

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

AGENDA

Congestion Management & Environmental Quality (CMEQ) Committee

Date: Monday, August 29, 2011 3:00 p.m. to 5:00 p.m.
Place: San Mateo City Hall
330 West 20th Avenue, San Mateo, California
Conference Room C (across from Council Chambers)

PLEASE CALL Sandy Wong (599-1409) IF YOU ARE UNABLE TO ATTEND.

- | | | | |
|-----|--|-------------------------------------|---------------|
| 1. | Public comment on items not on the agenda | Presentations are limited to 3 mins | |
| 2. | Minutes of June 27, 2011 meeting. | Action (Pierce) | Pages 1 - 4 |
| 3. | Review and recommend approval of the Draft 2012 State Transportation Improvement Program (STIP) for San Mateo County | Action (Higaki) | Pages 5 - 8 |
| 4. | Review and recommend approval of the Draft 2011 Congestion Management Program (CMP) and Monitoring Report | Action (Hoang) | Pages 9 - 13 |
| 5. | Receive information on San Mateo County shuttle marketing practices | Information (Madalena) | Pages 14 - 17 |
| 6. | C/CAG response to the MTC "OneBayArea Grant – Cycle 2 STP/CMAQ Funding" proposal | Information (Higaki) | Pages 18 - 22 |
| 7. | Receive an update on ramp metering turn-on along southbound I-280 between Daly City and San Bruno | Information (Wong) | Pages 23 - 25 |
| 8. | Executive Director Report | Information (Napier) | |
| 9. | Member comments and announcements. | Information (Pierce) | |
| 10. | Adjournment and establishment of next meeting date: September 26, 2011. | Action (Pierce) | |

NOTE: All items appearing on the agenda are subject to action by the Committee. Actions recommended by staff are subject to change by the Committee.

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NOTE: *Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Nancy Blair at 650 599-1406, five working days prior to the meeting date.*

Other enclosures/Correspondence - None

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

**MINUTES
MEETING OF JUNE 27, 2011**

The meeting was called to order by Chair Pierce in Conference Room A at City Hall of San Mateo at 3:00 pm.

Attendance sheet is attached.

1. Public comment on items not on the agenda.

Pat Giorni announced the good news of first piece of Sharro is put on El Camino Real between Millbrae Ave and Silva Ave. Thanks to the City of Millbrae and Caltrans' approval.

2. Minutes of April 25, 2011 meeting.

*Motion: To approve the Minutes of the April 25, 2011 meeting, Richardson/Bigelow.
Motion carried unanimously.*

3. Presentation on PG&E and BAAQMD Grant, Climate Action Plan Template Project, Scope of Work and Timeline (Information).

Kim Springer of San Mateo County presented information on the Climate Action Plan Template project. This project is funded by grants from PG&E, BAAQMD, and C/CAG. The project will design a template to be used by all cities and the county. The project aims to simplify cities/county's Climate Action efforts, reduce staff time/cost, create a regional approach to Climate Action, address CEQA guidelines and provide technical support.

The CAP Template "package" will include elements of CAP forecasting, calculation, and tracking tool.

Member Richardson pointed out the potential of hiring staff to perform the work versus consultant. Member Kersteen-Tucker suggested to be mindful of consistency between counties, in light of other counties having similar on-going efforts. Member Papan would like to see the County taking on an EIR study to banning plastic bags. Member Bigelow suggested credits should be given to SamTrans new buses with lower emissions.

4. Update on the San Mateo County Energy Watch, Local Government Partnership with PG&E (Information).

Kim Springer introduced this item and handed over to Susan Wright, a new staff in Kim's unit who took the position vacated by Aleix Petru, for specific presentation. Susan presented the San Mateo County Energy Watch project savings achieved as well as savings on "pipeline" projects. Susan mentioned a presentation will be made to City Manager Association. Susan also pointed out the graphics in the meeting packet contains errors.

5. Review and recommend approval of the funding recommendations for the provision of Congestion Relief Program shuttle services from July 1, 2011 through June 30, 2012.

Tom Madalena presented the staff recommendation on the Fiscal Year 2011/2012 local shuttle funding. There is a total of \$800,000 available through C/CAG for the local shuttle program, including matching fund from the San Mateo County Transportation Authority. A Call for Projects was issued and a total of 8 applications were received that encompass 8 jurisdictions/cities. Each of the applications for the shuttles are for the continuation of existing service. Two shuttles that we have provided funding for in the past decided not to continue or request funds this year.

Tom also handed out graphic charts showing past performance with regard to shuttle cost effectiveness for each of the shuttle projects, measured against the benchmarks established in 2005. CMEQ members noticed the East Palo Alto door to door shuttle's high cost per rider. Tom said it's true that the East Palo Alto shuttle shows poor performance, but it has shown some improvement from the past.

Since San Mateo County Sales Tax (Measure A) also has a shuttle funding program, Tom mentioned for the next cycle, staff will be working with the Transportation Authority to further coordinate the two funding source.

Pat Giorni, member of the public suggested to develop Joint policy with Transportation Authority.

Motion: To recommend approval of the funding for the provision of Congestion Relief Program shuttle services from July 1, 2011 through June 30, 2012. Motion carried unanimously.

6. Update on the One Bay Area and San Mateo County's Response to ABAG on Sustainable Communities Strategies (SCS) Initial Vision Scenario.

Sandy Wong reported that at the Bay Area regional level, both the MTC and ABAG have been very busy with developing the Bay Area Sustainable Community Strategy (SCS). The Initial Vision Scenario (IVS) for land use was unveiled in March and was outreach around the bay in April. Presentation was made to C/CAG Board in April by MTC/ABAG staff. Comments from many local jurisdictions were submitted to ABAG. What's happening now is that MTC/ABAG staff are developing five alternative land use scenarios to test their performance against greenhouse gas reduction, equity, health, and other targets. The five scenarios include more concentrated growth, more dispersed growth, as well as development pattern based on local input.

Richard Napier stated the IVS contains unrealistic growth in housing. Based on historic housing growth data, the IVS growth far exceeded what can be achieved historically. A letter from C/CAG voicing this opinion has been submitted. Several months down the line, the allocation of RHNA number for the Bay Area will come from the State. In the Bay Area, there are three RHNA Sub-regions. They are: San Mateo, Napa, and Solano counties. The remaining 6 counties did not form a sub-region. The sub-regions will have flexibility in the internal distribution of housing units within the county.

Member Mullin, also a MTC Commissioner, informed the CMEQ that there will be robust discussions in the region regarding SCS land use patterns. In the end, the region will likely land on a land use pattern that is a composite of the five alternatives being analyzed, that will move us in the right direction in achieving GHG reduction and addressing the concern that Richard stated in terms of unrealistic growth. Member Mullin also mentioned he would not be supportive of a dispersed growth pattern.

Member Richardson mentioned at the ABAG level, she has warned folks regarding the challenges in changing General Plans.

Member Bigelow, who attended the MTC Committee meeting where the alternative land use scenarios were discussed, shared with the CMEQ his observation of that meeting. The social equity option generated much debate.

7. Executive Director Report.

Richard Napier, Executive Director, thanked everyone and the C/CAG Board members' support on getting the C/CAG JPA reauthorized. Richard also announced that the C/CAG office will be moving, still in the same building but one floor down.

8. Member comments and announcements.

- Member Bigelow said he attended the Dumbarton Rail meeting last Friday. North Fair Oaks, Menlo Park, and East Palo Alto are being considered as potential sites for a future Dumbarton rail station. Additionally, it is being considered to expand Dumbarton bus service into the West Bay business campuses. Member Bigelow spoke at that meeting pointing out that public agency buses may have difficulty in operating inside some of the business campuses such as Sun Microsystem and Tyco because they may not have the proper turn radius.

9. Adjournment and establishment of next meeting date.

The next regular meeting was scheduled for August 29, 2011.

Meeting was adjourned at 4:40 pm.

CMEQ 2011 Attendance Record					
Name	Jan 31	Feb 28	Mar 28	Apr 25	Jun 27
Arthur Lloyd	Yes		Yes	Yes	Yes
Barbara Pierce	Yes	Yes	Yes	Yes	Yes
Daniel Quigg				Yes	
Gina Papan		Yes	Yes		Yes
Irene O'Connell	Yes	Yes	Yes	Yes	
Jim Bigelow	Yes		Yes	Yes	Yes
Kevin Mullin	NA	NA	NA	Yes	Yes
Lennie Roberts	Yes	Yes	Yes	Yes	Yes
Linda Koelling	Yes	Yes	Yes	Yes	Yes
Naomi Patridge	Yes	Yes	Yes	Yes	
Onnolee Trapp	Yes	Yes	Yes		Yes
Richard Garbarino	Yes	Yes	Yes	Yes	
Sepi Richardson	Yes	Yes	Yes		Yes
Steve Dworetzky	Yes	Yes	Yes		
Zoe Kersteen- Tucker		Yes	Yes	Yes	Yes
Vacant					
Other attendees at the June 27, 2011 meeting:					
R Napier, S Wong, TMadalena - C/CAG					
Kim Springer & Susan Wright - SM County					
Mike Stevens - Alliance					
Pat Giorni					

C/CAG AGENDA REPORT

Date: August 29, 2011

To: Congestion Management and Environmental Quality Committee (CMEQ)

From: Congestion Management Technical Advisory Committee (TAC)

Subject: Review and recommend approval of the Draft 2012 State Transportation Improvement Program (STIP) for San Mateo County.

(For further information or questions contact Jean Higaki at 599-1462)

RECOMMENDATION

That the Congestion Management and Environmental Quality Committee (CMEQ) review and recommend approval of the Draft 2012 State Transportation Improvement Program (STIP) for San Mateo County.

FISCAL IMPACT

None to the direct C/CAG budget.

SOURCE OF FUNDS

The 2012 State Transportation Improvement Program (STIP) fund will come from State and Federal fund sources.

BACKGROUND/DISCUSSION

C/CAG is the designated agency responsible to develop the regional share of the State Transportation Improvement Program (STIP) for San Mateo County. STIP candidate projects must be consistent with the Regional Transportation Plan as well as the County's Congestion Management Plan. In addition, projects must have an approved Project Study Report (PSR) or PSR Equivalent.

The STIP is a five-year document adopted every two years that displays commitments of transportation funds for improving highway, transit, and other transportation systems. On June 22, 2011, Caltrans presented the draft STIP Fund Estimates for the five-year STIP period (FY 2012/13 through FY 2016/17) to the California Transportation Commission (CTC). The CTC is expected to adopt this estimate at their August 10, 2011 meeting.

The adopted 2010 STIP covered the period between FY 2009/10 through 2014/15. Funds previously programmed for highway and transit projects as adopted in the 2010 STIP are still committed.

It is expected that San Mateo County will be able to program approximately \$20.3 mil of additional funds to the 2012 STIP. Although counties/regions can request to program these new funds in the earlier years, the CTC will likely push funds to the outer two years of the five-year cycle.

Staff collaborated with the San Mateo County Transportation Authority (SMCTA) and Caltrans staff and recommend the Proposed Draft 2012 STIP as attached. Here are some highlights:

1. The SR 92 Slow Vehicle Lane Improvement project, as programmed in the 2010 STIP, is recommended to be deleted from the 2012 STIP as a cost effective solution for this location has not been identified.
2. Construction phase funds have been added to the US101/Broadway Interchange project, based on project readiness.
3. Construction phase funds for the Willow Interchange has been moved to FY 14/15 to match the project schedule. Design phase funds for this project have been added to FY 12/13.
4. Construction phase funds for the Countywide Intelligent Transportation Systems (ITS) project were moved to FY 13/14 and additional new funds for construction were added in FY 15/16 in anticipation of phased construction.
5. The SR 92 Improvement from I-280 to US 101 is added as a new project. Phase 1 is the improvement of the SR 92/ El Camino Real (SR 82) interchange. Phase 2 is the improvement of the SR 92/ US 101 interchange.
6. Transportation Enhancement (TE) funds continue to be programmed in reserve with the intent to eventually fund a "Grand Boulevard Initiative" complete street project in partnership with the San Mateo County Transit District (SamTrans). On June 9, 2011 the C/CAG Board conceptually approved of investing up to \$2,000,000 in accumulated Transportation Enhancement (TE) funds towards the construction phase of a Complete Street project on the El Camino Real/Mission Street, designed through the SamTrans Tiger II complete streets design case study effort.

On August 18, 2011, the draft 2012 STIP was presented to the Congestion Management Technical Advisory Committee (TAC) for review. The TAC recommended approval of the proposed draft 2012 STIP.

Upon approval by the C/CAG Board, the Proposed 2012 STIP for San Mateo County will be forwarded to the Metropolitan Transportation Commission (MTC) for inclusion in the Bay Area regional STIP proposal. If approved by the MTC as scheduled in November 2011, the proposal will be forwarded to the California Transportation Commission (CTC) for approval in December 2011. During the coming months, it is anticipated Bay Area-wide and statewide negotiations will take place regarding the exact amount of funds available for each

county in each fiscal year.

ATTACHMENT

- Proposed Draft Summary of 2012 STIP for San Mateo County

PROPOSED DRAFT SUMMARY of 2012 STIP FOR SAN MATEO COUNTY
(\$1,000's)

Lead Agency	Rte	PPNO	Project	Total	(Info Only) Prior Year	(Info Only) 11-12	12-13	13-14	14-15	15-16	16-17
Caltrans	101	658B	(CMIA)	9,172	9,172						
Caltrans	101	658C	Auxiliary Lanes Segment 2, Embarcadero to University (CMIA)	5,049	5,049						
SMCTA	101	702A	US 101/Broadway Interchange	23,218	4,218			19,000			
Caltrans	82	645C	Menlo Park-Millbrae, interconnect signals, phase 2	7,331	7,331						
SMCTA	101	690A	US 101/Willow interchange reconstruction	28,951	2,509	4,500	1,471				
Caltrans	92	669B	SR 92 Slow Vehicle Lane Improvements (grf)	13,563	1,023		20,471			20,471	
Caltrans		0700C	Aux Lane Landscaping #700B- 2-yr plant establishment	33		33					
SMCTA/ Pacifica	1	632C	SR 1 Calera Parkway - Pacifica	6,900						6,900	
SMCTA/ Pacifica	1	2140H	Hwy 1 San Pedro Creek Bridge Replacement - New project	3,000		3,000					
San Mateo	92/82	New	SR 92 Improvements from I-280 to US 101 (construction Phase 1) - New								5,000
SM C/CAG	92	New	SR 92 Improvements from I-280 to US 101 (environmental Phase 2) - New								2,411
SM C/CAG	VAR	2140E	Countywide ITS Project	7,033			1,977	1,977	5,056		
SM C/CAG	VAR	2140F	Smart Corridor Segment (TLSP)	10,000	10,000						
SM C/CAG	VAR	2140F	Smart Corridor Segment (STIP)	11,000	11,000						
SUBTOTAL - HIGHWAY (2012/13 thru 2016/17)				82,865							
JPB		2140J	CalTrain San Bruno Ave Grade Separation (HSRCSA)	19,203	19,203						
BART		1003J	Daly City BART station improvement, elevator, lighting	900		200	700				
SUBTOTAL - PTA ELIGIBLE (2012/13 thru 2016/17)				900							
SM C/CAG			TE Reserve	5,964	200	1,000	1,000	745	2,490	1,146	1,128
SM County			TE funded - County of San Mateo Bike lane (C/CAG TOD commitment)	200	200						
San Bruno			TE funded - City of San Bruno ECR median (C/CAG TOD commitment)	779	779						
Half Moon Bay			TE funded - City of Half Moon Bay, Rte 1 landscaping	223	223						
Brisbane			TE funded - City of Brisbane Bayshore bike lane	803	803						
MTC		2140	Planning, programming, and monitoring	382		60	60	62	64	67	69
SM C/CAG		2140A	Planning, programming, and monitoring	2,418		690	353	353	355	205	462
Grand Total:				79,283		9,483	2,584	21,392	35,336	3,829	6,659

C/CAG AGENDA REPORT

Date: August 29, 2011
To: Congestion Management and Environmental Quality (CMEQ) Committee
From: John Hoang
Subject: Review and recommend approval of the Draft 2011 Congestion Management Program (CMP) and Monitoring Report

(For further information contact John Hoang at 363-4105)

RECOMMENDATION

That the CMEQ review and recommend approval of the Draft 2011 Congestion Management Program (CMP) and Monitoring Report

FISCAL IMPACT

It is not anticipated that the changes in the 2011 document will result in any increase in the current fiscal commitment that C/CAG has made to the Program.

BACKGROUND/DISCUSSION

Overview

Every two years, C/CAG as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP). The Draft 2011 CMP (attached to this report) includes updated information and changes from the adopted 2009 CMP. The majority of the document is unchanged from the 2009 CMP. Updated and new texts are shown as underlined in the document (deleted or superseded text are shown as strike through). Some key updates are highlighted as follows:

- Updated Chapter 5 – Trip Reduction and Travel Demand Element
 - Reflects the current Transportation Demand Element (TDM) and Transportation System Management (TSM) measures.
- Updated Chapter 7 – Deficiency Plan Guidelines
 - Reflects updated 2011 monitoring results and San Mateo County Congestion Relief Plan (CRP).
- Chapter 8 – Seven Year Capital Improvement Program
 - Reflects the “preliminary draft” 2012 State Transportation Improvement Program (STIP) project list.

- Updated Chapter 9 – Database and Travel Model
 - Includes new write up for the CCAG/VTA Bi-County Travel Demand Model
- Updated Chapter 11 – Vehicle Registration Fee (VRF) Program
 - Reflects current \$4 VRF program totals as well as the addition of the new Measure M (\$10 VRF).
- Appendices that were updated includes the following:
 - Appendix F - 2011 CMP Monitoring
 - Appendix I - Land Use Guidelines and Compliance Monitoring (Program Compliance List)
 - Appendix K - Checklist for Modeling Consistency for the CCAG/VTA Bi-County Model
 - Appendix M – Measure M Implementation Plan

In addition to the above updates, the Metropolitan Transportation Commission (MTC) also provided guidance for consistency and compatibility with the Regional Transportation Plan (RTP). The proposed additional information recommend by MTC for inclusion in the CMP includes:

- A description of the new regional coordinated land use and transportation planning process as directed through SB 375
- An updated Travel Demand Modeling Checklist that recognizes the new regional tour-based model and updates to the model consistency requirements
- Reference to the newly released Highway Capacity Manual 2010 as a regionally consistent option for analysis of level of service
- Reference to the Bay Area 2010 Clean Air Plan as adopted by the Bay Area Air Quality Management District
- Reference to the revision in statutes to enable cities and counties to enforce Parking Cash-Out (Section 43845 of the Health and Safety Code); and
- Updates to the table noting achievement of the Transit Oriented Development (TOD) requirements by Res. 3434 transit extension projects

2011 Traffic Level of Service and Performance Monitoring

C/CAG is also required to measure the roadway segments and intersections on the Congestion Management Program roadway network to determine the change in LOS from one period to the next. As part of the 2011 CMP update, C/CAG has retained Jacobs Engineering Group to monitor the roadway segments and intersections on the Congestion Management Program roadway network. As a result of this monitoring, C/CAG is required to determine what location(s), if any, has (have) exceeded the LOS standard that was established by C/CAG in 1991.

In determining conformance with the LOS standards, C/CAG can exclude traffic impacts attributable to the following:

- Interregional travel.
- Construction, rehabilitation, or maintenance of facilities that impact the system.

- Freeway ramp metering.
- Traffic signal coordination by the state or multi-jurisdictional agencies.
- Traffic generated by the provision of low-income and very low income housing.
- Traffic generated by high-density residential development or mixed-use development (half of the mixed use development must be used for high density residential) within one-fourth mile of a fixed rail passenger station.

If, after applying the above exclusions, a deficient location is identified; the C/CAG Travel Demand Forecasting Model would be used to determine the origins of the traffic at the deficient locations to determine which jurisdictions must participate in the development of a deficiency plan. A jurisdiction must participate if the traffic it is contributing is greater than ten percent (10%) of the capacity of the deficient location.

To address deficiency plans, C/CAG's San Mateo County Congestion Relief Plan (CRP), originally adopted in 2002, fulfills the requirement of a Countywide Deficiency Plan for all roadway segment and intersection deficiencies identified through the monitoring done for the 1999 through the current Congestion Management Programs. The CRP was reauthorized in 2011 for an additional four years. With the CRP in place, no jurisdiction will be required to develop a deficiency plan as a result of this monitoring report.

In calculating the LOS for the CMP network, C/CAG identifies the deficient locations after deducting for interregional travel (all trips originating outside San Mateo County). Based on the monitoring report and after the exclusions for interregional traffic was applied, one (1) out of the 53 roadway segments exceeded the LOS standard. The segment in violation of the LOS Standard in 2011 is:

- SR 92, I-280 to US 101

The analysis and reductions applied in the 2011 Monitoring used the most recent CCAG/VTA Bi-County Model with ABAG Projections 2009 to identify traffic volumes for local versus regional origin-destinations for the 2005 base horizon year. It is noted that reductions for the 2001 through 2005 CMP Monitoring Reports were based on the 2000 C/CAG travel demand forecasting model's estimations. For the 2007 and 2009 Monitoring Reports, the reductions were updated based on the updated 2005 C/CAG travel demand forecasting model.

A summary of the number of deficient roadway segments from 1999 to the current CMP is as follows:

Year	No. of Deficiencies	Year	No. of Deficiencies	Year	No. of Deficiencies
1999	10	2005	5	2011	1
2001	9	2007	2		
2003	4	2009	2		

For the sixteen intersections monitored, the 2011 traffic volumes, lane configurations, and signal phasing were used as inputs to the intersection level of service calculations. The 2011 monitoring only used the 2000 Highway Capacity Manual method (average control delay) to calculate the LOS results. Although both the 2000 HCM (average control delay in sec/vehicle) and Circular 212 (volume to capacity ratio) methodologies were used in parallel the past three CMP updates, the Circular 212 method was discontinued for this year. Reductions for inter-regional travel were also applied to the intersection volumes this year.

All 16 CMP intersections were in compliance with the LOS Standard. There were no LOS standard violations for intersections in 2009 also.

A summary of the number of roadway segments and intersections with a LOS F (F designated the worse possible congestion) since the 1999 CMP are as follows:

Year	LOS F*		Year	LOS F*	
	Roadways	Intersections**		Roadways	Intersections**
1999	18	3	2007	14	2
2001	16	1	2009	10	3
2003	13	0	2011	14	2
2005	12	0			

* Without Exemption

** Majority of intersections monitored are along Route 82 (El Camino Real)

Travel times were also measured for the U.S. 101 corridor between the San Francisco and Santa Clara County Lines. The U.S. 101 corridor was selected because, in addition to mixed-flow lanes, it includes High Occupancy Vehicle (HOV) lanes, bus routes, and passenger rail.

The total travel time for carpools was estimated by adding the travel time in the HOV lanes between the Santa Clara County Line and Whipple Avenue to the travel time in the mixed-flow lanes between Whipple Avenue and the San Francisco County Line. Travel times for bus and passenger rail modes were estimated based on SamTrans and Caltrain published schedules. SamTrans bus route KX operates in the U.S. 101 corridor. This route provides service through San Mateo County from San Francisco to Palo Alto. Travel times were based on the average travel time between County lines during the commute hours. Travel time via Caltrain was calculated in a similar manner.

Travel time for single occupancy and carpool identified as part of the 2011 monitoring indicates an

increase of 11 minutes in the southbound (P.M.) and six (6) minutes in southbound (A.M) commute periods. Results for the 2011 travel time surveys are summarized below.

Average Travel Time in US 101 Corridor (in minutes)																				
<i>(Between San Francisco and Santa Clara County Lines)</i>																				
Mode	AM - Morning Commute Peak Period										PM - Evening Commute Peak Period									
	Northbound					Southbound					Northbound					Southbound				
	2011	2009	2007	2005	2003	2011	2009	2007	2005	2003	2011	2009	2007	2005	2003	2011	2009	2007	2005	2003
Auto - Single Occ.	29	30	26	31	29	34	28	35	38	37	32	33	33	33	39	40	29	30	35	30
Carpool - HOV Lane	28	30	26	30	28	30	26	31	31	29	30	32	31	32	34	35	27	29	32	25
Caltrain (combined local and express)	35	35	35	42	43	31	31	34	42	49	34	34	38	42	49	35	35	34	42	46
SamTrans Route KX	76	79	75	72	68	81	85	78	72	74	81	83	80	79	75	78	89	81	75	72

Regarding transit ridership, for Caltrain, the period from February 2010 to February 2011 indicated an increase of 14.1%. BART reports that for the 3rd Quarter of FY 2011, there was an increase of 4.5% and increase of 6.4% for the SFO Extension stations. The final annual total and average weekly transit ridership figures for 2011 are not yet available as of this draft CMP but will be included in the Final CMP.

The complete Monitoring Report is included in Appendix F of the Draft 2011 Congestion Management Program.

CMP approval schedule

<u>Date</u>	<u>Activity</u>
August 18	Draft Report to TAC – <i>Recommended approval</i>
August 29	Draft Report to CMEQ
September 8	Draft Report to Board
October 14	Draft 2011 CMP due to MTC
October 20	Final Report to TAC
October 29	Final Report to CMEQ
November 4	MTC performs Consistency Findings
November 10	Final to Board
Nov/Dec	MTC approval of 2012 RTIP

ATTACHMENT

- Draft Level of Service and Performance Measure Monitoring Report – 2011
- Draft 2011 San Mateo County Congestion Management Program (CMP)
- Draft 2011 San Mateo County CMP Appendix (*Electronic version only. Hard copy available upon request*)

(Provided to CMEQ members only. Public members may contact John Hoang at 650-363-4105 if interested in receiving the document.)

C/CAG AGENDA REPORT

Date: August 29, 2011
To: Congestion Management and Environmental Quality Committee (CMEQ)
From: Tom Madalena
Subject: Information on San Mateo County shuttle marketing practices
(For further information or questions contact Tom Madalena at 599-1460)

RECOMMENDATION

That the CMEQ receive the information on San Mateo County shuttle marketing practices.

FISCAL IMPACT

None

SOURCE OF FUNDS

Funding to support the shuttle programs is derived from the Congestion Relief Plan adopted by C/CAG and included in the Fiscal Year (FY) 11/12 budget. The San Mateo County Transportation Authority (TA) is providing matching funds of up to \$300,000.

BACKGROUND/DISCUSSION

CMEQ members asked staff to report back on what some of the better performing shuttle programs San Mateo County were doing. Staff inquired about the programs in Foster City and Menlo Park to learn about some of the practices in these communities. Staff also was asked to inquire with the City of East Palo Alto as to what the City of East Palo Alto was doing to improve the performance of the Shopper Shuttle.

Menlo Park

The Menlo Park program is managed by City of Menlo Park staff. Menlo Park staff reported that they have a unique shuttle program that has the following characteristics that contribute to their success. The dialogue below was provided by Menlo Park staff.

Our peak hour Caltrain shuttle service was launched in 1989. It was initially set up to serve the employee population of the various business parks and commercial districts. It has evolved into a service that serves many populations. The Marsh Road shuttle meets Caltrain each morning to pick up twenty-five clients from HOPE Services who are transported to a training center for developmentally disabled individuals. In response to a parent who asked if it was possible to have our shuttles deliver students from one school to another so that parents who have children at

both schools would only need to make one stop is just one of the many unique opportunities we said yes to. We were able to structure the shuttle schedules to accommodate for this special service. The Willow shuttle meets students at the Caltrain station who attend Mid Peninsula High School and Jobtrain. The Willow shuttle also provides a “reverse commute” picking up passengers from the Dumbarton Express who transfer onto the shuttle along Willow Road. In addition, residents are picked up by both the Marsh and Willow shuttles who are heading to Caltrain for their morning commute.

The Midday shuttle though targeted to the senior population stopping at several senior housing facilities and senior centers, the shuttles attract many residents and visitors who use it for a variety of transportation needs. The shuttles transport Veterans from the Caltrain station to the VA facilities in Menlo Park. The shuttle provides independence to those who are not served by the local transit provider. The Shopper’s shuttle which serves those not served by the Midday has a number of unique features. The shuttle picks up residents at their home and they are taken to a number of favorite destinations such as downtown, Safeway, Caltrain and the library. This week a request was made that the Saturday Shopper’s shuttle pick up eight residents of our low income senior apartment complex to be taken to the funeral service at a church in Menlo Park. We will be able to accommodate the request and continue the shuttle service for the regular riders.

I think what makes our service so unique and special and successful is our ability to respond very quickly to requests and make changes almost immediately. We have not expanded in a big way but we’ve embraced many opportunities to increase ridership and help our residents, employees and visitors with their transportation needs. We’ve managed to keep costs under control by not expanding beyond what we feel is reasonable. We grow according to the needs of our riders be it residents, employees or visitors. We have an excellent relationship with Parking Company of America. Presently, we have a great group of drivers. It is very much a team effort.

Foster City

The Foster City Blue and Red Lines are managed by the Peninsula Traffic Congestion Relief Alliance.

The Blue Line serves a generally North/South loop where there is no SamTrans service available. The northern and southern edges of the loop are located near existing transit for transferring purposes, but not necessarily specifically timed for that purpose.

The Red Line operates along the East/West corridor through Foster City; enhancing the 251 route by providing 30 minute headways in the eastbound direction. After a short break, the Red Line expresses to the top of the route at the Hillsdale Mall.

The Connection’s service utilizes a custom transit guide which not only included the Blue and Red Lines, but also all publically funded employer shuttles as well as existing SamTrans and AC Transit service available in Foster City. The guide also includes transit agency contact information. With a large Asian contingent, the guide was also translated into Universal Chinese.

The city branded the Connections service; creating a logo that is used on all service materials. The shuttle vehicles are an advertising platform with the route names, Connections logo, funding

logos and Alliance contact information. The service is also promoted on the city and Alliance websites. The city works with the local papers to run occasional articles on the service. The Alliance marketing representative promotes the service at employer and community events. The city previously had a transportation subcommittee focused on shuttle recommendations. That subcommittee has since been rolled into an Ad Hoc Environmental Sustainability Task Force.

Financial constraints have proven challenging in recent years. In July 2010, the Red Line was reduced from a bus operating in both East/Westbound directions to a single Eastbound schedule. As of July 1, 2011, the Blue and Red Line now require a fare to ride. The fare is \$1 per boarding. Cash is not accepted on the vehicles. Riders may purchase a \$5 punch card or \$25 unlimited monthly pass from designated sales outlets in Foster City or via mail order. This was a compromise proposal that allowed continuation of the services for another 12 months versus immediate cancellation of the Blue Line as originally proposed.

Ridership previously flourished with the 30 minute headways on both lines throughout the city as there were limited midday transit options. Special education schools near the routes regularly utilized the free shuttles as transportation on weekly outings. Events held at a local church along the Red Line route have spawned ridership as well. The service was popular as after school transportation for riders home or to the Recreation Center or Library for after school programs.

East Palo Alto

The East Palo Alto shuttle program is managed by East Palo Alto staff. East Palo Alto reported back that they have printed 6000 schedules and distributed to the following locations in the community to increase their shuttle performance.

1. City of East Palo Alto Website
2. One East Palo Alto
3. EPA Today Newspaper
4. Community Activist (Dennis Parker)
5. All the Parking Company of America (PCA) Shuttle Buses
6. Ravenswood Community Health Center
7. Drew Health Foundation
8. Posted at all Public Areas:
 - Senior Center
 - Sanitary District
 - City Hall 2415 University
 - 1960 Tate Street

- 2277 University Avenue
- Bus shelters and Bus stops
- City's Police Dept. and Community Development Department
- Notices are placed at all City Council public meetings, Commission meetings and other public meetings).

East Palo Alto also reported that they experienced a high volume of phone calls per day requesting shuttle schedules and more information about the routes of the Shopper Shuttle or the Weekday Commuter Shuttle. East Palo Alto staff stated that with the economic recession people can't afford transportation costs as much and therefore people are considering utilizing the shuttle services more every day.

ATTACHMENT

None.

C/CAG AGENDA REPORT

Date: August 29, 2011

To: Congestion Management and Environmental Quality Committee (CMEQ)

From: Jean Higaki, Transportation System Coordinator

Subject: C/CAG response to the MTC "OneBayArea Grant- Cycle 2 STP/CMAQ Funding" proposal. (Information Only)

(For further information or questions contact Jean Higaki at 650-599-1462 or Sandy Wong at 650-599-1409)

RECOMMENDATION

C/CAG response to the MTC "OneBayArea Grant- Cycle 2 STP/CMAQ Funding" proposal. (Information Only)

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND/DISCUSSION

Approximately every six years, U.S. Congress enacts a surface transportation act which distributes Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds to the states who in-turn distributes funds to the regions.

In December 2009, MTC adopted a framework directing how STP and CMAQ funds were to be distributed over the following six years (2010-2015). The framework committed funds to projects and programs under a "CMA Block Grant" in first three years (Cycle 1) and provided policy direction for the second three years (Cycle 2).

On July 8, 2011 the Metropolitan Transportation Commission (MTC) staff released their "OneBayArea Grant" proposal to the joint MTC Planning Committee and Association of Bay Area Governments (ABAG) Administrative Committee for public review and discussion. The full proposal can be viewed at: <http://www.mtc.ca.gov/funding/onebayarea/>

In the proposal, MTC staff introduces an alternative to the current Cycle 2 framework that integrates the region's federal transportation program with land-use and housing policies by

providing incentives for the production of housing with supportive transportation investments. Some highlights include:

- Use a distribution formula to distribute funds to each county based on population, Regional Housing Needs Allocation (RHNA), and actual housing production.
- Require that at least 70% of the funding in each County be spent on project in the Priority Development Areas (PDA).
- Require local agencies to have at least two out of four “Supportive Local Transportation and Land-Use Policies” to be eligible for funding.
- Require local agencies to have a California Department of Housing and Community Development (HCD)-approved housing element, consistent with RHN/SB375 law, to be eligible for funding.

On July 21, staff presented this proposal to the C/CAG TAC with a request for comments. The attached letter was prepared, based on feedback received at the meeting, and presented for C/CAG approval at the August 11, 2011 board meeting.

ATTACHMENTS

1. August 12, 2011 letter from C/CAG to MTC commenting on the draft OneBayArea Grant Proposal

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

August 12, 2011

Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Attention: Steve Heminger, Executive Director

Subject: One Bay Area Grant Proposal

Dear Mr. Heminger;

I appreciate the opportunity to review and provide input to your initial release of the OneBayArea Grant proposal dated July 8, 2011. I wanted to share some additional thoughts and suggestions regarding the One Bay Area Grant Proposal.

While I appreciate the deletion of hard limits between programs as per Cycle 1, I still have major concerns about the 70% requirement of funds spent in a PDA. I would reiterate that it is important to stay focused on the policy you want implemented and not be distracted by too many specific project details.

With this in mind, I would like to propose the following changes to your proposal with supporting arguments:

1. I would propose that Local Streets and Roads (LS&R) funding be exempt from the 70% minimum requirement.
 - MTC should honor its "Fix It First" principle. Applying the 70% PDA rule to the LS&R fund would undo the "Fix It First" principle as relatively few federal aid eligible roads are located in a PDA. Most roads that are located in the PDA are either under state jurisdiction or are already well maintained. Forcing percentage of work in the PDA will only lead to rework on already well performing roads while letting the rest of the system deteriorate to a point of requiring very expensive repairs. Local agencies are in the best position to determine where roadway maintenance funds should be focused in their jurisdictions.

- The C/CAG Board adopted a funding commitment for Local Streets and Roads in February 2010 that included both Cycle 1 and Cycle 2 funds for Local Streets and Roads program. Most of the road projects funded under Cycle 1 were in jurisdictions with PDA's. However, Cycle 2 commitments were made to many (8 out of 14 jurisdictions) without PDAs. This C/CAG Board decision was reported to MTC on April 1, 2010. C/CAG must follow through with those commitments made for Cycle 2 funding.
2. The "Priority Development Area (PDA) Minimum Section", under the "Distribution Formula for the OneBayArea Grant," should be revised as follows (additions in *italics*, deletions in ~~striketrough~~):

2. Priority Development Area(PDA) Minimum Range: Require ~~that at least 70%~~ *a range of 50%-75%* of funding be spent on projects in *support of* Priority Development Areas....

- Regarding the Regional Bicycle program (RBP), Transportation for Livable Communities (TLC) program, and Safe Routes to School (SR2S), there are few route segment that can be located completely in the footprint of a PDA. If MTC's real objective is to encourage the use of alternative modes of transportation it would be more productive to allow for projects that support PDAs as well as alternative transportation to and from employment areas or other transit systems.

Improvements such as pedestrian and bike improvements are not really useful nor utilized if it is limited to the housing development areas and cannot connect people to work or to key destinations.

- Although we can strive to meet 70% of projects in a PDA, it is very unlikely that our jurisdictions will be able to produce enough projects in PDAs to utilize the available funds in the time frame required. Often projects located in a PDA, by the nature of the location and type of project, require long timeframes to develop and deliver, and do not fit well with the typical two year funding cycle timeframes.

3. The "Supportive Local Transportation and Land-Use Policies", under "Performance and Accountability," should be revised as follows (additions in *italics*, deletions in ~~striketrough~~):

Supportive Local Transportation and Land-Use Policies: Staff recommends that local agencies be required to ~~have at least two~~ *report on the adoption status* of the following four policies ~~adopted in order to be eligible for that have been accomplished as a result of the Cycle 2 grant funds:...~~

4. The "Approved Housing Element", under "Performance and Accountability," should be revised as follows (additions in *italics*, deletions in ~~striketrough~~):

Approved Housing Element: Any ~~Also, a HCD approved housing element consistent with RHNA/SB375 law is a proposed condition for any jurisdiction receiving Cycle 2~~

OneBayArea grants *must submit a report regarding the status of the adoption of one of the following:*...

- I believe that the Performance and Accountability should remain a performance and accountability and not an eligibility requirement.
- It is acceptable to request that local jurisdictions adopt bicycle/ pedestrian and complete streets policies but it should not be specified to be as part of a “general plan” which is generally not revised for many years and entails a very long process to modify. The intent is that a jurisdiction is in the process of adopting multimodal supporting policies.

Your consideration of these comments in developing One Bay Area Grant is appreciated. If there are any questions please contact Richard Napier at 650 599-1420.

Sincerely,



Richard Napier

Executive Director

City/ County Association of Governments

C/CAG AGENDA REPORT

Date: August 11, 2011
To: City/County Association of Governments Board of Directors
From: Richard Napier, Executive Director
Subject: Receive an update on ramp metering turn-on along southbound I-280 (during morning commute hours) between Daly City and San Bruno

(For further information or questions contact Sandy Wong at 599-1409)

RECOMMENDATION

That the C/CAG Board receive an update on ramp metering turn-on along southbound I-280 (during morning commute hours) between Daly City and San Bruno, at the following on-ramps: John Daly Blvd, Sullivan Ave/D Street, Northbound Route 1, Hickey Blvd, Westborough Blvd, and Avalon Drive.

FISCAL IMPACT

None.

SOURCE OF FUNDS

NA.

BACKGROUND/DISCUSSION

Current Activities (along Southbound I-280 between San Bruno and Daly City)

It is proposed to turn on metering lights at the following six **southbound** on-ramps along I-280 starting from August 30, 2011:

John Daly / Knowles Ave diagonal on-ramp
Sullivan Ave / D Street collector on-ramp
Northbound State Route 1 collector on-ramp
Hickey Blvd diagonal on-ramp
Westborough Blvd diagonal on-ramp
Avalon Drive diagonal on-ram

In 2009, MTC, Caltrans, and C/CAG partnered in a grant from the American Recovery and Reinvestment Act (ARRA) to provide funding for a capital project to install metering equipment along Southbound I-280 between Daly City and San Bruno. In early 2011, in anticipation of the completion of that capital project, staff from C/CAG, Caltrans, and MTC met and developed a workplan to prepared

the metering lights turn-on. MTC took the responsibility of funding and retaining consultant services to provide traffic data collection and technical analysis for metering rate plan development. The San Mateo County Ramp Metering Technical Committee (RMTC) was reconvened in April 2011. Representatives from the Cities of Daly City, Colma, San Bruno, South San Francisco, and Burlingame participated in RMTC meetings. The committee has agreed on the target date of August 30, 2011 to turn on the meters along the southbound I-280 in the morning commute hours.

As was done for the locations where meters were already turned on, “end of queue” detectors will be in place at the above six on-ramps in order to maintain the principle of “ensure that queues from metered ramps do not impede operation of local streets and intersections or block access to private property”. In addition, “before” and “after” monitoring at selected local streets and intersections near the metered on-ramps will be conducted to assess any impacts to local streets. City representatives in the Ramp Metering Technical Committee will review and provide guidance on monitoring activities.

Prior Actions

As part of the adoption of the Countywide Congestion Relief Plan by C/CAG on February 14, 2002, C/CAG was authorized to be the Countywide entity responsible for determining if, when, and how a ramp metering program would be implemented in San Mateo County. This decision included authorizing C/CAG as the organization to enter into the agreement with Caltrans to establish the parameters for the program for the entire corridor. In 2003, as part of the Countywide Congestion Relief Plan, the C/CAG Board approved a study of the impacts of a Ramp Metering Program along the Peninsula Corridor. As a result of the study the Board concluded on February 10, 2005 that ramp metering has the potential to have overall positive benefits on travel times throughout the study area (the entire Route 101 corridor and the Route 280 corridor north of Route 380).

In November 2006, C/CAG approved a Memorandum of Understanding (MOU) with California Department of Transportation (Caltrans) for the implementation of the Ramp Metering Program on US 101 from Santa Clara County Line to San Francisco County Line and on I-280 from I-380 to San Francisco County. A Ramp Metering Technical Committee (RMTC) with representatives from all involved agencies staff was also formed to make technical decisions.

In February 2007, metering lights were successfully turned on along US 101 between University Ave and Hillsdale Blvd. In October 2008, metering lights were successfully turned on along Northbound I-280 between Daly City and San Bruno.

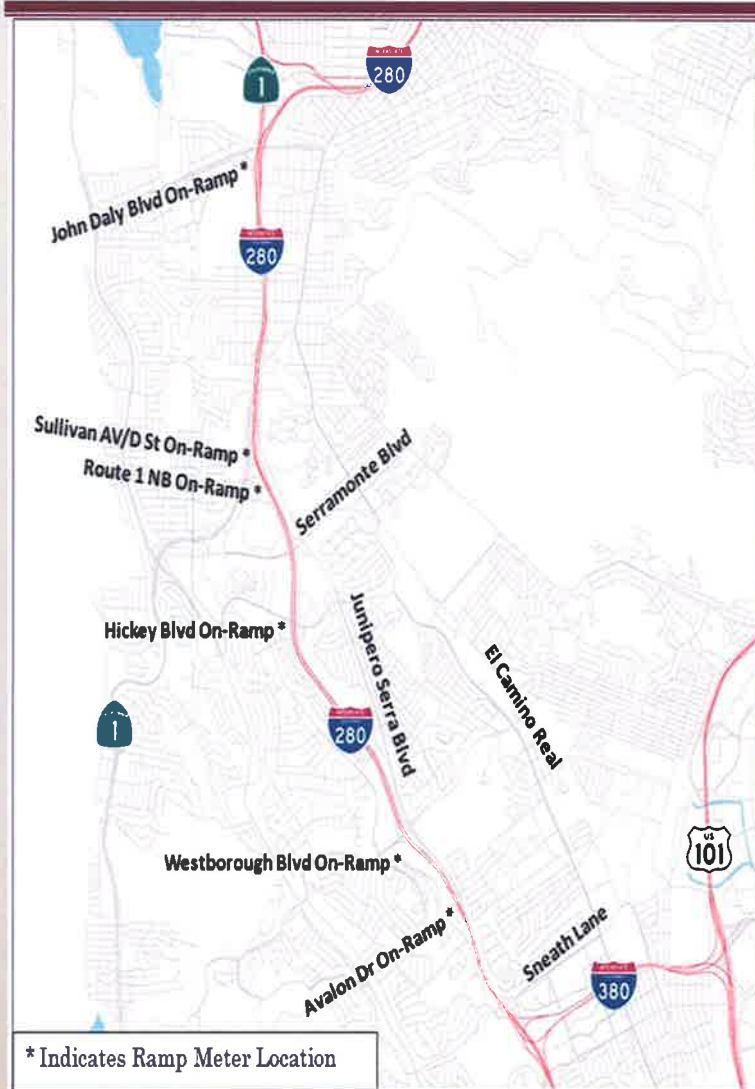
Future Phase

A capital project, funded and sponsored by the California Department of Transportation, to install metering equipment to fill the gaps along US 101 between SR 92 and the San Francisco County Line is currently in the design stage. It is anticipated the San Mateo County Ramp Metering Technical Committee (RMTC) will be reconvened to plan the metering turn-on along that segment when the construction project is finished.

ATTACHMENT

None.

Southbound I-280 Freeway On-Ramp Metering Information Sheet (August 22, 2011)



Where

Metering Signal lights at the on-ramps to I-280 freeway at these locations:

- John Daly Blvd to Southbound 280
- Sullivan Ave/D Street to Southbound 280
- Northbound Highway 1 to Southbound 280
- Hickey Blvd to Southbound 280
- Westborough Blvd to Southbound 280
- Avalon Ave to Southbound 280

When

Beginning August 30, 2011, metering lights will cycle between red and green at the above locations. General Hours of Operation:

- Monday through Friday, from 6:00 am to 10:00 am

Why

To help smooth out the merging traffic onto the freeway, thereby reduce the conflict at the merging areas and reduce the probability of traffic break down during the most congested commute hours.

Who

The following agencies have worked cooperatively to develop the ramp metering program:

- C/CAG (City/County Association of Governments of San Mateo County)
- Caltrans District 4 (California Department of Transportation)
- Cities of Daly City, Colma, San Bruno, and South San Francisco
- MTC (Metropolitan Transportation Commission)

Ramp Metering Hotline: (510) 286-4531

