

SAN MATEO 101
EXPRESS LANES PROJECT



SMC Express Lanes JPA



SMCTA Board Meeting

San Mateo 101 Express Lanes Equity Study

March 4, 2021

Agenda

1. Project Timeline
2. Equity Alternatives Development Process
3. Proposed Equity Alternatives
4. Next Steps

Project Timeline

We are here

Description	Summer 2020	Fall 2020	Winter 2020/2021	Spring 2021	Summer 2021
Baseline Conditions and Needs Assessment					
ESAC facilitation	★	★ ★	★ ★	★	
Literature review					
Define equity metrics					
Demographic and travel analysis					
Public engagement (phase I)					
Publish final needs assessment					
Equity Program Recommendation					
Draft & analyze 3-4 equity program alternatives					
Public engagement (phase II)					
Recommend preferred alternative					
Board review and approval					

Equity Alternatives Development Process

Desired Outcomes



Flexible and adaptive to changing needs and feedback.



Encourage mode shift to high-occupancy modes.



Strategies benefit underserved communities who live near or use the lanes.



Supports the Express Lanes benefits and goals (mobility, travel time, and reliability).



Program reflects input from historically marginalized communities.



Improve active transportation network adjacent to the corridor.



Strategies are replicable and could be expanded regionally.

Equity Program Funding

- The Pilot Equity Program will be funded with revenue from the SM 101 Express Lanes.
- Funding:
 - \$1 Million available in first year
 - \$600,000 annually in subsequent years

Community Feedback

Key takeaways from Phase 1 outreach:

Mobility challenges facing communities:

- Unreliable public transportation
- Cost of transportation
- Too much traffic

Equity program strategies suggested by the Community (partial list):

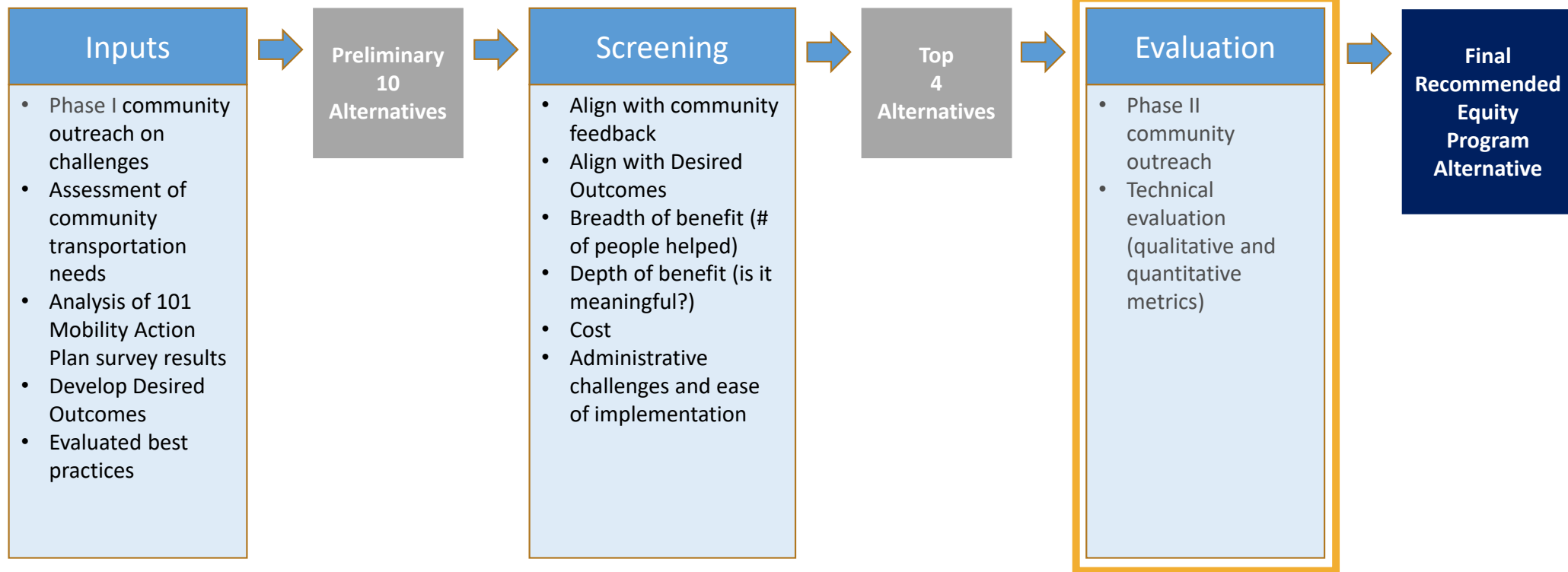
- Toll subsidies or other programs to help low-income drivers use the lanes
- More frequent and reliable public transportation
- Improved sidewalk and bicycle infrastructure
- Discounted or free transit passes
- Any program for individual benefits should be relatively easy to access

Alternatives Development Process

- **Goal:**

- Develop 3-4 Equity Program Alternatives that represent a broad array of feasible solutions.
- Evaluate the 3-4 Equity Program Alternatives.
 - Community engagement
 - Technical evaluation
- Select a final Equity Program Alternative for adoption and implementation.

Alternatives Development Process



We are here

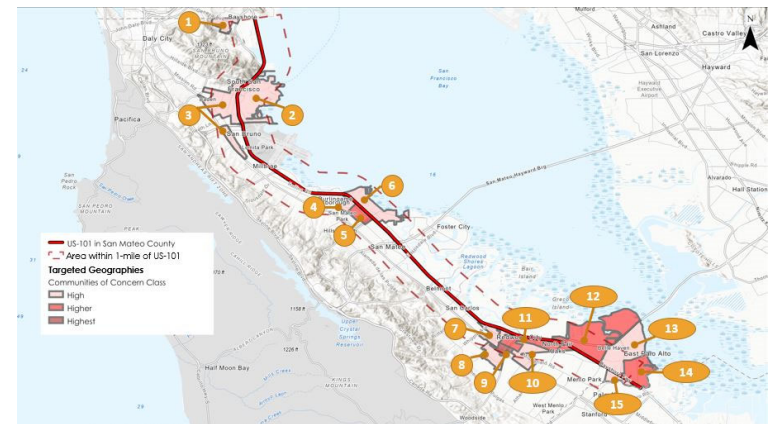
Alternatives Development Process

Ten preliminary alternatives:

1. Express Lane Strategies	2. Transit Strategies	3. Place-Based Investments
<p>Free or Reduced Tolls Monthly \$5 credit for qualifying households. <i>For consideration after MTC Toll Discount Pilot</i></p>	<p>Clipper Cash Benefit Offer a "Cash on clipper" benefit for qualifying households. <i>Advanced as Alternative #2</i></p>	<p>Bicycle / Ped / Transit Safety Improvements Implement bike and pedestrian safety treatments in target geographies. <i>Advanced as Alternative #3</i></p>
<p>Pre-loaded \$70 Toll Tags One-time benefit for qualifying households. <i>Advanced as Alternative #1</i></p>	<p>Subsidized Transit Passes Expand or continue Clipper START fare subsidy program. <i>Potential future implementation</i></p>	<p>Monthly Shared Mobility Credit Provide \$5 credit per month to qualifying households for Lyft/Uber subsidy or similar benefit. <i>Potential future implementation</i></p>
	<p>New Express Bus Service Fund new express bus service that connects target geographies to key destinations. <i>Potential future implementation</i></p>	<p>Carpool Rewards Program Provide carpool cash benefit for qualifying individuals. <i>Advanced as Alternative #4</i></p>
	<p>New Local Bus Expanded local bus service connecting target geographies to key destinations. <i>Potential future implementation</i></p>	<p>Bike Share Subsidy Expand Bay Wheels or similar bike share program into San Mateo County and provide subsidy/membership. <i>Potential future implementation</i></p>

Program Eligibility Assumptions

- Targeted Geographies
 - Place-based investments are focused on the 15 targeted geographies that were identified through the Phase 1 technical analysis.
- Eligible Population
 - For costing purposes, eligibility was based on 200% of the Federal Poverty Level (actual program eligibility requirements TBD).
 - San Mateo County residents earning less than 200% of the Federal Poverty Level:
 - 44,000 qualifying households
 - 127,000 qualifying individuals (all ages)
 - 80,000 qualifying individuals of working age (18-64)
 - ~17% countywide poverty rate



San Mateo Population, 2019

Total Population	761,000
Population Under 200% FPL (#)	127,000
Population Under 200% FPL (%)	17%
Total Households	263,500
Households Under 200% FPL (#)	44,000

Source: American Community Survey, 2019

Proposed Equity Program Alternatives

Alternative #1: Express Lane Benefit

Pre-loaded \$70 Toll Tags

- Bay Area FasTrak requires a \$50 minimum plus \$20 security deposit for new toll tags that are not linked to a credit card or bank account.
- Provide one-time benefit of a pre-loaded toll tags to qualifying households to cover the \$50 minimum and \$20 deposit. Those transponders could subsequently be reloaded at cash payment locations or households could link them to an online account.
- **Cost and Benefit:**
 - \$70 per user
 - Approximately 7,000 households per year could receive the benefit (20% of likely participants)

Assumptions:

- 38,720 qualifying households countywide*
- 80% participation rate = 30,976 households
- $30,976 \times \$70 = \2.2 Million annual cost

*Excludes households without a vehicle

Alternative #2: Transit Benefit

Cash-On-Clipper Benefit

- Provide \$50 per year to eligible individuals as cash value on a Clipper Card for use on any regional transit service that accepts payment via Clipper.
- **Cost and Benefit:**
 - \$50 per user per year
 - Approximately 10,000 individuals per year could receive the benefit (20% of likely participants)

Assumptions:

- 127,000 qualifying individuals countywide*
- 40% participation rate = 50,800 individuals
- $101,600 \times \$50 = \2.5 Million annual cost

**Includes youth and seniors*

Alternative #3: Place-Based Improvements

Bicycle, Pedestrian, & Transit Safety Improvements

- Provide bicycle and pedestrian safety improvements within the 15 targeted geographies.
- Example improvements include new bike lanes, ADA ramps, new/modified traffic signals and intersection improvements.
- Implementation:
 - \$500,000 available annually for projects in target geographies
 - Communities could apply via a call-for-projects
- **Cost and Benefit:**
 - Per-unit costs for improvements vary from \$20,000 to \$1.3 Million

Alternative #4: Carpool Rewards Program

Carpool Rewards Program

- Provide carpool cash benefit (up to \$50 per year for qualifying individuals)
 - Example: Commute.org's [Carpool Rewards program](#)
- **Cost and Benefit:**
 - \$50 per year per user
 - Approximately 10,000 individuals per year could receive the benefit (100% of all likely participants)

Assumptions:

- 80,000 qualifying individuals countywide*
- 80% participation rate = 64,000 individuals
- 16% Carpool mode-share for low-income commuters = 10,240 individuals
- $10,240 \times \$50 = \$512,000$ annual cost

**Working population only (18-64)*

Next Steps

Next Steps

Selection of a Preferred Alternative

- Analyze the four alternatives against quantitative and qualitative metrics
- Solicit community and stakeholder input on the four alternatives
- Select a preferred alternative

Community + Stakeholder Engagement

- **JPA hosted Virtual Community Meeting on Thursday, March 18 at 5:30 p.m.**
- Phase II public outreach: **Feb-Mar 2021**
- ESAC meetings: **Feb, March, April**

Next Steps

Equity Program Implementation

- Define eligibility requirements
- Develop administrative costs
- Finalize cross-cutting recommendations
 - E.g., Equity Program Manager, Equity Program Advisory Committee, Strategic Investment Plan
- Equity program adoption: **May 2021**

Questions?