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Congestion Management & Environmental Quality (CMEQ) Committee

<p>Date: Monday November 27, 2023</p> <p>Time: 3:00 p.m.</p> <p>Location: San Mateo City Hall Conference Room C 300 W. 20TH Ave San Mateo, CA 94403</p>	<p>Join by Zoom Webinar: https://us02web.zoom.us/j/86804403873?pwd=M Td5alJjQzNsQ2dXUDcwUWdPdDhXQT09</p> <p>Join By Phone: +1-669-900-6833</p> <p>Zoom Webinar ID: 868 0440 3873</p> <p>Passcode: 777024</p>
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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 (Papan)	No Materials
2.	Public comment on items not on the agenda	Presentations are limited to 3 mins	No Materials
3.	Issues from the November C/CAG Board meeting: <ul style="list-style-type: none"> • Approval of Reso 23-98 adopting the 2023 Congestion Management Program. 	Information (Lacap)	No Materials
4.	Approval of minutes of October 30, 2023 meeting.	Action (Papan)	Pages 1-4
5.	Review and recommend approval of the C/CAG Lifeline Transportation Program Cycle 7 Call for Projects and schedule	Action (Lacap)	Pages 5-19
6.	Review and approval of the 2024 CMEQ meeting calendar	Action (Lacap)	Page 20
7.	Discuss Committee Membership Composition	Information (Lacap)	Pages 21-25
8.	Receive a presentation on Plan Bay 2050+ Planning Assumptions	Information (Lacap)	Pages 26-28
9.	Executive Director Report	Information (Charpentier)	No Materials
10.	Adjournment and establishment of next meeting date: January 29, 2024	Action (Papan)	No Materials



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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 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 jlacap@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 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 October 30, 2023**

The meeting was called to order by Chair Alba at 3:05 p.m. at San Mateo City Hall. Roll call for attendance was taken. Attendance sheet is attached.

1. Call to Order/Roll Call

Meeting called to order at 3:05 pm. Member Jimenez Chaired the first quarter of the meeting as Chair Alba resigned from the Committee.

2. Public comment on items not on the agenda

None.

3. Issues from the September 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 September 25, 2023. (Action)

Motion – To approve the minutes of the September 25, 2023 CMEQ meeting, Sullivan/Brown. Brown, McCune, Sullivan, Jimenez, Miles-Holland, Papan, Penrose. Motion Passes 7-0

5. Receive a Presentation on C/CAG Equity Assessment and Framework Development Project. (Information)

C/CAG staff, Kim Springer presented on the C/CAG Equity Assessment and Framework Development Project. The project, which is nearing completion, has been progressing for the last year and a half. An attempt was made to present this item at the October meeting, which was Zoom bombed. Staff emailed out the Action Plan portion of the project to CMEQ Committee Members after the October meeting for comment. The presentation explained the chronology and elements of the final project report, the draft of which was provided as an attachment (online) with the packet. The consultant for the project, Mariposa Planning Solution and staff held a total of 33 meetings with stakeholders throughout the process. The Action Plan, which is ambitious, includes 35 actions that C/CAG staff will undertake over multiple years. Those actions include both procedural and processes steps for staff to help engage equity and stakeholder input early in future projects, plans and processes.

Member Brown inquired how do we prioritize equity when making transportation investments in the County. Kim Springer responded that C/CAG is already factoring equity in the organizations call for projects. Sean Charpentier, C/CAG Executive Director added that the agency allocates additional points for project proposals that are located in Equity Priority Communities or Equity Focus Areas. Additionally, C/CAG also prioritizes the geographic distribution of funds when awarding funding.

Vice-Chair Papan noted that some of our jurisdictions may have equity focus areas that are not defined at the MTC level and need to be defined. Sean noted that C/CAG has a different analysis from MTC's Equity Priority Communities that includes Equity Focus Areas. Sean added that we can work with SamTrans and Transportation Authority to designate one geography for Equity Focus Areas in the County.

Member Penrose noted that Equity Focus Areas does not account for the coastal communities and C/CAG should include geographic equity in its policy. She also added that the aging population should be included in the equity definition. Sean noted that C/CAG makes an effort to make sure funding is geographically distributed.

Member Sullivan inquired whether economic congestion is an equity criterion; He added that in the agency's analysis are we looking at where service workers live? What's the standard to extract from private businesses to know how much traffic they are bringing in?

Member Jimenez noted that she would like to see demographic data of the county included in the Equity report.

Member Miles-Holland inquired whether there is consideration for age in the equity criterion. Sean noted that age does not necessarily correlate with income. Member Papan noted that age is an important aspect of equity. Older people in the county are facing several issues including becoming unhoused.

Committee members provided comments only. No formal action needed.

6. Review and recommend approval of the Final 2023 Congestion Management Program (CMP) and Monitoring Report. (Action)

C/CAG staff Jeff Lacap presented on the Final 2023 Congestion Management Program (CMP) and Monitoring Report.

Member Brown inquired about the measurable impact of bicycle infrastructure in reducing traffic. Jeff Lacap noted that the CMP only accounts for observed bike counts at intersections. However, other parts of the Bay Area have more in-depth bicycle and pedestrian count which utilizes survey data.

Member McCune inquired whether C/CAG has data on the effectiveness of Bicycle projects. He noted that the agency should have a metric for analyzing the effectiveness of Bicycle infrastructure projects when allocating funds for projects to jurisdictions. Sean Charpentier noted that the CMP tries to aggregate trends amongst the various modes of travel countywide but does not provide an analysis based on individual projects.

Gina Papan inquired whether local agencies are collecting data to analyze the effectiveness of transportation projects. Kaki Cheung, C/CAG Deputy Director noted that for Air District funding requires project sponsors to provide a final reporting on the effectiveness of each project. Member Papan suggested that C/CAG should receive feedback from project sponsors regarding the effectiveness of the project. Sean further added that many of the funding sources do not require post construction monitoring of individual facilities. Sean also added that we could look at best practices to monitor projects after construction and report back to the CMEQ Committee.

Member Jimenez inquired if intersection and/or roadway segment locations on the Companion Network can be revised or additional locations can be added. Staff replied that the criteria for selecting roadway segments to add in the companion network were selected based on local plans and review from members of the Congestion Management Program Technical Advisory Committee.

Motion – To approve the Final 2023 Congestion Management Program (CMP) and Monitoring Report. Penrose/McCune. Brown, McCune, Sullivan, Jimenez, Miles-Holland, Papan, Penrose, motion passed 7-0

7. Executive Director Report (Information)

C/CAG Executive Director Sean Charpentier provided the following updates:

- Kaki Cheung is the new C/CAG Deputy Director
- CMEQ Committee has a total of five (5) vacancies

8. Member comments and announcements (Information)

Member Papan provided updates on the upcoming regional housing bond slated to go on the ballot in 2024 and advised local jurisdictions to contact the legislature if they are continuing to have issues with their housing element and HCD.

9. Adjournment and establishment of next meeting date

The meeting adjourned at 4:35 p.m. The next regular meeting is scheduled for November 27, 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 (No Mtg.)	Jul (No Mtg.)	Aug	Sept	Oct	Nov	Dec (No Mtg.)
Dick Brown (Woodside Town Council Member)	Elected Official		X	AB 2449	X	X			X	X	X		
Tom McCune (Belmont City Council Member)	Elected Official		X		AB 2449				AB 2449	X	X		
Patrick Sullivan (Foster City Council Member)	Elected Official		X	X	X	X			X	X	X		
Richard Hedges (San Mateo City Council Member)	Elected Official		X	R	Brown Act	X			X	X			
Stacy Jimenez (Foster City Council Member)	Elected Official			X	X	X				X	X		
Stacy Miles Holland (Atherton Council Member)	Elected Official		X		X	X			X	X	AB 2449		
Juslyn Manalo (Daly City Council Member)	Elected Official			AB 2449	AB 2449	X							
Gina Papan (MTC Commissioner)	Metropolitan Transportation Commission (MTC)		X	X	X	X			X	X	X		
Lennie Roberts	Environmental Community												
Jessica Alba	Public Member		X	X	X	X			X	X			
Juan Salazar	Business Community			AB 2449		X							
Deborah Penrose	Agencies with Transportation Interests		X		R	Brown Act			X		X		
Peter Ratto	San Mateo County Transit District (SamTrans)		X	X		X			X	X	X		
Bevan Dufty	Bay Area Rapid Transit (BART)		X	R		R							
<i>Vacant</i>	<i>Peninsula Corridor Joint Powers Board (Caltrain)</i>												

Staff and Guests in attendance for the October 30, 2023 Meeting

Sean Charpentier, Kaki Cheung, Eva Gaye, Kim Springer - C/CAG Staff

Remote attendance: Jeff Lacap- C/CAG, Praveena Samaleti, Ruta Jariwala, Anna Vickroy - TJKM

X - In person attendance

AB 2449 – Remote attendance via AB 2449

R - Remote attendance

Blank- Absent

Brown Act - Remote attendance via Publicly Accessible Teleconference Location

C/CAG AGENDA REPORT

Date: November 27, 2023

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

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Review and recommend approval of the C/CAG Lifeline Transportation Program Cycle 7 Call for Projects and schedule

(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 Lifeline Transportation Program Cycle 7 Call for Projects and schedule.

FISCAL IMPACT

It is expected that approximately \$3,678,971 will be available for the Lifeline Transportation Program Cycle 7 Call for Projects.

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 and a Population Based Block Grant Program. The Revenue Based Program is distributed to transit operators by MTC, while the Population-Based Block Grant Program is distributed directly to the Bay Area counties.

BACKGROUND

State Transit Assistance (STA) County Block Grant Program

In February 2018, MTC Resolution 4321 established a new State Transit Assistance (STA) County Block Grant Program policy, whereby the nine Bay Area County Transportation Agencies (CTA's), also known as Congestion Management Agencies, would determine how to invest the Population-Based STA funds in public transit services and lifeline transportation services. Under the STA Block Grant Program, C/CAG would be solely responsible for determining the distribution policy among STA-eligible transit operators and allocating funds dedicated to benefiting Equity Priority Communities each fiscal year.

In the past, MTC Resolution 3837 governed the State Transit Assistance (STA) Population- Based fund distribution policy. Under resolution 3837, funding was distributed by MTC to fund 1) Bay Area Northern County small transit operators, 2) Regional Paratransit, 3) the Lifeline Transportation Program, and 4) MTC regional coordination programs. Paratransit and Lifeline Transportation Program funds were then further

distributed among the nine bay area counties.

As the CTA, C/CAG coordinates with STA-eligible transit operators and develops the STA Population-Based distribution strategy within San Mateo County. SamTrans is the only STA-eligible operator in the 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.

Through the Lifeline Transportation Program, STA funds are also open to public agencies and non-profits who obtained written concurrence and a pass-through funding agreement from a recognized transit agency willing to pass through funds, such as SamTrans. Private for-profit entities are not eligible to receive Lifeline Transportation Program funds.

Pass-through funding agreements will be executed between transit agencies and the project sponsor as required. As the program administrator, C/CAG staff will be responsible for reviewing quarterly reports and will review STA invoices submitted by the project sponsors, prior to reimbursement by transit agencies.

C/CAG Lifeline Transportation Program Cycle 7 Call for Projects

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 in, or derived from the community-based transportation planning (CBTP) process and other local planning efforts for disadvantaged communities. Attachment 1 shows the projects that C/CAG has funded through the Lifeline Transportation Program.

CBTPs are based in Equity Priority Communities. MTC defines these Communities as ones that have a high concentration of both minority and low-income households or have a concentration of other factors including people with disabilities, seniors, and cost-burdened renters. The CBTPs are developed with local input, and the perspectives of residents and community-based organizations (CBOs). The Plans identify solutions to transportation gaps.

The Lifeline Transportation Program is one of the only funding sources that C/CAG administers responding to the transportation needs of residents in Equity Priority Communities. In 2022, C/CAG has updated the CBTPs for Daly City and Southeast San Mateo County. Approximately \$3,678,971 is available for the Cycle 7 Lifeline Transportation Program.

Projects must target and serve Equity Priority Communities in San Mateo County. Additionally, projects must have measurable deliverables and the project sponsor must possess the ability to effectively reach residents in Equity Priority Communities. Projects identified in San Mateo Community Based Transportation Plans (CBTPs) will be more competitive. A 20% local match is also required.

Eligible Projects, include (but are not limited to):

- Transit and Active Transportation Capital Projects: Examples of eligible capital projects include, but are not limited to, purchase of vehicles, provision of bus shelters, benches, lighting, active transportation improvements or other enhancements, Micromobility

programs, or hiring a mobility manager to improve transportation access for residents of low-income communities.

- **Transit Operations Projects:** Examples of operating projects may include, but are not limited to, new or enhanced fixed route transit services, transit voucher programs, mobility programs, educational and outreach projects, restoration or continuation of lifeline-related transit services, and shuttles.

Grant amount minimums and maximums are as follows:

- \$50,000 to \$100,000 for transit based educational and outreach projects
- \$100,000 to \$500,000 for shuttle and operation projects, transit or active transportation capital projects, transit pass programs, and fixed transit route services.

Call for Projects Schedule

The C/CAG Congestion Management Program Technical Advisory reviewed and approved the guidelines for the Lifeline Program on November 16. Staff will seek final approval from the C/CAG Board at the December 14, 2023 meeting, C/CAG will be holding two applicant workshops in January 2024. In addition, C/CAG will extend the outreach to potential project sponsors, including community-based organizations (CBOs), non-profit agencies and local jurisdictions within San Mateo County.

The tentative C/CAG Lifeline Transportation Program Cycle 7 Call for Projects schedule is as follows:

Event	Date
TAC Review of Call for Projects and Schedule	November 19, 2023
CMEQ Committee Review of Call for Projects and Schedule	November 27, 2023
C/CAG Board Approval of Call for Projects and Schedule	December 14, 2023
Call for Projects Issued	December 18, 2023
Applicant Workshop	Week of January 8, 2024
Applicant Office Hours	Week of January 22, 2024
Public Workshop	Weeks of January 8 th and 15 th , 2024
Applications Due	February 16, 2024
Selection Panel Reviews Applications	Late February 2024
C/CAG Committees Consider Recommendation	April 2024
C/CAG Board Considers Recommendations	May 2024

ATTACHMENTS

1. San Mateo County Projects funded through the Lifeline Transportation Program (For Information Only)
2. Draft C/CAG Lifeline Transportation Program Cycle 7 Call for Project Guidelines
3. Draft C/CAG Lifeline Transportation Program Cycle 7 Application

San Mateo County Projects Funded Through Lifeline Transportation Program

Project Sponsor	Project Name	LTP Funding
Cycle 1		
San Mateo County Family Service Agency	Ways to Work Loan Program	\$ 250,000
City of South San Francisco	Public Transportation Workshops	\$ 54,053
Family Service Agency	Transportation Reimbursement Independence Program	\$ 250,000
San Mateo County	Transportation Assistance Program	\$ 250,000
San mateo Medical Center	San Mateo Medical Center Bus	\$ 111,000
SamTrans	Transportation Mobility Solutions	\$ 250,000
City of Redwood City	Fair Oaks Community Shuttle	\$ 129,488
Cycle 2		
City of East Palo Alto	East Palo Alto (EPA) Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations	\$ 499,759
Daly City	Bayshore Shuttle Service	\$ 481,014
SamTrans	Route 280	\$ 447,146
SamTrans	Route 17	\$ 428,422
Shelter Network	Van Purchase and Operations for Shelter Resident Transportation	\$ 100,250
SamTrans	Fixed-Route 17 Bus Procurement	\$ 900,000
Pacifica	Senior Service Bus/Van Purchase	\$ 62,221
San Bruno	Belle Air Parking Lot Modification	\$ 211,251
San Bruno	Senior Shuttle Bus	\$ 106,000
San Bruno	Sidewalks, Solar Bus Shelters, Curb Ramps	\$ 207,600
San Mateo County Human Service Agency	Countywide Low-Income Bus Tickets	\$ 200,000
Daly City	Bayshore Bus Stop Improvements	\$ 187,181
SamTrans	Bus Stop Improvements in Communities of Concern	\$ 196,867
Cycle 3		
SamTrans	Replacement Fixed Route Vehicles	\$ 2,272,697
BART	Electronic Bicycle Lockers at San Bruno BART Station	\$ 32,000
SamTrans	Fixed Route 17	\$ 407,048
Peninsula Family Services	Ways to Work Auto Loans for Purchase or Repair of Vehicles	\$ 375,000
City of Redwood City	Middlefield/Woodside Rd (SR 84) Intersection Improvements	\$ 339,924
City of San Mateo	North Central Ped Infrastructure Improvements	\$ 339,924
SamTrans	Coast Service On-Demand	\$ 300,000
San Mateo Human Services Agency	Bus Passes and Tickets for Low Income Families	\$ 300,000
City of South San Francisco	Community Learning Center Public Transportation Workshops	\$ 210,000
City of Menlo Park	Midday Shuttle Belle Haven Community and Other Communities	\$ 240,820
City of Redwood City	North Fair Oaks On-Demand Shuttle	\$ 222,927
City of East Palo Alto	Weekday Community Shuttle	\$ 123,368
City of East Palo Alto	Weekday Evening Shuttle	\$ 76,871
San Mateo Human Services Agency	Taxi Vouchers for Low Income Program Participants	\$ 60,000
City of East Palo Alto	Weekend Shuttle	\$ 59,557
Cycle 4		
San Mateo County Human Services Agency	San Mateo County Transportation Assistance for Low-Income Residents- Cycle 4	\$ 350,000
SamTrans	Operating Support for Fixed Route 17 Service	\$ 500,000
City of Menlo Park	Menlo Park Midday Shuttle	\$ 354,100
SamTrans	Operating Support for SamCoast Service	\$ 300,900
City of Daly City	Daly City Bayshore Shuttle	\$ 559,704
Outreach	Mobility Management/ Transportation Voucher Program	\$ 300,000
Cycle 5		
City of Daly City	Daly City Bayshore Shuttle	\$ 300,000
SamTrans	Operating Support for Expanded Route 17 Service	\$ 338,312
SamTrans	Operating Support for SamCoast Service	\$ 228,640
San Mateo County Human Services Agency	San Mateo County Transportation Assistance for Low-Income Residents- Cycle 5	\$ 236,000
City of Menlo Park	Menlo Park Crosstown Shuttle	\$ 494,346
SamTrans	Fixed Route 280	\$ 276,311
Cycle 6		
Menlo Park	Menlo Park Shuttle Program	\$ 500,000
South San Francisco	Free South City Shuttle Outreach Enhancements Project	\$ 80,000
San Mateo (City)	Get Around! Senior Transportation Program	\$ 320,000
SamTrans	Operating Support for Expanded Route 17 Service	\$ 374,000
SamTrans	Operating Support for SamCoast Service	\$ 179,820
Daly City	Daly City Bayshore Shuttle	\$ 294,750



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C/CAG Lifeline Transportation Program Cycle 7 Call for Projects

The City/County Association Governments of San Mateo County (C/CAG) is pleased to announce the call for projects for the Lifeline Transportation Program (LTP) Cycle 7. This program is designed to help low-income residents by funding transportation projects that will improve their mobility options. Public agencies including transit agencies, city/ county social service agencies, cities, counties, and non-profit organizations are encouraged to apply. Please see the general program information below.

Introduction

The Lifeline Transportation Program is aimed to fund projects, identified through the community-based transportation planning (CBTP) process, which improves the mobility of low-income residents.

Projects must target and serve low-income communities in San Mateo County. Additionally, projects must have measurable deliverables and the project sponsor must possess the ability to effectively reach the low-income communities in need. Projects identified in San Mateo Community Based Transportation Plans (CBTPs) will be prioritized in the scoring process. However, projects identified through other relevant planning efforts in other low-income areas are also eligible.

Eligible Projects

Projects must be eligible per STA guidelines as established by the State. See the State Transit Assistance Public Utilities Code (begin with Section 99312):

http://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?division=10.&chapter=4.&part=11.&lawCode=PUC&article=6.5

Eligible Projects, include (but are not limited to):

- Transit and Active Transportation Capital Projects: Examples of eligible capital projects include, but are not limited to, purchase of vehicles, provision of bus shelters, benches, lighting, active transportation improvements or other enhancements, micromobility programs, or hiring a mobility manager to improve transportation access for residents of low-income communities.
- Transit Operations Projects: Examples of operating projects may include, but are not limited to, new or enhanced fixed route transit services, transit voucher programs,

mobility programs, educational and outreach projects, restoration or continuation of lifeline-related transit services, and shuttles.

Available Funding and Local Match

There is \$3,678,971 million available in State Transit Assistance (STA) funding for the C/CAG Lifeline Transportation Program Cycle 7.

Grant amount minimums and maximums are as follows:

- \$50,000 to \$100,000 for transit based educational and outreach projects
- \$100,000 to \$500,000 for shuttle and operation projects, transit or active transportation capital projects, transit pass programs, and fixed transit route services.

C/CAG Lifeline Transportation Program Cycle 7 requires a minimum local match of 20% of the total project cost.

Evaluation Criteria/Selection Process

After projects are screened for eligibility, a selection panel will then assess the quality of each submittal based on evaluation criteria below:

- Project Need/Goals and Objectives (25 pts):* Applicants should describe the unmet transportation need or gap that the proposed project seeks to address and the relevant planning effort that documents the need. Describe how project activities will mitigate the transportation need. Capital or operations projects (sponsored by public transit operators or in partnership with non-profits or cities) that support and augment but are not traditional fixed route projects may be given extra points under this criteria. Project application should clearly state the overall program goals and objectives and demonstrate how the project is consistent with the goals of the Lifeline Transportation Program.
- Community-Identified Priority (25 pts):* Priority should be given to projects that directly address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP) or other substantive local planning effort involving focused inclusive engagement to low-income populations. Applicants should identify the CBTP or other substantive local planning effort, as well as the priority given to the project in the plan.

Other projects may also be considered, such as those that address transportation needs identified in countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan, or other documented assessment of needs within designated communities of concern. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.

A map of Equity Priority Communities (EPCs) is included as part of the Report for Plan Bay Area 2050, is available at:

https://mtc.ca.gov/sites/default/files/Equity_Priority_Communities.pdf

- c. *Implementation Plan and Project Management Capacity (20 pts)*: For projects seeking funds to support program operations, applicants must provide a well-defined service operations plan, and describe implementation steps and timelines for carrying out the plan. For projects seeking funds for capital purposes, applicants must provide an implementation plan, milestones and timelines for completing the project. Priority should be given to projects that are ready to be implemented in the timeframe that the funding is available. Project sponsors should describe and provide evidence of their organization's ability to provide and manage the proposed project, including experience providing services for low-income persons, and experience as a recipient of state or federal transportation funds. For continuation projects that have previously received Lifeline funding, project sponsor should describe project progress and outcomes.
- d. *Coordination and Program Outreach (20 pts)*: Proposed projects will be evaluated based on their ability to coordinate with other community transportation and/or social service resources. Applicants should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Applicants should also describe how the project will be marketed and promoted to the public.
- e. *Cost-Effectiveness and Performance Indicators (10 pts)*: The project will be evaluated based on the applicant's ability to demonstrate that the project is the most appropriate way in which to address the identified transportation need and is a cost-effective approach. Applicants must also identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service, as well as steps to be taken if original goals are not achieved.
- f. *Project Budget/Sustainability (10 pts)*: Applicants must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the project beyond the grant period.

Eligible Applicants & STA Fund Administration

If your agency is not an STA recognized transit operator, you must obtain sponsorship to apply for funds through an eligible transit agency, such as SamTrans. Proof of sponsorship, in the form of a letter from a transit agency must be attached with your application. Please note that transit agencies will require an administrative fee to be budgeted in your project cost for passing through STA funds.

Private for-profit entities are not eligible to receive Lifeline Transportation Program funds.

Timely Use of Funds

All Lifeline Transportation Program STA funds must be fully expended within two years of the date that the funds are programmed by MTC or the date that the agreement with pass-through agency is executed, whichever is applicable.

As the program administrator, C/CAG is responsible for monitoring the timely use of funds and the consistency with the original purpose, scope, and budget approved by the C/CAG Board.

Application Process

Applications are due **on Friday, February 16, 2024 at 12:00 noon**. Late applications will not be considered. One (1) electronic version of the application shall be submitted via e-mail to C/CAG Staff, Jeff Lacap, at jlacap@smcgov.org

Applicant Workshop

Two (2) applicant workshops will be open to all entities interested in applying for funding. The workshop information is as follows:

Date and Time: January 2024 (exact date and time TBD)

Location: Zoom Videoconference

The workshops will cover the application procedures for the C/CAG Lifeline Transportation Program Cycle 7 Call for Projects.

Public Workshop

One (1) applicant workshop will be open to all members of the public. The workshop information is as follows:

Date and Time: January 2024 (exact date and time TBD)

Location: Zoom Videoconference

Call for Projects Schedule

Event	Date
Call for Projects Issued	December 18, 2023
Applicant Workshop	January 2024
Public Workshop	January 2024
Applications Due	February 16, 2024
Selection Panel Reviews Applications	February 27, 2024
C/CAG Committees Consider Recommendation	April 2024
C/CAG Board Considers Recommendations	May 2024

Please contact Jeff Lacap at jlacap@smcgov.org for questions regarding the program or application process.

Attachments

1. C/CAG Lifeline Transportation Program Cycle 7 Application

DRAFT

A. GENERAL PROJECT INFORMATION

1. Project Sponsor

Name of the organization _____
 Contact person _____
 Address _____
 Telephone number _____
 E-mail address _____
 DUNS Number¹ _____

2. Other Partner Agencies

Agency	Contact Person	Address	Telephone

3. Project Type: *Check one.* Operating Capital Both

For operating projects, please check one of the following: New Continuing

4. Project Name: _____

5. Brief Description of Project (50 words max.):

6. Budget Summary:

	Amount (\$)	% of Total Project Budget
Amount of Lifeline funding requested:		
Amount of local match proposed:		
Total project budget:		

¹ Provide your organization's nine-digit Dun & Bradstreet (D&B) Data Universal Numbering System (DUNS) Number. To search for your agency's DUNS Number or to request a DUNS Number via the Web, visit the D&B website: <http://fedgov.dnb.com/webform>.

B. PROJECT ELIGIBILITY

Lifeline Eligibility

Does the project result in improved mobility for low-income residents of the Bay Area?

Yes. *Continue.* No. *Stop. The project is not eligible to receive Lifeline funds.*

Does the project address a transportation gap and/or barrier identified in one of the following planning documents? (Additional details to be provided in question #3)

Yes. *Continue.* No. *Stop. The project is not eligible to receive Lifeline funds.*

Check all that apply:

- Community-Based Transportation Plan (CBTP)
- Other substantive local planning effort involving focused outreach to low-income populations
- Countywide or regional welfare-to-work transportation plan
- Coordinated Public Transit-Human Services Transportation Plan
- Other documented assessment of need within the designated communities of concern

(Please specify: _____)

Is the service open to the general public or open to a segment of the general public defined by age, disability, or low income?

Yes. *Continue.* No. *Stop. The project is not eligible to receive Lifeline funds.*

State Transit Assistance (STA) Eligibility

Is the project for improving existing public transportation services (including community transit services) and encouraging regional transportation coordination?

Yes. *The project may be eligible to receive STA funds.*

No. *The project is not eligible to receive STA funds.*

C. PROJECT NARRATIVE

Please provide a narrative to describe the project addressing points #1-13 below:

Project Need/Goals and Objectives

1. Describe the unmet transportation need that the proposed project seeks to address and the relevant planning effort that documents the need. Describe how project activities will mitigate the transportation need. Capital or operations projects (sponsored by public transit operators or in partnership with non-profits or cities) that support and segment but are not traditional fixed route projects may be given extra points under this criteria. Describe the specific community this project will serve and provide pertinent demographic data and/or maps.

2. What are the project's goals and objectives? Provide a baseline and post-implementation estimate of the number of service units that will be provided (e.g., one-way trips, vehicle loans, bus shelters, persons trained). Estimate the number of low-income persons that will be served by this project per day, per quarter and/or per year (as applicable).

Community-Identified Priority

3. How does the project address a transportation gap and/or barrier identified in Community-Based Transportation Plan (CBTP) and/or other substantive local planning effort involving focused inclusive engagement to low-income populations? Indicate the name of the plan(s) and the page number where the relevant gap and/or barrier is identified. Indicate the priority given to the project in the plan. (For a list of San Mateo County CBTPs, please visit <https://ccag.ca.gov/plansreportslibrary-2/>

Priority will be given to projects that directly address transportation gaps and/or barriers identified through a CBTP or other substantive local planning effort involving focused inclusive engagement to low-income populations; however, other projects may also be considered, such as those that address transportation needs identified in countywide or regional welfare-to-work transportation plans or other documented assessment of needs within designated communities of concern.

4. Is the project located in the community in which the CBTP and/or other substantive local planning effort involving inclusive outreach to low-income populations was completed? If not, please include justification for applying the findings from the CBTP and/or other substantive local planning effort in another low-income area.

A map of MTC Equity Priority Communities is available at:
https://mtc.ca.gov/sites/default/files/Equity_Priority_Communities.pdf

Implementation Plan and Project Management Capacity

5. **For operating projects:** Provide an operational plan for delivering service, including a project schedule. For fixed route projects, include a route map.

For capital projects: Provide an implementation plan for completing a capital project, including a project schedule with key milestones and estimated completion date.

C/CAG Lifeline Transportation Program Cycle 7 Funding Application

6. Describe any proposed use of innovative approaches that will be employed for this project and their potential impact on project success.

7. Is the project ready to be implemented? What, if any, major issues need to be resolved prior to implementation? When are the outstanding issues expected to be resolved?

8. Describe and provide evidence of your organization's ability to provide and manage the proposed project. Identify previous experience in providing and coordinating transportation or related services for low-income persons. Describe key personnel assigned to this project, and their qualifications.

9. Indicate whether your organization has been or is a current recipient of state or federal transportation funding. If your organization has previously received Lifeline funding, please indicate project name and grant cycle and briefly describe project progress/outcomes including the most recent service utilization rate.

Coordination and Program Outreach

10. Describe how the project will be coordinated with the community, public and/or private transportation providers, social service agencies, and private non-profit organizations serving low-income populations.

11. Identify project stakeholders and describe how project sponsor will continue to involve and inform key stakeholders throughout the project. Describe plans to market the project, and ways to promote public awareness of the program.

Cost-Effectiveness and Performance Indicators

12. Demonstrate how the proposed project is the most appropriate way in which to address the identified transportation need and is a cost-effective approach. Identify performance measures to track the effectiveness of the project in meeting the identified goals. At a minimum, performance measures for service-related projects would include: documentation of new "units" of service provided with the funding (e.g., number of trips, service hours, workshops held, car loans provided), cost per unit of service (e.g., cost per trip), and a quantitative summary of service delivery procedures employed for the project. For capital-related projects, milestones and reports on the status of project delivery should be identified.

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13. Describe a plan for ongoing monitoring and evaluation of the service, and steps to ensure that original goals are achieved.

D. BUDGET

Project Budget/Sustainability

1. Provide a detailed line-item budget describing each cost item including start-up, administration, operating and capital expenses, and evaluation in the format provided below. If the project is a multi-year project, detailed budget information must be provided for all years. Please show all sources of revenue, including anticipated fare box revenue.

The budget should be in the following format:

Revenue	Year 1	Year 2	Total
Lifeline Program Funds			\$ -
[Other Source of Funds]			\$ -
[Other Source of Funds]			\$ -
Total Revenue	\$ -	\$ -	\$ -
Expenditures¹	Year 1	Year 2	Total
Operating Expenses (list by category)			\$ -
Capital Expenses (list by category)			\$ -
[Other Expense Category]			\$ -
[Other Expense Category]			\$ -
Total Expenses	\$ -	\$ -	\$ -

¹ If the project includes indirect expenses, the applicant must have a federally approved indirect cost rate and please note that SamTrans will require administrative fees to be budgeted in your project cost for passing through funds.

Clearly specify the source of the required matching funds. Include letter(s) of commitment from all agencies contributing towards the match. If the project is multi-year, please provide letters of commitment for all years.

2. Describe efforts to identify potential funding sources for sustaining the service beyond the grant period if needed.

E. STATE AND FEDERAL COMPLIANCE

By signing the application, the signatory affirms that: 1) the statements contained in the application are true and complete to the best of their knowledge; and 2) the applicant is prepared to comply with any and all laws, statutes, ordinances, rules, regulations or requirements of the federal, state, or local government, and any agency thereof, which are related to or in any manner affect the performance of the proposed project, including, but not limited to, Transportation Development Act (TDA) statutes and regulations.

Signature	Date
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Printed Name

DRAFT

C/CAG AGENDA REPORT

Date: November 27, 2023
 To: C/CAG Congestion Management and Environmental Quality (CMEQ) Committee
 From: Jeff Lacap, Transportation Systems Coordinator
 Subject: Review and approval of the 2024 CMEQ meeting calendar.

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

RECOMMENDATION

That the C/CAG Congestion Management and Environmental Quality (CMEQ) Committee review and approve the regular meeting calendar for 2024.

FISCAL IMPACT

None

SOURCE OF FUNDS

N/A

BACKGROUND

The proposed meeting calendar for 2024 is as follows:

C/CAG Congestion Management & Environmental Quality Committee	
Mondays 3:00 p.m.	
January 29	July – No Meeting
February 26	August 26
March 25	September 30
April 29	October 28
May 20 (May 27 is Memorial Day)	November 25
June 24	December - No Meeting

All meetings are scheduled for the last Monday of the month except for May 20th. 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 are currently in Conference Room C, San Mateo City Hall, with occasional alternative locations to be announced.

ATTACHMENTS

None.

C/CAG AGENDA REPORT

Date: November 27, 2023

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

From: Sean Charpentier, Executive Director

Subject: Discuss Committee Membership Composition

(For further information contact Sean Charpentier at scharpentier@smcgov.org)

RECOMMENDATION

That the Committee discusses the composition of Committee membership

FISCAL IMPACT

There is no fiscal impact related to this item.

SOURCE OF FUNDS

Not applicable.

BACKGROUND

The Congestion Management & Environmental Quality (CMEQ) Committee provides advice and recommendations to the C/CAG Board of Directors on all matters relating to traffic congestion management, travel demand management, coordination of land use and transportation planning, mobile source air quality programs, energy resources and conservation, and other environmental issues facing local jurisdictions in San Mateo County.

The CMEQ committee is composed of 9 elected seats, plus one seat each from the following: business community; environmental community; agencies with transportation interests; San Mateo County Transit District (SamTrans); Joint Powers Board (Caltrain); Metropolitan Transportation Commission; and one general public member. It should be noted that that the SamTrans and Caltrain seats are non-voting seats. In October 2022, BART expressed an interest in increasing its engagement and collaboration in San Mateo County. The CMEQ committee voted to recommend that the C/CAG Board approve adding a BART non-voting seat to the CMEQ Committee. The C/CAG Board approved Resolution 22-106, restating and amending the membership and voting roles on the Committee to include one representative from BART at their December 2022 meeting.

The resolution establishing the composition of the committee does not specify that the seat must be held by an elected official or high-level staff member. See Attachment 2. It has historically been a board member from each respective transit agency to serve on the CMEQ Committee. The Caltrain seat has been vacant since 2018 and recently, Bevan Dufty from BART has resigned from the Committee. C/CAG staff would like to discuss with the Committee the possibility of executive level staff from each transit agency to serve on CMEQ Committee to allow for flexibility in filling vacated seats.

ATTACHMENTS

1. 2023 Committee Roster
2. Resolution 22-106

CMEQ Roster

Chair: Vacant
 Vice Chair: Gina Papan
 Staff Support: Jeff Lacap (jlacap@smcgov.org)
 Eva Gaye (egaye@smcgov.org)

Name	Representing
Dick Brown (Woodside Town Council Member)	Elected Official
Tom McCune (Belmont City Council Member)	Elected Official
Patrick Sullivan (Foster City Council Member)	Elected Official
Richard Hedges (San Mateo City Council Member)	Elected Official
Stacy Jimenez (Foster City Council Member)	Elected Official
Stacy Miles Holland (Atherton Council Member)	Elected Official
Juslyn Manalo (Daly City Council Member)	Elected Official
Vacant	Elected Official
Vacant	Elected Official
Gina Papan (MTC Commissioner)	Metropolitan Transportation Commission (MTC)
Vacant	Environmental Community
Vacant	Public Member
Peter Ratto	San Mateo County Transit District (SamTrans)
Juan Salazar	Business Community
Deborah Penrose	Agencies with Transportation Interests
Vacant	Bay Area Rapid Transit (BART)
Vacant	Peninsula Corridor Joint Powers Board (Caltrain)

RESOLUTION 21-106

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY RESTATING AND AMENDING THE MEMBERSHIP AND VOTING ROLES ON THE CONGESTION MANAGEMENT AND ENVIRONMENTAL QUALITY COMMITTEE (CMEQ) TO INCLUDE ONE REPRESENTATIVE FROM THE BAY AREA RAPID TRANSIT DISTRICT (BART).

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that

WHEREAS, C/CAG is the designated Congestion Management Agency (CMA) responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

WHEREAS, C/CAG's existing bylaws designate a Congestion Management and Environmental Quality (CMEQ) Committee; and

WHEREAS, the CMEQ Committee provides advice and recommendations to the C/CAG Board of Directors on all matters relating to traffic congestion management, travel demand management, coordination of land use and transportation planning, mobile source air quality programs, energy resources and conservation, and other environmental issues facing the local jurisdictions in San Mateo County; and

WHEREAS, in 2017, the C/CAG Board approved Resolution 17-03 establishing the CMEQ membership roster; and

WHEREAS, the C/CAG Board wishes to expand the CMEQ membership to include a non-voting seat for the Bay Area Rapid Transit Direct (BART); and

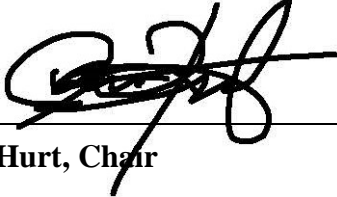
WHEREAS, the C/CAG Board wishes to restate and amend the CMEQ membership and voting roles as set forth herein.

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the City/County Association of Governments of San Mateo County hereby adopts the membership composition and formal voting roles of members of the CMEQ Committee. The Committee shall have the following characteristics:

- Membership shall consist of:
 - Nine (9) voting seats occupied by elected officials from any jurisdiction within San Mateo County;
 - One (1) voting seat representing Metropolitan Transportation Commission (MTC);
 - One (1) voting seat representing the business community;
 - One (1) voting seat representing the environmental community;
 - One (1) voting seat representing agencies with transportation interests;
 - One (1) voting seat representing the general public;
 - One (1) non-voting seat representing San Mateo County Transit District (Sam Trans);

- One (1) non-voting seat representing Peninsula Corridor Joint Powers Board (Caltrain); and
 - One (1) non-voting seat representing San Francisco Bay Area Rapid Transit District (BART).
-
- Quorum shall consist of a majority of the filled voting seats.
 - There is no term limit on any of the seats.

PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF DECEMBER 2022.

A handwritten signature in black ink, appearing to be 'D. Hurt', written over a horizontal line.

Davina Hurt, Chair

C/CAG AGENDA REPORT

Date: November 27, 2023

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

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Receive a presentation on Plan Bay 2050+ Planning Assumptions

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

RECOMMENDATION

That the C/CAG CMEQ Committee receive a presentation on Plan Bay Area 2050+ Planning Assumptions

FISCAL IMPACT

Unknown.

SOURCE OF FUNDS

N/A

BACKGROUND*Plan Bay Area 2050+*

Plan Bay Area 2050, adopted in October 2021, is a state-mandated, integrated long-range transportation, land-use and housing plan that will support a growing economy, provide housing and transportation choices, and reduce transportation-related pollution in the San Francisco Bay Area. MTC/ABAG has started the update process to Plan Bay Area, which occurs every four years. Plan Bay Area 2050 is defined by a Final Blueprint of 35 strategies for housing, economic growth, transportation and the environment crafted to make the Bay Area more resilient and equitable over the next 30 years. These strategies are public policies or investments that can be implemented in the Bay Area at the city, county, regional or state level.

The update that is currently underway is called Plan Bay Area 2050+. It is intended to be limited and focused. Plan Bay Area 2050+ aims to make targeted refinements to core planning assumptions and strategies to reflect the post-pandemic context and ongoing implementation progress. The update will also introduce a revised Draft Blueprint to reflect on-going Plan Bay Area 2050 implementation progress, post-pandemic planning context, and public engagement.

There are several parallel regional planning efforts that will feed into Plan Bay Area 2050+. These include a revisioning of the region's transit system under a financially constrained future, identification

and prioritization of sea level rise adaptation investments needed, and a study of pricing on freeways throughout the region that have parallel transit service.

Plan Bay Area 2050+ Planning Assumptions

Below is a description of the three major components of the planning assumptions for Plan Bay Area 2050+.

External Forces - reflects assumptions about future year conditions that are independent from Plan Bay Area and beyond the region's control; these conditions influence the impact of strategies adopted in the plan. Specifically, MTC is focusing on several high-impact external forces that have experienced significant and enduring changes in the post-pandemic environment. Examples of external forces that staff are proposing to update include work from home levels and sea level rise planning assumptions.

Regional Growth Forecast - estimates how much the Bay Area might grow between now and 2050, including population, jobs and households. The forecast also includes key components of the growth, including employment by sector, population by age and ethnic group, and households by income level.

The draft Regional Growth Forecast anticipates lower population and household growth between 2020 and 2050 than in Plan Bay Area 2050: the estimated population growth is 1.8 million while household growth is 1.0 million, 23% and 22% lower than the previous forecast, respectively. Meanwhile, estimated jobs growth is 1.4 million, similar to the previous forecast.

Needs and Revenue Analyses – defined as financial forecasts that support the Transportation, Housing and Environment Elements within Plan Bay Area 2050+.

Within the plan’s Transportation Element, “needs” are defined as the estimated costs to operate, maintain, and optimize the transportation system. “Revenues” are the estimated revenues from federal, state, regional, local and new sources reasonably expected to be available over the planning period. Federal statute requires the Transportation Element to be fiscally constrained, meaning that investments to maintain and enhance the system must not exceed projected revenues.

Major transportation projects must be included in Plan Bay Area’s transportation project list to advance to construction. As shown in the table below, the draft Transportation Needs and Revenue forecast shows that needs are essentially unchanged between Plan Bay Area 2050 and Plan Bay Area 2050+, while revenues are significantly lower. Without anticipated, new or optional revenues, funding for expansion and/or enhancement projects would be extremely limited after addressing operating and maintenance needs and projects may need to be delayed or removed to meet fiscal constraint requirements.

	Plan Bay Area 2050	Plan Bay Area 2050+	Change
Transportation Needs	\$381 billion	\$381 billion	-
Transportation Revenues	\$591 billion	\$493 billion	\$98 billion

Next Steps

MTC Staff will continue refining the Regional Growth Forecast, External Forces, Needs and Revenues Forecast, and Strategy specifics throughout the remainder of 2023, and return to MTC committees to seek approval on Plan Bay Area 2050+ Draft Blueprint strategies in early 2024.

C/CAG Staff will continue to work with MTC on the refinement of the Transportation Element of Plan Bay Area 2050+ given the potential need to remove projects from the plan in order to meet fiscal

constraint requirements. In 2020, as part of the initial submittal of transportation projects from San Mateo County to be included in Plan Bay Area 2050, C/CAG staff went through an extensive 1 ½ year process of prioritizing 32 regionally significant and programmatic projects and investments in San Mateo County totaling approximately \$5.3 billion.

ATTACHMENTS

1. Item 6a: Plan Bay Area 2050+: Round 1 Engagement Findings, Draft Core Planning Assumptions, and Draft Blueprint Strategy Refinements - Joint MTC Planning Committee with the ABAG Administrative Committee – November 3, 2023:
https://mtc.ca.gov/sites/default/files/meetings/agendas/_basename_102.pdf
2. Plan Bay Area 2050+ Regional Growth Forecast:
<https://mtc.legistar.com/gateway.aspx?M=F&ID=745579a7-70e0-4c30-a74e-649f20cea417.pdf>