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Congestion Management & Environmental Quality (CMEQ) Committee

Date: Monday May 20, 2024	Join by Zoom Webinar: https://us02web.zoom.us/j/85229951343?pwd=czVIK1F6MW1McTBWMIvNa2lvUU9XZz09
Time: 3:00 p.m.	Join By Phone: +1 669 900 6833
Location: San Mateo City Hall Conference Room C 300 W. 20 TH Ave San Mateo, CA 94403	Zoom Webinar ID: 852 2995 1343
	Passcode: 269693

*****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.

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|--|-------------------------------------|--------------|
| 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 May, 9 2024 C/CAG Board meeting: <ul style="list-style-type: none"> • Review the initial draft, assumptions, and input on the C/CAG Fiscal Year 2024/25 Program Budget and Member Fees and Equity Action Plan progress update. • Appointment of San Carlos Councilmember Pranita Venkatesh to the Congestion Management & Environmental Quality (CMEQ) Committee. | Information (Lacap) | No Materials |
| 4. Action to approve Consent Agenda items 4.1-4.3 (Action)
<i>This item to approve the items listed on the consent agenda. All items on the consent agenda are approved by one action. There will be no separate discussion on these items unless members of the Committee, staff, or public request specific items to be removed for separate action.</i> | | |
| 4.1 Approval of minutes of the March 25 th , 2024 meeting. | Action (Papan) | Pages 1-5 |
| 4.2 Approval of minutes of the April 29th, 2024 meeting. | Action (Papan) | Pages 6-11 |
| 4.3 Review and recommend approval of the call for projects pertaining to \$1,000,000 in Transportation Fund for Clean Air (TFCA) 40% Fund, alongside the grant application schedule. | Action (Wever) | Pages 12-22 |



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Regular Agenda

- | | | | |
|-----|--|------------------------------|--------------|
| 5. | Review and recommend approval of the Final San Mateo Countywide Local Roadway Safety Plan. | Action (Lacap) | Pages 23-32 |
| 6. | Review and recommend approval of the C/CAG distribution policy for the Fiscal Year 2024-2025 State Transit Assistance (STA) Population-Based funds. | Action (Lacap) | Pages 33-35 |
| 7. | Review and recommend approval of the draft nomination list for the Lifeline Transportation (Cycle 7) Grant Program. | Action (Gaye) | Pages 36-40 |
| 8. | Receive a presentation on the C/CAG Strategic Plan development process and participate in a discussion on the proposed Agency mission, vision, core values, goals, objectives, and performance measures. | Information
(Charpentier) | Pages 41-42 |
| 9. | Executive Director Report | Information
(Charpentier) | No Materials |
| 10. | Adjournment and establishment of next meeting date:
June 24, 2024 | Action
(Papan) | 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 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:

555 County Center, 5th Floor, Redwood City, California 94063
<http://www.ccag.ca.gov>



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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 March 25, 2024**

The meeting was called to order by Member Brown at 3 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 pm by Chair Papan.

2. Public comment on items not on the agenda

3. Issues from the March 11, 2024 C/CAG Board meeting. (Information)

Jeff Lacap, C/CAG Staff, noted that the C/CAG Board appointed Adam Rak (San Carlos) as the new chair and Michael Salazar (San Bruno) as vice-chair. He further provided an overview of the following items discussed during the Board meeting: Reso 24-12 approving the FY2024/25 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund and C/CAG's Vehicle Miles Traveled/Greenhouse Gas Model Mitigation Program.

4. Approval of minutes of the November 27, 2023 and February 26, 2024. (Action)

Motion – To approve the minutes of the November 27, 2023 and February 26, 2024 CMEQ meetings. Miles-Holland /Stacey Jimenez. Brown, McCune, Hedges, Jimenez, Miles-Holland, Papan. Motion Passes 6-0.

5. Nomination/Election of the CMEQ Committee Chair and Vice Chair. (Action)

Motion – To nominate Gina Papan as CMEQ Chair and Dick Brown as Vice Chair. Hedges/McCune. Brown, McCune, Hedges, Jimenez, Miles-Holland, Papan. Motion Passes 6-0.

6. Review and provide input on the Draft San Mateo Countywide Local Roadway Safety Plan. (Information)

Eva Gaye, C/CAG Staff provided an overview of the Draft San Mateo Countywide Local Roadway Safety Plan and introduced Mike Alston from Kittelson & Associates to discuss the plan's development.

The San Mateo Countywide Local Roadway Safety Plan works within the Safe System Approach (safe roadway users, vehicles, speeds, roads, and post-crash care) to keep people safe on the roadways. The plan provides an assessment of historical and existing roadway traffic safety, identifies actions and prioritized project list, and identifies implementation partners.

Vice-Chair Brown inquired about the feasibility of achieving zero traffic accidents by 2050 as the LRSP commits to doing. He further asked how many traffic accidents have occurred in the last few years. Executive Director Sean Charpentier responded that the timeframe for achieving zero severe and fatal injuries resulting from traffic accidents is 2050. However, as the plan is updated every 5-years, jurisdictions can reassess its vision zero goals. Mike noted that the vision zero goal includes all traffic collisions that result in fatal and severe injury. While the goal is audacious, staff plans on periodically updating the plan and adjusting actions as necessary.

Vice-Chair Brown noted that encouraging an expansion of pedestrian and bicycle lanes creates more of a safety vulnerability and inquired how staff plans to balance this. Sean responded that the Countywide plan identifies the risk factors of severe and fatal traffic collisions. With the development of the plan, staff and local agencies can address the risk factors that contribute to these safety issues.

Member Hedges noted that it is impossible to achieve vision zero by 2050 due to human behavior. He inquired if the plan identifies funding for bike lanes. Sean responded that the LRSP highlights how to maximize the safety of bicyclist traveling along bike lanes and not recommendation for bike lanes.

Chair Papan inquired whether the report distinguishes between bicycle, pedestrian accidents. Eva responded that the report is divided into sections and discusses bicycle, pedestrian and automobile safety.

Chair Papan inquired about the LRSP data source. Mike noted that SWITRS is the Statewide Integrated Traffic Records System that is maintained by the CA Highway Patrol who sends local traffic collision records to SWITRS. He further added that TIMS is the Transportation Injury Mapping System that is maintained by SafeTREC a research center at UC Berkeley. The research center takes all SWITRS data and geocodes them.

Chair Papan inquired about Caltrans funding. Jeff noted that Caltrans has the Highway Safety Improvement Program (HSIP) that is available for jurisdictions.

Member McCune, noted that Ralston Ave was identified as part of the high injury network in Belmont. He inquired whether there is funding available to explore implementation of bike lanes along the corridor given the limited right of way opportunities. Sean responded that the project locations for each jurisdiction were vetted and reviewed by city staff.

Member Miles-Holland inquired why only 10 out of 11 jurisdictions have an LRSP. Jeff responded that the Countywide plan was initiated by MTC's requirements during the OBAG 3 process. He further added that the cities that do not have their own existing LRSP have chapter

specific plans in the Countywide LRSP. Staff is also coordinating with jurisdictions whose safety plans are expiring within the next few years to see how the Countywide LSRP can be used. Sean also noted that each jurisdiction is required to adopt the countywide plan through local resolution.

Member Jimenez noted that a key component of the LRSP is traffic safety education. She inquired about the source of funding for traffic safety education. Eva responded that C/CAG funds the San Mateo County Office of Education's Safe Routes to School (SRTS) Program on an annual basis to provide education and encouragement activities that are related to school travel safety which includes safe biking and walking. Sean further highlighted that the SRTS School Travel Fellowship Program provides small infrastructure grants to school and cities to implement safety projects near schools.

7. Executive Director Report (Information)

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

- Committee vacancies
 - 6 vacancies for the CMEQ Committee (3 Elected Official, 1 Environmental member, 1 Public member and 1 Caltrain member)
 - 1 Elected Official vacancy on Resource Management and Climate Protection Committee
 - 2 Elected Official vacancies on the Bicycle Pedestrian Advisory Committee
 - 2 Elected Official vacancies for the Legislative Committee
 - 1 Elected Official vacancy on Finance Committee
- C/CAG is actively supporting AB 1817 to allow advisory committees to meet remotely.
- C/CAG was in Washington D.C. on March 12-14 to advocate for transportation and stormwater programs. Specifically, for the \$60M NOA application that was submitted.

8. Member comments and announcements (Information)

- Member Herhold introduced herself to the committee as the Assistant General Manager, Performance and Budget at the Bay Area Rapid Transit (BART). Member Herhold has been with the agency for 30 years.
- Chair Papan gave the following updates:
 - Bay Area Affordable Housing Bond to be on the November 2024 ballot
Up to \$20 billion dollars available region wide; 80% of funding goes back to the counties of origin to determine how best to produce and preserve affordable housing. Some programs the bond would fund include a region wide housing portal and supplemental income program for seniors. The bond is currently polling at 55%.

- REAP-Regional Early Action Planning 2.0
 - The funding for REAP 2.0 is at risk to be cut in the proposed Governor's budget. REAP 2.0 funds programs that supports progress of reaching the state's housing goals. C/CAG sending letter to governor about the importance of REAP funds
 -
- Regional Transportation Measure
 - Legislation includes a study to analyze the consolidation of every transit agency in the region.

9. Adjournment and establishment of next meeting date

The meeting adjourned at 4:12 p.m. The next regular meeting is scheduled for April 29, 2024 at San Mateo City Hall.

2024 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	X									
Tom McCune (Belmont City Council Member)	Elected Official		X	X									
Richard Hedges (San Mateo City Council Member)	Elected Official		Brown Act	Brown Act									
Stacy Jimenez (Foster City Council Member)	Elected Official		X	X									
Stacy Miles Holland (Atherton Council Member)	Elected Official		R	X									
Juslyn Manalo (Daly City Council Member)	Elected Official												
Vacant	Elected Official												
Vacant	Elected Official												
Vacant	Elected Official												
Gina Papan (MTC Commissioner)	Metropolitan Transportation Commission (MTC)			X									
Vacant	Environmental Community												
Vacant	Public Member												
Juan Salazar	Business Community		R										
Deborah Penrose	Agencies with Transportation Interests		R	R									
Peter Ratto	San Mateo County Transit District (SamTrans)		X	X									
Pamela Herhold	Bay Area Rapid Transit (BART)		X	X									
Vacant	<i>Peninsula Corridor Joint Powers Board (Caltrain)</i>												

Staff and Guests in attendance for the March 25, 2024 Meeting

Sean Charpentier, Jeff Lacap, Eva Gaye, C/CAG Staff

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

Remote attendance: Kaki Cheung and Mike Alston (Kittelson & Associates)

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

**MINUTES
MEETING OF April 29, 2024**

The meeting was called to order by Member Brown at 3:02 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 pm by Chair Papan. Quorum was not met.

2. Public comment on items not on the agenda

Malcolm Robinson, a member of the BPAC Committee, voiced support for countywide initiatives aimed at enhancing bicycle and pedestrian infrastructure. He emphasized the importance of encouraging people to opt for alternative modes of transportation, thereby reducing reliance on cars and promoting a healthier lifestyle.

3. Issues from the April 11, 2024 C/CAG Board meeting. (Information)

Jeff Lacap, C/CAG Staff, highlighted that the Board commenced a public hearing regarding the Draft San Mateo Countywide Local Roadway Safety Plan (LRSP) and extended the public hearing until June 13, 2024. Furthermore, they conducted the second session of the C/CAG Strategic Plan Development Board Workshop.

4. Approval of minutes of the March 25, 2024. (Action)

Motion – To approve the minutes of the March 25, 2024 CMEQ meetings. Committee could not vote on action as quorum was not met.

5. Receive a presentation on the C/CAG Vehicle Miles Traveled/Greenhouse Gas Model Mitigation Program. (Information)

C/CAG Staff Kim Springer introduced Matt Goynes, Project Manager from Fehr & Peers to present on the C/CAG Vehicle Miles Traveled/Greenhouse Gas Model Mitigation Program. Matt provided an overview of the VMT mitigation project which includes alternatives, cost analysis, and model program implementation documents for San Mateo County cities and developers.

Vice-Chair Brown pointed out that the State is requiring jurisdictions to generate 10-15% of affordable housing. He asked how this increase in affordable housing would contribute to reducing Vehicle Miles Traveled (VMT). Matt replied that affordable housing enables individuals to reside

closer to their workplaces and essential resources, thereby shortening trip lengths and decreasing VMT per capita, ultimately assisting regions in aligning with VMT reduction goals.

Member Jimenez asked for examples illustrating community-based travel planning at a local level. In response, Matt described one approach as appointing a designated person to interact with local residents, offering information about transit passes and subsidies. He added that through the public engagement effort for the VMT program, the community expressed interest for this initiative, noting its value in addressing residents' lack of awareness regarding available transit programs.

Chair Papan questioned why there's a focus solely on low-density residential development rather than high-density developments. Matt explained that high-density development tends to result in fewer Vehicle Miles Traveled (VMT) impacts, as density increases, VMT per capita decreases. He clarified that single-family homes are excluded from the C/CAG Transportation Demand Management (TDM) policy due to the challenges in implementing TDM measures for such properties which necessitates property management and greater density to provide more amenities and services which TDM can address. Chair Papan noted the absence of representation from coastal cities in the Technical Advisory Task Force. C/CAG Staff Kim responded, stating that efforts were made to include input from Half Moon Bay regarding the application of the TDM program to their area. Chair Papan questioned why BART was not included in the task force, given that San Mateo County has five BART stations which housing developments are being planned. C/CAG Executive Director Sean Charpentier explained that certain land use projects around BART stations would be exempt from TDM mitigation due to their density and statutory parking requirements. He added that TDM mitigation primarily applies to developments not immediately adjacent to fixed rail stations, but staff could still engage with BART personnel on the matter. Sean underscored that SB 743 State Statute shifts transportation studies' focus from Level of Service to Vehicle Miles Traveled. Matt contributed that most jurisdictions have determined that developments within a half-mile of rail corridors would have a reduced impact on VMT and may not require mitigation, as projects near transit tend to generate less VMT. Chair Papan concluded her remarks by noting that South San Francisco isn't designated as a transit hub in the report, despite its ferries and other transit modes. She also queried why the airport was omitted from the report, expressing that it lacks sufficient detail by excluding these transportation areas.

Vice-Chair Brown pointed out that the report suggests biking and walking paths can alleviate congestion. He inquired about specific case studies in the US that support this claim. Sean mentioned that the report contains data derived from statewide studies demonstrating the positive impacts of enhancing bike facilities.

Public Comment

Ann Schneider, a member of the C/CAG BPAC Committee, emphasized the importance of better inclusion of BART, considering its presence in numerous cities within the county. She expressed concerns over the Millbrae, a city often traversed by drivers which consequently contributes to higher greenhouse gas emissions. Despite this, Millbrae is not proportionately represented in grant funding allocations, raising concerns about equity in resource distribution.

Malcolm Robinson, a member of the BPAC Committee, encouraged fellow members to participate in exploring the San Bruno BART Station on Bike to Work Day, which falls on May 17th. He highlighted the significant number of BART commuters who rely on bicycles as a convenient last-mile solution for commuting to work.

6. Receive a presentation on the C/CAG Transportation Demand Management Policy Monitoring Program. (Information)

C/CAG Staff Jeff Lacap introduced Carmen Chen to present on the C/CAG Transportation Demand Management Policy Monitoring Program. The policy requires all jurisdictions in the County to work with Commute.org on development projects that generate over 100 Average Daily Trip (ADT).

Chair Papan inquired why there are only 13 cities listed under the project compliance and what constitutes a daily trip. Carmen responded that the other 7 jurisdictions had smaller development projects that resulted in less the 100 ADT. The TDM update went into effect on Jan 1, 2022 and many development projects were approved prior to this date. John Ford, Executive Director of Commute.org noted that a daily trip is calculated by a project that generates 100 average daily trips to and from the project site. Member Papan further inquired why can't we apply this policy to older projects and if there a way to encourage compliance. Sean responded that the policy and checklist is to be included in the jurisdiction's development approval process.

Member Penrose inquired how ADT is calculated. Carmen explained that ADT is determined as part of the transportation impact analysis conducted during the development process. Developers usually engage transportation consulting firms to carry out these calculations.

Member Jimenez inquired about the methods employed for monitoring the enforcement of the mitigation program. Sean clarified that according to the policy, developments are obligated to report any compliance issues to Commute.org. John supplemented by explaining that developments now have an additional requirement to provide Commute.org with updates on the implementation of mitigative measures. Furthermore, he mentioned that trip count thresholds are annually reported when they surpass a certain level of development.

Public Comment

Ann Schneider remarked that the compliance checklist does not accurately represent Millbrae's TDM compliance. She pointed out that development projects on both sides of Millbrae Avenue have TDM programs, including shuttles. These projects were completed before the 2022 TDM policy update and should be recognized for compliance. John clarified that cities not reflected under project compliance are those that Commute.org did not identify as subject to the updated TDM policy. Chair Papan proposed including a footnote in the compliance report to address this discrepancy.

Malcolm Robinson inquired how are we motivating companies to lower VMT. From his experience in the private sector companies rewarded employees for biking to work. John responded that Commute.org incentivizes employers to lower VMT through bicycle, carpool and bike rewards.

7. Executive Director Report (Information)

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

- Committee vacancies
 - 6 vacancies for the CMEQ Committee (3 Elected Official, 1 Environmental member, 1 Public member and 1 Caltrain member)
 - 1 Elected Official vacancy on Resource Management and Climate Protection Committee
 - 1 Elected Official vacancy on the Bicycle Pedestrian Advisory Committee
 - 2 Elected Official vacancies for the Legislative Committee
 - 1 Elected Official vacancy on Finance Committee

- In person scoping meeting on Wednesday, May 1 at Foster City Library for the 92/101 Direct Connector project which occurs at the beginning of the Environmental process to hear feedback from stakeholders.

8. Member comments and announcements (Information)

Chair Papan provided the following update:

- Weiner and Wahab Senate Bill 1031; C/CAG and Caltrain has taken an opposed unless amended position.

9. Adjournment and establishment of next meeting date

The meeting adjourned at 4:12 p.m. The next regular meeting is scheduled for May 20, 2024 at San Mateo City Hall.

2024 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	X	X								
Tom McCune (Belmont City Council Member)	Elected Official		X	X									
Richard Hedges (San Mateo City Council Member)	Elected Official		Brown Act	Brown Act	Remote								
Stacy Jimenez (Foster City Council Member)	Elected Official		X	X	X								
Stacy Miles Holland (Atherton Council Member)	Elected Official		R	X									
Juslyn Manalo (Daly City Council Member)	Elected Official												
Vacant	Elected Official												
Vacant	Elected Official												
Vacant	Elected Official												
Gina Papan (MTC Commissioner)	Metropolitan Transportation Commission (MTC)			X	X								
Vacant	Environmental Community												
Vacant	Public Member												
Juan Salazar	Business Community		R										
Deborah Penrose	Agencies with Transportation Interests		R	R	X								
Peter Ratto	San Mateo County Transit District (SamTrans)		X	X	X								
Pamela Herhold	Bay Area Rapid Transit (BART)		X	X	X								
Vacant	<i>Peninsula Corridor Joint Powers Board (Caltrain)</i>												

Staff and Guests in attendance for the April 29, 2024 Meeting

Sean Charpentier, Jeff Lacap, Eva Gaye and Kim Springer, C/CAG Staff; Malcolm Robinson -BPAC Member; John Ford and Carmen Chen -Commute.Org,

Remote attendance: Kaki Cheung, Matt Goyne- Fehr & Peers, Ann Schneider-BPAC Member, Richard Hedges

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: May 20, 2024

To: Congestion Management and Environmental Quality (CMEQ) Committee

From: Kim Wever, Transportation Program Specialist

Subject: Review and recommend approval of the call for projects pertaining to \$1,000,000 in Transportation Fund for Clean Air (TFCA) 40% Fund, alongside the grant application schedule

(For further information or questions, contact Kim Wever at kwever@smcgov.org)

RECOMMENDATION

That the CMEQ Committee review and recommend approval of the call for projects pertaining to \$1,000,000 in Transportation Fund for Clean Air (TFCA) 40% Fund, alongside the grant application schedule.

FISCAL IMPACT

It is expected that approximately \$1,000,000 will be available for the Transportation Fund for Clean Air (TFCA) 40% Fund.

SOURCE OF FUNDS

The Bay Area Air Quality Management District (BAAQMD) is authorized under Health and Safety Code Section 44223 and 44225 to levy a fee on motor vehicles. Funds generated by the fee are referred to as the Transportation Fund for Clean Air (TFCA) funds. They are used to implement projects that reduce air pollution from motor vehicles. Health and Safety Code Section 44241(d) stipulates that forty percent (40%) of funds generated within a county where the fee is in effect shall be allocated by the BAAQMD to one or more public agencies designated to receive the funds. For San Mateo County, C/CAG has been designated as the administrating agency to receive the funds.

BACKGROUND

In February 2024, the Committee recommended Board approval of the Fiscal Year 2024/25 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund. The C/CAG Board approved the recommended Expenditure Plan at its March meeting.

The Fiscal Year 2024/25 Expenditure Plan estimates that San Mateo County will receive a total of \$1,686,637 (\$1.04M in new funds and \$0.65M from the reprogramming of underbudgeted and canceled projects). An amount of \$46,637 is budgeted for grant administration purpose, with the remaining \$1,640,000 available for projects.

A summary of the approved Fiscal Year 2024/25 TFCA 40% fund is shown below:

	Estimated FY 2024/25 TFCA Funds
Administration	\$46,637
Commute.org - Countywide Voluntary Trip Reduction Program	\$600,000
Commute.org - BART Shuttle	\$40,000
Other Projects to be determined	\$1,000,000
Total	\$1,686,637

At the February 2024 Committee meeting, staff presented options to explore for the “Other Projects to be determined” category, which included:

- Leverage the grant funds as local match for a USDOT Safe Streets for All (SS4A) grant application to implement safety countermeasure projects and strategies that have been identified in the San Mateo Countywide Local Roadway Safety Plan (LRSP).
- Fund the top two to three eligible projects identified in the San Mateo Countywide Local Roadway Safety Plan (LRSP).
- Conduct a limited Call for Projects.

Due to TFCA’s cost-effectiveness requirement and timing, staff recommends proceeding with the limited call for projects option.

Transportation Fund for Clean Air (TFCA) 40% Fund Limited Call for Projects

C/CAG is planning to conduct a one-time limited call for projects for the estimated available \$1,000,000 in TFCA funds. The Air District has issued a [TFCA 40% Fund Expenditure Plan Guidance](#) (Guidance) for grant funds covering Fiscal Year 2024/25. C/CAG used this Guidance to design the call for projects.

Eligible Projects include the following and more details can be found in Attachment 1:

1. **Clean air vehicles and electric and hydrogen recharging stations:** includes alternative fuel and plug-in hybrid-electric vehicles, scrapping old vehicles, and alternative fuel infrastructure.
2. **Ridesharing/First-Last Mile Connections:** includes shuttle, vanpool, carpool, transit, rail-bus, and smart growth projects.
3. **Bicycle Facilities:** includes installation of new bicycle paths/lanes/routes and secure bike parking, such as lockers and racks,
4. **Infrastructure Improvement for Trip Reduction:** includes traffic-calming and construction of facilities that expand access to mass transit, such as a new ferry terminal or bus-rapid-transit lane.

Refer to Attachment 1 of the Guidance, Eligible Project Table, for additional details and example projects within each category.

Eligible applicants include any public agencies, cities, towns, County, and transit agencies in San Mateo County. Other entities may partner with an eligible applicant to help shape the scope of work for the project proposal and play a role in project delivery.

Grant Funding/Match

Total Grant Funds Available	\$1,000,000
Minimum Grant Awards	\$250,000
Maximum Grant Awards	\$1,000,000
Minimum Local Cash or In-Kind Match (% of Total Project Cost)*	10%

*The match is based on total project cost, not the amount of the grant. Revenue sources for a local match can include local sales tax, special bond measures, private donations, and/or private foundations, etc. The local match can be all cash, third-party in-kind contributions, or a combination of the two. Staff time from the primary applicant can also count as in-kind match.

Draft Application and Evaluation Process

Step 1: To be eligible, the Project Sponsor will first prepare the C/E Worksheet to ensure that the project does not exceed the maximum C/E limit. Cost-effectiveness (\$/weighted ton) is the ratio of TFCA funds awarded to the sum of surplus emissions reduced, during a project’s operation period, of reactive organize gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller).

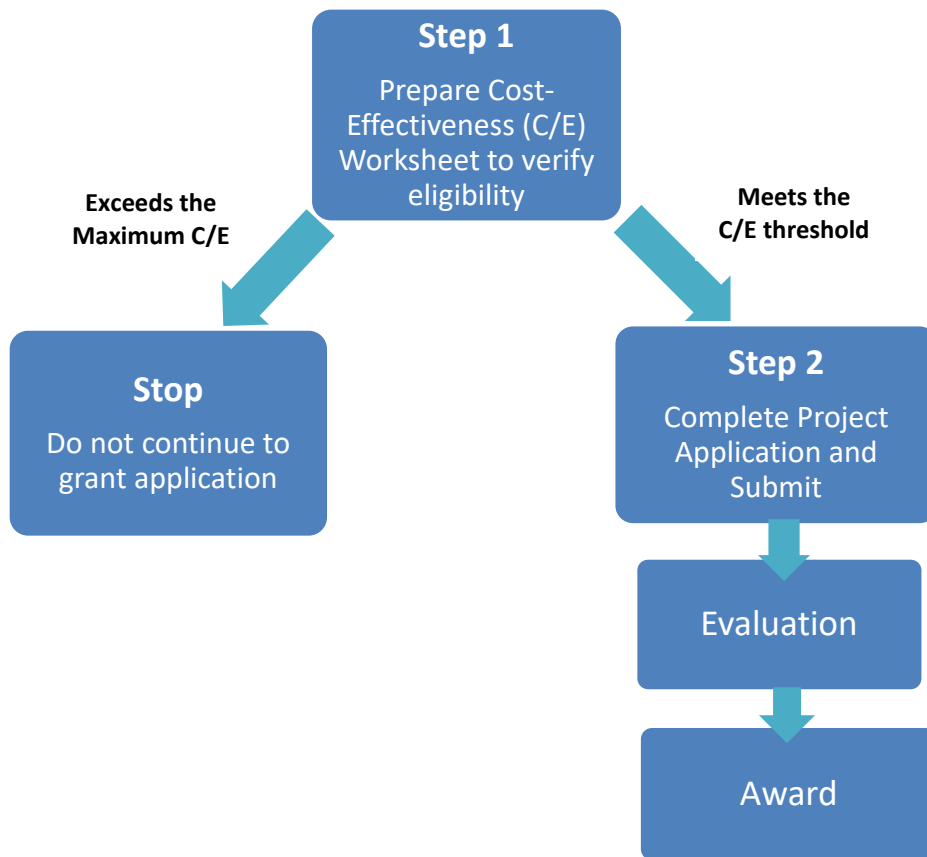
The maximum C/E limit is shown below:

Project Category	Maximum C/E (\$/weighted ton)
1. Clean air vehicles and electric and hydrogen recharging stations	500,000
2. Ridesharing - Existing	150,000
First-Last Mile Connections - Existing	250,000
Ridesharing/First-Last Mile Connections – Pilots	500,000
3. Bicycle Parking	250,000
Bikeways	500,000
4. Infrastructure Improvement for Trip Reduction	500,000

Projects that do not meet the required C/E threshold will be rejected and should not continue to Step 2, the grant application.

Step 2: Projects that meet the C/E threshold, shall move on to complete the grant application. Refer to Attachment 2, Draft Application for detailed information.

The following image illustrates the application process:



The following factors will be used to score each completed application:

1. **Cost Effectiveness Evaluation Results** (up to 50 points)
2. **Project Readiness and Timely Use of Funds** (up to 15 points)
3. **Safety** (up to 10 points)
4. **Community Support and Equity** (up to 10 points)
5. **Local Match (Local Cash or In-Kind Match)** (up to 10 points)
6. **Innovation** (up to 5 points)
7. **Countywide Plans/Consistency** (Yes or No for Bicycle and Pedestrian Projects Only)

Tentative Schedule

C/CAG staff plans to issue the Limited Call for Projects in late May. C/CAG will hold one Zoom workshop in June. In addition, C/CAG staff will arrange office hours, available during the months of June and July. Project recommendations will be brought to the C/CAG Congestion Management Program Technical Advisory Committee and the C/CAG Congestion Management and Environmental Quality Committee this fall. The C/CAG Board of Directors will authorize the award(s) before November 2024. The tentative schedule is below:

Date	Description
Wednesday, May 29, 2024	Release Limited Call for Projects
Wednesday, June 5, 2024 at 5:00 P.M.	Closing Date/Time for Requests for Clarifications and Questions
Wednesday, June 12, 2024 (Time to TBD)	Zoom Workshop
June and July 2024	Office Hours
Wednesday, August 14, 2024 at 5:00 P.M.	Application Due Date
Late August/Early September	Application Evaluation and Project Selection Process
September 2024	Selected project(s) will be notified and recommended to the C/CAG Committees for approval.
September and October 2024	Funding Agreement developed between C/CAG and Project Sponsor. Funding Agreement will be presented to Board for approval.

RECOMMENDATION

The Congestion Management Program Technical Advisory Committee (TAC) meeting on May 16th, 2024, the TAC Committee reviewed and approved the call for projects and grant application schedule.

At the May’s CMEQ Committee meeting, staff request the committee to review and recommend approval of the call for projects pertaining to \$1,000,000 in Transportation Fund for Clean Air (TFCA) 40% Fund, alongside the grant application schedule. Staff will return to the Committee in September with a recommendation of grant award.

EQUITY IMPACTS AND CONSIDERATIONS

Funding allocated through this program serves to benefit all community members by facilitating the implementation of projects aimed at reducing air pollution from motor vehicles. Additionally, the evaluation criteria will award points to locations within an MTC Equity Priority Community, CalEnviroscreen 4.0 census tract, and the C/CAG Equity Focus Areas.

ATTACHMENTS

1. Eligible Projects Table
2. Draft Application

ELIGIBLE PROJECTS TABLE

Project Category	Brief Description and Examples
1. Clean air vehicles and electric and hydrogen recharging stations	<p>These projects are intended to accelerate the adoption of zero-emissions vehicles through the deployment of alternative fuel infrastructure, i.e., electric vehicle charging sites, hydrogen fueling stations. Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites. This includes upgrading or modifying private fueling/charging sites or stations to allow public and/or shared fleet access. TFCA funds may be used to cover the cost of equipment and installation. TFCA funds may also be used to upgrade infrastructure projects previously funded with TFCA funds as long as the equipment was maintained and has exceeded the duration of its useful life after being placed into service. Equipment and infrastructure must be designed, installed, and maintained as required by the existing recognized codes and standards and as approved by the local/state authority. TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs.</p>
2. Ridesharing/First-Last Mile Connections	<p>Ridesharing projects provide carpool, vanpool, or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category. Projects that provide a direct or indirect financial transit or rideshare subsidy exclusively to employees of the grantee are not eligible.</p> <p>First-Last Mile Connections projects reduce single-occupancy vehicle trips by providing short-distance connections between mass transit and commercial hubs or employment centers. The following conditions must be met for a project to be eligible for TFCA funds:</p> <ol style="list-style-type: none"> 1) The service must provide direct connections between stations (e.g., rail stations, ferry stations, Bus Rapid Transit (BRT) stations, or airports) and a distinct commercial or employment location. 2) The service's schedule, which is not limited to commute hours, must be coordinated to have a timely connection with corresponding mass transit service. 3) The service must be available for use by all members of the public.

<p>3. Bicycle Facilities</p>	<p>These projects expand public access to bicycle facilities. New bicycle facility projects or upgrades to an existing bicycle facility that are included in an adopted countywide bicycle plan, Congestion Management Program (CMP), countywide transportation plan (CTP), city plan, or the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan and/or Regional Active Transportation Plan are eligible to receive TFCA funds. Projects that are included in an adopted city general plan or area-specific plan must specify that the purpose of the bicycle facility is to reduce motor vehicle emissions or traffic congestion.</p>
<p>4. Infrastructure Improvement for Trip Reduction</p>	<p>These projects achieve motor vehicle emission reductions that expand the public's access to alternative transportation modes through the design and construction of physical improvements. The project must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. The project must have a completed and approved environmental plan. If a project is exempt from preparing an environmental plan as determined by the public agency or lead agency, then that project has met this requirement. Examples of projects that are eligible under this policy include but are not limited to installation of new ferry terminal stations or berths, and construction for improving pedestrian access (e.g., sidewalks, overpasses).</p>

DRAFT GRANT APPLICATION

- One (1) electronic version of the application shall be submitted to the County Program Manager, Kim Wever (kwever@smcgov.org) by the closing date and time for receipt of application.
- Applications must be received no later than 5:00 P.M. on Wednesday, August 14, 2024.
- Each application shall be no more than 20 bound pages.

GENERAL INFORMATION	
Project Sponsor	
1. Lead Applicant (Agency):	
2. Project Manager (Name and Title):	
3. Contact Information (Email and Phone):	
Project Partners/Vendors (Please list all project partners and/or vendors that will be involved and their role in the project.)	
1. Agency/Business/Organization	
a. Role in Project (brief)	
2. Agency/Business/Organization	
a. Role in Project (brief)	
PROJECT CATEGORY	
<input type="checkbox"/> Clean air vehicles and electric and hydrogen recharging stations: includes alternative fuel and plug-in hybrid-electric vehicles, scrapping old vehicles, and alternative fuel infrastructure.	
<input type="checkbox"/> Ridesharing/First-Last Mile Connections: includes shuttle, vanpool, carpool, transit, rail-bus, and smart growth projects.	
<input type="checkbox"/> Bicycle Facilities: includes installation of new bicycle paths/lanes/routes and secure bike parking, such as lockers and racks,	
<input type="checkbox"/> Infrastructure Improvement for Trip Reduction: includes traffic-calming and construction of facilities that expand access to mass transit, such as a new ferry terminal or bus-rapid-transit lane.	

PROJECT DESCRIPTION	
1. Project Title	
2. Brief Project Description and Purpose	
3. Project Location	
PROJECT COST AND GRANT REQUEST	
1. Total Project Cost	
2. Total TFCA Grant Request	
3. Local Cash Match	
4. And/or In-Kind Match	
NARRATIVE/COST PROPOSAL	
1. Detailed description of project (describe the project and services being requested)	
2. Project justification and needs (justify the project by describing what the agency needs are and how this project meet those needs, i.e. reduce air pollution, improves safety, community support, consistent with countywide or citywide plans)	

<p>3. Agency resources (describe the resources the project sponsor agency will dedicate for the successful completion of the project)</p>
<p>4. Project Readiness (describe the readiness of the project, and any factors that may influence the project schedule in any way) <i>Please include project schedule as attachment, if needed.</i></p>
<p>5. Detailed project cost proposal (include breakdown of costs for capital, construction, consultant, etc.) <i>Please include as an attachment, if needed.</i></p>
<p>6. Equity. Please describe how the project advances equity. Use the following links to review your project’s Equity criteria eligibility:</p> <ul style="list-style-type: none"> • MTC Equity Priority Communities (EPC) • CalEnviroScreen 4.0 census tract with a score above 25% <ul style="list-style-type: none"> ○ Hover over the census tract where your project lands and use the legend to the right to determine what the percentage score is • C/CAG Equity Focus Area score of 8 or higher <ul style="list-style-type: none"> ○ Use the sliding scale on the 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan webmap to show the range of Equity Focus Areas. If your project area is highlighted when the scale is at 8 or higher, you may check this box.

If the project is only partially within one of these areas, you may still check the relative box.

If the project is not located in an MTC EPC, in a CalEnviroScreen 4.0 census tract with a score above 25%, or in a C/CAG EFA, please describe if and how this project serves a community of concern, a disadvantaged community, and/or a vulnerable population. For example, if the project promotes equity in other ways, such as connecting an equity focus area to a business center, high use activity center, etc., please elaborate and describe in more details using the box provided.

7. Vicinity map

Please include as attachment

8. Documentation of community support (i.e. letter(s) from mayor, city manager, chair, or community-based organizations, or evidence of Council or Board approval)

Please include as attachment

9. Other information (provide any other relevant information not provided above)

CAG AGENDA REPORT

Date: May 20, 2024

To: Congestion Management & Environmental Quality (CMEQ) Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Review and recommend approval of the Final San Mateo Countywide Local Roadway Safety Plan.

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

RECOMMENDATION

That the CMEQ Committee review and recommend approval of the final San Mateo Countywide Local Roadway Safety Plan.

FISCAL IMPACT

At the March 9, 2023 meeting, the C/CAG Board approved a consultant contract (Reso 23-22) with Kittelson & Associates in the amount of \$338,150 for the preparation of the San Mateo Countywide Local Roadway Safety Plan. A subsequent contract amendment (Reso 24-3) was approved by the C/CAG Board on February 8, 2024 to add \$38,172 to expand the project scope of work, for a new total amount not to exceed \$376,322, and to extend the contract term.

SOURCE OF FUNDS

Funding for the project comes from federal Surface Transportation funds and local Congestion Relief Plan funds. The Congestion Relief Plan funds are used to fulfill the 11.47% local match requirement.

BACKGROUND

Overview

A Local Roadway Safety Plans (LRSP) identifies and systematically analyzes roadway safety needs and develops a prioritized list of safety countermeasures. A LRSP offers a proactive approach to addressing safety needs and demonstrates an agency's responsiveness to safety challenges through local agency partnerships and collaboration. The completion of the countywide LRSP will render jurisdictions in the County eligible for grant funding from the Metropolitan Transportation Commission (MTC) OBAG 3 County & Local Program, and future funding for Caltrans Highway Safety Improvement Program and US Department of Transportation Safe Streets for All (SS4A).

Final San Mateo Countywide Local Roadway Safety Plan (LRSP)

At the March 21, 2024 meeting, the C/CAG Congestion Management Program Technical Advisory Committee reviewed and provided comments on the Draft San Mateo Countywide Local Roadway Safety Plan (LRSP). Additionally, they deliberated over the potential application for the USDOT Safe Streets and Roads for All (SS4A) Grant Program. Subsequently, on March 25th and 28th, the C/CAG Congestion Management and Environmental Quality (CMEQ) and Bicycle and Pedestrian Committee (BPAC), respectively, provided further feedback on the LRSP. Staff set a deadline of April 26th for final comments to be incorporated into the final plan.

SS4A Grant Program

At the March committee meeting the committee discussed a potential countywide application for the USDOT Safe Streets for All (SS4A) grant funding. Staff was interested in pursuing an implementation grant in May, but due to updated guidelines requiring an adopted safety plan at the time of application submission, a decision was made to pivot to the August deadline for the planning and demonstration grant. Several members expressed interest in submitting a countywide application or pursuing their own jurisdictional application. Staff has opted out of pursuing a planning and demonstration grant for this cycle but instead, aim to prioritize future implementation grants. Staff remains committed to supporting individual jurisdiction efforts in submitting an SS4A application.

Responses to the comments received on the draft LRSP are summarized in the table below:

<u>Committee/ Stakeholder</u>	<u>Comment</u>	<u>Action Taken</u>
TAC/Board	Desire to measure implementation and success	-Provided a framework for implementation in the Plan -Recommended continuation of an advisory group as the Countywide Transportation Safety Advisory Committee (TSAC)
CMEQ/BPAC & Board	Concerns/questions about effect of autonomous vehicles (AVs)	-Added latest available language from USDOT related to AVs and safety -This can be an ongoing topic for the TSAC.
CMEQ/BPAC	Ideas for additional data to improve safety planning and prioritization (e.g. near-miss data, pavement quality data)	Recommended data quality enhancement studies for C/CAG on behalf of jurisdictions to be incorporated in future plan updates
BPAC/Board	Desire to prioritize social equity impacts	Added language to Plan introduction
TAC/Board	Plan to update local and county plans in future	TSAC and C/CAG will coordinate with local agencies to agree on future update schedules (5 years or less)

TAC	Our existing plan will expire within the next 5 years. What should we do?	Staff recommends that local jurisdictions consider adopting a local resolution cosigning the Countywide LRSP, noting agreement with the vision/goals, countywide High Injury Network, prioritization method, and relevant proposed actions that pertain to local agencies. This serves as an interim measure to meet HSIP/SS4A requirements.
BART	LRSP efforts should center around improving access to public transportation and working with relevant agencies	Incorporated comment from BART and added BART to TSAC roster
SamTrans	SamTrans desire to prioritize bus stops for safety improvement	Coordinated with SamTrans to include countywide bus stop prioritization in plan.

The C/CAG TAC reviewed and approved the Final San Mateo Countywide Local Roadway Safety Plan at the May 16th meeting. Upon review and approval by the CMEQ Committee, staff will present the final plan to the C/CAG Board at the June 13th meeting.

The C/CAG Board opened a public hearing for the draft San Mateo Countywide Local Roadway Safety Plan (LRSP) at its April 11th meeting. The public hearing period will conclude at the June 13, 2024 meeting, and the final LRSP will be considered for adoption.

Recommendation

Staff requests that the Committee review and recommend approval of the final San Mateo Countywide Local Roadway Safety Plan.

The next steps include:

<u>Date</u>	<u>Activity</u>
May 16, 2024	Presented Final San Mateo Countywide LRSP to TAC
May 20, 2024	Present Final San Mateo Countywide LRSP to CMEQ
May 23, 2024	Present Final San Mateo Countywide LRSP to BPAC
June 13, 2024	Present Final San Mateo Countywide LRSP to Board

Equity Impacts and Considerations

The San Mateo Countywide LRSP is a countywide Plan that will include each of the jurisdictions in the county. As part of the Plan development led by C/CAG for the ten jurisdictions, the Plan prioritized locations within MTC’s Equity Priority Community and the C/CAG’s Equity Focus Areas.

ATTACHMENTS

1. Final San Mateo Countywide Local Roadway Safety Plan Executive Summary
2. Final San Mateo Countywide Local Roadway Safety Plan (The following documents are available on the C/CAG website (See “Additional Agenda Materials”) at:
<https://ccag.ca.gov/committees/congestion-management-and-environmental-quality-committee/>



Executive Summary

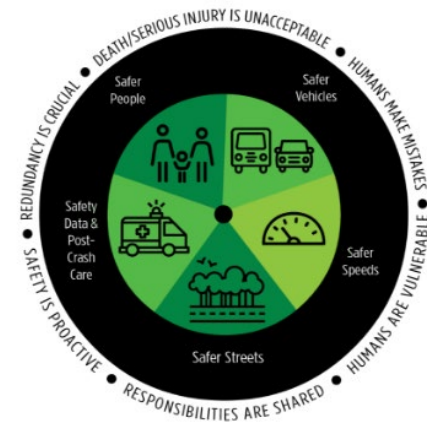
The City/County Association of Governments (C/CAG) created this Local Road Safety Plan (LRSP) with the following safety partners:



SAFE SYSTEM APPROACH


The recommendations and policies contained within this plan align with the principles of the Safe System Approach, which aims to eliminate fatal and severe injuries for all road users.


The Safe System Approach works by taking a holistic approach to roadway safety: by layering safe policy, design, and behavior initiatives atop one another, it maximally reduces the chance that a crash will occur and, if it does, that its outcome will be severe.




VISION & GOALS

C/CAG, its 21 local jurisdictions, and its partner agencies will work together to:

- 

Identify safety improvements, strategies, and programs using the Safe System Approach to eliminate fatalities and severe injuries on local roads.
- 

Enhance the existing roadway network in a cost-effective manner that promotes traffic safety and social equity, meets the needs of the community, and enriches the lives of residents.
- 

Promote a culture across agencies and communities that puts roadway safety first in all actions.

The goals of this plan include the following:

- 1 Regularly review crash history and community needs to identify and prioritize opportunities to reduce crash risk for roadway users of all ages and abilities.
- 2 Partner with other local agencies to incorporate roadway safety into all actions.
- 3 Implement context-appropriate safety countermeasures systemically and as part of all projects to target emphasis areas and underserved communities.
- 4 Support agencies in providing opportunities for citizen engagement to identify issues and inform Countywide safety solutions.
- 5 Embrace the Safe System Approach to promote engineering and non-engineering strategies in the community.
- 6 Work with agencies to monitor safety projects and implementation to track progress towards goals.

See the individualized jurisdiction LRSP chapters for each jurisdiction’s specific goals.

PUBLIC ENGAGEMENT

C/CAG hosted multiple events throughout the development of this plan to hear from residents throughout the County. The timeline below offers an overview of the breadth of event types and locations.

AUG 10

Virtual meeting (recorded and posted to plan website)

Countywide Virtual Kickoff Meeting

Sharing the purpose and timing of the plan

AUG 16

East Palo Alto

AUG 19

Half Moon Bay Farmers Market

AUG 20

Foster City Summer Days

AUG 27

San Carlos Block Party

Phase 1 Pop-up/Tabling Event

Shared crash data analysis; received input on locations and safety concerns

AUG - SEP

Online webmap (countywide input)

Phase 1 Concurrent Online Input

DEC 17

Belmont Farmers Market

DEC 20

Woodside Public Library

JAN 9

Colma BART Station

JAN 16

Atherton Library

JAN 18

Brisbane Farmers' Market

Phase 2 Pop-up/Tabling Event

Shared draft prioritized locations and types of engineering recommendations; received comments on locations and votes/input on types of treatments and desired locations

FEB 7

Portola Valley Bicycle, Pedestrian, & Traffic Safety Committee

MAR - APR

Various

Phase 3 Draft Plan

Share the draft plan publicly on the project website, through electronic distribution channels, and with presentations to C/CAG Committees and the Board.

HIGH INJURY NETWORK

To create a comprehensive network of high injury segments for San Mateo County and its local jurisdictions, the plan identifies separate high injury networks (HINs) for pedestrians, bicyclists, and motor vehicles. This comprehensive HIN is visualized in [an interactive map online](#). Users can toggle the data by travel mode.

EMPHASIS AREAS

The project team analyzed crash data countywide to establish emphasis areas. Emphasis areas are crash dynamic, behavioral, or road user characteristics that agencies can focus on to maximize their reduction of fatalities and severe injuries on local roads. The Countywide emphasis areas are:



Pedestrian and bicyclist safety



Motor vehicle speed related roadway segment crashes



Nighttime/low light safety



High-speed roadways (35+ mph)



Unsignalized intersections on arterials/collectors



Alcohol involvement



Vulnerable age groups (youth and aging)

RECOMMENDATIONS

Because C/CAG doesn't own local roadways and instead provides support and coordination to County agencies, the plan identifies 18 plan and program recommendations organized into the following categories:



PROJECT PRIORITIZATION

The spatial HIN analysis identified the highest crash locations by frequency and severity. Based on that work and the accompanying systemic analysis, the plan development team collaborated with partner jurisdictions to identify priority project locations. Prioritization used the following three factors:



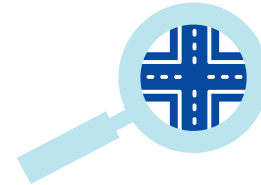
Crash History

Used to identify the locations with the highest reported five-year crash frequency and severity.



Social Equity

Used to identify locations where projects would benefit disadvantaged populations and align with future grant funding opportunities that emphasize social equity.



Systemic Factors

Used to identify locations that have roadway and land use characteristics associated with crash frequency and severity. Using systemic factors emphasizes a proactive rather than purely reactive approach.

IMPLEMENTATION & MONITORING

A key part of achieving C/CAG's vision is consistently evaluating roadway safety performance and tracking progress towards the goals. The Plan includes monitoring strategies that will track the progress of this plan's implementation.

C/CAG AGENDA REPORT

Date: May 20, 2024

To: Congestion Management & Environmental Quality (CMEQ) Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Review and recommend approval of the C/CAG distribution policy for the Fiscal Year 2024-2025 State Transit Assistance (STA) Population-Based funds.

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

RECOMMENDATION

That the CMEQ Committee review and recommend approval of the C/CAG distribution policy for the Fiscal Year 2024-2025 State Transit Assistance (STA) Population-Based funds.

FISCAL IMPACT

Based on the latest STA fund estimate, an estimated amount of \$3,198,935 is available in the Population-Based State Transit Assistance (STA) program for San Mateo County in Fiscal Year 2024-2025.

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 2024-2025, San Mateo County will receive approximately \$3,198,935 in Population- Based State Transit Assistance (STA) funding, based on the current STA Fund Estimate.

BACKGROUND

Based on the proposed Fiscal Year 2024-2025 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 policy. Under Resolution 3837, funding was distributed to fund northern county small transit operators, Regional Paratransit, the Lifeline Transportation Program, and

MTC regional coordination programs. Paratransit and Lifeline Transportation Program funds were further distributed among the nine bay area counties.

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

Since 2006, the Metropolitan Transportation Commission (MTC) delegated the responsibility of administering the Lifeline Transportation Program to C/CAG . 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. 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 policy, 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 policy 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.

Fiscal Year 2024-2025

For Fiscal Year 2024-25, 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 breakdown of 37% for paratransit and 63% for the Lifeline programs for Fiscal Year and 2024-25. This would result in approximately \$1,183,606 for paratransit and \$2,015,329 for the next cycle of the Lifeline Transportation Program, slated to begin in Winter 2025. On April 30, 2024, C/CAG staff discussed this with the SamTrans staff and received concurrence on the proposal.

The C/CAG TAC reviewed and approved the C/CAG distribution policy for the Fiscal Year 2024-2025 State Transit Assistance (STA) Population-Based funds at the May 16th meeting. Upon review and approval by the CMEQ Committee, staff will present the STA distribution policy to the C/CAG Board at the June 13th meeting.

Recommendation

C/CAG Staff requests that the CMEQ Committee review and recommend approval of the C/CAG distribution policy for the Fiscal Year 2024-2025 State Transit Assistance (STA) Population-Based funds.

ATTACHMENT

1. MTC Resolution No. 4321 (The following documents are available on the C/CAG website (*See "Additional Agenda Materials"*) at: <https://ccag.ca.gov/committees/congestion-management-and-environmental-quality-committee/>)

C/CAG AGENDA REPORT

Date: May 20, 2024

To: Congestion Management & Environmental Quality (CMEQ) Committee

From: Eva Gaye, Transportation Program Specialist

Subject: Review and recommend approval of the draft nomination list for the Lifeline Transportation (Cycle 7) Grant Program.

(For further information contact Eva Gaye at egaye@smcgov.org)

RECOMMENDATION

That the CMEQ Committee review and recommend approval of the draft nomination list for the Lifeline Transportation Program (Cycle 7) Grant Program.

FISCAL IMPACT

It is expected that approximately \$5.7 million will be awarded 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. As the County Transportation Agency (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. Beginning in Fiscal Year 2018-2019, C/CAG and SamTrans staff have coordinated and developed an annual STA

Population-Based distribution policy. 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.

Community Based Transportation Plan (CBTP)

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.

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.

C/CAG Lifeline Transportation Program Cycle 7 Call for Projects

C/CAG staff presented the Lifeline Transportation Program Cycle 7 Guidelines and available funding to the Congestion Management Environmental Quality (CMEQ) Committee and Congestion Management Program Technical Advisory (TAC) Committee in November 2023. The C/CAG Board also approved the guidelines on December 14, 2023.

The call for projects was issued on December 18, 2023 with an application due date of February 16, 2024. Staff held applicant workshops to provide guidance on the application process. Additionally, public workshops have been held to inform the public about the project solicitation.

Project Evaluation

By the deadline of February 16, 2024, staff received a total of thirteen (13) applications from seven jurisdictions and one transit agency, amounting to \$6.4 million in funding requests. This exceeded the available funding of \$4.5 million of STA funds by \$1.9 million. All submitted projects were deemed eligible, and none were excluded from consideration by C/CAG staff.

Following an initial screening, staff forwarded the project applications to an evaluation panel consisting of representatives from Caltrans, Commute.org, and C/CAG. The panel assessed various criteria including project need/goals and objectives, community-identified priority, implementation plan and project management capacity, coordination and program outreach, cost-effectiveness and performance indicators, as well as budget/sustainability. Meetings between staff and the evaluation panel were held on April 12th and 15th to discuss the ranking of projects. The evaluation panel expressed support for the staff's recommendations.

During the initial call for projects, staff had indicated that the total amount available of STA funds was \$4.5 million. In reviewing the amounts of additional residual revenue from previous fiscal year allocations, staff determined that there is available funding to allocate towards

additional Cycle 7 Lifeline Transportation Program projects. The additional funding capacity allows on-going transit operation projects, such as the SamTrans Coastside Service and Route 117, City of San Mateo's Get Around: Senior Transportation Program, and City of Menlo Park Shopper's Shuttle, to be recommended for funding.

Attachment 1 highlights the recommended project ranking, which would fully fund up to 12 projects totaling \$5.7 million. This funding recommendation will fund 8 operating projects and 4 capital projects. The City of Millbrae's project was not recommended for funding as the project, proposed community shuttle route, potentially competes directly with the existing SamTrans bus route along El Camino Real.

Next Steps

The Technical Advisory Committee approved the draft nomination list on May 16th. Upon approval by the CMEQ, staff will present the draft nomination list to the Board for approval at the June 13th meeting.

Upon adoption, pass-through funding agreements will be executed between the transit agency, SamTrans, 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 the transit agency.

Recommendation

C/CAG staff request that the CMEQ Committee review and recommend approval of the draft nomination list for the Lifeline Transportation Program (Cycle 7) Grant Program.

Equity Consideration

The Lifeline Transportation Cycle 7 Program directly funds projects that are identified in Equity Priority Communities throughout the county.

ATTACHMENT

1. Lifeline Transportation Program Cycle 7 Project Nomination

Rank	Project Sponsor	Project	Project Description	Project Type	Total Requested Lifeline (Cycle 7) Funding	Total Recommended Funding	Total Score
1	*SamTrans/ San Mateo County Community College District	SamTrans Way2Go Passes for San Mateo County Community College District (SMCCCD) Students	This project will fund the purchase of 10,000 SamTrans Way2Go transit passes for 5,000 low-income SMCCCD students each year for two years. Eligible students qualify for food insecurity support and are taking six or more units. This program lowers systemic barriers to education, employment, healthcare, and other opportunities.	Operating	\$584,000	\$584,000	104.0
2	San Mateo County	North Fair Oaks Community Connections Project	Implementation of high priority pedestrian and bicycle improvements in unincorporated North Fair Oaks identified in the North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study (2024) and Southeast San Mateo County Community-Based Transportation Plan (2023), including: high-visibility crosswalks, ADA curb ramps, curb extensions, and Class 3 bikeways.	Capital	\$581,200	\$581,200	100.3
3	SamTrans	Bus Stop Improvements for Daly City	This project funds bus stop improvements based on recommendations from the Daly City Community-Based Transportation Plan (CBTP) and the SamTrans Bus Stop Improvement Plan (BSIP). The CBTP recommends including bus shelters, improving the quality of transit access to neighborhood supermarkets. Additional improvements include system maps, route schedules, and real-time information.	Capital	\$625,000	\$625,000	100.0
4	SamTrans	Bus Stop Improvements in Southeast San Mateo County	This project will fund bus stop improvements based on recommendations from the Southeast San Mateo County Community-Based Transportation Plan (CBTP). The CBTP recommends including bus shelters to improve the quality of transit access to neighborhood amenities, such as grocery stores, senior centers, and health centers. Additional improvements include system maps, route schedules, and real-time information.	Capital	\$625,000	\$625,000	100.0
5	East Palo Alto	East Bayshore Road Pedestrian and Cyclist Improvements	The project involves pedestrian and cyclist safety improvements along East Bayshore Road from Euclid Avenue to Menalto Avenue. As part of the project, the City will install sidewalks, bikeways, traffic calming measures, green infrastructure, and lighting as determined in the PS&E package currently being developed.	Capital	\$625,000	\$625,000	97.7
6	Meno Park	Menlo Park M1-Crosstown Shuttle	The free M1-Crosstown Shuttle (Attachments 1, 2) is the successor to the M2-Belle Haven/Midday Shuttle, which has been providing the Belle Haven community and other neighborhoods with reliable, free local transit since 1998. The shuttle primarily serves the low-income community by providing all-day access to essential destinations not otherwise available.	Operating	\$625,000	\$625,000	93.3
7	Daly City	Daly City Bayshore Shuttle	Provide a circulator shuttle service connecting the Bayshore neighborhood in Daly City with transit and important destinations in the western portion of Daly City. The shuttle is free for passengers and operates for 14 hours, Monday through Friday, providing 11 round trips.	Operating	\$314,375	\$314,375	92.7
8	City of South San Francisco	Free South City Shuttle Public Outreach Project (previously named the "Free South City Shuttle Outreach Enhancements Project")	The Free South City Shuttle Outreach Project is committed to further enhancing and broadening its outreach initiatives for the Free South City Shuttle program. The goal is to continue effectively informing and engaging residents and the public of the program's services, while reaching a wider spectrum of community members who benefit from this invaluable transportation option.	Operating	\$80,000	\$80,000	91.7
9	SamTrans	Operating Support for SamCoast Service	This project will continue funding the operation of SamCoast, a general public demand response system on the Coastside of San Mateo County centered in Pescadero, serving a low-income population, including migrant farm workers.	Operating	\$625,000	\$625,000	91.0
10	Meno Park	Menlo Park Shoppers' Shuttle	The free Shoppers' Shuttle (Attachments 1, 2) is a curb-to-curb service that has served the community since 2001. This shuttle service is aimed at residents not within walking distance to transit/shuttles, and those with lower mobility. These wheelchair-accessible shuttles serve residents throughout the City, including Belle Haven, taking them to destinations in Menlo Park, Redwood City, and parts of Palo Alto.	Operating	\$166,000	\$166,000	89.7
11	City of San Mateo City Parks & Rec	Get Around! Senior Transportation Program	The Get Around! Program is an existing, successful City of San Mateo program providing seniors safe and affordable on-demand access to transportation. The service operates 24 hours a day, 7 days a week, providing access to medical services and other necessities, and serves a community that lacks access to transportation options.	Operating	\$320,000	\$320,000	89.0
12	SamTrans	Operating Support for Expanded Route 117 Service	This project will continue funding the operation of existing Lifeline funded expanded fixed route bus service for SamTrans Route 117 (previously Route 17) on the Coastside of San Mateo County. The expanded service provides service to Montara, additional peak commute period service, Sunday service, and later evening hours 7 days a week.	Operating	\$625,000	\$625,000	83.3

Rank	Project Sponsor	Project	Project Description	Project Type	Total Requested Lifeline (Cycle 7) Funding	Total Recommended Funding	Total Score
13	*Millbrae	Millbrae Shuttle Program	The project would reach out to shuttle service providers to start a shuttle service in Millbrae and into San Bruno. The City will prepare an RFP to shuttle service providers to design, operate and maintain a shuttle service. The shuttle service could be an electric vehicle (EV) shuttle, depending on the economics of the project. The project would also install shuttle stations/stops	Operating	\$625,000	\$0	77.0
					\$6,420,575.00	\$5,795,575.00	

*New Operating Project

C/CAG AGENDA REPORT

Date: May 20, 2024

To: Congestion Management & Environmental Quality (CMEQ) Committee

From: Sean Charpentier, Executive Director

Subject: Receive a presentation on the C/CAG Strategic Plan development process and participate in a discussion on the proposed Agency mission, vision, core values, goals, objectives, and performance measures

(For further information or response to questions, contact Sean Charpentier at scharpentier@smcgov.org)

RECOMMENDATION

That the CMEQ Committee receive a presentation on the C/CAG Strategic Plan development process and participate in a discussion on the proposed Agency mission, vision, core values, goals, objectives, and performance measures.

FISCAL IMPACT

The total not to exceed amount for the development of C/CAG's first strategic plan is \$130,623.

SOURCE OF FUNDS

The adopted Fiscal Year 2023/2024 Budget includes funding for an agency strategic plan. This project will be funded with a combination of general operation funds, Congestion Relief Program funds, and contributions from the Stormwater and Energy programs.

BACKGROUND

With the successful completion of the Agency's Equity Assessment and Framework, and the significant policy and regulatory changes effecting the transportation, energy and stormwater fields, C/CAG started the process to develop its first Strategic Plan to cover the next three to five years. Through a competitive procurement process, MIG Inc. (MIG) was selected to perform this work.

The Consultant will provide information on the strategic plan development process, and facilitate a discussion on the proposed mission, vision, core values, goals, objectives, and performance measures.

Attachment 1 showcases the draft Strategic Plan framework.

EQUITY IMPACTS AND CONSIDERATIONS

This item improves the administration/operations of C/CAG. C/CAG is currently implementing its Equity Assessment. The strategic planning process may identify additional desired equity outcomes or strategies.

ATTACHMENT

1. Draft C/CAG Strategic Plan Framework (The following documents are available on the C/CAG website (See “Additional Agenda Materials”) at: <https://ccag.ca.gov/committees/congestion-management-and-environmental-quality-committee/>)