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Congestion Management & Environmental Quality (CMEQ) Committee

Date: Monday April 24, 2023 Time: 3:00 p.m. Location: San Mateo City Hall Conference Room C 300 W. 20 TH Ave San Mateo, CA 94403 Teleconference Location (Alternate Public Access): Mirage Hotel 3400 South Las Vegas Blvd, Las Vegas Nevada 89109-8923 (Room 824)	Join by Zoom Meeting: https://us02web.zoom.us/j/84989643455?pwd=cXBKRkZ5S3VoNGJSVlc1aGpNWDA0UT09 Join By Phone: +1-669-900-6833 Meeting ID: 849 8964 3455 Passcode: 881188
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*****HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE*****

This meeting of the C/CAG CMEQ will be held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

1. Call to Order/Roll Call	Action (Alba)	No Materials
2. Public comment on items not on the agenda	Presentations are limited to 3 mins	No Materials
3. Issues from the April 2023 C/CAG Board meeting: <ul style="list-style-type: none">Received the following presentations:<ul style="list-style-type: none">C/CAG federal advocacy efforts for 2023The countywide trip reduction program from Commute.orgThe Cordilleras Bridge Replacement Project by CaltransApproval of Reso 23-27 to execute agreement between C/CAG and Fehr & Peers for consulting services for the VMT/GHG Mitigation Model Program projectApproval of Reso 23-32 to amend the OBAG 2 Program and FY23/24 TFCA funds to reflect a reallocation of \$1,358,247 for City of Pacifica's Sharp Park Priority Development Area Pedestrian Improvement Project.	Information (Lacap)	No Materials



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|----|--|---------------------------|--------------|
| 4. | Approval of minutes of March 27, 2023 meeting | Action (Alba) | Pages 1-4 |
| 5. | Review and provide feedback on the initial recommendations for the Congestion Relief Plan reauthorization, covering a period from FY23/24 to FY26/27 | Information (Cheung) | Pages 5-10 |
| 6. | Review and recommend approval on the C/CAG distribution strategy for the Fiscal Year 2023-2024 State Transit Assistance (STA) Population-Based funds | Information (Lacap) | Pages 11-13 |
| 7. | Executive Director Report | Information (Charpentier) | No Materials |
| 8. | Member comments and announcements | Information (Alba) | No Materials |
| 9. | Adjournment and establishment of next meeting date:
May 22, 2023 | Action (Alba) | No Materials |

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Court Yard, 555 County Center, Redwood City, 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>. Please note that C/CAG's office is temporarily closed to the public; please contact Mima Guilles at (650) 599-1406 to arrange for inspection of public records.

PUBLIC PARTICIPATION DURING VIDEOCONFERENCE MEETINGS: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Mima Guilles at (650) 599-1406, five working days prior to the meeting date.

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to jilacap@smcgov.org.
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG CMEQ Committee members, made publicly available on the C/CAG website along with the agenda. We cannot guarantee that emails received less than 2 hours before the meeting will be read during the meeting, but such emails will be included in the administrative record of the meeting.

Spoken comments will be accepted during the meeting in person and through Zoom. Public comments will be taken first by speakers in person, followed by via Zoom. Please read the following instructions carefully:

In-person participation:

If you wish to speak to the C/CAG CMEQ, please fill out a speaker's slip placed by the entrance of the meeting room. If you have anything that you wish distributed to the Committee and included in the official record, please hand it to the C/CAG staff who will distribute the information to the Committee members and staff.

Remote Participation:

1. The C/CAG CMEQ meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be

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disabled in older browsers including Internet Explorer.

3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When C/CAG staff or CMEQ Chair call for the item on which you wish to speak, click on "raise hand." Staff will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak.
5. When called, please limit your remarks to the time allotted.

If you have any questions about this agenda, please contact C/CAG staff: Jeff Lacap, jlacap@smcgov.org

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

**MINUTES
MEETING OF March 27, 2023**

The meeting was called to order by Chair Alba at 3:00 p.m. at San Mateo City Hall. Roll call for attendance was taken. Attendance sheet is attached.

1. Brief Overview of Teleconference Meeting Procedures

Jeff Lacap, C/CAG Staff, provided an overview of the teleconference meeting procedures and welcomed Councilmember Juslyn Manalo to the CMEQ Committee.

2. Public comment on items not on the agenda

None.

3. Issues from the March 9, 2023 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.

4. Approval of minutes of the February 27, 2023 meeting. (Action)

Motion – To approve the minutes of the February 27, 2023 CMEQ meeting, Sullivan/Papan., Brown, Sullivan, Jimenez, Papan, Alba, Motion Passes 5-0-2. Members Manalo and Salazar abstained. Member Rich Hedges attended the meeting remotely and could not vote.

5. Receive a presentation on the countywide trip reduction program from Commute.org. (Information)

John Ford, Executive Director of Commute.Org presented on the Countywide Trip Reduction Program and addressed member's questions.

Vice-Chair Papan inquired about the Countywide GoPass Distribution Program and the Certified Developer Program. John responded that the Countywide GoPass Distribution Program is applied to a clipper card for people who qualify. As it relates to the Certified Developer Program, John added that Developers are required to maintain compliance with C/CAG's Transportation Demand Management (TDM) policy. If compliant, developers receive a certification of compliance annually from Commute.org. In the event that they become non-compliant to the TDM policy, then Commute.org notifies C/CAG and the respective jurisdiction that issued the development agreement. The issuing jurisdiction is the enforcer of the TDM policy. Per the development agreement, developers are required to follow C/CAG's TDM policy.

Member Brown inquired about mitigating traffic congestion in the Town of Woodside. He asked if there is a plan to customize the programs offered by Commute.org to specific jurisdictions.

Member Sullivan inquired about ridership data of the shuttle program. John responded that ridership data had significantly decreased during COVID. With many employers requiring their staff to return to work, ridership data has increased to about 80-90 percent of pre-covid numbers at some shuttle locations primarily due to riders that work in the service and health care industry.

6. Review and recommended approval to amend the One Bay Area Grant 2 (OBAG 2) Program and Fiscal Year 2023/24 Transportation Fund for Clean Air (TFCA) Funds to reflect a reallocation of \$1,358,247 for City of Pacifica's Sharp Park Priority Development Area Pedestrian Improvement Project. (Action)

Eva Gaye, C/CAG Staff presented on the funding recommendation for the City of Pacifica's Sharp Park Priority Development Area Pedestrian Improvement Project and addressed members' questions.

Member Rich Hedges inquired whether the City of Pacifica is onboard for the funding reallocation. Eva responded that Staff has discussed the funding recommendation with the city and they have agreed to meet the OBAG 2 obligation deadline of January 31, 2024.

Vice-Chair Papan inquired if there will be additional funding for projects that were not funded by MTC. Jeff Lacap, C/CAG staff responded that MTC indicated that additional Federal funds may be available to fund the projects on the contingency list.

Motion to amend the One Bay Area Grant 2 (OBAG 2) Program and Fiscal Year 2023/24 Transportation Fund for Clean Air (TFCA) Funds to reflect a reallocation of \$1,358,247 for City of Pacifica's Sharp Park Priority Development Area Pedestrian Improvement Project. Papan/Jimenez., Brown, Sullivan, Jimenez, Manalo, Papan, Alba, and Salazar. Motion Passes 7-0-. Member Rich Hedges attended the meeting remotely and could not vote

7. Executive Director Report (Information)

Kaki Cheung, C/CAG Program Director provided the following update

- C/CAG is working with the legislature to create additional flexibility for Committee members that serve as an advisory role on C/CAG's Committees.

8. Member comments and announcements (Information)

There were no comments.

9. Adjournment and establishment of next meeting date

The meeting adjourned at 4:00 p.m. The next regular meeting is scheduled for April 24, 2023 at San Mateo City Hall.

2023 C/CAG Congestion Management & Environmental Quality (CMEQ) Committee Attendance Report													
Name	Representing	Jan (No Mtg.)	Feb	Mar	Apr	May	Jun	Jul (No Mtg.)	Aug	Sept	Oct	Nov	Dec (No Mtg.)
Dick Brown (Woodside Town Council Member)	Elected Official		X	AB 2449									
Tom McCune (Belmont City Council Member)	Elected Official		X										
Patrick Sullivan (Foster City Council Member)	Elected Official		X	X									
Richard Hedges (San Mateo City Council Member)	Elected Official		X	R									
Stacy Jimenez (Foster City Council Member)	Elected Official			X									
Stacy Miles Holland (Atherton Council Member)	Elected Official		X										
Juslyn Manolo (Daly City Council Member)	Elected Official			AB 2449									
Gina Papan (MTC Commissioner)	Metropolitan Transportation Commission (MTC)		X	X									
Lennie Roberts	Environmental Community												
Jessica Alba	Public Member		X	X									
Juan Salazar	Business Community			AB 2449									
Deborah Penrose	Agencies with Transportation Interests		X										
Peter Ratto	San Mateo County Transit District (SamTrans)		X	X									
Bevan Dufty	Bay Area Rapid Transit (BART)		X	R									
<i>Vacant</i>	<i>Peninsula Corridor Joint Powers Board (Caltrain)</i>												

Staff and Guests in attendance for the March 27, 2022 Meeting

Kaki Cheung, Eva Gaye, Jeff Lacap, and Kim Wever, - C/CAG Staff

John Ford -Commute.org

X- In person attendance

R- Remote attendance

AB 2449- Attendance via Brown Act

Blank- Absent

C/CAG AGENDA REPORT

Date: April 24, 2023

To: Congestion Management & Environmental Quality (CMEQ) Committee

From: Kaki Cheung, Program Director

Subject: Receive initial recommendations on the Congestion Relief Plan for reauthorization covering a period from FY23/24 to FY26/27

(For further information contact Kaki Cheung at kcheung1@smcgov.org)

RECOMMENDATION

That the Congestion Management & Environmental Quality (CMEQ) Committee receive initial recommendations on the Congestion Relief Plan for reauthorization covering a period from FY23/24 to FY26/27.

FISCAL IMPACT

The cost to develop the CRP Reauthorization is at \$36,993.91.

SOURCE OF FUNDS

The Plan update is funded using federal Surface Transportation Program money, with local match from the C/CAG member assessment.

BACKGROUND

The San Mateo County Congestion Relief Plan (CRP/Plan) was first adopted by C/CAG on February 8, 2002 in response to traffic congestion measurements, at locations throughout the County, which exceeded the standards adopted by C/CAG under the Congestion Management Program (CMP/Program). The passage of AB471 requires all local jurisdictions to maintain the adopted Level of Service (LOS) standard on all CMP roadways, or risk losing their gas tax revenues. The Program also requires the development of deficiency plans when Level of Service standards on a CMP roadway or intersection has been deteriorated. C/CAG's Congestion Relief Plan was developed to serve as a Countywide Deficiency Plan, so that the individual cities and the County would not have to develop multiple deficiency plans with corresponding implementation costs. Over the years, the C/CAG Board determined that a countywide approach would be more cost-effective and provide more comprehensive benefits to the overall transportation system in the County. The C/CAG Board adopted the last Plan at the May 2019 meeting, and reauthorized an annual member assessment of \$1.85M covering four years, from July 1, 2019 to June 30, 2023.

See Attachment 1 with the current breakdown among member agencies. The total amount of \$1.85 million has remained unchanged at least since 2007. All jurisdictions make financial contributions to the Plan based on population data and trip generation information from the C/CAG Santa Clara Valley

Transportation Authority travel demand model. The population data is updated annually based on information from the Department of Finance. The current Plan is divided into four major programs, and the funding breakdown for each program is captured in the table below:

2019-2023 Adopted Congestion Relief Plan		
1	Local Transportation Services Program	\$500,000
2	Travel Demand Management	\$550,000
3	Intelligent Transportation Systems (ITS)/ Traffic Operational Improvement Strategies; Express Lane operations support; Smart Corridor Expansion	\$200,000
4	Linking Transportation and Land Use:	
	4A. Innovative Trip Reduction Strategies (Carpool 3.0)/ Mobility Action Plan	\$150,000
	4B. Transportation Improvement Strategy to reduce GHG (GW TAP/743 toolkit/ Performance assessments)	\$150,000
	4C. Climate Change and Resiliency Planning (RICAPS, Climate Action Plan, Sea level rise planning for Trans. Facilities)	\$150,000
	4D. Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation. (21 Elements/ Sub-RHNA/ Legislation compliance)	\$150,000
	Total	\$1,850,000

The Congestion Relief Plan is also designed to be used as matching funds to leverage other competitive federal, state, and local grants that align with program goals. This approach has provided more impact with the invested funds.

As the Plan approaches its reauthorization date, staff has embarked on an effort to update the Plan. Staff and consultant met with various project stakeholders to obtain input, in addition to holding a workshop with the C/CAG Technical Advisory Committee on program goals and strategies. The consultant and staff have the following recommendations based on feedback received.

The fees are calculated based on population and share of county trips from the most recent data in the C/CAG VTA Travel model. The C/CAG VTA Travel model is the approved countywide transportation model. The population data are updated each year. Staff updated the trip data for the FY 23/24 calculations. The updated proportionate county trips reflect minor changes because of the variations in trips among jurisdictions between 2013 and 2019.

Staff have two recommendations.

Recommendation 1: Fee levels

First, that the underlying \$1,850,000 remain unchanged for FY 23/24. Individual jurisdictions fees might change slightly to reflect the updated trip data.

Second, the fee would increase by 5% next year (FY 24/25) to reflect the decline in purchasing power since the underlying fee has not been increased since 2007.

Third, that in each of the subsequent two years of the Plan period, the assessments are to be escalated by CPI, with a ceiling of 3%. This is to attempt maintain the current levels of service and investment.

Table 1 illustrates the Baseline and staff recommendation.

Table 1: Summary of Baseline and Staff Recommendation

# YRS	Baseline	Staff Recommendation
Year 1- FY 23/24	No change*	No change*
Year 2- FY 24/25	No change	5%
Year 3- FY 25/26	No change	Lesser of CPI or 3%
Year 4-FY 26/27	No change	Lesser of CPI or 3%
Aggregate Increase in Year 4	\$0	\$454,073**
Total Increase in cost per jurisdiction over 4 years	\$0	Ranges from \$2,576 to \$66,615
Highest and Lowest Average Annual Increase	\$0	\$644 to \$16,654

* Note- Individual jurisdictions' payments may vary due to changes in population or share of Countywide trips.

** For discussion purposes, calculations shown under staff's recommendation assumes the maximum of 3% increase.

The C/CAG Board of Directors retains all authority over future changes in fees. All changes will be presented during the draft budget and reviewed and approved by the C/CAG Board of Directors.

Recommendation 2: Simplification of categories.

Simplification of the program funding categories is essential to support ongoing programs on an annual basis. Outside of the annually committed programs, a guided list of priorities for the upcoming authorization period will provide flexibility. The C/CAG Board would approve the funding for programs and projects through the annual budget process. The list of priorities include:

- Support for increasing regulatory pressure for jurisdictions, particularly related to housing and emission reduction
- Improving and expanding upon cross-jurisdictional collaboration and benefitting from economies of scale. Particularly related to:
 - Data collection
 - Response to cross-border and cut through traffic
 - Delivery of countywide resources for jurisdictional use
- Countywide planning efforts
- Support for shared micromobility program
- Promote active transportation modes that reduce vehicle trips, improve safety and enhance system connectivity, while considering right of way limitations
- Target trip reduction efforts, including telework and virtual services provision
- Focus on long-term project maintenance in addition to new project development

The Committee will receive a presentation on the draft recommendations at its April meeting. The

Technical Advisory Committee was supportive of a one-time 5% upward adjustment and indexing the fee to annual CPI at its March meeting. Staff also presented the updated 2019 travel demand model data to the Technical Advisory Committee at its April meeting. In June, staff plans to seek approval of the Congestion Relief Plan reauthorization for a period of 4 years, covering fiscal years 2024 through 2027.

ATTACHMENTS

1. FY 2022 - FY2023 Congestion Relief Plan Program Assessment
2. CRP Program Fees: Staff Recommendation for Escalation

Congestion Relief Program (CRP) Assessment - FY 2022-2023				
Agency	Percent of Population	Total Trips	% of Trips	Congestion Relief
Atherton	0.901%	45,201	0.89132%	\$ 16,580
Belmont	3.459%	156,279	3.08167%	\$ 60,501
Brisbane	0.598%	39,066	0.77034%	\$ 12,661
Burlingame	3.887%	278,460	5.49096%	\$ 86,747
Colma	0.217%	42,332	0.83475%	\$ 9,727
Daly City	14.191%	514,686	10.14910%	\$ 225,150
East Palo Alto	3.966%	109,433	2.15791%	\$ 56,647
Foster City	4.292%	202,400	3.99113%	\$ 76,616
Half Moon Bay	1.609%	89,658	1.76797%	\$ 31,232
Hillsborough	1.489%	54,917	1.08291%	\$ 23,786
Menlo Park	4.551%	275,259	5.42784%	\$ 92,303
Millbrae	2.941%	147,546	2.90946%	\$ 54,121
Pacifica	4.951%	206,200	4.06606%	\$ 83,411
Portola Valley	0.596%	29,645	0.58457%	\$ 10,919
Redwood City	11.131%	639,969	12.61956%	\$ 219,696
San Bruno	5.872%	294,349	5.80427%	\$ 108,006
San Carlos	3.896%	212,462	4.18954%	\$ 74,791
San Mateo	13.466%	784,576	15.47106%	\$ 267,664
South San Francisco	8.773%	442,379	8.72328%	\$ 161,841
Woodside	0.735%	39,034	0.76971%	\$ 13,923
San Mateo County	8.478%	467,397	9.21661%	\$ 163,678
TOTAL	100.000%	5,071,248	100.00000%	\$ 1,850,000
NOTES:				
1- Total CRP (countywide total) is the same as prior years at \$1,850,000.				
2- Congestion Relief Fee is calculated based on population and trips generated, 50% each, respectively.				

CRP Program Fees: Staff Recommendation for Escalation

[illegible]

C/CAG AGENDA REPORT

Date: April 24, 2023

To: Congestion Management & Environmental Quality (CMEQ) Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Review and recommend approval of the C/CAG distribution strategy for the Fiscal Year 2023-2024 State Transit Assistance (STA) Population-Based funds.

(For further information or questions, contact Jeff Lacap at jlacap@smcgov.org)

RECOMMENDATION

That the Congestion Management & Environmental Quality (CMEQ) Committee review and recommend approval of the C/CAG distribution strategy for the Fiscal Year 2023-2024 State Transit Assistance (STA) Population-Based funds.

FISCAL IMPACT

An estimated amount of \$3,219,424 is available in the Population-Based State Transit Assistance (STA) program for San Mateo County in Fiscal Year 2023-2024.

SOURCE OF FUNDS

The State Transit Assistance (STA) Program funds are derived from a sales tax on diesel fuel. The funding for the program is split between a Revenue Based Program, which is distributed to transit operators by MTC. The Population-Based Program is distributed to the Bay Area based on the 19% share of the state's population. In Fiscal Year 2023-2024, San Mateo County will receive \$3,219,424 in Population- Based State Transit Assistance (STA) funding.

BACKGROUND

Based on the proposed Fiscal Year 2023-2024 State Budget, the Bay Area would receive approximately \$357 million in Revenue-Based and \$197 million in Population based STA funds. The state allocates Revenue-Based STA to transit operators based on their revenue as defined by PUC 99314 (b). The Metropolitan Transportation Commission (MTC) receives a share of the Population-Based STA money under a population formula.

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

MTC assigned STA funds to each county and then split each county's share to fund a)

Paratransit service and b) to fund the Lifeline Transportation Program. MTC often added a small amount of other funds to the Lifeline Transportation Program funds, but a significant portion of the funds for every cycle came from the STA Population-Based funds.

Since 2006, C/CAG has been delegated by the Metropolitan Transportation Commission (MTC) to administer the Lifeline Transportation Program for San Mateo County. The purpose of the Lifeline Program is to fund projects, identified through the community-based transportation planning (CBTP) process. The process aims to improve the mobility of residents within Equity Priority Communities (formally known as Communities of Concern). Identified by MTC, Equity Priority Communities are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color.

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

As the CTA, C/CAG coordinates with STA-eligible transit operators and develops the STA Population-Based distribution strategy within San Mateo. SamTrans is the only STA-eligible operator in San Mateo County. In past cycles, under MTC, the split averaged 37% for paratransit and 63% for the Lifeline program. C/CAG has continued to set aside its share of STA funding for a Lifeline Transportation Program Call for Projects.

The last C/CAG Lifeline Transportation Program Call for Projects (Cycle 6) was administered in 2021. For the 6th cycle, funding requests were undersubscribed with \$1,748,570 being requested and approximately \$3,399,304 available. The remaining funds will be rolled over and stay within San Mateo County.

Fiscal Year 2023-24

For Fiscal Year 2023-24, the County share of population-based STA funds is estimated to be \$3,219,424 per the Governor's budget. This estimate may change depending on the actual STA revenue generated.

In past cycles, under MTC, the split averaged 37% for paratransit and 63% for the Lifeline program. C/CAG staff is proposing to continue the historical 37% for paratransit and 63% for Lifeline division for Fiscal Year and 2023-24. This would result in approximately \$1,191,186 for paratransit and \$2,028,237 for the Lifeline Transportation Program. On April 5, 2023, C/CAG staff discussed this with the SamTrans staff and received concurrence on the proposal.

Using the roll over funding and the anticipated Fiscal Years 2023-2024 revenues, C/CAG staff proposes administering a call for projects upon the completion of two Community-Based Transportation Plan updates (CBTP's) in Southeast San Mateo County and Daly City. The Plans are tentatively scheduled for completion by this summer.

Recommendation

C/CAG Staff requests that the CMEQ Committee review and recommend approval of the C/CAG distribution strategy for Fiscal Year 2023-2024 State Transit Assistance (STA) Population-Based funds.

This proposal was presented to the C/CAG Technical Advisory Committee on April 20th and was recommended for approval. The final proposal will be considered for approval by the C/CAG Board on May 11, 2023.

ATTACHMENTS

1. MTC Resolution No. 4321(Available online at: https://ccag.ca.gov/wp-content/uploads/2023/04/6-A1-MTC_ResNo_4321_STA_Pop-Based_Funds.pdf)