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AGENDA

Congestion Management & Environmental Quality (CMEQ) Committee

Date: Monday, January 27, 2020

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 2019 C/CAG Board meeting: <ul style="list-style-type: none">• Approved - Joint Call for Projects for the C/CAG and SMCTA Shuttle Program for FYs 20/21 and 21/22• Appointment of Brian Levenson, public member, to the C/CAG BPAC.• Appointment of Adam Rak, San Carlos City Council Member, to the C/CAG Legislative Committee | Information (Lacap) | No Materials |
| 3. Approval of minutes of October 28, 2019 meeting | Action (Garbarino) | Page 1 - 3 |
| 4. Review and approval of the 2020 CMEQ meeting calendar | Action (Lacap) | Page 4 |
| 5. Review and recommend approval of the Final 2019 Congestion Management Program (CMP) and Monitoring Report | Action (Lacap) | Page 5 – 6 |
| 6. Review the approach to a fiscally constrained list of projects to be submitted to the Metropolitan Transportation Commission (MTC) for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2050 | Action (Lacap) | Page 7 – 15 |
| 7. Review and recommend approval of the Carpool 2020 Program in San Mateo County | Action (Hiatt) | Page 16 - 26 |
| 8. Review and recommend acceptance of the Measure M Fiscal Year 2018/19 Performance Report | Action (Wever) | Page 27 – 35 |
| 9. Review and recommend approval of the Fiscal Year 2020/21 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County | Action (Wever) | Page 36 – 38 |
| 10. Nominations and elections of CMEQ Chair and Vice Chair | Action (Lacap) | Page 39 |
| 11. Executive Director Report | Information (Wong) | No Materials |
| 12. Member comments and announcements | Information (Garbarino) | |
| 13. Adjournment and establishment of next meeting date:
February 24, 2020 | Action (Garbarino) | |



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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 October 28, 2019**

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

1. Public comment on items not on the agenda.

None.

2. Issues from the October 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 the August 26, 2019 meeting. (Action)

Committee Member Papan commented that the Attendance Chart should reflect that the September 2019 C/CAG CMEQ Committee meeting was canceled.

Motion – Committee member Lee/ 2nd Committee member Bonilla: To approve the minutes of the August 26, 2019 CMEQ meeting, as amended. Motion passed (8-0).

4. Receive a presentation on the US 101/SR 92 Interchange Improvement studies. (Information)

Van Ocampo, C/CAG Staff, presented on the US 101/SR 92 Interchange Improvement studies. There are two types of improvements being proposed, Short-Term Area Improvements and Long-Term Direct Connectors. Short-term Area improvements are non-complex, lower cost alternatives that improve local access from US-101 and provide operational improvements that reduces weaving conflicts and improve safety. Van also presented on the Long-Term Direct Connector improvements at the interchange, which are more complex, involves new structures, takes longer time to construct and much more costly. Two alternatives are being proposed for the Long-Term Direct Connector, the westbound SR 92 to northbound and southbound US 101 direct connector and the reversible lane design option as the second alternative.

Committee members had the following questions/comments:

- Project details about the widening of the westbound SR-92 to southbound US-101 loop connector ramp to provide an HOV lane.
- More signage and wayfinding to guide should be installed as part of the improvements
- Funding sources for both short-term and long-term improvements
- Reducing traffic lane widths in heavily congested areas
- How public input will be collected

A member of public commented that there was no formal forum for the public to provide comments/suggestions on the proposed improvements in the early project development stages

and recommended placing priority on simpler Short-Term Area improvements to be implemented/constructed sooner.

Committee members provided comments only. No formal action needed.

5. Review and recommend approval of the Draft 2019 Congestion Management Program (CMP) and Monitoring Report. (Action)

Jeff Lacap, C/CAG staff, provided a presentation on the Draft 2017 CMP and monitoring report. As the Congestion Management Agency, C/CAG is responsible for the update of CMP every two years. The Draft 2019 CMP will be submitted to the C/CAG Board in November, and then released for public comments. Staff prepared the Draft based on input and guidelines issued by the MTC. The monitoring report provides performance measurements on traffic congestion and travel time analysis of various travel modes. Final draft 2019 CMP will be brought back to CMEQ committee for review in January. Committee members commented on the lack of other major arterials in the county not included in the monitoring analysis.

The Committee recommended staff investigate into expanding the CMP network of monitored roadway segments and intersections within the county and research other performance measures used in other Congestion Management Programs within the region and state to be incorporated in future updates.

Motion – Committee member O’Connell/ 2nd Committee member Mates: To approve the Draft 2019 Congestion Management Program (CMP) and Monitoring Report. Motion passed unanimously (10-0).

6. Executive Director Report (Information)

Executive Director Wong reported on the following items:

- FASTER Bay Area – A townhall meeting on the proposed transportation measure hosted by the FASTER Bay Area coalition will be held on October 29 at the SamTrans Building in San Carlos.
- Regional Housing Needs Allocation – At the October Board meeting, the C/CAG Board voted to approve the approach of an enhanced collaboration in lieu of a sub-region for the upcoming RHNA cycle.

7. Member comments and announcements (Information)

None.

8. Adjournment and establishment of next meeting date

The meeting adjourned at 4:55 pm.

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

2019 C/CAG Congestion Management & Environmental Quality (CMEQ) Committee Attendance Report

Agency	Representative	Jan (Canceled)	Feb	Mar	Apr	May	Jun	Jul (No Mtg.)	Aug	Sept (Canceled)	Oct	Nov	Dec
Metropolitan Transportation Commission	Gina Papan		N/A	x	x				x		x		
City of Redwood City	Shelly Masur		x	x	x		x				x		
Town of Atherton	Elizabeth Lewis		x		x	x			x		x		
City of San Bruno	Irene O'Connell			x	x	x	x		x		x		
City of Burlingame	Emily Beach		x	x	x	x	x		x		x		
Environmental Community	Lennie Roberts		x	x	x	x			x		x		
City of Pacifica	Mike O'Neill					x	x		x				
City of South San Francisco	Richard Garbarino		x	x			x		x		x		
Public	Josh Powell		x	x	x								
City of Millbrae	Wayne Lee		x	x	x	x	x		x				
City of San Mateo	Rick Bonilla			x	x		x		x		x		
Agencies with Transportation Interests	Adina Levin		x	x	x	x	x				x		
Business Community	Linda Koelling		x	x	x	x	x		x		x		
San Mateo County Transit District (SamTrans)	Pete Ratto		x	x	x	x	x		x		x		
City of Belmont	Julia Mates		N/A	x	x						x		
<i>Peninsula Corridor Joint Powers Board (Caltrain)</i>	<i>Vacant</i>		N/A	N/A	N/A	N/A	N/A		N/A		N/A		

Staff and guests in attendance for the October 28, 2019 meeting:

Sandy Wong, Jeff Lacap, Jean Higaki, Van Ocampo - C/CAG Staff

Public Member

C/CAG AGENDA REPORT

Date: January 27, 2020
To: Congestion Management and Environmental Quality (CMEQ) Committee
From: Jeff Lacap, Transportation Programs Specialist
Subject: Review and approval of the 2020 CMEQ meeting calendar.

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

RECOMMENDATION

That the CMEQ committee review and approve the regular meeting calendar for 2020.

FISCAL IMPACT

None

SOURCE OF FUNDS

N/A

BACKGROUND

The proposed meeting calendar for 2020 is as follows:

C/CAG Congestion Management & Environmental Quality Committee	
Mondays 3:00 p.m. to 5:00 p.m.	
January 27	July – No Meeting
February 24*	August 31
March 30	September 21 (September 28 is Yom Kippur)*
April 27	October 26
May 18 (May 25 is Memorial Day)	November 30
June 29	December - No Meeting

*to be held at the San Mateo County Government Center in Redwood City

All meetings are scheduled for the last Monday of the month except for May 18th and September 21st. Also, following the CMEQ committee's decision for past years, staff recommends to not schedule meetings for the months of July and December.

Meetings begin at 3:00 p.m. and end at 5:00 p.m. and are typically held in Conference Room C, San Mateo City Hall. However, for the February 24th and September 21st meeting, the meeting will be held at the San Mateo County Government Center in Redwood City.

ATTACHMENTS

None.

C/CAG AGENDA REPORT

Date: January 27, 2020

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

From: Jeff Lacap, Transportation Programs Specialist

Subject: Review and recommend approval of the Final 2019 Congestion Management Program (CMP) and Monitoring Report

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

RECOMMENDATION

That the C/CAG CMEQ Committee review and recommend approval of the Final 2019 Congestion Management Program (CMP) and Monitoring Report

FISCAL IMPACT

\$71,833 for consultant services to provide traffic monitoring services for the 2019 CMP; approved by the C/CAG Board at the February 2019 meeting.

BACKGROUND

Overview

Per state legislation established in 1991, C/CAG as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP) for San Mateo County on a biennial basis. The purpose of the CMP is to identify strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and promote countywide solutions. The CMP is required to be consistent with the Metropolitan Transportation Commission (MTC) planning process that includes regional goals, policies, and projects for the Regional Transportation Improvement Program (RTIP). The 2019 CMP, which is developed to be consistent with MTC's Plan Bay Area 2040, also provides updated program information and performance monitoring results for the CMP roadway system.

2019 Final CMP Update

On October 17, 2019, the C/CAG Congestion Management Program Technical Advisory Committee recommended approval of the 2019 Draft CMP.

The C/CAG Congestion Management and Environmental Quality Committee (CMEQ) also recommended approval at their meeting on October 28, 2019, but further recommended that staff investigate into expanding the CMP network of monitored roadway segments and intersections within the county and research other performance measures used in other Congestion Management Programs within the region and state to be incorporated in future updates.

The C/CAG Board approved the Draft 2017 CMP on November 14, 2019 and authorized its release for review and comments. The Draft 2019 CMP and the notices of its availability for review were

issued on November 22, 2019 to all interested parties including local and regional transportation agencies and local jurisdictions. Comments are due by January 20, 2020. No comments have been received to date.

Since the draft version was presented to the CMEQ Committee in November, minor grammatical and editorial changes were made to the 2019 Final CMP and appendices in addition to the following items:

- Update of ‘Current TSM/TDM Programs in San Mateo County’ in Chapter 4.
- Update of ‘Table VI: Origins and Destinations of Home-to-Work Trips’ in Chapter 4.
- Updated all maps to show the location of San Francisco International Airport
- Updated Appendix H: SMCTA Strategic Plan

2019 CMP Approval Schedule (Tentative)

<u>Date</u>	<u>Activity</u>
January 16, 2020	Final CMP to TAC
January 27, 2020	Final CMP to CMEQ
February 13, 2020	Final CMP to Board
March 2020	Final CMP to MTC

The Congestion Management Program Technical Advisory Committee (CMP TAC) recommended adoption of the Final 2018 CMP at their January 16th meeting.

Staff requests that the CMEQ Committee recommend adoption of the Final 2019 CMP and allow staff to incorporate any additional comments received prior to presenting to the Board for adoption in February.

Since most of the CMP document remains unchanged, only electronic versions of the documents are being provided to the CMEQ Meeting. The Final 2019 CMP and Appendix are provided electronically only and can also be downloaded from the following webpage:

<http://ccag.ca.gov/committees/congestion-management-and-environmental-quality-committee/>

ATTACHMENT

- Final 2019 San Mateo County CMP & Appendix (*Available for download at:*
<http://ccag.ca.gov/committees/congestion-management-and-environmental-quality-committee/>)

C/CAG AGENDA REPORT

Date: January 27, 2020

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

From: Jeff Lacap, Transportation Programs Specialist

Subject: Review the approach to a fiscally constrained list of projects to be submitted to the Metropolitan Transportation Commission (MTC) for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2050

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

RECOMMENDATION

That the CMP TAC review the approach to a fiscally constrained list of projects to be submitted to the Metropolitan Transportation Commission (MTC) for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2050

FISCAL IMPACT

Unknown.

SOURCE OF FUNDS

N/A

BACKGROUND

Metropolitan Transportation Commission (MTC) is continuing 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. It is important to note that Plan Bay Area 2050 will not make any funding commitment towards any specific transportation projects but sets a high-level roadmap for future transportation investments.

Regionally-Significant Projects Category

In early 2019, The Metropolitan Transportation Commission (MTC) requested the assistance of each of the nine Bay Area Congestion Transportation Agencies (CTA's) to coordinate transportation project submittals for their county. Projects/programs seeking future regional, state or federal funding through the planning horizon year of 2050 must be submitted for consideration in the adopted plan.

As required by federal and state planning regulations, Plan Bay Area 2050 will be a fiscally constrained plan. This means the proposed transportation project costs cannot exceed the reasonably expected transportation revenues forecasted over the planning horizon.

On March 4, 2019, the Metropolitan Transportation Commission (MTC) adopted guidance for the request for regionally-significant transportation projects. Regionally-significant project means a transportation project that is adding capacity to a facility which serves regional transportation needs. At that time, MTC provided a county target of \$4.578 billion for regionally-significant projects only.

C/CAG staff initiated a call for projects within San Mateo County on March 15, 2019 with a deadline of project submittals by April 10, 2019. Extensive outreach was performed including an applicant workshop for city/county staff, a public hearing noticed in local papers and on NextDoor, and presentations at public meetings. On June 13, 2019 the C/CAG Board adopted Resolution 19-51 endorsing a list of 32 regionally-significant projects submitted to MTC for inclusion in the update of Plan Bay area 2050 totaling \$4.545 billion.

Programmatic Investments Category

Programmatic Investments are a collection of like transportation projects (other than regionally significant projects) identified by a single listing in the Plan, often grouped by purpose and geography (e.g. pavement preservation, bicycle/pedestrian facilities, intersection improvements). Projects that are considered Programmatic Investments do not have to be submitted for individual listing. Projects that increase capacity of the transportation system but fail to meet the regionally-significant criteria listed above will be considered programmatic investments (e.g., minor highway improvements, widening of local streets, grade separation projects). Programmatic investments are exempt projects, which means the project is exempt from regional transportation air-quality conformity requirements. Having a project listed under a programmatic category enables project sponsors to still be eligible for both State and Federal funding and show consistency with the RTP.

During the project submittal process in Summer 2019 described above, MTC did not ask for a programmatic investment submittal. For illustrative purposes, Attachment 1 shows the programmatic categories and their associated costs from the previous Plan Bay Area 2040 update for San Mateo County which had a total cost of \$1.057 billion.

Financial Constraint

As part of the initial project submittal process in 2019, MTC was in the midst of developing revenue projections and the county target of \$4.578 billion provided was only for regionally-significant projects. It was expected that the project total cost for both regionally-significant and programmatic investments would need to be revised during the MTC project level assessment process with a possibility that some projects and programs, particularly those that are in early conceptual stages,

would be revised to include only early phases of funding in this RTP.

On January 2, 2020, MTC staff provided the revised revenue forecast and projections, and that San Mateo County's combined total budget for both regionally-significant and programmatic investments is \$5.261 billion. MTC requests that the County Transportation Agencies begin to fiscally constrain their respective transportation investments for both regionally-significant and programmatic investments and submit a revised list by March 27, 2020.

Because the original list of projects submitted by C/CAG to MTC in June 2019 were only regionally-significant projects, these projects will need financial revisions so that the overall submittal fits within this most recent imposed fiscally constraint budget to include both regionally-significant and programmatic investments. C/CAG staff proposes to revise project costs of some regionally significant projects, particularly those that are in early conceptual stages with a completion date of 2030 or beyond, in order to fiscally constrain the project list. Attachment 2 shows the list of regionally-significant projects; staff will focus on those shown highlighted and italicized.

C/CAG staff will work with project sponsors whose projects are being revised. The current needs of each programmatic category will be assessed, and project costs may be revised as well. Because the revenue projections will not be finalized until the actual adoption of Plan Bay Area 2050, MTC may further revise the revenue projections and further project refinements may be necessary.

Next Steps

C/CAG staff will present a revised list to the C/CAG CMP TAC and CMEQ Committee in February for review and recommendation for approval; this will include revised project costs and programmatic categories. The revised list will be presented to the C/CAG Board in March for review and endorsement.

The C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC) review and recommended the approach at their January 16th meeting.

Staff requests that the CMEQ Committee review the approach to a fiscally constrained list of projects to be submitted to the Metropolitan Transportation Commission (MTC) for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2050.

ATTACHMENTS

1. List of Programmatic Categories for San Mateo County from Plan Bay Area 2040
2. List of Regionally Significant Projects submitted to MTC for inclusion in the update of Plan Bay Area 2050

**Attachment 1 - Programmatic Categories from Plan Bay Area 2040
(For Illustrative Purpose Only)**

RTP ID	Programmatic Category	Programmatic Category Description	PBA 2040 Cost (\$ in millions)
17-06-0001	Bicycle and Pedestrian Program	Projects in this category are new bicycle (on-street and off-street) and pedestrian facilities, and facilities that connect existing network gaps, including but not limited to new multi-purpose pedestrian/bicycle bridges over US 101 and sidewalk gap closures	\$247
17-06-0002	County Safety, Security and Other	Projects in this category address safety and security needs of San Mateo County including county-wide implementation of Safe Routes to School Program	\$41
17-06-0003	Multimodal Streetscape	Projects in this category implement multimodal or complete streets elements, including but not limited to projects along facilities such as El Camino Real, Bay Road, Ralston Avenue, University Avenue, Middlefield Road, Palmetto Avenue, Mission Street, Geneva Avenue, and Carolan Avenue	\$289
17-06-0004	Minor Roadway Expansions	This category includes roadway capacity increasing projects (new roadways, widening or extensions of existing roadways) on minor roads such as Blomquist Street, California Drive, Railroad Avenue, Manor Drive, and Alameda de las Pulgas	\$58
17-06-0005	Roadway Operations	County-wide Implementation of non-capacity Increasing local road Intersection modifications and channelization countywide and County-wide implementation of local circulation improvements and traffic management programs countywide	\$64
17-06-0006	County-wide Intelligent Transportation System (ITS) and Traffic Operation System Improvements	Installation of transportation system management improvements such as Intelligent Transportation System (ITS) elements and TOS equipment throughout San Mateo County.	\$93
17-06-0039	Grade Separations	This project includes grade separations of the Caltrain right of way at approximately 2 to 3 high priority locations in San Mateo County, including 25th Avenue. This project is based on San Mateo County's Measure A grade separation category.	\$265
Total			\$1,057

Attachment 2 - List of Regionally Significant Projects Submitted to MTC - June 2019

RTP ID	Project Title	Project Sponsor	System	Mode	Project Description	Opening Date/Completion Date of Project	Comments
17-06-0017	Route 101/Holly St Interchange Access Improvements	San Carlos	Street/Highway Facility	Highway	The proposed project would convert the existing full cloverleaf configuration to a partial cloverleaf design by eliminating two of the existing loop off-ramps of the interchange, and realign the diagonal on- and off-ramps into signalized T-intersections with local streets. A new pedestrian and bicycle over crossing will be constructed in the south side of Holly Street Interchange.	2021	In Construction
17-06-0007	US-101 Express Lanes: I-380 to Whipple	San Mateo City/County Association of Governments (CCAG)	Street/Highway Facility	Highway	Modify existing lanes on U.S. 101 to accommodate a managed lane	2022	In Construction
17-06-0010	Improve U.S. 101/Woodside Road interchange	Redwood City	Street/Highway Facility	Highway	Modifies the Woodside Road Interchange at US 101.	2025	Design Phase
17-06-0023	Route 1 Improvements in Half Moon Bay	Half Moon Bay	Street/Highway Facility	Highway	In Half Moon Bay, On Route 1: Improve safety and reduce congestion by providing protected left and right turn lanes, warranted traffic signals, roundabouts, two through lanes only at signalized intersections, Class I bike lanes, pathways, bus stops, traffic signal interconnects, safety lighting, median and channelization improvements.	2020	Design Phase
17-06-0025	US 101/University Ave. Interchange Improvements	East Palo Alto	Street/Highway Facility	Highway	On University Avenue across US-101, between Woodland Avenue and Donohoe Street; Add bike lanes and sidewalk and modify the NB and SB off-ramps to eliminate pedestrian/bicycle conflicts and improve traffic operations.	2021	Design Phase
17-06-0004	Hwy 1 / Manor Drive Overcrossing Improvement	Pacifica	Street/Highway Facility	Highway	Widen existing Manor Drive Overcrossing and signalize the intersections of Palmetto Drive/Manor Drive and Oceana Drive/Manor Drive. Construct new northbound on-ramp at Hwy 1 and Milagra Drive.	2030	Planning Phase
17-06-0008	Add northbound and southbound modified auxiliary lanes and/ or implementation of managed lanes on U.S. 101 from I-380 to San Francisco County line	San Mateo City/County Association of Governments (CCAG)	Street/Highway Facility	Highway	Add northbound and southbound modified auxiliary lanes and/or implementation of managed lanes on U.S. 101 from I-380 to San Francisco County line.	2024	Planning Phase
17-06-0009	Improve operations at U.S. 101 near Route 92 - Phased	San Mateo City/County Association of Governments (CCAG)	Street/Highway Facility	Highway	US 101 operational improvements near Route 92. Project may have phased construction.	2026	Planning Phase
17-06-0011	US 101 Produce Avenue Interchange	South San Francisco	Street/Highway Facility	Highway	Construct a new interchange on US 101 at Produce Avenue, connecting Utah Avenue on the east side of US 101 to San Mateo Avenue on the west side of US 101. This will allow for reconfiguration of the existing southbound ramps at Produce Ave and Airport Blvd, as well incorporation of the northbound off- and on- ramps at S. Airport Blvd into the interchange design.	2024	Planning Phase
17-06-0012	U.S. 101 Interchange at Peninsula Avenue	San Mateo (City)	Street/Highway Facility	Highway	Construct new southbound on- and off-ramps at US-101/Peninsula Avenue	2023	Planning Phase

Attachment 2 - List of Regionally Significant Projects Submitted to MTC - June 2019

RTP ID	Project Title	Project Sponsor	System	Mode	Project Description	Opening Date/Completion Date of Project	Comments
17-06-0016	Improve access to and from the west side of Dumbarton Bridge on Route 84 connecting to U.S. 101 per Gateway 2020 Study and Dumbarton Corridor Transportation Studies - Phased	San Mateo City/County Association of Governments (CCAG)	Street/Highway Facility	Highway	Improve access to /from the west side of Dumbarton Bridge (Route 84 connecting to U.S. 101) per Gateway 2020 Study and Dumbarton Corridor Transportation Studies (Phased implementation of short term projects. Environmental phase only for long term projects).	2040	Planning and Implementation Phase
17-06-0020	Hwy 1 operational & safety improvements in County Midcoast (acceleration/deceleration lanes; turn lanes; bike lanes; pedestrian crossings; and trails)	San Mateo County	Street/Highway Facility	Highway	Operational and safety improvements for vehicles, transit, bicycles, and pedestrians, along the Highway 1 corridor between Half Moon Bay and Pacifica. This could include acceleration lanes, deceleration lanes, recreational and commuter parking, turn lanes, bike lanes, intersection control, including roundabouts, enhanced crossings, and trail network improvements.	2020	Planning Phase
17-06-0021	Environmental Studies for 101/Candlestick Interchange	Brisbane	Street/Highway Facility	Highway	Planning and environmental analysis of the reconstruction of 101/Candlestick Interchange to full all-directional interchange with a single point cross street connection. Project would provide all-direction ramp movements controlled by new signalized intersections at the cross street connections. Interchange would join an improved Harney Way to the east, and would join the Geneva Avenue Extension to the west. Accommodate E/W crossing of planned BRT facility.	2025	Planning Phase
17-06-0024	Reconstruct U.S. 101/Sierra Point Parkway interchange (includes extension of Lagoon Way to U.S. 101)	Brisbane	Street/Highway Facility	Highway	Reconstruct a partial interchange and provide improved access to Brisbane, Bayshore Blvd and proposed Brisbane Baylands project. Lagoon Way extension connects to the reconstructed interchange and provides improved access to Brisbane, Daly City, and the pending 600-acre Brisbane Baylands development.	2030	Planning Phase
17-06-0029	Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real- Phase	San Mateo County Transit District (SamTrans)	Public Transit Facility	Transit	This project will institute new rolling stock and infrastructure necessary to accommodate BRT along El Camino Real	2040	Planning Phase
17-06-0035	I-280 improvements near D Street exit	Daly City	Street/Highway Facility	Highway	Improve the on and off-ramps and approaches for I-280 near the D Street exit in Daly City	2025	Planning Phase
17-06-0037	Widen Millbrae Avenue between Rollins Road and U.S. 101 southbound on-ramp and resurface intersection of Millbrae Avenue and Rollins Road	Millbrae	Street/Highway Facility	Local Project	Widen Millbrae Avenue between Rollins Road and US101 Southbound On Ramp and resurface the intersection of Millbrae Avenue and Rollins Road.	2022	Planning Phase
17-06-0038	Construct a 6-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to U.S. 101/Candlestick Point interchange - Environmental phase	Brisbane	Street/Highway Facility	Local Project	Planning and environmental analysis of a 6-lane arterial from the Geneva Avenue at Bayshore Boulevard to 101/Candlestick Interchange. Grade separation at the Caltrain and Tunnel Ave, Class II bike lanes, on-street parking (travel lanes during peak periods), and sidewalks. Sections will be reserved for an exclusive lane BRT facility that connects to the Bayshore Multimodal Station and provides through service to BART Balboa Station.	2025	Planning Phase
17-06-0040	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road	Redwood City	Street/Highway Facility	Local Project	Redwood City Blomquist Street Extension and Blomquist Bridge over Redwood Creek	2023	Planning Phase
17-06-0030	Environmental Clearance and Design of the Redwood City Ferry Terminal and Service	Redwood City	Public Transit Facility	Transit	Planning and environmental analysis of the construction of a new ferry terminal, purchase of 3 new high-speed ferry vessels, and operation of new ferry service between Redwood City and San Francisco.		Conceptual Phase
17-06-0031	Redwood City Street Car Project	Redwood City	Public Transit Facility	Transit	New transit service between Downtown and Stanford in Redwood City	2035	Conceptual Phase

Attachment 2 - List of Regionally Significant Projects Submitted to MTC - June 2019

RTP ID	Project Title	Project Sponsor	System	Mode	Project Description	Opening Date/Completion Date of Project	Comments
17-06-0014	Reconstruct U.S. 101/Willow Road interchange	Menlo Park	Street/Highway Facility	Highway	The project proposes to reconstruct the existing US 101/Willow Road (Route 114) Interchange within the existing alignment to a partial cloverleaf interchange. Project includes class I bike paths and class II bike lanes.	2021	In Construction; cost reduced for remaining component
17-06-0019	State Route 92-82 (El Camino) Interchange Improvement	San Mateo (City)	Street/Highway Facility	Highway	Widen the existing ramps and reconfigure the existing interchange from a full cloverleaf to a partial cloverleaf. Pedestrian and bicycle improvements would be included as part of the project.	2021	Project is completed; cost reduced for remaining component
17-06-0013	Reconstruct U.S. 101/Broadway interchange*	Burlingame	Street/Highway Facility	Highway	Reconstructs the US 101/Broadway interchange.	2017	Project is completed
17-06-0015	Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road*	Caltrans	Street/Highway Facility	Highway	Add northbound and southbound auxiliary lanes.	2015	Project is completed
17-06-0018	Improve local access at I-280/I-380 from Sneath Lane to San Bruno Avenue to I-380— Environmental only*	San Bruno	Street/Highway Facility	Highway	Environmental assessment of local access improvements at the existing I-280 / I-380 interchange located in the City of San Bruno. The project would provide access to I-380 from the two main east-west secondary roads of Sneath Lane and San Bruno Avenue.		Project will not move forward
17-06-0022	Westbound slow vehicle lane on Route 92 between Route 35 and I-280— Environmental Phase	San Mateo County	Street/Highway Facility	Highway	Planning and environmental analysis of a westbound slow vehicle lane on Route 92 between Route 35 and I-280		Project will not move forward
17-06-0027	Implement supporting infrastructure and Automated Transit Signal Priority to support SamTrans express rapid bus service along El Camino Real	San Mateo County Transit District (SamTrans)	Bicycle/Pedestrian Facility	Transit	This project will institute necessary infrastructure and Automated Transit Signal Priority necessary to accommodate express rapid bus service along the length of El Camino Real from Palo Alto to Daly City.		Project is in construction
17-06-0034	Construct Route 1 (Calera Parkway) northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica*	Pacifica	Street/Highway Facility	Highway	The Calera Parkway project will widen Highway 1 from four lanes to six lanes, from approximately 1,500 feet south of Fassler Avenue to approximately 2,300 feet north of Reina Del Mar Avenue, a distance of 1.3 miles, and will add a 16ft wide landscaped median between concrete barriers from San Marlo Way to Reina Del Mar Avenue	2021	Project will not move forward
17-06-0032	Route 1 San Pedro Creek Bridge Replacement and Creek Widening Project*	Pacifica	Street/Highway Facility	Highway	Replace San Pedro Creek Bridge on CA 1 with a longer bridge and widen the creek channel for 100 year storm flow capacity. Provide for a class 1 multi-purpose trail on the eastern side.	2015	Project is completed
17-06-0033	Widen Route 92 between SR 1 and Pilarcitos Creek alignment, includes widening of travel lanes and shoulders*	Half Moon Bay	Street/Highway Facility	Highway	Widens shoulders and travel lanes to standard widths. Straighten curves at few locations.	2025	Project will not move forward
17-06-0036	Widen Skyline Boulevard (Route 35) to 4 lane roadway from I-280 to Sneath Lane— Phased*	San Bruno	Street/Highway Facility	Highway	Widens Skyline Blvd. (SR 35) between I-280 and Sneath Lane. It is currently the last portion of what is otherwise a four lane roadway along Skyline Blvd. The project widens approximately 1.3 miles of the roadway into four lanes.	25	Project will not move forward

Attachment 2 - List of Regionally Significant Projects Submitted to MTC - June 2019

RTP ID	Project Title	Project Sponsor	System	Mode	Project Description	Opening Date/Completion Date of Project	Comments
NEW	Introduce network of regional express bus routes	San Mateo County Transit District (SamTrans)	Public Transit Facility	Transit	Purchase electric buses to use in running expanded express bus service utilizing the San Mateo County Express Lanes project; construct improvements at the US-101/SR-92 interchange park-and-ride; add secure bike parking and improved bus stop facilities at key stop locations.	2022	Planning Phase
NEW	<i>El Camino Real/Westbound I-380 Ramps Intersection (exit to northbound El Camino Real) Upgrade</i>	<i>San Bruno</i>	<i>Street/Highway Facility</i>	<i>Auto</i>	<i>The El Camino Real/Westbound I-380 Ramps Intersection project is proposed to improve intersection operations and decrease expected future delays due to growth in vehicle traffic by adding an additional right-turn lane access from westbound I-380 onto northbound El Camino Real.</i>	<i>2035</i>	<i>Conceptual Phase</i>
NEW	<i>Eastbound I-380 Freeway Expansion</i>	<i>San Bruno</i>	<i>Street/Highway Facility</i>	<i>Auto</i>	<i>The Eastbound I-380 Freeway Expansion project is proposed to decrease expected future delays due to growth in vehicle traffic by widening the freeway between I-280 and US 101.</i>	<i>2035</i>	<i>Conceptual Phase</i>
NEW	<i>Interstate 380 Congestion Improvements</i>	<i>San Bruno</i>	<i>Street/Highway Facility</i>	<i>Auto</i>	<i>The Interstate 380 Congestion Improvements project is proposed to improve the safety and operation on I-380 and improve weaving around the El Camino Real interchange while minimizing impact to local traffic circulation by modifying the I-380/I-280/I-101 interchange through the construction of auxiliary lanes, new local exit ramps and/or collector-distributor roads.</i>	<i>2035</i>	<i>Conceptual Phase</i>
NEW	<i>HSR Millbrae SFO Station</i>	<i>Millbrae</i>	<i>Public Transit Facility</i>	<i>Transit</i>	<i>Construct 4-level underground parking structure podium in preparation for future High Speed Rail Millbrae SFO station at the northeast corner of Millbrae Ave and El Camino Real as part of the Millbrae Station Area Specific Plan. Project will include electronic wayfinding signage along US101 and Interstate 280 providing direction and real time transit information to attract SOV and promote transit use in the region.</i>	<i>2030</i>	<i>Planning Phase</i>
NEW	<i>Millbrae SFO Guideway Improvement</i>	<i>Millbrae</i>	<i>Public Transit Facility</i>	<i>Transit</i>	<i>Improve existing guideway between Millbrae Station and SFO Station to accommodate new trains to provide seamless transit between Millbrae Station/future High Speed Rail Station and SFO Station.</i>	<i>2030</i>	<i>Conceptual Phase</i>
NEW	Redwood City Transit Center Expansion Project	Redwood City	Public Transit Facility	Transit	Expand and potentially relocate Redwood City Caltrain Station	2025	Conceptual/Planning Phase
NEW	<i>Grand Avenue Off- Ramp Realignment</i>	<i>South San Francisco</i>	<i>Street/Highway Facility</i>	<i>Highway</i>	<i>Construct an elevated off ramp that connects to the Grand / Dubuque intersection</i>	<i>2030</i>	<i>Conceptual Phase</i>
NEW	<i>Railroad Avenue Extension</i>	<i>South San Francisco</i>	<i>Street/Highway Facility</i>	<i>Local Project</i>	<i>Construct a new local road connection between Littlefield Avenue and Linden Avenue, include a two lane facility that crosses US 101 and Caltrain ROW.</i>	<i>2038</i>	<i>Planning Phase</i>

Attachment 2 - List of Regionally Significant Projects Submitted to MTC - June 2019

RTP ID	Project Title	Project Sponsor	System	Mode	Project Description	Opening Date/Completion Date of Project	Comments
NEW	<i>3rd Avenue/US101 Interchange</i>	<i>San Mateo (City)</i>	<i>Interchange Modification</i>	<i>Vehicle</i>	<i>Reconstruct US101/3rd Ave Interchange</i>	<i>2030</i>	<i>Conceptual Phase</i>
NEW	<i>Local Road Connection from I-380 Terminus/N Access Road to "The East Side" of South San Francisco</i>	<i>South San Francisco</i>	<i>Street/Highway Facility</i>	<i>Local Project</i>	<i>Construct a new local road connection between the I-380 terminus/ N. Access Road with the "The East Side" area of South San Francisco. This project will include a water bridge connection.</i>	<i>2035</i>	<i>Conceptual Phase</i>
NEW	<i>Sierra Point Connection</i>	<i>South San Francisco</i>	<i>Street/Highway Facility</i>	<i>Local Project</i>	<i>Construct a new local road connection between the Veterans Blvd. and Shoreline Court, include a two lane bridge connection.</i>	<i>2045</i>	<i>Conceptual Phase</i>
NEW	<i>Hillsdale Transit Center</i>	<i>San Mateo (City)</i>	<i>Transit Improvements</i>	<i>Transit</i>	<i>Build multimodal station access for relocated Hillsdale Caltrain station. Plan is envisioned to include station area access, bicycle station, kiss and ride, bus/shuttle access, and potential mixed-use development</i>	<i>2030</i>	<i>Planning Phase</i>
NEW	El Camino Real Road Diet	Millbrae	Street/Highway Facility	Local Project	El Camino Real currently has three lanes in each direction with high traffic speeds and volume. The improvement concept for El Camino Real reflects the objectives of the Grand Boulevard Initiative, which focuses on making the corridor more comfortable for all road users from motorists and bus riders to bicyclists and pedestrians by reducing travel lane, widening sidewalks, and adding bike lanes.	2025	Planning Phase
New	Pilot Hovercraft Ferry Service from Foster City	Foster City	Street/Highway Facility	Transit	Implement a pilot hovercraft service from Foster City (destination TBD) to relieve congestion and reduce carbon emissions. Includes: 2x 30 person high speed hovercraft, two basic hoverports, supporting infrastructure, and all feasibility study, environmental and regulatory costs. O&M costs will be partially offset by farebox recovery	2021	Planning Phase
New	Regional Hovercraft Ferry Network	Foster City	Street/Highway Facility	Transit	Implement a region-wide hovercraft ferry network connecting all 9 bay area counties, as well as OAK and SFO; to relieve congestion and reduce carbon emissions. Includes: 18 new hoverports, 25 locally-built high speed 80 passenger hovercraft, all supporting infrastructure, and all environmental and regulatory costs. O&M costs will be offset by farebox recovery, with target ratio of 80%	2030	Conceptual Phase
New	El Camino Real Complete Streets Improvements	Atherton	Street/Highway Facility	Local Project	El Camino Real currently has three lanes in each direction and though there are transit stops, it does not have bike lanes or pedestrian facilities to access. The improvement concept for El Camino Real reflects the objectives of the Grand Boulevard Initiative, which focuses on making the corridor more comfortable for all road users from motorists and bus riders to bicyclists and pedestrians by	2030	Conceptual Phase
NEW	Dumbarton Rail Corridor	San Mateo County Transit District (SamTrans)	Public Transit Facility	Transit	Passenger rail connecting to Redwood City and the Peninsula Corridor and Newark/Union City/Fremont in the East Bay via existing Dumbarton Rail Bridge Corridor. Reconstruction of the Dumbarton Rail Bridge is a critical aspect of the multimodal program which facilitates substantial, additional transit capacity across the San Francisco Bay, thus providing alternative transportation options for residents of the East Bay who travel to employment centers throughout the Peninsula.	2028	Transformative multi county project and won't be counted towards the San Mateo County financial target at this time.

Potential projects to be revised to financially constrain the transportation investments as part of Plan Bay Area 2050

C/CAG AGENDA REPORT

Date: January 27, 2020

To: City/County Association of Governments of San Mateo County Congestion Management and Environmental Quality Committee

From: Mikaela Hiatt, Transportation Programs Specialist

Subject: Review and recommend approval of the Carpool 2020 Program in San Mateo County.

(For further information, contact Mikaela Hiatt at 650-599-1453.)

RECOMMENDATION

That the C/CAG CMEQ review and recommend approval of the Carpool 2020 Program in San Mateo County.

FISCAL IMPACT

A total of \$650,000 is budgeted for the Carpool 2020 program. \$200,000 was previous budgeted for the Carpool 2.0 program and \$450,000 will be new funding.

SOURCE OF FUNDS

- Transportation Fund for Clean Air (TFCA) Funds from Fiscal Years 2018/19 and 2019/20
 - \$200,000 remaining from previous Carpool 2.0 program
 - \$450,000 to be added from \$510,000 remaining available funds

BACKGROUND

Carpooling is an increasingly important means of transportation for congestion relief in San Mateo County. With the US 101 Express Lane coming in 2021, it is especially important to encourage those driving on the US 101 to start driving together in preparation for this lane addition.

C/CAG initially implemented a Carpool program in San Mateo County in Fiscal Year 2017-18, titled “Carpool! in San Mateo County”, in partnership with Scoop where each carpool trip had a \$2 subsidy for each the driver and rider. C/CAG spent a total of \$893,000 subsidizing nearly 226,282 carpool trips during the program. The following Fiscal Year 18-19, C/CAG partnered with Commute.org to launch Carpool 2.0, a rewards-based program administered by Commute.org. The program began in fall 2018 and was run through the end of 2019.

For the Carpool 2.0 program, C/CAG entered into agreement with Commute.org to run a rewards-based program. Riders who took 10 carpool trips could receive a \$25 gift card and continue receiving these rewards up to \$100 a person total. Carpool riders could either record their trips through the Waze Carpool app, the Scoop app, or self-log through the Commute Tracker application once they linked their account to the STAR platform. This program is still on-going and will continue through

December 2020 and be folded into the new Carpool 2020 Program.

For Carpool 2020, C/CAG would like to present a threefold program that pilots a variety of incentive programs all to increase carpooling in San Mateo County comprised of the following three (3) components:

1. Employer Incentives - Scoop
2. Driver Incentive – Waze Carpool
3. Rewards Based Incentives – Commute.org (continuation of Carpool 2.0)

For the Employer Incentives, Scoop will reach out to employers and encourage them to apply for their Managed Carpool Program, where Scoop matches the rides for employees who live near each other and work at the same company, with a C/CAG funded and Commute.org administered \$10,000 grant fund towards the “Free Commutes” add-on. The “Free Commutes” program is an option to all employers to entirely subsidize the cost of their employees’ trips. The employer will have to commit to the Managed Carpool Program with Scoop, and then have the option to apply for the C/CAG funded Grant. C/CAG will agree to cover the first \$10,000 of free ride costs otherwise charged to the employer, should the employer agree to sign on to the program for the duration of one year. The employer when charged a monthly invoice from Scoop, will include the data summary of that month from the program and track the total spend up to the stated \$10,000. C/CAG funds in this scenario go fully towards covering the cost of the trip for the employee.

For the Driver Incentives, Waze Carpool will encourage their users to sign up with Commute.org’s program and additionally offer bonus incentives to drivers and an extra incentive to existing riders. Existing riders and drivers with Waze Carpool will pay \$1 less than the estimated price. New drivers will receive about a \$5 bonus per ride they give during their first two weeks on the platform.

For the Rewards Based Incentives, which is a continuation of the Carpool 2.0 as implemented by Commute.org, carpoolers link their Waze Carpool and Scoop accounts to the STAR platform in order to receive \$25 gift cards up to \$100 total each for every 10 trips recorded with either verified carpooling app. Returning users also can enter into quarterly drawings for prizes to be determined by Commute.org. For this iteration, users will no longer be able to manually log their trips.

On January 16, 2020, the C/CAG Technical Advisory Committee recommended approval of the Carpool 2020 program recommendation with a request to extend the Employer Incentive Program to employers who are a part of a small business or business district and prioritize companies who do not have an existing TDM program.

Please see the attached for more information about each of the programs and the table below for a general breakdown of the programs.

Carpool 2020 Program Overview		
1. Employer Incentives	2. Driver Incentives	3. Rewards Based Incentives
Who Manages		
Scoop	Waze Carpool	Commute.org
How it works		
Employers purchase Scoop’s “Managed Carpool Program” with the option of the employer receiving \$10,000 of promotion for the “Free Commutes” add-on through a Grant Application. The employer applies for the grant which is administered by Commute.org. The grant will be available for up to 30 employers with 300+ employees. (See Attachment 3 for more information.)	Waze Carpool encourages new drivers by offering \$5 bonus per ride given during the first two weeks on the platform. Existing Waze Carpool users are offered \$1 off per ride. (See Attachment 2 for more information.)	-Commute.org issues \$25 rewards for every 10 trips a user takes through a verified carpool app up to \$100 each. Returning users will be able to max out both Carpool 2.0 and Carpool 2020 benefits. STAR Platform users able to participate in quarterly drawings.
Total Budget		
Up to \$300,000	Up to \$150,000	Up to \$200,000
How money will be spent?		
\$300,000 for 30 employers Max \$10,000 to each employer 300+ employees	<ul style="list-style-type: none"> - <i>First month of partnership only:</i> \$5 bonus for any trip taken by new drivers to/from San Mateo during their first 2 weeks of Waze Carpool - <i>As long as budget permits:</i> \$1 off rides to riders taking trips > 15 miles, which account for >90% of rides starting or ending in San Mateo (estimated to last 10-12 months) 	\$200,000 \$100 per user, \$100 per quarter for prizes, and the remaining funds used for marketing

Additional Information		
<i>How can C/CAG be sure that the program will not be run just until C/CAG money is expended?</i>	<i>How will this program be sure to integrate Commute.org's platform?</i>	<i>What happens to returning users who did not reach their full rewards in 2019?</i>
Employers must first agree to join the Managed Carpool Program provided through Scoop. The \$10,000 covered of free rides offered by C/CAG is an incentive for the duration of an entire year.	Encourage new drivers to sign up with Commute.org's platform to earn extra rewards. Waze will also push Commute.org's platform to all users.	Users are allowed to receive max benefits from Carpool 2.0 and then re-enroll in Carpool 2020.
<i>How will this program be sure to integrate Commute.org's platform?</i>	<i>Will there be a cap on rides a driver can give?</i>	
-Encourage employees to sign up with the STAR platform to earn rewards. -Enter into mutual contract with Commute.org running the Program Grant Applications	New drivers will only be able to access these benefits during the first two weeks of joining the app. There is not limit on the amount of rides a driver gives during this period in an effort to create habit.	

ATTACHMENTS

1. Employer Based Incentive Program - Scoop
2. Driver Based Incentive Program – Waze Carpool
3. Rewards Based Incentive Program – Commute.org

Attachment 1 Employer Based Incentives - Scoop

The Scoop Carpool element of the Carpool 2020 program will focus on reaching out to employers to better serve the commuters moving to and from San Mateo County businesses. Scoop offers a Managed Carpool Program for employers that would allow Scoop to match employees who live near each other with carpool rides to work. Reaching out to employers is an effective means of meeting a broad base of potentially viable carpoolers.

Scoop will deliver a carpooling program for San Mateo County commuters. Responsibilities are as follows.

Employer Based Incentive Program

C/CAG's role in this project is to act solely as the funding source for the Program. C/CAG will enter into contract with Commute.org who will be responsible for releasing the Grant Application and entering into contract with each company who chooses to sign up for Scoop's Managed Carpool Program, meets the necessary criteria to participate, and opts in to the "Free Commutes" add-on of which C/CAG offers to cover the first \$10,000 of costs for the duration of a one-year contract.

C/CAG of San Mateo County will delegate responsibility to Commute.org for the following deliverables related to the Program:

\$10,000 Grant Program

- All employers with over 300 employees in San Mateo County are eligible.
- Companies with no standing TDM requirement can be prioritized.
- C/CAG to provide a \$10,000 towards Scoop's "Free Commutes" add-on service to the Managed Carpool Program. Program administered by Commute.org.
- Employers must purchase the standard Scoop Managed Carpool Program in order to be eligible for the \$10,000 bonus to the "Free Commutes" add-on.
- Grant is open until May 31, 2020
- Final date of program expenditure is June 30, 2021

Scoop will be responsible for the following elements of the Program:

- Making available mobile applications to support the Program, enabling commuters who want to carpool to or from work San Mateo County to have convenient online access to other commuters who take personal vehicles to or from work and who are looking for other commuters to share driving expenses
- Making Scoop available throughout San Mateo County

- Fielding employee carpool requests and matching employees to carpool (together with the mobile applications, the “**Services**”)
- Determining the amount of cost to be shared with the driver by the passengers for each carpooling trip
- Accepting payments from the vehicle passengers by charging their credit cards on file with Scoop’s mobile application (via Stripe, a 3rd party payment processor)
- Reimbursing the carpool drivers after trips taken based on the amount of cost shared by their carpooling passengers
- Providing customer support directly to carpool drivers and passengers related to scheduling trips, taking trips, and sharing the cost of the trip
- Providing marketing materials to encourage usage of the Program by commuters
- Performing the technical tasks to launch Scoop to the entirety of San Mateo County. These tasks include, but are not limited to: building the mapping and routing per city, setting pricing for every route, adjust matching algorithm, and ensuring Scoop’s internal practices scale across County.
- Facilitating and managing the GRH reimbursement for San Mateo County commuters
- Promote the Commute.org platform

Scoop and Commute.org would agree to mutually promote each other’s programs and manage the promotion with C/CAG’s funding contribution. This money would cover Scoop’s matching carpool cost for employees through the “Free Commutes” add-on and reduce the overall cost for individual carpoolers to zero dollars.

The Call for Project

Once an employer has signed up with Scoop’s Managed Carpool Program, they will have the opportunity to apply for C/CAG’s Grant Application. C/CAG to release a Call for Project which will include the following:

- Project information, to include:
 - Program eligibility requirements
 - Program mechanics (i.e. up to \$10k in grant funding against “Free Commutes” spend in 2020, how to apply, application deadline)
 - Submission process and requirements
 - Grant application
- Contract that employer needs to sign and send to Commute.org to be accepted which will include an employer commitment to:
 - Purchase a Scoop Managed Carpool program and Free Commutes add-on with a minimum one-year contract
 - Market and promote the Scoop carpool program throughout the duration of their contract
 - Share aggregated monthly reports with C/CAG for all months in which C/CAG funds Free Commutes spend

- Fund the Scoop for the entirety of the 1-year contract, even after \$10,000 C/CAG funds are depleted

Employers to submit the Call for Project information and begin discussions with Scoop directly to procure services.

The program would be available to employers until May 31, 2020. Program funding will be available until a final deadline of June 30, 2021.

Financial and Reporting Flow:

- C/CAG to contract directly with Commute.org who will manage the program
- Employers to enter into a contract with Scoop for the Managed Carpool Program. Employers then apply for the Grant Application through Commute.org and enter into contract with Commute.org once awarded the grant.
- Scoop to invoice employers on a monthly basis for “Free Commutes” spend
- Employers to forward monthly invoices and aggregated reports to Commute.org
- Commute.org to send one check per invoice to employers for eligible spend up to \$10,000 per employer
- Commute.org invoice C/CAG with aggregated spend and necessary data deliverables, outlined as follows.

Data Deliverables

Scoop will share the raw data with employers who will share the raw data with Commute.org who will then pass the data along to C/CAG for back end raw data analysis. Additionally, C/CAG requires that the following data be shared in the forms of reporting monthly and submitted with invoices from Scoop to employers for the purpose of reimbursement requests from employers to Commute.org. This data includes but is not limited to:

- Total Registered Users
- New Registered Users
- One-Way Trips Taken
- Unique Matched users
- Tons of CO2 Saved
- Rider Miles Saved

Program Cost

With a maximum of 30 employers participating in the program, the maximum expenditure for this program is \$300,000.

Attachment 2 Driver Based Incentives – Waze Carpool

About Waze Carpool

Waze Carpool is a peer-to-peer service making carpooling easier, more convenient and fun. This helps expand transportation options and access for residents and reduces traffic congestion and emissions for all. Waze Carpool makes it easy to find the right people to ride with – users can view other Carpoolers' profiles before they ride together. They can filter by coworkers or same gender. This keeps riders in complete control. Waze technology then calculates and coordinates pickup and drop-off routes and timing, so it's the most efficient ride every time. The Waze driver and rider experiences are linked so people know when their car is there. Drivers get reimbursed for gas & wear and tear on the cars directly through the app, up to the IRS max of \$0.58/mile.

Driver-Based Incentive Program

The Waze Carpool element in the Carpool 2020 program will integrate Carpool driver incentives to encourage more carpoolers overall. In order to operate a functional carpool program, there needs to be more carpool drivers to match the demand of carpool riders. Waze Carpool will implement driver bonuses for new users that allow drivers to earn a \$5 bonus for every ride they give during the first two weeks on the platform. Additionally, Waze Carpool will offer a \$1 discounted ride to existing riders moving to and from San Mateo County.

Existing Users

Waze Carpool would target the existing users and promote further growth for existing users on the platform by offering a \$1 discount per ride for riders.

New Users

Waze Carpool would incentivize new drivers by offering a \$5 bonus to every driver for each ride they give within the first two weeks of driving with Waze Carpool.

Program Flow

Waze Carpool will release push notifications and other marketing pushes to advertise to users that the incentives are available. Users will access the rewards until they meet their cap (i.e. drivers will receive their bonuses only during the first two weeks). The program will run for the duration of one year. Waze Carpool will monitor the budget to ensure the funds last the duration of program.

Waze Carpool & C/CAG financial and reporting flow:

- C/CAG to contract directly with Waze Carpool
- Waze Carpool oversee incentive administration for the duration of one year
- Waze Carpool to invoice C/CAG quarterly, including a summary report sheet with the following data deliverables

Data Deliverables

Waze Carpool will report the following to C/CAG for the needs of reporting the necessary data consistently to show program success. This data includes but is not limited to:

- Total Registered Users
- New Registered Users
- One-Way Trips Taken
- Unique Matched users
- Tons of CO2 Saved
- Rider Miles Saved

Program Cost

Will cost \$150,000 for the Driver-Based Incentive element of the Carpool 2020 program.

Attachment 3

Rewards-Based Incentive Program – Commute.org

The Commute.org element of the Carpool 2020 program would incorporate the same incentives that were rolled out in the Carpool 2.0 program. Riders who link their Waze Carpool or Scoop accounts with the STAR platform are eligible to receive a \$25 gift for every 10 carpool trips they complete up to \$100 each or 40 trips. For those riders who participated in the Carpool 2.0 program but did not receive the full amount of \$100 worth of gift card benefits, they will still be able to access the full rewards offered in the Carpool 2020 program. Additionally, riders who have been loyal to the Commute.org incentives will be entered into quarterly drawings for prizes such as vacation packages and other monetary prizes. Each carpool trip a user takes will count for one name entry drawing.

Commute.org will no longer be including the Commute Tracker part of trip recording. The new program will only allow trips recorded through verified apps like Waze Carpool or Scoop app to qualify for the rewards.

Commute.org Employer Incentive Program Flow

Commute.org would also agree to manage the Call for Projects by way of Grant Application to employers in San Mateo County to opt in to Scoop's "Free Commutes" add-on to the Managed Carpool Program for the duration of one year. The first \$10,000 worth of trip costs is to be covered by C/CAG funding. Commute.org would then manage the contracts with Scoop and the employers to allocate funding to a maximum of 30 employers in San Mateo County with 300 or more employees. Grants will be administered on a first come first serve basis to those companies meeting the requirements between program start and May 31, 2020. Please see Attachment 3 for more information about this program.

Commute.org and C/CAG financial and reporting flow:

- Commute.org to contract directly with C/CAG for the rewards-based incentives
- Commute.org oversee rewards program from the duration of one year
- Commute.org invoice C/CAG monthly, including a summary sheet maintaining the previous cycle's data deliverables
- Commute.org to oversee and manage contracts between employers and Commute.org for the Scoop Grant Application and Free Commutes incentive
- Commute.org to submit one single invoice to C/CAG monthly with data deliverables from all employers

Program Cost

The total cost of the Commute.org element of this project is projected to cost \$200,000 for the rewards program including marketing. Commute.org would also manage \$300,000 for the Scoop Managed Carpool Program "Free Commutes" program.

C/CAG AGENDA REPORT

Date: January 27, 2020
To: Congestion Management and Environmental Quality (CMEQ) Committee
From: Kim Wever, Transportation Programs Specialist
Subject: Review and accept the Measure M Fiscal Year 2018/19 Performance Report.

(For further information or response to questions, contact Kim Wever at 650-599-1451)

RECOMMENDATION

That the C/CAG CMEQ Committee review and accept the Measure M Fiscal Year 2018/19 Performance Report.

FISCAL IMPACT

\$8,112,365 (actual revenue FY 2018/19)

SOURCE OF FUNDS

Measure M - \$10 Vehicle Registration Fee (VRF)

BACKGROUND

The C/CAG sponsored Measure M; approved by the voters of San Mateo County in 2010, impose an annual fee of ten dollars (\$10) on motor vehicles registered in San Mateo County for transportation-related traffic congestion and water pollution mitigation programs. It was estimated that Measure M would generate approximately \$6.7 million annually and \$167 million total over the 25-year period between May 2011 and May 2036. Per the Expenditure Plan, 50% of the net proceeds will be allocated to cities/County for local streets and roads and 50% will be used for Countywide Transportation Programs such as transit operations/senior mobility, intelligent transportation system (ITS)/Smart Corridors, safe routes to school (SRTS), and stormwater pollution prevention.

In March 2011, the C/CAG Board approved the initial 5-Year Implementation Plan for FY 2011-2016. The Plan, which was amended in May 2012, provided an estimate of funds that would be allocated to jurisdictions for local streets and roads as well as established allocation percentages for administration and the countywide transportation programs. The allocations for the Countywide Transportation Programs were originally derived based on anticipated needs and estimated implementation cost to fund each respective programs and projects, annually and over the 5-Year implementation period. It was intended that the Countywide Transportation Programs be re-evaluated at the end of every five (5) period to determine whether the initial funding level (allocations) was adequate or whether adjustments are needed based on the actual expenditures incurred over the 5-Year period.

In May 2016, the Board adopted Resolution 16-11 authorizing the approval of the Measure M 5-Year Implementation Plan (Fiscal Year 2017-2021). As shown below, the FY 2017-2021 Implementation Plan maintains the same criteria as the initial plan, including the assumption that estimated revenue will remain at \$6.7 million annually, although actual revenue will vary yearly.

**Measure M 5-Year Implementation Plan
Fiscal Year 2017/18 – 2020/21**

Program Description	Allocation	Annual Revenue (Million)	5-Year Revenue (Million)
▪ Program Administration	5% of total revenue	\$0.34	\$1.70
<i>Net Available for Programs (after Program Administration deduction)</i>			
▪ Local Streets and Roads	50%	\$3.18	\$15.90
▪ Transit Operations and/or Senior Transportation	22%	\$1.40	\$7.00
▪ Intelligent Transportation System (ITS) and Smart Corridors	10%	\$0.64	\$3.18
▪ Safe Routes to Schools (SRTS)	6%	\$0.38	\$1.90
▪ National Pollutant Discharge Elimination System (NPDES) and Municipal Regional Permit (MRP)	12%	\$0.76	\$3.82
	Total Revenue	\$6.70	\$33.50

ATTACHMENTS

1. Measure M Fiscal Years 2018/19 Performance Report (December 2019)

MEASURE M - \$10 VEHICLE REGISTRATION FEE

FISCAL YEAR 2018-19 ANNUAL PERFORMANCE REPORT

December 2019

REVENUE

The Fiscal Year 2018-19 period starts July 1, 2018 and ends June 30, 2019. As part of the initial 5 Year Implementation Plan, the annual program budget is estimated at \$6.7 million with average monthly revenue of \$560,000. The actual revenue received during the Fiscal Year 2018-19 is approximately \$8,112,365. The following tables summarize the actual revenue received by C/CAG as of June 30, 2019, and accrued interest income for each fiscal year to date. Interest is accumulated and is reallocated to the countywide programs in future years. The amount allocated to the various program categories is the total revenue received, excluding interest earned and after subtracting 5% from the top for program administration, as summarized below.

Funds allocated under Administration pays for program management and administration activities. Per the adopted Measure M 5-Year Implementation Plan, unexpended allocation for program administration will be reallocated to the countywide programs in future years, similar to the accumulated interest.

REVENUE	FY 2018-19	Total to Date²
Total VRF Collected	\$7,774,301	\$58,989,770
DMV fees	(\$3,887)	(\$85,566)
To C/CAG	\$7,770,414	\$58,904,204
Interest ¹	\$341,951	\$686,885
Total Revenue	\$8,112,365	\$59,591,089
ADMINISTRATION		
Program Administration	5%	\$2,945,210
County Assessors Election Costs		(\$549,527)
Net Available for Programs	\$7,381,893	\$55,409,467

¹ Interest not included in distribution

² Total to Date is shown for informational only and includes amounts from inception to June 30, 2019.

ALLOCATION		FY 2018-19	Total to Date
Jurisdiction	50%	\$3,690,947	\$27,704,733
<i>Local Streets and Roads (Traffic Congestion Management/Stormwater Pollution Prevention)</i>			
Programs			
Countywide Transportation Programs	50%	\$3,690,947	\$27,704,733
Transit Operations/Senior Programs	22%	\$1,624,017	\$12,190,083
ITS / Smart Corridor	10%	\$738,189	\$5,540,947
Safe Routes to School	6%	\$442,914	\$3,324,5680
NPDES and MRP admin and projects	12%	\$885,827	\$6,351,728
Program Total		\$7,381,893	\$55,409,467

EXPENDITURES		FY 2018-19	Total to Date
Administration		\$112,760	\$1,724,973
Jurisdiction		\$3,357,538	\$24,269,809
<i>Local Streets and Roads (Traffic Congestion Management/Stormwater Pollution Prevention)</i>			
Programs			
Transit Operations/Senior Programs		\$1,401,033	\$11,634,908
ITS / Smart Corridor		\$0	\$1,702,409
Safe Routes to School		\$138,848	\$2,030,978
NPDES and MRP admin and projects		\$967,070	\$6,351,728
Program Total		\$6,457,052	\$47,714,805

Local Streets and Roads

Net funds available over the Fiscal Year 2018-2019 for distribution, after subtracting five percent for program administration, and the actual expenditure for each program category are summarized below.
Local Streets and Roads

Funds for local streets and roads are allocated to jurisdictions to reimburse expenditures related to traffic congestion management or stormwater pollution prevention related activities. Allocations are issued biennially for funds collected from July to December and from January to June of each fiscal year, after funds are collected for each six-month period. For the Fiscal Year 2018-19, C/CAG has allocated \$3.7 million with nearly \$3.4 million claimed by the local jurisdictions. Fifty percent (50%) of the total distribution has reimbursed jurisdictions for street resurfacing and congestion management related projects with 50% of the funds used to reimburse stormwater pollution prevention related activities such as street sweeping, storm drain inlet cleaning, and Municipal Regional Permit (MRP) compliance. The total allocations and reimbursements (through January 2, 2020) are as follows.

Jurisdiction	%	Allocation	Reimbursement		
			Stormwater	Traffic	Total
ATHERTON	2.03%	\$ 75,000	\$ -	\$ 75,000	\$ 75,000
BELMONT	3.37%	\$ 124,499	\$ 62,249	\$ 62,249	\$ 124,499
BRISBANE	2.03%	\$ 164,815	\$ 21,600	\$ -	\$ 21,600
BURLINGAME	4.08%	\$ 150,773	\$ 150,773	\$ -	\$ 150,773
COLMA	2.03%	\$ 75,000	\$ -	\$ -	\$ -
DALY CITY	9.54%	\$ 352,269	\$ -	\$ 352,269	\$ 352,269
EAST PALO ALTO	3.02%	\$ 111,572	\$ -	\$ -	\$ -
FOSTER CITY	3.20%	\$ 117,943	\$ -	\$ 117,943	\$ 117,943
HALF MOON BAY	2.03%	\$ 75,000	\$ -	\$ 75,000	\$ 75,000
HILLSBOROUGH	2.91%	\$ 107,380	\$ -	\$ 107,380	\$ 107,380
MENLO PARK	4.74%	\$ 174,853	\$ 174,853	\$ -	\$ 174,853
MILLBRAE	2.78%	\$ 102,670	\$ 102,670	\$ -	\$ 102,670
PACIFICA	4.75%	\$ 175,319	\$ 162,233	\$ 12,710	\$ 174,942
PORTOLA VALLEY	2.03%	\$ 75,000	\$ -	\$ -	\$ -
REDWOOD CITY	9.23%	\$ 340,582	\$ 340,582	\$ -	\$ 340,582
SAN BRUNO	4.83%	\$ 178,157	\$ 89,078	\$ 89,043	\$ 178,121
SAN CARLOS	4.08%	\$ 150,499	\$ 81,281	\$ 69,218	\$ 150,499
SAN MATEO	11.45%	\$ 422,538	\$ 139,203	\$ 283,335	\$ 422,538
SOUTH SAN FRANCISCO	7.27%	\$ 268,351	\$ 144,930	\$ 123,420	\$ 268,351
WOODSIDE	2.03%	\$ 75,000	\$ -	\$ 75,000	\$ 75,000
SAN MATEO COUNTY	12.56%	\$ 463,542	\$ 213,193	\$ 250,349	\$ 463,542
Total	100.00%	\$ 3,690,946	\$ 1,682,647	\$ 1,692,915	\$ 3,375,562

Countywide Transportation Programs

Transit Operations/Senior Mobility Programs

Funds for this category are currently used for paratransit (disabled and senior) service including Senior Mobility programs.

C/CAG provides the San Mateo Transit District (SamTrans) \$1.4 million annually to partially fund the RediWheels and Senior Mobility programs. SamTrans' annual paratransit service budget is over \$19 million. The programs are summarized as follows:

- Senior Mobility Program promotes and coordinates community transit; provides rides through community-based transportation; encourages the use of transit; provides information and assistance of older drivers; and promotes improvements to remove barriers to pedestrian activities by older adults.
- The RediWheels program is a fixed-route paratransit service for persons with disabilities who cannot independently use regular SamTrans bus service. The RediWheels service is provided on the bayside of the County (RediCoast on the coast side). SamTrans offers paratransit customers a financial incentive to use the services by allowing ADA (American with Disabilities Act) certified customers and personal care attendants to ride all regular fixed-route SamTrans trip without paying a fare.

Performance measures to assess effectiveness of the RediWheels program regarding ridership and contractor are provided below.

Shuttle Service	FY 2018-19
Total Revenue Hours ¹	40,103
Total Ridership (one-way trips)	76,859
Individual Riding ²	2,139
Cost Per Rider	\$56.17
<hr/>	
Contractor	FY 2018-19
Productivity (Passengers/hr.) [Std. 1.7]	1.92
On Time Performance [90%]	91%
Miles between preventable accidents [70,000]	43,183
Complaints per thousand riders [2.5]	0.63
Telephone hold time (minutes) [1.5]	1.1

1) Quarterly

2) Number of enrolled individual RediWheels users who rode

In addition to providing funds to RediWheels, C/CAG has allocated up to \$100,000 in Measure M Transit Operations and Senior Mobility program funding to supplement the funding C/CAG received from the Metropolitan Transportation Commission (MTC) to update two of the County's Community-Based Transportation Plans (CBTP). CBTPs are designed specifically to identify transportation needs in designated Communities of Concern, including areas with concentrated populations of low income, limited English proficiency, minority, zero vehicle households, seniors, disabled, single parent households or severely rent-burdened households.

Intelligent Transportation System (ITS)/Smart Corridor

Funds are being accumulated under this program category to be used for the San Mateo County Smart Corridor project construction and maintenance in addition to funding other countywide ITS projects. The Smart Corridor project deploys and integrates ITS elements, including communication network, signal system upgrade, signage and close circuit cameras along state routes (El Camino Real) and major local streets enabling Caltrans and local cities to implement strategies to manage recurring and non-recurring traffic congestion to reduce delays and improve mobility. The initial project extends from I-380 to the Santa Clara County line and includes local arterials connecting US 101 and SR 82 (El Camino Real).

C/CAG is extending the Smart Corridor project to the northern County in the Cities of South San Francisco and Brisbane along US 101 and City of Daly City and Town of Colma along I-280. Currently, these projects are in the environmental and design phases. Construction for these projects are anticipated to begin in FY 2020-21, therefore, some Measures M funds are being budgeted to be combined with other state funding. For FY 2018-19, no Measure M funds were expended since there was still a balance from the prior years' budget in the ITS/Smart Corridor fund. Maintenance cost during the FY 2018-19 was approximately \$293,000, which included preventative maintenance activities and repairs of the communication network and equipment as needed. Funds are being reserved for future maintenance needs, estimated at up to \$5.5 million over the next 10 years. For ITS, it is anticipated available funds will be allocated towards a program to provide cities funds for replacing and/or deploying new equipment for traffic management.

Safe Routes to School (SRTS)

The San Mateo County SRTS Program is a countywide effort to promote activities that increase the number of students walking, biking and carpooling to schools as ways of promoting students' health and fitness, in addition to reducing traffic congestion around schools and improving air quality. The program focuses on non-infrastructure project outreach activities such as education, encouragement, and evaluation. C/CAG subcontracts to the San Mateo County Office of Education (COE) for the day-to-day program management. The overall SRTS Program, funded by a combination of STP/CMAQ and matching funds from Measure M, is budgeted annually to include administration and indirect costs for COE staff and funds provided to the schools in the form of grants.

The FY 2018-19 program was based on the comprehensive 6 E's model: education, encouragement, engineering, enforcement, evaluation, and equity. These activities were delivered via school assemblies, bicycle and pedestrian rodeos, bike clubs, family bike nights, walking school buses, bike trains, International Walk to School Day, National Bike to School Day, Golden Sneaker Contests, and more. 96 schools from 14 districts participated in the program.

Federal funding for the FY 2017-18 program was not available until late 2017; however, to continue implementing the program between September – December 2017, C/CAG used local Measure M funds to support SMCOE staff time. Local funds did not include any funding for school site grants since they are

paid for by federal CMAQ funds. Federal funds were secured and made available to school districts in early 2018. Due to the delay, the deadline for districts/schools to spend grant funds was extended until June 30, 2019. In the second half of the fiscal year, districts utilized the approved vendors for education and encouragement activities, participated in National Bike to School Day, the 1st annual bike rack decorating contest, and a new mini-grant program to provide funds to schools not currently participating in the program.

Fiscal Year 2018-19 continued the programs that ran through 2017-18, including bike rodeos, classes and assemblies, encouragement events, and walk and bike audits. The federal CMAQ funds for this fiscal year helped cover the school site grants, administration costs, and other non-infrastructure program support to COE. Local Measure M money was used to fund walk audits and promote other Safe Routes to School programs.

Funding is provided to schools for non-infrastructure projects such as outreach and education activities and walkability/bikability audits. Measure M funds also support small capital infrastructure projects located on school sites such as signage, safety measures within school parking lots, bike lockers/racks, and other improvements addressing bicyclist and pedestrian access to/from school as well as promoting safe driving practices. A summary of participants and types of activities provided are as follows:

FY 18-19 Report Numbers

Participation	Total
School Districts	15
Individual Schools	90

Activities/Events	Total
Educational Bicycle Rodeos	62
Assemblies and Classes	329
Encouragement Events	401
Walk and Bike Audits	5

Student hand tallies and parent surveys conducted in Spring of 2017-18 & 2018-19 School Years indicated the following mode split:

	Family Car	Walk	Bike	Transit	School Bus	Carpool	Other
Spring, 2017-18 School Year	60%	20%	4.3%	2.2%	5.5%	7.4%	0.6%
Spring, 2018-19 School Year	62.4%	18.7%	4.1%	2.7%	4.8%	6.5%	0.6%

Source: SRTS Annual Report 2019; 2017-18 data was based on information from 10 districts and 44 schools. 2018-19 data is based on information from 14 districts and 65 schools.

National Pollutant Discharge Elimination System (NPDES)/Municipal Regional Permit (MRP)

Funds accumulating under this program category are designated for pollution mitigation programs and projects, as allowed under Measure M’s authorizing legislation, Government Code Section 65089.20. C/CAG utilizes Measure M funding (\$4 million from FY 2016-17 to FY 2020-21, approximately \$800k annually) for consultant support in meeting Municipal Regional Permit (MRP) requirements which includes the following technical support activities: Water quality monitoring, mercury/PCBs controls, trash load reduction, public information and outreach, general education/training/guidance/regional involvement & coordination, and annual reporting. Overall, Measure M funds in this program category have helped ensure C/CAG’s member agencies stay in compliance with requirements in the MRP. C/CAG performs all the mandated water quality monitoring in San Mateo County, most of stormwater-related public education and outreach, and significant efforts to support member agencies in achieving mandated reductions in mercury and PCBs (polychlorinated biphenyls), trash, and urban pesticides. In addition, Measure M funds support C/CAG’s consultant efforts to educate and train member agency staffs in implementing their local stormwater control programs, as well as support annual reporting of regional, countywide, and local stormwater management efforts.

In Fiscal Year 2018-19, funds supported seven technical subcommittees, 6 training workshops, performance of 670 on-land visual assessments at 220 sites to verify effectiveness of member agency trash load reduction actions, completion of Phase I and II Reasonable Assurance Analysis modeling reports to calculate baseline PCBs loading in San Mateo County and evaluate cost-optimized green infrastructure scenarios to meet long-term water quality goals for all member agencies, completion of the Green Infrastructure Design Guide and typical details and specifications to support green infrastructure implementation, establishment of local programs to manage PCBs in building materials during demolition, collection and analysis of water and sediment samples throughout the county, and review of all 21 member agency annual reports.

Area of Support/Permit Provision	Typical % of Expenditures
Water quality monitoring	38
Mercury/PCBs controls/Reasonable Assurance Analysis	17
Trash load reduction	10
Green infrastructure planning	16
General education, trainings, and guidance, and regional involvement & coordination	17
Annual reporting	2
Total	100

C/CAG AGENDA REPORT

Date: January 27, 2020

To: Congestion Management and Environmental Quality (CMEQ) Committee

From: Kim Wever, Transportation Programs Specialist

Subject: Review and recommend approval of the Fiscal Year 2020/21 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County.

(For further information or response to questions, contact Kim Wever at 650-599-1451)

RECOMMENDATION

That the C/CAG CMEQ Committee review and recommend approval of the Fiscal Year 2020/21 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 \$1,404,195 (Admin. - \$69,195; Projects - \$1,335,000)

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 2021 is utilized for the FY 2020/21 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.

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 2019/20, as summarized in the table below, in addition to the Voluntary Trip Reduction Program and SamTrans Shuttle Program, funds were distributed towards continuing the Carpooling Incentive Program and a new innovative pilot project. Annual average amount allocated to C/CAG is approximately \$1.3 million.

	TFCA Funds FY 2019/20
Administration	\$54,079
Commute.org - Countywide Voluntary Trip Reduction	\$600,000
SamTrans BART Shuttle	\$150,000
Carpool Incentives Program / Innovative Pilot Project	\$510,000
Total	<u>\$1,314,079</u>

FY 2020/21 Funding Recommendations

There is a total \$1,404,195 available for FY 2020/21. The increase in funding is attributed to rolled over unspent funds from previous cycle, variation in interest rate, and revenue estimate by BAAQMD. The recommended administration budget is \$69,195 (approx. 5.2%, the maximum allowable is 6.25%) with the remaining \$1,335,000 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 \$300,000 for the BART Shuttle Program. Commute.org’s amount remains at the same level and SamTrans amount increased by \$150,000. The remaining \$435,000 is recommended to be allocated towards continuing the Carpooling Incentive Program as well as 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 2020/21 TFCA County Program Manager fund is shown below:

	<u>TFCA Funds FY 20/21</u>
Administration	\$69,195
Commute.org - Countywide Voluntary Trip Reduction	\$600,000
SamTrans BART Shuttle	\$300,000
Carpool Incentives Program / Innovative Pilot Project	\$435,000
Total	<u>\$1,404,195</u>

ATTACHMENTS

- None.

C/CAG AGENDA REPORT

Date: January 27, 2020
To: Congestion Management and Environmental Quality (CMEQ) Committee
From: Jeff Lacap, Transportation Programs Specialist
Subject: Nomination/Election of Chair and Vice Chair

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

RECOMMENDATION

That the CMEQ Committee nominate and elect a Chair and a Vice Chair to serve for the year.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A.

BACKGROUND

Each year, the CMEQ Committee selects a Chair and a Vice Chair to lead the Committee for the year. Member Richard Garbarino currently serves as the Chair, and Member Mike O'Neill currently serves as the Vice Chair. Member Garbarino was elected Chair at the January 28, 2013 CMEQ meeting, and Member O'Neill was elected Vice Chair at the January 26, 2015 CMEQ meeting. Both are eligible to continue serving in their respective roles if elected by the Committee.

ATTACHMENTS

None.