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Congestion Management & Environmental Quality (CMEQ) Committee

Date: Monday April 28, 2025 Time: 3:00 p.m. Location: San Mateo City Hall Conference Room C 300 W. 20 TH Ave San Mateo, CA 94403 Remote: 2404 Klanianaole Ave., PH-16, Hilo, HI 96720	Join by Zoom Webinar: https://us02web.zoom.us/j/87297026746?pwd=hHSqCBp68h8xOXH4eLcZzQfTnLaZ5L.1 Join By Phone: +1 669 900 6833 Zoom Webinar ID: 872 9702 6746 Passcode: 512343
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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 April 10, 2025 C/CAG Board meeting: <ul style="list-style-type: none">• Provided an update on Regional Transportation Measure SB 63 (Weiner).• Casey Fromson appointed to the CMEQ Committee as the Peninsula Corridor Joint Powers Board (Caltrain) representative.	Information (Lacap)	No Materials
4.	Approval of minutes of the February 24, 2025 CMEQ Meeting.	Action (Papan)	Pages 1-4
5.	Receive a presentation on the MTC Transit-Oriented Communities (TOC) Policy Evaluation Framework.	Information (Lacap)	Pages 5-7
6.	Review and recommend approval of up to \$306,060 in Fiscal Year 2026 Transportation Fund for Clean Air Funds (TFCA) for Town of Hillsborough's Rapid Electric Vehicle Chargers.	Action (Wever)	Pages 8-10
7.	Review and recommend approval of the C/CAG distribution policy for the Fiscal Year 2025-2026 State Transit Assistance (STA) Population-Based funds.	Action (Lacap)	Pages 11-21



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| 8. | Receive an update on the San Mateo County Safe Routes to School Program Annual Report for Fiscal Year 2023-2024. | Information
(Gaye) | Pages 22-23 |
| 9. | Executive Director Report | Information
(Charpentier) | No Materials |
| 10. | Adjournment and establishment of next meeting date:
May 19, 2025 | 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 jlapac@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, jlapac@smcgov.org

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

**MINUTES
MEETING OF February 24, 2025**

The meeting was called to order by Vice- Chair Brown at 3:00 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 3:00 pm by Vice-Chair Brown

2. Public comment on items not on the agenda

There were no public comments on the agenda.

3. Issues from the February 13, 2025 C/CAG Board meeting. (Information)

Jeff Lacap, C/CAG Staff, noted that Mark Dinan and Bob Nguyen were appointed to the CMEQ Committee at the February 13, 2025 C/CAG Board Meeting.

4. Approval of minutes of the January 27, 2025 CMEQ Meeting. (Action)

*Motion to approve minutes of the January 27, 2025 CMEQ Meeting. Jimenez/ Venkatesh.
Brown, Jimenez, Venkatesh, Nguyen, Dinan, McCune, Hedges. Motion Passes 7-0.*

**5. Receive a presentation on the MTC Transit Oriented Communities (TOC) Policy.
(Information)**

C/CAG staff member Jeff Lacap introduced Gillian Adams from MTC to present on the Transit-Oriented Communities (TOC) Policy. Sean Charpentier, C/CAG Executive Director provided background on the policy, explaining that it is an update to MTC's Transit Oriented Development Policy and represents a key step in supporting jurisdictions to promote compact growth and reduce vehicle trips.

Member Hedges asked whether the planning grants are limited to cities or also available to developers. Gillian clarified that the planning funds are intended specifically for jurisdictions to support their efforts in aligning with the TOC Policy. She added that MTC also administers a Priority Sites Program, which focuses on locally identified, regionally significant areas intended to provide affordable housing across all income levels. Through this program, predevelopment funding is available for projects that will increase affordable housing in designated priority sites. Member Jimenez asked what qualifies a jurisdiction as a non-TOC area. Gillian explained that jurisdictions such as East Palo Alto, Atherton, Hillsborough, and Foster City are considered non-TOC because they do not have access to Caltrain, BART, ferry terminals, or bus rapid transit.

Member Papan inquired about which cities in San Mateo County are currently in compliance with the TOC (Transit-Oriented Communities) policy. She noted that Belmont and San Carlos had applied for assistance but were not recommended for funding. Gillian responded that MTC does not yet have sufficient information from local jurisdictions to determine compliance status. She explained that MTC is actively working with these jurisdictions to help them understand the policy requirements and is providing technical assistance resources to support them in meeting those requirements.

Member Venkatesh noted that both Belmont and San Carlos applied for grant funding and were not funded. She emphasized the staffing limitations faced by smaller jurisdictions. She asked how the process could be streamlined to better support these communities. Sean shared that San Mateo County submitted 20 applications totaling \$7.4 million in requests, and MTC recommended 12 jurisdictions for funding, totaling \$3.3 million. Gillian added that the program was oversubscribed, and as a result, some jurisdictions were not awarded funding.

6. Receive a presentation on San Mateo County Energy Watch and Regionally Integrated Climate Action Planning Support 2024 accomplishments and PG&E contracting for calendar year 2026-2027. (Information)

C/CAG staff member Kim Springer provided an update on San Mateo County Energy Watch and Regionally Integrated Climate Action Planning Support 2024 accomplishments and PG&E contracting for calendar year 2026-2027.

Member Hedges asked whether there are best practices available in response to the recent Berkeley decision that repealed the ban on natural gas appliances in new buildings. He suggested that there should be a more balanced approach—such as allowing gas stoves while also requiring installation of electric stoves to give residents a choice. Kim agreed that this represents a more balanced strategy, noting that jurisdictions cannot implement reach codes that outright ban the use of natural gas. He added that Peninsula Clean Energy is taking the lead on this issue and is currently working on developing related policy guidance.

7. Review and recommend approval of the Fiscal Year 2025/26 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund (Action).

C/CAG Executive Director Sean Charpentier announced that the item would be presented for informational purposes only, as the Committee lost quorum following the early departure of a member.

C/CAG staff Kim Wever presented on the Fiscal Year 2025/26 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund.

Member Jimenez inquired why only four projects were submitted for the previous TFCA Call for Projects. Kim explained that the cost-effectiveness threshold set by the Bay Area Air Quality Management District (BAAQMD) can be challenging for some projects to meet because many

vehicles in the Bay Area are already fuel-efficient, making it harder to achieve the required greenhouse gas reduction benchmarks.

Overall, the Committee was supportive of the proposed Fiscal Year 2025/26 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund.

8. Executive Director Report (Information)

C/CAG Executive Director Charpentier gave the following update:

- C/CAG is supporting an amendment to SB 239 which will expand remote meeting options for elected officials and not just non-elected members.

9. Member comments and announcements (Information)

Member McCune commented that requiring in-person attendance at committee meetings can be counterproductive, as it forces members to drive and contribute to additional greenhouse gas (GHG) emissions. He emphasized the importance of offering a remote participation option to support sustainability goals.

Member Jimenez asked how quorum is determined for the committee meetings. Sean responded that quorum is based on the number of seats filled by members attending in person. Member Jimenez requested that Sean follow up with Member Manalo to confirm whether she wishes to continue participating on the CMEQ Committee.

Member Herhold asked whether CMEQ Committee meetings could be held in a location with better transit access, such as the new SamTrans building. Sean responded that staff would look into the possibility and noted that efforts are made to hold meetings in a geographically central location for all members.

Member Dinan expressed the challenges with public participation that requires in person attendance. He noted that public participation increased when meetings were held remotely.

10. Adjournment and establishment of next meeting date

The meeting adjourned at 4:30 p.m. The next regular meeting is scheduled for March 24, 2025 at San Mateo City Hall.

Name	Representing	Jan	Feb	Mar (Canceled)	Apr	May	Jun	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										
Mark Dinan (East Palo Alto Council Member)	Elected Official		X										
Stacy Jimenez (Foster City Council Member)	Elected Official	X	X										
Stacy Miles Holland (Atherton Council Member)	Elected Official	X											
Juslyn Manalo (Daly City Council Member)	Elected Official												
Pranita Venkatesh (San Carlos Council Member)	Elected Official		X										
Bob Nguyen (Millbrae Council Member)	Elected Official		X										
Vacant (Council Member)	Elected Official												
Gina Papan (MTC Commissioner)	Metropolitan Transportation Commission (MTC)	X	R										
Mollie Carter	Environmental Community	X											
Richard Hedges	Public Member	X	X										
Vacant	Business Community												
Deborah Penrose	Agencies with Transportation Interests												
Peter Ratto	San Mateo County Transit District (SamTrans)	X	X										
Pamela Herhold	Bay Area Rapid Transit (BART)	X	X										
Vacant	Peninsula Corridor Joint Powers Board (Caltrain)												

R - Remote attendance

Blank- Absent

Brown Act - Remote attendance via Publicly Accessible Teleconference Location

X - In person attendance

AB 2449 – Remote attendance via AB 2449

In-Person: Sean Charpentier, Eva Gaye, Jeff Lacap, Kim Springer, Kim Wever- C/CAG; Theresa Rommel-MTC

Online: Dan Sternkopf, Kaki Cheung-C/CAG; Gillian Adams and Thomas Arndt-MTC

C/CAG AGENDA REPORT

Date: April 28, 2025

To: Congestion Management and Environmental Quality (CMEQ) Committee

From: Jeff Lacap, Transportation System Coordinator

Subject: Receive a presentation on the MTC Transit-Oriented Communities (TOC) Policy Evaluation Framework.

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

Recommendation

That the Congestion Management and Environmental Quality (CMEQ) Committee receive a presentation on the MTC Transit-Oriented Communities (TOC) Policy Evaluation Framework.

FISCAL IMPACT

There is no financial impact related to this item.

SOURCE OF FUNDS

N/A

BACKGROUND

In September 2022, MTC adopted the TOC Policy (MTC Resolution No. 4530) to support the region's transit investments by creating communities around transit stations and along transit corridors that not only enable transit ridership, but also are places where Bay Area residents of all abilities, income levels, and backgrounds can live, work, and access services.

The TOC Policy focuses on the core elements of land use density, affordable housing, parking management, and complete streets/multimodal access to implement the strategies within Plan Bay Area 2050, the region's long-range plan for transportation, housing, the economy, and the environment. The TOC Policy applies to the half-mile area around existing and planned fixed-guideway transit stops and stations (i.e., regional rail, commuter rail, light-rail transit, bus rapid transit, and ferries).

At the February CMEQ Committee meeting, MTC Staff presented an overview on the TOC Policy and requirements. MTC Staff has returned to present on the initial evaluation framework for the TOC Policy for jurisdictions with TOCs to achieve compliance.

Equity Impacts and Considerations

TOC's enable people to access and use transit more often for more types of trips by centering housing,

jobs, services and shopping around public transit. They are places where people of all ages, abilities, income levels, and racial and ethnic backgrounds can live, work and thrive.

ATTACHMENTS

1. List of TOC Areas in San Mateo County

County	Jurisdiction	Station Name	Transit Service Tier	Part of a Corridor?	Corridor Name	Station Operator	Status	Multi-jurisdiction TOC Area?	Notes
San Mateo	Belmont	Belmont Caltrain	3	No	N/A	Caltrain	Existing/Built	No	Tier 3 TOC areas in jurisdictions with 30,000 residents or fewer may use Tier 4 standards for <i>residential density</i> requirements. Tier 3 standards for commercial intensity and parking requirements still apply.
San Mateo	Brisbane	Bayshore Caltrain	3	No	N/A	Caltrain	Existing/Built	Yes	Tier 3 TOC areas in jurisdictions with 30,000 residents or fewer may use Tier 4 standards for <i>residential density</i> requirements. Tier 3 standards for commercial intensity and parking requirements still apply.
San Mateo	Burlingame	Millbrae BART/Caltrain	2	No	N/A	Caltrain; Bay Area Rapid Transit	Existing/Built	Yes	
San Mateo	Burlingame	Broadway Caltrain	3	No	N/A	Caltrain	Existing/Built	No	
San Mateo	Burlingame	Burlingame Caltrain	3	No	N/A	Caltrain	Existing/Built	No	
San Mateo	Colma	Colma BART	2	No	N/A	Bay Area Rapid Transit	Existing/Built	Yes	
San Mateo	Colma	South San Francisco BART	2	No	N/A	Bay Area Rapid Transit	Existing/Built	Yes	
San Mateo	Daly City	Colma BART	2	No	N/A	Bay Area Rapid Transit	Existing/Built	Yes	
San Mateo	Daly City	Daly City BART	2	No	N/A	Bay Area Rapid Transit	Existing/Built	Yes	
San Mateo	Menlo Park	Menlo Park Caltrain	3	No	N/A	Caltrain	Existing/Built	No	
San Mateo	Millbrae	Millbrae BART/Caltrain	2	No	N/A	Caltrain; Bay Area Rapid Transit	Existing/Built	Yes	
San Mateo	Redwood City	Redwood City Caltrain	3	No	N/A	Caltrain	Existing/Built	No	
San Mateo	San Bruno	San Bruno BART	2	No	N/A	Bay Area Rapid Transit	Existing/Built	Yes	
San Mateo	San Bruno	San Bruno Caltrain	3	No	N/A	Caltrain	Existing/Built	No	
San Mateo	San Carlos	San Carlos Caltrain	3	No	N/A	Caltrain	Existing/Built	No	Tier 3 TOC areas in jurisdictions with 30,000 residents or fewer may use Tier 4 standards for <i>residential density</i> requirements. Tier 3 standards for commercial intensity and parking requirements still apply.
San Mateo	San Mateo	Hayward Park Caltrain	3	No	N/A	Caltrain	Existing/Built	No	
San Mateo	San Mateo	Hillsdale Caltrain	3	No	N/A	Caltrain	Existing/Built	No	
San Mateo	San Mateo	San Mateo Caltrain	3	No	N/A	Caltrain	Existing/Built	No	
San Mateo	South San Francisco	San Bruno BART	2	No	N/A	Bay Area Rapid Transit	Existing/Built	Yes	
San Mateo	South San Francisco	South San Francisco BART	2	No	N/A	Bay Area Rapid Transit	Existing/Built	Yes	
San Mateo	South San Francisco	South San Francisco Caltrain	3	No	N/A	Caltrain	Existing/Built	No	
San Mateo	South San Francisco	South San Francisco Ferry	4	No	N/A	San Francisco Bay Ferry	Existing/Built	No	

C/CAG AGENDA REPORT

Date: April 28, 2025

To: Congestion Management and Environmental Quality (CMEQ) Committee

From: Kim Wever, Transportation Program Specialist

Subject: Review and recommend approval of up to \$306,060 in Fiscal Year 2026 Transportation Fund for Clean Air Funds (TFCA) for Town of Hillsborough's rapid electric vehicle chargers.

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

RECOMMENDATION

That the Committee reviews and recommends approval of up to \$306,060 in Fiscal Year 2026 Transportation Fund for Clean Air Funds (TFCA) for Hillsborough's rapid electric vehicle chargers.

FISCAL IMPACT

Up to \$306,060 in Fiscal Year 2026 Transportation Fund for Clean Air Funds (TFCA)

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 administering agency to receive the funds.

BACKGROUND

In February 2025, the Committee recommended funding for Commute.org's Countywide Voluntary Trip Reduction Program and BART Shuttle Program. Subsequently, in March 2025, the C/CAG Board adopted Resolution 25-11, approving the FY 2025/26 Expenditure Plan. The Board approved funding these two projects and allowed flexibility to allocate funds to other eligible projects, including previously unfunded proposals from previous Call for Project cycles. A balance of \$774,000 remains in the Fiscal Year 2025-2026 TFCA funding cycle. To ensure the timely obligation and use of funds, C/CAG staff proposes allocating this limited amount to eligible projects that were not awarded with funding from last year's TFCA Call for Projects.

Item 3.5 of the November 15, 2024 [C/CAG Board agenda packet](#) summarizes all the applications received from last year's TFCA Limited Call for Projects and the grant amounts awarded. The eligible projects for the available Fiscal Year 2025 TFCA funds include Town of Hillsborough's rapid electric vehicle chargers and City of San Carlos's San Carlos Ave asphalt pathway replacement and Brittan Ave sidewalk improvement project.

By the March 10th deadline, C/CAG staff received updated project cost-effectiveness worksheets from the

Town of Hillsborough and City of San Carlos. The table below summarizes the projects and updated information received.

Lead Applicant (Agency/Jurisdiction)	Hillsborough	San Carlos
Project Title	Rapid Electric Vehicle Chargers	San Carlos Ave Asphalt Pathway Replacement and Brittan Ave Sidewalk Improvement Project
Brief Description	The project installs four (4) Level 3 Rapid Electric Vehicle Chargers at the Walnut Lot adjacent to Hillsborough Town Hall and the Hillsborough Public Works Corporation Yard.	The project includes the installation of new sidewalk, curb and gutter in previously unimproved areas. The project will help fill the gaps between existing sidewalks, new buffered bicycle lanes, and new high visibility traffic striping.
Score (Out of 100) from last Call for Projects	76.63	74
Meets Cost-Effectiveness Ratio	Yes	Yes
Funding Need	Yes	Recently received SMCTA Grant in the amount of \$2M
Total Project Cost	\$612,120	\$5,078,800
TFCA Grant Amount Request	\$306,060	\$500,000
Recommended FYE2026 TFCA Award	\$306,060	\$ -

Staff corresponded with the City of San Carlos regarding their project funding plan. The City confirmed that the project is fully funded through the SMCTA Cycle 7 Pedestrian and Bicycle Program Grant. As a result, staff does not recommend allocating additional funding to the project from the current TFCA program.

Based on updated information and project cost-effectiveness worksheets, staff recommends funding Hillsborough's project and staff will return to the Committee for the remaining \$467,940. At their April 17, 2025 meeting, the C/CAG Congestion Management Program Technical Advisory Committee (TAC) reviewed and recommended approval of up to \$306,060 in Fiscal Year 2026 Transportation Fund for Clean Air Funds (TFCA) for Town of Hillsborough's rapid electric vehicle chargers.

Multi-Year Call for Projects for remaining balance and upcoming FYs

The TAC also discussed and supported a multi-year TFCA Call for Projects process. This process would streamline administration and improve project competitiveness. Extending the planning horizon will increase program attractiveness by allowing local jurisdictions to better align potential projects with their capital improvement plans and long term priorities. Given that many jurisdictions face limited staffing resources, a multi-year cycle will reduce the frequency of application preparation, enabling agencies to focus their efforts on developing more robust and well-planned proposals. Furthermore, a multi-year cycle may improve the overall quality of submissions, as applicants will have additional time to scope projects, secure necessary approvals, and leverage other funding sources.

The total remaining for Fiscal Year 2026 TFCA funds is \$467,940. This amount must be fully allocated by

November 2025 to avoid forfeiture. Additionally, it is estimated that \$370,000 is available annually in Fiscal Year 2027 and 2028. In total, approximately \$1.21M is available for a three-year call for projects.

Eligible project categories include the following:

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

Projects will be evaluated based on the following criteria: Cost-Effectiveness (C-E) results, project readiness and timely use of funds, community support and equity, local match, and innovation. For bicycle and pedestrian projects, two additional factors will be considered, including safety and countywide plans/consistency. Cost Effectiveness (C-E), as defined in the Guidance, is used as screening criteria for all projects considered for allocation under the TFCA program. For instance, ridesharing projects must result in a C-E of less than \$150,000 per weighted ton of reduced emissions. Existing First and Last Mile Connection (Shuttles) must show a C-E of less than \$200,000 per weighted ton of reduced emissions.

Staff recommends ranking projects based on the aforementioned criteria and the TFCA funds will be allocated annually as they become available. Because the C-E threshold can vary annually based on guidelines from the Air District, eligible jurisdictions must submit updated C-E worksheets before funds are awarded.

Recommendation

Staff requests that the Committee reviews and recommends C/CAG Board approval of awarding \$306,060 in Fiscal Year 2026 TFCA Funds to Hillsborough's rapid electric vehicle chargers and staff will return to the Committee for the remaining \$467,940.

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.

ATTACHMENTS

N/A

C/CAG AGENDA REPORT

Date: April 28, 2025

To: Committee Congestion Management and 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 2025-2026 State Transit Assistance (STA) Population-Based funds.

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

RECOMMENDATION

That the Congestion Management and Environmental Quality (CMEQ) Committee review and recommend approval of the C/CAG distribution policy for the Fiscal Year 2025-2026 State Transit Assistance (STA) Population-Based funds.

FISCAL IMPACT

Based on the latest STA fund estimate published in February 2025, an estimated amount of \$2,733,545 is available in the Population-Based State Transit Assistance (STA) program for San Mateo County in Fiscal Year 2025-2026.

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 2025-2026, San Mateo County will receive approximately \$2,733,545 in Population- Based State Transit Assistance (STA) funding, based on the current STA Fund Estimate.

BACKGROUND

According to the proposed Fiscal Year 2025-2026 State Budget, the Bay Area would receive \$77 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.

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.

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. In 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 2025-2026

For Fiscal Year 2025-2026, the County share of population-based STA funds is estimated to be \$2,733,545 per the Governor's budget published in February 2025. 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 in Fiscal Year and 2025-26. This would result in approximately \$1,011,412 for paratransit and \$1,221,133 for the next cycle of the Lifeline Transportation Program, slated to begin in Winter 2025. On April 7, 2025, 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 2025-2026 State Transit Assistance (STA) Population-Based funds at the April 17, 2025 meeting. Upon review and approval by the CMEQ Committee, staff will present the STA distribution policy to the C/CAG Board at the May 8, 2025 meeting.

Recommendation

C/CAG Staff requests that the CMEQ Committee review and recommend approval of the C/CAG distribution policy for the Fiscal Year 2025-2026 State Transit Assistance (STA) Population-Based funds.

EQUITY IMPACTS AND CONSIDERATIONS

STA Population-Based funds are allocated to the Lifeline Transportation Program, which is administered by C/CAG. This program supports projects identified through the Community-Based Transportation Planning (CBTP) process, which aims to improve mobility for residents in Equity Priority Communities (EPCs). Designated by MTC, EPCs are census tracts with a high concentration of underserved populations, including low-income households and people of color.

ATTACHMENT

1. MTC Resolution No. 4321

Date: February 28, 2018
W.I.: 1511
Referred By: PAC
Revised: 02/27/19-C
02/23/22-C

ABSTRACT

Resolution No. 4321, Revised

This resolution establishes a policy for the programming and allocation of State Transit Assistance (STA) funds and State of Good Repair Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313, and 99314.

This resolution supersedes Resolution No. 3837.

This resolution was revised on February 27, 2019 to update the STA Population-Based County Block Grant performance measure requirements for small and medium sized transit operators as well as to make adjustments to the State of Good Repair (SGR) Program Revenue-Based program policies to reflect updated Caltrans SGR Program guidelines.

This resolution was revised on February 23, 2022 to suspend the County Block Grant program for FY 2022-23 to implement the American Rescue Plan funding exchange.

Further discussion of this action is contained in the Executive Director's Memorandum to the Programming and Allocations Committee dated January 3, 2018 and the MTC Programming and Allocations Committee Summary Sheets dated February 14, 2018, February 13, 2019 and February 9, 2022.

Date: February 28, 2018
W.I.: 1511
Referred By: PAC

Re: Adoption of MTC's State Transit Assistance (STA) and State of Good Repair Program Programming and Allocation Policy.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4321

WHEREAS, State Transit Assistance (STA) funds are to be used to enhance public transportation service, including community transit service, and to meet high priority regional transportation needs; and

WHEREAS, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, establishes the State of Good Repair Program (SGR Program); and

WHEREAS, both STA and SGR Program funds are distributed by the State Controller's Office pursuant to Public Utilities Code § 99313 and 99314, a Population-Based and Revenue-Based program, respectively; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency for the San Francisco Bay Area, is responsible for the allocation of STA and SGR Program funds available to eligible claimants in this region; and

WHEREAS, MTC adopted an STA Allocation Policy in Resolution No. 3837 in 2008; and

WHEREAS, SB 1 significantly increased the amount of funding to the STA program and established the SGR Program; and

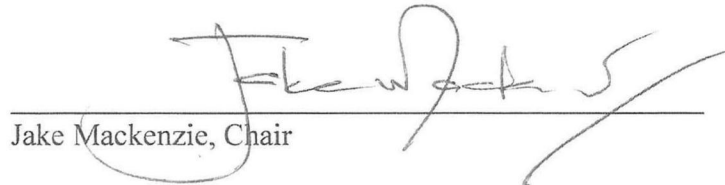
WHEREAS, in order to align the allocation of STA and SGR Program funding with the Bay Area's most pressing transportation needs; now, therefore, be it

RESOLVED, that MTC adopts its State Transit Assistance and State of Good Repair Program Programming and Allocation Policy described in Attachment A, attached hereto and incorporated by reference, for guidance to eligible claimants in the preparation of their

applications for STA and SGR Program funds and to staff for reviewing such applications; and
be it further

RESOLVED, that the prior policy governing allocation of State Transit Assistance Funds
contained in Resolution No. 3837 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION



A handwritten signature in black ink, appearing to read "Jake Mackenzie", is written over a horizontal line. The signature is stylized with a large initial "J" and a long, sweeping flourish at the end.

Jake Mackenzie, Chair

The above resolution was entered
into by the Metropolitan Transportation
Commission at a regular meeting of
the Commission held in San Francisco,
California, on February 28, 2018.

Date: February 28, 2018
W.I.: 1511
Referred By: PAC
Revised: 02/27/19-C
02/23/22-C

Attachment A
Resolution No. 4321
Page 1 of 5

**STATE TRANSIT ASSISTANCE AND STATE OF GOOD REPAIR PROGRAM
PROGRAMMING AND ALLOCATION POLICY
Exhibit 1**

This policy affects all allocations by the Metropolitan Transportation Commission (MTC) of STA and SGR Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313 and 99314 and relevant subsections.

I. STA Population-Based Funds (PUC Code 99313) Including Interest Earnings

1. STA Population-Based County Block Grant

Commencing with Fiscal Year 2018-19 70% of the STA Population-Based funds and interest is reserved for programming to STA-eligible operators by Congestion Management Agencies (CMAs) in each of the nine Bay Area counties as part of a STA Population-Based County Block Grant (County Block Grant). The County Block Grant will allow each county to determine how best to invest in transit operating needs, including providing lifeline transit services. The funds reserved for the County Block Grant shall be distributed amongst the nine counties according to the percentages shown in Table 1. Each county's share in Table 1 was calculated based on the county's share of STA funds from the Resolution 3837 formula, totaled across all categories (Northern Counties/Small Operators Program, Regional Paratransit Program, and the Lifeline Transportation Program).

Table 1. Distribution of STA Population-Based County Block Grant, by County

Alameda	17.68%
Contra Costa	22.18%
Marin	5.71%
Napa	3.49%
San Francisco	8.46%
San Mateo	5.06%
Santa Clara	14.09%
Solano	10.50%
Sonoma	12.83%

Within Alameda and Contra Costa Counties a minimum amount of County Block Grant funds shall be programmed amongst the transit operators detailed in Table 2.

Table 2. Alameda and Contra Costa County Small Operator Minimum

County	Minimum % of Block Grant to be Allocated Annually Amongst Eligible Small Operators	Eligible Small Operators
Alameda County	24%	LAVTA and Union City Transit
Contra Costa County	60%	CCCTA, ECCTA, WestCAT

The following program conditions apply to the County Block Grant:

- **Reporting:** Each CMA must submit to MTC by May 1st of each year, a report including the following information about the previous, completed, fiscal year: 1) the county's programming distribution of STA Population-Based funds amongst STA-eligible operators and; 2) the estimated amount of STA Population-Based funding that will be spent within or benefiting Communities of Concern.
- **Fund Swaps:** Each CMA is required to seek approval from MTC before requesting that a STA-eligible operator recipient of STA Population-Based funds perform a fund swap involving STA Population-Based funds. The CMA must notify all STA-eligible operators within their county of the request to swap funds before seeking approval from MTC.
- **Coordinated Claim/Submission Deadline:** Each CMA must play a coordinating role in the development of STA Population-Based claims from STA-eligible operators within their county. Each CMA must also submit to MTC by May 1st of each year a governing board-approved resolution listing the distribution policy for STA Population-Based funds amongst the STA-eligible operators for the subsequent fiscal year. Operators will continue to submit their own claims, if desired.
- **Performance Measures:** All small and medium sized operators shall be required to maintain operating costs (cost per service hour, cost per passenger, or cost per passenger mile) at least twenty (20) percent below the annual average operating cost of the seven operators included in the Transit Sustainability Project (TSP). Operating costs for small and medium sized operators shall be calculated for each mode (bus, rail, ferry, etc.) and benchmarked against the comparable modal average for the operators included in the TSP. In addition, annual year-over-year increases in operating costs for each small and medium sized operator shall be no greater than five (5) percent per year. If an operator is unable to meet the above requirements they may submit an appeal/justification to MTC explaining the circumstances that prevented achievement of the targets. Beginning in Fiscal Year 2023-24 MTC may link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target.
- **Operator Consolidation Planning Efforts:** In the Northern Counties (Marin, Napa, Solano, and Sonoma) as an alternative to meeting TSP performance requirements, counties and transit operators may develop a plan to consolidate into a single county operator.
- **Mobility Management:** In the five other counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) each county must establish or enhance mobility management programs to help provide equitable and effective access to transportation.

The STA County Block Grant program is suspended for fiscal year 2022-23. Funds that would normally flow into the STA County Block Grant program will instead be programmed directly by the Commission to transit operators to implement the American Rescue Plan funding exchange as a part of MTC Resolution 4481, Revised.

2. *MTC Regional Program*

Commencing with Fiscal Year 2018-19 30% of the STA Population-Based funds and interest is reserved for projects and programs that improve regional coordination, including but not limited to:

- Clipper®
- 511
- Transit connectivity

In addition, a portion of the Regional Program funding (approximately \$8 million in the first year based on the estimated Senate Bill 1 increment for Fiscal Year 2018-19) will be used to pay for the administrative costs and to help offset transit fare revenue loss for a regional means-based fare program.

MTC will develop an annual MTC Regional Coordination program. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC).

3. *Transit Emergency Service Contingency Fund*

The Transit Emergency Service Contingency Fund shall be used to provide assistance for an emergency response to a qualifying incident or event, under specific circumstances as described in MTC Resolution No. 4171.

The fund shall not exceed a total balance of \$1 million of STA Population-Based funds. In any individual fiscal year no more than \$333,333 of STA Populated-Based funds and interest shall be apportioned to the fund. Interest accrued to the fund shall not count towards the \$1 million total balance limit and interest can continue to accrue once the fund has reached \$1 million. Beginning in Fiscal Year (FY) 2015-16, \$333,333 in STA Population-Based funds, taken “off the top” from estimated STA Population-Based revenues for the fiscal year, will be apportioned to the fund. Apportionments will continue in subsequent fiscal years until the fund reaches a total of \$1 million. In future years should the balance of the fund fall below \$1 million, funds shall be apportioned in the next fiscal year to restore the full balance of the fund, subject to the annual apportionment limit.

II. STA Revenue-Based Funds (PUC Code 99314)

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each STA-eligible operator for the support of fixed route and paratransit operations, for inter-operator coordination, including the cost of interoperator transfers,

joint fare subsidies, integrated fares etc., and for capital projects consistent with the adopted long-range plan.

III. SGR Program Population-Based Funds (PUC Code 99312.1, distributed via PUC 99313)

MTC will develop an annual investment program for SGR Program Population-Based Funds through the annual Fund Estimate. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC) and will be consistent with the below priorities. All proposed programming actions will be submitted to Caltrans for approval, consistent with SGR Program Guidelines.

1. *Priority 1: Clipper® 2.0*

Invest in the development and deployment of the Bay Area's next generation transit fare payment system, Clipper® 2.0.

2. *Priority 2: Green Transit Capital Priorities*

If not needed for Clipper® 2.0, program SGR Program Population-Based funds to the acquisition of zero emission buses (ZEB) by the Bay Area's transit operators. SGR Program funds are intended to pay for the cost increment of ZEBs over diesel or hybrid vehicles or for charging or hydrogen infrastructure to support ZEBs. MTC staff will work to secure a 1:1 match commitment from the Bay Area Air Quality Management District to expand and accelerate the deployment of ZEBs in the region.

IV. SGR Program Revenue-Based Funds (PUC Code 99312.1, distributed via PUC 99314)

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each respective STA-eligible operator for state of good repair projects, preventative maintenance, and other projects approved by the California Department of Transportation (Caltrans) as eligible for SGR Program expenditure. Starting with Fiscal Year 2019-20 operators must submit their proposed SGR Program Revenue-Based projects to MTC, consistent with Caltrans' proposed amendments to the SGR Program Guidelines for Fiscal Year 2019-20. Operators should submit their SGR Program Revenue-Based project list to MTC by May 15th of each year. MTC staff will compile SGR Program Revenue-Based projects from all operators across the region and submit to the Commission for approval before submitting the approved regional SGR Program Revenue-Based project list to Caltrans by September 1st of each year.

Transit operator's SGR Program Revenue-Based projects should be consistent with their agency's Transit Assessment Management (TAM) plan.

**State Transit Assistance (STA)
Rules and Regulations
for the MTC Region
Exhibit 2**

These Rules and Regulations cover the eligibility requirements and the rules for a full or partial allocation of these funds.

Eligibility Requirements

To be eligible for any STA funds in the MTC region, an operator must comply with all SB 602 fare and schedule coordination requirements for the fiscal year. The evaluation of operator's compliance with the SB 602 program is made annually.

An operator's requested STA allocation may also be partially or fully reduced if the operator did not make satisfactory progress in meeting its Productivity Improvement Program (PIP) and/or the Regional Coordination projects for which each operator is a participant.

SB 602 Requirements/California Government Code Section 66516

Fare coordination revenue-sharing agreements, must be fully executed by all participating operators and provisions of the agreement(s) must be in compliance with MTC rules and regulations.

MTC Res. 3866 (Transit Coordination Implementation Plan) documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects such as Clipper. If a transit operator fails to comply with the requirements of Res. 3866 or its successor, MTC may withhold, restrict or reprogram funds or allocations.

PIP Projects

PIP projects are a requirement of STA funding. Failure by operators to make a reasonable effort to implement their PIP projects may affect the allocation of these funds. Projects will be evaluated based on actual progress as compared to scheduled. STA funds may be reduced proportionate to the failure of the operator to implement the PIP project/s. Progress in meeting the milestones identified for a project may be used as the basis for assessing reasonable effort.

The amount withheld will be reviewed with the affected operator. Partial funds withheld may be held by MTC up to two years to allow an operator to comply with its PIP as required by statute.

After two years, funds withheld under this section may also be re-allocated to any eligible operator for purposes of improving coordination, according to the unfunded coordination projects in the Regional Coordination Plan (MTC Res. 3866 or its successor). MTC may also allocate these funds to any operator whose increase in total operating cost per revenue vehicle hour is less than the increase in the CPI.

C/CAG AGENDA REPORT

Date: April 28, 2025

To: Congestion Management and Environmental Quality (CMEQ) Committee

From: Eva Gaye, Transportation Program Specialist

Subject: Receive an update on the San Mateo County Safe Routes to School Program Annual Report for Fiscal Year 2023-2024.

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

RECOMMENDATION

That the Congestion Management and Environmental Quality (CMEQ) Committee receive an update on the San Mateo County Safe Routes to School Program Annual Report for Fiscal Year 2023-2024.

FISCAL IMPACT

None.

SOURCE OF FUNDS

The San Mateo County Safe Routes to School (SRTS) Program is funded using a combination of federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds from the One Bay Area Grant (OBAG) Program and local Measure M funding, which is the \$10 vehicle registration fee levied in San Mateo County.

BACKGROUND

Since 2010, the City/County Association of Governments of San Mateo County (C/CAG) has partnered with the San Mateo County Office of Education (SMCOE) to administer the countywide Safe Routes to School (SRTS) Program. The program supports a range of activities promoting active and safe travel to school, including bike and pedestrian rodeos, walk and roll to school events, and funding for special initiatives. To meet its annual reporting requirements, SMCOE compiles a yearly report highlighting completed activities and goals for the upcoming year. SRTS Program Coordinator Theresa Vallez-Kelly will present the FY 2023-2024 report to the C/CAG Congestion Management and Environmental Quality Committee.

In FY 23-24, the program supported 83 schools throughout San Mateo County, organizing 98 educational and encouragement events. These included International Walk to School Day, Ruby Bridges Walk to School Day, Bike Month activities, bike rodeos, and helmet safety performances.

School Travel Fellowship Program

The SRTS program also completed its third cycle of the School Travel Fellowship Program, which supports collaboration between municipalities, schools, and community organizations to enhance safety and accessibility around school zones. Five city teams—East Palo Alto, Menlo Park, South San Francisco, San Mateo, and Redwood City—were selected to participate. Each team, made up of school officials, city staff, and community partners, implemented quick-build and demonstration projects to address local traffic safety concerns:

- **San Mateo (Hillsdale High School):** Curb extensions and upgraded crosswalks along 31st Avenue.
- **East Palo Alto (Costaño Elementary):** Installation of a roundabout to improve pedestrian safety.
- **South San Francisco (Parkway Heights Middle School):** Added vertical delineators and curb extensions to deter unsafe driving.
- **Redwood City (McKinley Institute of Technology):** Launched the SPOKES bicycle maintenance program, teaching students cycling skills.
- **Menlo Park:** Focused on improved communication strategies for future crosswalk upgrades.

Three cities that took part in the program have since secured infrastructure funding to make their demonstration projects permanent. Through the San Mateo County Transportation Authority’s Cycle 7 Bicycle and Pedestrian Call for Projects, San Mateo was awarded \$350,000, while South San Francisco received \$2,000,000. Additionally, East Palo Alto received \$400,000 in funding from C/CAG’s TDA Article 3 grant program.

Slow Speed School Zones

In collaboration with Redwood City and Daly City, the SRTS program piloted the Slow Speed School Zones initiative, aiming to reduce vehicle speeds around schools for safer walking and biking. The Slow Speed School Zones guidebook, developed in 2024, continues to serve as a resource for cities to evaluate school zone conditions, implement traffic-calming strategies, and engage community stakeholders. Recommendations include signage, infrastructure changes, and public education.

Equity Impacts and Considerations

The San Mateo County Safe Routes to School Program’s commitment to equity extends to educational opportunities, outreach events, and partnerships to improve safety in priority schools. The program further prioritizes grant funding in schools that are in Equity Priority Communities.

ATTACHEMENT

FY 2023-2024 San Mateo County Office of Education Safe Routes to School Annual Report
(The document is available on the C/CAG website (See “Additional Agenda Materials”) at:
<https://ccag.ca.gov/committees/congestion-management-and-environmental-quality-committee/>