Measure M Improving San Mateo County

5 Year Performance Report – Fiscal Years 2016/2017 – 2020/2021

C/CAG
City/County Association of Governments
of San Mateo County

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Introduction

Measure M Overview

The City/County Association of Governments (C/CAG) of San Mateo County's Measure M program utilizes an annual $10 vehicle registration fee (VRF) levied on motor vehicles to deliver programs that maintain local roads, improve access to transportation options, decrease congestion and reduce water pollution from vehicle runoffs. Measure M was approved by voters in 2010 for a 25-year period, with the expectation that the program would generate roughly $6.7 million annually in funding. However, the actual revenue differs from year to year depending on the VRF collection.

Per the Expenditure Plan included in the original Measure M text, 50% of the net proceeds (after the administration fees have been distributed) are allocated to the 20 cities and the County for improvements to local streets and roads, while the other 50% is used for four countywide transportation programs and projects.

Measure M Vision

C/CAG is working towards enhancing the transportation experience for all and improving the quality of life within its cities. Measure M was created to support this goal in alignment with San Mateo's Countywide Transportation Plan vision which encourages and promotes the safe and efficient management, operation, and development of a regional inter-modal transportation system.

Ten years after Measure M's implementation in 2011, C/CAG updated the program in 2021 to best serve the changing needs of its communities. The new approach is outlined in the "Measure M Implementation Plan and Strategic Guidance – Fiscal Years 2021/22 to 2025/26" which contains goals, objectives, and recommendations for the program going forward. Through the process of developing the Modernizing Measure M Plan, C/CAG staff, stakeholders, and partners agreed upon a new vision for the program. Measure M aims to:

Improve mobility and reduce water pollution in San Mateo County through flexible, innovative, efficient, insight-driven and accountable program delivery.

Programs supported by Measure M

Measure M's programs and projects specifically support the travel conditions for people paying the VRF, and benefit all residents through actions that promote more efficient and cleaner alternatives to getting around. The five programs are:

LOCAL STREETS AND ROADS **(50%)**
This program aims to facilitate the efficient movement of vehicles, bicycles, and pedestrians, by maintaining local streets and roads through actions related to congestion management and stormwater pollution prevention.

TRANSIT OPERATIONS/SENIOR MOBILITY **(22%)**
This program aims to increase access to mobility options, providing target solutions for individuals with special mobility needs such as seniors and people with disabilities.

STORMWATER **(12%)**
This program aims to reduce countywide stormwater pollution by providing consultant support to agencies on regulatory compliances related to stormwater discharge.

INTELLIGENT TRANSPORTATION SYSTEM/SMART CORRIDOR **(10%)**
This program supports the Smart Corridor project construction and maintenance, in addition to other countywide projects that leverage transportation technology to improve congestion, safety and accessibility.

SAFE ROUTES TO SCHOOL **(6%)**
This program aims to provide safe access to schools, and to diversify the travel mode share to reduce private car travel among students and parents.

Measure M (FY 2016/17-2020/21) Summary

This report compiles Measure M's performance information from the last five fiscal years (2016/17-2020/21). The sections in the report present the allocation, revenues and expenditures for the program administration, the local jurisdictions and the four countywide transportation programs.

The revenue received from VRF collected during the five-year period of Fiscal Years 2016-17 through 2020-21 was $36,868,973 with an average yearly revenue of approximately $7.3 M. The programs and projects benefited are as follows:

Allocation % and Revenue

(50%) **$17.5 M**

LOCAL STREETS AND ROADS
- Over 290,000 miles of roads repaved or improved
- Over 29 million ft^2 of slurry seal applied
- Over 422,000 miles of roads swept
- Over 40,000 of inlets cleaned

(22%) **$7.7 M**

TRANSIT OPERATIONS/SENIOR MOBILITY
- Over 2 million trips provided to seniors and those with disabilities in San Mateo County
- Over 800 individual seniors served annually

(12%) **$4.2 M**

STORMWATER (NPDES/MRP)
- Over 2790 visual land assessments
- Jurisdictional compliance with the MRP across the county

(10%) **$3.5 M**

INTELLIGENT TRANSPORTATION SYSTEM/SMART CORRIDOR
- Over 33 miles of fiber communication installed
- At least 10% time savings reported in first activations of smart corridor system

(6%) **$2.1 M**

SAFE ROUTES TO SCHOOL
- 10 Green Infrastructure projects that include elements of both SRTS and Stormwater
- Over 110 participating schools

Fiscal Years 2016/17 – 2020/21

Covid-19 Disclaimer

The COVID-19 pandemic did not majorly affect Measure M's revenue or performance. Although the revenue was slightly less than previous years, it was still within the range of planned revenue of $6.7 M per year. Most notably, stay-at-home mandates and safety measures impacted the day-to-day operations of the Senior Mobility and Safe Routes to School programs.

Revenue

This section provides details on the total revenue for the five-year period and the funds allocated for Measure M's administration. From the $36.9 M collected, the Department of Motor Vehicles (DMV) charges a small Administrative Service Fee[1] (ASF) for operational expenses. The remainder of the funds are then provided to C/CAG to be allocated to the various program categories (excluding interests earned), after subtracting 5% of the total revenue for program administration purposes, as summarized in Table 1 below.

Table 1 Total Revenue and Administration Allocation

REVENUE	FY2016-17	FY2017-18	FY2018-19	FY2019-20	FY2020-21	5-Y TOTAL (2017/2021)	TOTAL TO DATE[2]
Total VRF Collected	$7,474,865	$7,517,638	$7,774,301	$7,189,349	$6,931,264	$36,887,417	**$73,107,834**
DMV Fees[1]	$(3,737)	$(3,759)	$(3,887)	$(3,595)	$(3,465)	$(18,444)	**$(91,626)**
To C/CAG[3]	**$7,471,128**	**$7,513,879**	**$7,770,413**	**$7,185,755**	**$6,927,799**	**$36,868,973**	**$73,017,757**
Interest	$53,963	$122,736	$341,951	$354,857	$(6,351)	$867,156	**$1,035,391**
TOTAL REVENUE	**$7,525,091**	**$7,636,615**	**$8,112,364**	**$7,540,612**	**$6,921,448**	**$37,736,129**	**$74,053,148**
Program Administration Allocation 5%	$(373,556)	$(375,694)	$(388,521)	$(359,288)	$(346,390)	$(1,843,449)	**$(3,650,888)**
One time County Assessors Election Cost							**$(549,527)**
NET AVAILABLE FOR PROGRAMS	**$7,097,571**	**$7,138,185**	**$7,381,893**	**$6,826,467**	**$6,581,409**	**$35,025,525**	**$68,817,342**

1. The DMV charges $0.005 per vehicle registration for Administrative Service Fee (ASF) on a monthly basis. For example, DMV collects $200.00 for the month; the monthly ASF is $200/$10*$0.005=$0.1. remains in the Department of Motor Vehicles (DMV) for administrative expenses. The remainder of the funds goes to C/CAG to be allocated to the various program categories, leaving 5% of the total revenue for program administration purposes, as summarized in Table 1 above.
2. Total to Date is shown for information only and includes amounts from inception to June 30, 2021
3. Interest is not included in distribution. Interest is accumulated and is reallocated the programs in future years once a substantial amount is accrued.

Allocation & Expenditure

Program Administration

Of the total revenue received, 5% is allocated under this category to cover program management costs and administrative activities.

For the current five-year implementation period, $1,843,449 was allocated to the Program Administration category. In addition to program administration, C/CAG used the administration funds to developing the "Measure M Implementation Plan and Strategic Guidance".

On April 9, 2020, the C/CAG Board approved Resolution 20-09, approving the reallocation of Measure M accumulated interest of $686,885 and unspent administration funds $1,220,237 from program inception to June 30, 2019.

The unspent administration funds in addition to the combined accumulated interest summed a total of $1,907,122, which was reallocated to the local jurisdictions and the four Countywide Programs using the allocation percentages from the FY 2017-2021 5-Year Implementation Plan.

Table 2 Administration Funds

5-YEAR PERIOD (2017-2021)	REVENUE	BALANCE PREVIOUS REPORTING PERIOD	EXPENDITURE	ENCUMBRANCE[4]	BALANCE	TOTAL REVENUE TO DATE	TOTAL EXPENDITURE TO DATE
Administration (5%)	$1,843,449	$673, 400	$(1,213,075)	$(1,220,237)	$ 83,536	**$3,650,888[5]**	**$(2,467,587)[5]**

Program Allocation Overview

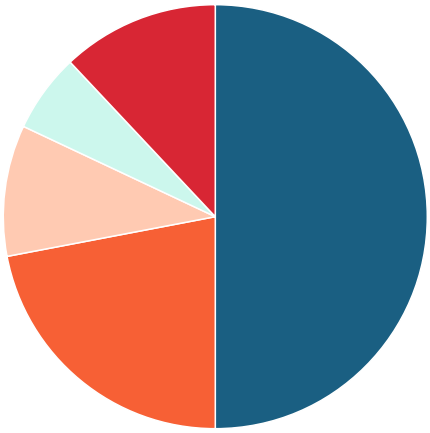

Figure 1. Program Allocation %

As stipulated on the Measure M voter approved Expenditure plan, the net revenue received of approximately $35M, excluding interest earned and 5% for program Administration, is allocated to the jurisdictions for local streets and roads expenses, and to the four Countywide Transportation Programs set by the Measure M voter approved Expenditure Plan. The revenue is allocated as follows:

JURISDICTION

50% Local Streets and Roads

COUNTYWIDE TRANSPORTATION PROGRAMS

22% Transit Operations/Senior Mobility
12% Stormwater (NPDES/MRP)
10% Intelligent Transportation System/Smart Corridor
6% Safe Routes to School

4. The unspent administrative funds that were reallocated for the local jurisdictions and Countywide programs to expend.
5. Total to Date is shown for information only and includes amounts from inception to June 30, 2021

Table 3 offers a summary of the allocation for each program for each fiscal year.

Table 3 Program Allocation per Year

ALLOCATION	FY2016-17	FY2017-18	FY2018-19	FY2019-20	FY2020-21	5-Y TOTAL (2017/2021)	TOTAL TO DATE[6]
Local Streets and Roads (50%)	$3,548,786	$3,569,092	$3,690,946	$3,413,233	$3,290,704	**$17,512,762**	**$34,408,671**
Transit Operations/ Senior Programs (22%)	$1,561,466	$1,570,401	$1,624,016	$1,501,823	$1,447,910	**$7,705,615**	**$15,139,815**
Stormwater (NPDES and MRP) (12%)	$851,709	$856,582	$885,827	$819,176	$789,769	**$4,203,063**	**$8,258,081**
ITS/Smart Corridor (10%)	$709,757	$713,818	$738,189	$682,647	$658,141	**$3,502,552**	**$6,881,734**
Safe Routes to School (6%)	$ 425,854	$428,291	$442,914	$409,588	$394,885	**$2,101,531**	**$4,129,041**
PROGRAM TOTAL	**$7,097,571**	**$7,138,185**	**$7,381,893**	**$6,826,467**	**$6,581,409**	**$35,025,525**	**$68,817,342**

Table 4 offers a summary of the allocation for each program, including additional revenues of $1,907,122 from accrued interests and unspent administration funds from program inception to June 30, 2019. Table 4 also shows the funds spent in the 5-year period (2016/17 – 2020/21. Table 5 is shown for information only and includes allocation and expenditures from inception to June 30, 2021.

Table 4 Program Allocation and Expenditure FY 2016/17 – 2020/21

PROGRAMS 5-YEAR PERIOD	REVENUE	REALLOCATION FROM ADMIN & INTEREST	OTHER REVENUE[7]	EXPENDITURE	BALANCE FROM PREVIOUS PERIOD	ENCUMBRANCE[8]	TOTAL TO BE ALLOCATED
Local Streets and Roads (50%)	$17,512,762	$953,561	-	$(17,813,548)	$3,114,249	$(3,767,025)	-
Transit Operations/ Senior Programs (22%)	$7,705,615	$419,567	-	$ (7,402,521)	$434,200	$(737,294)	$419,567
Stormwater (NPDES and MRP) (12%)	$4,203,063	$228,855	-	$(4,298,750)	$305,374	-	$438,542
ITS/Smart Corridor (10%)	$3,502,552	$190,712	$225,000	$(1,248,895)	$2,479,182	$(4,470,000)	$678,551
Safe Routes to School (6%)	$2,101,531	$114,427	-	$(1,550,252)	$581,609	$(129,383)	$1,117,932
TOTAL	**$35,025,525**	**$1,907,122**	**$225,000**	**$(32,313,966)**	**$6,914,613**	**$(9,103,702)**	**$2,654,592**

6. Total to Date is shown for information only and includes amounts from inception to June 30, 2021
7. Contributions from local jurisdictions, and San Mateo County Transportation Authority to help cover the Streetlight Data subscription costs.
8. The balances are encumbered for current and future projects.

Table 5- Program Allocation and Expenditure from Inception to Date FY 2011/12 – 2020/21

TOTAL TO DATE (2011-2021)	REVENUE	REALLOCATION FROM ADMIN & INTEREST	OTHER REVENUE[7]	EXPENDITURE	ENCUMBRANCE[8]	TOTAL TO BE ALLOCATED
Local Streets and Roads (50%)	$34,408,671	$953,561		$(31,595,208)	$(3,767,025)	-
Transit Operations/ Senior Programs (22%)	$15,139,815	$419,567		$(14,402,521)	$(737,294)	$419,567
Stormwater (NPDES and MRP) (12%)	$8,258,081	$228,855		$(8,048,394)	-	$438,542
ITS/Smart Corridor (10%)	$6,881,734	$190,712	$225,000	$(2,148,895)	$(4,470,000)	$678,551
Safe Routes to School (6%)	$4,129,041	$114,427		$(2,996,153)	$(129,383)	$1,117,932
TOTAL	**$68,817,342**	**1,907,122**	**225,000**	**(59,191,170)**	**(8,974,319)**	**2,654,592**

7. Contributions from local jurisdictions, and San Mateo County Transportation Authority to help cover the Streetlight Data subscription costs.
8. The balances are encumbered for current and future projects.

Measure M's Programs

50%
% of the total net revenue

$17.5 M
total allocation

Local Streets & Roads

Funds for the Local Streets and Roads program are allocated to jurisdictions to reimburse expenditures related to traffic congestion management or stormwater pollution prevention activities. Some projects include street sweeping, storm drain inlet cleaning, and Municipal Regional Permit (MRP) compliance assistance. The MRP regulates new development and redevelopment projects regarding measures related to stormwater discharges to prevent increases in runoff flows.

49%
of the total amount reimbursed to jurisdictions has projects in the Traffic Congestion Management category

51%
of the total has funded programs and projects within the Stormwater Pollution Prevention category

Allocations are issued biennially through funds collected from July to December and from January to June of each fiscal year. Of the net total revenue collected for Measure M, 50% goes to this program. The funds are offered in the form of reimbursement for each jurisdiction's expenses that apply to either stormwater or traffic congestion management activities. For the 5-Year period, C/CAG has allocated $17,512,762 proportionally to the 20 cities and towns and the County; on average, 98% of the total net value revenue was reimbursed.

Some accomplishments achieved through the allocated funds are:

- Over 290,00 miles of roads repaved or improved
- Over 29 million square feet of slurry seal applied
- Over 422,000 miles of road swept
- Over 40,000 inlets cleaned

							REIMBURSEMENT		
JURISDICTION	%						STORM-WATER	TRAFFIC	TOTAL
Atherton	2.19%	383,570	-	(5,146)	(5,146)	16,520	-	(319,943)	(319,943)
Belmont	3.34%	584,138	-			34,083	(372,331)	(245,890)	(618,221)
Brisbane	2.19%	383,570	-			9,509	(231,388)	(101,070)	(332,457)
Burlingame	3.91%	684,574	-	(12,868)	(12,868)	36,608	(690,050)	-	(690,050)
Colma	2.19%	383,570	239,311			3,057	(169,204)	(320,032)	(489,236)
Daly City	9.55%	1,672,712	-	(24,231)	(24,231)	98,933	-	(1,747,415)	(1,747,415)
East Palo Alto	2.94%	514,596	452,601	(12,868)	(12,868)	28,267	(208,582)	-	(208,582)
Foster City	3.19%	558,652	-	(12,868)	(12,868)	36,048	-	(530,123)	(530,123)
Half Moon Bay	2.19%	383,570	-			17,611	(83,570)	(150,000)	(233,570)
Hillsborough	2.85%	499,442	-			27,679	-	(527,121)	(527,121)
Menlo Park	4.57%	800,205	-			46,056	(780,728)	(65,533)	(846,261)
Millbrae	2.77%	485,695	-	(12,868)	(12,868)	27,458	(482,021)	-	(482,021)
Pacifica	4.73%	828,265	-			46,874	(709,777)	(165,362)	(875,139)
Portola Valley	2.19%	383,570	80,694			13,367	-	(141,275)	(141,275)
Redwood City	9.15%	1,602,906	-			97,622	(1,700,528)	-	(1,700,528)
San Bruno	4.78%	837,400	-	(12,868)	(12,868)	48,474	(427,353)	(427,389)	(854,742)
San Carlos	4.05%	709,057	-			40,240	(81,281)	(668,016)	(749,298)
San Mateo	11.27%	1,974,134	-	(20,588)	(20,588)	114,261	(869,563)	(1,169,022)	(2,038,585)
South San Francisco	7.38%	1,292,084	-	(20,588)	(20,588)	75,213	(285,207)	(1,061,503)	(1,346,709)
Woodside	2.19%	383,570	-			19,392	-	(402,962)	(402,962)
San Mateo County	12.38%	2,167,482	-	(20,588)	(20,588)	116,289	(1,744,053)	(489,908)	(2,233,961)
TOTAL	100%	17,512,760	772,607	(155,481)	(155,481)	953,561	(8,835,636)	(8,532,562)	(17,368,199)

22%
% of the total net revenue

$7.7 M
total allocation

Transit Operations/Senior Mobility Programs

Funds for this program support paratransit and other services that aid the mobility of seniors and people with disabilities. Of the total net revenue collected, C/CAG issues 22% of the funds to the managing entity of this program, the San Mateo County Transit District (SamTrans). This represents an average annual allocation of approximately $1.5 million, and a total of $7,705,615 for the 5-year period plus reallocation of administration funds and interests.

The allocation primarily supports the Redi-Wheels program, which is a fixed-route paratransit service for people with disabilities who might not be able to access regular bus services. Apart from Redi-Wheels, the funds support Senior Mobility programs that provide rides through community-based transportation; encourage the use of transit; provide information and assistance to older adult travelers; and promote improvements to remove barriers to pedestrian activities by older adults.

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 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.

Table 7 Allocation and Reimbursement
FY 2016/17 - 2020/21

TRANSIT OPERATIONS/ SENIOR MOBILITY	FY2016-17	FY2017-18	FY2018-19[14]	FY2019-20	FY2020-21	REALLOC OF ADMIN AND INTEREST	5-YEAR TOTAL (2017-2021) + REALLOC
ALLOCATION[13]	$1,561,466	$1,570,401	$1,624,016	$1,501,823	$1,447,910	$419,567	**$ 8,125,182**
EXPENDITURE	$(1,400,000)	$(1,833,875)	$(1,401,033)	$(1,405,801)	$(1,361,812)		**$(7,402,521)**

13. Used SamTrans previous period balance
14. Expenditures starting in FY18/19 includes the CBTP

Table 8a Redi-Wheels Program Performance Measures

PROGRAM	FY2016-17	FY2017-18	FY2018-19	FY2019-20*	FY2020-21*
Total Revenue Hours	45027	43622	40103	31631	24255
Total Ridership (one-way trips)	81814	80885	76859	58392	28316
Individual Riding	2321	2295	2139	1660	884
Cost Per Rider	$57.87	$56.32	$56.17	$82.19	$123.94

*The fiscal years of 2019-2020 and 2020-2021 present a significant decrease in ridership due to stay-at-home mandates and safety measures related to the pandemic

Table 8b Redi-Wheels Program Performance Measures

SERVICE INDICATORS	FY2016-17	FY2017-18	FY2018-19	FY2019-20	FY2020-21
Productivity (Passengers/hr.) [Std. 1.7]	1.81	1.85	1.92	1.85	1.17
On Time Performance [90%]	92%	90%	91%	93%	97%
Miles between preventable accidents [70,000]	102,430	93,147	43,183	73,388	53,593
Complaints per thousand rides[15] [2.5]	0.41	0.62	0.63	0.69	0.44
Telephone hold time (minutes) [1.5]	1.00	1.30	1.10	0.68	0.42

15. i.e If the customer rides 10 times in a month, it counts as 10 rides

12%
% of the total net revenue

$4.2 M
total allocation

Stormwater (NPDES/MRP)

Funds allocated to this category are designated for pollution mitigation programs and projects. Activities related to this program include stormwater-related public education and outreach, member agency training, water quality monitoring, green infrastructure planning, watershed modeling, and efforts to reduce mercury and polychlorinated biphenyl (PCB) levels, trash, and urban pesticides. These activities fall under the countywide compliance of C/CAG's Water Pollution Prevention Program and Municipal Regional Permit; the program provides assistance to jurisdictions on seven technical categories: water quality monitoring, mercury/PCBs controls, trash load reduction, public information and outreach, general education/training/guidance/ regional involvement & coordination, and annual reporting.

Measure M allocates 12% of the total net revenue to support this program, an average of approximately $850,000 annually, representing a total of $4,203,063 plus reallocation of administration funds and interests. Funds are typically allocated as follows:

Table 9 Allocation and Reimbursement FY 2016/17 - 2020/21

STORMWATER	FY2016-17	FY2017-18	FY2018-19	FY2019-20	FY2020-21	REALLOC OF ADMIN AND INTEREST	5-YEAR TOTAL (2017-2021) + REALLOC
ALLOCATION	$851,709	$856,582	$885,827	$819,176	$789,769	$228,855	**$4,431,918**
EXPENDITURE	$(965,381)	$(669,633)	$(967,070)	$(766,006)	$(930,660)		**$(4,298,750)**

Table 10 Allocation of Expenditures

AREA OF SUPPORT/PERMIT PROVISION	% 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%

10%
% of the total net revenue

$ 3.5 M
total allocation

Intelligent Transportation System (ITS)/ Smart Corridor

Funding in this category is dedicated to implementing technology based projects, including the San Mateo County Smart Corridor project construction and maintenance. The current smart corridor limits are from the US-101/ I-380 interchange to the Santa Clara County line and includes local arterials connecting US 101 and SR 82 (El Camino Real). The Smart Corridor project deploys and integrates ITS elements, including communication network, signal system upgrade, signage and close circuit television cameras along state routes and major local arterial streets. The Smart Corridor project enables Caltrans and local cities to implement strategies to manage recurring and non-recurring traffic congestion to reduce delays and improve mobility. The project also creates an opportunity for agencies to share traffic data to improve cross-jurisdictional coordination and provide transit signal priority at key intersections.

C/CAG is extending the Smart Corridor project to the northern part of San Mateo County. The design phase for the City of South San Francisco segment was completed, and construction for the South San Francisco project is anticipated to begin in FY 2021-22. In order for the Smart Corridor devices to communicate with the Transportation Management Center, fiber optic communication infrastructure plays a critical role. The fiber communications network enables the sharing of data, supports coordinated and interoperable transportation systems across multiple jurisdictions, and facilitates technology-based transportation management strategies. In general, Smart Corridor construction includes the installation of underground conduits for fiber optic cables, either by trenching the surface street or by direct underground boring.

The City of South San Francisco was offered by a third party an opportunity to purchase underground conduits through the City's Dig Once policy. The policy is the City's effort to allow parties to collaborate on telecommunications construction projects in the City's Right-of-Way to reduce near and long-term impacts of construction and excavation work. A portion of the routes proposed for telecommunications installation by a third party overlaps with the Smart Corridor project alignment. C/CAG partnered with the City to purchase conduit from the telecommunications provider, which significantly reduce the construction cost of the Smart Corridor project. The C/CAG Board approved allocating a total of $300,000 in ITS program funds to purchase underground conduits.

C/CAG also worked on obtaining environmental clearance and project approval for the northern cities segment, covering the City of Brisbane, City of Daly City and Town of Colma. This segment will move into design phase in FY 2021/22.

Measure M funds were reserved to cover upcoming construction expenses for the South San Francisco and northern cities segment. Maintenance cost during the five year period FY 2016/17 -2020/21 was approximately $1.68M, funded by Measure M and the C/CAG Congestion Relief Fund. Maintenance activities included preventative maintenance tasks to keep the equipment functionality, and repairs of the communication network and equipment.

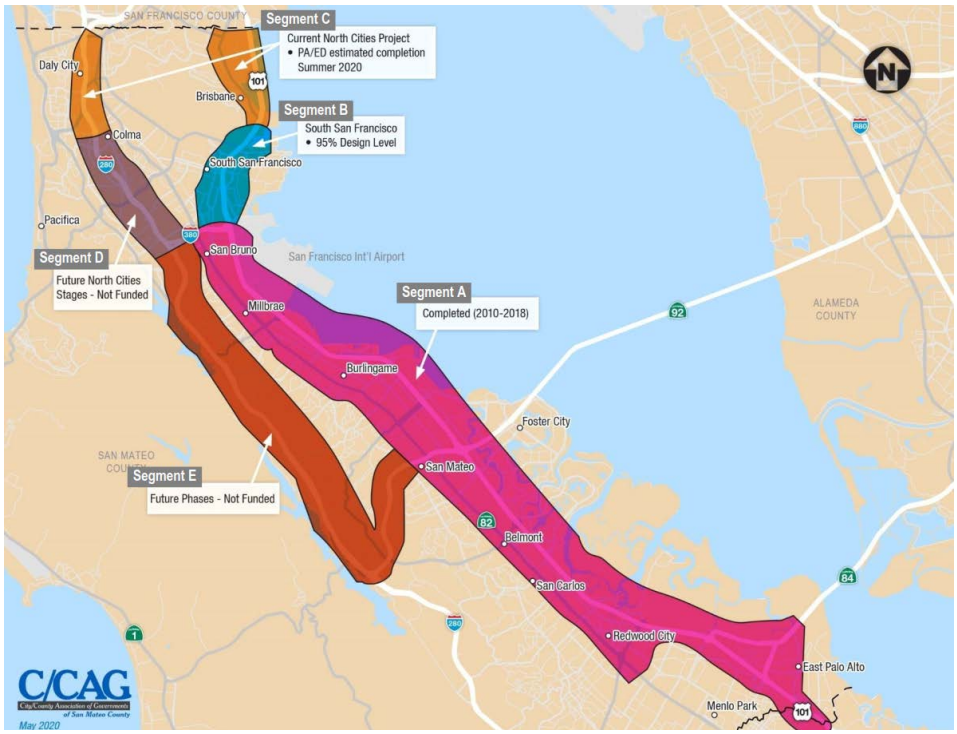

Figure 2. Smart Corridor Project Segment Status

Measure M also supports other countywide projects that leverage transportation technology to improve congestion, safety, and accessibility. For instance, at the County's Public Safety Regional Operations Center, the funds facilitated the implementation of Smart Corridor fiber to provide access to over 260 CCTV cameras. Lastly, the County also benefited from a one-year Streetlight (a geospatial analysis software) subscription.

As the Smart Corridor system devices age, maintaining a healthy upgrade plan to ensure proper functionality and features is critical. In FY 2020/21, C/CAG embarked on the development of a Smart Corridor Device Replacement Plan.

The Plan would guide the agency in determining the order of device replacement, the interval of replacement, and the appropriate allocation of funding towards the capital upgrade. C/CAG first undertook an extensive inventory effort to document the locations of field devices, capture the device history and conditions, and estimate the remaining lifespan. In FY 2021/22, the Device Replacement Plan will be completed and subsequently, Measure M funds will be directed for replacement and/or deployment new equipment in the corridor.

This category is allocated 10% of the total Measure M net revenue, which represents an average of approximately $700,000 every year. For the five-year period, a total of $3,502,552 and an amount of $190,712 from administration funds and interest reallocation was used to support the programs and projects mentioned above.

Table 11 Allocation and Reimbursement FY 2016/17 - 2020/21

ITS/SMART CORRIDOR	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	REALLOC OF ADMIN AND INTEREST	OTHER REVENUE[16]	5-YEAR TOTAL (2017-2021) + REALLOC
ALLOCATION	$709,757	$713,818	$738,189	$682,647	$658,141	$190,712	$225,000	**$3,918,264**
EXPENDITURE[17]	$(802,349)	$(59)	-	-	$(446,487)			**$(1,248,895)**

Table 12 Smart Corridor Project Existing and Proposed Components

PROGRAM	SEGMENT A EXISTING	SEGMENT B IN PROGRESS	SEGMENT C IN PROGRESS	TOTAL
Traffic signal controller upgrades	118	20	24	162
CCTV cameras	45	61	16	122
Electronic signs	26	10	16	52
Detection stations	9	7	11	27
Miles of fiber communications	50+	6	10	66+

16. Contributions from Local Jurisdictions, San Mateo County Transportation Authority, and San Mateo County Transit District to Streetlight Data subscription
17. Smart Corridor maintenance costs relied on a combination of Measure M funding and Congestion Relief funds

6%

% of the total net revenue

$ 2.1 M

total allocation

Covid-19 Disclaimer

The COVID-19 pandemic affected the FY 2019-20 and FY 2020-21 program due to stay-at-home mandates and safety measures. The usual activities were adapted to be virtual events and included Safe Routes to Zoom, Story Time with Safe Routes to School, Teddy Bear Challenge, and videos for the SMCOE YouTube.

Safe Routes to School (SRTS)

Funding in this category is used to support the countywide Safe Routes to School (SRTS) program. This program encourages students and parents to bike, walk, carpool and/or take transit to and from school, with the objective of improving their health and reducing traffic congestion and air pollution in their communities. The program supports students through outreach activities such as walkability/bikeability audits, walking school buses, bike rodeos, safety assemblies, and development of educational videos. 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.

This program is allocated 6% of the total net revenue to support the activities mentioned above, which results in average approximately $420,000 each year, representing a total of $2,101,531 plus reallocation of administration funds and interests. This contribution provides the necessary match, 11.52%, for the federal Congestion Management and Air Quality funding, to support the ongoing program operation. Both funding combined to help ensure overall program's success. In addition to the local match, Measure M funds were expended on small projects such as the provision of stipends to teachers who support SRTS, as well as larger undertakings, such as the joint SRTS/ Green Infrastructure capital projects that were implemented in 2018. These pilot projects were implemented to demonstrate that green infrastructure can be cost-effectively integrated with traditional SRTS infrastructure projects to enhance safety and achieve stormwater pollutant reductions. C/CAG funded ten projects which included elements of both SRTS infrastructure and stormwater, such as curb extensions and crossing improvements with bioretention components.

Table 13 Allocation and Reimbursement FY 2016/17 - 2020/21

SRTS	FY2016-17	FY2017-18	FY2018-19	FY2019-20	FY2020-21	REALLOC OF ADMIN AND INTEREST	5-YEAR TOTAL (2017-2021) + REALLOC
ALLOCATION	$425,854	$428,291	$442,914	$409,588	$394,885	$114,427	$2,215,959
EXPENDITURE	$(310,138)	$(136,092)	$(138,847)	$(373,103)	$(592,072)		$(1,550, 252)

Table 14 Green Infrastructure Projects

JURISDICTION	PROJECT TITLE	TOTAL FUNDING	AB1546 STORMWATER	MEASURE M SRTS
Redwood City	Safe Routes to School (SRTS) and Green Streets Infrastructure Pilot Program at Taft Community School	$250,000	$125,000	**$125,000**
Colma	Mission Road Improvements Safe Routes to School and Green Streets Infrastructure Project	$200,000	$100,000	**$100,000**
Pacifica	Cabrillo School Pedestrian Crossing Improvement Project	$157,600	$78,800	**$78,800**
East Palo Alto	Addison Avenue SRTS and Green Streets Infrastructure Project	$250,000	$125,000	**$125,000**
Millbrae	Taylor Middle School SRTS and GSIPP	$212,500	$106,250	**$106,250**
Brisbane	Brisbane SRTS and Green Infrastructure Project	$245,263	$122,632	**$122,632**
Daly City	Westlake Elementary School Pilot Green Streets Improvements Project	$144,500	$72,250	**$72,250**
San Mateo County	Fair Oaks Community School Green Infrastructure and SRTS Improvements	$250,000	$125,000	**$125,000**
Half Moon Bay	Half Moon Bay Safe Routes to Cunha School Project	$153,000	$76,500	**$76,500**
Menlo Park	Oak Grove SRTS and Green Infrastructure Improvements Project	$250,000	$125,000	**$125,000**
	Total	**$2,112,863**	**$1,056,432**	**$1,056,432**

Table 15 SRTS Performance

PARTICIPATION	FY2017-18[17]	FY2018-19	FY2019-20	FY2020-21
School Districts	15	15	13	20
Individual Schools	101	90	117	94

Table 16 SRTS Performance

ACTIVITIES/EVENTS	FY2017-18[18]	FY2018-19	FY2019-20	FY2020-21	TOTAL
Educational Bicycle Rodeos	780	62	8	11	**861**
Assemblies and Classes	3414	329	166	30	**3939**
Encouragement Events	2895	401	130	102	**3528**
Walk and Bike Audits	190	5	4	2	**201**
Route Maps	195	0	6	0	**201**

18. Data includes events from fall 2016

Conclusions

Measure M has aided jurisdictions through targeted funding to improve the quality of their streets and grow mobility programs that add value to residents' day-to-day life. Performance reviews exhibit indicators of the program's impact; the 10-year mark of Measure M's implementation, C/CAG has taken the opportunity to reassess the program's structure and provide optimization ideas. Analyses of past performances and recommendations have been incorporated into the new "Measure M Implementation Plan and Strategic Guidance", which encapsules goals and actions for the years to come. The plan emphasizes innovation and data collection, and includes evaluation framework that support long-term demonstration of program impacts. The overall goal is that through the reassessment of the program, San Mateo County residents will benefit even more from Measure M.

Measure M Improving San Mateo County

5 Year Performance Report – Fiscal Years 2016/2017 – 2020/2021

C/CAG
City/County Association of Governments
of San Mateo County