

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*

AGENDA

Congestion Management & Environmental Quality (CMEQ) Committee

Date: Monday, October 29, 2007 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 | | 3:00 p.m.
10 mins. |
| 2. | Minutes of August 27, 2007 meeting. | Action
(O'Connell) | Pages 1-7 | 3:10 p.m.
5 mins. |
| 3. | Recommend approval of the AB1546 Countywide Traffic Congestion Management Program – ITS Project List. | Action
(Hoang) | Pages 8-12 | 3:15 p.m.
10 mins. |
| 4. | Recommend approval of the 2008 State Transportation Improvement Program (STIP) for San Mateo County. | Action
(Wong) | Pages 13-15 | 3:25 p.m.
15 mins. |
| 5. | Recommend approval of a Call for Projects for the Fourth Cycle of the Transit Oriented Development (TOD) Housing Incentive Program. | Action
(Madalena) | Pages 16-19 | 3:40 p.m.
15 mins |
| 6. | Recommend approval of an amendment to the Kimley-Horn Incident Management – Alternative Route Plan contract in an amount of \$155,300 for the development of a Project Study Report (PSR) for a Smart Corridor project. | Action
(Hoang) | Pages 20-24 | 3:55 p.m.
10 mins |
| 7. | Response to comments on the Draft 2007 Congestion Management Program (CMP) and recommendation to adopt the Final 2007 CMP for San Mateo County. | Action
(Hoang) | Pages 25-26 | 4:05 p.m.
15 mins |
| 8. | Approval of 2008 CMEQ meeting calendar. | Action
(Wong) | Pages 27 | 4:20 p.m.
10 mins |

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|-----|---|----------------------------|-----------------------|
| 9. | Member comments and announcements. | Information
(O'Connell) | 4:30 p.m.
10 mins. |
| 10. | Adjournment and establishment of next meeting date. | Action
(O'Connell) | 4:40 p.m. |

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.

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 AUGUST 27, 2007**

At 3:05 p.m., the meeting was called to order by Chair Irene O’Connell in the SamTrans 2nd floor Auditorium.

Members Attending: Jim Bigelow, Tom Davis, William Dickenson, Arthur Lloyd, Karyl Matsumoto, Naomi Patridge, Barbara Pierce, Vice-Chair Sepi Richardson, Lennie Roberts, Onnolee Trapp, Zoe Kersteen-Tucker.

Staff Attending: Richard Napier, Sandy Wong, Tom Madalena.

1. Public comment on items not on the agenda.

Chair O’Connell commented on the upcoming recruitment for the CMEQ seat vacated by Toni Stein. Member Roberts suggested that outreach should be made to pertinent environmental organizations.

CONSENT AGENDA

2. Minutes of July 30, 2007 meeting.

Motion: To approve the Minutes of the July 30, 2007 meeting. Richardson/Matsumoto, approved, unanimous.

REGULAR AGENDA

3. Update on the Sub-Regional Housing Needs Allocation Process (RHNA) (information).

Richard Napier, Executive Director of C/CAG, reported on the update of the Sub-Regional Housing Needs Allocation (RHNA) process. He also provided a copy of the “San Mateo County Subregion’s Final Shares of Regional Housing Needs Allocation”. Member Pierce asked if ABAG would provide an opportunity after March 2008 for two willing jurisdictions to trade allocations. Member Kersteen-Tucker requested for information on how the numbers were derived for unincorporated areas.

4. Member comments and announcements.

None.

5 & 6. Regional Rail Plan Open House, Presentation, Discussion, and Hearing.

At 3:30 p.m., Chair O’Connell closed the business aspect of the meeting and opened the Regional Rail Plan open house, presentation, discussion and hearing. There were over 100 people in attendance. Howard Goode, Project Manager from SamTrans, started off by recognizing all the esteem elected officials in attendance. He then gave a presentation on the Regional Rail Plan. The following six pages are the notes from the public hearing.

7. Adjournment and establishment of next meeting date.

At 5:18 p.m., the hearing was closed.

Notes from Regional Rail Plan Hearing

I'm a Caltrain conductor and I'm concerned with the costs of grade separations in terms of high-speed rail.

Ian McAvoy: I just want to be on record for Samtrans, and Caltrain, and also the TA, that we have appreciated the opportunity to participate in the Regional Rail Plan. Howard Goode is our representative on the Program Management Team and the Steering Committee. We appreciated the effort which has been made to create a strategy for improving rail transportation in the Bay Area.

The Draft Plan which has been developed, draws on and builds upon Caltrain's own efforts to improve its system on the peninsula. We believe that Caltrain illustrates how freight and passenger services can both be successfully accommodated within a rail corridor. The Regional Rail Plan recognizes the potential of the region's rail lines, as well as the challenges which accompany the opportunity. The recommendations regarding the Peninsula corridor recognize the investments needed for Caltrain to realize its full potential.

Based upon our review of the draft plan; I would like to offer three specific comments concerning:

1. Coordination between Dumbarton and Altamont corridors in Alameda County
2. High-Speed Rail in the Bay Area
3. The Transbay Terminal and a new tube to the East Bay

Dumbarton/Altamont Coordination:

The recommendations of the Plan highlight the importance and complexity of the multiple services which intersect in Southern Alameda County. The supporting analysis shows significant increases in utilization when the various services are coordinated. I urge MTC to take steps to realize this potential by taking a more active role with the various project proponents, both passenger and freight. The severity of the problems, along with the potential of the opportunities should make this a priority effort for MTC. High Speed Rail (HSR) in the Bay Area:

The draft plan provides useful information about the High Speed Rail alignments for reaching the Bay Area. The approach taken to utilize the Caltrain Corridor is consistent with our own coordination efforts with HSR. The recommendation that Oakland be served via a bay tube crossing is significant and results in a superior service and operating plan for HSR. The Peninsula Joint Powers Board which operates Caltrain is on records in support of the Caltrain corridor as the initial phase for HSR program. The Pacheco alignment will maximize the benefits of HSR to Caltrain, the peninsula and, I believe, to the Bay Area.

I'm with the Bay Rail Alliance. We have some concerns about the study. We realize that the Regional Rail Plan study team was under pressure to study a lot of different alternatives, but we are wondering about where some of the preliminary numbers have come from. Because from what we understand there has not been complete modeling work done. Ridership information was what we were looking for to come out of this study to guide policy makers on how to proceed. We'd like to ask MTC to delay this

study and ask the Legislature for more money to complete this modeling. We understand that one of the instigators of this study has the same concerns.

I'm a rider of Caltrain; I commute daily. If there is a significant difference in operational costs, such as fuel and maintenance yard, those costs should be taken into consideration for the high-speed rail alignment selection.

I think the group runs the risk of presenting a program that is so large that it swamps the ability of the general public to understand. It seems to me the evidence is the critical issue is expanding pass and freight service. It looks like you're looking at a doubling of freight usage at Port of Oakland and in East Bay in upcoming years. You need to maintain compatibility between expanding passenger and freight service. The number one priority is to increase tracks. The Cal-P Line to Sacramento has to go to four tracks. Line to Livermore needs to be somehow be straightened, building tunnels or cuts, and needs double or triple tracking. To do that with 10 billion dollars I think you a chance of success with providing service to the community. To get caught up in high-speed rail though, too much discussing will actually hurt the project.

Citizens for a Better Burlingame are very concerned about our loss of Broadway Station. It's already having tremendous affect on our demographics. We're also very concerned with the grade separation that is planned if high-speed rail does home. We're worried about the tracks going right through the center of town separating our main commercial district from our commercial area. We're concerned about how it might divide our city even further if the tracks do not go underground. We're also concerned with protecting the milk runs, slow speed is just as important to us as high-speed.

Citizens for a Better Burlingame are concerned with losing our local service.

I'm with the San Mateo County Economic Development Association. I just want to make the statement of how pleased we are that MTC and the rail committee is looking at long term planning. As we all know we have a number of systems within the Bay Area that don't currently work collectively. Through this planning and process, we can improve the efficiency of the system and long term benefit the Bay Area's economic vitality. We deal today with heavy traffic congestion and it's increasing. To be able to plan for what the future has for us, similar to what the original BART plan was. High-speed rail definitely needs to be a part of the mix when we are talking about the Bay Area rail needs.

I'm on the Menlo Park City Council and I have a couple points. 1) Step back and remember why we are doing all this. A lot of the underlying need is congestion relief, something we all see everyday. But looking at challenges of global warming, a trip at off-peak hours also matters. I was hoping to see a plan that I felt would reduce trips overall. One of the things I'm not seeing in the plan is the total number of projected trips that would be taken by transit compared to overall numbers of trips. I have concerns that the models aren't to the task that's going forward. We need to look to MTC and other agencies to invest more money toward the models and I'd like to see the models made

more widely available to public. I'd like to see this presented not as a rail plan, but a transit plan. You talked about connectivity to other transit modes, but I didn't see a lot of detail on that. Clearly rail is a big part of this, but how it connects is a critical thing. TOD is a big challenge in a lot of communities. You talk to developers and ask what percentage of TOD residents ride transit and you hear numbers like 3 -6 percent. For communities like Menlo Park to embrace it would need to be like 50-60 percent. I challenge us to come up with a big goal, something like 50 percentage of trips in 2030 or 2950 not be in single occupancy vehicles.

I'm from the Niles Area of Fremont and a member of the Fremont Residents Group. We'd like to go on record that Fremont goes on record that Pacheco is the favored alignment. Also, it's very difficult for citizens to keep up with projects like this. In our area we have Dumbarton, Regional Rail and high-speed rail projects. All told there are probably thousands of pages of documents that you have to study to really get a feel for what's going on. It seems there is a divide and conquer mentality in this business by MTC and their programs. In support of Pacheco Pass, versus Altamont, we who live near Niles Canyon area really have a destination point for Alameda County and we'd like to see it suffer no more harm than it already may suffer should that Altamont Pass be pursued.

I've some experience in shipping. I know it's possible to ship from Oakland to Stockton and Oakland to Sacramento. My reason for mentioning this is because it takes a load off the rail highway capacity and I think that should be an important concern. Harbor development is an element I'd like to see developed.

I'd like to see the ridership modeling and underlying data for this study be made available to the public before adoption by MTC.

I live in Menlo Park and work in Cupertino and I am a Caltrain commuter. I am a member of the large community who drives cars to transit I rely on a shuttle on the other end. I was looking for more vision in this regional plan, I want something I can walk to on both ends – just including rail is not going to do it. In googling the Internet, it seems that most things being put together in Europe or Japan are using rubber-tired vehicles with one-minute headways. It's a system that is designed from the consumer standpoint, not just the trains. I realize it's called a rail plan, but I also would like to see it more as a regional transit plan that starts to include how we get from point a (origination) to b (destination), because it's probably going to involve more than one mode.

I'm from the town of Atherton. In regards to the plan, it is a big plan and to make it something residents in our community could think about or begin to comprehend the extent of the impact this would have on our community – that hasn't been communicated at all. I'm sure that 99.9 percent of our residents have no idea about this plan and how it would impact our community. We'd like to get rail service on weekday basis. Also, I think there should be a lot more attention given to movement of goods. The East Bay highways are clogged by truck traffic. I don't see the vision that will take care of movement of goods to the extent that is going to have be dealt with. Thirdly, why not

use the Capitol Corridor for high-speed rail. If you're going to put a Transbay Tube later on, why not focus on that being a need to fulfill sooner or later. Rather than buying expensive real estate up and down peninsula for adding width, why not look at Capitol Corridor as an alternative.

Thank you for holding this meeting. I would like Regional Rail, provided it gives us a seamless systems, but at the moment I can't see how that would happen. I'm pleased to see you have identified the most heavily trafficked areas and where the largest amount of business is, like the Port of Oakland. I think the second tunnel is a great idea. I favor the Altamont alternative, although I think there are many things we need to study before we can say. In regards to Pacheco, do we really need to do grade separations? Does this plan have funding for grade separations? Because the money is certainly not in San Mateo County or the Measure A Plan. I heard the Holly grade separation cost \$100 million, so that is rather disconcerting. I'm still concerned about shortness of time to read document and respond. I think it's important for public to be able to give their responses.

We'd like the model to be available to the public on the web. We've got a lot of talented people in the community. If people could actually see the model this could add a lot of credibility to the plan, unless there is some legal reason this can't be done.

I'm a San Jose resident. I wanted to follow up on Mr. Goode's comments, that oil is a major problem we need to address. To address future shortages of oil and to minimize the environmental impacts of this system, there should be emphasis on electrical propulsion and supply. There should be immediate attention to getting nuclear power plants cleared for construction and into operation in California because current law forbids that. That would be ultimate in clean, environmentally sound and a substitute for oil. I recognize this requires political will and leadership to develop clear thinking on this.

It's an enormous project and I encourage information regarding it to be disseminated as broadly as possible to everybody. Also, as member of Pacific Locomotive Association, which preserves historic railroad equipment in Niles Canyon, I encourage organizations involved to respect the historic nature of Niles Canyon.

As mentioned before, towns along Peninsula share the concern over what the impact of fully built out high-speed rail corridor would be. I think an extra idea to build another tunnel under the Bay. But if you have another tunnel connecting Oakland and San Francisco, why bring high-speed rail up the peninsula? Why not go up to Oakland and use the tunnel to get to San Francisco? I think that should be addressed in the report. Also, I am a regular Caltrain rider, and frankly Caltrain is barely adequate as a system serving commuters on peninsula. BART should be extended to San Mateo County.

Consider having a dedicated freight corridor like that the Alameda Corridor and Alameda East in Southern California. I want to commend the people in this room involved in the Millbrae BART Caltrain connection, my problem using it today was that there wasn't

much time to switch trains. I hope that in the longer term there will be cross platform connection.

I'm with the Bay Area Alliance. We feel that MTC should be asking the Legislature for more time. If we are only just about to see the detailed ridership information and this is going to be voted on next month, we don't feel that it gives the public enough time to look at the assumptions and information that goes into modeling. We'd like MTC to ask for more time. I'd also like to comment on the Altamont alignment. I think there are a couple misconceptions of Altamont not servicing the inner-city travel markets. Moreover, the Altamont alignment gives us huge opportunities to improve ACE without compromising opportunities to improve Caltrain.

I'm from Burlingame. I've been riding Caltrain daily for about 30 years. I really appreciate the fact that you are having this hearing and doing a Regional Rail Plan. I agree that there should be more time for people to review the plan. Caltrain has done a Project 2025 which many people have probably heard about and which would turn Caltrain into an electrified system like in Europe. That could provide much better service than what you see on BART and a quarter of the cost. I really recommend that the Regional Rail Plan incorporate 2025. C-CAG should have presentation given to them on that plan. This is going to cost a lot of money for infrastructure and capital costs. Another issue is ongoing operating funds. We know that Samtrans/Caltrain have funding shortfalls and we need to do something to get more funding for our transportation system. The Governor and President keep preaching to cut taxes. We need to look at the funding for this and we need to get a permanent funding for the transit and someone's going to have to bite the bullet and raise taxes so that we can have the system people will want and one they can afford to ride

I'm a Burlingame citizen and a bicycle commuter. When we are looking at 3-4 track expansion for freight and passenger compatibility, I have to question what that compatibility is because right now in this country fruit and vegetables have more rights than people on our highway and rail systems than people do. Next, when Caltrain came to Burlingame to discuss grade separations, we asked about Broadway. Some of the options involved "land take" and I'd like that euphemism to reflect that it's eminent domain and if we are going to talk about grade separations for high-speed rail, how much land is actually going to have to be taken? I think this should be in the studied. Also, I go to a lot of bike and transportation meetings and it seems to me that in the Bay Area we have some great ideas about transportation, the problem is that we have disjointed systems. We need to get beyond empire building and work together. Re-think TODs, they may not be a necessarily good thing. For example, San Mateo found out last month that Caltrain may not be moving the station like they said, they may be keeping it at 31st, which is way out of what's been planned for that TOD.

I'm from Foster City. My concern is that I'm pretty sure that MTC cannot show that transit has any major effect on reducing congestion. In next several decades we're going to get major technological improvements for cars. It seems like spending the money on trains is a waste.

I'm from Palo Alto and I want to address the Dumbarton Corridor and its importance regionally for connecting East Bay to peninsula. More importantly, we need to contextualize this conversation within the conversation that by 2050 we will have 35 million people in the state of California, of which many will be commuting. The Altamont alignment is the soundest, land use patterns and land use development for last ten years has occurred primarily in the Central Valley. The Altamont high-speed rail alignment will help bring people from there to hear in a sensible way. In terms of TOD, I think it's very important to have intermodality between various systems, like Millbrae. We need a smart card. And we should be thinking about goods movements. At the University of Michigan Sue Salinsky, she has very interesting ideas related to moving goods faster and more efficiently. I think that will improve transit on freight lines and intermodality for moving goods.

I'm a San Francisco resident. I would like to have seen a local and regional growth plan as an overlay on routes. I also think intermodal connectivity is a key problematic issue in both investment levels required and pre-planning those connections. Getting to and from that last mile has always been a problem and often it adds 30-40 percent to journey. I commend Caltrain with their increased ridership due to Baby Bullets, it shows that they are learning to market transportation to the customer. Where transit goes affects land use and it's key to have an understanding about where growth are projected and for us to decide where we want to put growth. I have read studies showing that TODs have had an important impact on businesses and vitality of the communities they are in. Lastly I hope that investment will be for modernization where about grade crossings will put in because walkability and safety need to trump cost factor.

I endorse high-speed rail for California and I believe that high-speed rail and Caltrain will seamlessly operate together. Caltrain will bring local and express passengers. Germany gives great example of high-speed rail, express trains and inner city trains all connecting. I can see that the old systems in New York, Boston and Chicago are working today, but this is going to be a big step forward. I encourage route from Sacramento via Stockton thru Niles to Los Angeles with connections on Bay Area side to San Jose. And it should all be electrified.

C/CAG AGENDA REPORT

Date: October 29, 2007
To: Congestion Management and Environmental Quality (CMEQ) Committee
From: Richard Napier
Subject: Recommendation for approval of the AB1546 Countywide Traffic Congestion Management Program - Intelligent Transportation System (ITS) project list
(For further information contact John Hoang at 363-4105)

RECOMMENDATION

That the CMEQ recommends for approval the AB1546 Countywide Traffic Congestion Management Program - ITS project list.

FISCAL IMPACT

\$1.25M of the net revenue collected between July 2005 and December 2008 for the Traffic Congestion Management component of AB1546.

SOURCE OF FUNDS

Funds for these projects are collected from the Vehicle License Fees (VLF) through the AB1546 Program.

BACKGROUND/DISCUSSION

Assembly Bill 1546 (AB1546) imposes an annual fee of up to four dollars (\$4) on motor vehicles registered in San Mateo County to fund traffic congestion management and stormwater pollution prevention programs. The collection of the fees began on July 1, 2005 and terminates on January 1, 2009, unless the program is reauthorized by legislation. Fifty percent of the revenue is allocated to individual jurisdictions within San Mateo County and fifty percent is allocated to C/CAG for Countywide projects (25% for traffic congestion management and 25% for stormwater pollution prevention).

Based on recommendations by the CMP TAC and CMEQ, the C/CAG Board approved the establishment of a program that utilize AB1546 traffic congestion management funds for upgrading traffic signal controllers and traffic detection systems with closed circuit television (CCTV) cameras. In addition to facilitating the management of traffic, the proposed traffic control and monitoring upgrades would also be key infrastructures in the development of an integrated countywide ITS program to improve inter-jurisdictional traffic management.

A call for projects was issued on August 16, 2007, requesting local jurisdictions to submit applications for signal controller upgrade and video detection system upgrade projects. Eleven

jurisdictions submitted applications for 85 individual locations. One jurisdiction, the Town of Colma, submitted a late application and was not considered. Sixty-five (65) requests were made for the signal controller upgrades and 20 for video detection system upgrades in a total amount of \$1,406,110. The projects were scored and ranked based on the approved project selection criteria and the top 78 projects from both categories were awarded funds. For the signal controller projects, 62 projects totaling \$744,150 were awarded funds and a total of 16 video detection upgrade projects received \$499,960. Seven projects were not funded. The total proposed funding amount for all projects is \$1,244,150 with the unused amount of \$5,890 to be return to the countywide portion of the AB1546 programs.

The final program recommendation list is as follows:

Jurisdiction	Total Requested	Total Received	No. of Projects
Atherton	85,110	85,110	4
Brisbane	200,000	125,000	5
Burlingame	155,000	155,000	7
Daly City	195,000	195,000	13
Foster City	150,000	150,000	5
Menlo Park	120,000	80,000	2
Pacifica	75,000	60,000	4
Redwood City	96,000	64,000	4
San Carlos	70,000	70,000	10
San Mateo	200,000	200,000	20
San Mateo County	60,000	60,000	4
TOTAL	1,406,110	1,244,110	78

Per the recommendation by the CMP Technical Advisory Committee, projects not selected may be provided funds based on availability of any unused allocations. For example, if the actual cost of an awarded project was less than the amount allocated, then the unused portion will return to the AB1546 countywide account and made available to the next ranked project(s).

A detailed list including project type, costs, and scores can be found in the attachment.

ATTACHMENT

AB1546 Countywide Traffic Congestion Management - ITS Program: Final Project Ranking

**AB1546 – Traffic Congestion Management – ITS Program
FINAL PROJECT RANKING**

Jurisdiction	Project Type	Location	Total Points	\$ Request	Running Total
Atherton	Signal Controller	Middlefield Rd/Marsh Rd	18	10,075	10,075
Burlingame	Signal Controller	Broadway/California Dr	18	15,000	25,075
Daly City	Signal Controller	Junipero Serra Bl/Washington St	18	15,000	40,075
Daly City	Signal Controller	Junipero Serra Bl/San Pedro Rd	18	15,000	55,075
Daly City	Signal Controller	Washington St/San Pedro Rd	18	15,000	70,075
Daly City	Signal Controller	Sullivan Av/Eastmoor Av/San Pedro Rd	18	15,000	85,075
San Mateo	Signal Controller	Fashion Isl Bl/Mariners Isl Bl	18	10,000	95,075
Burlingame	Signal Controller	California Dr/Bayswater Av	16	15,000	110,075
Burlingame	Signal Controller	California Dr/Howard Av	16	15,000	125,075
Daly City	Signal Controller	John Daly Bl/BART	16	15,000	140,075
Daly City	Signal Controller	Hickey Bl/Callan Bl	16	15,000	155,075
Daly City	Signal Controller	Sullivan St/Washington St	16	15,000	170,075
Redwood City	Signal Controller	Alameda De Las Pulgas/Edgewood Rd	16	16,000	186,075
San Carlos	Signal Controller	Industrial Rd/Howard Av	16	7,000	193,075
San Carlos	Signal Controller	Brittan Av/Industrial Rd	16	7,000	200,075
San Carlos	Signal Controller	Alameda/San Carlos Av	16	7,000	207,075
San Carlos	Signal Controller	Brittan Av/ Alameda	16	7,000	214,075
San Mateo	Signal Controller	S. Norfolk St/E. 3rd A	16	10,000	224,075
San Mateo	Signal Controller	N. Humboldt St/E. 3rd Av	16	10,000	234,075
San Mateo	Signal Controller	N. Delaware St/Peninsula Av	16	10,000	244,075
San Mateo	Signal Controller	E. Poplar Av/N. San Mateo Dr	16	10,000	254,075
Atherton	Signal Controller	Middlefield Rd/Oak Grove Rd	14	10,075	264,150
Burlingame	Signal Controller	California Dr/Oak Grove Av	14	15,000	279,150
Burlingame	Signal Controller	California Dr/Burlingame Av	14	15,000	294,150
Daly City	Signal Controller	John Daly Bl/DeLong St	14	15,000	309,150
Daly City	Signal Controller	John Daly Bl/Santa Barbara Av	14	15,000	324,150
Daly City	Signal Controller	E. Market St/Hillside Bl	14	15,000	339,150
Daly City	Signal Controller	Sullivan Av/I-280 On-ramp	14	15,000	354,150
Redwood City	Signal Controller	Alameda De Las Pulgas/Whipple Ave	14	16,000	370,150
San Carlos	Signal Controller	San Carlos Av/Elm St	14	7,000	377,150
San Carlos	Signal Controller	San Carlos Av/Cedar St	14	7,000	384,150
San Carlos	Signal Controller	San Carlos Av/Walnut St	14	7,000	391,150
San Carlos	Signal Controller	San Carlos Av/Laurel St	14	7,000	398,150
San Mateo	Signal Controller	S. Humboldt St/E. 4th Av	14	10,000	408,150
San Mateo	Signal Controller	Bermuda Dr/S. Delaware St	14	10,000	418,150
San Mateo	Signal Controller	Creekside Dr/E. 3rd Av	14	10,000	428,150
San Mateo	Signal Controller	Alameda de las Pulgas/W. 20th Av	14	10,000	438,150
San Mateo	Signal Controller	Anchor Rd/E. 3rd St	14	10,000	448,150
San Mateo	Signal Controller	Pacific Bl/42nd Av	14	10,000	458,150
San Mateo	Signal Controller	N. Humboldt St/E. Poplar Av	14	10,000	468,150

**AB1546 Countywide Traffic Congestion Management – ITS Program
FINAL PROJECT RANKING**

Jurisdiction	Project Type	Location	Total Points	\$ Request	Running Total
San Mateo Co	Signal Controller	Alameda De Las Pulgas/Santa Cruz/Campo Be	14	15,000	483,150
San Mateo Co	Signal Controller	87th Av/park Plaza Dr/Nimitz Dr	14	15,000	498,150
San Mateo Co	Signal Controller	87th Av/Washington St/Village Ln	14	15,000	513,150
Daly City	Signal Controller	Hill St/San Pedro Rd	12	15,000	528,150
Daly City	Signal Controller	Hickey Bl/Campus Dr	12	15,000	543,150
Pacifica	Signal Controller	Linda Mar Bl/Adobe Dr	12	15,000	558,150
Pacifica	Signal Controller	Sharp Park Rd/College Dr	12	15,000	573,150
Pacifica	Signal Controller	Linda Mar Bl/Peralta Rd	12	15,000	588,150
Pacifica	Signal Controller	Linda Mar Bl/De Solo Dr	12	15,000	603,150
Redwood City	Signal Controller	Jefferson Av/Hudson St	12	16,000	619,150
Redwood City	Signal Controller	Jefferson Av/Farm Hill Bl	12	16,000	635,150
San Carlos	Signal Controller	San Carlos Av/Club Dr	12	7,000	642,150
San Carlos	Signal Controller	Brittan Av/Laurel St	12	7,000	649,150
San Mateo	Signal Controller	Laurie Meadows Dr/Pacific Bl	12	10,000	659,150
San Mateo	Signal Controller	W. Hillsdale Bl/E. Sailer Dr	12	10,000	669,150
San Mateo	Signal Controller	N. San Mateo Dr/Tilton Av	12	10,000	679,150
San Mateo	Signal Controller	W. Hillsdale Bl/W. Sailer Dr	12	10,000	689,150
San Mateo	Signal Controller	S. B St/9th Av	12	10,000	699,150
San Mateo	Signal Controller	Ciro Av/S. Norfolk St	12	10,000	709,150
San Mateo	Signal Controller	Armada Wy/Mariners Island Bl	12	10,000	719,150
San Mateo	Signal Controller	Mariners Isl Bl/Trader Ln	12	10,000	729,150
San Mateo Co	Signal Controller	Alameda De Las Pulgas/Sharon Rd	8	15,000	744,150
Pacifica	Signal Controller	Linda Mar Bl/Shopping Ctr	6	15,000	not funded
Redwood City	Signal Controller	Farm Hill Blvd/Glennan Dr	6	16,000	not funded
Redwood City	Signal Controller	Marshall St/Middlefield Rd	6	16,000	not funded

**AB1546 – Traffic Congestion Management – ITS Program
FINAL PROJECT RANKING**

Jurisdiction	Project Type	Location	Total Points	\$ Request	Running Total
Foster City	Video Detection	E. Hillsdale Bl/Edgewater Bl	12	30,000	30,000
Foster City	Video Detection	Foster City Bl/Metro/Triton	12	30,000	60,000
Foster City	Video Detection	E. Hillsdale Bl/Foster City Bl	12	30,000	90,000
Foster City	Video Detection	E. Hillsdale Bl/Shell Bl	12	30,000	120,000
Atherton	Video Detection	Middlefield Rd/Marsh Rd	10	32,480	152,480
Brisbane	Video Detection	Bayshore Bl/Old County Rd	8	25,000	177,480
Brisbane	Video Detection	Bayshore Bl/Valley Dr	8	25,000	202,480
Brisbane	Video Detection	Bayshore Bl/Guadalupe Cyn Pkwy	8	25,000	227,480
Burlingame	Video Detection	California Dr/Bayswater Av	8	40,000	267,480
Burlingame	Video Detection	California Dr/Howard Av	8	40,000	307,480
Foster City	Video Detection	Metro Center Bl/SR92 Off Ramp	8	30,000	337,480
Menlo Park	Video Detection	Marsh Rd/Scott Dr	8	40,000	377,480
Atherton	Video Detection	Middlefield Rd/Oak Grove Rd	6	32,480	409,960
Brisbane	Video Detection	Guadalupe Cyn Pkwy/North Hill Dr	6	25,000	434,960
Brisbane	Video Detection	Guadalupe Cyn Pkwy/Mission Blue Dr	6	25,000	459,960
Menlo Park	Video Detection	Santa Cruz Av/University Dr	6	40,000	499,960
Brisbane	Video Detection	Valley Dr/North Hill Dr	4	25,000	not funded
Menlo Park	Video Detection	Willow Rd/Durham S	4	40,000	not funded
Brisbane	Video Detection	Bayshore Bl/Van Waters&Rogers Rd	2	25,000	not funded
Brisbane	Video Detection	Bayshore Bl/Industrial Wy	2	25,000	not funded

C/CAG AGENDA REPORT

Date: October 29, 2007
To: Congestion Management & Environmental Quality (CMEQ) Committee
From: Technical Advisory Committee (TAC)
Subject: Recommendation of the approval of the 2008 State Transportation Improvement Program (STIP) for San Mateo County

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

RECOMMENDATION

That the CMEQ recommend approval of the 2008 State Transportation Improvement Program (STIP) for San Mateo County and authorize the C/CAG Executive Director to negotiate with the California Transportation Commission (CTC), the Metropolitan Transportation Commission (MTC) and Caltrans to make modifications as needed.

FISCAL IMPACT

None to the direct C/CAG budget.

SOURCE OF FUNDS

The 2008 State Transportation Improvement Program (STIP) fund will come from the 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.

In the current State Fund Estimate, San Mateo County has **\$26,874,000** for the Highway Program. These funds are typically made available in the last two years of the 5-year STIP period, i.e., in FY 2011/12 and FY 2012/13. In the previous version of the Fund Estimate, there was \$6,868,000 in the Public Transportation Account (PTA) Program. However, since the Governor signed SB 717, the PTA funds in the STIP no longer exist. Instead, funding for public transportation will come from the State Transit Assistance (STA) program that is outside of the STIP program.

Upon collaboration with the San Mateo County Transportation Authority and Caltrans staff, the following changes are being proposed in relation to the adopted 2006 STIP:

1. New project – Smart Corridor Segment 1: \$5,000K in FY 2008/09.
2. New project – Smart Corridor Segment 2: \$5,000K in FY 2010/11.
3. New project – US 101 Auxiliary Lanes from Sierra Point to SF County Line: \$1,000 in FY 2008/09 for design and \$3,606K in FY 2009/10 for construction.
4. Willow Rd Interchange Reconstruction – move \$20,046K from FY 2008/09 to FY 2011/12 and escalate it to \$22,550K. Add \$8,000K in FY 2009/10 for design.
5. El Camino Real Signal Coordination (Menlo Park-Millbrae) – move \$5,224K from FY 2008/09 to FY 2009/10 and escalate to \$5,485K.
6. State Route 92 Widening (Curve Correction) – move \$5,629K from FY 2010/11 to FY 2011/12.
7. There will be \$6,868,000 left in the Public Transportation Account un-programmed at this time. Further prioritization process will be needed to determine the best transit project(s) to receive this funding. The un-programmed fund will remain as the San Mateo County share for future STIP cycle.

Upon approval by the C/CAG Board, the Proposed 2008 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 January 2008, the proposal will be forwarded to the California Transportation Commission (CTC) for approval in May 2008.

ATTACHMENT

Proposed 2008 STIP Summary for San Mateo County.

Proposed 2008 STIP FOR SAN MATEO COUNTY

Does Not Include STIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

				San Mateo									
Agency	Rte	PPNO	Project	Total	Project Totals by Fiscal Year								
					Prior	06-07	07-08	08-09	09-10	10-11	11-12	12-13	
Prior Commitments (Not Part of RTIP Target)													
Caltrans	101	658B	Aux lanes-SCL Co. line to Marsh Rd	14,221			5,200	9,021					
Caltrans	101	690A	Willow Rd interchange reconstruction	20,046				20,046					
Caltrans	101	669B	SR 92 Slow Vehicle Lane Improvements	7,759							7,759		
Caltrans	101	669B	SR 92 Slow Vehicle Lane Improvements	4,781							4,781		
Caltrans	82	645C	Menlo Park-Millbrae, interconnect signals, phase 1	5,963			739	5,224					
Caltrans	1	632C	SR 1 Calera Parkway - Pacifica	6,900					6,900				
SMCTA	92	225G	SR 92 Widening - Curve Correction	5,629							5,629		
SM C/CAG	VAR	2140E	Countywide ITS Project	1,977							1,977		
MTC		2140	Planning, programming, and monitoring	240			60	60	60		60		
SM C/CAG		2140A	Planning, programming, and monitoring	1,847			467	460	460		460		
JPB			CalTrain South SF Station and Access Improvements	19,203				19,203					
BART			Daly City BART Station Improvements	900			900						
Total:				89,466			7,366	54,014	7,420		20,666		
2008 STIP (Highway)													
Caltrans	82	645C	Menlo Park-Millbrae, interconnect signals (move out 1-yr +5%)	5,485					5,485				
Caltrans	101	690A	Willow Rd interchange reconstruction (move out 3-yr + escalate, add PS&E)	30,550					8,000			22,550	
SMCTA	92	225G	SR 92 Widening - Curve Correction (move out 1-year)	5,629								5,629	
Caltrans	101	New	Aux lanes from Sierra Point to SF Co. Line	4,606				1,000	3,606				
SM C/CAG	VAR	New	Smart Corridor Segment 1	5,000				5,000					
SM C/CAG	VAR	New	Smart Corridor Segment 2	5,000							5,000		
MTC		2140	Planning, programming, and monitoring (02S-87)	120								60	60
SM C/CAG		2140A	Planning, programming, and monitoring (02S-87)	1,380								690	690
Total Highway (Non-PTA) Proposed for Programming in 2008 STIP				57,770	0	0	0	6,000	17,091		5,000	28,929	750
New	loc			0									
Total PTA-eligible Proposed for Programming in 08 STIP				0									

C/CAG AGENDA REPORT

Date: October 29, 2007

To: Congestion Management and Environmental Quality (CMEQ) Committee

From: CMP Technical Advisory Committee (TAC)

Subject: RECOMMEND APPROVAL OF A CALL FOR PROJECTS FOR THE FOURTH CYCLE OF THE TRANSIT ORIENTED DEVELOPMENT (TOD) HOUSING INCENTIVE PROGRAM

(For further information or questions contact Richard Napier at 599-1420, or Sandy Wong at 599-1409, or Tom Madalena at 599-1460)

RECOMMENDATION

That the CMEQ recommend approval of the call for projects for the fourth cycle of the Transit Oriented Development (TOD) Housing Incentive Program as recommended by the CMP TAC.

FISCAL IMPACT

None to the direct C/CAG budget. Provide up to \$3,000,000 for an incentive to the cities/County.

SOURCE OF FUNDS

State Transportation Improvement Program (STIP), Federal Congestion Management and Air Quality (CMAQ), and Surface Transportation Program (STP) funds.

BACKGROUND/DISCUSSION

C/CAG Board adopted a Transit Oriented Development Housing Incentive program to promote smart growth and increase the housing stock in San Mateo County. This program provides transportation funds as an incentive for local jurisdictions to build high-density housing (greater than 40 units per acre) within 1/3 of a mile of a BART or CALTRAIN station, or on a frontage parcel of the El Camino Real. For eligible housing projects, C/CAG will make a commitment to program the incentive funds to transportation project(s) identified by the sponsor if the housing is under construction within two years.

The 4th Cycle TOD program being recommended for approval is similar to the previous cycles except for the following:

1. TOD housing projects on a frontage parcel of the El Camino Real/Mission Street are now eligible in addition to those that are within one-third of a mile to CALTRAIN or BART station. This will help improve the coordination between land-use and transportation along the El Camino Real corridor.

2. In the 3rd Cycle program, a bonus was provided for affordable units to encourage the production of affordable units. However, the estimation of and the final proof of completion of the affordable units has been proven to be an administrative challenge. Therefore, it is not recommended that a bonus be provided to affordable units.

RESULTS FROM PREVIOUS CYCLES

	Jurisdiction	Projects	Units (Bedrooms)	Incentive Fund
1 st Cycle Committed	4	5	NA (1282)	
1st Cycle Completed	1	1	NA (402)	\$707,000
2 nd Cycle Committed	5	10	1372 (2407)	
2nd Cycle Completed	3	4	1075 (2006)	\$1,484,000
3 rd Cycle Committed	9	14	1306 (2192)	
3rd Cycle Completed*	6	8	828 (1296)	\$1,622,000

* Many of the projects in the 3rd cycle are still under construction at this time.

ATTACHMENT

- Program Guidelines for the 4th Cycle Transit Oriented Development (TOD) Housing Incentive Program

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*

Program Guidelines for the 4th Cycle Transit Oriented Development (TOD) Housing Incentive Program

GOAL & OBJECTIVE

The goal of the C/CAG Transit Oriented Development (TOD) Housing Incentive Program is to promote, support, and facilitate high-density residential housing projects near transit services throughout the County in order to improve the coordination between land use and transportation. The C/CAG TOD program provides financial incentives to jurisdictions that build eligible Transit Oriented Development housing projects by rewarding them with funds for transportation projects.

ELIGIBILITY REQUIREMENTS FOR TOD HOUSING INCENTIVE FUNDING

Residential housing projects must meet the following requirements in order to be eligible for funding from the C/CAG Transit Oriented Development (TOD) Housing Incentive Program:

- (1) Transit Oriented Development (TOD) housing projects must be permanent high-density residential housing with a minimum density of 40 units per net acre, located within one-third (1/3) of a mile from a CALTRAIN or BART station or on a frontage parcel of the El Camino Real/Mission Street in San Mateo County.
- (2) A letter from the City Council/Board of Supervisor of the jurisdiction approving the TOD project application for submittal to the C/CAG TOD Housing Incentive Program.
- (3) TOD housing project must not have received an approved building permit from the jurisdiction at the time of application for C/CAG TOD Housing Incentive Program, **except for those TOD housing projects that were approved by the C/CAG Board in a previous cycle but did not meet the 2-year deadline to be under construction as stated in item 4 below.**
- (4) After the C/CAG Board makes a financial incentive commitment to the TOD housing project, if requirements (1) through (3) above are met, the housing project must be completed or under construction within two (2) years from the date of C/CAG Board financial commitment. If the 2-year deadline is not met, the C/CAG financial commitment will become invalid. However, jurisdictions can reapply in a future TOD cycle.

Definition of Completion/ Under Construction

A TOD housing project is considered to be under construction if it is in accordance with the following requirements. There are physical units visibly completed or partially completed (under construction). As a minimum the project must have received building permits, demonstrate that less visible construction has started (such as fencing, grading, utilities, infrastructure etc.) and that both the developer and the jurisdiction are clearly obligated for completion of the project in a timely manner. Jurisdictions must submit the appropriate supporting documentation. However, the incentive will not be programmed until the housing

construction is completed.

INCENTIVE AMOUNT

C/CAG will make financial commitment to TOD housing projects that meet the eligibility requirements in an amount up to \$2,000 per bedroom in incentive funds. The actual amount of incentive funding per bedroom will vary depending on the total number of eligible applications.

Upon completion of the housing project, jurisdiction must provide a copy of the Certificate of Occupancy to C/CAG. The amount of funding equal to the number of bedrooms completed multiplied by the amount per bedroom committed by the C/CAG Board will be provided to the jurisdiction for transportation improvement projects. Most likely, the transportation funds will come from Federal and/or State transportation funding sources and are restricted for the purpose of street enhancement or bicycle/pedestrian facility improvements, i.e., Congestion Management and Air Quality (CMAQ) or Transportation Enhancement (TE) funds.

REQUIREMENTS FOR APPROVAL OF TRANSPORTATION FUNDING

- (1) After the housing project is completed or under construction, but no later than two years from the date of C/CAG Board's approval of the financial commitment, jurisdiction must identify the transportation project(s), in writing to C/CAG. The transportation project(s) must meet the requirements of the relevant Federal and/or State transportation programs.
- (2) Jurisdiction must cooperate with C/CAG staff and follow all appropriate steps in programming and delivery of the transportation project(s) as required by the relevant Federal and/or State transportation programs.

C/CAG AGENDA REPORT

Date: October 29, 2007
To: Congestion Management and Environmental Quality (CMEQ) Committee
From: Richard Napier
Subject: Recommendation for approval of an amendment to the Kimley-Horn Incident Management – Alternate Route Plan contract in an amount of \$155,300 for development of a PSR for a Smart Corridor project

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

RECOMMENDATION

That the CMEQ recommend for approval of an amendment the Kimley-Horn Incident Management – Alternate Route Plan contract in an amount of \$155,300 for development of a PSR for a Smart Corridor project

FISCAL IMPACT

Not to exceed \$155,300 (direct cost to C/CAG is \$77,650)

SOURCE OF FUNDS

Funding for this project was budgeted in the FY 2007/08 Congestion Relief Fund Program. The San Mateo County Transportation Authority (TA) will fund fifty percent (50%) of the total project cost.

BACKGROUND/DISCUSSION

The purpose of the Incident Management – Alternative Route Plan project, which began in July 2006, is to address effects of non-recurring traffic congestion caused by major freeway incidents. The current on-going development of the Plan involves establishing pre-planned alternate detour routes, facilitating interagency coordination and communication, and developing traffic control strategies to minimize the congestion and improve safety on local streets.

Kimley-Horn and Associates was contracted in March 2007 to provide technical assistance for the development of the Alternative Route Plan. In association with the development of the Plan, other project tasks included development of an interagency agreement, alternative route infrastructure improvement plan, performance measures, and other tasks. The project is currently on schedule and within budget.

As part of the Proposition 1B (I-Bond), the California Transportation Commission (CTC) and Caltrans is currently finalizing the Traffic Light Synchronization Program (TLSP) Program that will distribute \$100 million statewide (excludes \$150 million allocation to the City of Los

Angeles). The TLSP Program is intended to fund traffic light synchronization projects or other technology-based improvements to improve safety, operations and the effective capacity of local streets and roads. Examples of technology-based improvements includes intelligent transportation system (ITS) related projects such as integrated traffic signals with ramp metering, changeable message signs, traffic control, traveler information or incident management systems that improves mobility in a measurable way. The call for projects for the TLSP Program is expected to be release in early 2008.

It has been determined that selective segments of the San Mateo County Alternate Route Plan project along US 101 and parallel routes could be advanced into a potential Smart Corridor project concept. This Smart Corridor project and project components aligns with the goals of the TLSP Program and would be a strong candidate to submit for the TLSP Program funding opportunity. The proposed project locations are as follows:

No.	Location	Limits	Total Cost (estimated)
A	SFO Vicinity	US 101 from I-380 to N. Airport Blvd.; El Camino Real from I-380 to Poplar Ave	\$10.8M
B	US 101/SR 92 I/C	US 101 from SR 92 to Holly Dr.; El Camino Real fro SR 92 to Holly Dr.; SR 92 from El Camino Real to US 101 I/C	\$10.2M
C	US101/SR 84 I/C	US 101 from Airport Blvd to Santa Clara County Line	\$9.M
D*	Woodside Road (SR 84)	Woodside Road (SR 84) between US101 and I-280	tbd

* recommended by Caltrans

In preparation for the TLSP application submittal, a Project Study Report (PSR) and associated documents will need to be completed for the above referenced project. The project will involve preparation of the following documents:

- **Systems Engineering Management Plan (SEMP) Framework** – Top level technical management document that outlines and describes the organization, direction, and control mechanisms for the project to meet the cost, schedule, and performance objectives established in the Concepts of Operations.
- **PSR** – Consistent with Caltrans requirements and will include documentation of background information and conditions, deficiencies, project alternatives, environmental and right-of-way documentation, and design exceptions.
- **Concept of Operations** – Documentation of existing inventory, technical alternatives, systems configuration alternatives, operations and maintenance approach, and planning level estimates of probable cost.

The project is anticipated to take approximately 12 weeks to complete (by the end of December 2007).

ATTACHMENT

- Preliminary Project Descriptions for A, B, and C

Project A – SFO Vicinity

Project Limits (Freeways in red, Alternative routes in Blue):

US 101 from I-380 to north of Airport Blvd.
El Camino Real from I-380 to Poplar Ave

Total Costs

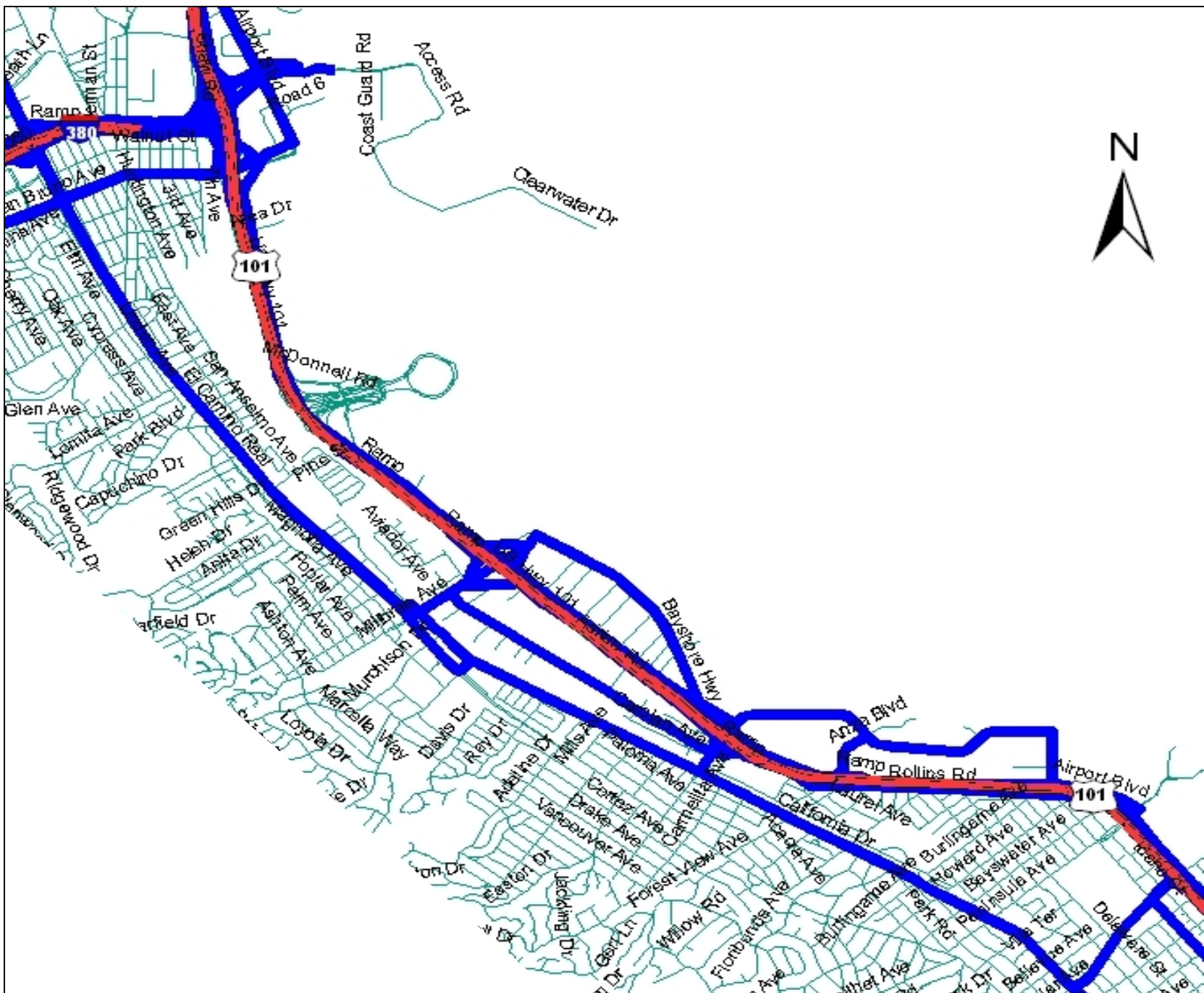
Construction Cost: \$ 8,550,825
Design Cost (assume 15%): \$ 1,282,625
Software Development Cost: \$ 1,000,000
Total Implementation Cost: \$10,833,450

ITS Elements to be deployed:

- Trailblazers: 61
- Ramp Meters: 11
- Pan-tilt-zoom CCTV Cameras: 9
- Fixed CCTV Cameras: 14
- Traffic signal upgrade/coordination: 54
- Fiber: 12.5 miles
- Conduit: 11.3 miles

Benefits:

1. SFO is a regional hub (a high profile destination with heavy volume of traffic) that requires constant available access.
2. Incidents in project vicinity will have a significant impact on regional traffic (to/from SFO).
3. El Camino Real is a nearby alternative parallel route to US 101.
4. Multi-jurisdictional – covers Cities of Millbrae, San Bruno, South San Francisco, Burlingame, and San Mateo.
5. SFO is an intermodal facility with roadway, BART, and Caltrain access.



Project B – US 101 / SR 92 Interchange

Project Limits (Freeways in red, Alternative routes in Blue):
 US 101 from SR 92 to Holly Drive/Redwood Shores Pkwy
 El Camino Real from SR 92 to Holly Drive/Redwood Shores Pkwy
 SR 92 from El Camino Real to US 101 Interchange

Total Costs

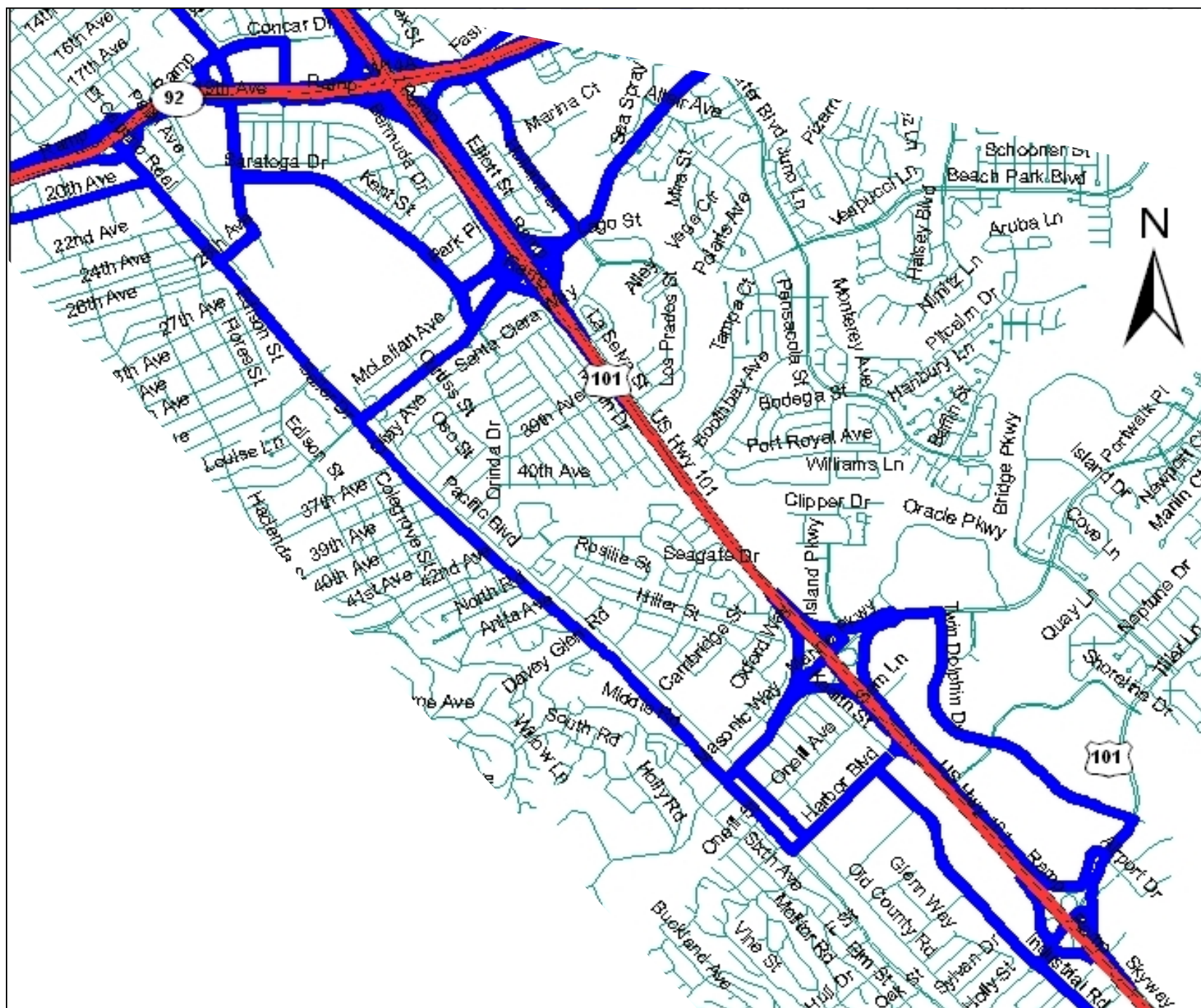
Construction Cost: \$ 7,968,525
 Design Cost (assume 15%): \$ 1,195,275
 Software Development Cost: \$ 1,000,000
Total Implementation Cost: \$10,163,800

ITS Elements to be deployed:

- Trailblazers: 50
- Ramp Meters: 3
- CCTV: 11
- Fixed Cameras: 29
- Traffic signal upgrade/ coordination: 41
- Fiber: 13.97 miles
- Conduit: 13.16 miles

Benefits:

1. SR 92/US 101 is the most significant regional interchange linking East Bay to Peninsula and San Francisco to San Jose. Incidents within the project area have significant regional impacts.
2. Appears to be an incident-prone area with high incident rates.
3. El Camino Real is a nearby alternative parallel route to US 101.
4. Multi-jurisdictional – covers Belmont, San Mateo, Foster City, San Carlos, Redwood City



Project C – US 101 / SR 84 Interchange

Project Limits (Freeways in red, Alternative routes in Blue):
 US 101 from Airport Boulevard to Santa Clara County Line

Total Costs

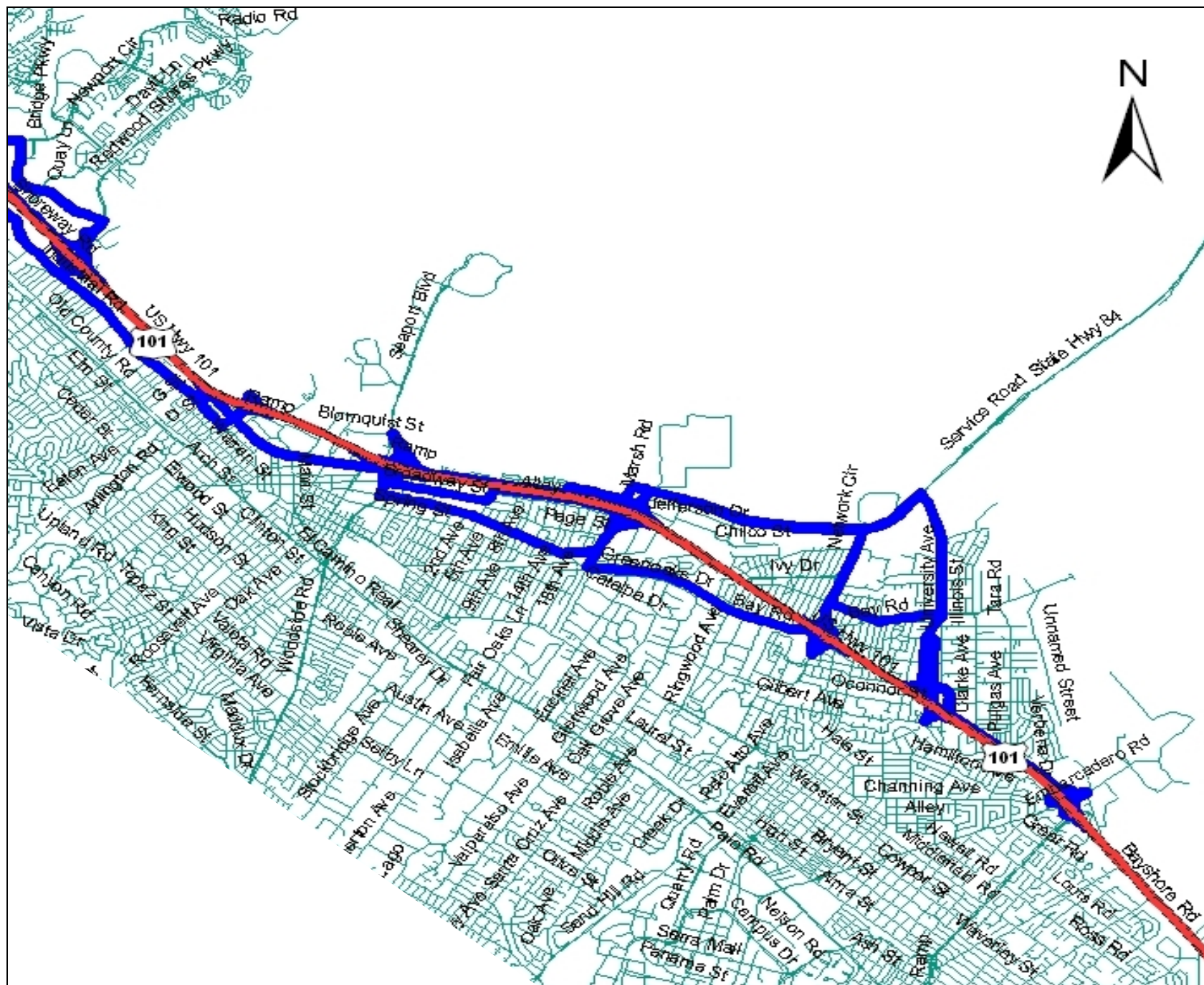
Construction Cost:	\$ 7,597,275
Design Cost (assume 15%):	\$ 1,139,600
Software Development Cost:	\$ 1,000,000
Total Implementation Cost:	\$ 9,736,875

ITS Elements to be deployed:

- Trailblazers: 54
- CCTV: 10
- Fixed Cameras: 36
- Traffic signals upgrades/ coordination: 57
- Fiber: 17.13 miles
- Conduit: 15 miles
- Caltrans Camera Upgrades: 3

Benefits:

1. SR 84/US 101 is a significant regional interchange linking East Bay to Peninsula and San Francisco to San Jose. Incidents can have significant regional impacts.
2. Builds upon nearby ramp metering project.
3. Multi-jurisdictional – involves Cities of San Carlos, Redwood City, Menlo Park, Atherton, North Fair Oaks (County), East Palo Alto, Santa Clara County.



C/CAG AGENDA REPORT

Date: October 29, 2007
To: Congestion Management and Environmental Quality (CMEQ) Committee
From: Richard Napier
Subject: Responses to Comments on the Draft 2007 Congestion Management Program (CMP) and Recommendation to Adopt the Final 2007 CMP for San Mateo County

(For further information or questions contact John Hoang 363-4105)

RECOMMENDATION

That the CMEQ accepts the responses to comments on the Draft 2007 Congestion Management Program (CMP) and recommend adoption of the final 2007 CMP.

FISCAL IMPACT

Adopting the CMP in itself will not have any fiscal impact.

SOURCE OF FUNDS

Not applicable.

BACKGROUND/DISSION

The Draft 2007 Congestion Management Program (CMP) and the notices of its availability for review were issued to all interested parties on September 6, 2007. Staff did not receive any external comments by the close of the review period on October 5, 2007, and therefore finalized the 2007 CMP based on comments from the TAC and CMEQ Committees. The following updates were incorporated in the Final 2007:

Chapter 5 – Page 5-3: inserted Table 5-2

Chapter 7 – Page 7-8 to 7-11: inserted Tables 1 & 2 from Appendix F; Page 7-17: inserted “Total Annual Cost to Implement Countywide Deficiency Plan By Jurisdiction” Table

Chapter 8 –Page 8-3: updated text; Page 8-4: inserted Table 8-1 “Proposed 2008 State Transportation Improvement Program

Appendix G – Inserted “List of Capital Improvement Projects”

Appendix K – Inserted updated 2007 CMP Consistency Checklist

The Final 2007 CMP will be submitted to MTC by November 1, 2007, for a Consistency Findings in association with the Regional Transportation Plan (RTP). Comments from MTC will be incorporated for the final C/CAG Board approval and forwarded to MTC by December 18, 2007.

ATTACHMENT

- Final 2007 Congestion Management Program (CMP) for San Mateo County

(Attached for CMEQ members only. Other interested parties may contact John Hoang at 650-363-4105 for copies)

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*

Date: October 29, 2007
To: Congestion Management and Environmental Quality (CMEQ) Committee
From: Sandy Wong
Subject: Review and approval of the 2008 CMEQ meeting Calendar

The schedule for regular meetings in 2008 will be as follows:

Congestion Management & Environmental Quality
Mondays 3:00 p.m. to 5:00 p.m.
January 28
February 25
March 31
April 28
May 19 (move up due to Memorial Day.)
June 30
July 28
August 25
September 29
October 27
November 24
December 22 (move up due to Holiday)

All meetings are scheduled for the last Monday of the month except for May 19th and December 22nd. They are moved up one week due to holidays. The meetings begin at 3:00 p.m. and end at 5:00 p.m. and are held in Conference Room C, San Mateo City Hall.