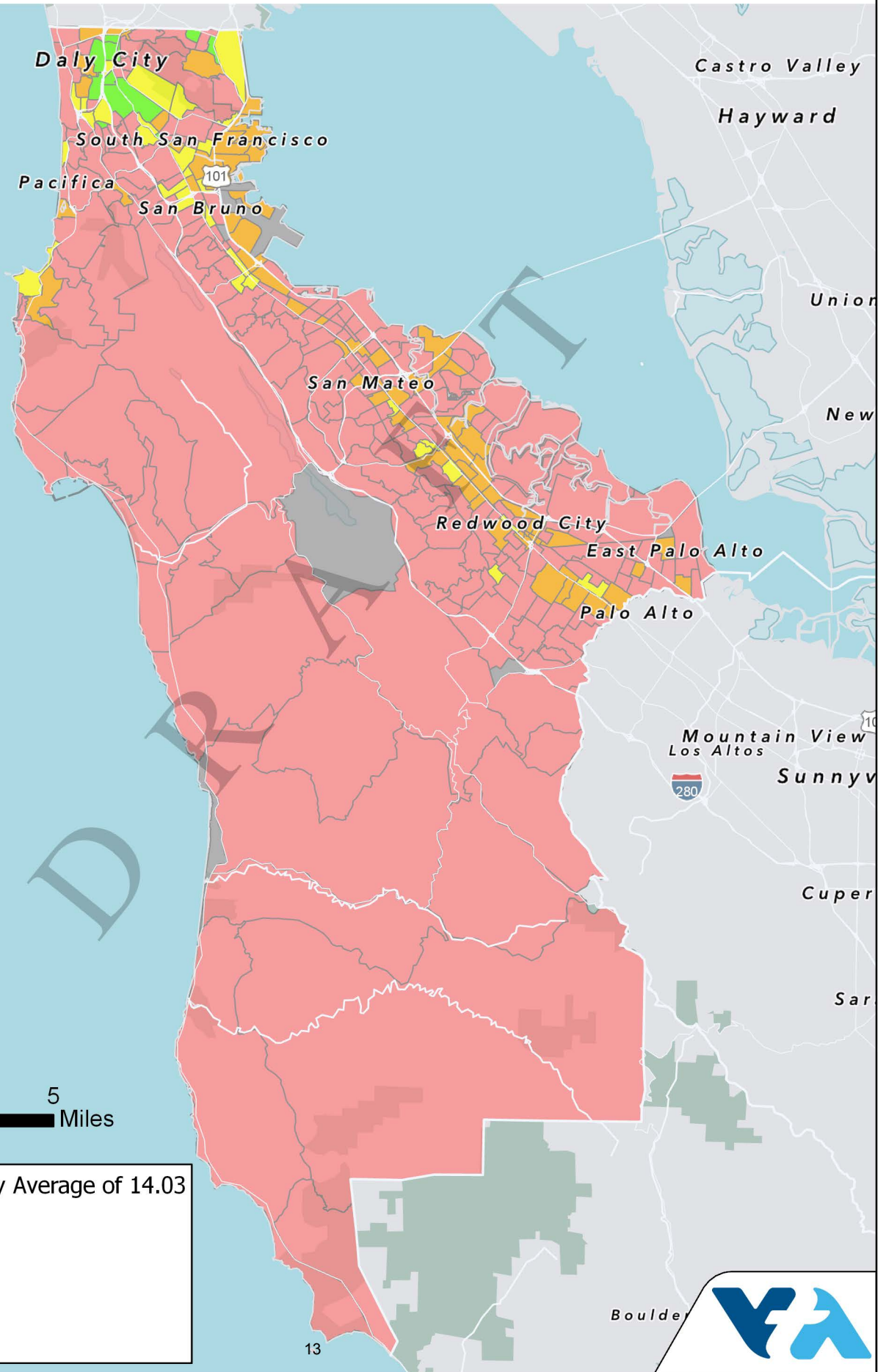
**The totals for the jurisdictions do not sum up to the countywide total because some of the zones are included in more than one jurisdiction in the calculation of VMT.*

***The VMT calculation is based on outputs from the C/CAG Travel Demand Model validated for base year 2015. The landuse from ABAG Projection 2013 was used as an input to the model.*

Employment VMT Per Employee

PRELIMINARY DRAFT - SUBJECT TO CHANGE

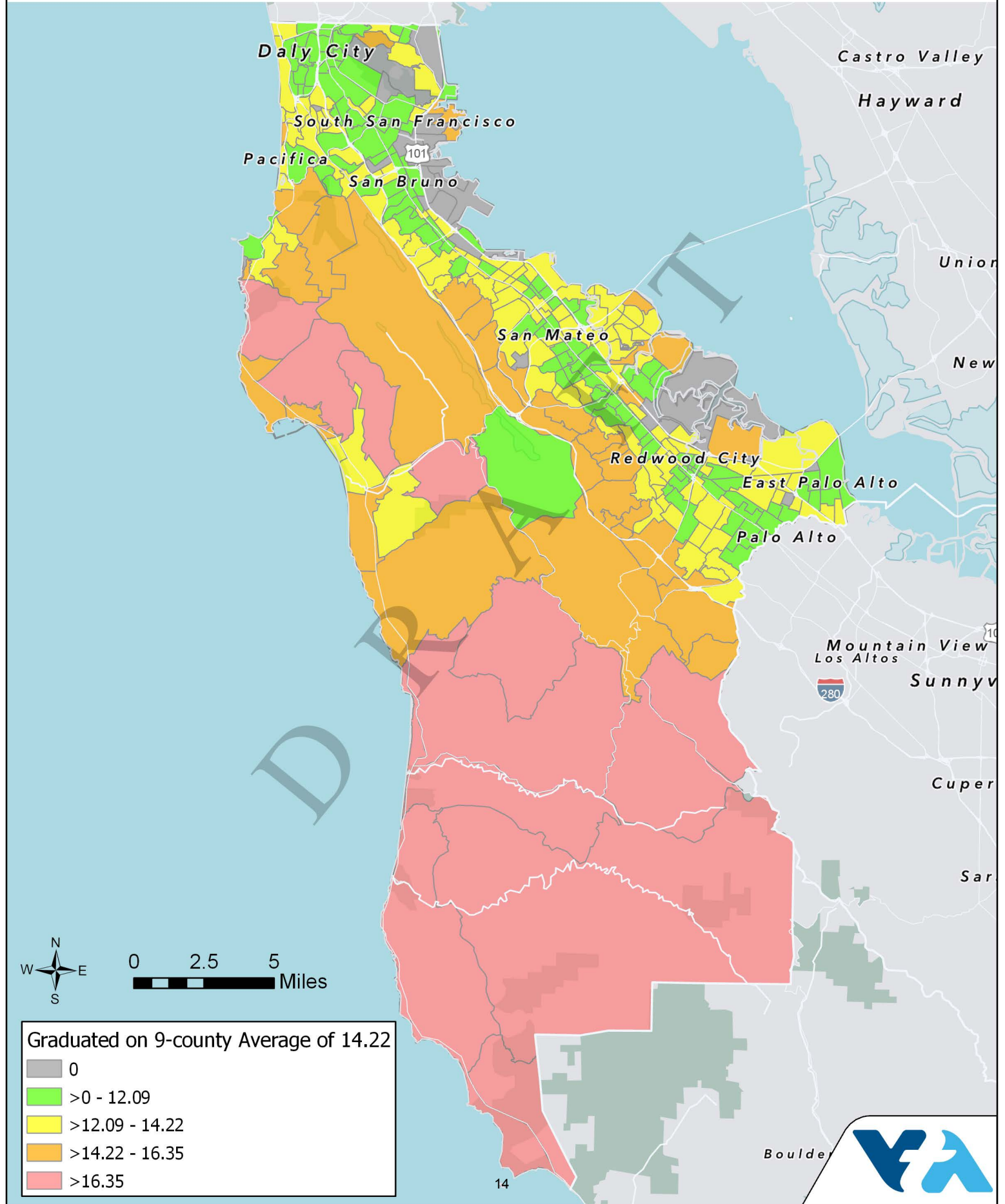
June 12, 2018



Residential VMT Per Capita

PRELIMINARY DRAFT - SUBJECT TO CHANGE

June 12, 2018



C/CAG AGENDA REPORT

Date: March 25, 2019

To: Congestion Management and Environmental Quality (CMEQ) Committee

From: Sandy Wong, Executive Director

Subject: Review and recommend approval of the C/CAG distribution policy for fiscal year 2019/ 2020 State Transit Assistance (STA) Population- Based funds among the STA-eligible transit operators and funds that will be spent benefiting Communities of Concern for the subsequent fiscal year.

(For further information or questions, contact Jean Higaki at 650-599-1462)

RECOMMENDATION

That the C/CAG CMEQ Committee recommend approval C/CAG distribution policy for fiscal year 2019/ 2020 State Transit Assistance (STA) Population- Based funds among the STA-eligible transit operators and funds that will be spent benefiting Communities of Concern for the subsequent fiscal year.

FISCAL IMPACT

This program will have \$2,663,609 in Population- Based State Transit Assistance (STA) for San Mateo County for Fiscal Year 19/20.

SOURCE OF FUNDS

\$2,663,609 in Population- Based State Transit Assistance (STA) for Fiscal Year 19/20.

BACKGROUND

Based on the proposed FY 2019-20 State Budget, the Bay Area would receive approximately \$208 million in Revenue-Based and \$75 million in Population based STA funds. The state allocates Revenue-Based STA to transit operators based on their revenue as defined by PUC 99314 (b). The Metropolitan Transportation Commission (MTC) receives a share of the Population- Based STA based on a population formula.

In the past, the MTC resolution 3837 governed the State Transit Assistance (STA) Population- Based fund distribution policy. Under resolution 3837, funding was distributed to fund northern county small transit operators, Regional Paratransit, the Lifeline Transportation Program, and MTC regional coordination programs. Paratransit and Lifeline Transportation Program funds were further distributed among the nine bay area counties.

MTC assigned STA funds to each county and then split each county's share to fund a) Paratransit service and b) to fund the Lifeline Transportation Program. MTC often added a small amount of other funds to the Lifeline Transportation Program funds but a significant portion of the funds for every cycle came from the STA Population- Based funds.

Since 2006, C/CAG has been delegated by the Metropolitan Transportation Commission (MTC) to administer the Lifeline Transportation Program for San Mateo County. The purpose of the Lifeline Program is to fund projects, identified through the community-based transportation planning (CBTP) process, which improves the mobility of low-income residents.

On February 28, 2018, under MTC resolution 4321, MTC established the new STA County Block Grant Program policy whereby the nine Bay Area Congestion Management Agencies (CMA) would determine how to invest the population-based STA funds in public transit services and lifeline transportation services. MTC developed a formula distribution to each county that factors STA eligible small transit operators, regional paratransit, and the lifeline transportation program.

As the CMA, C/CAG coordinates with STA-eligible transit operators and develops the STA Population-Based distribution policy within San Mateo. SamTrans is the only STA-eligible operator in San Mateo county. C/CAG must also submit a governing board-approved resolution listing the distribution policy for STA Population Based funds by May 1 for the subsequent fiscal year.

For Fiscal Year 2019/ 2020, the County share of population-based STA funds is estimated to be \$2,663,609. In past cycles, under MTC, the split averaged 37% for paratransit and 63% for the Lifeline program. C/CAG staff is proposing to continue this split for the 2019/2020 fiscal year. This would result in approximately \$985,000 for paratransit and \$1,678,000 for the Lifeline Transportation Program. On March 6, 2019, C/CAG staff discussed this with the SamTrans staff and received concurrence on the proposal. This proposal will be presented to the C/CAG TAC on March 21, 2019.

In previous years, under MTC guidelines, each cycle of the Lifeline Transportation Program was composed of three years of accumulated funding. The last Cycle 5 call for projects for the Lifeline Transportation Program was completed in May of last year so staff is proposing to issue another Lifeline call next year, after two years of accumulated funding.

ATTACHMENTS

1. MTC Resolution No. 4321

Date: February 28, 2018
W.I.: 1511
Referred By: PAC

ABSTRACT

Resolution No. 4321

This resolution establishes a policy for the programming and allocation of State Transit Assistance (STA) funds and State of Good Repair Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313, and 99314.

This resolution supersedes Resolution No. 3837.

Further discussion of this action is contained in the Executive Director's Memorandum to the Programming and Allocations Committee dated January 3, 2018 and the MTC Programming and Allocations Committee Summary Sheet dated February 14, 2018.

Date: February 28, 2018
W.I.: 1511
Referred By: PAC

Re: Adoption of MTC's State Transit Assistance (STA) and State of Good Repair Program Programming and Allocation Policy.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4321

WHEREAS, State Transit Assistance (STA) funds are to be used to enhance public transportation service, including community transit service, and to meet high priority regional transportation needs; and

WHEREAS, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, establishes the State of Good Repair Program (SGR Program); and

WHEREAS, both STA and SGR Program funds are distributed by the State Controller's Office pursuant to Public Utilities Code § 99313 and 99314, a Population-Based and Revenue-Based program, respectively; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency for the San Francisco Bay Area, is responsible for the allocation of STA and SGR Program funds available to eligible claimants in this region; and

WHEREAS, MTC adopted an STA Allocation Policy in Resolution No. 3837 in 2008; and

WHEREAS, SB 1 significantly increased the amount of funding to the STA program and established the SGR Program; and

WHEREAS, in order to align the allocation of STA and SGR Program funding with the Bay Area's most pressing transportation needs; now, therefore, be it

RESOLVED, that MTC adopts its State Transit Assistance and State of Good Repair Program Programming and Allocation Policy described in Attachment A, attached hereto and incorporated by reference, for guidance to eligible claimants in the preparation of their

applications for STA and SGR Program funds and to staff for reviewing such applications; and be it further

RESOLVED, that the prior policy governing allocation of State Transit Assistance Funds contained in Resolution No. 3837 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on February 28, 2018.

**STATE TRANSIT ASSISTANCE AND STATE OF GOOD REPAIR PROGRAM
PROGRAMMING AND ALLOCATION POLICY
Exhibit 1**

This policy affects all allocations by the Metropolitan Transportation Commission (MTC) of STA and SGR Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313 and 99314 and relevant subsections.

I. STA Population-Based Funds (PUC Code 99313) Including Interest Earnings

1. STA Population-Based County Block Grant

Commencing with Fiscal Year 2018-19 70% of the STA Population-Based funds and interest is reserved for programming to STA-eligible operators by Congestion Management Agencies (CMAs) in each of the nine Bay Area counties as part of a STA Population-Based County Block Grant (County Block Grant). The County Block Grant will allow each county to determine how best to invest in transit operating needs, including providing lifeline transit services. The funds reserved for the County Block Grant shall be distributed amongst the nine counties according to the percentages shown in Table 1. Each county's share in Table 1 was calculated based on the county's share of STA funds from the Resolution 3837 formula, totaled across all categories (Northern Counties/Small Operators Program, Regional Paratransit Program, and the Lifeline Transportation Program).

Table 1. Distribution of STA Population-Based County Block Grant, by County

Alameda	17.68%
Contra Costa	22.18%
Marin	5.71%
Napa	3.49%
San Francisco	8.46%
San Mateo	5.06%
Santa Clara	14.09%
Solano	10.50%
Sonoma	12.83%

Within Alameda and Contra Costa Counties a minimum amount of County Block Grant funds shall be programmed amongst the transit operators detailed in Table 2.

Table 2. Alameda and Contra Costa County Small Operator Minimum

County	Minimum % of Block Grant to be Allocated Annually Amongst Eligible Small Operators	Eligible Small Operators
Alameda County	24%	LAVTA and Union City Transit
Contra Costa County	60%	CCCTA, ECCTA, WestCAT

The following program conditions apply to the County Block Grant:

- Reporting:** Each CMA must submit to MTC by May 1st of each year, a report including the following information about the previous, completed, fiscal year: 1) the county’s programming distribution of STA Population-Based funds amongst STA-eligible operators and; 2) the estimated amount of STA Population-Based funding that will be spent within or benefiting Communities of Concern.
- Fund Swaps:** Each CMA is required to seek approval from MTC before requesting that a STA-eligible operator recipient of STA Population-Based funds perform a fund swap involving STA Population-Based funds. The CMA must notify all STA-eligible operators within their county of the request to swap funds before seeking approval from MTC. The swaps will be limited to transit-eligible activities unless there is concurrence from the transit operators.
- Coordinated Claim/Submission Deadline:** Each CMA must play a coordinating role in the development of STA Population-Based claims from STA-eligible operators within their county. Each CMA must also submit to MTC by May 1st of each year a governing board-approved resolution listing the distribution policy for STA Population-Based funds amongst the STA-eligible operators for the subsequent fiscal year. Operators will continue to submit their own claims, if desired.
- Performance Measures:** All small and medium sized operators shall meet Transit Sustainability Project (TSP) performance requirements similar to the large operators and achieve a 5% real reduction in cost per service hour, cost per passenger, or cost per passenger mile by Fiscal Year 2022-23. For operators that have already achieved a 5% real reduction in one of the above performance measures by FY 2017-18 no further reduction is required. Operators may substitute TSP performance measures for a similar local voter approved or CMA adopted performance measure, subject to MTC concurrence. Once the 5% reduction is achieved transit operators are expected to keep future cost increases to no higher than the San Francisco Area Consumer Price Index as defined by the U.S. Bureau of Labor Statistics. Beginning in Fiscal Year 2023-24 MTC may link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target. Staff will work with the small operators and CMAs to evaluate whether an alternate performance framework or metrics are more appropriate for the small operators. Staff will return within one year to

report on whether to retain the current framework or adjust the performance requirements.

- **Operator Consolidation Planning Efforts:** In the Northern Counties (Marin, Napa, Solano, and Sonoma) as an alternative to meeting TSP performance requirements, counties and transit operators may develop a plan to consolidate into a single county operator.
- **Mobility Management:** In the five other counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) each county must establish or enhance mobility management programs to help provide equitable and effective access to transportation.

2. *MTC Regional Program*

Commencing with Fiscal Year 2018-19 30% of the STA Population-Based funds and interest is reserved for projects and programs that improve regional coordination, including but not limited to:

- Clipper®
- 511
- Transit connectivity

In addition, a portion of the Regional Program funding (approximately \$8 million in the first year based on the estimated Senate Bill 1 increment for Fiscal Year 2018-19) will be used to pay for the administrative costs and to help offset transit fare revenue loss for a regional means-based fare program.

MTC will develop an annual MTC Regional Coordination program. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC).

3. *Transit Emergency Service Contingency Fund*

The Transit Emergency Service Contingency Fund shall be used to provide assistance for an emergency response to a qualifying incident or event, under specific circumstances as described in MTC Resolution No. 4171.

The fund shall not exceed a total balance of \$1 million of STA Population-Based funds. In any individual fiscal year no more than \$333,333 of STA Populated-Based funds and interest shall be apportioned to the fund. Interest accrued to the fund shall not count towards the \$1 million total balance limit and interest can continue to accrue once the fund has reached \$1 million. Beginning in Fiscal Year (FY) 2015-16, \$333,333 in STA Population-Based funds, taken “off the top” from estimated STA Population-Based revenues for the fiscal year, will be apportioned to the fund. Apportionments will continue in subsequent fiscal years until the fund reaches a total of \$1 million. In future years should

the balance of the fund fall below \$1 million, funds shall be apportioned in the next fiscal year to restore the full balance of the fund, subject to the annual apportionment limit.

II. STA Revenue-Based Funds (PUC Code 99314)

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each STA-eligible operator for the support of fixed route and paratransit operations, for inter-operator coordination, including the cost of interoperator transfers, joint fare subsidies, integrated fares etc., and for capital projects consistent with the adopted long-range plan.

III. SGR Program Population-Based Funds (PUC Code 99312.1, distributed via PUC 99313)

MTC will develop an annual investment program for SGR Program Population-Based Funds through the annual Fund Estimate. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC) and will be consistent with the below priorities. All proposed programming actions will be submitted to Caltrans for approval, consistent with SGR Program Guidelines.

1. *Priority 1: Clipper® 2.0*

Invest in the development and deployment of the Bay Area's next generation transit fare payment system, Clipper® 2.0.

2. *Priority 2: Green Transit Capital Priorities*

If not needed for Clipper® 2.0, program SGR Program Population-Based funds to the acquisition of zero emission buses (ZEB) by the Bay Area's transit operators. SGR Program funds are intended to pay for the cost increment of ZEBs over diesel or hybrid vehicles or for charging or hydrogen infrastructure to support ZEBs. MTC staff will work to secure a 1:1 match commitment from the Bay Area Air Quality Management District to expand and accelerate the deployment of ZEBs in the region.

IV. SGR Program Revenue-Based Funds (PUC Code 99312.1, distributed via PUC 99314)

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each respective STA-eligible operator for state of good repair projects, preventative maintenance, and other projects approved by the California Department of Transportation (Caltrans) as eligible for SGR Program expenditure.

**State Transit Assistance (STA)
Rules and Regulations
for the MTC Region
Exhibit 2**

These Rules and Regulations cover the eligibility requirements and the rules for a full or partial allocation of these funds.

Eligibility Requirements

To be eligible for any STA funds in the MTC region, an operator must comply with all SB 602 fare and schedule coordination requirements for the fiscal year. The evaluation of operator's compliance with the SB 602 program is made annually.

An operator's requested STA allocation may also be partially or fully reduced if the operator did not make satisfactory progress in meeting its Productivity Improvement Program (PIP) and/or the Regional Coordination projects for which each operator is a participant.

SB 602 Requirements/California Government Code Section 66516

Fare coordination revenue-sharing agreements, must be fully executed by all participating operators and provisions of the agreement(s) must be in compliance with MTC rules and regulations.

MTC Res. 3866 (Transit Coordination Implementation Plan) documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects such as Clipper. If a transit operator fails to comply with the requirements of Res. 3866 or its successor, MTC may withhold, restrict or reprogram funds or allocations.

PIP Projects

PIP projects are a requirement of STA funding. Failure by operators to make a reasonable effort to implement their PIP projects may affect the allocation of these funds. Projects will be evaluated based on actual progress as compared to scheduled. STA funds may be reduced proportionate to the failure of the operator to implement the PIP project/s. Progress in meeting the milestones identified for a project may be used as the basis for assessing reasonable effort.

The amount withheld will be reviewed with the affected operator. Partial funds withheld may be held by MTC up to two years to allow an operator to comply with its PIP as required by statute.

After two years, funds withheld under this section may also be re-allocated to any eligible operator for purposes of improving coordination, according to the unfunded coordination projects in the Regional Coordination Plan (MTC Res. 3866 or its successor). MTC may also allocate these funds to any operator whose increase in total operating cost per revenue vehicle hour is less than the increase in the CPI.

C/CAG AGENDA REPORT

Date: March 25, 2019
To: Congestion Management and Environmental Quality (CMEQ) Committee
From: John Hoang
Subject: Receive an update on the Smart Corridor Project

RECOMMENDATION

That the CMEQ Committee receive an update on the Smart Corridor Project

BACKGROUND

No attachment.